City of Poughkeepsie
Planning Board
Meeting Agenda

Common Council Chambers
Tuesday, January 28, 2025
6:00 PM

I. ROLL CALL

II. APPROVAL OF MEETING MINUTES

1. Approval of December 18, 2024 meeting minutes

III. ADJOURNED APPLICATION REVIEW / PUBLIC HEARINGS

1. 110 SOUTH GRAND AVENUE: SITE PLAN
Adjourned February 25th

2. "7" MORGAN AVENUE: SITE PLAN
Adjourned February 25th

3. "100-106" ALBANY STREET: SITE PLAN
Adjourned to a later date

IV. SEQRA REVIEW

1. 121 PARKER AVENUE: SEQRA
Full Environmental Assessment Form for SEQR Review relative to the proposed installation of a communications facility, including a monopole tower, ground-mounted equipment platform and associated improvements, on the property at 121 Parker Avenue, currently a surface parking lot, to create a mixed use parcel. Use and Area Variances are pending before the Zoning Board of Appeals. Owner: Parker Avenue Realty, LLC; Applicant:

Verizon Wireless of the East L.P.; Consultant: Scott Olson, Young Sommer LLC; Zoning District: G-CM; Grid #6162-55-257465.

2. '8' SOUTH CLINTON STREET: SEQRA

An application for the proposed construction of a three-story mixed-use structure on a vacant lot. The new building is proposed to contain 14 dwelling units and 1,152 square feet for retail. The applicant is requesting a parking waiver based on the Little Smith Street municipal parking lot. Owner: South Clinton Equities, LLC; Applicant/Consultant: Jason Lichwick Architecture, PLLC; Grid # 6161-22-239997; Zoning District: PID-B; File #2025-009

V. REVIEW OF RESOLUTIONS

1. 31 & 39 MARKET STREET: SITE PLAN

Application for site plan for the conversion of the existing office buildings at 31and 39 Market Street to a mixed use building with restaurants, box office/lobby space and office space of the first floors, and a total of 49 dwelling units of the upper floors, including construction of two additional stories on the building at 39 Market Street and the combining of the two lots into a single lot of record. Owner/Applicant: 31 Market LLC; Consultant: Natalie Quinn, KARC Planning Consultants; Grid # 6162-77-030072 and 031066; Zoning District: PID-HC; File #2024-061

VI. SITE PLANS/SPECIAL PERMITS/SUBDIVISIONS

1. 306-316 MAIN STREET: SITE PLAN

Application for site plan review for the construction of a six-story mixed-use building on two lots currently being utilized as a one-story office building and a two-story commercial building. The proposed development to include 120 apartment units, 17,087 SF of ground floor commercial space and resident amenity space. Owner/Applicant; 316 Main LLC Consultant; KARC Planning Consultants Grid #; 6162-77-091064 Zoning District: PID-HC File #PB2024-059.

2. LOT#151783 SOUTH HAMILTON STREET: SITE PLAN

An application for a two-story building consisting of 29 one-bedroom units and 29 two- bedroom units. Owner/Applicant: O'Neill Group Hamilton LLC.; Consultant: Arico Associates; Grid# 6161-30-151782; Zoning District: Medium High-Density Residential (R-4); File #2023- 041

3. 47-51 CANNON STREET: SITE PLAN

Application for site plan the construction of a 6 story mixed use building at

47-51 Cannon Street, with first floor restaurant/artisanal beverage production and 140 dwelling units on the upper stories. The proposal includes the demolition of two existing buildings and combining two lots of record into a single lot of record. Owner: 47 Cannon Street, LLC; Applicant: James Sullivan; Consultant: LRC Engineering & Surveying; Grid # 6162-77-086045 and 092041; Zoning District: PID-UV; File #2024-060

VII. ADJOURNMENT

1. Meeting adjourned to February 25, 2025

November Minutes
Motion:
Second:
Carried:

CITY OF POUGHKEEPSIE PLANNING BOARD
MEETING MINUTES
COMMON COUNCIL CHAMBERS
WEDNESDAY, DECEMBER 18, 2024 6:00 PM
DRAFT

I. ROLL CALL

Present:	**Excused:**	**Staff:**
Anne Saylor	Rosaura Andújar-McNeil	Tyler Maegerle, City Planner
Nick DeLuccia		Lori Garcia, Board Administrative Assistant
Marjorie Smith		
Chris Petsas		
Shane Egan		
Brian Veltre		
Bryce Holland		
Viviana Peña (6:15)		

II. APPROVAL OF MEETING MINUTES

1. **APPROVAL OF NOVEMBER 26, 2024 MEETING MINUTES**
   Motion: Marjorie Smith
   Second: Nick DeLuccia
   Carried: 7:0:0

III. ADJOURNED APPLICATION REVIEW/ PUBLIC HEARINGS

1. **110 SOUTH GRAND AVENUE: SITE PLAN**
2. **LOT#151783 SOUTH HAMILTON STREET: SITE PLAN**
3. **47-51 CANNON STREET: SITE PLAN**
4. **"7" MORGAN AVENUE**
5. **100-106 ALBANY STREET**
6. **306-316 MAIN STREET: SEQRA**

IV. REVIEW OF RESOLUTIONS

1. 531 MAIN STREET: AMENDED RESOLUTION

Application for revised site plan/special permit approval for the conversion of a mini-mart with self-service gas pumps and a one-bay automobile service facility to a convenience store with (existing) self-service gas pumps. Owner: AIF Estates, Inc.; Applicant: Kheiraddine Mazouzi; Consultant: Aryeh Siegel and Alphonso Clark; Grid # 6161-23-350986; Zoning District: Neighborhood Commercial (C-1); File #2023-047

Motion was made to approve the amended approval
Motion: Marjorie Smith
Second: Nick DeLuccia
Carried: 7:0:0

V. PUBLIC HEARINGS FOR SITE PLANS/SPECIAL PERMITS/SUBDIVISIONS

1. 31-39 MARKET STREET: SEQRA

Application for site plan for the conversion of the existing office buildings at 31and 39 Market Street to a mixed use building with restaurants, box office/lobby space and office space of the first floors, and a total of 49 dwelling units of the upper floors, including construction of two additional stories on the building at 39 Market Street and the combining of the two lots into a single lot of record. Owner/Applicant:31 Market LLC; Consultant: Natalie Quinn, KARC Planning Consultants; Grid# 6162-77-030072 and 031066; Zoning District: PID-HC; File #2024-061

Presenting: Natalie Quinn, KARC Planning Consultants
Shawn Curran, The LRC Group

A motion was made to open the public hearing
Motion: Marjorie Smith
Second: Nick DeLuccia
Carried: 7:0:0

No Speakers

A motion was made to close the public hearing
Motion: Marjorie Smith
Second: Nick DeLuccia
Carried: 7:0:0

A motion was made to issue a negative declaration
Motion: Marjorie Smith
Second: Nick DeLuccia
Carried: 7:0:0

VI. SEQRA REVIEW

1. **306-316 MAIN STREET: SEQRA**
   APPLICCANT ADJOURNED TO JANUARY MEETING
   ~~Application for site plan review for construction of a six story mixed-use building with commercial space on the ground floor and 120 dwelling units on the upper floors, including the demolition of two existing buildings and combining of two lots of record into a single lot of record. Owner/Applicant; 316 Main LLC Consultant; KARC Planning Consultants Grid#; 6162-77- 091064 Zoning District: PID-HC File #PB2024-059.~~

2. **121 PARKER AVENUE: SEQRA**
   Full Environmental Assessment Form for SEQRA review relative to the proposed installation of a communications facility, including a monopole tower, ground-mounted equipment platform and associated improvements on the property at 121 Parker Avenue, currently a surface parking lot, to create a mixed use parcel. Use and Area Variances are pending before the Zoning Board of Appeals. Owner: Parker Avenue Realty, LLC; Applicant: Verizon Wireless of the East L.P.; Consultant: Scott Olson, Young Sommer LLC; Zoning District: G-CM; Grid #6162-55-257465.

   Presenting: Scott Olson, Young Sommer
   Steve Grassl, Verizon Wireless

VII. ADJOURNMENT

A motion was made to adjourn the meeting to January 28, 2025
Motion: Marjorie Smith
Second: Chris Petsas
Carried: 7:0:0

For more details regarding the meeting, please visit the Meeting Webcast or the Agendas and Minutes page on the City of Poughkeepsie website.

Subject to the FCC Shot Clock of 150 days for an Application for Other than a Small Wireless Facility Using a New Structure - 83 Fed Reg 51867 codified at 47 CFR § 1.6003(c)(1)(iv)

ZONING BOARD OF APPEALS and PLANNING BOARD
of the CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK

In the Matter of the Application of

VERIZON WIRELESS OF THE EAST LP d/b/a Verizon Wireless

Lands n/f of Parker Avenue Realty, LLC
121 Parker Avenue
City of Poughkeepsie, Dutchess County, New York
Grid#: 131300-6162-55-257465

APPLICATION FOR USE AND AREA VARIANCES and STATEMENT OF INTENT

Submitted by:
Verizon Wireless
Kathy Pomponio, Manager – Network Real Estate
1275 John Street, Suite 100
West Henrietta, New York 14586
(585) 321-5435

Tectonic Engineering & Surveying Consultants, P.C.
Steven Matthews, P.E.
36 British American Blvd, Suite 101
Latham, New York 12110
(518) 783-1630

Airosmith Development
Steven Grassl, Specialist, Site Acquisition
318 West Avenue
Saratoga Springs, New York 12866
(914) 523-6495

Please direct all correspondence to:

Young/Sommer LLC
Scott P. Olson, Esq.
Executive Woods
Five Palisades Drive
Albany, New York 12205
(518) 438-9907

Dated: August 8, 2024

THE CITY OF POUGHKEEPSIE
NEW YORK
PLANNING & ZONING
62 CIVIC CENTER PLAZA, 2ND FLOOR
POUGHKEEPSIE, NY 12601
Phone: (845) 451-4055 Fax: (845) 451-4006

FEE: $1000.00
CODE: A2112
ID# _____
IPS# _____

ZONING BOARD OF APPEALS USE VARIANCE APPLICATION

PROPERTY ADDRESS: 121 Parker Ave., Poughkeepsie, NY

ZONING DISTRICT: WALKWAY - Gateway district / Gateway Commercial mixed use subdistrict

OWNER INFORMATION:
Name: Parker Ave. Realty, LLC
Address: 47 Marie Ct.
Wappinger Falls, NY 12590
Phone: TBD
Email: TBD

APPLICANT INFORMATION:
Name: Verizon Wireless of the East LP d/b/a Verizon Wireless
Address: 1275 John St., Suite 100
West Henrietta, NY 14586
Phone: 585-321-5435
Email: c/o Solson@youngsommer.com

CONSULTANT INFORMATION:
Name: Young Sommer LLC (ATTN: Scott Olson)
Address: 5 Palisades Dr.
Albany, N.Y. 12205
Phone: 518-527-6813
Email: Solson@youngsommer.com

SUBJECT OF APPEAL

This application relative to the above referenced property constitutes an appeal from the decision, determination or violation of an official of the City of Poughkeepsie.

Name and title of agent: Scott Olson, Attorney for Applicant

Date of decision/determination/violation: July 5, 2024

Please note that a copy of the communication must be attached with this application.

ZONING BOARD OF APPEALS USE VARIANCE APPLICATION
PROPERTY ADDRESS: 121 Parker Ave., Poughkeepsie, NY

USE VARIANCE REQUESTS

SECTION	PROHIBITING	TO ALLOW
19-3.25(4)	Cell tower facilities	Cell tower facility

VARIANCE REQUEST JUSTIFICATION

Pursuant to Section 19-8.4 (2) (c) of the Zoning Ordinance, **no use variance shall be granted by the Board of Appeals without a showing by the applicant that applicable zoning regulations and restrictions have caused unnecessary hardship.** In order to prove such unnecessary hardship, the applicant shall demonstrate to the Board of Appeals that for each and every permitted use under the zoning regulations for the particular district where the property is located:

1) The applicant cannot realize a reasonable return, provided that lack of return is substantial as demonstrated by competent financial evidence (The applicant must demonstrate, by competent financial evidence, that they cannot realize a reasonable financial return on their property for any of the currently permitted uses in the Zoning District. The financial statement should relate only to the subject property and not to the applicant's personal finances);

2) The alleged hardship relating to the property in question is unique and does not apply to a substantial portion of the district or neighborhood (Please explain how the alleged hardship relating to the property in question is unique and does not apply to a substantial portion of the district or neighborhood. For example, does the subject property have unique constraints or characteristics not found in other properties in the district or neighborhood?);

3) The requested use variance, if granted, will not alter the essential character of the neighborhood. Explain fully how the character of the neighborhood will not be altered and the intent of the Zoning Ordinance will not be adversely affected.

4) The alleged hardship has not been self-created (An applicant cannot claim "unnecessary hardship" if that hardship was created by the applicant, or if the applicant acquired the property in a position to know the conditions for which the applicant is seeking relief). Explain fully how the hardship is not self-created.

Responses to the above questions shall be attached to and submitted with the application. **Use as many sheets as necessary.**

ZONING BOARD OF APPEALS USE VARIANCE APPLICATION
PROPERTY ADDRESS: 121 Parker Ave., Poughkeepsie, NY

LIST OF REQUIRED ATTACHMENTS

1. Letter or communication which resulted in application to the ZBA.
2. Site or Plot Plan: Nine (9) copies.
3. Color photos of site conditions: Nine (9) copies
4. Complete Short Environmental Assessment Form. Please note that in some instances it may be determined that a Full EAF is required.
5. Electronic file submission of the plot plan and color photos
6. Other attachments deemed pertinent by the applicant (please list):

RF Justification; Health and Safety Certification; Site Selection Analysis; and other materials attached hereto.

SIGNATURE AND VERIFICATION

Please be advised that no application can be deemed complete unless signed below.

THE APPLICANT HEREBY STATES THAT ALL INFORMATION GIVEN IS ACCURATE AS OF THE DATE OF APPLICATION. THE APPLICANT, IF NOT THE OWNER OF THE PROPERTY, HEREBY SWEARS THAT THIS APPLICATION IS MADE WITH THE INFORMED KNOWLEDGE AND CONSENT OF ~~THE~~ OWNER.

Scott Olson
SIGNATURE OF APPLICANT

7/29/2024
DATE

Scott Olson, Attorney for Applicant

THE CITY OF POUGHKEEPSIE
NEW YORK
PLANNING & ZONING
62 CIVIC CENTER PLAZA, 2ND FLOOR
POUGHKEEPSIE, NY 12601
Phone: (845) 451-4055 Fax: (845) 451-4006

FEE: $350.00
CODE: A2112
ID# _____
IPS# _____

ZONING BOARD OF APPEALS AREA VARIANCE APPLICATION

PROPERTY ADDRESS: 121 Parker Ave

ZONING DISTRICT: Mixed Use Commercial (G-CM)

OWNER INFORMATION:

Name: Parker Ave Realty, LLC
Address: 47 Marie CT
Wappinger Falls, NY 12590
Phone: TBD
Email: TBD

APPLICANT INFORMATION:

Name: Verizon Wireless of the East LP d/b/a Verizon Wireless
Address: 1275 John St., Suite 100
West Henrietta, NY 14586
Phone: 585-321-5435
Email: c/o solson@youngsommer.com

CONSULTANT INFORMATION:

Name: Young Sommer LLC (Attn: Scott Olson)
Address: 5 Palisades Dr.
Albany, NY 12205
Phone: 518-527-6813
Email: solson@youngsommer.com

SUBJECT OF APPEAL

This application relative to the above referenced property constitutes an appeal from the decision, determination or violation of an official of the City of Poughkeepsie.

Name and title of agent: Scott Olson, Attorney for Applicant

Date of decision/determination/violation: July 5, 2024

Please note that a copy of the communication must be attached with this application.

ZONING BOARD OF APPEALS AREA VARIANCE APPLICATION

PROPERTY ADDRESS: 121 Parker Ave., Poughkeepsie, NY

AREA VARIANCE REQUESTS

All sections under this heading must be answered completely. Bear in mind that a variance is actually relief from the strict application of the requirements of the law (the Zoning Ordinance), and the Zoning Board of Appeals is required to give sound reasons, based on the criteria set forth in this application, for granting any such relief.

SECTION	REQUIRING/PROHIBITING	REQUESTED VARIANCE
19-3.25(8)	max front set back is 12'	Proposing 134' set back (122' variance)
19-3.26(8)	Min. front occupancy 70%	None proposed - 100% variance
19-3.25(10)(6)	Chain link fence prohibited	Chain link fence (9' tall)
19-3.25(14)(C)	landscaping required	landscaping not proposed

VARIANCE REQUEST JUSTIFICATION

Pursuant to Section 19-8.4 (2) (d) of the Zoning Ordinance, the Zoning Board of Appeals, in making its determination, shall take into consideration the benefit to the applicant if the variance is granted, as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such granting.

Bear in mind that a variance is actually relief from the strict application of the requirements of the law (the Zoning Ordinance), and the Zoning Board of Appeals is required by law to give sound reasons, based on the criteria set forth in this application, for granting any such relief. **Please note that it is therefore incumbent upon the applicant to demonstrate to the Board that the criteria for the granting of the variance(s) are satisfied.**

Responses to the following questions shall be attached to and submitted with the application.

1) Will the granting of the variance produce an undesirable change in the character of the neighborhood or be a detriment to nearby properties? If not, please explain why.

2) Can the benefit sought be achieved by some other method feasibly for the applicant to pursue, other than an area variance? Identify what alternatives to the variance, if any, have been explored (for example, alternative designs, purchasing of contiguous properties, etc.). Why is the variance necessary?

3) Is/are the requested area variance(s) substantial? Explain why they are not substantial.

4) Will the variance(s) have an adverse affect or impact on the physical or environmental conditions in the neighborhood or district? Why not?

5) Is the need for the area variance(s) the result of self-created difficulties on your part, or unique to the property? Explain.

ZONING BOARD OF APPEALS AREA VARIANCE APPLICATION

PROPERTY ADDRESS: 121 Parker Ave., Poughkeepsie, NY

LIST OF REQUIRED ATTACHMENTS

1. Letter or communication which resulted in application to the ZBA.
2. Site or Plot Plan: Nine (9) copies.
3. Color photos of site conditions: Nine (9) copies
4. Complete Short EAF
5. Electronic file submission of the plot plan and color photos
6. Other attachments deemed pertinent by the applicant (please list):

RF Justification

Health and Safety Certification

Site Selection Analysis

Other

SIGNATURE AND VERIFICATION

Please be advised that no application can be deemed complete unless signed below.

THE APPLICANT HEREBY STATES THAT ALL INFORMATION GIVEN IS ACCURATE AS OF THE DATE OF APPLICATION. THE APPLICANT, IF NOT THE OWNER OF THE PROPERTY, HEREBY SWEARS THAT THIS APPLICATION IS MADE WITH THE INFORMED KNOWLEDGE AND CONSENT OF THE OWNER.

Scott Olson — 7/25/24

SIGNATURE OF APPLICANT — DATE

Scott Olson

Print Name Attorney for Applicant

Subject to the 150-day FCC Shot Clock Timeframe Set Forth in 47 CFR § 1.6003(c)(1)(iv)

ZONING BOARD OF APPEALS and PLANNING BOARD
of the CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK

In the Matter of the Application of

VERIZON WIRELESS OF THE EAST LP
d/b/a Verizon Wireless

Premises: Lands n/f of Parker Avenue Realty, LLC
121 Parker Avenue
City of Poughkeepsie, Dutchess County, New York
Grid #: 131300-6162-55-257465

STATEMENT OF INTENT and
APPLICATION FOR USE AND AREA VARIANCES

I. Introduction

VERIZON WIRELESS OF THE EAST LP d/b/a Verizon Wireless ("Verizon Wireless" or the "Applicant") proposes the construction of an unmanned public utility/personal wireless service facility (a "communications facility") on a portion of lands n/f owned by Parker Avenue Realty, LLC and located at 121 Parker Avenue in the City of Poughkeepsie, County of Dutchess, State of New York (the "premises").

Verizon Wireless is considered a public utility for purposes of zoning under New York decisional law (*Cellular Telephone Company v. Rosenberg*, 82 N.Y.2d 364 (1993)) **[EXHIBIT 1]**, and a provider of "personal wireless services" under the federal Telecommunications Act of 1996 (the "TCA") **[EXHIBIT 2]**. Verizon Wireless' equipment will be in operation twenty-four (24) hours a day, seven (7) days a week, three hundred sixty-five (365) days a year. Copies of the applicable Verizon Wireless FCC licenses are included herewith **[EXHIBIT 3]**.

The proposed communications facility consists of a 100± ft. monopole tower (104± ft. when including a 4± ft. lightning rod), a ground mounted equipment platform and all associated antennas, improvements and access/utilities, all of which will be located within a secure 50' by 50' fenced communications compound. The project is located in the Walkway-Gateway district, Gateway commercial mixed use subdistrict ("G-CM") zoning district. According to §19-3.25(4) of the Poughkeepsie Code, communications facilities are not permitted in the G-CM zoning district. A use variance is, therefore, required.

II. Purpose of DC Youth Bureau Communications Facility

This project is part of a multi-million dollar comprehensive upgrade of the Verizon Wireless network in Dutchess County and serves as a suitable platform for future advanced

wireless services expansion at the proposed site. The proposed site/facility will resolve existing significant service gaps in Verizon Wireless' network which will be a benefit to the general public and emergency services agencies that routinely rely on wireless communications to serve the public.

The purpose of the Project (referred to internally as the "DC Youth Bureau" communications facility) is to expand Verizon Wireless services to the northern portion of the City of Poughkeepsie which is currently not adequately served. Verizon Wireless' RF Justification Report is included as **EXHIBIT 4**.

EXHIBIT 4 also contains RF propagation maps that further illustrate the significant gaps in service in the target area that this facility is designed to resolve. The RF propagation maps are based on current data concerning existing signal strength/service in the target area as well as relevant topographical data. The RF Justification Report clearly illustrates that significant gaps in service exist in the target area and that the proposed facility will resolve those gaps.

Enclosed in **EXHIBIT 5** is a Site Selection Analysis prepared by Tectonic Engineering describing the overall site selection process that was followed to identify the proposed location for the facility.

III. Description of Land Use

Verizon Wireless' communications facility will consist of the following general components: nine (9) antennas mounted at the top position of a proposed 100± ft. monopole tower; an unmanned equipment platform and related equipment; cabling connecting the antennas to the equipment platform; and associated cabling and all related ground equipment and utility services (power and telephone/fiberoptic services) **[see, Zoning Site Plans prepared by Tectonic Engineering, included herewith at EXHIBIT 6]**.

Access to the facility from Parker Ave (US RT 9G) will be provided via an existing curb cut through the existing paved parking lot. Utilities will be installed underground from an existing overhead utility pole. A nine foot (9') chain link safety fence (with three strands of barbed wire on top) will be installed to secure the tower site and protect the tower and Verizon Wireless' telecommunications equipment from unauthorized access.

The proposed communications facility will be unmanned and will be visited for routine maintenance purposes approximately 1 - 3 times per year. The project will not require water or sanitary sewer services installed. As such, the project will not have any impact on existing public water and sewage services. In addition, neither pedestrian nor vehicular access will be significantly impacted as a result of the proposed facility.

IV. Need For Area Variance

Section 19.3.25(4) prohibits the proposed facility in the G-cm zoning district. A use variance is, therefore, required. Additional area variances are also required.

In addition to the need for a use variance, the following area variances are required:

1. Variance from maximum allowable front yard of 12', when 134' is proposed (§19-3.25(8));

2. Variance from minimum frontage requirement of 70% when the cell tower is not proposed to be located in the front yard (§19-3.25(8));

3. Variance from prohibition of use of chain link fence and maximum height of 6' when the proposed fence is 9' (§19-3.25(10)(o)); and

4. Variance from the requirement to provide landscaping to improve the aesthetics of the area (§19-3.25(14)(c).

According to a July 5, 2024 letter from the Poughkeepsie Building Department, it has also been suggested that additional area variances are required from: (i) Section 19-3.25(14)(d)(1) concerning landscaping for parking lots greater than ½ acre; (ii) Section 19-4.3(5)(b) regarding the length of the existing parking spaces; and (iii) Section 19-4.3(5)(c) which requires lighting for parking areas. Verizon Wireless does not believe that variances from the above sections are required for this application since the requirements do not relate to Verizon Wireless' proposed improvements. It appears that these requirements apply to the underlying, existing use.

The request for variance relief is subject to the long standing public utility variance standard as discussed in *Cellular Tel. Co. v. Rosenberg*, 82 N.Y.2d 364 (1993).

In *Rosenberg*, the New York Court of Appeals determined that cellular telephone companies are public utilities for purposes of zoning. The Court held that proposed cellular telephone installations are subject to the traditional standard afforded to public utilities, rather than the standards generally required for non-public utility uses:

> It has long been held that a zoning board may not exclude a utility from a community where the utility has shown a need for its facilities. There can be no question of [the carrier's] need to erect the cell site to eliminate service gaps in its cellular telephone service area. The proposed cell site will also improve the transmission and reception of existing service. Application of our holding in *Matter of Consolidated Edison* to sitings of cellular telephone companies, such as [the applicant], permits those companies to construct structures necessary for their operation which are prohibited because of existing zoning laws and to provide the desired services to the surrounding community. . . . Moreover, the record supports the conclusion that [the applicant] sustained its burden of proving the requisite public necessity. [The applicant] established that the erection of the cell site would enable it to remedy gaps in its service area that currently prevent it from providing adequate service to its customers in the . . . area.

Id. at 372-74 (citing *Consolidated Edison Co. v. Hoffman*, 43 NY2d 598 [1978]).

This special treatment of a public utility stems from the essential nature of its service, and the fact that a public utility transmitting facility must be located in a particular area in order to provide service to such area. For instance, water towers, electric switching stations, water pumping stations and telephone poles must be in particular locations (including within residential districts) in order to provide the utility to a specific area:

> [Public] utility services are needed in all districts; the service can be provided only if certain facilities (for example, substations) can be located in commercial and even in residential districts. To exclude such use would result in an impairment of an essential service.

Anderson, New York Zoning Law Practice, 3d ed., p. 411 (1984) (hereafter "Anderson"). *See also, Cellular Tel. Co. v. Rosenberg*, 82 NY2d 364 [1993]; *Payne v. Taylor*, 178 AD2d 979 [4th Dept 1991].

Accordingly, the law in New York is that a municipality may not prohibit facilities, including towers, from any portion or area in the municipality if location of the facility is determined to be necessary for the transmission of public utility services. In *Rosenberg*, 82 N.Y.2d at 371, the court found that "the construction of an antenna tower... to facilitate the supply of cellular telephone service is a 'public utility building' within the meaning of a zoning ordinance." See also *Long Island Lighting Co. v. Griffin*, 272 AD 551 [2d Dept 1947] (a municipal corporation may not prohibit the expansion of a public utility where such expansion is necessary to the maintenance of essential services).

The requirements from which Verizon Wireless seeks variances are requirements that would typically not be applied to a cell tower facility. For example, the minimum front yard occupancy of 70% and the maximum setback of 12' are two requirements that, if followed, would place the proposed cell tower facility extremely close to the right of way. This is widely known to be antithetical to proper design and placement of cell tower facilities. Most municipalities and design experts call for large tower setbacks and for them not to be located in the front yard.

While the use of smallish fences may be appropriate for certain uses, such small fences without security features such as barbed wire do not provide the necessary security needed for a cell tower facility.

[ADDRESS LANDSCAPING]

To assist the ZBA with the review of the use and area variance application, the Applicant has provided the following additional materials in support of the Application:

1. Completed Full Environmental Assessment Form in **EXHIBIT 7**;

2. Verizon Wireless has completed a balloon test to determine the visibility of the proposed tower from various locations surrounding the site. The results of the balloon test are memorialized in the Visual Resource Evaluation ("VRE") provided in **EXHIBIT 8**. Significantly, the tower will be visible from only three (3) of the twenty-seven (27) locations analyzed in the VRE;

3. Letter confirming that Verizon Wireless will permit collocation on/at this tower site in **EXHIBIT 9**;

4. RF Emissions Compliance Report dated July 26, 2024 prepared by SiteSafe, which confirms that the facility will be fully compliant with applicable FCC emissions requirements, is provided in **EXHIBIT 10**; and

5. Non-interference report dated July 30, 2024 which demonstrates that the proposed facility will not interfere with local electronic devices or other FCC-licensed frequencies is provided in **EXHIBIT 11**.

V. Conclusion

Approval of the DC Youth Bureau communications facility will enable Verizon Wireless to provide an adequate and safe level of hand-held wireless telephone service to the identified area of the City of Poughkeepsie and surrounding environs, within the confines of applicable technological and land use limitations. Such approval will also be in the public interest, in that it will allow Verizon Wireless to comply with its statutory mandate to build out its network and provide local businesses, residents and public service entities with safe and reliable wireless communications services. Based upon the foregoing, Verizon Wireless respectfully requests the City of Poughkeepsie Zoning Board of Appeals grant the requested use and area variances and the Planning Board to issue site plan approval.

Thank you for your consideration.

Respectfully submitted,

VERIZON WIRELESS OF THE EAST LP
d/b/a Verizon Wireless

Scott P. Olson, Esq.
Regional Local Counsel

Dated: August 8, 2024

DOCUMENTATION OF PUBLIC UTILITY STATUS
and
OVERVIEW OF *ROSENBERG* DECISION

In *Cellular Tel. Co. v Rosenberg*, 82 NY2d 364 [1993], the New York Court of Appeals determined that cellular telephone companies are public utilities. The Court held that proposed cellular telephone installations are to be reviewed by zoning boards pursuant to the traditional standard afforded to public utilities, rather than the standards generally required for the necessary approvals:

> It has long been held that a zoning board may not exclude a utility from a community where the utility has shown a need for its facilities. There can be no question of [the carrier's] need to erect the cell site to eliminate service gaps in its cellular telephone service area. The proposed cell site will also improve the transmission and reception of existing service. Application of our holding in *Matter of Consolidated Edison* to sitings of cellular telephone companies, such as [the applicant], permits those companies to construct structures necessary for their operation which are prohibited because of existing zoning laws and to provide the desired services to the surrounding community. . . . Moreover, the record supports the conclusion that [the applicant] sustained its burden of proving the requisite public necessity. [The applicant] established that the erection of the cell site would enable it to remedy gaps in its service area that currently prevent it from providing adequate service to its customers in the . . . area.

Rosenberg, 82 NY2d at 372-74 (citing *Consolidated Edison Co. v Hoffman*, 43 NY2d 598 [(1978]).

This special treatment of a public utility stems from the essential nature of its service, and the fact that a public utility transmitting facility must be located in a particular area in order to provide service. For instance, water towers, electric switching stations, water pumping stations and telephone poles must be in particular locations (including within residential districts) in order to provide the utility to a specific area:

> [Public] utility services are needed in all districts; the service can be provided only if certain facilities (for example, substations) can be located in commercial and even in residential districts. To exclude such use would result in an impairment of an essential service.

Anderson, New York Zoning Law Practice, 3d ed., p. 411 (1984) (hereafter “Anderson”). See also, *Cellular Tel. Co. v Rosenberg*, 82 NY2d 364 [1993]; *Payne v Taylor*, 178 AD2d 979 [4th Dept 1991].

Accordingly, the law in New York is that a municipality may not prohibit facilities, including towers, necessary for the transmission of a public utility. In *Rosenberg*, 82 NY2d at 371, the court found that "the construction of an antenna tower... to facilitate the supply of cellular telephone service is a 'public utility building' within the meaning of a zoning ordinance." See also *Long Island Lighting Co. v Griffin*, 272 AD 551 [2d Dept 1947] (a municipal corporation may not prohibit the expansion of a public utility where such expansion is necessary to the maintenance of essential services).

In the present case, Verizon Wireless does not have reliable service capacity in the City. The communications facility proposed is necessary to remedy this service problem and to provide adequate and reliable wireless telecommunications service coverage to this area. Therefore, Verizon Wireless satisfies the requisite showing of need for the facility under applicable New York law.

DOCUMENTATION OF PERSONAL WIRELESS SERVICE FACILITY STATUS
and
FEDERAL TELECOMMUNICATIONS ACT OF 1996

In addition to being considered a public utility under New York decisional law, Verizon Wireless is classified as a provider of "personal wireless services" under the federal Telecommunications Act of 1996 (the "TCA").

As stated in the long title of the Act, the goal of the TCA is to "promote competition and reduce regulation in order to secure lower prices and higher quality services for American telecommunications consumers and encourage the rapid deployment of new telecommunications technologies." *Telecommunications Act of 1996, Pub. LA. No. 104-104, 110 Stat. 56 (1996).*

The TCA mandates a process designed to achieve competitive telecommunications markets. In keeping with the central goals of the TCA, the authors specify in Section 253(a) that "[n]o State or local statute or regulation…may prohibit or have the effect of prohibiting the ability of any entity to provide any interstate or intrastate telecommunications service." *TCA Section 253(a), emphasis added.*

Section 332(c) of the TCA preserves the authority of a State or local government or instrumentality thereof over decisions regarding the placement, construction and modification of personal wireless service facilities, subject to several important limitations:

- the "regulation of the placement…of personal wireless service facilities by any State or local government or instrumentality thereof shall not unreasonably discriminate among providers of functionally equivalent services" (*TCA §332(c)(7)(B)(i)(I)*);

- the "regulation of the placement…of personal wireless service facilities by any State or local government or instrumentality thereof shall not prohibit or have the effect of prohibiting the provision of personal wireless services" (*TCA §332(c)(7)(B)(i)(II)*);

- Applications must be processed within a reasonable period of time, and any decision to deny a request for placement of personal wireless service facilities must be in writing and supported by substantial evidence contained in a written record (*TCA §§332(c)(7)(B)(ii) and (iii)*); and

- regulations based upon the perceived environmental effects of radio frequency emissions are prohibited, so long as the proposed personal wireless service facility complies with FCC regulations concerning such emissions (*TCA §332(c)(7)(B)(iv)*).

A reference copy of the Telecommunications Act of 1996 is included herewith.

104TH CONGRESS } HOUSE OF REPRESENTATIVES { REPORT
2d Session } { 104–458

TELECOMMUNICATIONS ACT OF 1996

JANUARY 31, 1996. Ordered to be printed

Mr. BLILEY, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany S. 652]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the House to the bill (S. 652), to provide for a pro-competitive, de-regulatory national policy framework designed to accelerate rapidly private sector deployment of advanced telecommunications and information technologies and services to all Americans by opening all telecommunications markets to competition, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its disagreement to the amendment of the House to the text of the bill and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the House amendment, insert the following:

SECTION 1. SHORT TITLE; REFERENCES.

(a) SHORT TITLE.—This Act may be cited as the "Telecommunications Act of 1996".

(b) REFERENCES.—Except as otherwise expressly provided, whenever in this Act an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of the Communications Act of 1934 (47 U.S.C. 151 et seq.).

SEC. 2. TABLE OF CONTENTS.

The table of contents for this Act is as follows:

Sec. 1. Short title; references.
Sec. 2. Table of contents.
Sec. 3. Definitions.

22–327

Federal Communications Commission
Library

[redacted] *tity that has obtained an attachment to such conduit or right-of-way so that such entity may have a reasonable opportunity to add to or modify its existing attachment. Any entity that adds to or modifies its existing attachment after receiving such notification shall bear a proportionate share of the costs incurred by the owner in making such pole, duct, conduit, or right-of-way accessible.*

[redacted] *right-of-way shall not be required to bear any of the costs of rearranging or replacing its attachment, if such rearrangement or replacement is required as a result of an additional attachment or the modification of an existing attachment sought by any other entity*

SEC. 704. FACILITIES SITING; RADIO FREQUENCY EMISSION STANDARDS.

(a) NATIONAL WIRELESS TELECOMMUNICATIONS SITING POLICY.—Section 332(c) (47 U.S.C. 332(c)) is amended by adding at the end the following new paragraph:

"(7) PRESERVATION OF LOCAL ZONING AUTHORITY.—

"(A) GENERAL AUTHORITY.—Except as provided in this paragraph, nothing in this Act shall limit or affect the authority of a State or local government or instrumentality thereof over decisions regarding the placement, construction, and modification of personal wireless service facilities.

"(B) LIMITATIONS.—

"(i) The regulation of the placement, construction, and modification of personal wireless service facilities by any State or local government or instrumentality thereof—

"(I) shall not unreasonably discriminate among providers of functionally equivalent services; and

"(II) shall not prohibit or have the effect of prohibiting the provision of personal wireless services.

"(ii) A State or local government or instrumentality thereof shall act on any request for authorization to place, construct, or modify personal wireless service facilities within a reasonable period of time after the request is duly filed with such government or instrumentality, taking into account the nature and scope of such request.

"(iii) Any decision by a State or local government or instrumentality thereof to deny a request to place, construct, or modify personal wireless service facilities shall be in writing and supported by substantial evidence contained in a written record.

"(iv) No State or local government or instrumentality thereof may regulate the placement, construction, and modification of personal wireless service facilities on the basis of the environmental effects of radio frequency emissions to the extent that such facilities comply with the Commission's regulations concerning such emissions.

"(v) Any person adversely affected by any final action or failure to act by a State or local government or any instrumentality thereof that is inconsistent with this subparagraph may, within 30 days after such action or failure to act, commence an action in any court of competent jurisdiction. The court shall hear and decide such action on an expedited basis. Any person adversely affected by an act or failure to act by a State or local government or any instrumentality thereof that is inconsistent with clause (iv) may petition the Commission for relief.

"(C) DEFINITIONS.—For purposes of this paragraph—

"(i) the term 'personal wireless services' means commercial mobile services, unlicensed wireless services, and common carrier wireless exchange access services;

"(ii) the term 'personal wireless service facilities' means facilities for the provision of personal wireless services; and

"(iii) the term 'unlicensed wireless service' means the offering of telecommunications services using duly authorized devices which do not require individual licenses, but does not mean the provision of direct-to-home satellite services (as defined in section 303(v)).".

(b) RADIO FREQUENCY EMISSIONS.—Within 180 days after the enactment of this Act, the Commission shall complete action in ET Docket 93–62 to prescribe and make effective rules regarding the environmental effects of radio frequency emissions.

(c) AVAILABILITY OF PROPERTY.—Within 180 days of the enactment of this Act, the President or his designee shall prescribe procedures by which Federal departments and agencies may make available on a fair, reasonable, and nondiscriminatory basis, property, rights-of-way, and easements under their control for the placement of new telecommunications services that are dependent, in whole or in part, upon the utilization of Federal spectrum rights for the transmission or reception of such services. These procedures may establish a presumption that requests for the use of property, rights-of-way, and easements by duly authorized providers should be granted absent unavoidable direct conflict with the department or agency's mission, or the current or planned use of the property, rights-of-way, and easements in question. Reasonable fees may be charged to providers of such telecommunications services for use of property, rights-of-way, and easements. The Commission shall provide technical support to States to encourage them to make property, rights-of-way, and easements under their jurisdiction available for such purposes.

[redacted]

RIERS.

Section 332(c) (47 U.S.C. 332(c)) is amended by adding at the end the following new paragraph:

"(8) MOBILE SERVICES ACCESS.—A person engaged in the provision of commercial mobile services, insofar as such person is so engaged, shall not be required to provide equal access to common carriers for the provision of [illegible]

portionate share of the costs incurred by the owner in making such conduit or right-of-way accessible.

Conference agreement

The conference agreement adopts the Senate provision with modifications. The conference agreement amends section 224 of the Communications Act by adding new subsection (e)(1) to allow parties to negotiate the rates, terms, and conditions for attaching to poles, ducts, conduits, and rights-of-way owned or controlled by utilities. New subsection 224(e)(2) establishes a new rate formula charged to telecommunications carriers for the non-useable space of each pole. Such rate shall be based upon the number of attaching entities. The conferees also agree to three additional provisions from the House amendment. First, subsection (g) requires utilities that engage in the provision of telecommunications services or cable services to impute to its costs of providing such service an equal amount to the pole attachment rate for which such company would be liable under section 224. Second, new subsection 224(h) requires utilities to provide written notification to attaching entities of any plans to modify or alter its poles, ducts, conduit, or rights-of-way. New subsection 224(h) also requires any attaching entity that takes advantage of such opportunity to modify its own attachments shall bear a proportionate share of the costs of such alterations. Third, new subsection 224(i) prevents a utility from imposing the cost of rearrangements to other attaching entities if done solely for the benefit of the utility.

SECTION 704—FACILITIES SITING; RADIO FREQUENCY EMISSION STANDARDS

Senate bill

No provision.

House amendment

Section 108 of the House amendment required the Commission to issue regulations within 180 days of enactment for siting of CMS. A negotiated rulemaking committee comprised of State and local governments, public safety agencies and the affected industries were to have attempted to develop a uniform policy to propose to the Commission for the siting of wireless tower sites.

The House amendment also required the Commission to complete its pending Radio Frequency (RF) emission exposure standards within 180 days of enactment. The siting of facilities could not be denied on the basis of RF emission levels for facilities that were in compliance with the Commission standard.

The House amendment also required that to the greatest extent possible the Federal government make available to use of Federal property, rights-of-way, easements and any other physical instruments in the siting of wireless telecommunications facilities.

Conference agreement

The conference agreement creates a new section 704 which prevents Commission preemption of local and State land use decisions and preserves the authority of State and local governments over

zoning and land use matters except in the limited circumstances set forth in the conference agreement. The conference agreement also provides a mechanism for judicial relief from zoning decisions that fail to comply with the provisions of this section. It is the intent of the conferees that other than under section 332(c)(7)(B)(iv) of the Communications Act of 1934 as amended by this Act and section 704 of the Telecommunications Act of 1996 the courts shall have exclusive jurisdiction over all other disputes arising under this section. Any pending Commission rulemaking concerning the preemption of local zoning authority over the placement, construction or modification of CMS facilities should be terminated.

When utilizing the term "functionally equivalent services" the conferees are referring only to personal wireless services as defined in this section that directly compete against one another. The intent of the conferees is to ensure that a State or local government does not in making a decision regarding the placement, construction and modification of facilities of personal wireless services described in this section unreasonably favor one competitor over another. The conferees also intend that the phrase "unreasonably discriminate among providers of functionally equivalent services" will provide localities with the flexibility to treat facilities that create different visual, aesthetic, or safety concerns differently to the extent permitted under generally applicable zoning requirements even if those facilities provide functionally equivalent services. For example, the conferees do not intend that if a State or local government grants a permit in a commercial district, it must also grant a permit for a competitor's 50-foot tower in a residential district.

Actions taken by State or local governments shall not prohibit or have the effect of prohibiting the placement, construction or modification of personal wireless services. It is the intent of this section that bans or policies that have the effect of banning personal wireless services or facilities not be allowed and that decisions be made on a case-by-case basis.

Under subsection (c)(7)(B)(ii), decisions are to be rendered in a reasonable period of time, taking into account the nature and scope of each request. If a request for placement of a personal wireless service facility involves a zoning variance or a public hearing or comment process, the time period for rendering a decision will be the usual period under such circumstances. It is not the intent of this provision to give preferential treatment to the personal wireless service industry in the processing of requests, or to subject their requests to any but the generally applicable time frames for zoning decision.

The phrase "substantial evidence contained in a written record" is the traditional standard used for judicial review of agency actions.

The conferees intend section 332(c)(7)(B)(iv) to prevent a State or local government or its instrumentalities from basing the regulation of the placement, construction or modification of CMS facilities directly or indirectly on the environmental effects of radio frequency emissions if those facilities comply with the Commission's regulations adopted pursuant to section 704(b) concerning such emissions.

The limitations on the role and powers of the Commission under this subparagraph relate to local land use regulations and are not intended to limit or affect the Commission's general authority over radio telecommunications, including the authority to regulate the construction, modification and operation of radio facilities.

The conferees intend that the court to which a party appeals a decision under section 332(c)(7)(B)(v) may be the Federal district court in which the facilities are located or a State court of competent jurisdiction, at the option of the party making the appeal, and that the courts act expeditiously in deciding such cases. The term "final action" of that new subparagraph means final administrative action at the State or local government level so that a party can commence action under the subparagraph rather than waiting for the exhaustion of any independent State court remedy otherwise required.

With respect to the availability of Federal property for the use of wireless telecommunications infrastructure sites under section 704(c), the conferees generally adopt the House provisions, but substitute the President or his designee for the Commission.

It should be noted that the provisions relating to telecommunications facilities are not limited to commercial mobile radio licensees, but also will include other Commission licensed wireless common carriers such as point to point microwave in the extremely high frequency portion of the electromagnetic spectrum which rely on line of sight for transmitting communication services.

SECTION 705—MOBILE SERVICE DIRECT ACCESS TO LONG DISTANCE CARRIERS

Senate bill

Subsection (b) of section 221 of the Senate bill, as passed, states that notwithstanding the MFJ or any other consent decree, no CMS provider will be required by court order or otherwise to provide long distance equal access. The Commission may only order equal access if a CMS provider is subject to the interconnection obligations of section 251 and if the Commission finds that such a requirement is in the public interest. CMS providers shall ensure that its subscribers can obtain unblocked access to the interexchange carrier of their choice through the use of interexchange carrier identification codes, except that the unblocking requirement shall not apply to mobile satellite services unless the Commission finds it is in the public interest.

House amendment

Under section 109 of the House amendment, the Commission shall require providers of two-way switched voice CMS to allow their subscribers to access the telephone toll services provider of their choice through the use of carrier identification codes. The Commission rules will supersede the equal access, balloting and prescription requirements imposed by the MFJ and the AT&T-McCaw consent decree. The Commission may exempt carriers or classes of carriers from the requirements of this section if it is consistent with the public interest, convenience, and necessity, and the

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Federal Communications Commission

Wireless Telecommunications Bureau

RADIO STATION AUTHORIZATION

LICENSEE: CELLCO PARTNERSHIP

ATTN: REGULATORY
CELLCO PARTNERSHIP
5055 NORTH POINT PKWY, NP2NE NETWORK ENGINEERING
ALPHARETTA, GA 30022

Call Sign	File Number
WQJQ689	0008587211
Radio Service	
WU - 700 MHz Upper Band (Block C)	

FCC Registration Number (FRN): 0003290673

Grant Date	Effective Date	Expiration Date	Print Date
09-11-2019	09-11-2019	06-13-2029	09-13-2019

Market Number	Channel Block	Sub-Market Designator
REA001	C	0

Market Name
Northeast

1st Build-out Date	2nd Build-out Date	3rd Build-out Date	4th Build-out Date
06-13-2013	06-13-2019		

Waivers/Conditions:

If the facilities authorized herein are used to provide broadcast operations, whether exclusively or in combination with other services, the licensee must seek renewal of the license either within eight years from the commencement of the broadcast service or within the term of the license had the broadcast service not been provided, whichever period is shorter in length. See 47 CFR §27.13(b).

License renewal granted on a conditional basis, subject to the outcome of FCC proceeding WT Docket No. 10-112 (see FCC 10-86, paras. 113 and 126).

This authorization is conditioned upon compliance with section 27.16 of the Commission's rules

Conditions:
Pursuant to §309(h) of the Communications Act of 1934, as amended, 47 U.S.C. §309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. § 310(d). This license is subject in terms to the right of use or control conferred by §706 of the Communications Act of 1934, as amended. See 47 U.S.C. §606.

This license may not authorize operation throughout the entire geographic area or spectrum identified on the hardcopy version. To view the specific geographic area and spectrum authorized by this license, refer to the Spectrum and Market Area information under the Market Tab of the license record in the Universal Licensing System (ULS). To view the license record, go to the ULS homepage at http://wireless.fcc.gov/uls/index.htm?job=home and select "License Search". Follow the instructions on how to search for license information.

Licensee Name: CELLCO PARTNERSHIP

Call Sign: WQJQ689 **File Number:** 0008587211 **Print Date:** 09-13-2019

700 MHz Relicensed Area Information:

Market	Market Name	Buildout Deadline	Buildout Notification	Status

Reference Copy

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Federal Communications Commission
Wireless Telecommunications Bureau

RADIO STATION AUTHORIZATION

LICENSEE: VERIZON WIRELESS OF THE EAST LP

ATTN: REGULATORY
VERIZON WIRELESS OF THE EAST LP
5055 NORTH POINT PKWY, NP2NE NETWORK ENGINEERING
ALPHARETTA, GA 30022

Call Sign	File Number
KNKA580	
Radio Service CL - Cellular	
Market Numer CMA144	**Channel Block** B
Sub-Market Designator 0	

FCC Registration Number (FRN): 0007609324

Market Name
Orange County, NY

Grant Date	Effective Date	Expiration Date	Five Yr Build-Out Date	Print Date
12-19-2017	01-09-2020	01-22-2028		01-10-2020

Site Information:

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
1	41-12-35.0 N	074-21-09.0 W	442.9	70.7	1003029

Address: WARWICK BRADY ROAD
City: WARWICK **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 2

Maximum Transmitting ERP in Watts: 140.820								
Azimuth(from true north)	**0**	**45**	**90**	**135**	**180**	**225**	**270**	**315**
Antenna Height AAT (meters)	313.500	264.400	247.600	294.300	238.400	133.000	253.100	356.100
Transmitting ERP (watts)	0.200	0.200	0.200	0.200	0.200	2.710	20.110	8.700

Antenna: 3

Maximum Transmitting ERP in Watts: 140.820								
Azimuth(from true north)	**0**	**45**	**90**	**135**	**180**	**225**	**270**	**315**
Antenna Height AAT (meters)	315.600	266.500	249.800	296.500	240.600	135.100	255.200	358.200
Transmitting ERP (watts)	20.110	8.700	0.200	0.200	0.200	0.200	0.200	2.710

Antenna: 4

Maximum Transmitting ERP in Watts: 140.820								
Azimuth(from true north)	**0**	**45**	**90**	**135**	**180**	**225**	**270**	**315**
Antenna Height AAT (meters)	315.600	266.500	249.800	296.500	240.600	135.100	255.200	358.200
Transmitting ERP (watts)	0.200	0.200	0.330	0.460	52.890	37.600	0.570	0.200

Conditions:
Pursuant to §309(h) of the Communications Act of 1934, as amended, 47 U.S.C. §309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. § 310(d). This license is subject in terms to the right of use or control conferred by §706 of the Communications Act of 1934, as amended. See 47 U.S.C. §606.

Licensee Name: VERIZON WIRELESS OF THE EAST LP

Call Sign: KNKA580 **File Number:** **Print Date:** 01-10-2020

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
1	41-12-35.0 N	074-21-09.0 W	442.9	70.7	1003029

Address: WARWICK BRADY ROAD
City: WARWICK **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 5
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	315.600	266.500	249.800	296.500	240.600	135.100	255.200	358.200
Transmitting ERP (watts)	0.200	0.450	11.730	18.090	1.550	0.200	0.200	0.200

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
2	41-25-36.3 N	074-34-52.6 W	381.3	58.5	

Address: FINCHVILLE - 0.5 MILE FROM THE INTERSECTION OF GUYMARD TURNPIKE AND MOUNTAIN ROA
City: FINCHVILLE **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 4
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	145.900	219.500	227.500	263.500	189.100	243.000	176.700	52.500
Transmitting ERP (watts)	48.980	100.000	43.650	6.920	0.950	0.220	1.100	8.510

Antenna: 5
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	145.900	219.500	227.500	263.500	189.100	243.000	176.700	52.500
Transmitting ERP (watts)	0.200	1.260	12.880	61.660	95.500	32.360	4.470	0.620

Antenna: 6
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	145.900	219.500	227.500	263.500	189.100	243.000	176.700	52.500
Transmitting ERP (watts)	17.380	2.290	0.210	0.200	2.240	22.910	83.180	75.860

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
3	41-22-03.3 N	074-40-55.6 W	137.2	40.0	

Address: (Port Jervis site) 160 EAST MAIN ST.
City: PORT JERVIS **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 2
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	-218.200	-76.200	-105.700	-94.600	-216.300	-45.200	-191.400	-96.900
Transmitting ERP (watts)	162.690	437.890	100.310	2.460	0.890	0.890	0.890	8.740

Antenna: 3
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	-218.200	-76.200	-105.700	-94.600	-216.300	-45.200	-191.400	-96.900
Transmitting ERP (watts)	0.960	0.960	2.160	35.100	38.800	2.320	0.960	0.960

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Licensee Name: VERIZON WIRELESS OF THE EAST LP

Call Sign: KNKA580 **File Number:** **Print Date:** 01-10-2020

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
3	41-22-03.3 N	074-40-55.6 W	137.2	40.0	

Address: (Port Jervis site) 160 EAST MAIN ST.
City: PORT JERVIS **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 4
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	-218.200	-76.200	-105.700	-94.600	-216.300	-45.200	-191.400	-96.900
Transmitting ERP (watts)	7.130	0.980	0.980	0.980	0.980	0.980	32.460	241.190

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
4	41-33-04.8 N	074-05-01.0 W	196.3	47.5	1014196

Address: OFF VALLEY VIEW DRIVE
City: Newburgh **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 4
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	68.300	95.800	164.400	145.900	123.900	104.800	113.800	116.300
Transmitting ERP (watts)	0.200	3.090	31.620	14.790	0.270	0.200	0.200	0.200

Antenna: 5
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	68.300	95.800	164.400	145.900	123.900	104.800	113.800	116.300
Transmitting ERP (watts)	0.200	0.200	0.200	0.200	9.550	34.670	5.620	0.200

Antenna: 6
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	68.300	95.800	164.400	145.900	123.900	104.800	113.800	116.300
Transmitting ERP (watts)	85.110	23.440	3.160	0.280	0.200	1.410	17.380	72.440

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
5	41-23-22.3 N	073-58-50.5 W	301.5	43.0	

Address: ATOP SKI SLOPE, 0.8 MILE NE OF THE INT. OF ROUTES 9W AND 293
City: WEST POINT **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 4
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	306.700	148.900	183.200	234.300	267.000	63.800	54.400	214.100
Transmitting ERP (watts)	2.690	22.390	66.070	47.860	9.120	0.710	0.200	0.410

Antenna: 5
Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	306.700	148.900	183.200	234.300	267.000	63.800	54.400	214.100
Transmitting ERP (watts)	0.590	0.200	1.230	7.240	51.290	95.500	40.740	5.010

Reference Copy

Licensee Name: VERIZON WIRELESS OF THE EAST LP

Call Sign: KNKA580 **File Number:** **Print Date:** 01-10-2020

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
5	41-23-22.3 N	073-58-50.5 W	301.5	43.0	

Address: ATOP SKI SLOPE, 0.8 MILE NE OF THE INT. OF ROUTES 9W AND 293

City: WEST POINT **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 6

Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	306.700	148.900	183.200	234.300	267.000	63.800	54.400	214.100
Transmitting ERP (watts)	83.180	22.910	2.140	0.230	0.210	1.820	15.850	74.130

Location	Latitude	Longitude	Ground Elevation (meters)	Structure Hgt to Tip (meters)	Antenna Structure Registration No.
6	41-18-12.3 N	074-06-51.5 W	432.8	27.7	

Address: Arden House Road

City: Woodbury **County:** ORANGE **State:** NY **Construction Deadline:**

Antenna: 4

Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	225.700	204.000	315.400	275.600	135.500	217.200	239.900	260.800
Transmitting ERP (watts)	40.240	79.460	36.390	2.570	0.200	0.200	0.200	3.310

Antenna: 5

Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	225.700	204.000	315.400	275.600	135.500	217.200	239.900	260.800
Transmitting ERP (watts)	0.200	0.200	0.200	3.310	40.240	79.460	36.390	2.570

Antenna: 6

Maximum Transmitting ERP in Watts: 140.820

Azimuth(from true north)	0	45	90	135	180	225	270	315
Antenna Height AAT (meters)	225.700	204.000	315.400	275.600	135.500	217.200	239.900	260.800
Transmitting ERP (watts)	25.120	0.740	0.200	0.200	0.200	0.830	30.200	100.000

Control Points:

Control Pt. No. 1

Address: 500 West Dove Road

City: Southlake **County:** TARRANT **State:** TX **Telephone Number:** (800)264-6620

Waivers/Conditions:

Special Condition for AU/name change (6/4/2016): Grant of the request to update licensee name is conditioned on it not reflecting an assignment or transfer of control (see Rule 1.948); if an assignment or transfer occurred without proper notification or FCC approval, the grant is void and the station is licensed under the prior name.

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Federal Communications Commission

Wireless Telecommunications Bureau

RADIO STATION AUTHORIZATION

LICENSEE: CELLCO PARTNERSHIP

CELLCO PARTNERSHIP
5055 NORTH POINT PKWY, NP2NE NETWORK ENGINEERING
ALPHARETTA, GA 30022

Call Sign	File Number
WQGA801	0009761479
Radio Service AW - AWS (1710-1755 MHz and 2110-2155 MHz)	

FCC Registration Number (FRN): 0003290673

Grant Date	Effective Date	Expiration Date	Print Date
12-14-2021	12-14-2021	11-29-2036	12-14-2021

Market Number	Channel Block	Sub-Market Designator
CMA144	A	0

Market Name
Orange County, NY

1st Build-out Date	2nd Build-out Date	3rd Build-out Date	4th Build-out Date

Waivers/Conditions:

This authorization is conditioned upon the licensee, prior to initiating operations from any base or fixed station, making reasonable efforts to coordinate frequency usage with known co-channel and adjacent channel incumbent federal users operating in the 1710-1755 MHz band whose facilities could be affected by the proposed operations. See, e.g., FCC and NTIA Coordination Procedures in the 1710-1755 MHz Band, Public Notice, FCC 06-50, WTB Docket No. 02-353, rel. April 20, 2006.

Conditions:
Pursuant to §309(h) of the Communications Act of 1934, as amended, 47 U.S.C. §309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. § 310(d). This license is subject in terms to the right of use or control conferred by §706 of the Communications Act of 1934, as amended. See 47 U.S.C. §606.

This license may not authorize operation throughout the entire geographic area or spectrum identified on the hardcopy version. To view the specific geographic area and spectrum authorized by this license, refer to the Spectrum and Market Area information under the Market Tab of the license record in the Universal Licensing System (ULS). To view the license record, go to the ULS homepage at http://wireless.fcc.gov/uls/index.htm?job=home and select "License Search". Follow the instructions on how to search for license information.

Licensee Name: CELLCO PARTNERSHIP

Call Sign: WQGA801 **File Number:** 0009761479 **Print Date:** 12-14-2021

700 MHz Relicensed Area Information:

Market	Market Name	Buildout Deadline	Buildout Notification	Status

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Wireless Telecommunications Bureau

RADIO STATION AUTHORIZATION

LICENSEE: CELLCO PARTNERSHIP

CELLCO PARTNERSHIP
5055 NORTH POINT PKWY, NP2NE NETWORK ENGINEERING
ALPHARETTA, GA 30022

Call Sign	File Number
WQGA906	0009773259
Radio Service AW - AWS (1710-1755 MHz and 2110-2155 MHz)	

FCC Registration Number (FRN): 0003290673

Grant Date	Effective Date	Expiration Date	Print Date
12-21-2021	12-21-2021	11-29-2036	12-21-2021

Market Number	Channel Block	Sub-Market Designator
BEA010	B	15

Market Name
New York-No. New Jer.-Long Isl

1st Build-out Date	2nd Build-out Date	3rd Build-out Date	4th Build-out Date

Waivers/Conditions:

This authorization is conditioned upon the licensee, prior to initiating operations from any base or fixed station, making reasonable efforts to coordinate frequency usage with known co-channel and adjacent channel incumbent federal users operating in the 1710-1755 MHz band whose facilities could be affected by the proposed operations. See, e.g., FCC and NTIA Coordination Procedures in the 1710-1755 MHz Band, Public Notice, FCC 06-50, WTB Docket No. 02-353, rel. April 20, 2006.

Conditions:

Pursuant to §309(h) of the Communications Act of 1934, as amended, 47 U.S.C. §309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. § 310(d). This license is subject in terms to the right of use or control conferred by §706 of the Communications Act of 1934, as amended. See 47 U.S.C. §606.

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Licensee Name: CELLCO PARTNERSHIP

Call Sign: WQGA906 **File Number:** 0009773259 **Print Date:** 12-21-2021

700 MHz Relicensed Area Information:

Market	Market Name	Buildout Deadline	Buildout Notification	Status

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Wireless Telecommunications Bureau

RADIO STATION AUTHORIZATION

LICENSEE: CELLCO PARTNERSHIP

ATTN: REGULATORY
CELLCO PARTNERSHIP
5055 NORTH POINT PKWY, NP2NE NETWORK ENGINEERING
ALPHARETTA, GA 30022

Call Sign	File Number
WRNE581	
Radio Service PM - 3.7 GHz Service	

FCC Registration Number (FRN): 0003290673

Grant Date	Effective Date	Expiration Date	Print Date
07-23-2021	07-23-2021	07-23-2036	

Market Number	Channel Block	Sub-Market Designator
PEA001	A1	0

Market Name
New York, NY

1st Build-out Date	2nd Build-out Date	3rd Build-out Date	4th Build-out Date
07-23-2029	07-23-2033		

Waivers/Conditions:

Operation for this combination license grants both interim and final rights for this PEA and is not impacted by the relocation process pursuant to 47 CFR ? 27.1412(g).

License is conditioned on compliance with all applicable FCC rules and regulations, including licensee making payments required by 47 C.F.R. §§ 27.1401- 27.1424 as described in FCC 20-22. See FCC 20-22, paras. 178-331.

Conditions:
Pursuant to §309(h) of the Communications Act of 1934, as amended, 47 U.S.C. §309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. § 310(d). This license is subject in terms to the right of use or control conferred by §706 of the Communications Act of 1934, as amended. See 47 U.S.C. §606.

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Licensee Name: CELLCO PARTNERSHIP

Call Sign: WRNE581 **File Number:** **Print Date:**

700 MHz Relicensed Area Information:

Market	Market Name	Buildout Deadline	Buildout Notification	Status

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Wireless Telecommunications Bureau

RADIO STATION AUTHORIZATION

LICENSEE: CELLCO PARTNERSHIP

ATTN: REGULATORY
CELLCO PARTNERSHIP
5055 NORTH POINT PKWY, NP2NE NETWORK ENGINEERING
ALPHARETTA, GA 30022

Call Sign	File Number
WRNE582	
Radio Service PM - 3.7 GHz Service	

FCC Registration Number (FRN): 0003290673

Grant Date	Effective Date	Expiration Date	Print Date
07-23-2021	07-23-2021	07-23-2036	

Market Number	Channel Block	Sub-Market Designator
PEA001	A2	0

Market Name
New York, NY

1st Build-out Date	2nd Build-out Date	3rd Build-out Date	4th Build-out Date
07-23-2029	07-23-2033		

Waivers/Conditions:

Operation for this combination license grants both interim and final rights for this PEA and is not impacted by the relocation process pursuant to 47 CFR ? 27.1412(g).

License is conditioned on compliance with all applicable FCC rules and regulations, including licensee making payments required by 47 C.F.R. §§ 27.1401- 27.1424 as described in FCC 20-22. See FCC 20-22, paras. 178-331.

Conditions:
Pursuant to §309(h) of the Communications Act of 1934, as amended, 47 U.S.C. §309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. § 310(d). This license is subject in terms to the right of use or control conferred by §706 of the Communications Act of 1934, as amended. See 47 U.S.C. §606.

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Licensee Name: CELLCO PARTNERSHIP

Call Sign: WRNE582 **File Number:** **Print Date:**

700 MHz Relicensed Area Information:

Market	Market Name	Buildout Deadline	Buildout Notification	Status

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Wireless Telecommunications Bureau

RADIO STATION AUTHORIZATION

LICENSEE: CELLCO PARTNERSHIP

ATTN: REGULATORY
CELLCO PARTNERSHIP
5055 NORTH POINT PKWY, NP2NE NETWORK ENGINEERING
ALPHARETTA, GA 30022

Call Sign	File Number
WRNE583	
Radio Service PM - 3.7 GHz Service	

FCC Registration Number (FRN): 0003290673

Grant Date	Effective Date	Expiration Date	Print Date
07-23-2021	07-23-2021	07-23-2036	

Market Number	Channel Block	Sub-Market Designator
PEA001	A3	0

Market Name
New York, NY

1st Build-out Date	2nd Build-out Date	3rd Build-out Date	4th Build-out Date
07-23-2029	07-23-2033		

Waivers/Conditions:

Operation for this combination license grants both interim and final rights for this PEA and is not impacted by the relocation process pursuant to 47 CFR ? 27.1412(g).

License is conditioned on compliance with all applicable FCC rules and regulations, including licensee making payments required by 47 C.F.R. §§ 27.1401- 27.1424 as described in FCC 20-22. See FCC 20-22, paras. 178-331.

Conditions:
Pursuant to §309(h) of the Communications Act of 1934, as amended, 47 U.S.C. §309(h), this license is subject to the following conditions: This license shall not vest in the licensee any right to operate the station nor any right in the use of the frequencies designated in the license beyond the term thereof nor in any other manner than authorized herein. Neither the license nor the right granted thereunder shall be assigned or otherwise transferred in violation of the Communications Act of 1934, as amended. See 47 U.S.C. § 310(d). This license is subject in terms to the right of use or control conferred by §706 of the Communications Act of 1934, as amended. See 47 U.S.C. §606.

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Licensee Name: CELLCO PARTNERSHIP

Call Sign: WRNE583 **File Number:** **Print Date:**

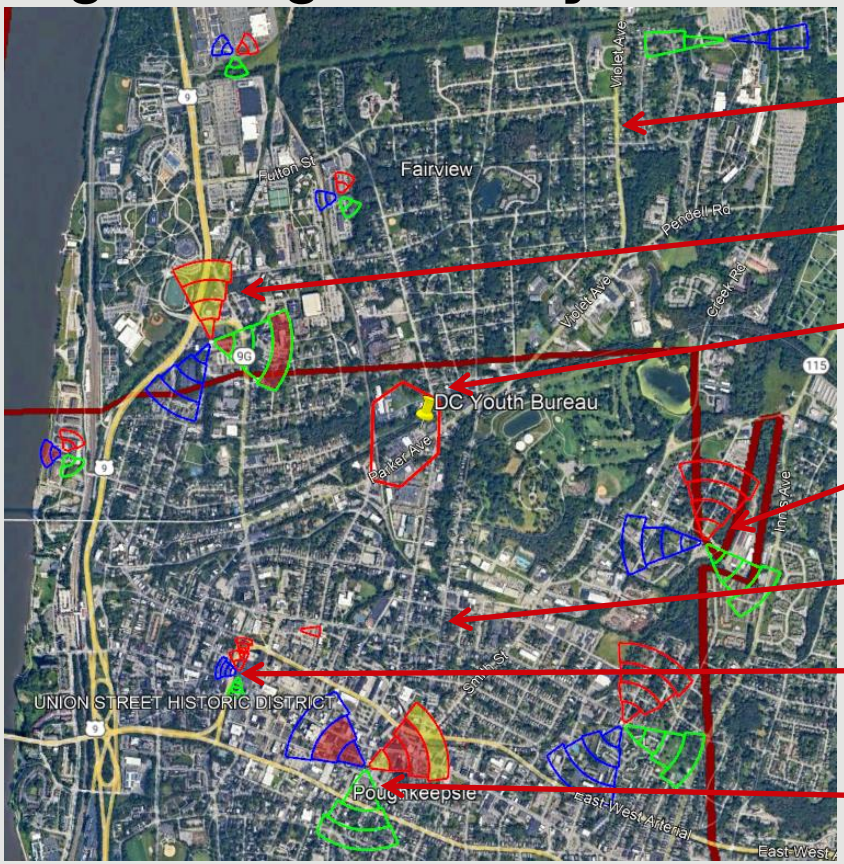
700 MHz Relicensed Area Information:

Market	Market Name	Buildout Deadline	Buildout Notification	Status

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Verizon Wireless Communications Facility

Engineering Necessity Case – "DC Youth Bureau"



Town of Poughkeepsie

Existing Marist Site

Proposed "DC Youth Bureau" Site & Search Area

Existing Poughkeepsie Transfer Site

City of Poughkeepsie

Existing Mid Hudson Civic Center Site

Existing Poughkeepsie DT Site

Prepared by: Brendan Hennessy, RF Engineer III, Verizon Wireless

Project: The project is the installation and operation of a new tower co-located wireless telecommunications site in the City of Poughkeepsie (the "Project Facility").

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July 30th, 2024

Introduction

The purpose of this subsequent analysis is to summarize and communicate the technical radio frequency (RF) information used in the justification of this new site.

Coverage and/or capacity deficiencies are the two main drivers that prompt the need for a new wireless communications facility/site. All sites provide a mixture of both capacity and coverage for the benefit of the end user.

Coverage can be defined as the existence of signal of usable strength and quality in an area, including but not limited to in-vehicles or in-buildings.

The need for improved coverage is identified by RF Engineers that are responsible for developing and maintaining the network. RF Engineers utilize both theoretical and empirical data sets (propagation maps and real world coverage measurements). Historically, coverage improvements have been the primary justification of new sites.

Capacity can be defined as the amount of traffic (voice and data) a given site can process before significant performance degradation occurs.

When traffic volume exceeds the capacity limits of a site serving a given area, network reliability and user experience degrades. Ultimately this prevents customers from making/receiving calls, applications cease functioning, internet connections time out and data speeds fail. This critical condition is more important than just a simple nuisance for some users. Degradation of network reliability and user experience can affect emergency responders and to persons in a real emergency situation can literally mean life or death.

**Note that, while Verizon Wireless provides sufficient evidence to establish the existence of a coverage gap and capacity need in this case, the FCC has confirmed that federal law does not require a provider to establish the existence of a coverage/capacity gap to establish the need for a site. There are several ways by which an applicant can establish site need. See Accelerating Wireless Broadband Deployment by Removing Barriers to Infrastructure Investment," FCC 18-133, 85 FR 51867, at ¶ 37 (October 15, 2018) (confirming that the test for establishing an effective prohibition is whether "a state or local legal requirement materially inhibits a provider's ability to engage in any of a variety of activities related to its provision of a covered service," and this test is met "not only when filling a coverage gap but also when densifying a wireless network, introducing new services or otherwise improving service capabilities") (emphasis added).*

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Project Need Overview

The project area, located in the northern portion of the City of **Poughkeepsie** is currently served by three sites. These sites are overloaded requiring capacity relief. Additionally the project area is subject to significant terrain and or foliage challenges for RF (signal) propagation. This terrain and or foliage combined with long distance prevent effective propagation of Verizon's RF signals into this area compounding the capacity issue with areas of variable coverage creating significant gaps in coverage.

The first serving site is **Marist,** located in the Town of Poughkeepsie, is approximately one half mile northwest (of the project location) situated on an existing rooftop on the Marist College campus. While this site provides weak/variable coverage in portions of the project area, it does so from a terrain and or foliage + distance challenged position making the site not capable of efficiently or effectively providing adequate coverage or capacity.

The second serving site is **Poughkeepsie Transfer,** located in the City of Poughkeepsie, is approximately three quarters of a mile east (of the project location) on an existing smoke stack off of Howard Street. While this site provides weak/variable coverage in portions of the project area, it does so from a terrain and or foliage + distance challenged position making the site not capable of efficiently or effectively providing adequate coverage or capacity.

The third serving site is **Poughkeepsie DT,** located in the City of Poughkeepsie, is approximately one mile south (of the project location) situated on an existing rooftop tower off of South Hamilton Ave. While this site provides weak/variable coverage in portions of the project area, it does so from a terrain and or foliage + distance challenged position making the site not capable of efficiently or effectively providing adequate coverage or capacity.

Available (mid band AWS) carriers at these and other area sites are not capable of effectively serving/offloading the project area due to inherent propagation losses from distance, challenging terrain and in building coverage losses negatively impacting mid band coverage and capacity offload capabilities. There are other Verizon sites in this general area but due to distance and terrain they also do not provide any significant overlapping coverage in the area in question that could allow for increased capacity and improved coverage from other sources.

The primary objectives for this project are to increase capacity and provide and or improve coverage throughout the northern portion of the City of Poughkeepsie and southern portion of the Town of Poughkeepsie, more specifically portions of Rt. 9G, Fairview Ave, Buckingham Ave, E Cedar St, Fulton St, Clark St, N Hamilton St, N Clinton St, High St, Garden St, Inwood Ave, as well as neighboring secondary roads and residential and commercial areas along and near these roads. In order to offload capacity from Marist, Poughkeepsie DT and Poughkeepsie Transfer, a new dominant server must be created. This new dominant coverage will effectively offload the existing overloaded sites/cells as well as provide improved coverage where significant gaps exist today.

Following the search for co-locatable structures to resolve the aforementioned challenges and finding none available, Verizon proposes to attach the necessary antenna(s) to a new 104' tower located at 121 Parker Ave, Poughkeepsie, NY 12601. Verizon's antennas will utilize 95' for the ACL (Antenna Center Line) with a top of antenna height of 99'. This solution is the minimum height necessary to provide the coverage and capacity improvements needed.

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Wireless LTE (Voice and Data) Growth

Wireless smart city solutions are being used to track available parking and minimize pollution and wasted time.

These same solutions are being used to track pedestrian and bike traffic to help planning and minimize accidents.

Smart, wireless connected lighting enables cities to control lighting remotely, saving energy and reducing energy costs by 20%.

4G technology is utilized to track and plan vehicle deliveries to minimize travel, maximize efficiency, and minimize carbon footprint.

4G technology is also used to monitor building power usage down to the circuit level remotely, preventing energy waste and supporting predictive maintenance on machines and equipment.

Wireless sensors placed in shipments are being used to track temperature-sensitive medications, equipment, and food. This is important for preventing the spread of food-borne diseases that kill 3,000 Americans each year.

Source: Verizon Innovation Center, February. 2018

Wireless is a critical component in schools and for today's students.

20,000 learning apps are available for iPads. 72% of iTunes top selling educational apps are designed for preschoolers and elementary students.

600+ school districts replaced text books with tablets in classrooms.

77% of parents think tablets are beneficial to kids.

74% of school administrators feel digital content increases student engagement.

70% of teens use cellphones to help with homework.

Source: CTIA's Infographics Today's Wireless Family, October, 2017



The average North American smartphone user will consume 48 GB of data per month in 2023, up from just 5.2 GB per month in 2016 and 7.1 GB per month in 2017 .[1]



Of American homes are wireless only.[2]



In North America, the average household has 13 connected devices with smartphones outnumbering tablets 6 to 1.[3]

1. Ericsson Mobility Report, November 2017
2. CDC's 2018 Wireless Substitution: Early Release of Estimates From the National Health Interview Survey, January-July, 2018
3. IHS Market Connected Device Market Monitor: Q1 2016 , June 7, 2016

A wireless network is like a highway system…



…S, mobile data traffic was 1.3 Exabytes per month in 2016, the equivalent of 334 million DVDs each month or 3,687 million text messages each second **according to** Cisco VNI Mobile Forecast Highlights, 2016-2021,Feb 2017

Wireless facilities and property values.

Cell service in and around the home has emerged as a critical factor in home-buying decisions.



National studies demonstrate that most home buyers value good cell service over many other factors including the proximity of schools when purchasing a home.

75% More than 75% of prospective home buyers said a good cellular connection was important to them.[1]

83% The same study showed that 83% of Millennials (those born between 1982 and 2004) said cell service was the most important fact in purchasing a home.

90% 90% of U.S. households use wireless service. Citizens need access to 911 and reverse 911 and wireless may be their only connection.[2]

1. RootMetrics/Money, The Surprising Thing Home Buyers Care About More than Schools, June 2, 2015
2. CTIA, June 2015



With over 80% of 9-1-1 calls now coming from cell phones…[1]

240 million 911 calls are made annually. In many areas, 80% or more are from wireless devices. [1]

1. National Emergency Number Association, Enhancing 9-1-1 Operations With Automated Abandoned Callback & Location Accuracy (Motorola Solutions) (August 23, 2018)

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Explanation of Wireless Capacity



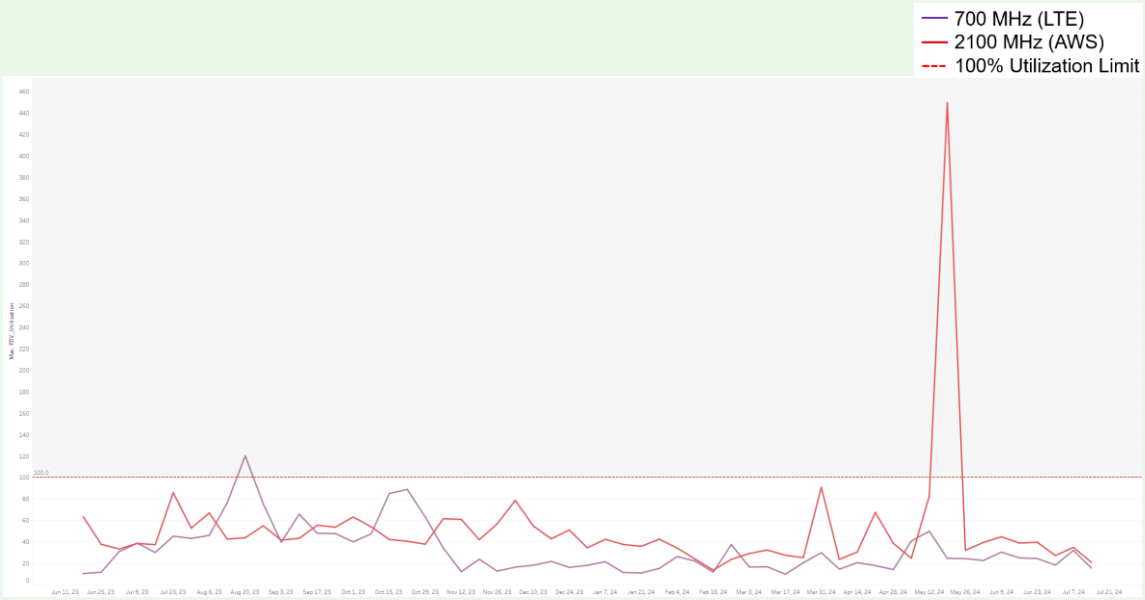
Capacity in this analysis is evaluated with up to three metrics further explained below. These metrics assist in determining actual usage for a given site as well as are used to project when a site is expected to run out of capacity (i.e. reach a point of exhaustion where it can no longer process the volume of voice and data requested by local wireless devices, thus no longer providing adequate service).

- Forward Data Volume ("**FDV**"), is a measurement of usage (data throughput) on a particular site over a given period of time.
- Average Schedule Eligible User ("**ASEU**"), is a measurement of the loading of the control channels and systems of a given site.
- Average Active Connections ("**AvgAC**") is a measurement of the number of devices actively connected to a site in any given time slot.

Verizon Wireless uses proprietary algorithms developed by a task force of engineers and computer programmers to monitor each site in the network and accurately project and identify when sites will approach their capacity limits. Using a rolling two-year window for projected exhaustion dates allows enough time, in most cases, to develop and activate a new site. It is critical that these capacity approaching sectors are identified early and the process gets started and completed in time for new solutions (sites) to be on air before network issues impact the customers.

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Capacity Utilization
FDV (Marist Beta)



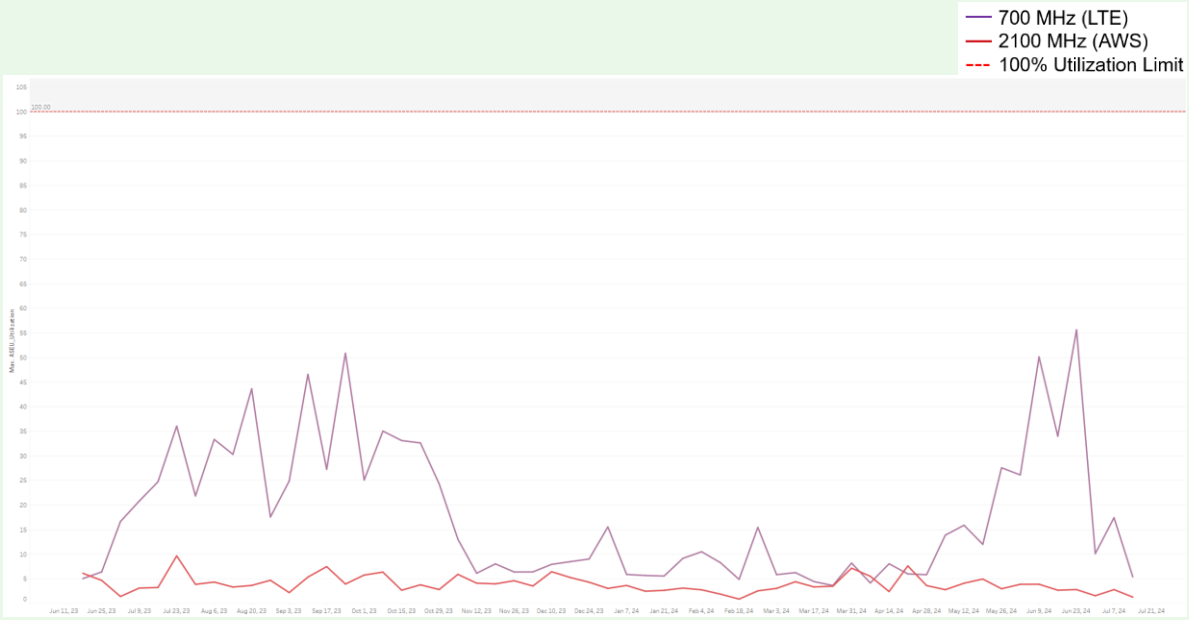
Summary: This graph shows FDV (**F**orward **D**ata **V**olume) which is a measurement of the customer data usage that this sector currently serves. As this limit is approached, data rates slow to unacceptable levels, potentially causing unreliable service for Verizon Wireless customers.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Beta** sector of the **Marist** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Marist** sector shown above periodically exceeds its capability of supporting FDV requirements as shown by the purple and dark red lines exceeding the max utilization threshold (red dashed line). In order to provide adequate and reliable service to **DC Youth Bureau** and the surrounding project area, network densification is required.

verizon

Capacity Utilization
ASEU (Marist Beta)



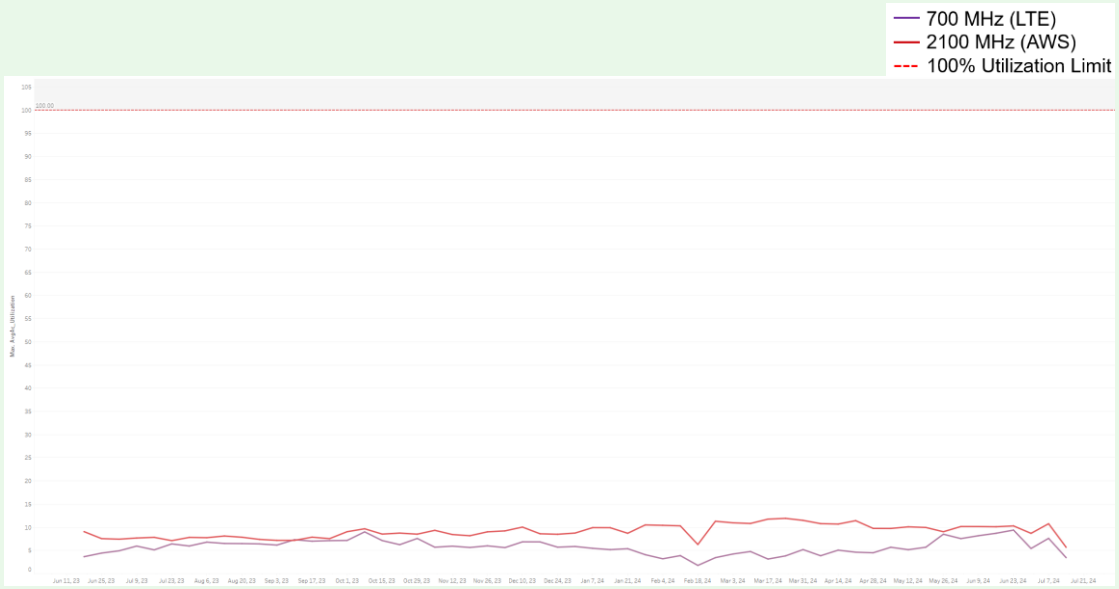
Summary: This graph shows ASEU (**A**verage **S**chedule **E**ligible **U**ser). ASEU is a measurement of the loading of the control channels and systems of a given site. The ASEU load is heavily impacted by distant users or those in poor RF conditions.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Beta** sector of the **Marist** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Marist** sector shown above is operating normally for this metric. **ASEU** is one of three capacity metrics used in this document.

verizon

Capacity Utilization
AvgAC (Marist Beta)



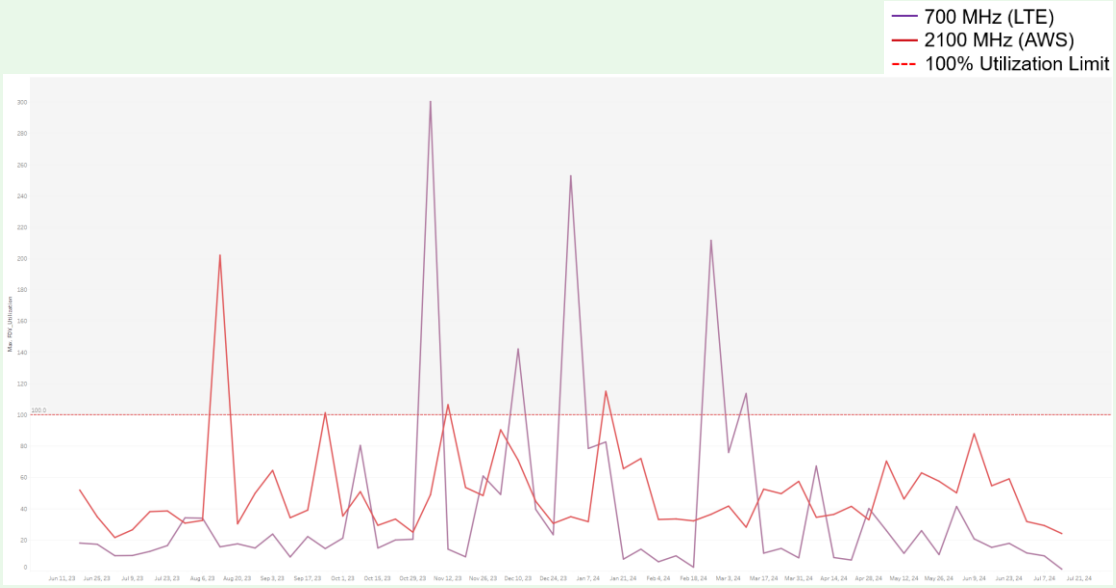
Summary: This graph shows AvgAC (**A**verage **A**ctive **C**onnections). AvgAC utilization by carrier is a measurement of max active connection capacity per sector in any given time slot. When this limit is reached, no additional devices will be able to connect to the site, resulting in connection failures and dropped calls.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Beta** sector of the **Marist** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Marist** sector shown above is operating normally for this metric. **AvgAC** is one of three capacity metrics used in this document.

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Capacity Utilization
FDV (Poughkeepsie Transfer Gamma)



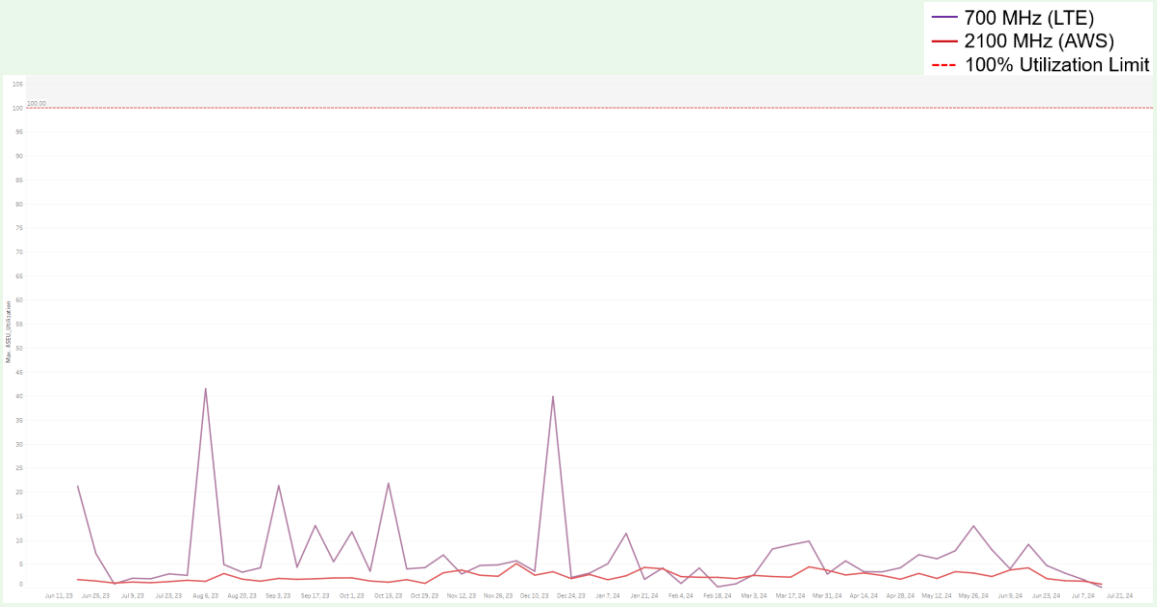
Summary: This graph shows FDV (**F**orward **D**ata **V**olume) which is a measurement of the customer data usage that this sector currently serves. As this limit is approached, data rates slow to unacceptable levels, potentially causing unreliable service for Verizon Wireless customers.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Gamma** sector of the **Poughkeepsie Transfer** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Poughkeepsie Transfer** sector shown above has exceeded its capability of supporting FDV requirements as shown by the purple and dark red lines exceeding the max utilization threshold (red dashed line). In order to provide adequate and reliable service to **DC Youth Bureau** and the surrounding project area, network densification is required.

verizon

Capacity Utilization
ASEU (Poughkeepsie Transfer Gamma)



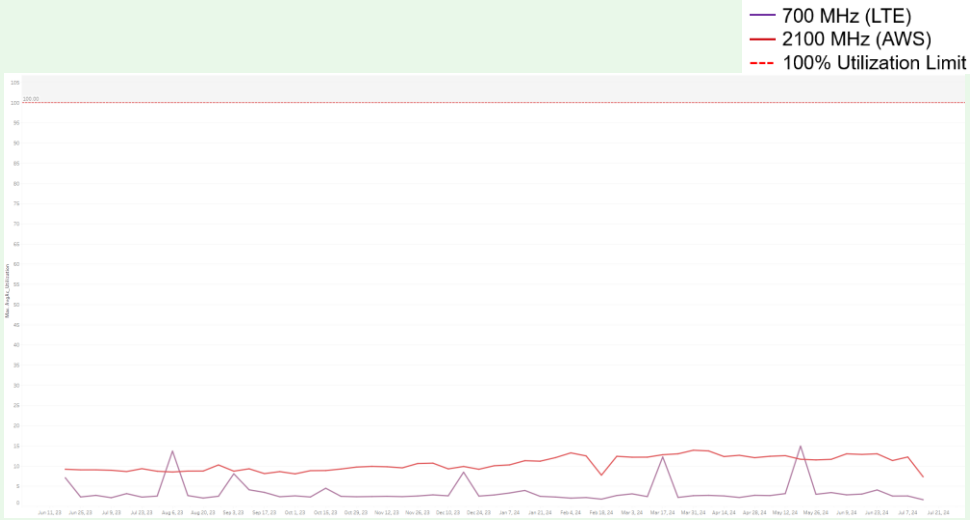
Summary: This graph shows ASEU (**A**verage **S**chedule **E**ligible **U**ser). ASEU is a measurement of the loading of the control channels and systems of a given site. The ASEU load is heavily impacted by distant users or those in poor RF conditions.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Gamma** sector of the **Poughkeepsie Transfer** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Poughkeepsie Transfer** sector shown above is operating normally for this metric. **ASEU** is one of three capacity metrics used in this document.

verizon

Capacity Utilization
AvgAC (Poughkeepsie Transfer Gamma)



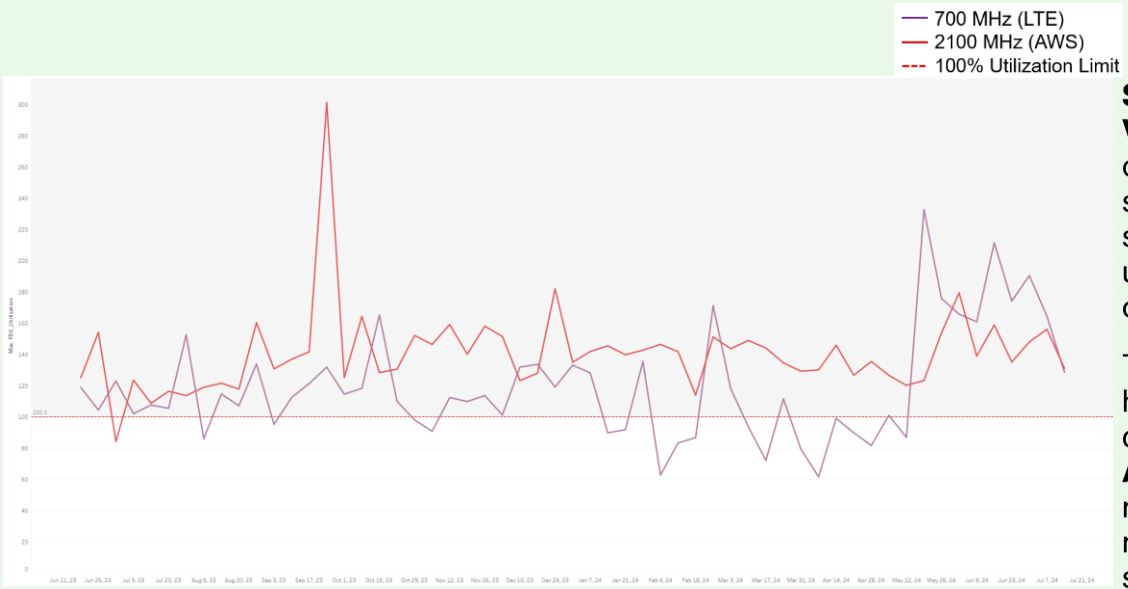
Summary: This graph shows AvgAC (**A**verage **A**ctive **C**onnections). AvgAC utilization by carrier is a measurement of max active connection capacity per sector in any given time slot. When this limit is reached, no additional devices will be able to connect to the site, resulting in connection failures and dropped calls.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Gamma** sector of the **Poughkeepsie Transfer** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Poughkeepsie Transfer** sector shown above is operating normally for this metric. **AvgAC** is one of three capacity metrics used in this document.

verizon

Capacity Utilization
FDV (Poughkeepsie DT Alpha)



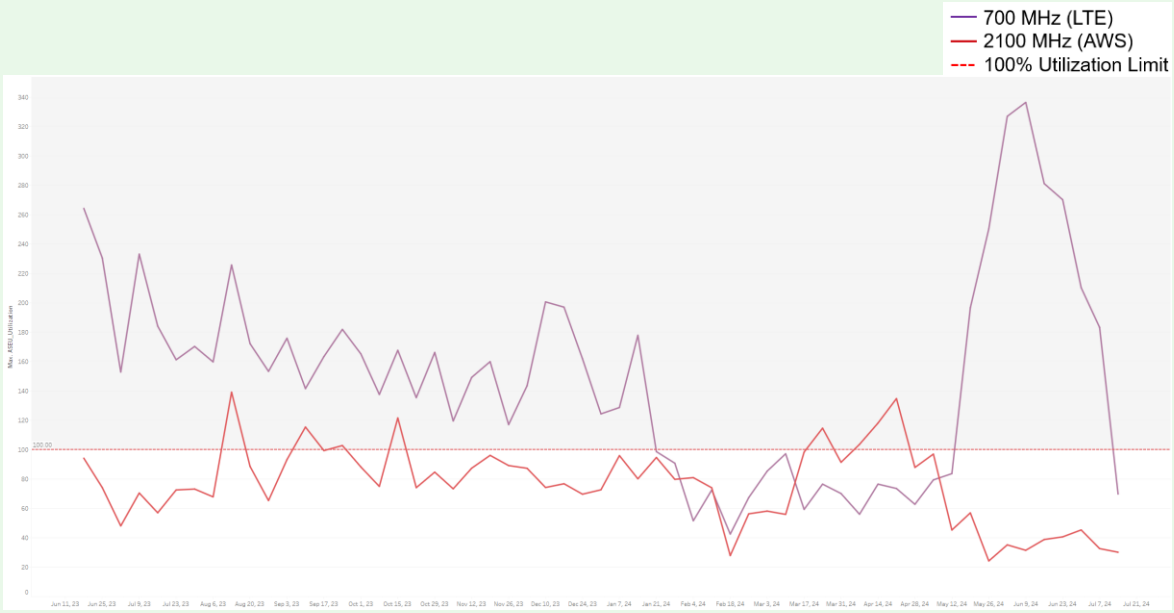
Summary: This graph shows FDV (**F**orward **D**ata **V**olume) which is a measurement of the customer data usage that this sector currently serves. As this limit is approached, data rates slow to unacceptable levels, potentially causing unreliable service for Verizon Wireless customers.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Alpha** sector of the **Poughkeepsie DT** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Poughkeepsie DT** sector shown above has exceeded its capability of supporting FDV requirements as shown by the purple and dark red lines exceeding the max utilization threshold (red dashed line). In order to provide adequate and reliable service to **DC Youth Bureau** and the surrounding project area, network densification is required.

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Capacity Utilization
ASEU (Poughkeepsie DT Alpha)



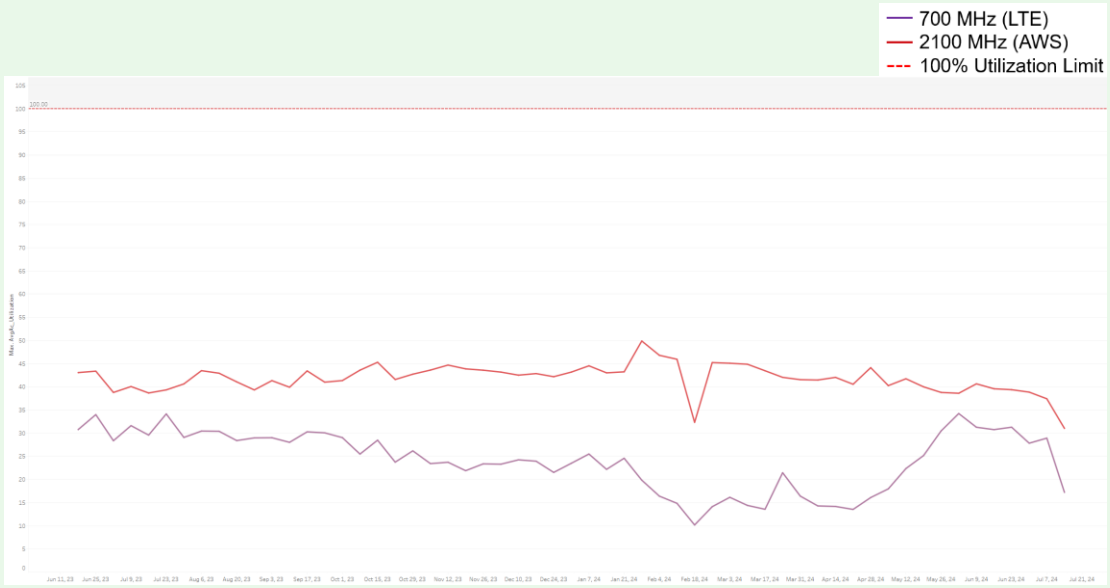
Summary: This graph shows ASEU (**A**verage **S**chedule **E**ligible **U**ser). ASEU is a measurement of the loading of the control channels and systems of a given site. The ASEU load is heavily impacted by distant users or those in poor RF conditions.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Alpha** sector of the **Poughkeepsie DT** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Poughkeepsie DT** sector cannot support the traffic demand throughout the extent of the dense geographic area it covers. **Poughkeepsie DT** is overloaded, as shown by the purple and dark red actual use lines exceeding the red dashed exhaustion threshold. In order to provide adequate and reliable service to **DC Youth Bureau** and the surrounding project area, network densification is required.

verizon

Capacity Utilization
AvgAC (Poughkeepsie DT Alpha)



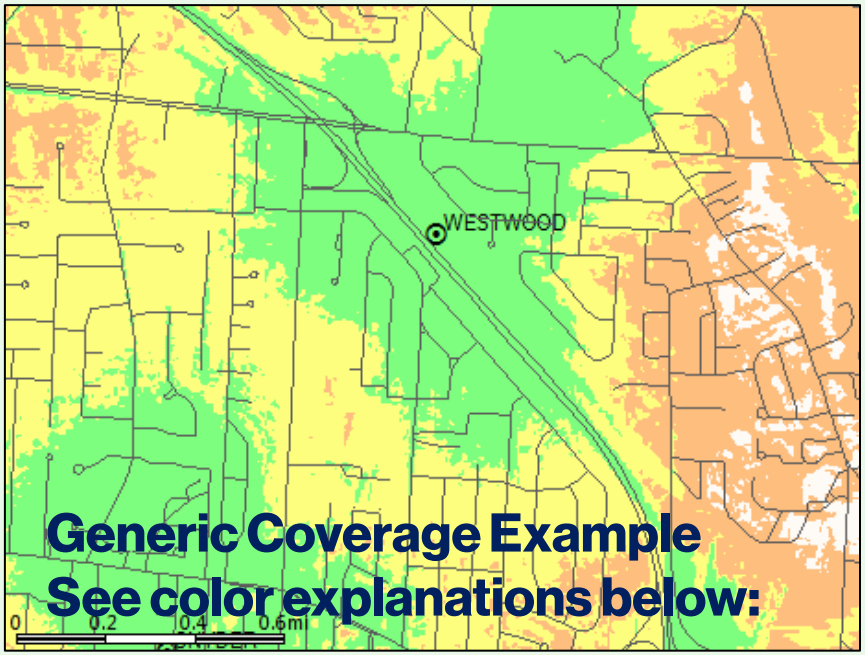
Summary: This graph shows AvgAC (**A**verage **A**ctive **C**onnections). AvgAC utilization by carrier is a measurement of max active connection capacity per sector in any given time slot. When this limit is reached, no additional devices will be able to connect to the site, resulting in connection failures and dropped calls.

The purple line represents the daily max busy hour 700MHz utilization and the dark red line is daily max busy hour AWS utilization on the **Alpha** sector of the **Poughkeepsie DT** site. The red dashed line is the limit where the sector reaches exhaustion and service starts to significantly degrade. The point in time where we see the purple or dark red lines reach or exceed the red dashed line is when service quickly degrades as usage continues to increase.

Detail: The existing **Poughkeepsie DT** sector shown above is operating normally for this metric. **AvgAC** is one of three capacity metrics used in this document.

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Explanation of Wireless Coverage



Generic Coverage Example
See color explanations below:

Coverage is best shown via coverage maps. RF engineers use computer simulation tools that take into account terrain, vegetation, building types, and site specifics to model the RF environment. This model is used to simulate the real world network and assist engineers to evaluate the impact of a proposed site (along with industry experience and other tools).

Many Verizon Wireless sites provide 4G LTE at 700 MHz and 850MHz. As capacity requirements increase, higher frequency (and bandwidth) PCS (1900 MHz) and AWS (2100 MHz) carriers are added. In some mountaintop or long distance situations the mid band (higher frequency) AWS and PCS carriers are not fully effective due to excessive distance (path loss) from the user population.

Coverage provided by a given site is affected by the frequencies used. Lower frequencies propagate further distances, and are less attenuated by clutter than higher frequencies. To provide similar coverage levels at higher frequencies, a denser network of sites is required (network densification).

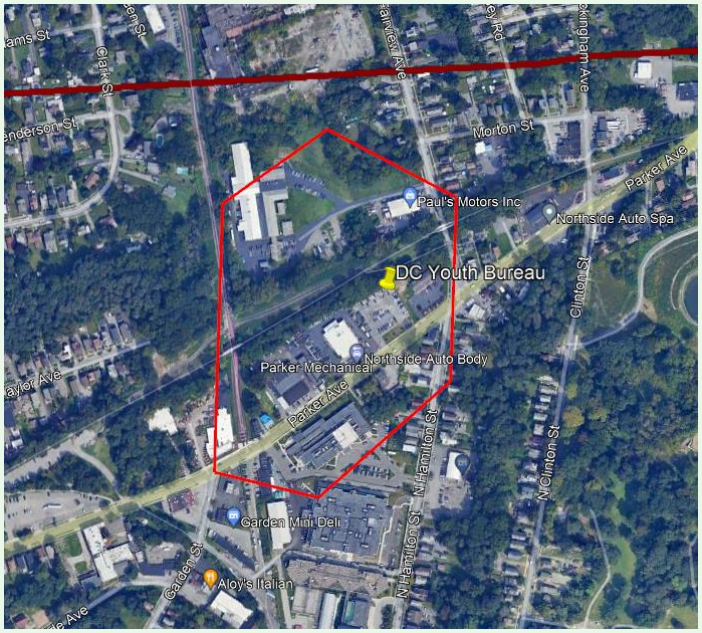
Note the affect of clutter on the predicted coverage footprint above

**Dark Green >/= -75dBm RSRP, typically serves dense urban areas as well as areas of substantial construction (colleges, hospitals, dense multi family etc.)
Green >/= -85dBm RSRP, typically serves suburban single family residential and light commercial buildings
Yellow >/= -95dBm RSRP, typically serves most rural/suburban-residential and in car applications
Orange >/= -105dBm RSRP, rural highway coverage, subject to variable conditions including fading and seasonality gaps
White = <-105dBm RSRP, variable to no reliable coverage gap area

More detailed, site-specific coverage slides are later in the presentation
*Signal strength requirements vary as dictated by specific market conditions
** Not displayed in example map, layer not used in all site justifications

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Explanation of DC Youth Bureau Search Area



DC Youth Bureau Search Area

A **Search Area** is the geographical area within which a new site is targeted to solve a coverage or capacity deficiency. Three of the factors taken into consideration when defining a search area are topography, user density, and the existing network.

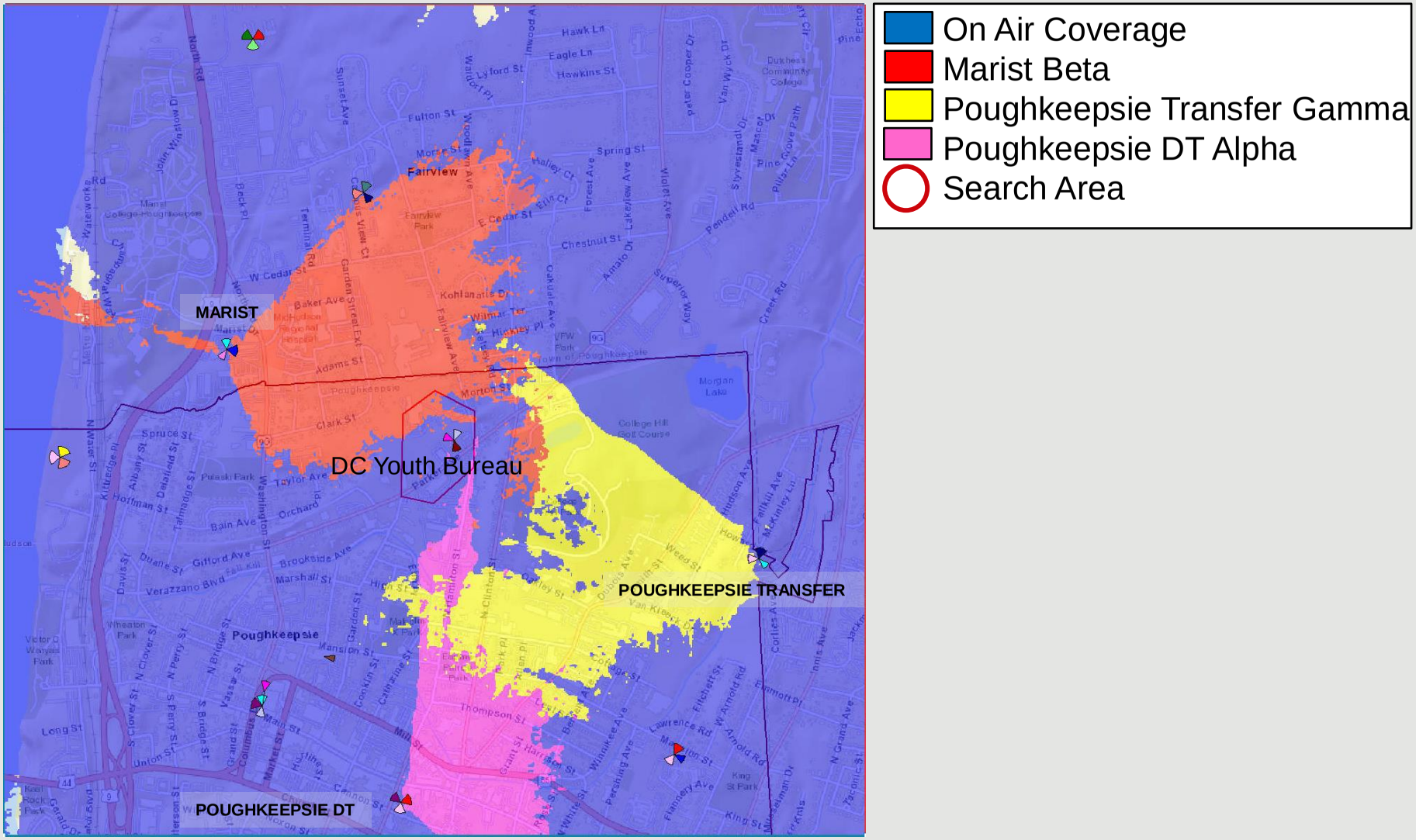
- **Topography** must be considered to minimize the obstacles between the proposed site and the target coverage area. For example, a site at the bottom of a ridge will not be able to cover the other side from a certain height.
- In general, the farther from a site the **User Population** is, the weaker the RF conditions are and the worse their experience is likely to be. These distant users also have an increased impact on the serving site's capacity. In the case of a multi sector site, centralized proximity is essential to allow users to be evenly distributed and allow efficient utilization of the site's resources.
- The existing **Network Conditions** also guide the design of a new site. Sites placed too close together create interference due to overlap and are an inefficient use of resources. Sites that are too tall or not properly integrated with existing sites cause interference and degrade service for existing users.
- Existing co-locatable structures inside the search area as well as within a reasonable distance of the search area are submitted by site acquisition and reviewed by RF Engineering. If possible, RF will make use of existing or nearby structures before proposing to build new towers.

To resolve the coverage and capacity deficiencies previously detailed, Verizon Wireless is seeking to add one new cell facility within this area to improve wireless service capacity and coverage. By providing a new dominant signal area and offloading weak and distant traffic from **Marist, Poughkeepsie Transfer and Poughkeepsie DT** with the proposed site, adequate and reliable service will be restored. The new **DC Youth Bureau** site will provide dominant and dedicated signal to the identified portions of the Town and City of **Poughkeepsie.** This helps to improve not only the **DC Youth Bureau** project area but will also result with significant improvements to the above mentioned overloaded sites ultimately improving community wide areas in and around the **DC Youth Bureau** project area.

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Existing 700MHz Best Server -105dBm RSRP

Best Server plots depict the actual footprint of each sector in question at one threshold so the viewer can accurately evaluate the area offloaded by the new sites dominant signal area.

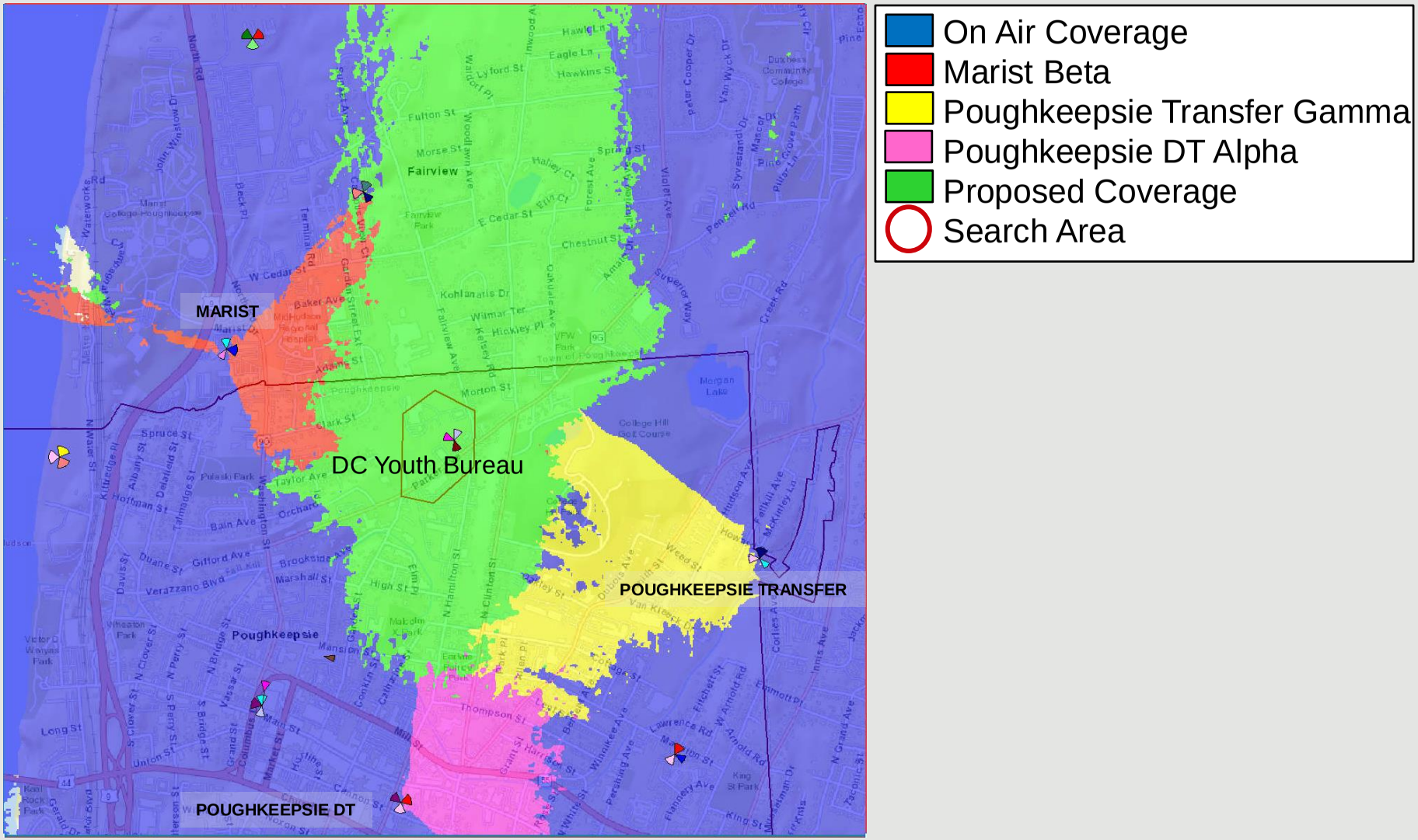


The map above represents coverage from existing sites, with the sites in need of capacity offload detailed in the legend above. Blue coverage is from other on air (Low Band) sites.

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Proposed 700MHz Best Server -105dBm RSRP

Best Server plots depict the actual footprint of each sector in question at one threshold so the viewer can accurately evaluate the area offloaded by the new sites dominant signal area.

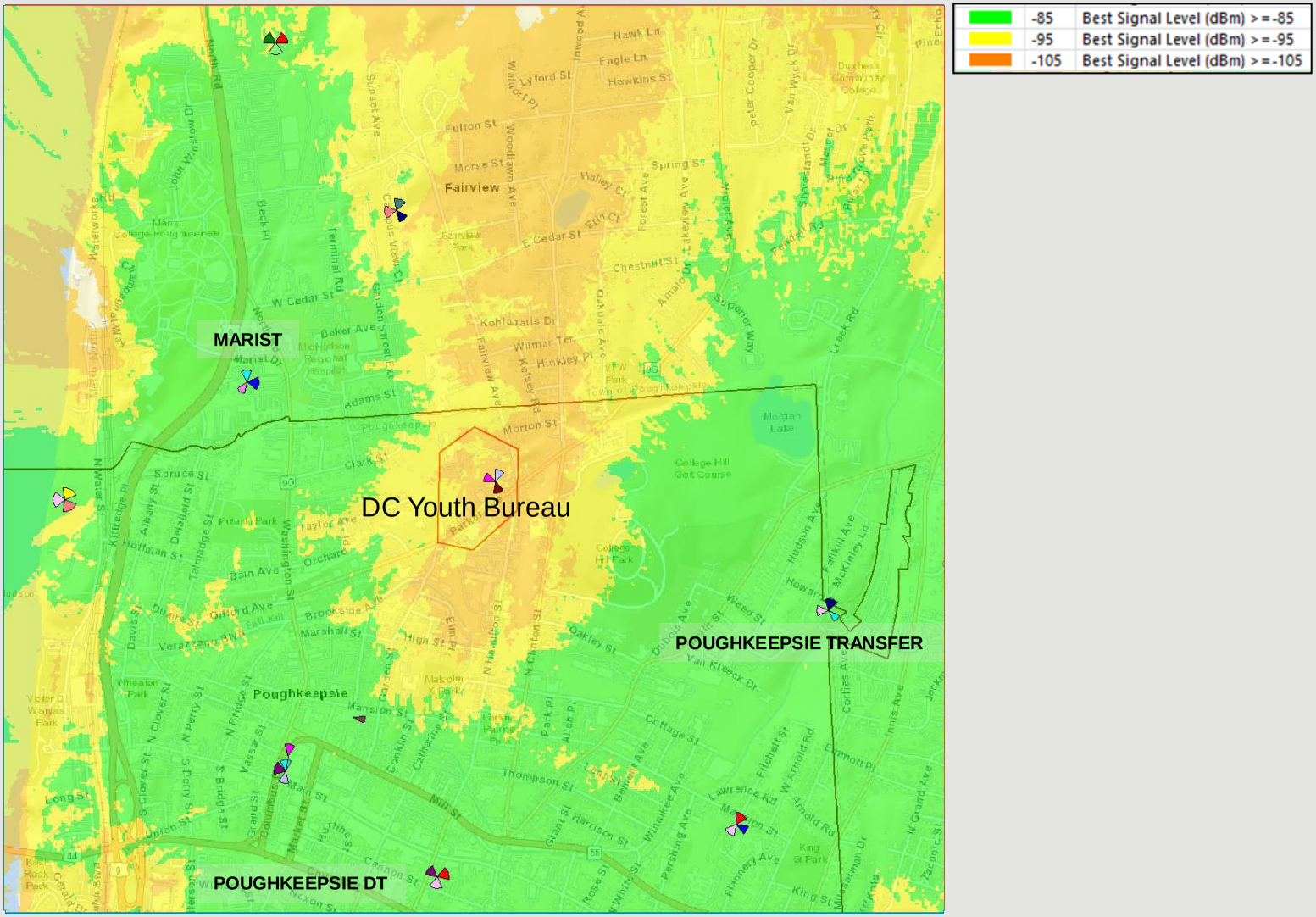


The map above adds the footprint of the proposed **DC Youth Bureau** site in green. The green best server footprint provides improved coverage and capacity throughout the identified significant gap area. This will help to resolve the coverage and capacity issues impacting the existing overloaded sectors identified in the image above.

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Existing 700MHz Coverage (signal strength)

This coverage map shows how weak the RF conditions are in portions of the Town and City of **Poughkeepsie** and surrounding area.
Refer to slide 15 for further explanation of these color thresholds

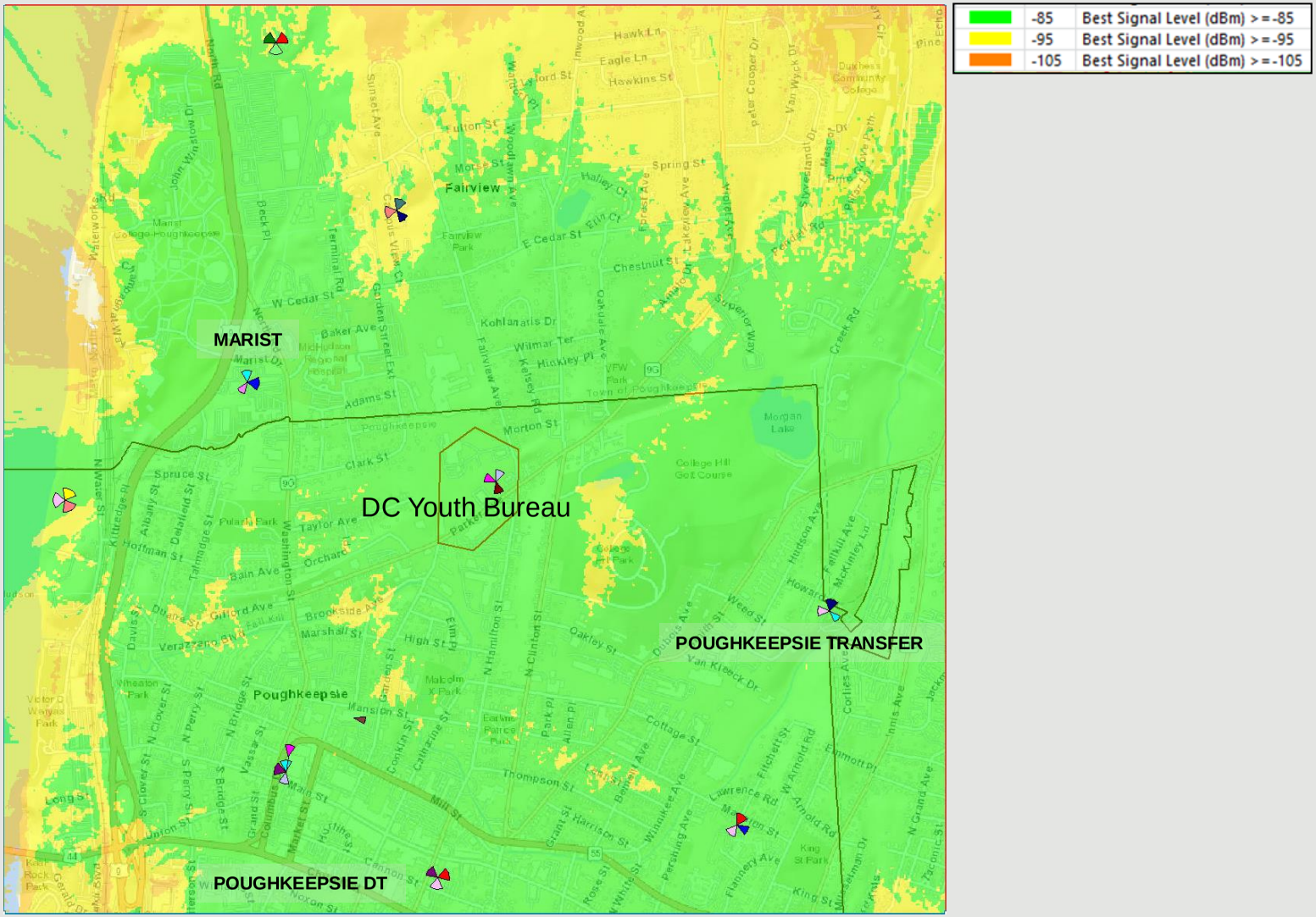


The map above represents existing low band signal strength coverage from existing sites.

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Proposed 700MHz Coverage (signal strength)

This coverage map shows how improved the RF conditions will be in portions of the Town and City of **Poughkeepsie** and surrounding area.
Refer to slide 15 for further explanation of these color thresholds

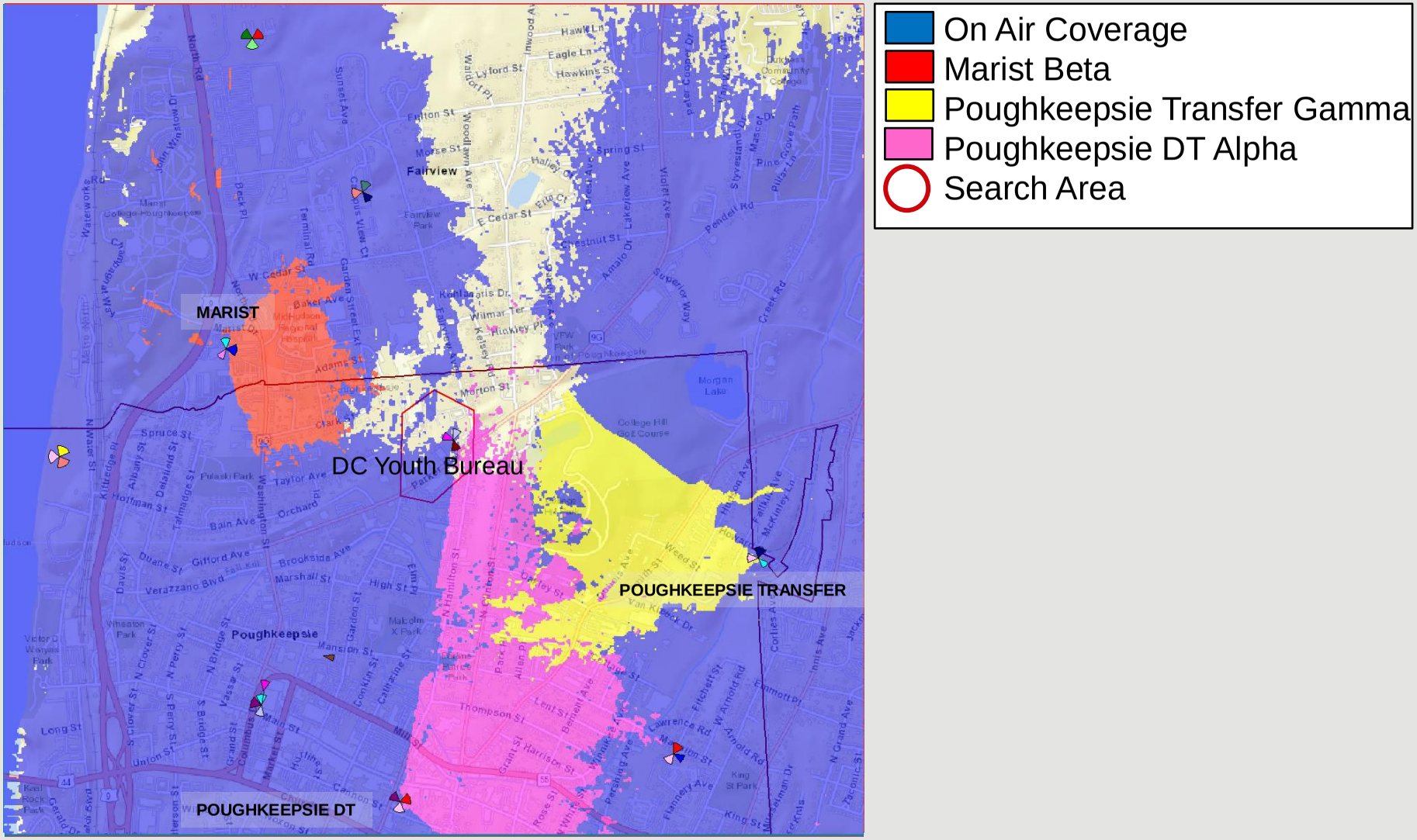


The map above adds low band of the **DC Youth Bureau** site to the existing signal strength. The significantly improved signal strength corresponds to improved coverage and capacity throughout the identified significant gap areas. This will help to resolve the coverage and capacity issues impacting portions of the Town and City of Poughkeepsie.

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Existing 2100MHz Best Server -105dBm RSRP

Best Server plots depict the actual footprint of each sector in question at one threshold so the viewer can accurately evaluate the area offloaded by the new sites dominant signal area.

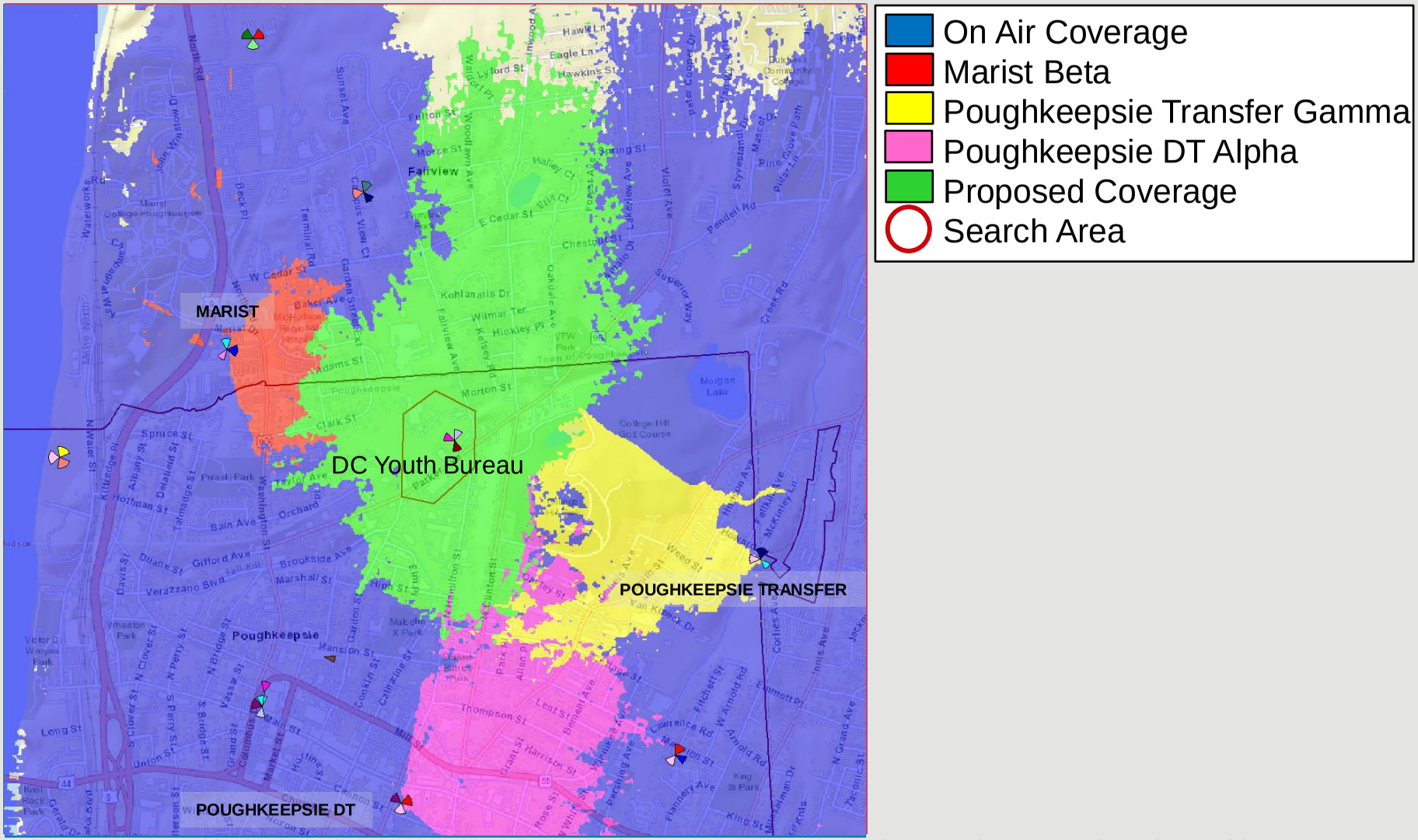


The map above represents coverage from existing sites, with the sites in need of capacity offload detailed in the legend above. Blue coverage is from other on air (Mid Band) sites.

verizon

Proposed 2100MHz Best Server -105dBm RSRP

Best Server plots depict the actual footprint of each sector in question at one threshold so the viewer can accurately evaluate the area offloaded by the new sites dominant signal area.

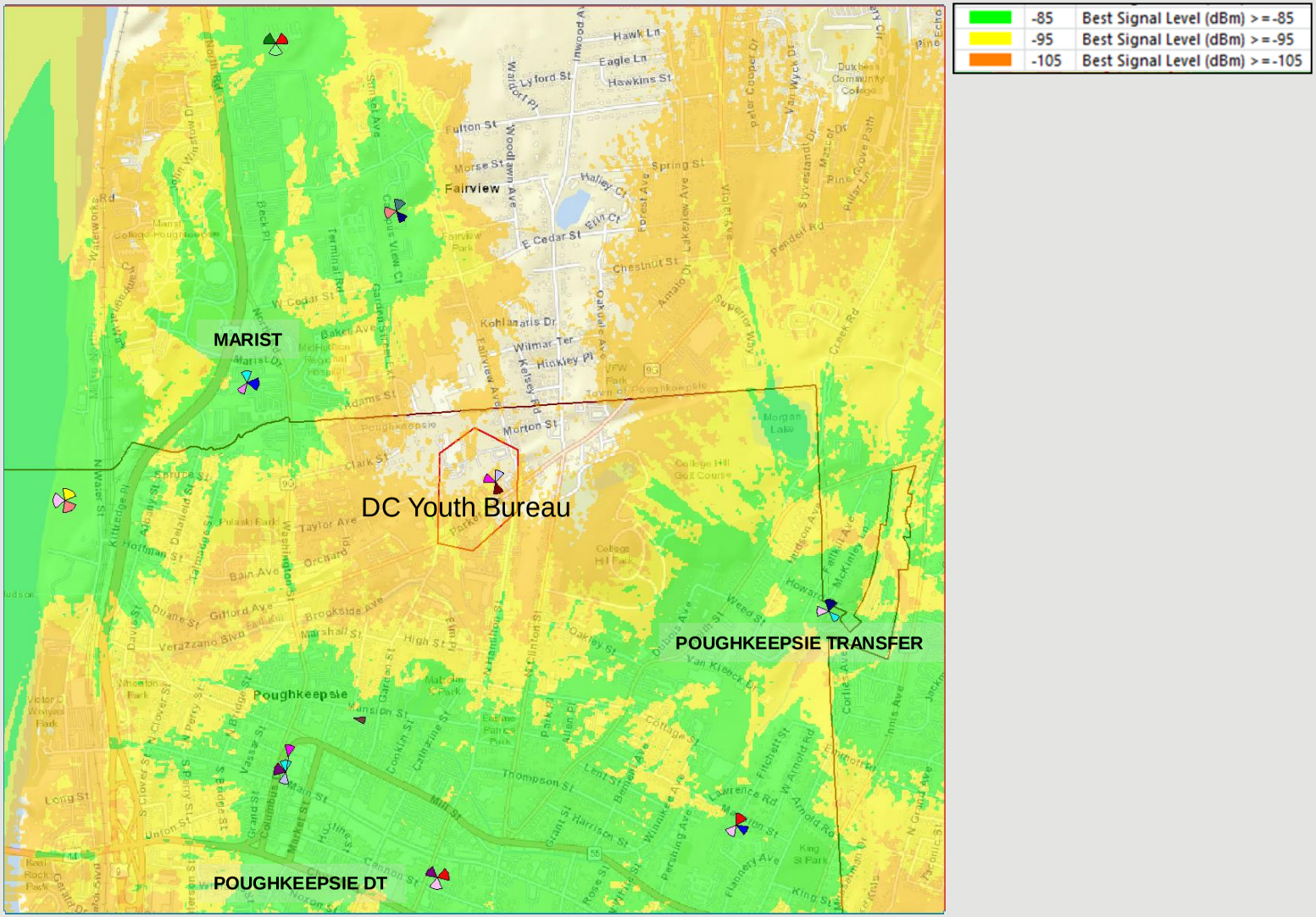


The map above adds the footprint of the proposed **DC Youth Bureau** site in green. The green best server footprint provides improved coverage and capacity throughout the identified significant gap area. This will help to resolve the coverage and capacity issues impacting the existing overloaded sectors identified in the image above.

verizon

Existing 2100MHz Coverage (signal strength)

This coverage map shows how weak the RF conditions are in portions of the Town and City of **Poughkeepsie** and surrounding area.
Refer to slide 15 for further explanation of these color thresholds

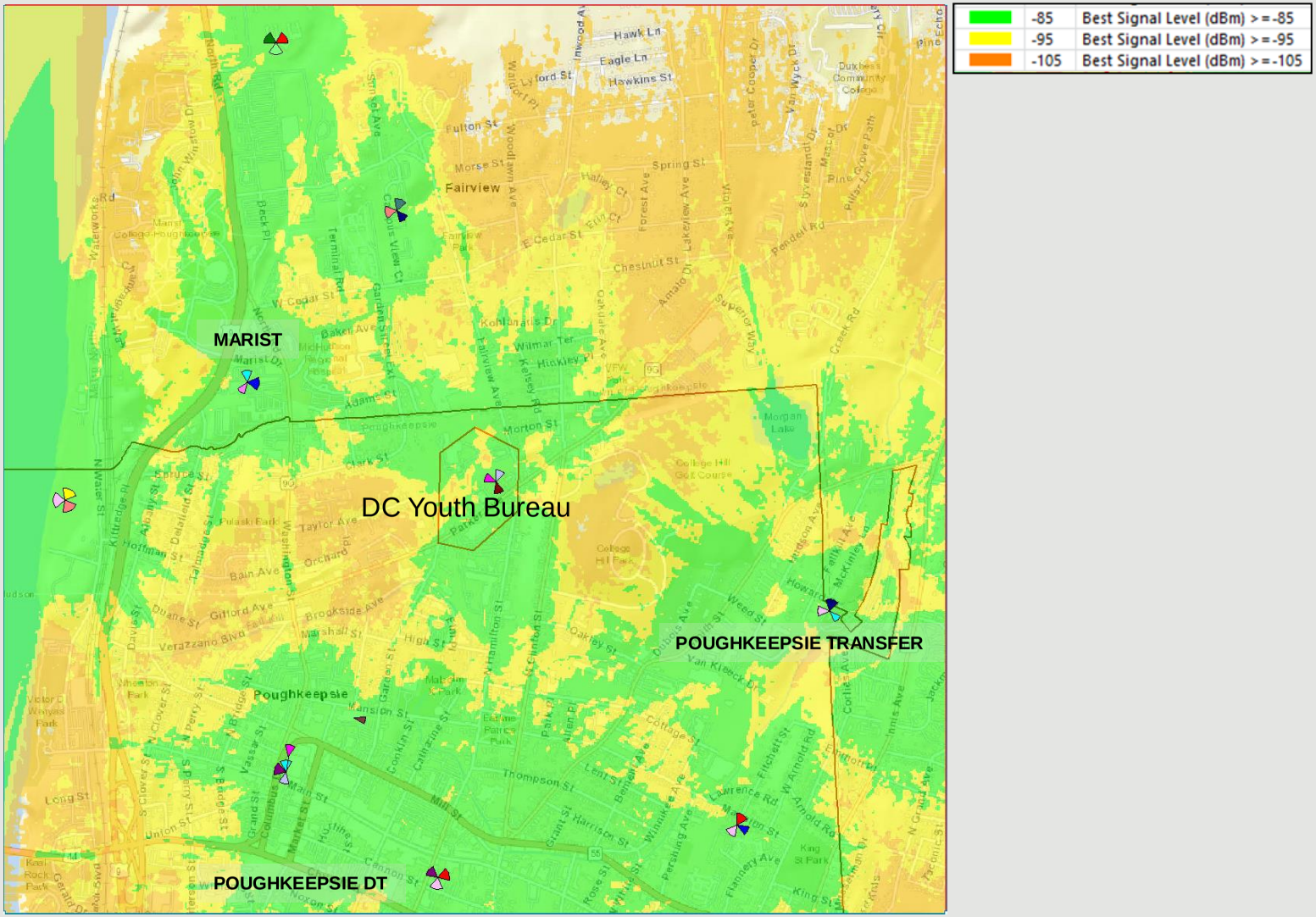


The map above represents mid band coverage from existing sites. This 2100MHz signal is very weak throughout the project area. Additional mid band network densification is required to resolve these conditions.

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Proposed 2100MHz Coverage (signal strength)

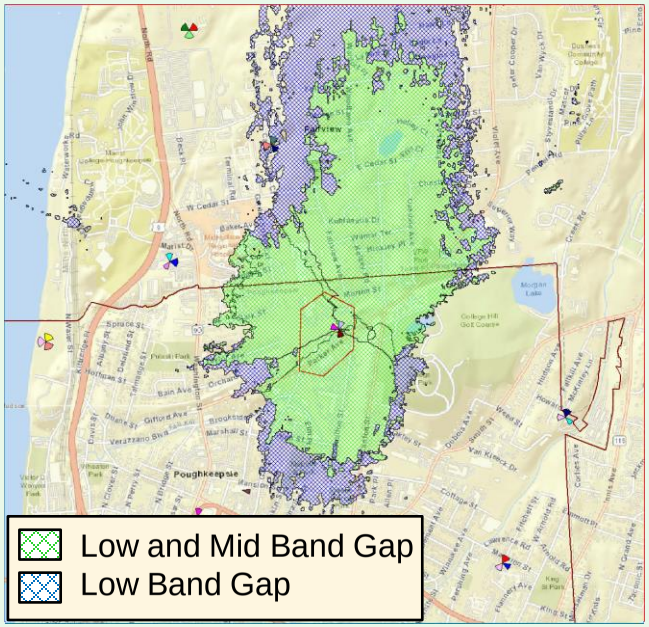
This coverage map shows how improved the RF conditions will be in portions of the Town and City of **Poughkeepsie** and surrounding area.
Refer to slide 15 for further explanation of these color thresholds



The map above adds mid band of the **DC Youth Bureau** site to the existing signal strength. The significantly improved signal strength corresponds to improved coverage and capacity throughout the identified significant gap areas. This will help to resolve the coverage and capacity issues impacting portions of the Town and City of Poughkeepsie.

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RF Justification Summary



The proposed site resolves the substantial and significant gaps in coverage and capacity impacting the Town and City of Poughkeepsie. These gaps are shown above: The green shaded area represent the gaps in coverage and capacity that the proposed **DC Youth Bureau** site with 95' ACL will resolve.

The network was analyzed to determine whether there is sufficient **RF coverage and capacity** in the **Town and City of Poughkeepsie**. It was determined that there are significant gaps in adequate LTE service for Verizon Wireless in the representative 700 and 2100MHz frequency bands. In addition to the coverage deficiencies, Verizon Wireless' network does not have sufficient capacity (low band or mid band) to handle the existing and projected LTE voice and data traffic in the area near and neighboring the proposed facilities ("targeted service improvement area"). Based on the need for additional coverage and capacity while considering the topography and specific area requiring service, any further addition of capacity to distant existing sites does not remedy Verizon's significant gap in reliable service. Therefore, the proposed facilities are also needed to provide "**capacity relief**" to the existing nearby Verizon Wireless sites, allowing the proposed facilities and those neighboring sites to adequately serve the existing and projected capacity demand in this area.

With the existing network configuration there are significant gaps in service which restricts Verizon Wireless customers from originating, maintaining or receiving reliable calls and network access. It is our expert opinion that the proposed site will satisfy the coverage and capacity needs of Verizon Wireless and its subscribers in these portions of the **Town and City of Poughkeepsie** and this project area. The proposed location depicted herein satisfies the identified service gaps and is proposed at the minimum height necessary for adequate and reliable service.

Brendan Hennessy

Brendan Hennessy
Engineer III – RF Design
Verizon Wireless

verizon

VERIZON WIRELESS OF THE EAST LP
d/b/a
VERIZON WIRELESS

DC Youth Bureau Site

121 Parker Avenue
Poughkeepsie, New York

SITE SELECTION ANALYSIS
JULY 24, 2024

Verizon Wireless
1275 John Street, Suite #100
West Henrietta, New York 14586

4238332.v2

SITE SELECTION ANALYSIS

Verizon Wireless proposes to install and operate a new wireless telecommunications facility, including a new tower structure, which would include associated antennas, equipment platform and related appurtenances at 121 Parker Avenue, in the City of Poughkeepsie, Dutchess County, New York. The property, which is located in the City's's Walkway-Gateway District (W-G) and the G-CM: Mixed Use & Commercial Zoning Subdistrict, is approximately 1 acre. The property is owned by **Parker Avenue Realty LLC** and is a vacant commercial lot that is currently being used as a parking lot for the Northside Autobody Shop next door.

1. NEED FOR FACILITY

(a) Problem

The process of identifying a technologically appropriate location, as well as the need for this communications facility are as provided in the Engineering Necessity Case prepared by Verizon Wireless' Rafio Frequency ("RF") Engineer. As indicated in that report, when a Verizon Wireless RF Engineer identifies coverage gaps in the system or sites that have or will reach data capacity exhaustion, they issue a "search area." A search area is a geographical area located within the inadequately serviced area, and it is designed such that if a wireless telecommunications facility is located within the search area, and at an appropriate height, it will likely provide the required coverage. For the most part, locations outside of the search area will fail to provide adequate service to the cell. Due to technological constraints, there is limited flexibility as to where a new facility can be located, and still function properly. The goal of the search area is to define the permissible location for placement of a cell site that will provide adequate service in the subject cell, and also work properly as part of the overall network.

(b) Solution

A search area was developed based on the problems identified in the Engineering Necessity Case, a copy of which is attached to the application . As discussed in the RF materials, the proposed facility will provide much needed capacity relief to surrounding network sites which cannot properly serve the project area due to excessive customer / network demand. The capacity relief to be provided, in the form of mid band frequency densification, will have the added benefit of also increasing and improving wireless coverage to the area. Specifically, areas along Parker Ave, Buckingham Ave, Clinton St, Fairview Ave, Hamilton St, Clark St, Henderson St, as well as businesses and residences along these roadways will see a large improvement in service. The capacity offload provided by this project will also benefit the areas currently served by the existing, overloaded sites in the Verizon network, resulting in a large area of improved service.

2. SEARCH RING ANALYSIS

(a) Geography & Topography

The DC Youth Bureau ring is located in a relatively flat commercial area with the highest terrain located slightly southeast of the search ring's center. There is a hill that goes up to roughly 375' AMSL which is 0.3 miles to the southeast of 121 Parker Avenue.

(b) Land Use

The Search Ring is made up of predominately commercial, industrial and residential areas. **Attachment 1** is an overlay of the Search Ring and the tax map on an aerial photograph of the area.

3. ZONING CONSIDERATIONS

(a) Collocation

Verizon Wireless routinely seeks to install its antennas and equipment on existing communications towers or other tall structures ("collocation"). Local communities universally favor collocations because they can minimize the number of wireless telecommunications towers in an area and many municipalities even provide for a streamlined application review process. Collocation is often listed as the highest sitting priority in a local municipality's Zoning Law. In addition to the streamlined zoning application process, collocation is preferred by wireless providers because it is generally a less expensive and more efficient option, compared to installation of a new tower facility.

(b) New Structure on Municipally-owned Property

As its next priority, Verizon Wireless generally seeks to locate wireless telecommunication facilities on municipally-owned property. These locations are often preferred by municipalities as the second preference behind collocation as it allows municipalities to benefit from a rental stream for the leased premises.

(c) New Structure on Privately-owned Property

When it is not feasible to collocate on an existing tower or tall structure, and there are no feasible municipally-owned properties in the area, Verizon Wireless must find a privately-owned site which is appropriate for and can accommodate a new communications structure. In doing so, the Site Acquisition Specialist attempts to identify properties in the search area large enough to accommodate the facility and which also meet any required area requirements such as set back and fall zone. In addition, other characteristics such as existing compatible land use and existing mature vegetation that can screen the facility are considered. Access, land use, constructability, the presence of wetlands, floodplains and other contributing factors are also examined.

4. ZONING ANALYSIS

Our Primary Candidate at 121 Parker Avenue is located within the City's Gateway-Walkway District (G-W) and the G-CM: Mixed Use & Commercial Zoning Subdistrict. The entire search area is located within the Gateway-Walkway district but it extends into the Office Manufacturing (G-OM), Mixed-Use Residential (G-RM) and Central Medium Density Residential (R-3A) subdistricts. Accdording to the City of Poughkeepsie Code, only roof – mounted and utility pole – mounted wireless telecommunications antennas are permitted with the G-CM subdistrict. Attachment 4 is an overlay of the search area and zoning map. New tower facilities, such as that proposed are not allowed in any of the zoning districts within the search area. Such facilities, assuming they are deemed "public utility installations" are specifically permitted in the C-2A, C-3, I-1 and I-2 zoning districts. As a result and as confirmed by the Poughkeepsie Building Department, a use variance for the proposed facility at the chosen property will be required..

5. CANDIDATE/ALTERNATIVES ANALYSIS

Five (5) parcels were identified as being potential candidates for a new communications facility. These parcels are identified on **Attachment 3**. A summary of each of these properties located within the vicinity of search area is detailed below.

(a) Dutchess County – 108 Parker Avenue (Tax Parcel ID# 1313000-6162-54-236411-0000)

Candidate A is the Dutchess County Law Enforcement Center. A recently renovated building housing the Sherriff's Department and associated county offices. There is a self-support tower on the property that may have been suitable for collocation. The Sherrif initially expressed some interest in working with Verizon Wireless. However, after several conversations about Verizon's proposal, the County decided they did not want to allow collocation on the existing tower. This candidate was, therefore, deemed not to be viable.

(b) Parker Avenue Realty LLC – 121 Parker Avenue (Tax Parcel ID# 6162-55-257465-000) Primary Candidate

This parcel, located at 121 Parker Ave, is a vacant commercial property large enough to accommodate the telecommunications compound but not enough to meet appropriate setback requirements so an area variance will be needed. Also, this property is located in the City of Poughkeepsie's W-G / G-CM Zoning District, which does not permit the proposed facility. Therefore a use variance is required as well.

(c) Darin Page – 27 High Street (Tax Parcel ID# 6162-62-192294-0000)

This parcel has a 3-story building with county offices. Unfortunately, Verizon Wireless' RF Engineer previously determined that the 3-story building was too low to provide the required service to the surrounding area.

(d) Dutchess County Lot – 150 N Hamilton St (Tax Parcel ID# 6162-62238330-0000)

Candidate D is a 7.64 acre property adjacent to the railroad tracks. It contains several county offices as well as the Dutchess County Jail. This property was brought to Verizon's attention when it was determined that collocation at the Dutchess County Law Enforcement Center was not feasible. Commissioner Robert Balkind said that they would be open to working with Verizon... Unfortunately, at just under 40', the building would not have the height necessary to meet RF objectives. Once it was determined that this property would not work, Verizon began negotiations with their Primary Candidate at 121 Parker Avenue.

(e) Schatz Land Company – 10 Fairview Ave (Tax Parcel ID# 6162-46-214505-000)

This parcel is an industrial property bounded by railroad tracks to the west and residential properties to the east. During its initial canvassing of the area, representatives of Verizon Wireless attempted to contact the owner of the property via telephone calls and letters of interest. The owner, however, never responded to Verizon Wireless' inquiries so Verizon Wireless moved on to other potential candidates.

6. CONCLUSION

Based on existing parcel sizes, zoning, landlord interest and land use, five (5) parcels or locations were identified for consideration. For the reasons mentioned in the Candidate Analysis above it was determined that the most appropriate candidate was 121 Parker Avenue.

Prepared by:

Steve Grassl

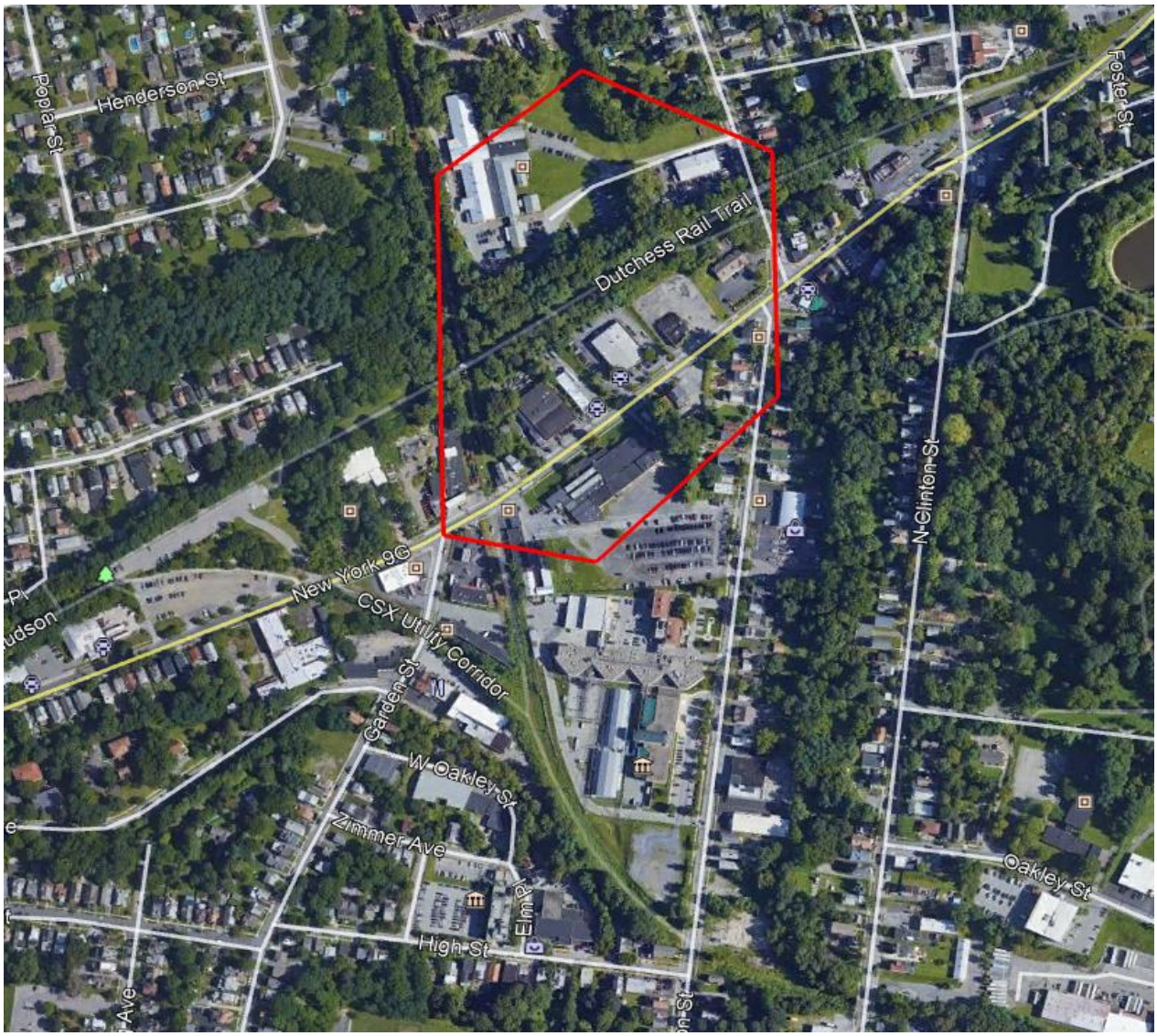
Steven Grassl
Airosmith Development
Consultant to Verizon Wireless

Brendan Hennessy

Brendan Hennessy
Radio Frequency (RF) Design Engineer
Verizon Wireless

ATTACHMENT 1

VERIZON WIRELESS
DC YOUTH BUREAU SEARCH AREA



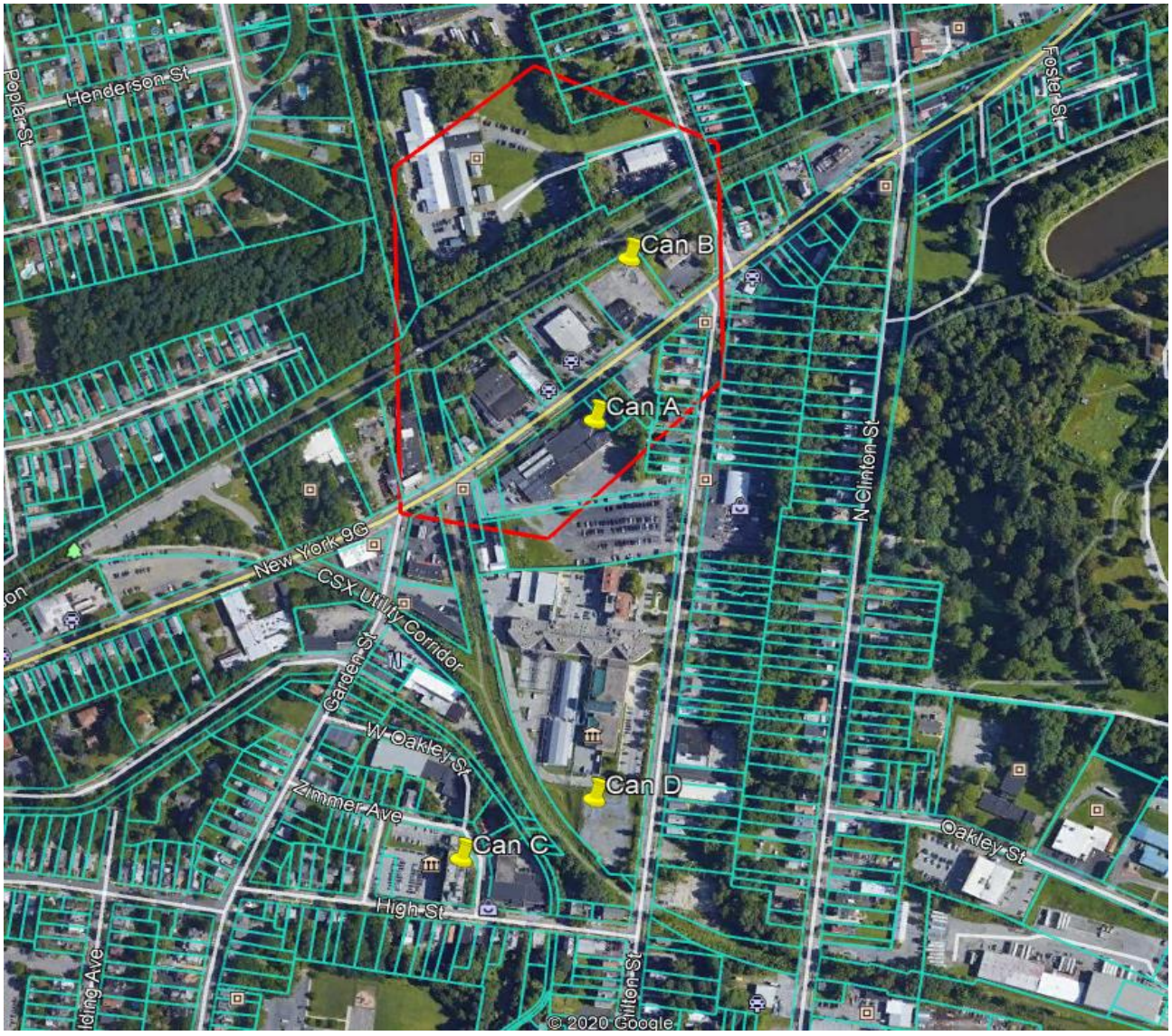
ATTACHMENT 2

VERIZON WIRELESS
OVERLAY – , TAX MAP, AERIAL



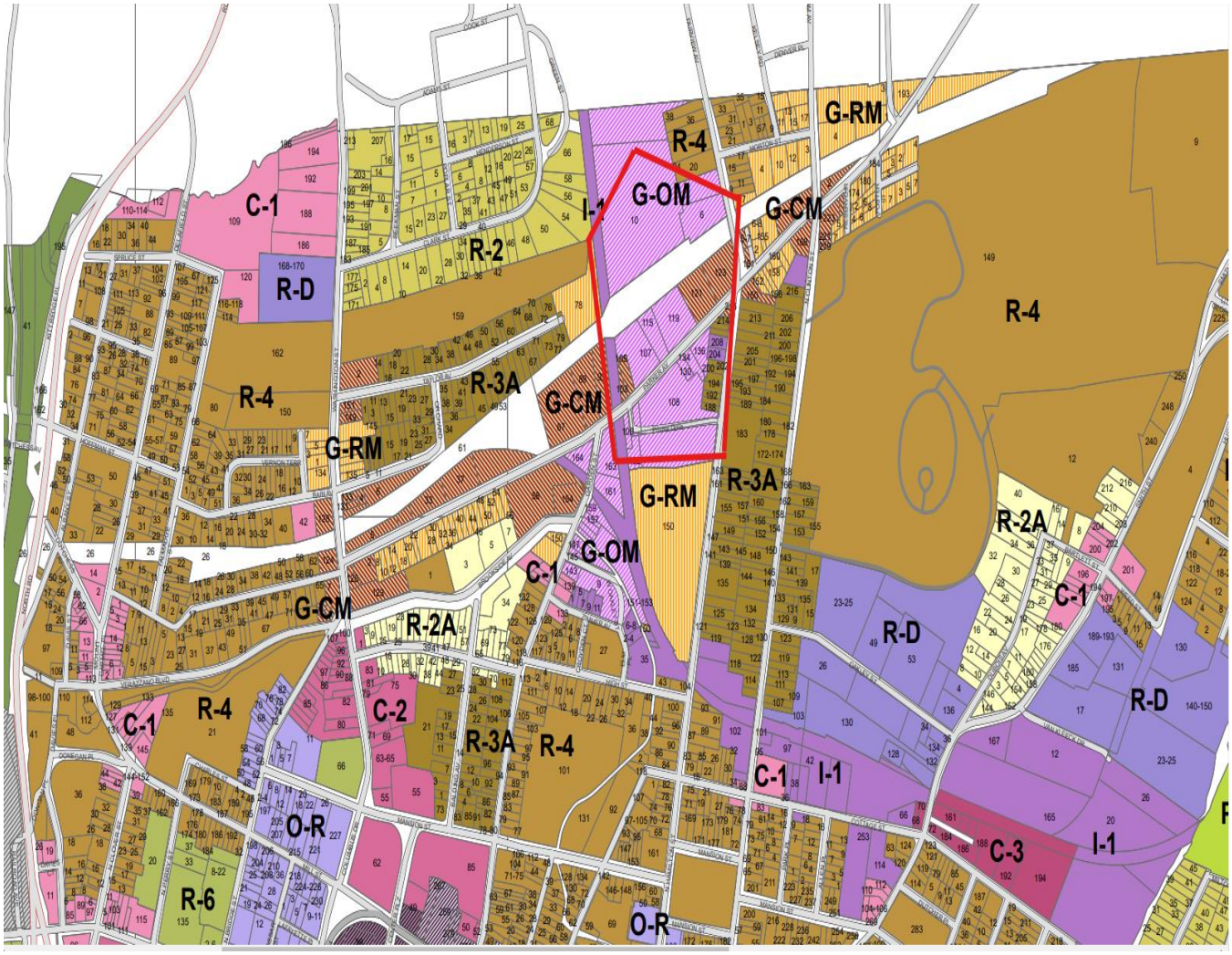
ATTACHMENT 3

VERIZON WIRELESS
PARCELS IDENTIFIED & INVESTIGATED



ATTACHMENT 4

VERIZON WIRELESS
OVERLAY – SEARCH AREA, ZONING MAP



VISUAL RESOURCE EVALUATION

PROPOSED 100' TALL
TELECOMMUNICATIONS STRUCTURE

121 Parker Ave
City of Poughkeepsie,
Dutchess County
New York, 12601

Submitted by:

verizon

1275 John Street, Suite 100
West Henrietta, NY 14586

Prepared by:

Tectonic

36 British American Blvd., Suite 101
Latham, New York 12110
518-783-1630
845-567-8703 FAX

Original - July 30, 2024
Revised - December 2, 2024

VISUAL RESOURCE EVALUATION

Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C., was contracted by Verizon Wireless to conduct a "Visual Resource Evaluation" to determine which areas within the City of Poughkeepsie will contain views of the proposed 100-foot-tall wireless telecommunications structure.

Setting:

The proposed site is located 3/4th of a mile southeast of Marist College on Parker Ave in the City of Poughkeepsie, Dutchess County, New York. The surrounding land use is a mix residential and commercial use properties with some wooded park areas. The predominant forest species are mixed deciduous and coniferous, with an estimated height of 40 to 60 feet.

Methodology:

On Wednesday July 17, 2024, Tectonic conducted a field investigation for the purpose of evaluating the viewshed associated with the proposed installation of the 100-foot tower. Conditions were partly cloudy with a temperature of approximately 80°, and with wind speeds of approximately 6-8 mph. The study area consisted of a 2-mile radius from the project site. The field study for this visual resource evaluation was conducted during the summer season with 100% leaf on conditions.

On Monday November 18, 2024, Tectonic conducted another field investigation for the purpose of evaluating visibility of the proposed installation of the 100-foot tower along the Empire State Trail, Walkway Over the Hudson inside the 2 mile viewshed. The conditions were clear with a temperature of approximately 40°, and with wind speeds of approximately 7-10 mph. The field study for this visual resource evaluation was conducted during the late fall season with leaf off on conditions.

The methodology utilized during this field investigation is referred to as a "balloon test." The height of the proposed structure was simulated by floating a 4' diameter, helium-filled weather balloon at 100-feet above ground level (AGL). The balloons provided reference points for height as well as location and also provides a known dimension that later aids in the production of photo simulations.

Prior to the field study, Tectonic assessed the potential visibility in the study area by creating desktop viewshed maps using ESRI ArcGIS Desktop 10.8 in conjunction with a USGS 7.5 Minute Series Topographic Quadrangles Map and aerial base maps and street maps. A viewshed map was created delineating areas where visibility would be blocked by topography and areas where visibility would be blocked by vegetation.

Tectonic drove and walked the study area to confirm the potential visibility of the structure. During the "in field" review the participants reviewed and documented those areas from which views of the structure may be "visible" and those which are blocked by topography and vegetation. The resulting data from this analysis was reviewed and referenced on the "Photo Log" and "Viewshed Map" attached. The colors on the map delineate which areas have a line of sight to the structure.

The first viewshed analysis resulted in the discovery the proposed structure will be visible from clear and elevated areas southeast and northwest up to a quarter mile away on Parker Ave, Garden Ave and High St.

The 2nd analysis revealed that the proposed structure will be visible on the trail from clear points starting from the west starting where the Walkway Over the Hudson crosses over US-9, 0.87 miles away. The proposed structure will be visible from the east starting where the trail crosses under NY-9G (Parker Ave) a quarter of a mile away. The proposed structure will also be visible from points on the Poughkeepsie Urban Rail Trail from the Parker Ave entrance to a quarter mile north.

Photographs were taken from various vantage points within the study area to document the actual view towards the proposed structure, as well as the general character of the viewshed. Each photograph attached includes a brief description of the location and orientation from which it was taken, and the photo number corresponds to the key number on the photo log map.

Process:

Photographs of the weather balloon from the viewpoints noted were taken with a Nikon D5300 Digital 24-megapixel camera using a 55mm focal length lens to mimic the view as observed from the human eye.

In order to analyze the potential visual impacts of the proposed structure, Tectonic took photographs of the balloon from locations within the search area for the purpose of preparing simulations of the proposed structure. Photographs for which there is a corresponding simulated view (#20, #21, #27, #30, #31, #34, #35, #36 & #37) of the proposed structure were produced by first photographing an existing similar type structure, then photographing the view towards the proposed site where the marker balloon was set to a height of 100-feet AGL. The digital images of the balloon and similar structure was then merged and scaled with digital image editing software. With this process, the structure is scaled to the correct height and width by scaling the similar type of structure using measurements from the marker balloon. The similar type of structure used has an antenna array that spans eight feet (8'). By measuring the balloon width of 4', one can determine the proper width of the antenna array by multiplying the balloon width by a factor of 2. The composite is printed out to a PDF file, producing the final image.

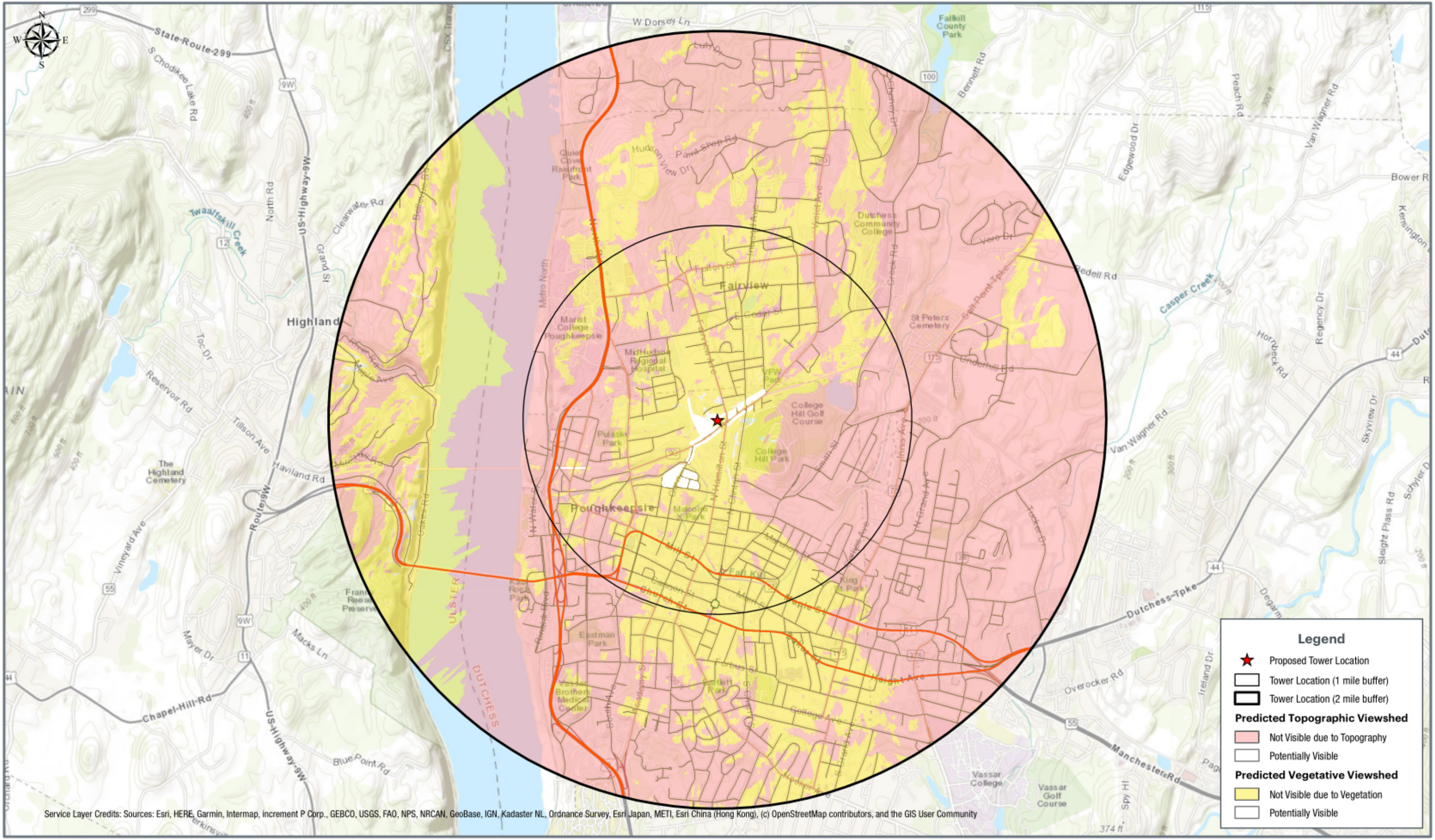
We note that the simulations provided are artistic renderings of views from chosen locations and should not be interpreted to be the actual view of the tower following construction. While we utilize best efforts to simulate the view of the proposed tower from a particular location, some variance between simulations, manufacturer products and final installed towers is to be expected.

Conclusion:

The Viewshed Analysis Map presents a conservative delineation of the viewshed within the study area along public roadways. The photo slides have been prepared per the methodology described above and provide a general depiction of the appearance of the structure from the photographed viewpoints.

Sincerely,
TECTONIC ENGINEERING CONSULTANTS, GEOLOGISTS & LAND SURVEYORS, D.P.C.

Steven M. Matthews, PE
Managing Director - Engineering



Tectonic

100ft Tower
25ft High Density Development
60ft Mixed Forests & 20ft Woody Wetlands

121 Parker Avenue
Poughkeepsie, New York 12601

0 0.25 0.5 1 Miles

Field Veified Viewshed Map

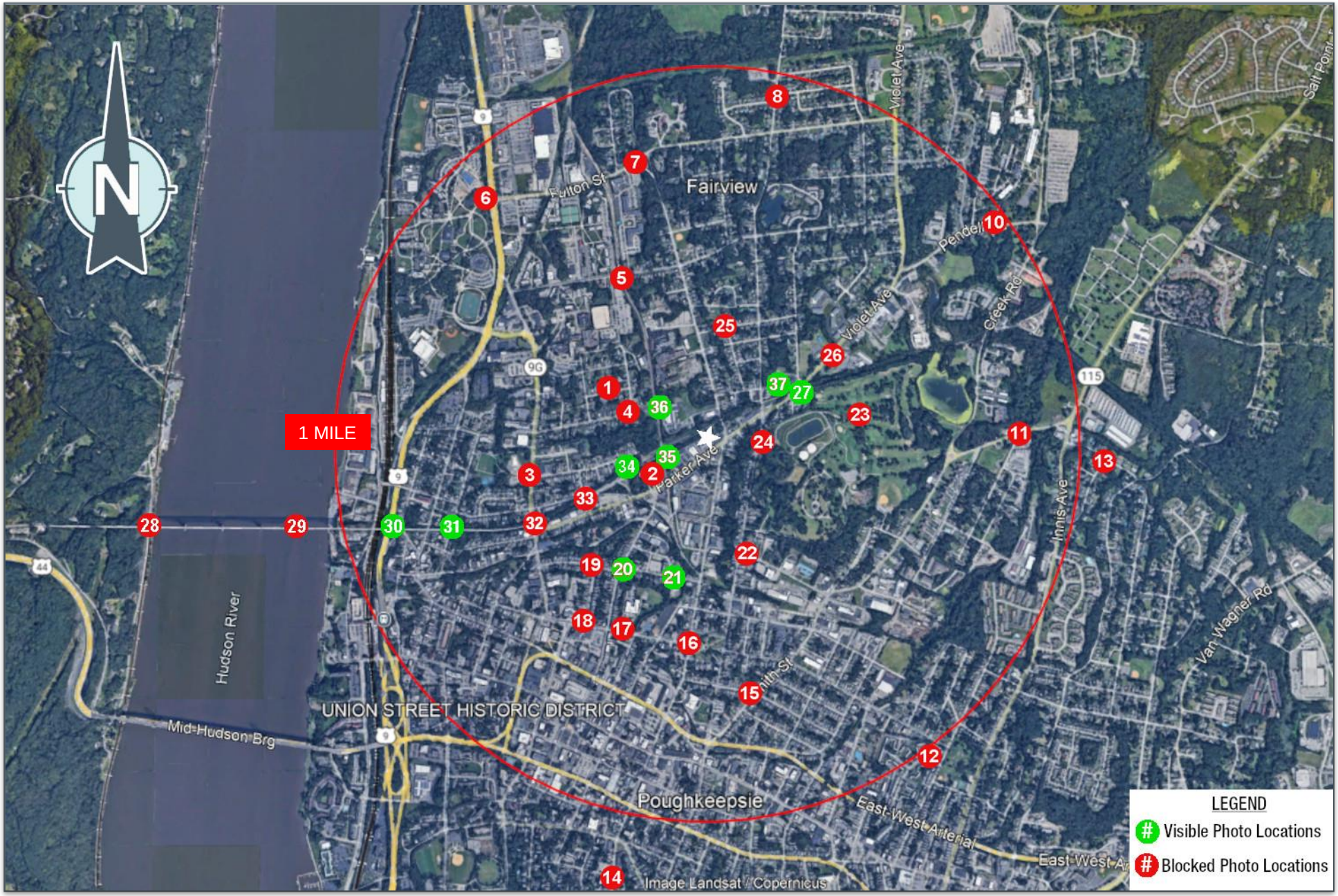
11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

121 PARKER AVE
POUGHKEEPSIE, NEW YORK

PHOTO LOG
11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

121 PARKER AVE
POUGHKEEPSIE, NEW YORK

PHOTO LOG
11860.077



Tectonic

Looking Southeast from #58 Parker Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.23 miles±

P-1

11860.077



Tectonic

PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from #18 Orchard Pl (NYS Parks, Recreation & Historic Preservation)
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.36 miles±

P-2

11860.077



Tectonic

PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking East from the parking lot of the Pulaski Park Pool.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.52 miles±

P-3

11860.077



Tectonic

Looking Southeast from #57 Clark St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.23 miles±

P-4

11860.077



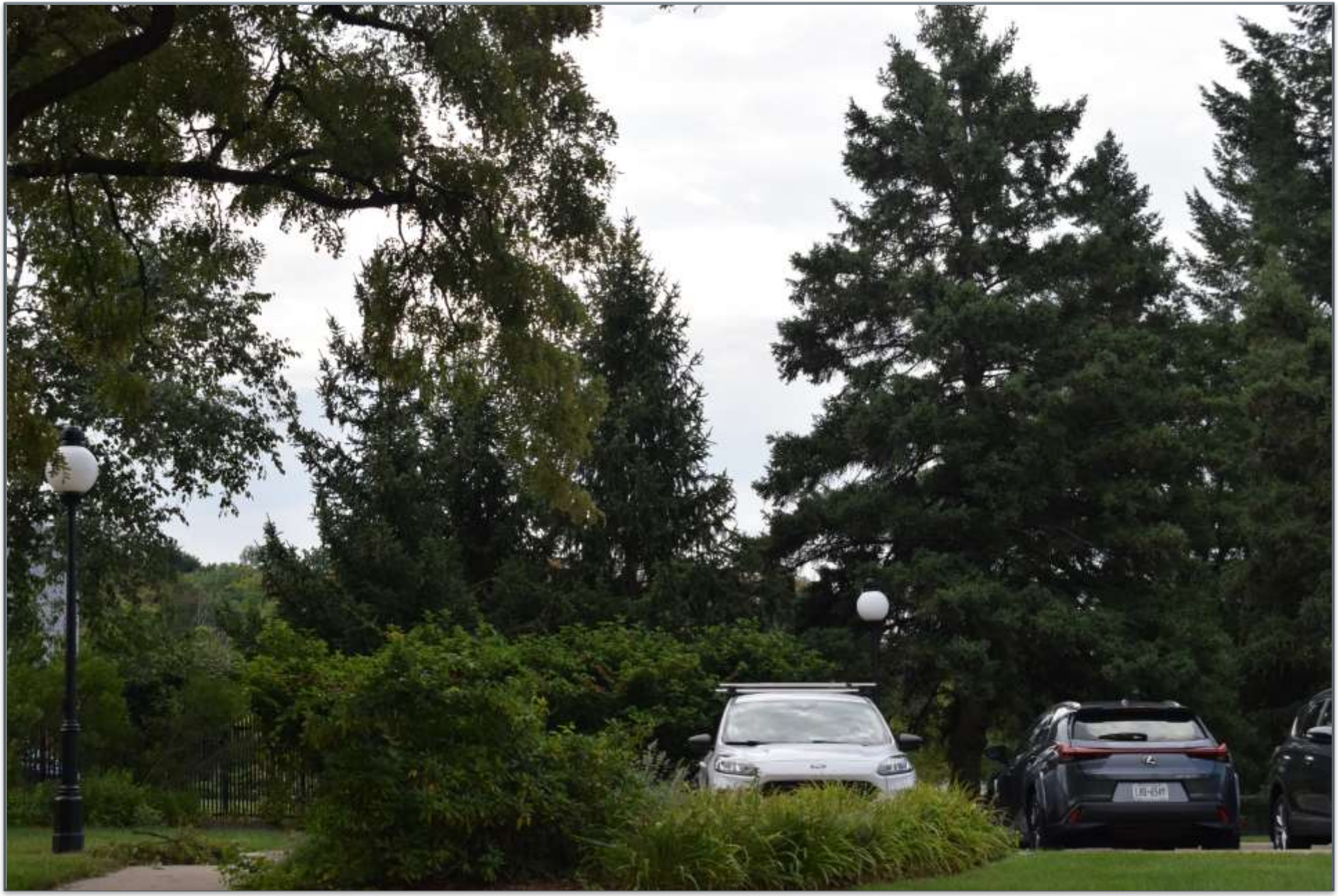
Tectonic

Looking Southeast from the intersection of Garden St Ext & Cedar St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is .50 miles±

P-5

11860.077



Tectonic

Looking Southeast from the Kieren Gate at Marist College.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.80 miles±

P-6

11860.077



Tectonic

Looking South from the intersection of Fulton St & Fairview Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.78 miles±

P-7

11860.077



Tectonic

Looking Southwest from the intersection of Inwood Ave & Lyford Ln.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.93 miles±

P-8

11860.077



Tectonic

Looking Southwest from the intersection of School St and Violet Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.70 miles±

P-9

11860.077



Tectonic

Looking Southwest from the intersection of Pendell Rd & Styvestandt Dr.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.88 miles±

P-10

11860.077



Tectonic

Looking West from the intersection of Fishkill Ave & Salt Point Turnpike.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.84 miles±

P-11

11860.077



Tectonic

Looking Northwest from King St Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.12 miles±

P-12

11860.077



Tectonic

Looking Northwest from the intersection of Fulton Ave &S Grand St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.62 miles±

P-13

11860.077



Tectonic

PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking North from the intersection of Barclay St and S Hamilton St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.18 miles±

P-14

11860.077



Tectonic

Looking Northwest from the intersection of Thompson St & Smith St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.67 miles±

P-15

11860.077



Tectonic

Looking North from the intersection of Mansion St & N Hamilton St (Mansion St Park).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.55 miles±

P-16

11860.077



Tectonic

Looking North from Mansion St (the south side of Malcom X Park).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.54 miles±

P-17

11860.077



Tectonic

Looking Northeast from the intersection of Mansion St & Balding Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.58 miles±

P-18

11860.077



Tectonic

Looking Northeast from the intersection of Marshall St & Balding Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.45 miles±

P-19

11860.077



Tectonic

Looking Northeast from the intersection of Marshall St & Garden St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.42 miles±

P-20

11860.077



Tectonic

Looking Northeast from the intersection of Marshall St & Garden St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.42 miles±

S-20

11860.077



Tectonic

Looking Northeast from the intersection of High St & Croydon Ct.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.38 miles±

P-21

11860.077



Tectonic

Looking Northeast from the intersection of High St & Croydon Ct.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.38 miles±

S-21

11860.077



Tectonic

Looking Northwest from the intersection of Oakley St & N Clinton St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.32 miles±

P-22

11860.077



Tectonic

Looking Northwest from the highest point in College Hill Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.33 miles±

P-23

11860.077



Tectonic

Looking West from the north entrance to College Hill Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.13 miles±

P-24

11860.077



Tectonic

PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest the intersection of Hinkley Pl & Kelsey St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.26 miles±

P-25

11860.077



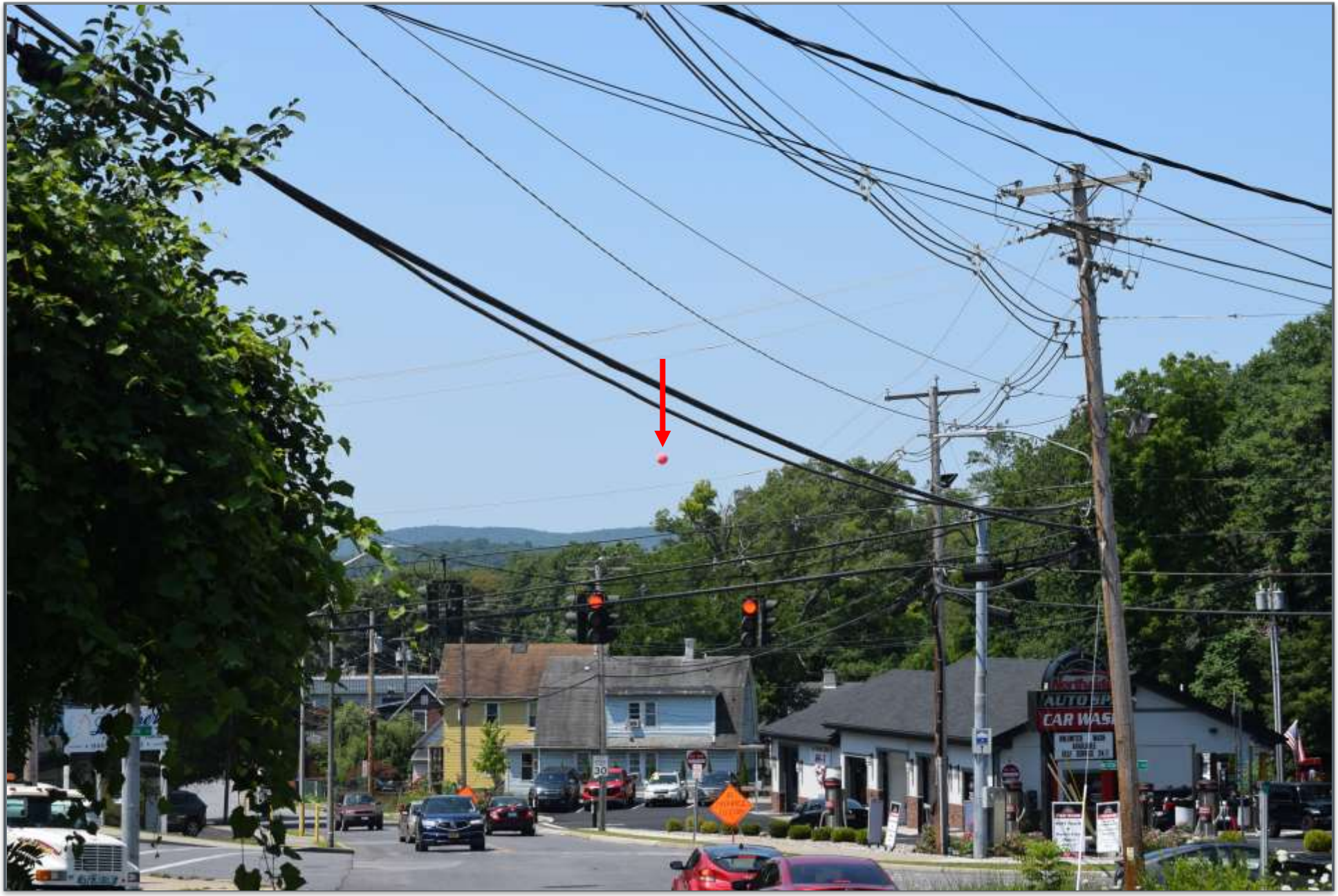
Tectonic

Looking Southwest from 1 Violet Ave (VFW Post 170).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0..34 miles±

P-26

11860.077



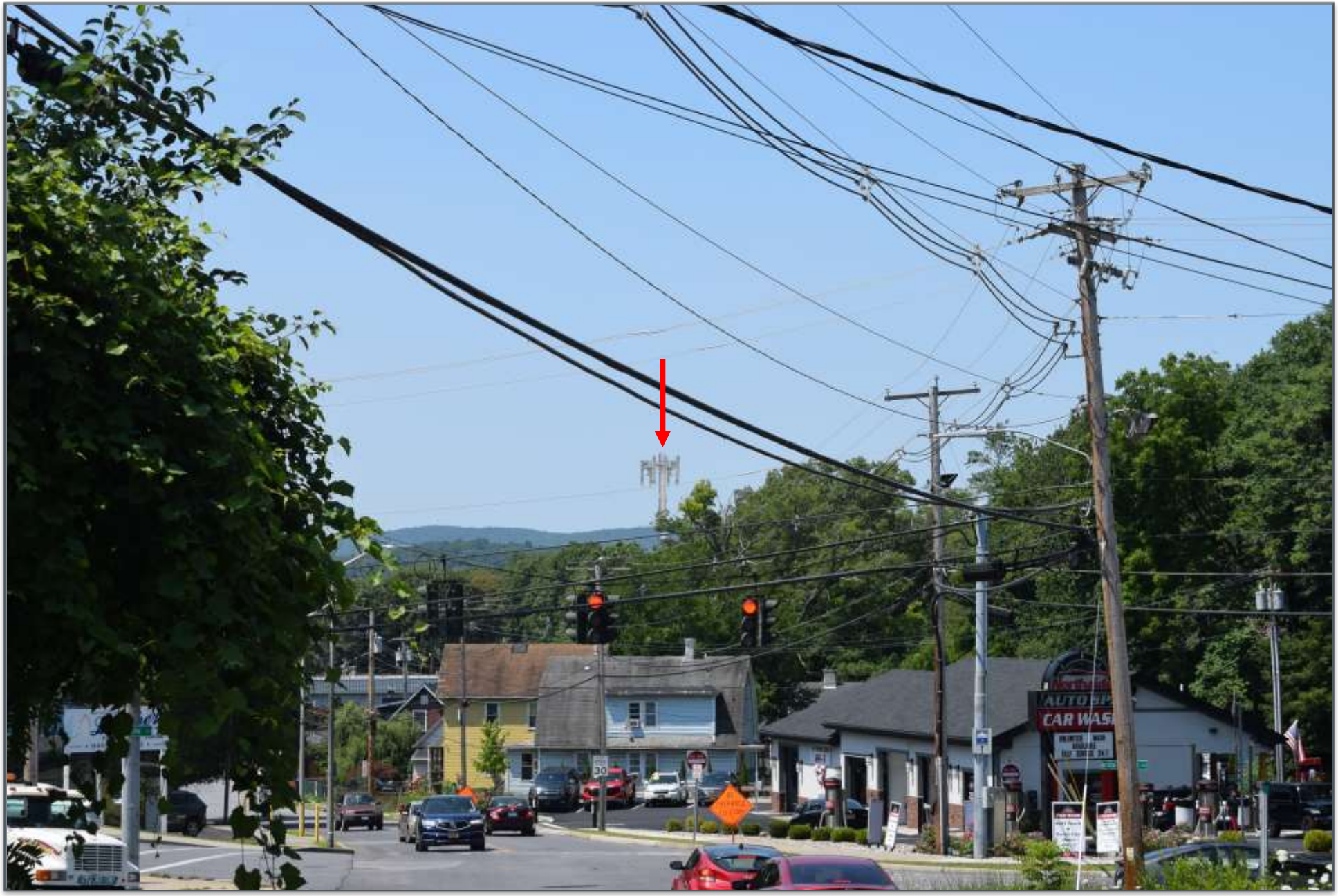
Tectonic

Looking Southwest the intersection of Parker Ave & Reservoir St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.20 miles±

P-27

11860.077



Tectonic

Looking Southwest the intersection of Parker Ave & Reservoir St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.20 miles±

S-27

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking West from the Walkway Over The Hudson at Oakes Rd.
Proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.50 miles±

P-28

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (middle of the bridge marker).
Proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.14 miles±

P-29

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (over Dutchess Ave & Albany St).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 0.85 miles±

P-30

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (over Dutchess Ave & Albany St).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 0.85 miles±

S-30

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (over Talmadge St).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 0.70 miles±

P-31

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (over Talmadge St).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 0.70 miles±

S-31

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (East Gate Plaza).
Proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.50 miles±

P-32

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (Public Rest Area).
Proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.36 miles±

P-33

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (William R. Steinhaus monument). Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 1120' ±

P-34

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the Walkway Over The Hudson (William R. Steinhaus monument). Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 1120' ±

S-34

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from the Poughkeepsie Urban Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 875' ±

P-35

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from the Poughkeepsie Urban Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 875' ±

S-35

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the Poughkeepsie Urban Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 770' ±

P-36

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the Poughkeepsie Urban Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 770' ±

S-36

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from the Poughkeepsie Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.26 miles ±

P-37

11860.027



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from the Poughkeepsie Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.26 miles ±

S-37

11860.027

Young / Sommer LLC

ATTORNEYS AT LAW

EXECUTIVE WOODS, FIVE PALISADES DRIVE, ALBANY, NY 12205
Phone: 518-438-9907 • Fax: 518-438-9914

www.youngsommer.com

Writer's Telephone Extension: 258
solson@youngsommer.com

December 20, 2024

Via Federal Express

Anne Saylor, Chair
Planning Board
City of Poughkeepsie
62 Civic Center Plaza
Poughkeepsie, New York 12601

RE: Verizon Wireless Site Plan Review Application – 121 Parker Avenue

Dear Chairwoman Saylor and Members of the Planning Board:

During the recent Planning Board meeting, one of the board members commented that the descriptions on photos 28-30 seemed to be incorrect. Tectonic Engineering has corrected those inadvertent errors.

Enclosed please find ten (10) copies of the revised Visual Resource Evaluation with the correct description on those photographs and simulations.

Very truly yours,
Young/Sommer LLC

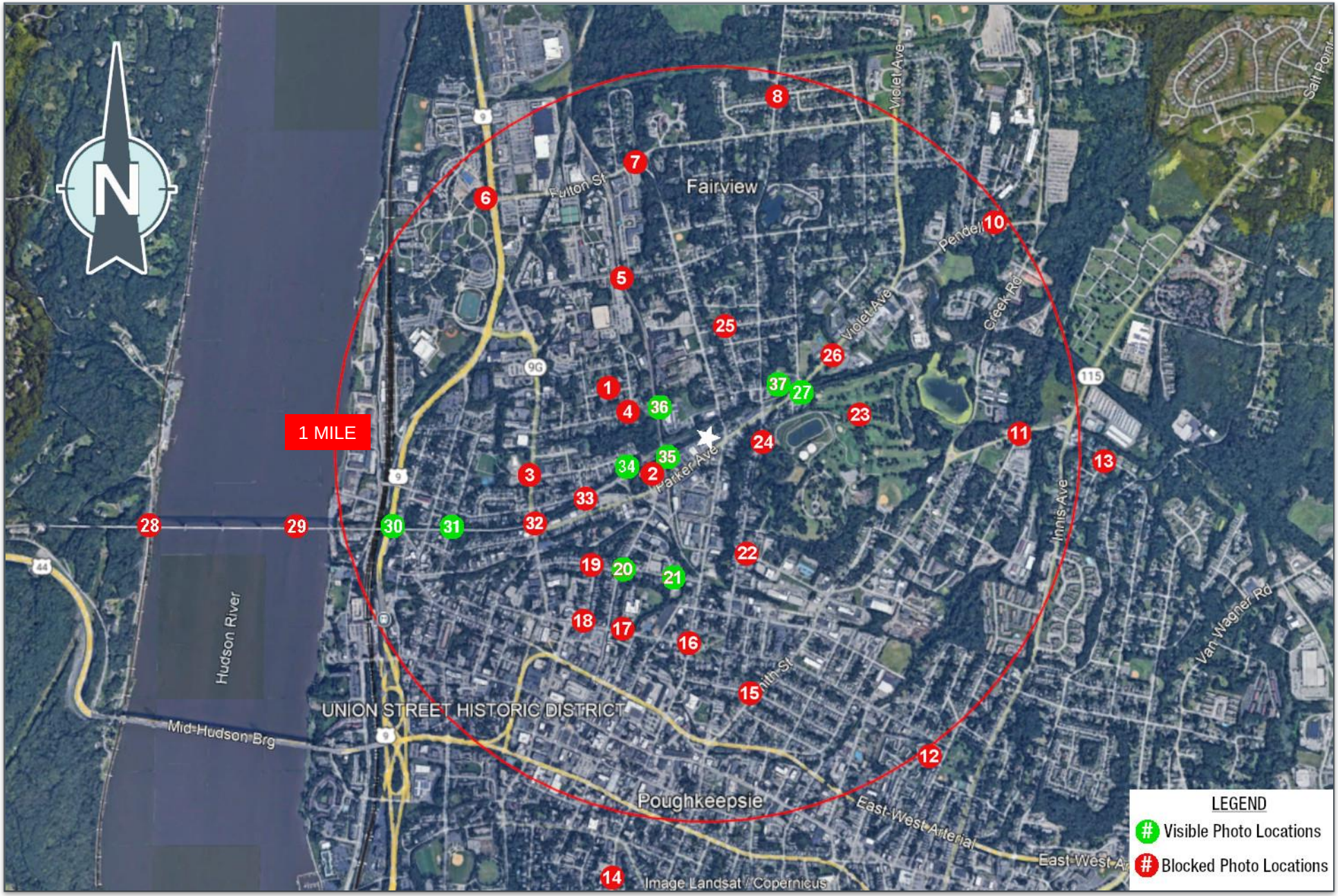
By: _____
Scott P. Olson



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

121 PARKER AVE
POUGHKEEPSIE, NEW YORK

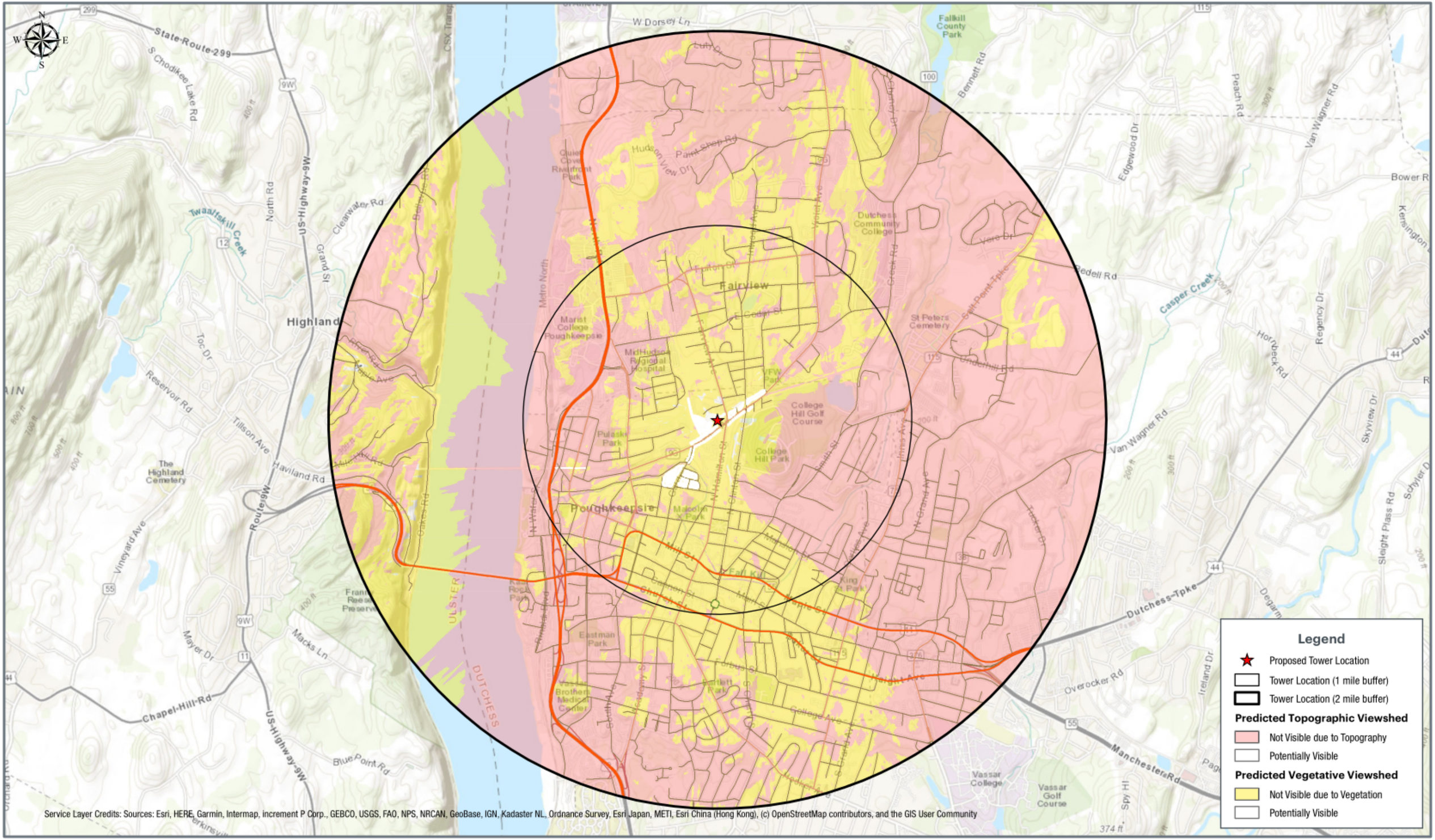
PHOTO LOG
11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

121 PARKER AVE
POUGHKEEPSIE, NEW YORK

PHOTO LOG
11860.077



Tectonic

100ft Tower
25ft High Density Development
60ft Mixed Forests & 20ft Woody Wetlands

121 Parker Avenue
Poughkeepsie, New York 12601

0 0.25 0.5 1 Miles

Field Veified Viewshed Map

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from #58 Parker Ave.
The proposed monopole will not be visible from this location.
Distance from the photographic location to the proposed site is 0.23 miles±

P-1

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from #18 Orchard Pl (NYS Parks, Recreation & Historic Preservation)
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.36 miles±

P-2

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking East from the parking lot of the Pulaski Park Pool.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.52 miles±

P-3

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from #57 Clark St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.23 miles±

P-4

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from the intersection of Garden St Ext & Cedar St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is .50 miles±

P-5

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from the Kieren Gate at Marist College.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.80 miles±

P-6

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking South from the intersection of Fulton St & Fairview Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.78 miles±

P-7

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest from the intersection of Inwood Ave & Lyford Ln.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.93 miles±

P-8

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest from the intersection of School St and Violet Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.70 miles±

P-9

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest from the intersection of Pendell Rd & Styvestandt Dr.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.88 miles±

P-10

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking West from the intersection of Fishkill Ave & Salt Point Turnpike.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.84 miles±

P-11

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from King St Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.12 miles±

P-12

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the intersection of Fulton Ave &S Grand St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.62 miles±

P-13

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking North from the intersection of Barclay St and S Hamilton St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.18 miles±

P-14

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the intersection of Thompson St & Smith St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.67 miles±

P-15

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking North from the intersection of Mansion St & N Hamilton St (Mansion St Park).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.55 miles±

P-16

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking North from Mansion St (the south side of Malcom X Park).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.54 miles±

P-17

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of Mansion St & Balding Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.58 miles±

P-18

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of Marshall St & Balding Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.45 miles±

P-19

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of Marshall St & Garden St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.42 miles±

P-20

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of Marshall St & Garden St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.42 miles±

S-20

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of High St & Croydon Ct.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.38 miles±

P-21

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of High St & Croydon Ct.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.38 miles±

S-21

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the intersection of Oakley St & N Clinton St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.32 miles±

P-22

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the highest point in College Hill Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.33 miles±

P-23

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking West from the north entrance to College Hill Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.13 miles±

P-24

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest the intersection of Hinkley Pl & Kelsey St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.26 miles±

P-25

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest from 1 Violet Ave (VFW Post 170).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0..34 miles±

P-26

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest the intersection of Parker Ave & Reservoir St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.20 miles±

P-27

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest the intersection of Parker Ave & Reservoir St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.20 miles±

S-27

11860.077



Tectonic

Looking East from the Walkway Over The Hudson at Oakes Rd.
Proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.50 miles±

P-28

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (middle of the bridge marker).
Proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.14 miles±

P-29

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (over Dutchess Ave & Albany St).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 0.85 miles±

P-30

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (over Dutchess Ave & Albany St).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 0.85 miles±

S-30

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (over Talmadge St).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 0.70 miles±

P-31

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (over Talmadge St).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 0.70 miles±

S-31

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (East Gate Plaza).
Proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.50 miles±

P-32

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (Public Rest Area).
Proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.36 miles±

P-33

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (William R. Steinhaus monument).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 1120' ±

P-34

11860.027



Tectonic

Looking Northeast from the Walkway Over The Hudson (William R. Steinhaus monument).
Proposed monopole will be partially visible from this location.

Distance from the photographic location to the proposed site is 1120' ±

S-34

11860.027



Tectonic

Looking Southeast from the Poughkeepsie Urban Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 875' ±

P-35

11860.027



Tectonic

Looking Southeast from the Poughkeepsie Urban Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 875' ±

S-35

11860.027



Tectonic

Looking Northeast from the Poughkeepsie Urban Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 770' ±

P-36

11860.027



Tectonic

Looking Northeast from the Poughkeepsie Urban Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 770' ±

S-36

11860.027



Tectonic

Looking Southwest from the Poughkeepsie Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.26 miles ±

P-37

11860.027



Tectonic

Looking Southwest from the Poughkeepsie Rail Trail.
Proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.26 miles ±

S-37

11860.027

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Verizon Wireless of the East LP, d/b/a Verizon Wireless - Unmanned Wireless Communications Facility - "DC Youth Bureau"		
Project Location (describe, and attach a general location map): 121 Parker Ave, City of Poughkeepsie, Dutchess County, New York 12601		
Brief Description of Proposed Action (include purpose or need): Verizon Wireless of the East LP, d/b/a Verizon Wireless ("Verizon Wireless" or the "Applicant") proposes the installation of an unmanned wireless communications facility located on the existing property. Said property being located on Parker Ave 0.03 miles Southwest of Hamilton St. Access to the proposed facility will originate from existing driveway/parking lot of property on Parker Ave. In general, the installation will consist of the following: a 100' tall monopole (104' including 4' lightning rod), nine (9) antennas and related equipment to be mounted to the tower at a center-line heights of 95' and 97.8', cellular and utility equipment at grade in a proposed 50'x50' fenced compound. The project also includes the installation of power and fiber utilities to service the facility.		
Name of Applicant/Sponsor: Verizon Wireless of the East LP, d/b/a Verizon Wireless	Telephone: (585) 321-5435 E-Mail: kathy.pomponio@verizonwireless.com	
Address: 1275 John Street, Suite 100		
City/PO: West Henrietta	State: NY	Zip Code: 14586
Project Contact (if not same as sponsor; give name and title/role): Young/Sommer LLC, attn: Scott Olson	Telephone: (518) 438-9907 E-Mail: solson@youngsommer.com	
Address: Executive Woods, Five Palisades Drive		
City/PO: Albany	State: New York	Zip Code: 12205
Property Owner (if not same as sponsor): Parker Ave Reality, LLC	Telephone: E-Mail:	
Address: 47 Marie Ct		
City/PO: Wappingers Falls	State: NY	Zip Code: 12590

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Planning Board - Site Plan approval/Special use permit	TBD
c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No	Zoning Board of Appeals - Use Variance/area variance	TBD
d. Other local agencies ☑Yes ☐No	Building department - Zoning Review Request, Building Permit	TBD
e. County agencies ☐Yes ☑No		
f. Regional agencies ☐Yes ☑No		
g. State agencies ☐Yes ☑No		
h. Federal agencies ☐Yes ☑No		

i. Coastal Resources.
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☐Yes ☑No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
G-CM (Mixed Use Commercial)

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? (131300) Poughkeepsie City School District

b. What police or other public protection forces serve the project site?
Dutchess County Sheriff, City of Poughkeepsie Police Department,

c. Which fire protection and emergency medical services serve the project site?
Poughkeepsie Fire Department, Fairview Fire District, City of Poughkeepsie Fire Department

d. What parks serve the project site?
College Hill Park, Morgan Lake Park, Mansion Square Park, Malcolm X Park

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Unmanned telecommunications facility

b. a. Total acreage of the site of the proposed action? 0.881 acres
b. Total acreage to be physically disturbed? 0.08 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.057 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
_____
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 2 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐ Yes ☑ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1 (tower)

ii. Dimensions (in feet) of largest proposed structure: 104' height; 5' width; and _____ length

iii. Approximate extent of building space to be heated or cooled: 0 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☐Yes ☑No

If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐Yes ☐No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No
- Do existing lines serve the project site? ☐Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☐No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☐Yes ☑No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No

- Do existing sewer lines serve the project site? ☐Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☐No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐Yes ☑No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐Yes ☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑Yes ☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

N/A

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

Construction equipment

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

Backup generator

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

Minimal increase in electrical power usage as necessary to operate the facility.

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Local utility

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 8am-5pm
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: 24 hours
- Saturday: 24 hours
- Sunday: 24 hours
- Holidays: 24 hours

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

During construction, noise associated with the operation of construction equipment, once construction of the proposed facility is complete, the on-site generator will be the only contributing factor to noise levels.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

One (1) switch operated LED light fixture attached to the h-frame at grade, designed to illuminate the area in and around the Verizon equipment only.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☑ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____
- Operation: _____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____
- Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☑ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☑ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.72	0.72	0.00
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0.16	0.16	0.00
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☑ No

☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

N/A

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): B00036, B00020, C314131, 3144074

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

B00036 - Standard Gage and Coal storage site, B00020 - complete, C314131 - complete, 3144074 - complete

_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? 7+ feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

DxB	100 %
	%
	%

d. What is the average depth to the water table on the project site? Average: 7+ feet

e. Drainage status of project site soils:

☑	Well Drained:	100.0 % of site
☐	Moderately Well Drained:	% of site
☐	Poorly Drained	% of site

f. Approximate proportion of proposed action site with slopes:

☑	0-10%:	100 % of site
☐	10-15%:	% of site
☐	15% or greater:	% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☐ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:

Rabbits	Squirrels	Skunks
Chipmunks	Oppossums	Foxes
Birds	Raccoons	Deer

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:

i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: College Hill Park, Morgan Lake Park, Mansion Square Park, Malcolm X Park

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): State Recreation, Designated Greenway Trails

iii. Distance between project and resource: 5 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

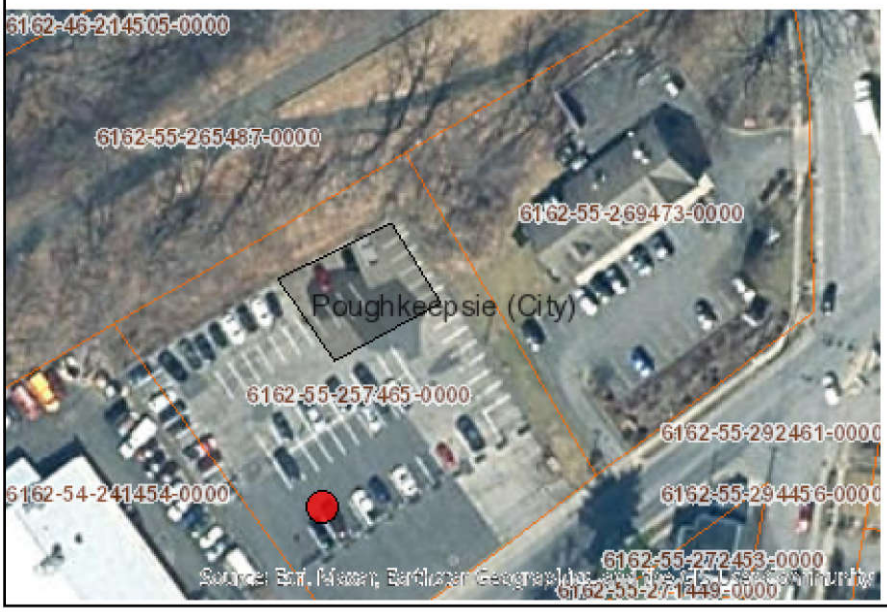
G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Steven Matthews, agent on behalf of applicant Date 7/30/24

Signature Steven Matthews Title Director of Engineering

PRINT FORM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	B00036, B00020, C314131, 314074
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No

E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) ☐ NO ☐ YES
If "Yes", answer questions a - j. If "No", move on to Section 2.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☐	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☐	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☐	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☐	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☐
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☐	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☐	☐
h. Other impacts: _____ _____		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☐ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	☐	☐
c. Other impacts: _____ _____		☐	☐

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☐ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☐	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☐	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☐	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☐	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☐	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☐	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☐	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☐	☐

l. Other impacts: _____ _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☐ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	☐	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	☐	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	☐	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	☐	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	☐	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	☐	☐
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	☐	☐
h. Other impacts: _____ _____		☐	☐

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) ☐ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☐	☐

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) ☐NO ☐YES

If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☐NO ☐YES

If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☐	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☐	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☐	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☐NO ☐YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	☐	☐
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	☐	☐
h. Other impacts: _____		☐	☐

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

☐ NO ☐ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	☐ ☐	☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	☐ ☐	☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____ _____		☐	☐

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

☐ NO ☐ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☐	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☐	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☐	☐

d. Other impacts: _____ _____		☐	☐
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☐ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☐	☐
e. Other impacts: _____ _____		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☐ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
c. Other impacts: _____ _____		☐	☐

13. Impact on Transportation
The proposed action may result in a change to existing transportation systems. ☐ NO ☐ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☐
c. The proposed action will degrade existing transit access.	D2j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☐	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy
The proposed action may cause an increase in the use of any form of energy. ☐ NO ☐ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☐	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☐	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☐	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☐	☐
e. Other Impacts: _____ _____		☐	☐

15. Impact on Noise, Odor, and Light
The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☐ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☐	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☐	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☐	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☐	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☐	☐
f. Other impacts: _____ _____		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☐ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☐	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☐	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☐	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
m. Other impacts: _____ _____		☐	☐

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.) ☐ NO ☐ YES

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) ☐ NO ☐ YES

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☐ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☐ Part 1 ☐ Part 2 ☐ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

_____

_____

_____

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the _____ as lead agency that:

☐ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

_____

_____

_____

_____

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action:	
Name of Lead Agency:	
Name of Responsible Officer in Lead Agency:	
Title of Responsible Officer:	
Signature of Responsible Officer in Lead Agency:	Date:
Signature of Preparer (if different from Responsible Officer)	Date:

For Further Information:

Contact Person:

Address:

Telephone Number:

E-mail:

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

VISUAL RESOURCE EVALUATION

PROPOSED 100' TALL
TELECOMMUNICATIONS STRUCTURE
SITE NAME: DC YOUTH BUREAU

121 Parker Ave
City of Poughkeepsie,
Dutchess County
New York, 12601

Submitted by:

verizon

1275 John Street, Suite 100
West Henrietta, NY 14586

Prepared by:

Tectonic

36 British American Blvd., Suite 101
Latham, New York 12110
518-783-1630
845-567-8703 FAX

July 30, 2024

VISUAL RESOURCE EVALUATION

Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C., was contracted by Verizon Wireless to conduct a "Visual Resource Evaluation" to determine which areas within the City of Poughkeepsie will contain views of the proposed 100-foot-tall wireless telecommunications structure.

Setting:

The proposed site is located 3/4th of a mile southeast of Marist College on Parker Ave in the Town of Poughkeepsie, Dutchess County, New York. The surrounding land use is a mix residential and commercial use properties with some wooded park areas. The predominant forest species are mixed deciduous and coniferous, with an estimated height of 40 to 60 feet. The field study for this visual resource evaluation was conducted during the summer season with 100% leaf on conditions.

Methodology:

On Wednesday July 17, 2024, Tectonic conducted a field investigation for the purpose of evaluating the viewshed associated with the proposed installation of the 100-foot tower. Conditions were partly cloudy with a temperature of approximately 80°, and with wind speeds of approximately 6-8 mph. The study area consisted of a 2-mile radius from the project site.

The methodology utilized during this field investigation is referred to as a "balloon test." The height of the proposed structure was simulated by floating a 4' diameter, helium-filled weather balloon at 100-feet above ground level (AGL). The balloons provided reference points for height as well as location and also provides a known dimension that later aids in the production of photo simulations.

Prior to the field study, Tectonic assessed the potential visibility in the study area by creating desktop viewshed maps using ESRI ArcGIS Desktop 10.8 in conjunction with a USGS 7.5 Minute Series Topographic Quadrangles Map and aerial base maps and street maps. A viewshed map was created delineating areas where visibility would be blocked by topography and areas where visibility would be blocked by vegetation.

Tectonic drove the study area to confirm the potential visibility of the structure. During the "in field" review the participants reviewed and documented those areas from which views of the structure may be "visible" and those which are blocked by topography and vegetation. The resulting data from this analysis was reviewed and referenced on the "Photo Log" and "Viewshed Map" attached. The colors on the map delineate which areas have a line of sight to the structure. The viewshed analysis resulted in the discovery the proposed structure will be visible from clear and elevated areas southeast and northwest up to a quarter mile away on Parker Ave, Garden Ave and High St.

Photographs were taken from various vantage points within the study area to document the actual view towards the proposed structure, as well as the general character of the viewshed. Each photograph attached includes a brief description of the location and orientation from which it was taken, and the photo number corresponds to the key number on the photo log map.

Process:

Photographs of the weather balloon from the viewpoints noted were taken with a Nikon D5300 Digital 24-megapixel camera using a 55mm focal length lens to mimic the view as observed from the human eye.

In order to analyze the potential visual impacts of the proposed structure, Tectonic took photographs of the balloon from locations within the search area for the purpose of preparing simulations of the proposed structure. Photographs for which there is a corresponding simulated view (#20, #21, & #27) of the proposed structure were produced by first photographing an existing similar type structure, then photographing the view towards the proposed site where the marker balloon was set to a height of 100-feet AGL. The digital images of the balloon and similar structure was then merged and scaled with digital image editing software. With this process, the structure is scaled to the correct height and width by scaling the similar type of structure using measurements from the marker balloon. The similar type of structure used has an antenna array that spans eight feet (8'). By measuring the balloon width of 4', one can determine the proper width of the antenna array by multiplying the balloon width by a factor of 2. The composite is printed out to a PDF file, producing the final image.

We note that the simulations provided are artistic renderings of views from chosen locations and should not be interpreted to be the actual view of the tower following construction. While we utilize best efforts to simulate the view of the proposed tower from a particular location, some variance between simulations, manufacturer products and final installed towers is to be expected.

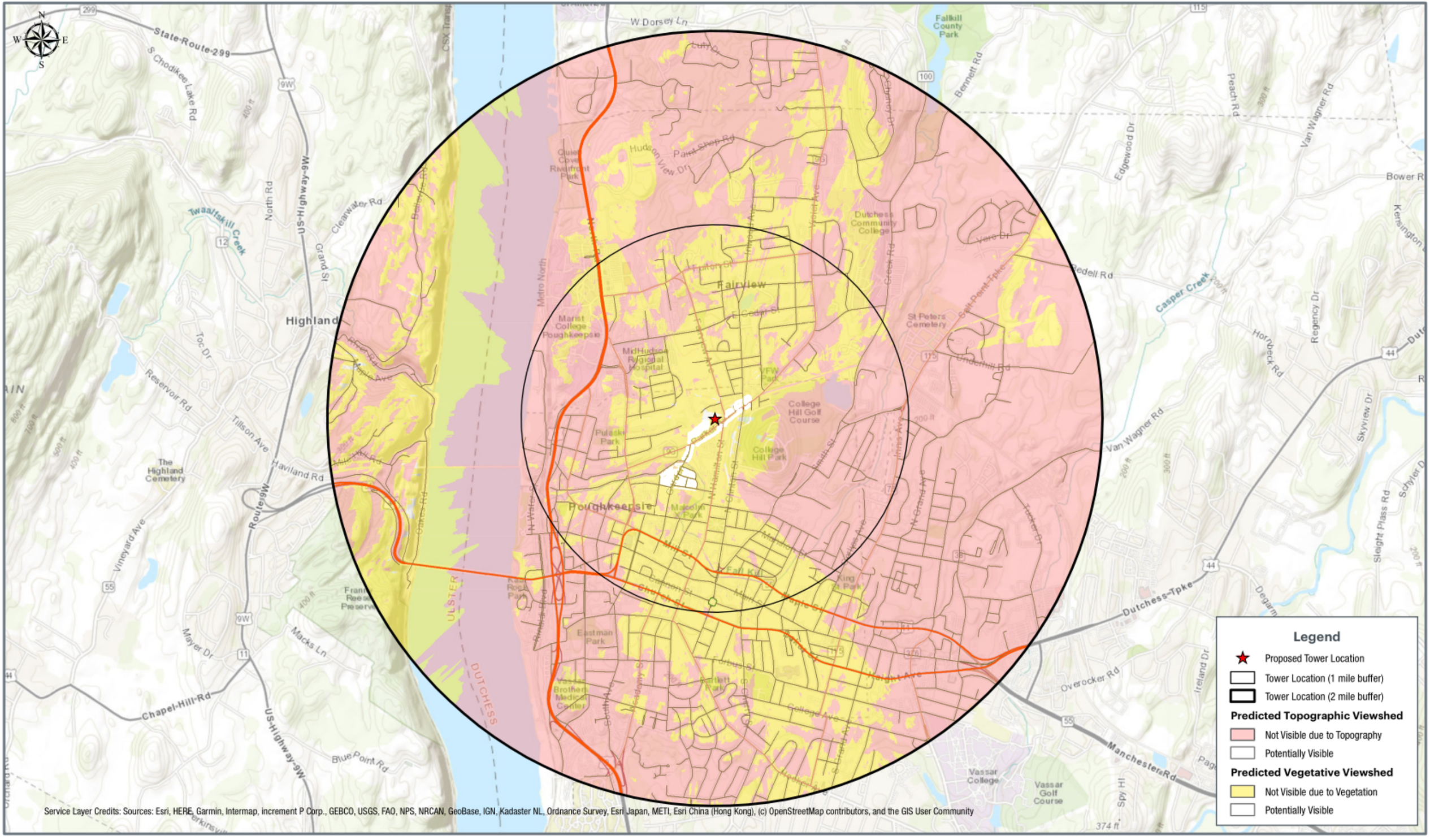
Conclusion:

The Viewshed Analysis Map presents a conservative delineation of the viewshed within the study area along public roadways. The photo slides have been prepared per the methodology described above and provide a general depiction of the appearance of the structure from the photographed viewpoints.

Sincerely,
TECTONIC ENGINEERING CONSULTANTS, GEOLOGISTS & LAND SURVEYORS, D.P.C.



Steven M. Matthews, PE
Managing Director - Engineering



Tectonic

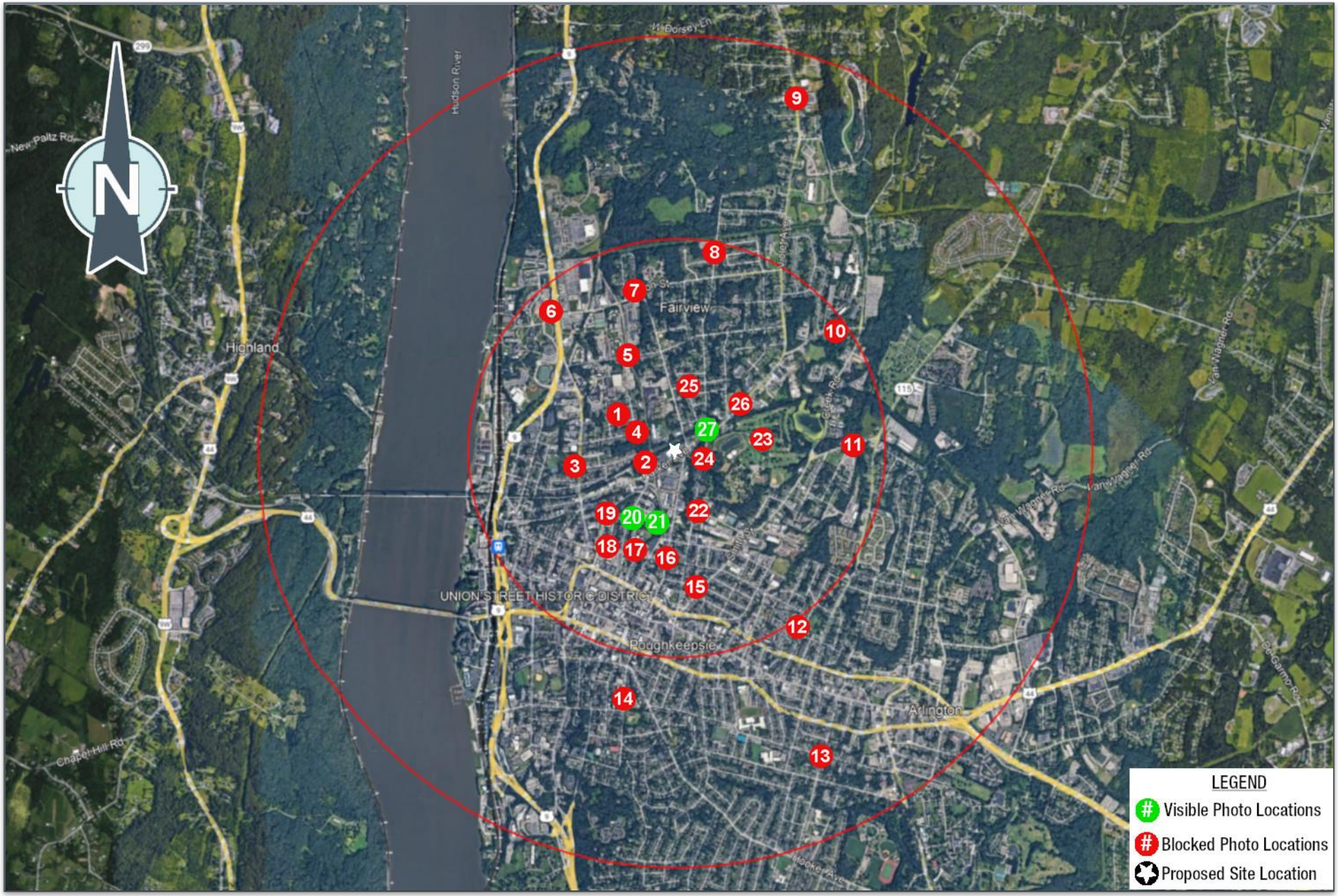
100ft Tower
25ft High Density Development
60ft Mixed Forests & 20ft Woody Wetlands

DC Youth Bureau
121 Parker Avenue
Poughkeepsie, New York 12601

0 0.25 0.5 1 Miles

Field Verified Viewshed Map

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

DC YOUTH BUREAU
121 PARKER AVE
POUGHKEEPSIE, NEW YORK

PHOTO LOG
11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from #58 Parker Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.23 miles±

P-1

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from #18 Orchard Pl (NYS Parks, Recreation & Historic Preservation)
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.36 miles±

P-2

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking East from the parking lot of the Pulaski Park Pool.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.52 miles±

P-3

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from #57 Clark St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.23 miles±

P-4

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from the intersection of Garden St Ext & Cedar St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is .50 miles±

P-5

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southeast from the Kieren Gate at Marist College.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.80 miles±

P-6

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking South from the intersection of Fulton St & Fairview Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.78 miles±

P-7

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest from the intersection of Inwood Ave & Lyford Ln.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.93 miles±

P-8

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest from the intersection of School St and Violet Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.70 miles±

P-9

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest from the intersection of Pendell Rd & Styvestandt Dr.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.88 miles±

P-10

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking West from the intersection of Fishkill Ave & Salt Point Turnpike.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.84 miles±

P-11

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from King St Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.12 miles±

P-12

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the intersection of Fulton Ave &S Grand St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.62 miles±

P-13

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking North from the intersection of Barclay St and S Hamilton St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 1.18 miles±

P-14

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the intersection of Thompson St & Smith St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.67 miles±

P-15

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking North from the intersection of Mansion St & N Hamilton St (Mansion St Park).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.55 miles±

P-16

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking North from Mansion St (the south side of Malcom X Park).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.54 miles±

P-17

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of Mansion St & Balding Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.58 miles±

P-18

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of Marshall St & Balding Ave.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.45 miles±

P-19

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of Marshall St & Garden St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.42 miles±

P-20

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of Marshall St & Garden St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.42 miles±

P-20

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of High St & Croydon Ct.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.38 miles±

P-21

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northeast from the intersection of High St & Croydon Ct.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.38 miles±

S-21

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the intersection of Oakley St & N Clinton St.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.32 miles±

P-22

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Northwest from the highest point in College Hill Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.33 miles±

P-23

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking West from the north entrance to College Hill Park.
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0.13 miles±

P-24

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest the intersection of Hinkley Pl & Kelsey St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.26 miles±

P-25

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest from 1 Violet Ave (VFW Post 170).
The proposed monopole will not be visible from this location.

Distance from the photographic location to the proposed site is 0..34 miles±

P-26

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest the intersection of Parker Ave & Reservoir St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.20 miles±

P-27

11860.077



Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

Looking Southwest the intersection of Parker Ave & Reservoir St.
The proposed monopole will be visible from this location.

Distance from the photographic location to the proposed site is 0.20 miles±

S-27

11860.077

verizon

1275 John Street, Suite 100
West Henrietta, New York 14586

July 31, 2024

City of Poughkeepsie
62 Civic Center Plaza, 2nd Floor
Poughkeepsie, NY 12601

RE: Verizon Wireless of the East LP d/b/a Verizon Wireless
Application for 121 Parker Avenue

Ladies and Gentlemen:

With respect to the above application, Verizon Wireless of the East LP d/b/a Verizon Wireless ("Verizon Wireless") agrees to construct a public utility / personal wireless service facility that is designed with capacity for collocation (shared use) by up to three (3) additional wireless providers having panel antenna arrays comparable to those of Verizon Wireless. Should the public utility / personal wireless service facility be approved and constructed, Verizon Wireless, as the facility owner, will negotiate in good faith with other licensed wireless service providers for future shared use of the subject structure. All future collocations shall be subject to the involved parties reaching agreement on reasonable terms and conditions, in accordance with all then-applicable agreements, customs and procedures in the wireless industry, and there being adequate structural capacity and space to accommodate such collocation.

The applicant's proposed wireless telecommunications facility shall be maintained in a safe manner and in compliance with all conditions of the site plan and special use permit without exception, unless specifically granted relief by the Board, in writing, as well as all applicable local codes, ordinances and regulations, including any and all applicable county, state and federal laws, rules and regulations.

The construction of the wireless telecommunications facility is legally permissible, including but not limited to the fact that the applicant is authorized to do business in New York State.

Verizon Wireless (or the then-current tower owner) agrees to remove the telecommunications tower and all related facilities (footings and foundations excluded) if the communications facility becomes obsolete or ceases to be used for its intended purpose by all existing collocators for a period exceeding twelve (12) consecutive months. In such event, Verizon Wireless (or the then-current tower owner) will remove the tower and all communications facility equipment, and the land shall be restored to its previous condition within six (6) months.

Thank you for considering our application.

Writer's Direct Number:
Tel: 518-321-5435

Very truly yours,

Kathy Pomponio

Kathy Pomponio
Principal Engineer – Real Estate/Regulatory

475 Sentry Parkway W, Suite 200, Blue Bell, PA 19422

703.276.1100 phone

info@sitesafe.com ● www.sitesafe.com

RF EMISSIONS COMPLIANCE REPORT

Verizon Wireless

Verizon Wireless Site ID:	17099955-442761
Verizon Wireless Site Name:	DC Youth Bureau
Verizon Wireless Site Address:	121 Parker Avenue Poughkeepsie, NY 12601
Verizon Wireless Assessment Purpose:	MCR
Report generated date:	2024/07/26

Report Status:

Verizon Wireless is Compliant



Engineering Statement in Re: Electromagnetic Energy Analysis

My signature on the cover of this document indicates:

That I am registered as a Professional Engineer in the jurisdiction indicated; and That I have extensive professional experience in the wireless communications engineering industry; and

That I am providing professional engineering services on behalf of QualTek Engineering, P.C., and am an employee of QualTek Wireless, LLC, sister company to Site Safe, LLC (both under the parent company QualTek); and

That I am thoroughly familiar with the Rules and Regulations of the Federal Communications Commission ("the FCC" and "the FCC Rules" both in general and specifically as they apply to the FCC's Guidelines for Human Exposure to Radio Frequency Electromagnetic Fields; and

That the technical information serving as the basis for this report was supplied by Verizon Wireless (see attached Site Summary and Carrier documents and that's installation involves communications equipment, antennas and associated technical equipment at a location referred to as "DC Youth Bureau" ("the site"); and

Verizon Wireless proposes to operate at the site with transmit antennas listed in the Equipment Installed at this Site section and with a maximum effective radiated power as specified by Verizon Wireless and shown on the worksheet; and

That this analysis has been performed with the assumption that the ground immediately surrounding the tower is primarily flat or falling; and

That at this time, the FCC requires that certain licensees address specific levels of radio frequency energy to which workers or members of the public might possibly be exposed (at §1.1307(b of the FCC Rules; and

That such consideration of possible exposure of humans to radio frequency energy must utilize the standards set by the FCC, which is the federal agency having jurisdiction over communications facilities; and

That the FCC rules define two tiers of permissible exposure guidelines: 1 "uncontrolled environments," which defines situations in which persons may not be aware of (the "general public", or may not be able to control their exposure to a transmission facility; and 2 "controlled environments," which defines situations in which persons are aware of their potential for exposure (industry personnel; and

That this statement specifically addresses the uncontrolled environment (which is more conservative than the controlled environment and the limit set forth in the FCC rules for operations such as Verizon Wireless' as shown on the attached antenna worksheet; and

That when applying the uncontrolled environment standards, the predicted Maximum Power Density at six feet above ground level from the proposed Verizon Wireless operation is no more than 0.43% of the maximum permissible exposure limits in any accessible area on the ground; and

That it is understood per FCC Guidelines in OET65 Appendix A, that regardless of the existent radio frequency environment, only those licenses whose contributions exceed 5% of the exposure limit pertinent to their operation(s bear any responsibility for bringing any non-compliant area(s into compliance; and

That when applying the uncontrolled environment standards, the cumulative predicted energy density from the proposed operation is no more than 0.43% of the maximum permissible exposure in any accessible area up to six feet above the ground; and

That the calculations provided in this report are based on data provided by the client and antenna pattern data supplied by the antenna manufacturer, in accordance with FCC guidelines listed in OET 65. Horizontal and vertical antenna patterns are combined for modeling purposes to accurately reflect the energy six feet above ground level where on-axis energy refers to maximum energy six feet above the ground along the azimuth of the antenna and where area energy refers to the maximum energy anywhere six feet above the ground regardless of the antenna azimuth, accounting for cumulative energy from multiple antennas for the carrier(s) and frequency range(s) indicated; and

That the Occupational Safety and Health Administration has policies in place which address worker safety in and around communications sites, thus individual companies will be responsible for their employees' training regarding Radio Frequency Safety.

In summary, it is stated here that the proposed operation at the site would not result in exposure of the Public to excessive levels of radio-frequency energy as defined in the FCC Rules and Regulations, specifically 47 CFR 1.1307 and that Verizon Wireless' proposed operation is completely compliant.

Finally, it is stated that access to the tower should be restricted to communication industry professionals, and approved contractor personnel trained in radio-frequency safety; and that the instant analysis addresses exposure levels at six feet above ground level and does not address exposure levels on the tower, or in the immediate proximity of the antennas.

If you have any questions or comments in regard to this report, please do not hesitate to contact Sitesafe's Customer Support Department at (703) 276-1100.

Emissions on Ground level

Environmental Slice values (% of FCC OET 65 General Public limit)	
This is a list of the Environmental Slices that were specified and the value it measured	
Composite Contribution	0.43%
Verizon Wireless Contribution	0.43%

Equipment Installed at this Site

Report Ref	Owner	Type/Make/Model	h (ft)	Az (°)	System/ Frequency	Power (Watts)
1	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	20	LTE 700	80
1	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	20	LTE 850	40
1	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	20	5G 850	40
1	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	20	LTE 1900	160
1	VZW (Proposed)	COMMSCOPE NHHSS-45C-R2BT4	95	20	CBRS 3550	20
2	VZW (Proposed)	SAMSUNG SON_MT6413-77A_UEbeam_32port_8_2 05.17.23 VZW	97.8	20	C-Band 3700	320
3	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	20	LTE 700	80
3	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	20	LTE 850	40
3	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	20	5G 850	40
3	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	20	LTE 2100	160
4	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	165	LTE 700	80
4	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	165	LTE 850	40
4	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	165	5G 850	40
4	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	165	LTE 1900	160
4	VZW (Proposed)	COMMSCOPE NHHSS-45C-R2BT4	95	165	CBRS 3550	20
5	VZW (Proposed)	SAMSUNG SON_MT6413-77A_UEbeam_32port_8_2 05.17.23 VZW	97.8	165	C-Band 3700	320
6	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	165	LTE 700	80
6	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	165	LTE 850	40
6	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	165	5G 850	40
6	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	165	LTE 2100	160
7	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	290	LTE 700	80
7	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	290	LTE 850	40

Report Ref	Owner	Type/Make/Model	h (ft)	Az (°)	System/ Frequency	Power (Watts)
7	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	290	5G 850	40
7	VZW (Proposed)	COMMSCOPE SON_NHHSS-45C-R2BT4	95	290	LTE 1900	160
7	VZW (Proposed)	COMMSCOPE NHHSS-45C-R2BT4	95	290	CBRS 3550	20
8	VZW (Proposed)	SAMSUNG SON_MT6413-77A_UEbeam_32port_8_2 05.17.23 VZW	97.8	290	C-Band 3700	320
9	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	290	LTE 700	80
9	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	290	LTE 850	40
9	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	290	5G 850	40
9	VZW (Proposed)	COMMSCOPE SON_NHH-45C-R2B	95	290	LTE 2100	160

NOTE: For Verizon Wireless, appropriate Duty Cycle per FDD(100%)/TDD(80%) and Maximum Total Power Output based on inputs

7/30/2024

To: Honorable members of the board
Transmitted via email to sgrassl@airosmithdevelopment.com
RE: Verizon Macro Site Located at: 121 Parker Ave, Poughkeepsie, NY 12601

Honorable members of the board,

This is in response to your inquiry to Verizon concerning interference to your existing telecommunications devices and services related to Verizon's proposed facilities at 121 Parker Ave, Poughkeepsie, NY 12601. Verizon provides Commercial Mobile Radio Services (CMRS) under licenses granted by the Federal Communication Commission (FCC). Pursuant to these licenses, Verizon is authorized to operate its CMRS network in many geographic areas throughout the nation, including the above noted location.

The FCC exclusively regulates all technical aspects of Verizon operations and network and preempts all state and local regulation of radiofrequency transmissions. The FCC rules protect co-channel and adjacent licensees against harmful interference.

The above noted proposed Verizon facility is compliant with all applicable FCC requirements. The points below cover Verizon's practices pertinent to complying with the FCC requirements:

1. Verizon locates its transmitting antenna(s) in order to maximize vertical and horizontal separation from other operator's systems to minimize interference potential.
2. All equipment at the proposed facility is designed and certified to operate within the frequencies licensed to Verizon by the FCC, and to operate in a manner approved by the FCC.
3. The power levels generated by the facility's radios and corresponding effective radiated power (ERP) from the transmitting antenna(s) are within the limitations specified by Part 22 (for cellular), Part 24 (for PCS), Part 27 (for 700 MHz, AWS or C-Band), Part 96 (for CBRS), Part 30 (UMFUS/mmWave) or Part 101 (for microwave) of the Commission's Rules.

Verizon is committed to providing state of the art wireless services that benefit your community.
In the unlikely event that interference does occur, Verizon agrees to fully cooperate with the entity experiencing interference to identify and correct, to the extent reasonably possible, any issues caused by the Verizon installation.

Please contact your local Verizon resource below if you have additional site-specific questions.

Contact Name	Contact Email	Contact Phone
Brendan Hennessy	Brendan.hennessy@verizonwireless.com	518-764-2449

Sincerely,

Shawn Flynn
Manager-RF System Design
Verizon

VERIZON WIRELESS OF THE EAST LP,
d/b/a

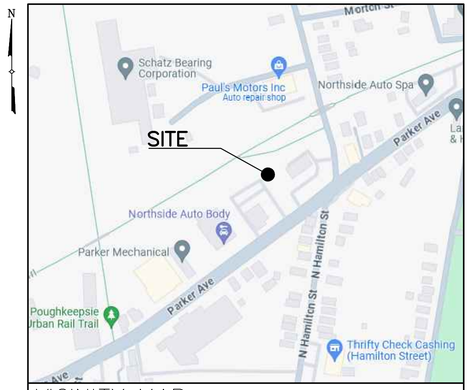
verizon

SITE NAME:
121 PARKER AVE

FUZE ID#: 17099955
MDG#: 5000350891



VICINITY MAP (TAX MAP)



VICINITY MAP

DIRECTIONS

DIRECTIONS TO SITE:

FROM NORTH GREENBUSH, HEAD EAST ON JORDAN RD 0.3 MI. TURN RIGHT ONTO US-4 S/N GREENBUSH RD 1.5 MI. TURN RIGHT ONTO NY-43 W 1.1 MI. USE THE RIGHT 2 LANES TO MERGE ONTO I-90 W VIA THE RAMP TO ALBANY0.2 MI. MERGE ONTO I-90 W 1.2 MI. TAKE EXIT 6A TO MERGE ONTO I-787 S TOWARD ALBANY 3.4 MI. USE THE RIGHT 2 LANES TO TAKE EXIT 1 TO MERGE ONTO I-87 S. TOLL ROAD 67.1 MI. TAKE EXIT 18 TO MERGE ONTO NY-299 E TOWARD POUGHKEEPSIE. TOLL ROAD 0.9 MI. MERGE ONTO NY-299 E 5.1 MI. USE THE RIGHT 2 LANES TO TURN RIGHT ONTO RTE 9W S 2.3 MI. USE THE RIGHT LANE TO TAKE THE RAMP TO MID HUDSON BRIDGE/POUGHKEEPSIE 0.4 MI. CONTINUE ONTO US-44 E TOLL ROAD 2.4 MI. TURN LEFT ONTO S HAMILTON ST 1.0 MI. SHARP LEFT ONTO PARKER AVE 190 FT TURN RIGHT. DESTINATION WILL BE ON THE RIGHT

SITE ADDRESS:	121 PARKER AVE POUGHKEEPSIE, NY 12601
MUNICIPALITY:	TOWN OF POUGHKEEPSIE
COUNTY:	DUTCHESS
TAX MAP NUMBER:	131300-6162-55-257465-0000
ZONING DISTRICT:	G-CM (MIXED USE COMMERCIAL)
STRUCTURE COORDINATES:	41.714019° -73.920667°
GROUND ELEVATION:	172.8'± AMSL
PROPERTY OWNER:	PARKER AVE REALTY, LLC 47 MARIE CT WAPPINGERS FALLS, NY 12590
APPLICANT:	VERIZON WIRELESS 1275 JOHN STREET, SUITE 100 WEST HENRIETTA, NY 14586
CONTACT PERSON:	KATHY POMPONIO
CONTACT PHONE:	(585) 321-5435

PROJECT SUMMARY

PROJECT DESCRIPTION

THE PROPOSED WORK CONSISTS OF INSTALLING CELLULAR ANTENNAS AND RELATED EQUIPMENT ON A PROPOSED MONOPOLE AND THE INSTALLATION OF EQUIPMENT AT GRADE WITHIN A PROPOSED FENCED COMPOUND.

SHT. NO.	DESCRIPTION	REV NO	REVISION DATE
T-1	TITLE SHEET	2	12/3/24
AD-1	ADJOINERS PLAN	2	12/3/24
SB-1	SETBACK PLAN	2	12/3/24
C-1	OVERALL SITE PLAN	2	12/3/24
C-2	SITE DETAIL PLAN	2	12/3/24
C-3	ELEVATION & ORIENTATION PLAN	2	12/3/24
C-4A	SITE DETAILS	2	12/3/24
C-4B	SITE DETAILS	2	12/3/24
C-4C	SITE DETAILS	2	12/3/24
C-5	EQUIPMENT ELEVATIONS	2	12/3/24

SHEET INDEX

THIS SET OF PLANS SHALL NOT BE UTILIZED AS CONSTRUCTION DOCUMENTS UNTIL ALL ITEMS OF CONCERN HAVE BEEN ADDRESSED AND EACH OF THE DRAWINGS HAS BEEN REVISED AND ISSUED "FOR CONSTRUCTION".

SITE PLAN DESIGN NOTES:

1. THE APPLICANT HAS SUFFICIENT CAPITAL TO FUND THE DEVELOPMENT AND CONSTRUCTION OF THIS PROJECT.
2. THERE ARE NO EASEMENTS, RIGHTS-OF-WAY, SETBACKS, RESERVATIONS AND REARS FOR PUBLIC USE, EXISTING COVENANTS, OR DEED RESTRICTIONS RECORDED FOR THIS PARCEL OR IMMEDIATELY ADJACENT TO THIS PARCEL.
3. THERE ARE NO SCENIC OR AESTHETIC RESOURCES THAT ARE VISIBLE FROM THIS PARCEL. THE POUGHKEEPSIE URBAN RAIL TRAIL, EMPIRE STATE TRAIL, AND WALKWAY OVER THE HUDSON ARE IN CLOSE PROXIMITY TO THIS PARCEL.
4. THERE ARE NO WATERCOURSES, MARSHES, ROCK OUTCROPS, OR ISOLATED TREES WITHIN THE PROPOSED FACILITY PROJECT LOCATION. WOODED AREA AT THE NORTH END OF THE PARCEL AND CURBS, SIDEWALKS AND STREETS ARE SHOWN THROUGHOUT THIS PLAN SET.
5. THE SITE IS NOT WITHIN NOR IMMEDIATELY ADJACENT TO A FLOOD PLAIN.
6. THERE ARE NO FIRE ALARM SYSTEMS OR KNOX BOXES PROPOSED FOR THIS PROJECT.
7. PRIOR TO START OF CONSTRUCTION OR EXCAVATION, TREES TO BE RETAINED SHALL BE PROTECTED BY SILT FENCE, SNOW FENCE, CONSTRUCTION FENCE, OR EQUAL, PLACED AT THE DRIP LINE OR SEVERAL FEET BEYOND. HOWEVER, NO FENCE SHALL CROSS PUBLIC SIDEWALKS AND NO STORAGE OR STOCKPILING OF CONSTRUCTION MATERIALS, DEBRIS OR EQUIPMENT SHALL OCCUR WITHIN FENCED AREA.
8. STORMWATER MEASURES TO ADDRESS RUNOFF QUANTITY OR QUALITY ARE NOT APPLICABLE FOR THIS PROJECT AND THEREFORE NOT INCLUDED. THIS IS NOT APPLICABLE SINCE THE EXISTING PROJECT AREA WAS DEVELOPED AND CONSTRUCTED IN COMPLIANCE WITH CURRENT STORMWATER REGULATIONS. SINCE THE EXISTING CONDITIONS AT THE PROJECT AREA ARE IMPERVIOUS (ASPHALT PARKING AREA) AND WILL BE CHANGED TO PERVIOUS (SAWCUT AND REMOVE ASPHALT AND REPLACE WITH LOOSE CRUSHED STONE) THE RATE OF STORMWATER RUNOFF FOR THE PARCEL WILL BE DECREASED RENDERING STORMWATER IMPROVEMENTS MOOT.

Before You Dig, Drill Or Blast!

UDIG-NY

UNDERGROUND FACILITIES PROTECTIVE ORGANIZATION

CALL US TOLL FREE 811 OR 1-800-962-7962

NY industrial code rule 753 requires no less than two working days notice, but not more than ten days notice.

UDIGNY – NEW YORK

DO NOT SCALE DRAWINGS

THESE DRAWINGS ARE FORMATTED FOR 22"x34" FULL SIZE AND 11"x17" HALF SIZE. OTHER SIZED VERSIONS ARE NOT PRINTED TO THE SCALE SHOWN. CONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS & CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

verizon
1275 JOHN STREET, SUITE 100
WEST HENRIETTA, NY 14586

Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.
Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C.
Project Contact Info
36 British American Blvd. Phone: (518) 783-1630
Suite 101 (800) 829-6531
Latham, NY 12110 www.tectonicengineering.com

WORK ORDER NUMBER	DRAWN BY
11860.077	MQ

NO.	DATE	ISSUE
0	6/14/24	FOR COMMENT
1	7/30/24	FOR ZONING
2	12/3/24	PER CITY COMMENTS

RELEASED BY | DATE

STATE OF NEW YORK · STEVEN M. MATTHEWS · 087507 · LICENSED PROFESSIONAL ENGINEER

UNAUTHORIZED ALTERATION OR ADDITIONS TO A PLAN BEARING THE SEAL OF A LICENSED ENGINEER OR LAND SURVEYOR IS A VIOLATION OF SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

COPIES OF THIS DOCUMENT WITHOUT A FACSIMILE OF THE SIGNATURE AND AN ORIGINAL EMBOSSED SEAL OR ORIGINAL STAMP IN BLUE OR RED INK OF THE PROFESSIONAL ENGINEER OR LAND SURVEYOR SHALL NOT BE CONSIDERED VALID COPIES.

0 1 2 3
ORIGINAL SIZE IN INCHES

SITE INFORMATION

121 PARKER AVE
FUZE ID#: 17099955
MDG#: 5000350891

SITE ADDRESS

121 PARKER AVE
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY
NY 12601

SHEET TITLE

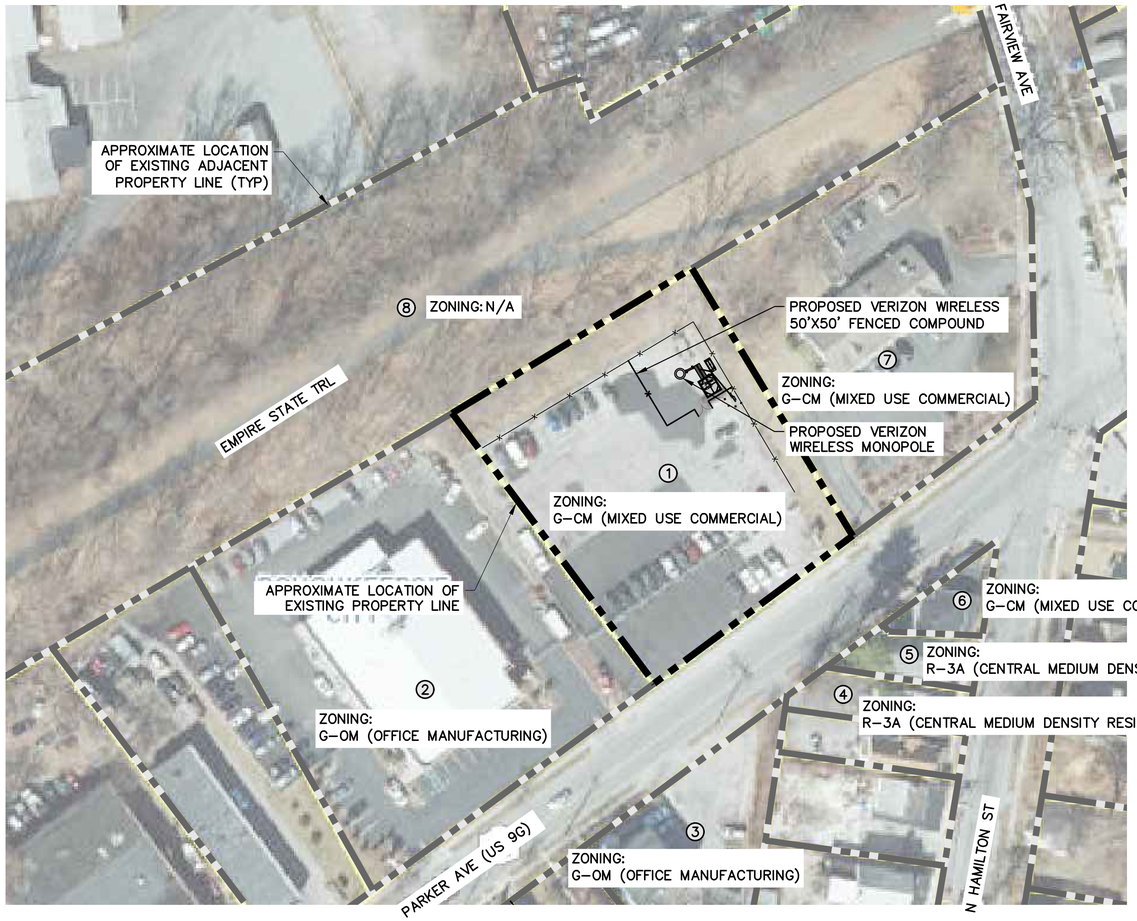
TITLE SHEET

SHEET NUMBER

T-1

N

APPROXIMATE



1 / AD-1 ADJOINERS PLAN

SCALE: 1" = 200' (11x17 SIZE)
1" = 100' (22x34 SIZE)

	SBL	OWNER	ADDRESS
1	131300-6162-5-257465-0000	Parker Avenue Realty LLC	47 Marie Ct Wappingers Falls, NY 12590
2	131300-6162-5-241454-0000	Parker Avenue Realty LLC	47 Marie Ct Wappingers Falls, NY 12590
3	131300-6162-5-257435-0000	DNH Valley LLC	28 Sherwood Hts Wappingers Falls, NY 12590
4	131300-6162-5-268446-0000	Lory Properties Corp	PO Box 235 Stormville, NY 12582
5	131300-6162-5-271449-0000	214 Hamilton LLC	214 N Hamilton St Poughkeepsie, NY 12601
6	131300-6162-5-272453-0000	Soto, Robert	19 Vervalen Dr Poughkeepsie, NY 12603
7	131300-6162-5-269473-0000	Parker Avenue Realty LLC	47 Marie Ct Wappingers Falls, NY 12590
8	131300-6162-5-265487-0000	County of Dutchess	22 Market St Poughkeepsie, NY 12601

2 / AD-1 ADJOINERS LIST

SCALE: NTS

Before You Dig, Drill Or Blast!

UDIG·NY

UNDERGROUND FACILITIES PROTECTIVE ORGANIZATION

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UDIGNY – NEW YORK

verizon

1275 JOHN STREET, SUITE 100
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Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C.
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Suite 101 (800) 829-6531
Latham, NY 12110 www.tectonicengineering.com

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2	12/3/24	PER CITY COMMENTS

RELEASED BY

DATE

STATE OF NEW YORK · STEVEN M. MATTSON · LICENSED PROFESSIONAL ENGINEER · 087507

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0 1 2 3
ORIGINAL SIZE IN INCHES

SITE INFORMATION

121 PARKER AVE
FUZE ID#: 17099955
MDG#: 5000350891

SITE ADDRESS

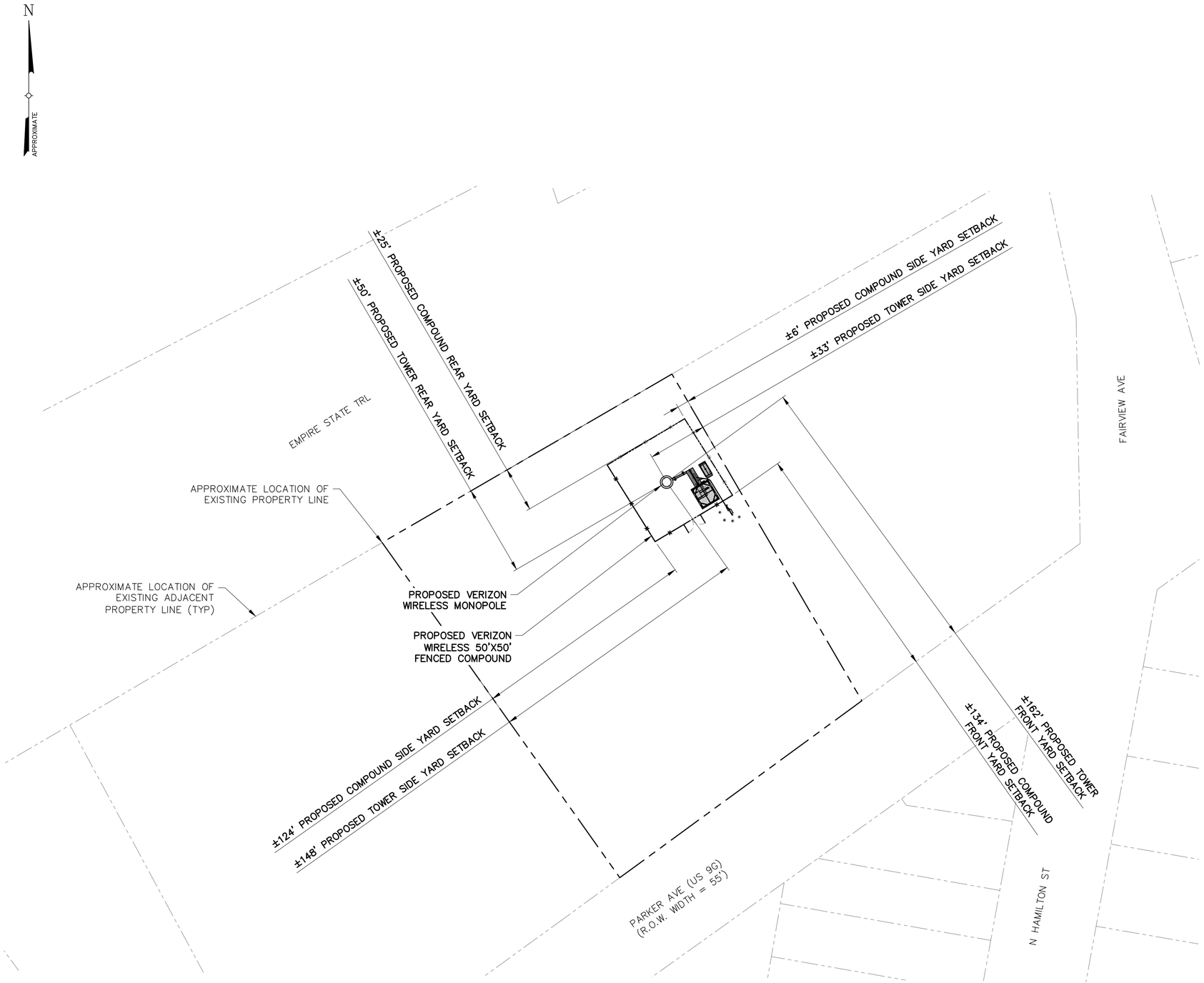
121 PARKER AVE
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY
NY 12601

SHEET TITLE

ADJOINERS PLAN

SHEET NUMBER

AD-1



1 SB-1 SETBACK PLAN

SCALE: 1" = 60' (11x17 SIZE)
1" = 30' (22x34 SIZE)

BULK REQUIREMENTS

CITY OF POUGHKEEPSIE
ZONING DISTRICT: G-CM (MIXED USE COMMERCIAL)

	REQUIRED	EXISTING	PROPOSED
MINIMUM YARDS (TOWER			
FRONT:	TBD	–	162 FT
SIDE:	TBD	–	33 FT
REAR:	TBD	–	50 FT
MINIMUM YARDS (COMPOUND)			
FRONT:	TBD	–	134 FT
SIDE:	TBD	–	6 FT
REAR:	TBD	–	25 FT
MAXIMUM TOWER HEIGHT:	PER RF REQUIREMENTS	–	104 FT

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1275 JOHN STREET, SUITE 100
WEST HENRIETTA, NY 14586

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Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C.
Project Contact Info
36 British American Blvd. Phone: (518) 783-1630
Suite 101 (800) 829-6531
Latham, NY 12110 www.tectonicengineering.com

WORK ORDER NUMBER	DRAWN BY
11860.077	MQ

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STATE OF NEW YORK * STEVEN M. MATTIS * 087507 LICENSED PROFESSIONAL ENGINEER

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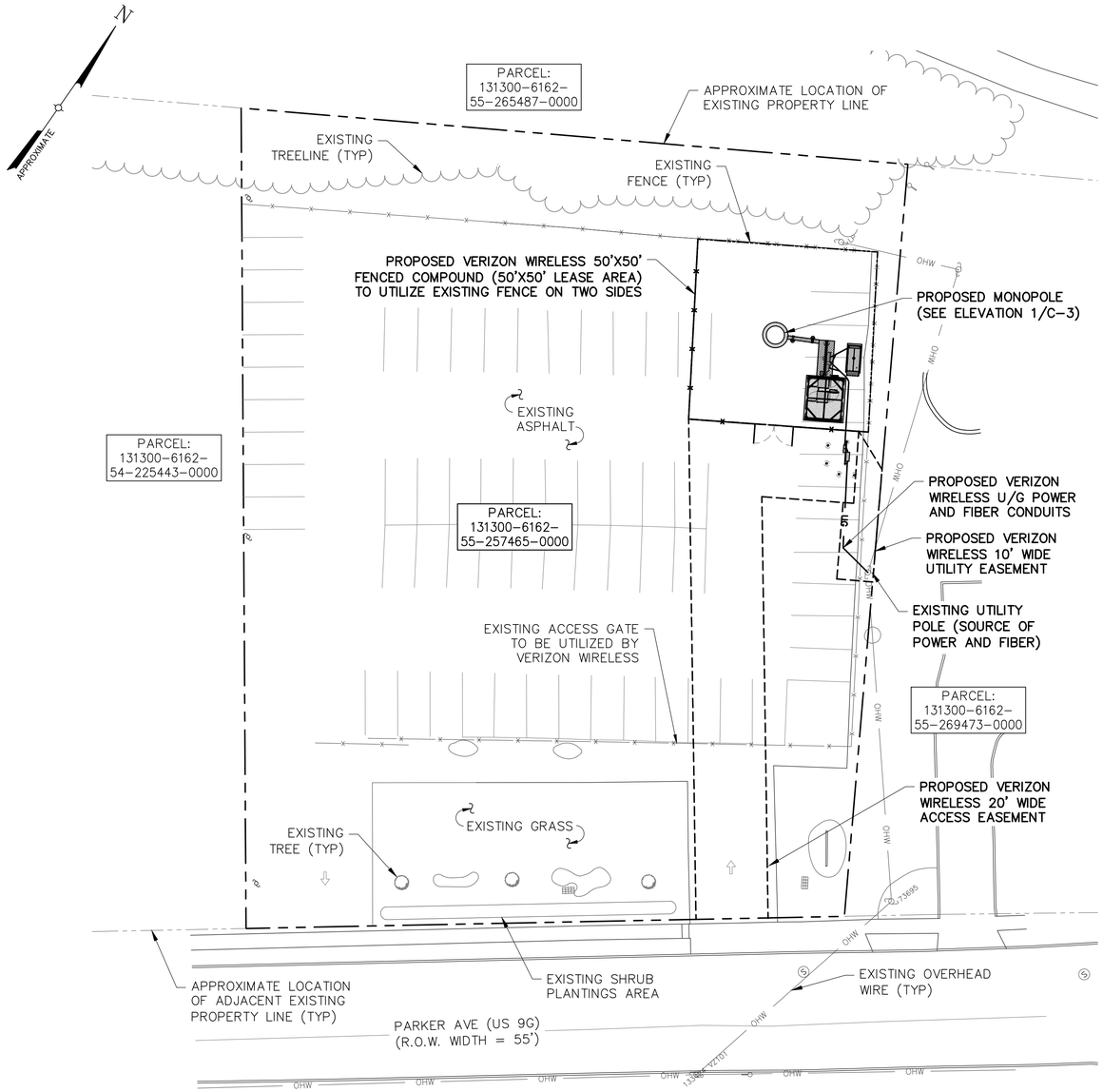
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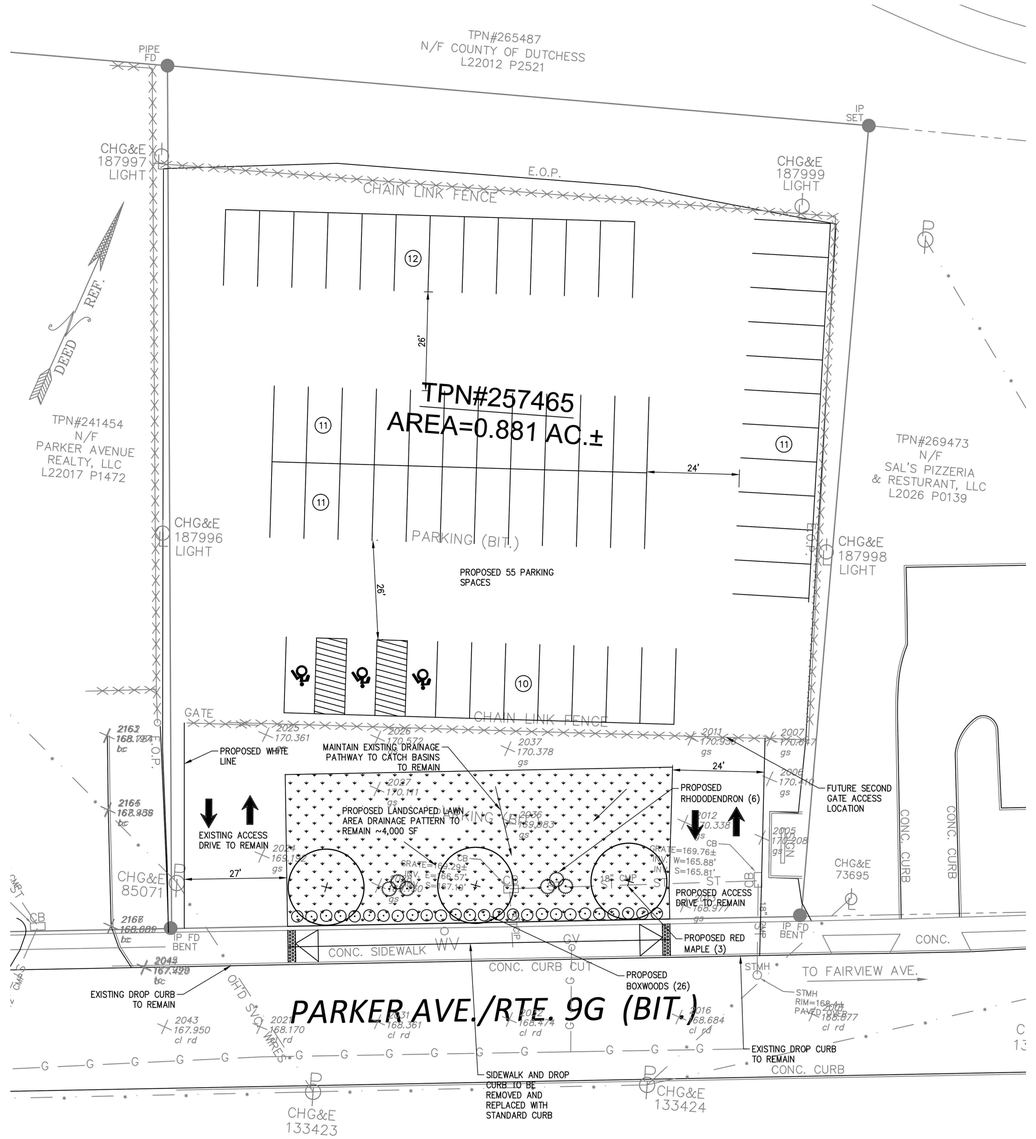
SHEET NUMBER

SB-1



1 C-1 PROPOSED SITE PLAN

SCALE: 1" = 40' (11x17 SIZE)
1" = 20' (22x34 SIZE)



2 C-1 APPROVED SITE PLAN

SCALE: 1" = 40' (11x17 SIZE)
1" = 20' (22x34 SIZE)

PER REQUEST OF THE PLANNING BOARD, THE PARCEL OWNER SHALL REVISE THE SITE CONDITIONS TO MATCH THE APPROVED SITE PLAN PREPARED BY LRC GROUP DATED JANUARY 7, 2021, LAST REVISED MAY 7, 2021

SITE PLAN DESIGN NOTES:

1. THE APPLICANT HAS SUFFICIENT CAPITAL TO FUND THE DEVELOPMENT AND CONSTRUCTION OF THIS PROJECT.
2. THERE ARE NO EASEMENTS, RIGHTS-OF-WAY, SETBACKS, RESERVATIONS AND REARS FOR PUBLIC USE, EXISTING COVENANTS, OR DEED RESTRICTIONS RECORDED FOR THIS PARCEL OR IMMEDIATELY ADJACENT TO THIS PARCEL.
3. THERE ARE NO SCENIC OR AESTHETIC RESOURCES THAT ARE VISIBLE FROM THIS PARCEL. THE POUGHKEEPSIE URBAN RAIL TRAIL, EMPIRE STATE TRAIL, AND WALKWAY OVER THE HUDSON ARE IN CLOSE PROXIMITY TO THIS PARCEL.
4. THERE ARE NO WATERCOURSES, MARSHES, ROCK OUTCROPS, OR ISOLATED TREES WITHIN THE PROPOSED FACILITY PROJECT LOCATION. WOODED AREA AT THE NORTH END OF THE PARCEL AND CURBS, SIDEWALKS AND STREETS ARE SHOWN THROUGHOUT THIS PLAN SET.
5. THE SITE IS NOT WITHIN NOR IMMEDIATELY ADJACENT TO A FLOOD PLAIN.
6. THERE ARE NO FIRE ALARM SYSTEMS OR KNOX BOXES PROPOSED FOR THIS PROJECT.
7. PRIOR TO START OF CONSTRUCTION OR EXCAVATION, TREES TO BE RETAINED SHALL BE PROTECTED BY SILT FENCE, SNOW FENCE, CONSTRUCTION FENCE, OR EQUAL, PLACED AT THE DRIP LINE OR SEVERAL FEET BEYOND. HOWEVER, NO FENCE SHALL CROSS PUBLIC SIDEWALKS AND NO STORAGE OR STOCKPILING OF CONSTRUCTION MATERIALS, DEBRIS OR EQUIPMENT SHALL OCCUR WITHIN FENCED AREA.
8. STORMWATER MEASURES TO ADDRESS RUNOFF QUANTITY OR QUALITY ARE NOT APPLICABLE FOR THIS PROJECT AND THEREFORE NOT INCLUDED. THIS IS NOT APPLICABLE SINCE THE EXISTING PROJECT AREA WAS DEVELOPED AND CONSTRUCTED IN COMPLIANCE WITH CURRENT STORMWATER REGULATIONS. SINCE THE EXISTING CONDITIONS AT THE PROJECT AREA ARE IMPERVIOUS (ASPHALT PARKING AREA) AND WILL BE CHANGED TO PERVIOUS (SAWCUT AND REMOVE ASPHALT AND REPLACE WITH LOOSE CRUSHED STONE) THE RATE OF STORMWATER RUNOFF FOR THE PARCEL WILL BE DECREASED RENDERING STORMWATER IMPROVEMENTS MOOT.

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CITY OF POUGHKEEPSIE
DUTCHESS COUNTY
NY 12601

SHEET TITLE

OVERALL SITE PLAN

SHEET NUMBER

C-1

N

APPROXIMATE

EXISTING FENCE TO BE UTILIZED BY VERIZON WIRELESS 50'X50' FENCED COMPOUND

PROPOSED SILT FENCE

EXISTING FENCE/ EDGE OF ASPHALT PARKING LOT

PROPOSED TEMPORARY SOIL/GRAVEL STOCKPILE AREA

CONTRACTOR TO REMOVE EXISTING ASPHALT AND REPLACE WITH PROPOSED GRAVEL SURFACING THROUGHOUT COMPOUND AREA

PROPOSED VERIZON WIRELESS 50'X50' FENCED COMPOUND. NEW FENCE SECTIONS TO MATCH EXISTING

PROPOSED 12' WIDE DOUBLE GATE

PROPOSED VERIZON WIRELESS CABLE BRIDGE

PROPOSED MONOPOLE

FINISH GRADE AT TOWER = 172.8'

PROPOSED VERIZON WIRELESS 10'X12' ICE CANOPY

PROPOSED VERIZON WIRELESS EQUIPMENT CABINET

PROPOSED VERIZON WIRELESS BATTERY CABINET

TOP OF CONCRETE = 172.97'

NOTE:

PROPOSED GRADE WILL MATCH EXISTING GRADE THROUGHOUT COMPOUND

PROPOSED VERIZON WIRELESS 50KW DIESEL GENERATOR ON 4'X8' CONCRETE PAD

PROPOSED VERIZON WIRELESS UTILITY & RF EQUIPMENT ON H-FRAME

PROPOSED VERIZON WIRELESS GPS UNIT MOUNTED TO H-FRAME POST (SEE DETAIL 3/C-6)

PROPOSED UG POWER AND FIBER CONDUITS TO VERIZON WIRELESS H-FRAME

PROPOSED 12'-6"x11'-0" CONCRETE EQUIPMENT PAD

PROPOSED UTILITY BACKBOARD

PROPOSED BOLLAR (TYP)

PROPOSED TEMPORARY CONCRETE WASH AREA

PROPOSED U/G MAIN POWER AND FIBER CONDUITS

EXISTING UTILITY POLE (SOURCE OF POWER AND FIBER)

1 C-2 SITE DETAIL PLAN

SCALE: 1" = 10' (11x17 SIZE)
1" = 5' (22x34 SIZE)

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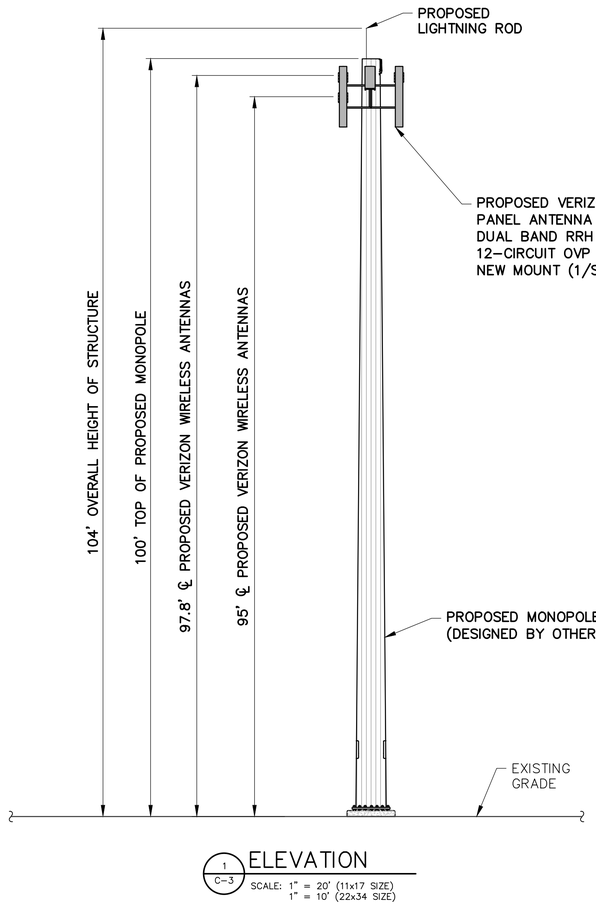
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SITE DETAIL PLAN

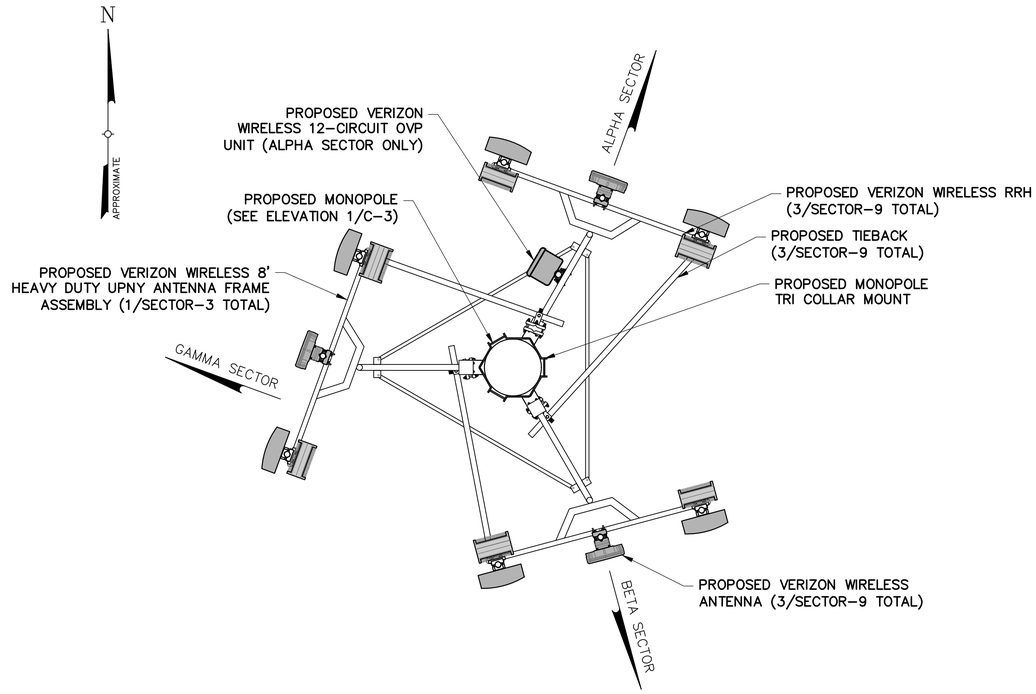
SHEET NUMBER

C-2



1 C-3 ELEVATION

SCALE: 1" = 20' (11x17 SIZE)
1" = 10' (22x34 SIZE)



2 C-3 ANTENNA ORIENTATION

SCALE: 3/4" = 1'-0" (11x17 SIZE)
3/8" = 1'-0" (22x34 SIZE)

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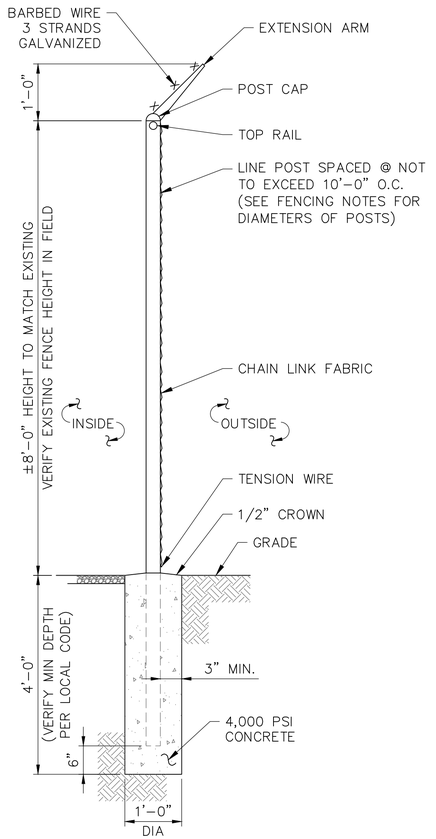
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SHEET TITLE

ELEVATION &
ORIENTATION PLAN

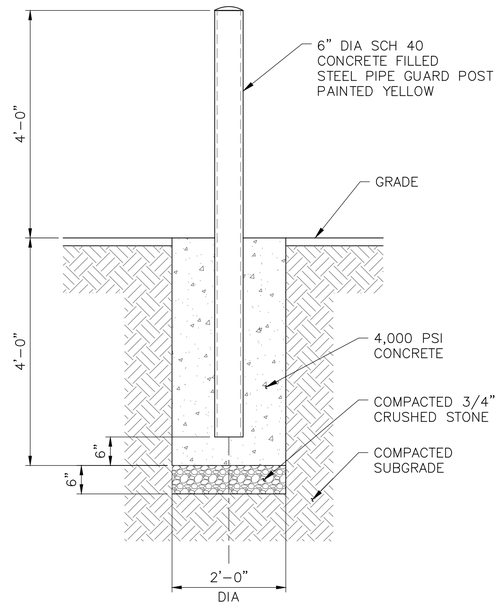
SHEET NUMBER

C-3



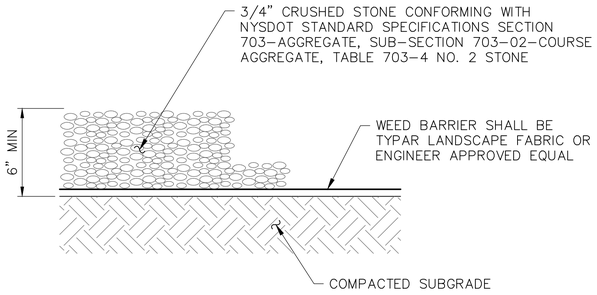
1 C-4A **FENCE DETAIL**

SCALE: 3/8" = 1'-0" (11x17 SIZE)
3/4" = 1'-0" (22x34 SIZE)



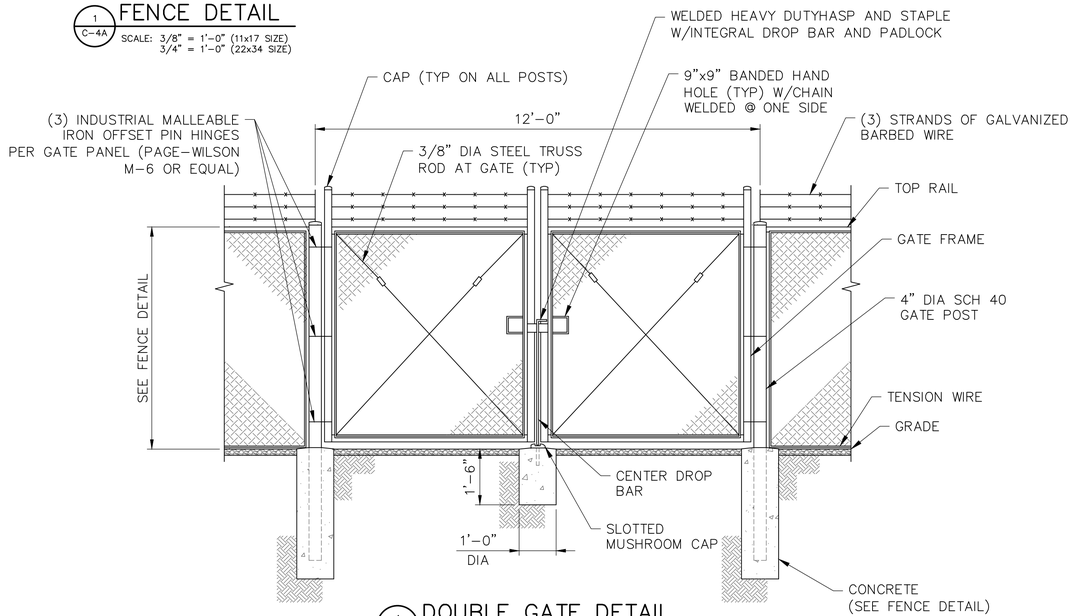
2 C-4A **BOLLARD DETAIL**

SCALE: 3/8" = 1'-0" (11x17 SIZE)
3/4" = 1'-0" (22x34 SIZE)



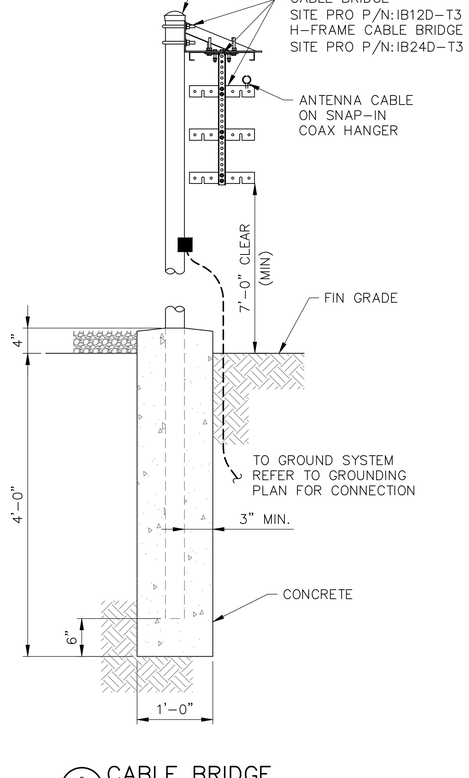
3 C-4A **GRAVEL SURFACING TREATMENT**

SCALE: 1/2" = 1'-0" (11x17 SIZE)
1 1/2" = 1'-0" (22x34 SIZE)



4 C-4A **DOUBLE GATE DETAIL**

SCALE: 1/4" = 1'-0" (11x17 SIZE)
1/2" = 1'-0" (22x34 SIZE)



5 C-4A **CABLE BRIDGE**

SCALE: 1/2" = 1'-0" (11x17 SIZE)
1" = 1'-0" (22x34 SIZE)

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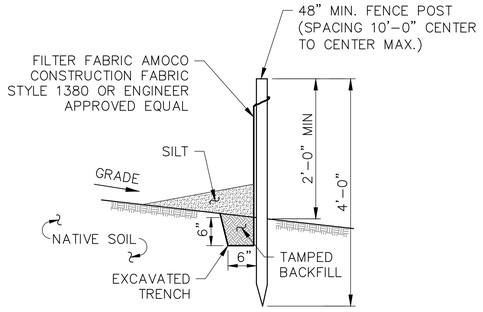
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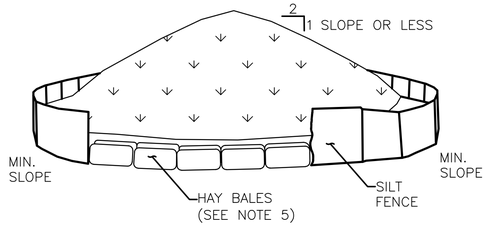


NOTES:

1. SILT FENCE SHALL BE MAINTAINED IN PLACE DURING CONSTRUCTION AND SOIL STABILIZATION PERIOD.
2. CONTRACTOR SHALL CONSTRUCT SILT FENCE IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.
3. EXCAVATE TRENCH 6" WIDE X 6" DEEP. BURY BOTTOM 12" OF FABRIC AND TAMP IN PLACE.
4. WHEN FENCE IS NO LONGER NEEDED, THE ACCUMULATED SILT, ALL THE POSTS AND FABRIC SHALL BE REMOVED AND TRENCH BACK FILLED WITH TOPSOIL AND SEEDED.

1 / C-4B SILT FENCE DETAIL

SCALE: NTS

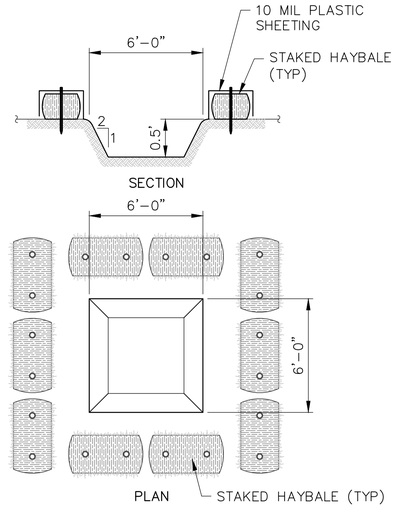


NOTES:

1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 1V:2H.
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, THEN STABILIZED WITH VEGETATION OR COVERED.
4. SEE SPECIFICATIONS FOR INSTALLATION OF SILT FENCE.
5. HAYBALES TO BE USED WHERE STOCKPILES ARE LOCATED ON PAVED AREAS.

2 / C-4B TEMPORARY SOIL STOCKPILE DETAIL

SCALE: NTS



3 / C-4B TEMPORARY CONCRETE WASH

SCALE: NTS

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SITE DETAILS

SHEET NUMBER
C-4B

Lumecon | DETROIT SERIES

LDS - LFC
LED Wall Pack



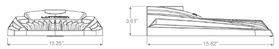
Catalog Number:	
Project:	
Comments:	
Prepared By:	Date:

Description

The LDS-LFC large full cutoff is the first of its kind in Lumecon's LED Detroit Series. Combining a sleek fixture design with energy efficient performance allows this fixture to be used for building facades, general security, storage areas, tunnel and entry door applications replacing existing fixtures up to 400W HID one-for-one.

Dimensions & Weights

Model	Width	Length	Height	Weight
LDS-LFC	13.25"	15.52;	3.61"	13 lbs



Technical Specifications

Input Voltage: 120-277V or 347-480V.

Housing: Die-cast aluminum housing with 60% gloss polyester powder coat finishes for maximum durability. The base aluminum material is prepared using an environmentally-friendly non-chrome 2-step surface cleaning and passivation process. The process results in a more durable conversion layer than traditional chromate conversion coatings and allows maximum adhesion of the powder coating to the aluminum substrate. Housing features an integrated heat sink and driver compartment built into the fixture design.

Mounting: Wall mount bracket standard.

Split Circuit: Optional

Effective Projected Area (EPA): 0.83 ft²

Color Temperature: 2200K, 2700K, 3000K, 4000K (standard), 5000K.

LED Lifetime: All LED's are rated for a minimum of 100,000 hours of continuous operation at ambient temperatures from -40°F/-40°C to 95°F/35°C.

Color Rendering Index (CRI): Minimum of 80 or higher. CRI 90+ available upon request. CRI 90+ not available in 2200K.

Dimming: 0-10V standard dimming capability.

Custom Optics: Lumecon meticulously engineered premium acrylic optical lenses to maximize the distribution and uniformity of light while minimizing cost. Our arrays distribute light at least 21% further and with 29% more uniformity than leading competitors. Lumecon custom lenses create a uniform, well-lit environment that mitigates illuminance "hot spots" and use less wattage than typical LED area lights.

Surge Protection: Thermally protected 40kV varistor type surge suppressor is included and meets ANSI C136.2-2015: Extreme Level. Also meets IEC61643-11 Class II / EN61643-11 Type 2, and US Dept of Energy MSSLC Model Spec for surge protection. The device is wired in series with the luminaire input power in order to interrupt power to the luminaire when consumed, protecting the LED power supply and circuit boards from additional electrical surges.

Lumecon ETD™ System: The enhanced thermal dissipation system engines are thermally bonded to provide maximum thermal dissipation to the exterior of the fixture to ensure long life. To protect the light engine panel from moisture and corrosion, the LED light engine panel is uniformly coated with a UV stabilized acrylic polymer resin that meets MIL and ASTM dielectric standards, UL, and IPC standards for flammability, moisture resistance and thermal shock.

Certification Data: ETL Listed to UL 1598, UL 8750 for Wet Locations. "Full compliance and test documentation is available for TM-21, LM-79, LM-80, ETL Listing to UL1598 and UL 8750. Salt Fog tested for 3,000 hours per ASTM B117-16 / ASTM D610-08. Ingress Protection: IP66 per ANSI/IEC 60529-2004. Passed 3G vibration @ 100K cycles, per ANSI C136.31-2018.

DesignLights Consortium® (DLC) Qualified Product: Unless noted, not all versions of this product may be DLC® qualified. For a complete list of Lumecon DLC® Qualified Products visit: www.designlights.org.

Manufacturing Origin: US Manufactured and Assembled.

Buy American: Meets Buy American requirements within the ARRA.

Warranty: 10 Year L70 performance based warranty. For full warranty terms, please visit our website: www.lumecon.com

Ubiquiti® Wireless Controls: Ubiquiti Unifi® Wireless Node allows for advanced light control via Ubivu Control Platform. All nodes are self-provisioning on power-up and are global Carrier LTE compatible with no Gateways or Concentrators required. Single SKU 120v to 480v operation, 22 Satellite Global GPS and Celestial Clock, Simultaneous Metering for Line and Load, High Accuracy Tilt and Vibration sensor, 10 second Last Gasp and Nonvolatile Memory, OTA Updates and a 10 year warranty. Ask your local Lumecon Representative for more information.

Dimulator Photo-Control: Maximize the cost-saving benefits of your outdoor LED light fixtures with the stand-alone Dimming solution. All Dimulators (except for CD and DIM 3 versions) have three selectable dimming levels (30%,50%, 70%) with three different start times (10:00 pm, Midnight, or 2:00 am), which are selectable through the ten position selector switch located on the bottom of the base. All dimming schedules will return to full brightness at 5:00 am. The stand-alone unit is made to work with the ANSI C136.41 receptacle and will provide dimming of LED fixtures.

Email: sales@Lumecon.com Website: www.lumecon.com Phone: 248-477-5009
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Note: Specifications and photometric data are subject to change at any time without notice.
Please see www.lumecon.com for current specifications and documentation.

Lumecon | DETROIT SERIES

LDS - LFC
LED Wall Pack

Ordering Information

LDS-LFC – Options / Ordering Example: LDS-LFC-110-DB-T5-1-50-WM

Wattage	Color	Distribution	Voltage	Color Temperature	Mounting Methods
30 - 30 Watts	DB - Dark Bronze	T2 - Type II	1 - 120v-277v	22 - 2200K [9]	WM - Wall Mount Bracket [9]
45 - 45 Watts	WH - White	T3 - Type III	2 - 347v-480v	27 - 2700K [9]	
60 - 60 Watts	BK - Black	T4 - Type IV		30 - 3000K [9]	
80 - 80 Watts	GR - Gray	T5 - Type V		40 - 4000K	
110 - 110 Watts	CC - Custom	NR - Narrow		50 - 5000K	
125 - 125 Watts	AF - Automotive Finish				
160 - 160 Watts					

Options & Accessories

R - Receptacle Only

RS - Receptacle Only with Shorting Cap

7P - Seven-pin Twist Lock Photocell Receptacle Only [1]

PC1 - 120v-277v Button Eye Photocell [2]

PC2 - 347v 480v Button Eye Photocell [2]

OC1 - On/Off [3]

OC2 - Dim/High [3,4]

OC3 - On/Off w/Photocell [3,4]

OC4 - Dim/High w/Photocell [3,4]

UBI - Ubicquia Wireless Controls [5]

BB - Battery Back-Up (only available on the 30W - 80W models and on 120/277v models)

SC - Split Circuit [6,7,8]

CWMB - Cosmetic Wall Mount Bracket

DIM4 - 105-305 VAC, 50/60 Hz with 10 position field adjustable selector switch

DIM4-HV - High Voltage 312-530 VAC, 50/60 Hz with 10 position field adjustable selector switch

DIM4-CD - Constant all-night Dimming

DIM4-CD-HV - Constant all-night Dimming, 315-530 VAC 50/60Hz

DIM4-CUL - 120 VAC. 50/60 Hz, cUL certified version with gray cover

DIM4-ALC - Adaptive Lighting Control with 2% per year incremental increase to compensate for aging fixture

DIM3-XX - Factory set dimming schedule (10 position selector switch not available)

BSS - Bird Spikes (Field Installed)

Accessories ordered as a separate line item:

33-00112 - External Glare Shield

33-00120 - Full Glare Snoot

Notes:
1. For units with 7P the mounting must be restricted to +/-45° from horizontal aim per ANSI C136.10-2010. If more than a 45° Tilt, use PC1 or PC2
2. Cannot be combined with Occupancy Sensor. Use OC3 or OC4 when Occupancy Sensor and Photocell are needed and aiming greater than 45° from horizontal.
3. Must note on PO Mounting Height for proper lens application
4. See Occupancy Sensor Default Settings Table
5. UBI requires the 7P option be selected: OC1 or OC2 are optional
6. Split circuit is only available for 30W, 45W, 60W, and 80W models.
7. Split circuit is not compatible with Occupancy sensing our photo-eye control.
8. Split Circuit and Battery Back-up cannot both fit in the same housing. Battery Back-Up will require external. Battery Backup will only control one of the circuits.
9. 3000K or warmer, and fixed mounts must be ordered for IDA certification compliance.

If OCC Sensor Option is selected, mounting height specifications need to be clarified:

☐ Mounting height between 0' - 10'
☐ Mounting height between 10' - 20'
☐ Mounting height over 20' +

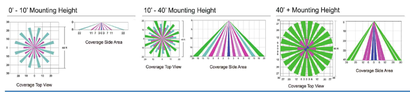
If Mounting height and parameter settings not specified when ordered. Default mounting height is 10-40' less and preset factory settings.

Email: sales@Lumecon.com Website: www.lumecon.com Phone: 248-477-5009
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Lumecon | DETROIT SERIES

LDS - LFC
LED Wall Pack

OCC Sensor Patterns



Occupancy Sensor Default Settings - Option OC2

Option	Dimmed State (Unoccupied)	High Level (When occupied)	Photocell Operation (OC4 Option Only*)	Dwell Time (Occupancy time delay)	Ramp-up Time (From unoccupied to occupied)	Ramp-up Time (From occupied to unoccupied)
OC2 and OC4	Approx. 20% Output	100% Output	Enabled @ 1.5 FC*	5 Minutes	Disabled	Disabled

*Note: OC2 and OC4 settings including photocell set point, high/low dim rates, and occupancy sensor time delay are all configurable by using the Wattstopper® App. If any other settings are desired to be set at the factory, please note these changes on Purchase Order.

Mounting Method Dimensions



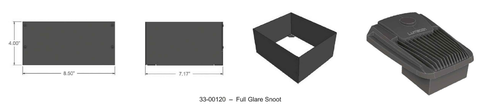
LDS-LFC Wall Mount Bracket

LDS-FC Optional Cosmetic Wall Mount Bracket

External Glare Shield and Full Glare Snoot Dimensions



33-00112 – External Glare Shield

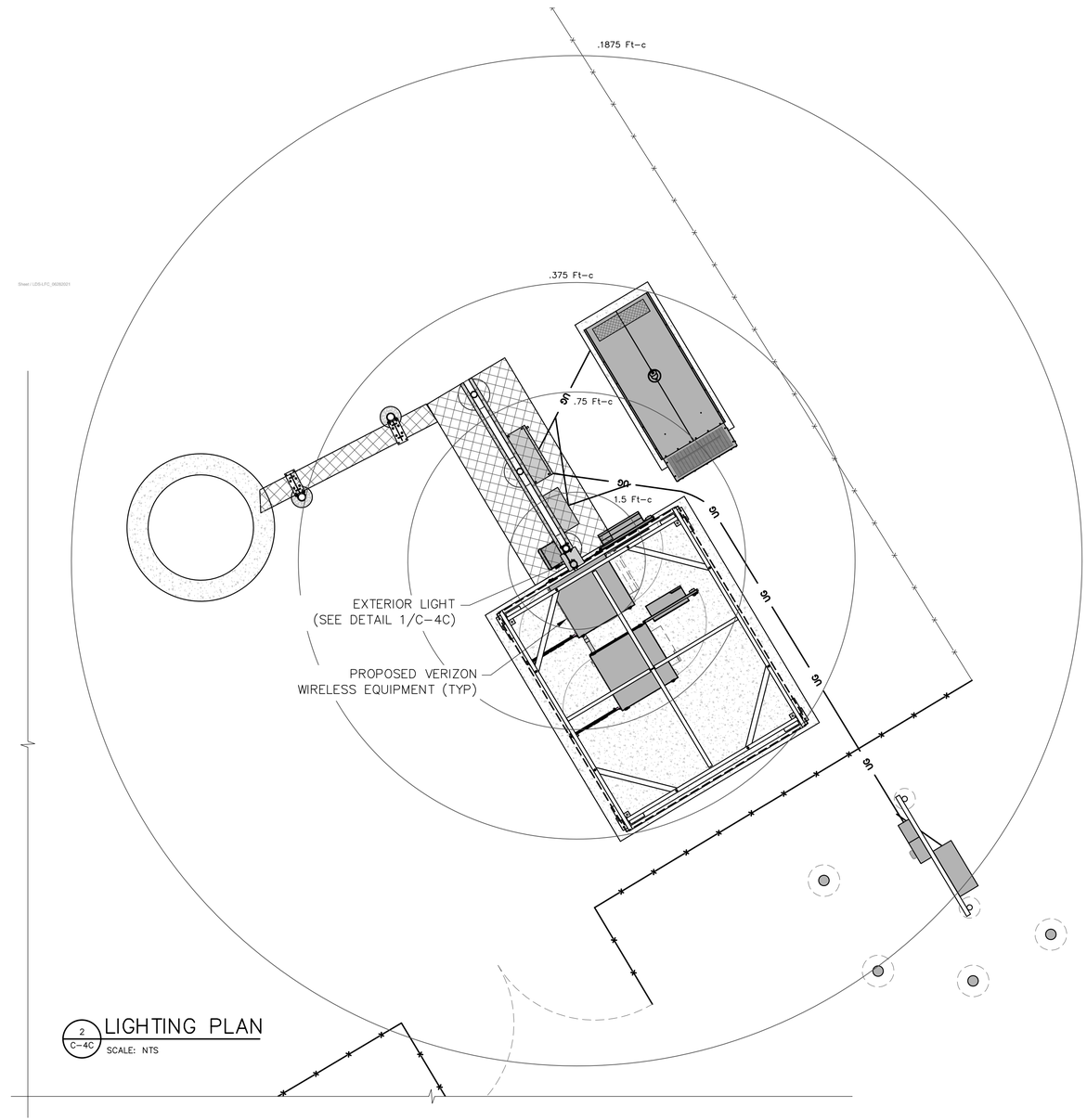


33-00120 – Full Glare Snoot

Email: sales@Lumecon.com Website: www.lumecon.com Phone: 248-477-5009
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Note: Specifications and photometric data are subject to change at any time without notice.
Please see www.lumecon.com for current specifications and documentation.

1 C-4C LIGHT DETAILS
SCALE: NTS

NOTE:
CONTRACTOR SHALL INSTALL 60W BLACK TYPE IV 3000K FIXTURE. (MAX KELVIN RATING ALLOWED = 3000K)



2 C-4C LIGHTING PLAN
SCALE: NTS

verizon

1275 JOHN STREET, SUITE 100
WEST HENRIETTA, NY 14586

Tectonic
PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.
Tectonic Engineering Consultants, Geologists & Land Surveyors, D.P.C.
Project Contact Info
36 British American Blvd. Phone: (518) 783-1630
Suite 101 (800) 829-6531
Latham, NY 12110 www.tectonicengineering.com

WORK ORDER NUMBER	DRAWN BY
11860.077	MQ

NO.	DATE	ISSUE
0	6/14/24	FOR COMMENT
1	7/30/24	FOR ZONING
2	12/3/24	PER CITY COMMENTS

RELEASED BY | DATE



UNAUTHORIZED ALTERATION OR ADDITIONS TO A PLAN BEARING THE SEAL OF A LICENSED ENGINEER OR LAND SURVEYOR IS A VIOLATION OF SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

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0 1 2 3
ORIGINAL SIZE IN INCHES

SITE INFORMATION

121 PARKER AVE
FUZE ID#: 17099955
MDG#: 5000350891

SITE ADDRESS

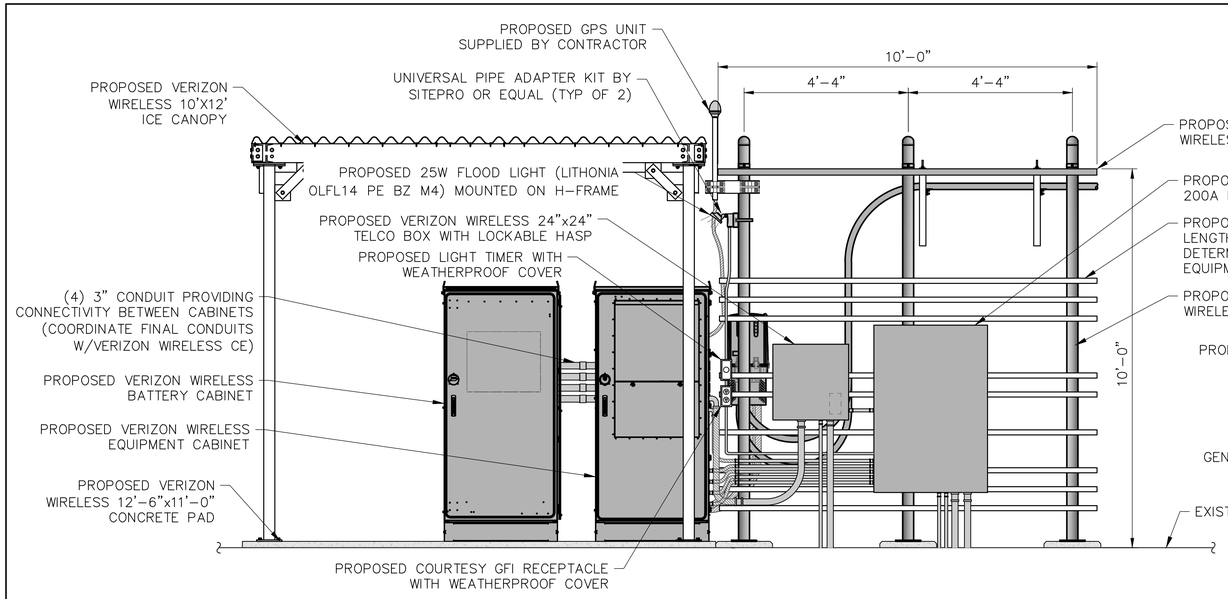
121 PARKER AVE
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY
NY 12601

SHEET TITLE

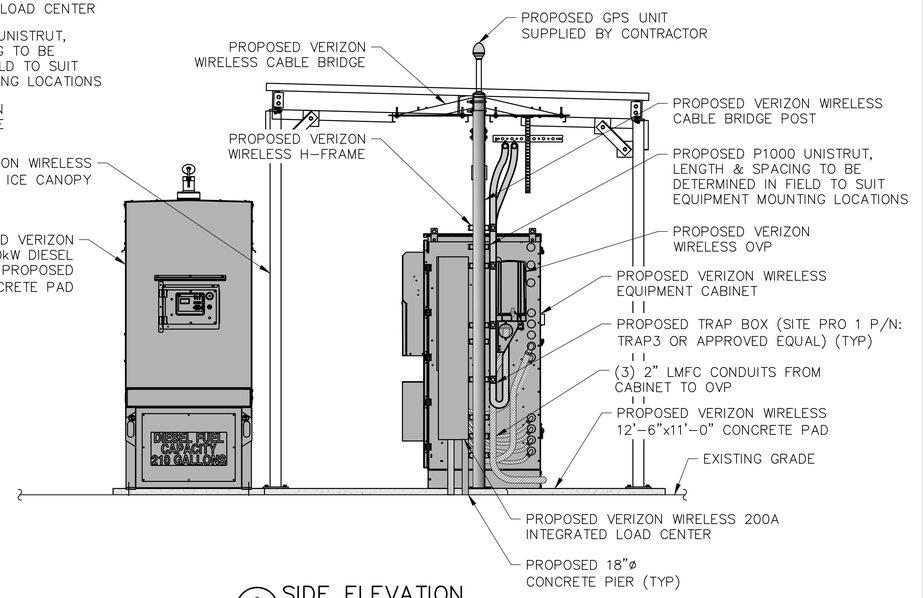
SITE DETAILS

SHEET NUMBER

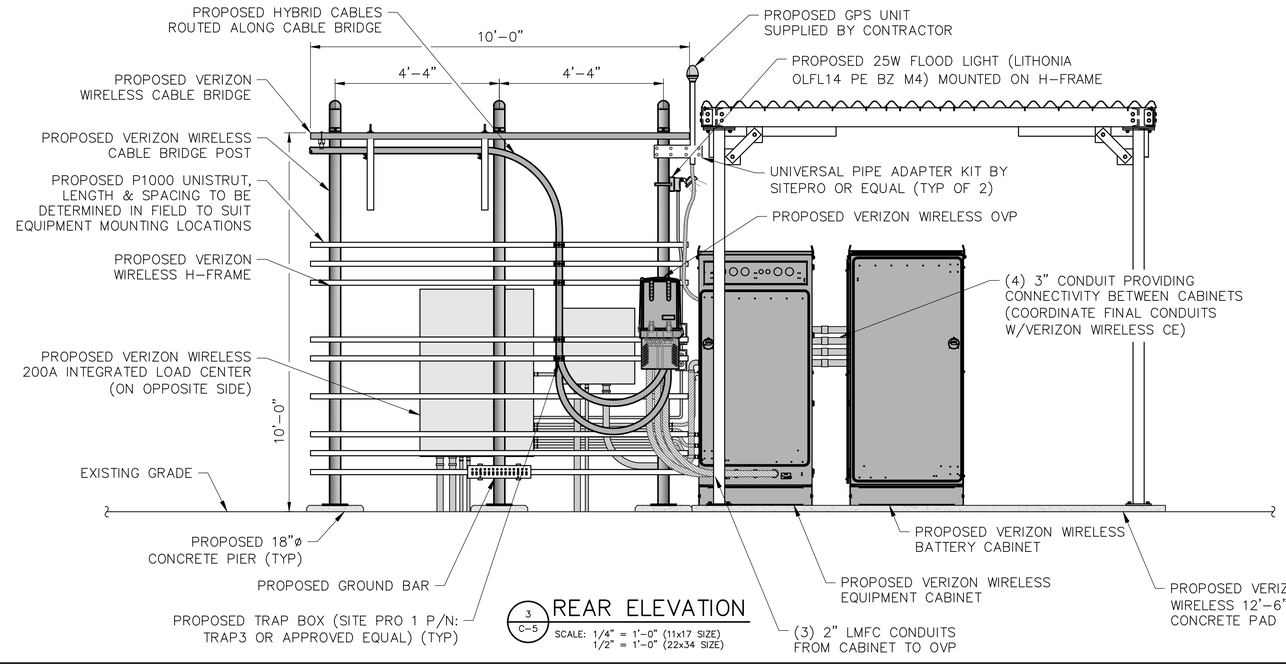
C-4C



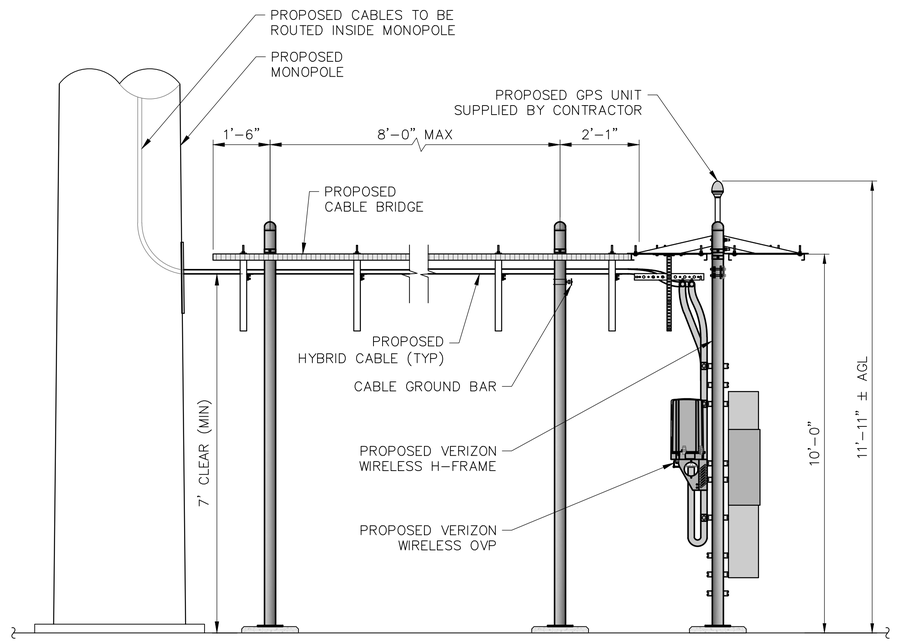
1 C-5 **FRONT ELEVATION**
SCALE: 1/4" = 1'-0" (11x17 SIZE)
1/2" = 1'-0" (22x34 SIZE)



2 C-5 **SIDE ELEVATION**
SCALE: 1/4" = 1'-0" (11x17 SIZE)
1/2" = 1'-0" (22x34 SIZE)



3 C-5 **REAR ELEVATION**
SCALE: 1/4" = 1'-0" (11x17 SIZE)
1/2" = 1'-0" (22x34 SIZE)



4 C-5 **EQUIPMENT ELEVATION**
SCALE: 1/4" = 1'-0" (11x17 SIZE)
1/2" = 1'-0" (22x34 SIZE)

verizon
1275 JOHN STREET, SUITE 100
WEST HENRIETTA, NY 14586

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RELEASED BY | DATE

STATE OF NEW YORK
STEVEN M. MATTHEWS
087507
LICENSED PROFESSIONAL ENGINEER

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FUZE ID#: 17099955
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SITE ADDRESS
121 PARKER AVE
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY
NY 12601

SHEET TITLE
EQUIPMENT ELEVATIONS

SHEET NUMBER
C-5

Dutchess County Department of Planning and Development

Fax Info Only		
	To	Date #pgs
	Co./Dept.	From
	Fax #	Phone #

239 Planning/Zoning Referral - Exemption Communities

Please Fill in this section

Municipality: **City of Poughkeepsie**

Referring Agency: **Planning Board**

Tax Parcel Numbers(s): **2574650000**

Project Name: **Verizon Wireless Parker Ave**

Applicant: **Verizon Wireless**

Address of Property: **121 Parker Ave, Poughkeepsie, NY 12601**

**Exempt Actions:*
239 Review is NOT Required**

- Administrative Amendments (fees, procedures, penalties, etc.)
- Special Permits for residential uses (accessory apts, home occupations, etc.)
- Use Variances for residential uses
- Area Variances for residential uses
- Renewals/Extension of Site Plans or Special Permits that have no changes from previous approvals

No Authority to review these Actions

- Subdivisions / Lot Line Adjustments
- Interpretations

☐ Exempt Action submitted for informal review

Actions Requiring 239 Review

- ☐ Comprehensive/Master Plans
- ☐ Zoning Amendments (standards, uses, definitions, district regulations, etc.)
- ☐ Other Local Laws associated with zoning (wetlands, historic preservation, affordable housing, architectural review, etc.)
- ☐ Rezonings involving all map changes
- ☐ Architectural Review
- ☑ Site Plans (all)
- ☐ Special Permits for all non-residential uses
- ☐ Use Variances for all non-residential uses
- ☐ Area Variances for all non-residential uses
- ☐ Other (Describe):

Parcels within 500 feet of:

- ☐ State Road:
- ☐ County Road:
- ☐ State Property (with recreation area or public building)
- ☐ County Property (with recreation area or public building)
- ☐ Municipal Boundary
- ☐ Farm operation in an Agricultural District

Date Response Requested:

Entered By: **Maegerle, Tyler**

These actions are only exempt in municipalities that signed an intermunicipal agreemment with Dutchess County to that effect.

For County Office Use Only

Response From Dutchess County Department of Planning and Development

No Comments:

- ☐ Matter of Local Concern
- ☐ No Jurisdiction
- ☐ No Authority
- ☐ Withdrawn
- ☐ Incomplete - municipality must resubmit to County
- ☐ Exempt from 239 Review
- ☐ None

Comments Attached:

- ☐ Local Concern with Comments
- ☑ Conditional
- ☐ Denial
- ☐ Incomplete with Comments- municipality must resubmit to County
- ☐ Informal Comments Only (Action Exempt from 239 Review)

Date Submitted: **10/25/2024**	Notes:	☐ Major Project
Date Received: **10/25/2024**		Referral #: **ZR24-372**
Date Requested:		
Date Required: **11/22/2024**	☐ Also mailed hard copy	Reviewer:
Date Transmitted: **11/13/2024**		

SUE SERINO
COUNTY EXECUTIVE

EOIN WRAFTER, AICP
COMMISSIONER

DUTCHESS COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & DEVELOPMENT

November 13, 2024

To: Planning Board, City of Poughkeepsie
Re: ZR24-372, Verizon Wireless Tower
Lot: 885821, 825 Main Street

The Dutchess County Department of Planning & Development has reviewed the subject referral within the framework of General Municipal Law (Article 12B, §239-l/m).

ACTION
The applicant is seeking site plan approval for a 100-foot telecommunications tower with a 50' x 50' equipment area.

COMMENTS
We recently commented on this project in a letter to the ZBA (ZR24-340). Many of the comments in that letter apply to the Planning Board process as well, and are repeated and adjusted here as appropriate. As in the ZBA letter, we recommend a reexamination of potential sites.

This property sits in the heart of the Walkway-Gateway district. The zoning code states that "the purpose of the Walkway-Gateway (W-G) District is to revitalize this mixed industrial and residential area of the City so that it becomes a vibrant and attractive walkable mixed-use neighborhood where people will want to live, shop and invest." The code prioritizes activity and vibrancy in this area, describing a future of commercial storefronts, upper-story apartments, and public amenities geared towards residents and the many visitors to the Walkway Over the Hudson and connected trails. While such a vision is inherently slow to develop, in recent years the neighborhood has made progress with the construction of the Northside Line, the opening of the law enforcement center, the in-progress headquarters for Scenic Hudson at Northside Junction, and the potential redevelopment of the former Schatz Federal Bearing factory site. Additional redevelopment in line with the city's vision is very much a possibility in the future. This site may just be a parking lot now, but it is a key parcel in the future revitalization of this area in line with the city's adopted plans and codes.

To that end, our concern is not with the height of the tower, but that the development of a tower on this parcel will impact its potential future redevelopment and the redevelopment of the corridor more broadly. We believe that additional efforts should be undertaken to find a location that will better limit the installation's impact on the City's development goals. We encourage the Planning Board to hire an outside RF engineer to assist with such a reevaluation.

Additional comments:
- The provided visual assessment includes a selection of locations that are generally several blocks away from the project. We suggest that the visual analysis should include depictions of the site from Parker Avenue and the adjacent rail trail.
- Should the location be accepted by the city, the Board could consider requiring landscape screening along the rail trail side of the installation.

RECOMMENDATION
For the reasons stated above, we recommend the Board **condition site plan approval** for a cell tower on this parcel on a re-examination of potential sites, potentially including the broadening of the search area if at all feasible.

> **Voting and Reporting Requirements**: If the Board acts contrary to our recommendation, the law requires that it do so by a majority plus one of the full membership of the Board and that it notify us of the reasons for its decision.

Eoin Wrafter, AICP
Commissioner
By



Dylan Tuttle, Senior Planner

APPLICATION TO THE PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

Application for Site Plan, Special Permit & Facade Approval

OFFICE USE ONLY

CODE: PLSF

ID #_____

FEE: _____
Total, from:
$500, plus
$_____
($150 per 1000 square feet of floor area), plus
$_____
($35 per number of required parking spaces), plus
$_____
($500 for special permit, if applicable)

I. PROPERTY ADDRESS: 8 South Clinton Street

II. PROPERTY OWNER: South Clinton Equities, LLC
ADDRESS: 8 South Clinton Street
Poughkeepsie
NY 12601 (state and zip code)
PHONE NUMBER: 917-642-0410 (include area code)

III. NAME OF APPLICANT: Jason Lichwick Architecture PLLC
ADDRESS: 387 Hooker Avenue, Suite 5
Poughkeepsie
NY 12603 (state and zip code)
PHONE NUMBER: 845-284-6344 (include area code)
EMAIL ADDRESS: jason@JLArchitectureny.com

(If applicant is NOT the owner, proof of owner's consent to the application MUST be provided.)

IV. CONSULTANT: _____
ADDRESS: _____
_____
_____ (state and zip code)
PHONE NUMBER: _____ (include area code)

V. PROPOSED USE or FAÇADE CHANGE (Summarize proposed use or uses): _____
Mixed-Use multifamily

VI. ZONING DISTRICT: C-2

(Proceed to XVII for special permit & façade approval only)

Revised January 2018: Previous Editions Obsolete

PROJECT INFORMATION

New construction: X (yes) _____ (no)

Change of use: _____ (yes) X (no)

Expansion/addition: _____ (yes) X (no)

Alteration: _____ (yes) X (no)

Cost of Construction: $ 3,200,000.00

LOT AND BULK INFORMATION:

Lot area: 0.155 (acres) 6,770 (square feet)

Building Footprint: 5,200 (proposed square feet for new construction)

0 (existing square feet for change of use/expansion)

0 (additional proposed square feet for expansion)

5,200 (total building footprint, square feet)

Lot Coverage: 77% (percentage, building coverage only)

Gross Floor Area: 12,000 (proposed square feet for new construction)

0 (existing square feet for change of use/expansion)

0 (additional proposed square feet for expansion)

12,000 (total gross floor area, square feet)

Building Height: 3 (stories) 46'-9" (feet)

Floor Area Ratio: 1.77 (ratio of gross floor area divided by lot area)

VIII. PROJECT PARKING INFORMATION

A) Number of Off-Street Parking Spaces required: 21

B) Number of Off-Street Parking Spaces provided: 7

C) Waiver Requested: X (Yes) _____ (No)

Is municipal parking available within 600 feet? X (Yes) _____ (No)

If yes, name all such municipal facilities: Little Smith Street

(If a waiver is requested based on proximity to municipal facilities, a written request for such waiver, addressed to the City Planning Staff and the Chairman of the Planning Board, must be submitted with the application.)

If a private parking facility is to be utilized, is such facility within 600 feet?

_____ (Yes) (No)

If yes, provide the address of the facility, name of the property owner, number of spaces in the lot, number of spaces available for lease, and length of lease. Attach copy of lease. Additional information may be required by the Planning Board):

IX. RESIDENTIAL PROPOSALS

A) Type of Development: Multifamily
(Townhouse, condominium, multiple residence rental, etc.)

B) Unit Breakdown:

Number of efficiency or "studio" units: 8

Number of one (1) bedroom units: 6

Number of two (2) bedroom unit's 0

Number with three or more bedrooms: 0

Total number of units: 14

C) Is funding public?_____Yes__X__No
If yes, describe funding source: _____

X. OFFICE PROPOSALS (N/A Medical/Dental N/A Professional N/A Business)

A) Number of Employees: _____
B) Number of doctors/dentists/medical practitioners: _____
C) Days/Hours of Operation: _____

XI. SERVICE BUSINESS PROPOSALS

A) Specify Business: N/A
(e.g., laundromat, drycleaner, beauty parlor, travel agency, banks)

B) Number of Employees: _____

C) Number of Washing Machines (for laundromat): _____

D) Days/Hours of Operation: _____

XII. MERCANTILE PROPOSALS (Retail X Wholesale_____)

A) Type of Mercantile (specify): Unknown

B) Number of Employees: Unknown

C) Days/Hours of Operation: Unknown

XIII. STANDARD RESTAURANT/FAST FOOD RESTAURANT/COFFEE SHOP/DONUT SHOP/NIGHTCLUB/DISCOTHEQUE/BAR PROPOSALS

A) Specify Use: N/A

B) Number of seats (excluding bar stools and outdoor seating):_____

C) Meals served (i.e., breakfast, lunch, dinner): _____

D) Type of Menu: _____

E) Days/Hours of Operation: _____

F) Entertainment (live and/or recorded):_____

G) Will the restaurant contain a bar/lounge?: _____Yes_____No

H) If yes, how many seats at the bar? _____

I) Is a drive-through window proposed? _____

J) Is a walk-up window proposed? _____

K) Is an outdoor seating area proposed? _____

L) If yes, how many seats are proposed? _____

M) If yes, is outdoor cooking proposed? _____

XIV. INDUSTRIAL/COMMERCIAL PROPOSALS (Automobile repair, taxi, motor vehicle sales, warehouse, manufacturing, animal hospital, research facilities, etc.)

A) Specify Use: N/A

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

E) Number of work bays (if automobile repair): _____

F) Days/Hours of operation: _____

XV. EDUCATIONAL/INSTITUTIONAL/RECREATIONAL PROPOSALS (e.g., Museums, Theatres, Conference Centers, Hotels, Motels, Hospitals, Nursing Homes, Assisted Living Facilities, Nursery Schools, Private Schools, Day Care Centers, Places of Worship, Marinas, Membership Clubs, etc.)

A) Specify: N/A

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

D) Number of beds (hospitals, nursing homes, etc): _____

E) Number of seats in largest assembly space: _____

F) Number of classrooms (schools): _____

G) Number of rental units (hotels, motels, etc.) _____

H) Number of boat slips/courts (e.g., tennis, handball, etc.), alleys: _____

I) Days/Hours of Operation: _____

XVI. PROPOSALS NOT MENTIONED ABOVE (Please be specific):

_____

_____

_____

_____

_____

XVII. APPLICANT CERTIFICATION

I, Jason Lichwick, certify that the this application has addressed the objectives outlined in the Zoning Ordinance with consideration given to the public health, safety and welfare; the comfort and convenience of the public in general or the residents or users of the proposed development and of the immediate neighborhood.

The applicant certifies that all information contained herein is accurate and complete as of the date of this application.

_____ 12/21/2024

Signature of Applicant Date

December 23, 2024

Ms. Anne Saylor, Chair
City of Poughkeepsie Planning Board
62 Civic Center Plaza, Second Floor
Poughkeepsie, NY 12601

Re: New Construction- Mixed-Use Multifamily Building
8 South Clinton Street
Poughkeepsie, NY 12601

Dear Ms. Saylor,

We come before the board seeking site plan approval for a new mxed-use three-story building located at 8 South Clinton Street in the City of Poughkeepsie. The proposed project is the new construction of a three-story, mixed-use multifamily building in the C-2 zoning district.

The proposed building has commercial retail space on the ground floor, approximately 1,152 sf, and two stories above of residential apartments, each floor level is 5,100 sf. The building will consist of eight (8)-studio, six (6) one-bedroom. Every apartment has an exterior balcony. There is a proposed rooftop terrace, approximately 3,400 sf to accommodate the open space requirements. We are proposing seven off-street parking spaces with a dumpster enclosure.

The proposed exterior materials of the building consist of brick veneer and exterior insulated façade system (E.I.F.S.).

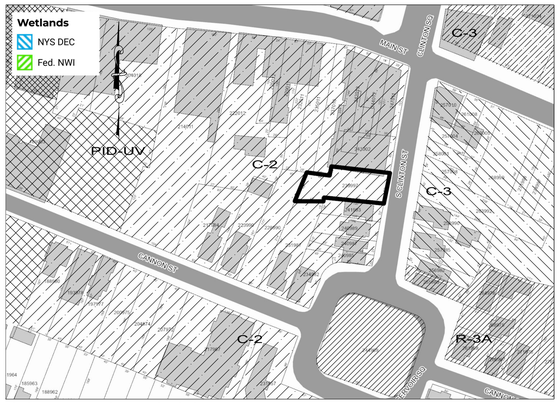
Thank you for your time and consideration as we seek site plan approval.

Very truly yours,

Jason Lichwick
NYSRA Lic. No. 038612

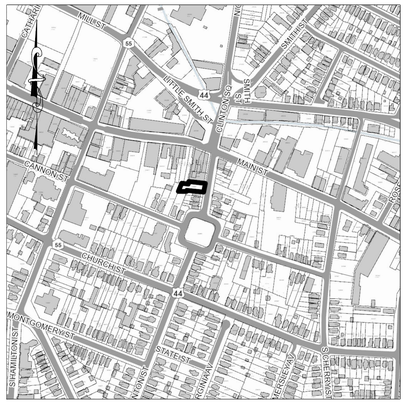
Jason Lichwick Architecture PLLC
387 Hooker Avenue, Suite 5, Poughkeepsie, New York 12603
P: 845-2845-6344

AREA MAP



SCALE: NOT TO SCALE

LOCATION MAP



SCALE: 1"=APP. 400FT

PROJECT:

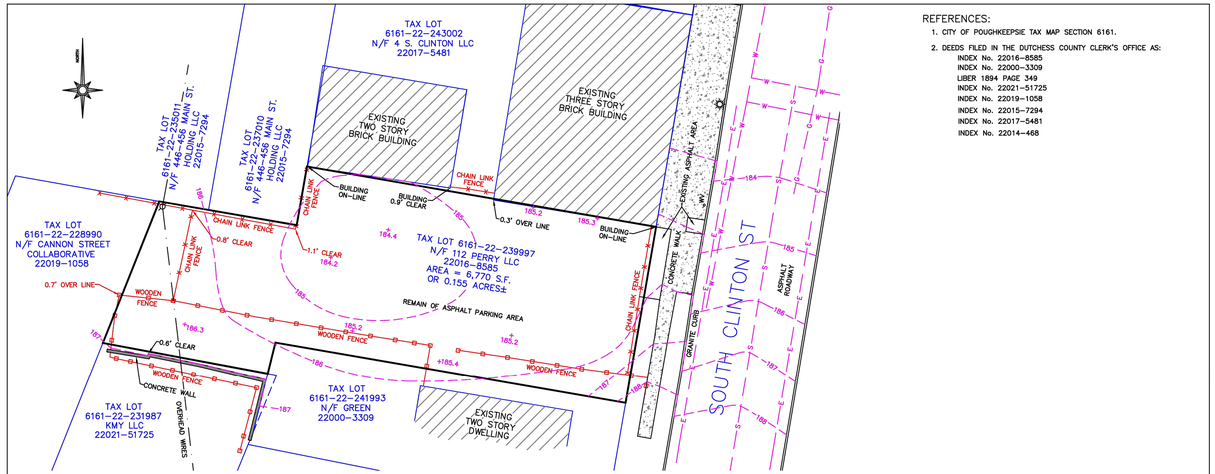
8 SOUTH CLINTON ST.
NEW MIXED-USE CONSTRUCTION

8 SOUTH CLINTON ST.
POUGHKEEPSIE, NY

OWNER:

SOUTH CLINTON EQUITIES LLC

8 SOUTH CLINTON ST.
POUGHKEEPSIE, NY 12601



REFERENCES:

1. CITY OF POUGHKEEPSIE TAX MAP SECTION 6161.
2. DEEDS FILED IN THE DUTCHESS COUNTY CLERK'S OFFICE AS:
   - INDEX No. 22016-8585
   - INDEX No. 22000-3309
   - LIBER 1894 PAGE 349
   - INDEX No. 22021-51725
   - INDEX No. 22019-1058
   - INDEX No. 22015-7294
   - INDEX No. 22017-5481
   - INDEX No. 22014-468

0 1 2 3
ORIGINAL SIZE IN INCHES

STATE OF NEW YORK · DARREN J STRIDIRON · 050487 · LICENSED LAND SURVEYOR

I HEREBY CERTIFY THAT:
THIS MAP OR PLAT IS BASED UPON THE FIELD NOTES OF THE SURVEY AND OTHER REFERENCES SHOWN.
ALL RECORDED EASEMENTS OR RIGHTS-OF-WAY AS SHOWN IN THE TITLE REPORT AND OTHER REFERENCES ARE SHOWN.
ALL OBSERVABLE EVIDENCE OF EASEMENTS ON THE GROUND ARE SHOWN.
ALL OBSERVABLE, ABOVE GROUND EVIDENCE OF BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS ARE SHOWN.

UNAUTHORIZED ALTERATION TO A MAP BEARING A LICENSED PROFESSIONAL LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUBDIVISION 2, OF THE NEW YORK STATE EDUCATION LAW.
THIS CERTIFICATION IS NOT AN EXPRESS OR IMPLIED WARRANTY OR GUARANTEE, IT IS PURELY A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF, BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE.
CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
PLAN PREPARED PURSUANT TO SECTION 7208m OF THE NEW YORK STATE EDUCATION LAW.
SUBJECT TO THE FINDINGS OF AN UP-TO-DATE TITLE SEARCH.

Darren Stridiron
DARREN J. STRIDIRON, PROFESSIONAL LAND SURVEYOR
NEW YORK STATE LICENSE No. 050487

CV ASSOCIATES NY, PE, LS, P.C.
148 ROUTE 17M SUITE 2, HARRIMAN, NY 10926
TEL (845)774-1075, FAX (845)774-8139, e-mail: surveyingcva@cvassociatesny.com

BOUNDARY & TOPOGRAPHIC SURVEY

SOUTH CLINTON STREET
LOCATED AT
TAX LOT 6161-22-239997
CITY OF POUGHKEEPSIE
COUNTY OF DUTCHESS, NEW YORK

Date	Work Order	Drawing No.	SHEET
7/13/22	1402-65	1402-65SURVEY	1/1
Scale 1"= 20'			

1 / T-1 Existing Survey
Scale: 1" = 20'-0"

DRAWING LIST

T-1	TITLE SHEET & SURVEY
CP-1	CIVIL PLAN
CP-2	CIVIL PLAN - CULVERT CONNECTION PLAN
CP-3	CIVIL PLAN - DETAILS
PB-1	PROPOSED SITE PLAN & BULK REQUIREMENTS
PB-2	PROPOSED FLOOR PLANS
PB-3	PROPOSED FLOOR PLANS
PB-4	PROPOSED ELEVATIONS
PB-5	PROPOSED ELEVATIONS
PB-6	RENDERINGS

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK
SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:
OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____, 2___
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

This statement attests to the owner's financial ability to carry out this proposed development.

JL ARCHITECTURE
JASON LICHWICK ARCHITECTURE PLLC
387 HOOKER AVENUE, SUITE 5
POUGHKEEPSIE, NEW YORK 12603
P: 845.284.6344
jasonlichwick.com

IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT OR ENGINEER, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE SEAL OF AN ARCHITECT OR ENGINEER IS ALTERED, THE ALTERING ARCHITECT OR ENGINEER SHALL AFFIX TO HIS ITEM THE SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION. NOTE: DO NOT SCALE

— SEAL —
REGISTERED ARCHITECT · JASON R LICHWICK · 038612 · STATE OF NEW YORK

South Clinton Mixed-Use New Construction
South Clinton Equities LLC
S.B.L. 6161-22-239997
8 South Clinton Street
Poughkeepsie, New York 12601

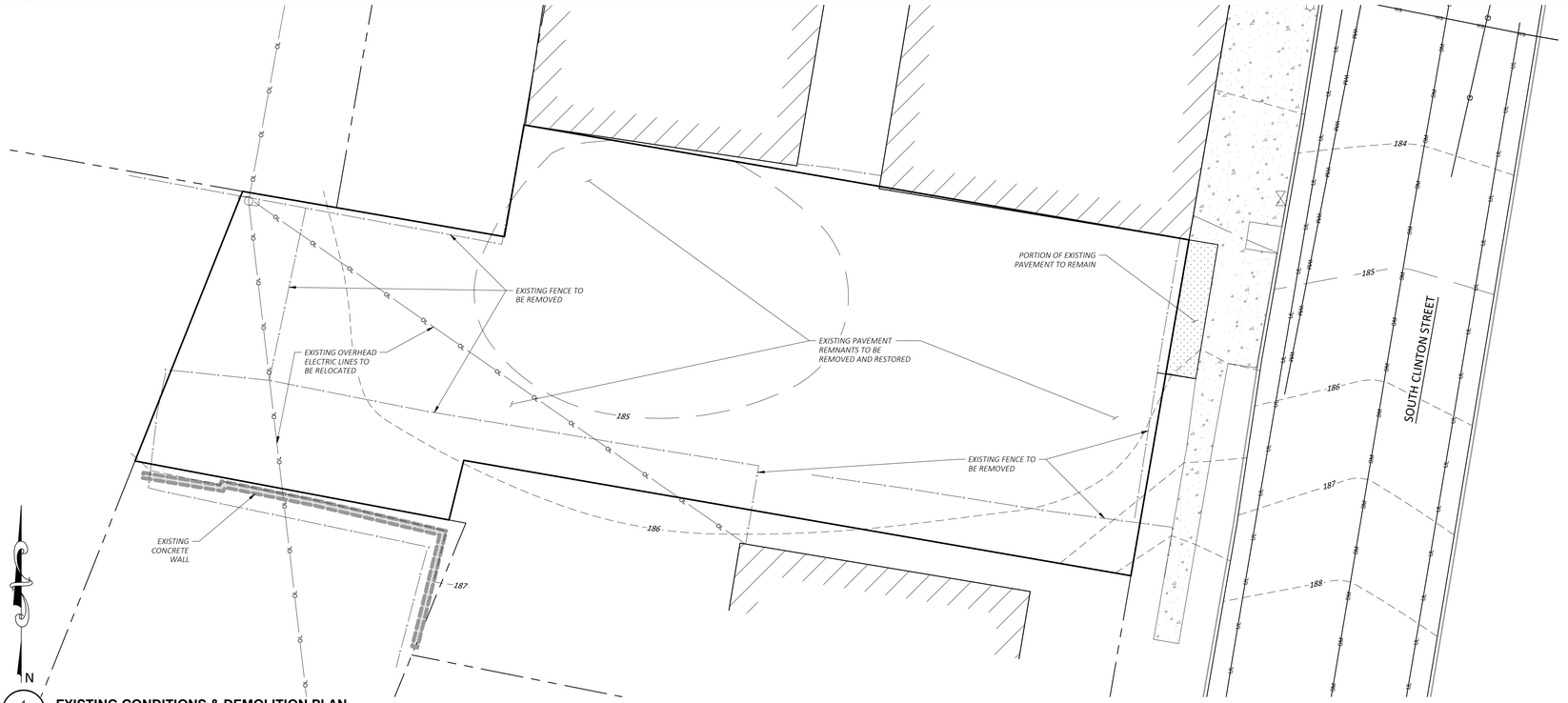
For Planning Board Review

Date: 12.23.2024

Revisions:

Drawn By: JL/HP

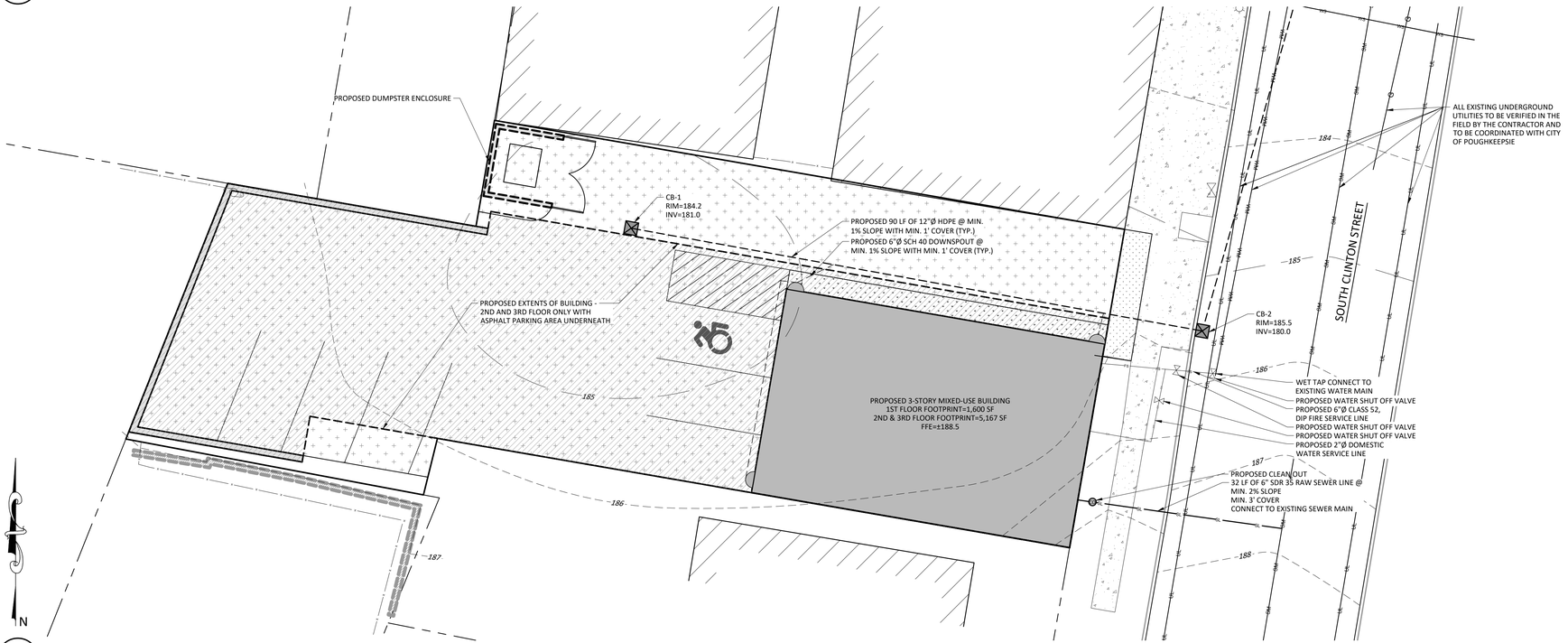
PB-0



1 CP-1

EXISTING CONDITIONS & DEMOLITION PLAN

SCALE: 1"=10'



2 CP-1

PROPOSED CONDITIONS PLAN

SCALE: 1"=10'

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING MAJOR CONTOUR (110)
- EXISTING MINOR CONTOUR (106)
- EXISTING SPOT GRADE (332.8 EG)
- UTILITY POLE & OVERHEAD LINE (OL)
- EXISTING WATER MAIN (WM)
- EXISTING LIGHT POST
- EXISTING SEWER MAIN (SM)
- EXISTING BUILDING
- EXISTING FENCE (X)
- EXISTING CONCRETE
- EXISTING PAVEMENT TO REMAIN
- PROPOSED ASPHALT PAVEMENT
- PROPOSED BUILDING
- PROPOSED BUILDING ON 2ND AND 3RD FLOOR ONLY WITH PARKING BENEATH
- PROPOSED EDGE OF PAVEMENT
- PROPOSED MAJOR CONTOUR (180)
- PROPOSED MINOR CONTOUR (178)
- PROPOSED SPOT GRADE (156.0 FG)
- PROPOSED SEWER LATERAL (SL)
- PROPOSED SANITARY SEWER BACK-TO-BACK CLEAN OUT ASSEMBLY
- PROPOSED WATER SERVICE LINE (WS)
- PROPOSED FIRE SERVICE LINE (FS)
- PROPOSED WATER VALVE
- PROPOSED CHAIN LINK FENCE GATE
- PROPOSED LANDSCAPED AREA
- PROPOSED DRAINAGE CULVERT
- PROPOSED ROOF LEADER WITH DOWNSPOUT
- PROPOSED CATCH BASIN

SITE NOTES

1. BUILDING FINISHED FLOOR ELEVATION IS APPROXIMATE AND WILL BE ADJUSTED AS SITE DESIGN PROGRESSES.
2. ALL SUBSURFACE UTILITIES SHOWN ARE APPROXIMATE AND MUST BE VERIFIED IN FIELD.

0 1 2 3
ORIGINAL SIZE IN INCHES

STATE OF NEW YORK
ANDREW V. WILLINGHAM
083984
LICENSED PROFESSIONAL ENGINEER

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willingham engineering
183 Main Street
New Paltz, New York 12561
T 845.255.0210 F 845.256.8110
www.willinghamengineering.com

REV	DATE	DESCRIPTION

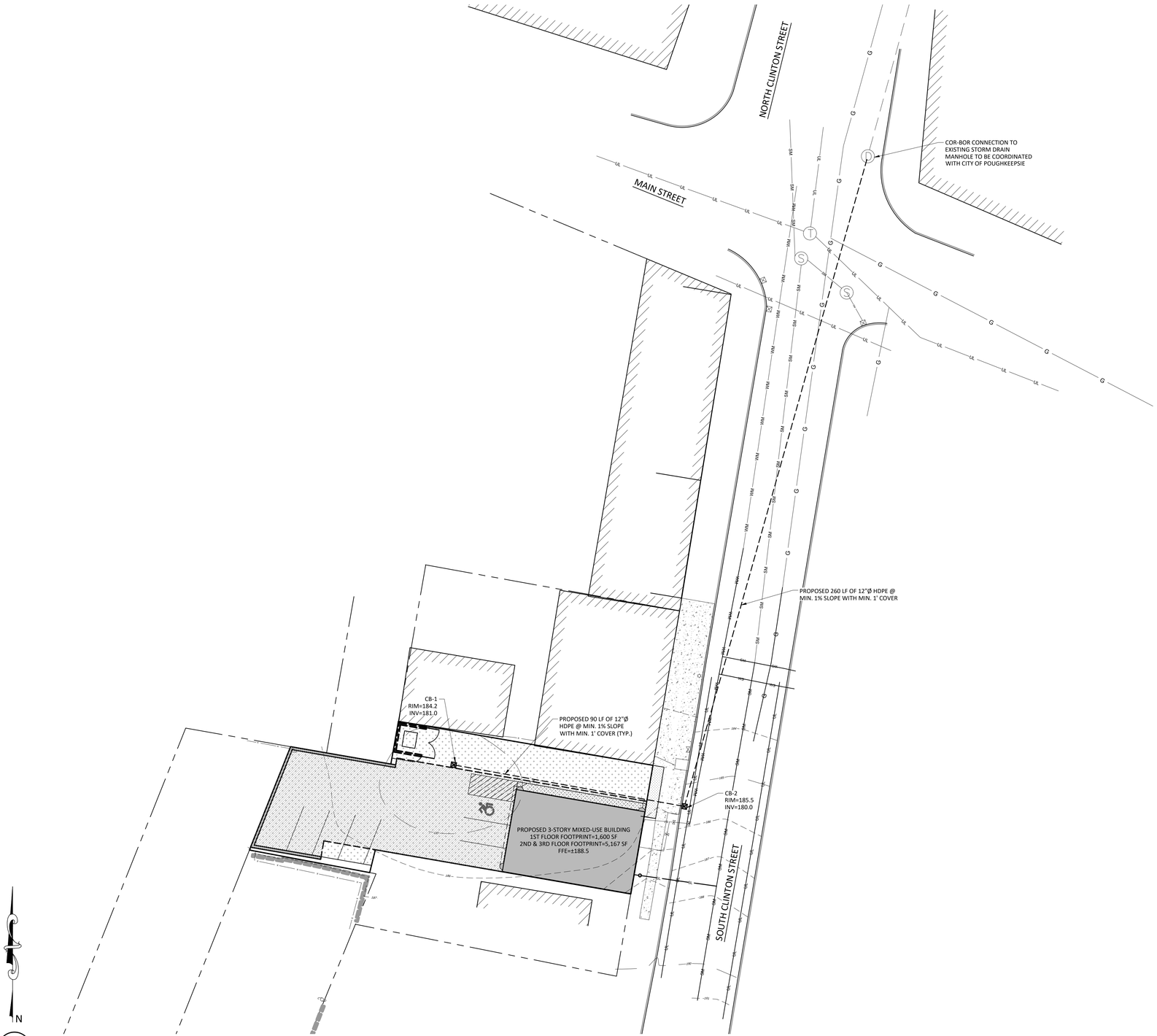
CIVIL PLAN

SOUTH CLINTON EQUITIES LLC

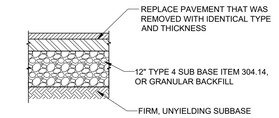
8 SOUTH CLINTON STREET

CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK

DRAWN BY	CHECKED BY
MLT	
DATE	SCALE
12/20/24	1"=10'
PROJECT NO.	
24007	
SHEET NO.	
CP-1	

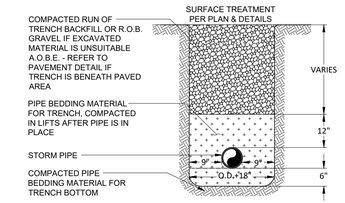


1 CP-2 **PROPOSED CULVERT CONNECTION PLAN**
SCALE: 1"=20'



NOTE:
1. ASPHALT EMULSION TACK COAT SHALL BE APPLIED TO ALL CONNECTIONS WITH EXISTING EDGES OF PAVEMENT @ 0.15 GALLONS PER SQUARE YARD.

2 CP-2 **PAVED ROAD REPLACEMENT DETAIL**
SCALE: N.T.S.



1. PIPE BEDDING MATERIAL SHALL BE COMPOSED OF CRUSHED STONE, OR GRAVEL, FREE OF SOFT NONDURABLE PARTICLES, ORGANIC MATERIAL, AND THIN OR ELONGATED PARTICLES WITH THE FOLLOWING GRADATION REQUIREMENTS:

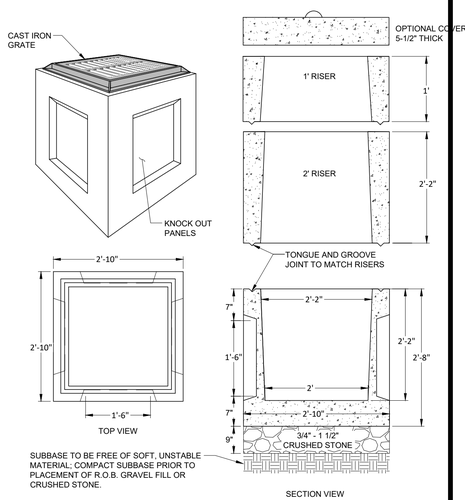
SIEVE DESIGNATION	% PASSING
4"	100
1"	80-100
1/4"	0-80
NO. 200	0-10

2. BEDDING MATERIAL SHALL BE STOCKPILED.
3. ALL TRENCH BACKFILL MATERIAL WILL BE WELL COMPACTED IN 6"-8" LIFTS, TO 95% STANDARD PROCTOR DENSITY.
4. BOTTOM OF TRENCH WILL BE FLAT AND LEVEL WITH NO LARGE STONES OR UNSTABLE SOILS PRESENT.
5. TRENCHING SHALL BE IMPLEMENTED IN ACCORDANCE WITH O.S.H.A. STANDARDS.
6. ALL STORMWATER PIPING SHALL BE CORRUGATED, SMOOTH LINED, HIGH DENSITY POLYETHYLENE.

3 CP-2 **STORMWATER TRENCH DETAIL**
SCALE: N.T.S.

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING MAJOR CONTOUR (110)
- EXISTING MINOR CONTOUR (106)
- EXISTING SPOT GRADE (332.8 EG)
- UTILITY POLE & OVERHEAD LINE (OL)
- EXISTING WATER MAIN (WM)
- EXISTING LIGHT POST
- EXISTING SEWER MAIN (SM)
- EXISTING BUILDING
- EXISTING FENCE (X)
- EXISTING CONCRETE
- EXISTING PAVEMENT TO REMAIN
- PROPOSED ASPHALT PAVEMENT
- PROPOSED BUILDING
- PROPOSED BUILDING ON 2ND AND 3RD FLOOR ONLY WITH PARKING BENEATH
- PROPOSED EDGE OF PAVEMENT
- PROPOSED MAJOR CONTOUR (180)
- PROPOSED MINOR CONTOUR (178)
- PROPOSED SPOT GRADE (156.0 FG)
- PROPOSED SEWER LATERAL (SL)
- PROPOSED SANITARY SEWER BACK-TO-BACK CLEAN OUT ASSEMBLY
- PROPOSED WATER SERVICE LINE (WS)
- PROPOSED FIRE SERVICE LINE (FS)
- PROPOSED WATER VALVE
- PROPOSED CHAIN LINK FENCE GATE
- PROPOSED LANDSCAPED AREA
- PROPOSED DRAINAGE CULVERT
- PROPOSED ROOF LEADER WITH DOWNSPOUT
- PROPOSED CATCH BASIN



NOTES:
1. CATCH BASIN SHALL BE PRE CAST REINFORCED CONCRETE CONFORMING TO ASTM C-478 AND SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4,000 PSI.
2. CATCH BASIN, TOP, FRAME, AND GRATE SHALL BE DESIGNED FOR H-20 VEHICULAR LOADING AND 30% IMPACT.
3. CATCH BASINS HAVING A DEPTH GREATER THAN 48" FROM FINISHED SURFACE TO THE TOP OF THE CONCRETE BASE SHALL BE PROVIDED WITH STEPS.
4. BACK FILL USING SELECT MATERIAL, COMPACTED IN 6" LIFTS.
5. FRAMES AND GRATES SHALL BE SET IN A FULL BED OF MORTAR.
7. ALL CATCH BASINS SHALL BE MANUFACTURED BY WOODARD'S CONCRETE PRODUCTS INC., MODEL NUMBER: CB-24x24, OR APPROVED EQUAL.

4 CP-2 **PRECAST CATCH BASIN (24"x24")**
SCALE: N.T.S.

0 1 2 3
ORIGINAL SIZE IN INCHES

STATE OF NEW YORK * ANDREW V. WILLINGHAM * 083984 * PROFESSIONAL ENGINEER

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willingham engineering
183 Main Street
New Paltz, New York 12561
T 845.255.0210 F 845.256.8110
www.willinghamengineering.com

REV	DATE	DESCRIPTION

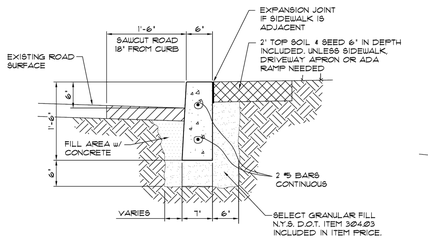
CULVERT CONNECTION PLAN

SOUTH CLINTON EQUITIES LLC

8 SOUTH CLINTON STREET

CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK

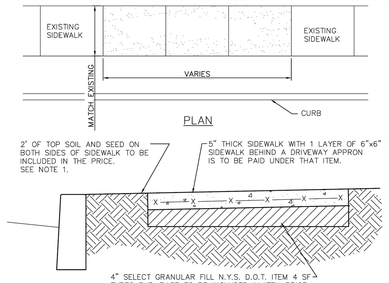
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MLT	
DATE	SCALE
12/20/24	AS NOTED
PROJECT NO.	
24007	
SHEET NO.	
CP-2	



NOTE:

1. CONCRETE SHALL BE MINIMUM 4,000 PSI

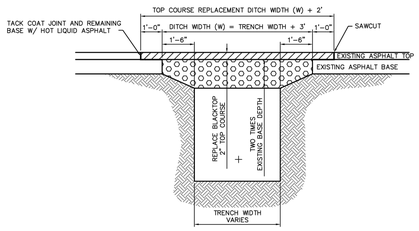
1 CP-2 FORMED CURB DETAIL
SCALE: N.T.S.



NOTES:

1. ALL CONCRETE SHALL BE MINIMUM 4,000 PSI.
2. WHERE MATERIAL IS NOT USED THE CITY OF POUGHDEEPSIE WILL BE CREDITED IN AREAS WHERE MORE THAN THE SPECIFIED AMOUNT OF MATERIAL IS USED. MAJOR GRADE CHANGES WILL BE APPROVED BY THE CITY ENGINEERING DEPT. AND WILL BE PAID UNDER APPROPRIATE ITEMS.
3. UPON COMPLETION OF CURING ALL CONCRETE SURFACES SHALL BE COATED WITH SODIUM CHLORIDE INHIBITING SEALER AS REQ'D.

2 CP-2 SIDEWALK DETAIL: REPLACE & NEW
SCALE: N.T.S.



GENERAL NOTES:

DITCH WIDTH SHALL EXTEND A MINIMUM OF ONE AND ONE-HALF FT. (1 1/2') FROM THE EDGES.

REPLACED BASE MATERIAL OVER TRENCH SHALL BE TWCE THE THICKNESS OF THE BASE. (MINIMUM THICKNESS OF 8 INCHES).

BASE MATERIAL SHALL BE PLACED IN TWO OR THREE LAYERS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED.

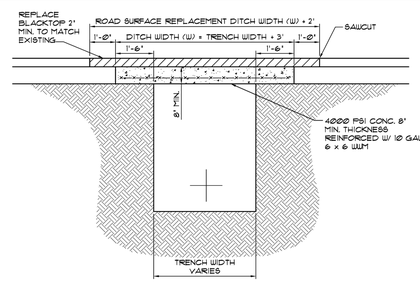
ASPHALTIC CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.

ALL JOINTS TO BE SQUARED TO THE EXISTING EDGE OF CURB AND/ OR PAVEMENT, AND TACK COATED PER DETAIL.

TOP COURSE SURFACE REPLACEMENT SHALL EXTEND A MINIMUM OF ONE FOOT (1') FROM THE EDGES OF THE OPEN CUT ONTO THE ROAD BASE..

TOP COURSE REPLACEMENT SHALL BE MINIMUM OF TWO INCHES (2") OF ASPHALTIC CONCRETE.

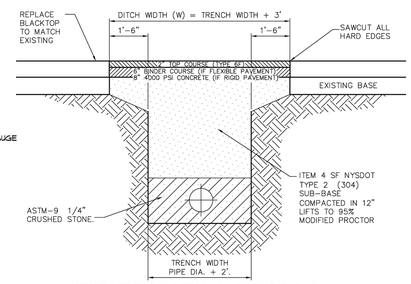
3 CP-2 FLEXIBLE PAVEMENT AND TRENCH LIMITS DETAIL
SCALE: N.T.S.



NOTE:

CONTRACTOR TO PROVIDE ALL NECESSARY PLATING TO FACILITATE CONCRETE CURING OPERATIONS

4 CP-2 RIGID PAVEMENT AND TRENCH LIMITS DETAIL
SCALE: N.T.S.

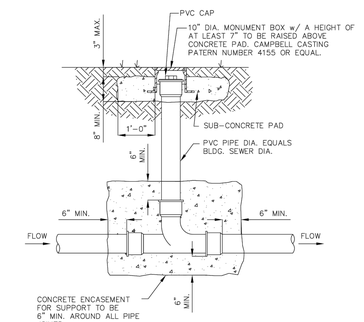


UTILITY TRENCH DETAIL IN PUBLIC R.O.W.
SCALE: 1/4" =1'-0"

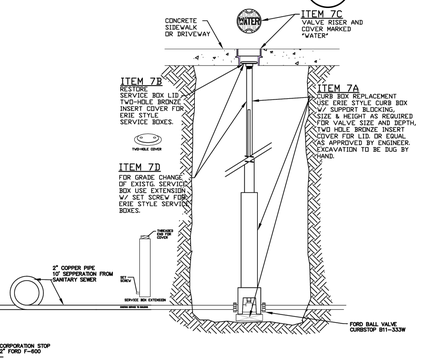
NOTES:

1. DITCH WIDTH SHALL EXTEND A MINIMUM OF ONE AND ONE-HALF FT. FROM THE EDGES OF THE TRENCH.
2. REPLACED BASE MATERIAL OVER TRENCH SHALL BE ITEM 4 COMPACTED IN 12" LIFTS.
3. PIPE BEDDING SHALL BE A MINIMUM OF 6" ABOVE AND BELOW PIPE
4. ALL JOINTS SHALL BE MECHANICALLY SAWED.
5. ALL JOINTS SHALL BE SQUARED TO THE EXISTING EDGE OF CURB AND/OR PAVEMENT, AND TACK COATED PER DETAIL.
6. ROAD SURFACE REPLACEMENT SHALL BE MINIMUM OF SIX INCHES OF ASPHALIC CONCRETE.
7. BINDER COURSE ASPHALT PAVEMENT TO BE PLACED IN TWO LIFTS.

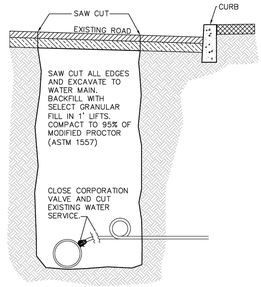
5 CP-2 TRENCH AND PAVEMENT DETAIL
SCALE: N.T.S.



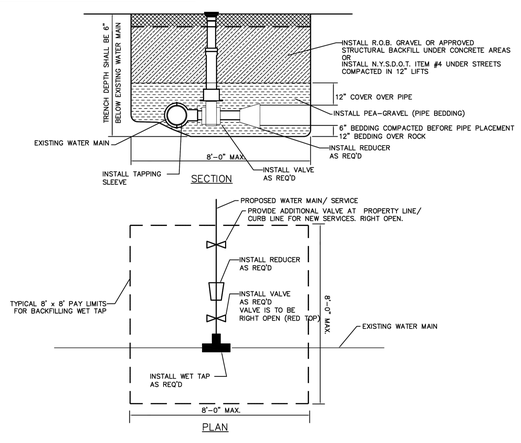
6 CP-2 RESIDENTIAL SANITARY CLEAN OUT DETAIL
SCALE: N.T.S.



7 CP-2 CURB BOX AND WATER SERVICE CONNECTION
SCALE: N.T.S.

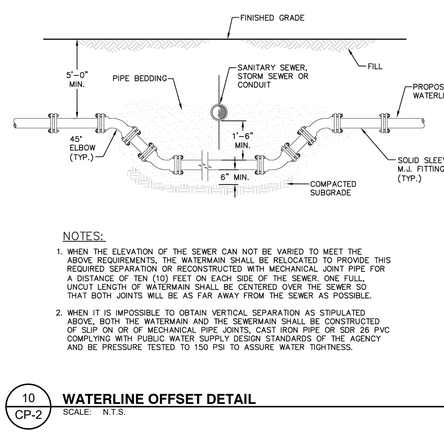


8 CP-2 WATER SERVICE DISCONNECT AT MAIN DETAIL
SCALE: N.T.S.



NOTE: ALL BACKFILL TO BE PLACED IN 1' LIFTS AND COMPACTED TO 95% OF MODIFIED PROCTOR (ASTM 1557)

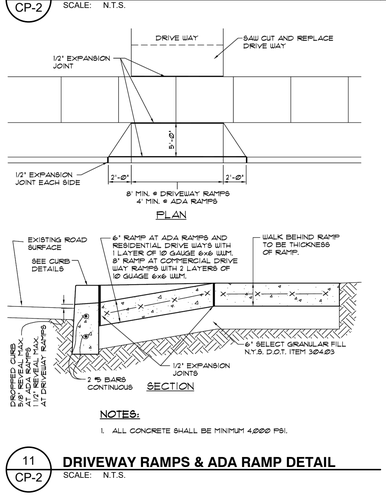
9 CP-2 TAPPING SLEEVE & VALVE DETAIL
SCALE: N.T.S.



NOTES:

1. WHEN THE ELEVATION OF THE SEWER CAN NOT BE VARIED TO MEET THE ABOVE REQUIREMENTS, THE WATERMAIN SHALL BE RELOCATED TO PROVIDE THIS REQUIRED SEPARATION OR RECONSTRUCTED WITH MECHANICAL JOINT PIPE FOR A DISTANCE OF TEN (10) FEET ON EACH SIDE OF THE SEWER. ONE FULL, UNCUT LENGTH OF WATERMAIN SHALL BE CENTERED OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR AWAY FROM THE SEWER AS POSSIBLE.
2. WHEN IT IS IMPOSSIBLE TO OBTAIN VERTICAL SEPARATION AS STIPULATED ABOVE, BOTH THE WATERMAIN AND THE SEWERMAIN SHALL BE CONSTRUCTED OF SLIP ON OR OF MECHANICAL PIPE JOINTS, CAST IRON PIPE OR SDR 26 PVC COMPLYING WITH PUBLIC WATER SUPPLY DESIGN STANDARDS OF THE AGENCY AND BE PRESSURE TESTED TO 150 PSI TO ASSURE WATER TIGHTNESS.

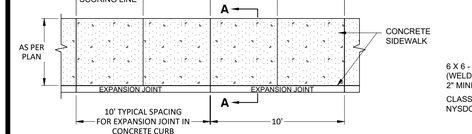
10 CP-2 WATERLINE OFFSET DETAIL
SCALE: N.T.S.



NOTES:

1. ALL CONCRETE SHALL BE MINIMUM 4,000 PSI.

11 CP-2 DRIVEWAY RAMPS & ADA RAMP DETAIL
SCALE: N.T.S.



SIEVE DESIGNATION	% PASSING
2"	100
NO. 40	0-40
NO. 200	0-10

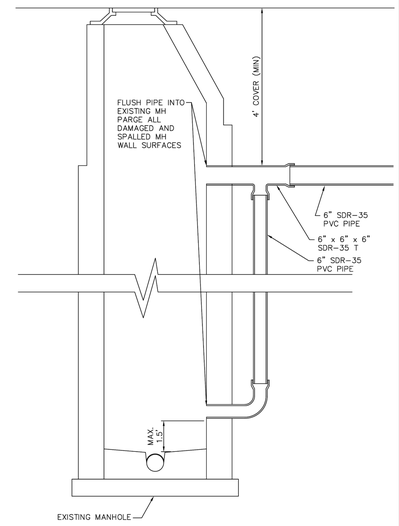
SECTION
N.T.S.

UTILITY COVER TABLE		
UTILITY	COVER UNDER PAVED SURFACE	COVER UNDER OTHER SURFACE
GRAVITY SEWER	3'-0"	1'-6"
FORCE MAIN	5'-0"	5'-0"
ELECTRIC/CABLE	3'-0"	1'-6"

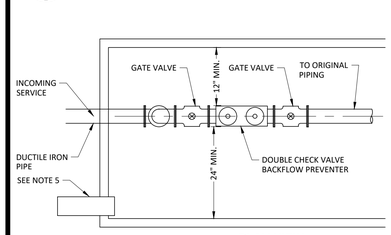
NOTES:

1. ALL TRENCH BACKFILL MATERIAL SHALL BE COMPACTED IN MAX. 6" LIFTS, TO 95% STANDARD PROCTOR DENSITY.
2. REMOVE ALL NONDURABLE PARTICLES, ORGANIC MATTER AND STONES LARGER THEN 1.5"Ø FROM BACKFILL.
3. BOTTOM OF TRENCH WILL BE FLAT AND LEVEL WITH NO LARGE STONES OR UNSTABLE SOILS PRESENT.
4. IF A PAVEMENT JOINT EXISTS WITHIN 3' OF SAW CUT. PAVEMENT SHALL BE REMOVED TO EXISTING JOINT.
5. TACK COAT SHALL BE APPLIED TO ALL EXPOSED EDGES OF PAVEMENT AND BETWEEN EVERY LIFT.
6. ALL PAVEMENT WILL BE COMPACTED IN MAX. 3" LIFTS USING A 10 TON, VIBRATORY ROLLER.
7. ALL SANITARY SEWER FORCE MAINS SHALL BE MINIMUM SDR 21 PIPE.
8. ALL GRAVITY SEWER LINES SHALL BE MINIMUM SDR 35 PIPE.
9. ALL DISTURBED AREAS TO BE STABILIZED WITHIN THREE (3) DAYS OF DISTURBANCE.
11. TRENCHING SHALL BE IMPLEMENTED IN ACCORDANCE WITH O.S.H.A. STANDARDS.
12. ALL UNDERGROUND UTILITY INSTALLATIONS SHALL MEET SPECIFICATIONS PER JURISDICTIONAL UTILITY COMPANY.
13. TRENCH SPECIFICATIONS SHALL BE SUBJECT TO CHANGE PER SPECIFIC SITE DESIGN CONSIDERATIONS.

16 CP-2 ON-SITE UTILITY TRENCH DETAIL
SCALE: N.T.S.



17 CP-2 STANDARD DROP CONNECTION TO SANITARY MANHOLE DETAIL
SCALE: N.T.S.

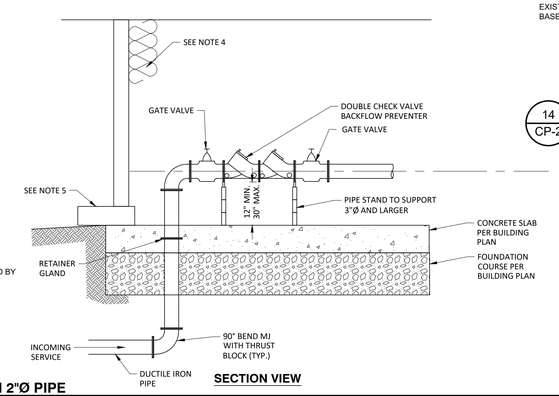


PLAN VIEW

NOTE:

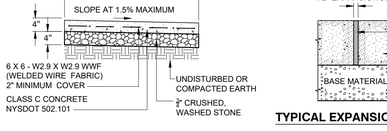
1. DOUBLE CHECK VALVE BACKFLOW ASSEMBLY SHALL BE INSTALLED IN A LOCATION APPROVED BY CITY OF POUGHKEEPSIE WATER DEPARTMENT.
2. DOUBLE CHECK VALVE BACKFLOW ASSEMBLY SHALL BE INSTALLED HORIZONTAL AND PLUMB.
3. ALL CLEARANCES APPLY TO OUTSIDE, IN-BUILDING AND VAULT INSTALLATIONS.
4. INSULATE BUILDING AND/OR HAVE A HEAT SOURCE TO KEEP ENCLOSURE AT 40°.
5. ENCLOSURE SHALL HAVE A BORE SIGHTED DRAIN TO DAYLIGHT.
6. A DOOR OR OTHER APPROVED ACCESS SHALL BE PROVIDED.
7. ALL ASSEMBLIES 3" AND LARGER SHALL BE FLANGED.
8. ALL STRUCTURES MUST COMPLY WITH LOCAL BUILDING CODES.
9. FOR DOUBLE CHECK VALVE ASSEMBLY ON DOMESTIC SERVICE ONLY (NON-FIRE SERVICE) NON-RISING STEM VALVES ARE ACCEPTABLE.

13 CP-2 BACKFLOW PREVENTION DEVICE - GREATER THAN 2"Ø PIPE
SCALE: N.T.S.

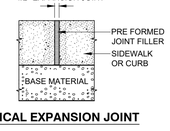


SECTION VIEW

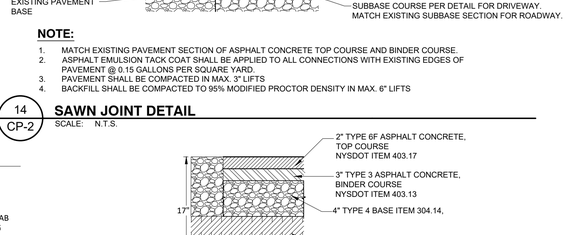
12 CP-2 ON-SITE CONCRETE SIDEWALKWAY DETAIL
SCALE: N.T.S.



SECTION A-A



TYPICAL EXPANSION JOINT



NOTE:

1. MATCH EXISTING PAVEMENT SECTION OF ASPHALT CONCRETE TOP COURSE AND BINDER COURSE.
2. ASPHALT EMULSION TACK COAT SHALL BE APPLIED TO ALL CONNECTIONS WITH EXISTING EDGES OF PAVEMENT @ 0.15 GALLONS PER SQUARE YARD.
3. PAVEMENT SHALL BE COMPACTED IN MAX. 3" LIFTS
4. BACKFILL SHALL BE COMPACTED TO 95% MODIFIED PROCTOR DENSITY IN MAX. 6" LIFTS

14 CP-2 SAWN JOINT DETAIL
SCALE: N.T.S.

NOTES:

1. PAVEMENT CROSS SLOPE SHALL BE MIN. 1/4" PER FOOT.
2. ASPHALT EMULSION TACK COAT SHALL BE APPLIED TO ALL CONNECTIONS WITH EXISTING EDGES OF PAVEMENT @ 0.15 GALLONS PER SQUARE YARD.
3. ALL BACKFILL MATERIAL BENEATH ROAD AND SHOULDER SHALL BE COMPACTED IN MAX. 6" LIFTS.
4. ALL PAVEMENT SHALL BE COMPACTED IN MAX. 3" LIFTS.
5. ALL MATERIALS SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY.

15 CP-2 ON-SITE PAVEMENT DETAIL
SCALE: N.T.S.

0 1 2 3
ORIGINAL SIZE IN INCHES

STATE OF NEW YORK ANDREW V. WILLINGHAM 083984 PROFESSIONAL ENGINEER

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willingham engineering
183 Main Street
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T 845.255.0210 F 845.256.8110
www.willinghamengineering.com

REV	DATE	DESCRIPTION

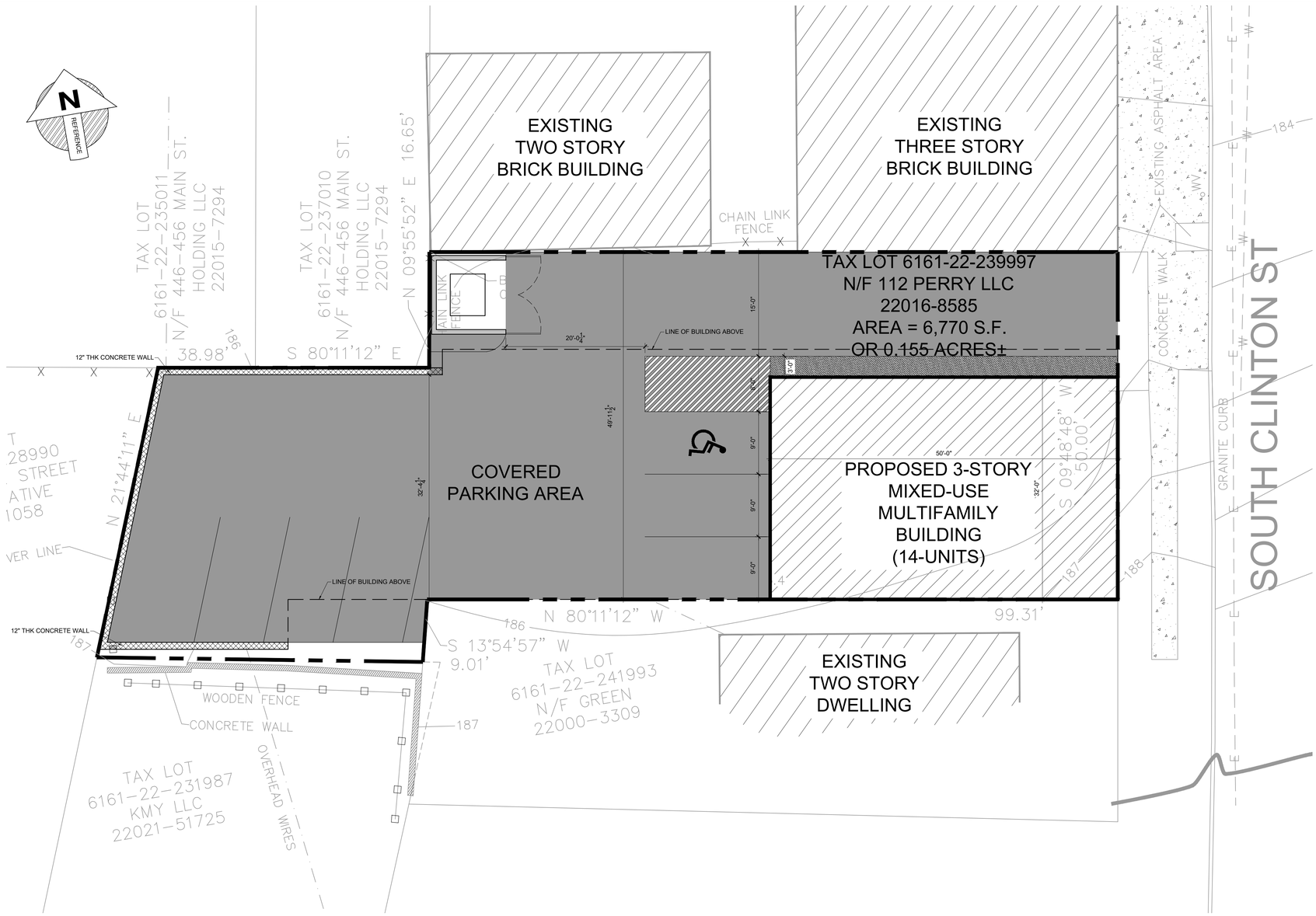
CIVIL PLAN - DETAILS

SOUTH CLINTON EQUITIES LLC

8 SOUTH CLINTON STREET

CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK

DRAWN BY	CHECKED BY
MLT	
DATE	SCALE
12/20/24	AS NOTED
PROJECT NO.	
24007	
SHEET NO.	
CP-3	



1 PB-1 Proposed Site Plan

Scale: 1/8" = 1'-0"

BULK TABLE REQUIREMENTS

ZONING INFORMATION	ZONE :	C-2 (Central Commercial District)
	Proposed Use :	Mixed-Use Multi-Family
	Permitted with:	Site Plan Review

MINIMUM REQUIREMENTS

	Required	Provided	Variance
Lot Area	NONE	0.155 ACRES / 6,770 S.F.	
Lot Width	NONE	50'-0" FT +/-	
Lot Frontage	NONE	NONE	

YARD SETBACKS

	Required	Provided	Variance
Front	0 FT	0 FT	
Side 'A'	0 FT	0 FT	
Side	0 FT	0 FT	
Rear	0 FT	0 FT	

MAXIMUM PERMITTED

	Required	Provided	Variance
Percentage of Lot Coverage	100%	100%	
Building Height	100 FT	55'-0" FT	

MINIMUM REQUIREMENTS

	Required	Provided	Variance
Lot Area per Dwelling Unit for Multifamily Studio/Efficiency Unit (800 SF x 8 D.U.= 6,400 SF) 1-Bedroom Unit (800 SF x 6 D.U.= 4,800 SF)	11,200 S.F.	6,770 S.F.	4,430 S.F.

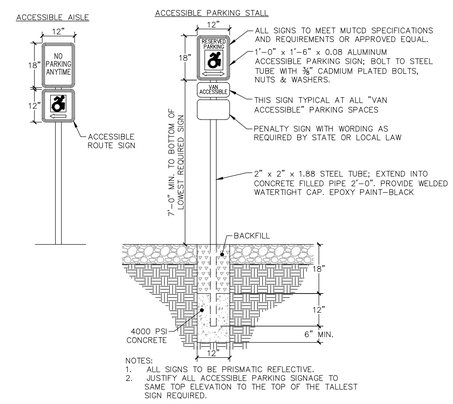
OPEN SPACE REQUIREMENTS

	Required	Provided	Variance
Studio/Efficiency Apt. (200 SF per D.U. x 8 units= 1,600) 1-Bedroom Apt. (300 SF per D.U. x 6 units= 1,800)	3,400 S.F.	3,400 S.F.	

OFF-STREET PARKING REQUIREMENTS

	Required	Provided	Waiver
Studio/Efficiency Apt. (1) space/D.U. (8)= 8 spaces 1-Bedroom Apt. (1.5) space/D.U.(6)= 9 spaces Commercial - Retail (1,152 sf) (1 space/300 Gross SF= 4 spaces)	21 spaces	7 spaces	14 spaces

Off Street Parking shall be provided in accordance with the requirements of Section 19-4.3, and such parking shall be located within 600 feet of the premises.



NOTES:
1. ALL SIGNS TO BE PRISMATIC REFLECTIVE.
2. JUSTIFY ALL ACCESSIBLE PARKING SIGNAGE TO SAME TOP ELEVATION TO THE TOP OF THE TALLEST SIGN REQUIRED.

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JASON LICHWICK ARCHITECTURE PLLC
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POUGHKEEPSIE, NEW YORK 12603
P: 845.284.6344
jasonlichwick.com

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SEAL

REGISTERED ARCHITECT JASON R LICHWICK 038612 STATE OF NEW YORK

South Clinton Mixed-Use New Construction

South Clinton Equities LLC
S.B.L. 6161-22-239997
8 South Clinton Street
Poughkeepsie, New York 12601

For Planning Board Review

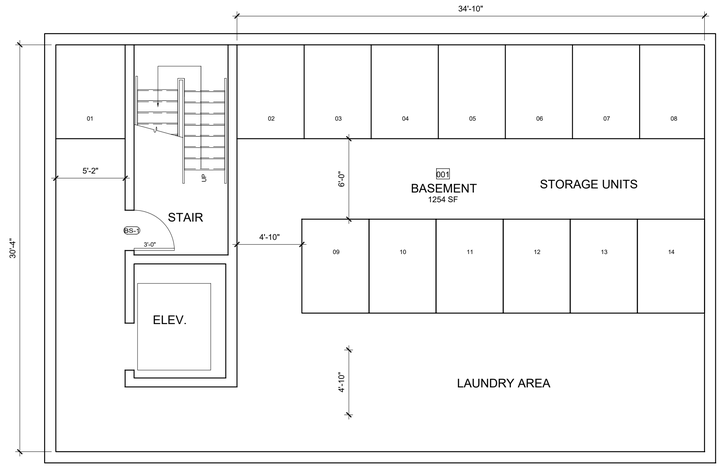
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Revisions:

Drawn By: JL/HP

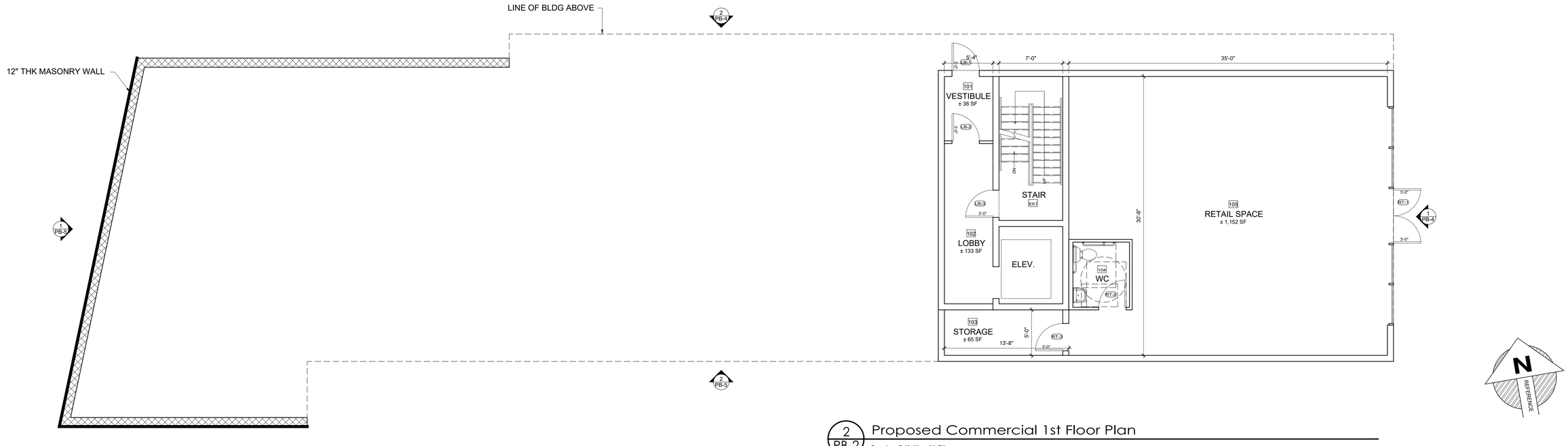
PB-1

5 of 10



1 / PB-2 Proposed Basement Layout

Scale: 3/16" = 1'-0"



2 / PB-2 Proposed Commercial 1st Floor Plan

Scale: 3/16" = 1'-0"

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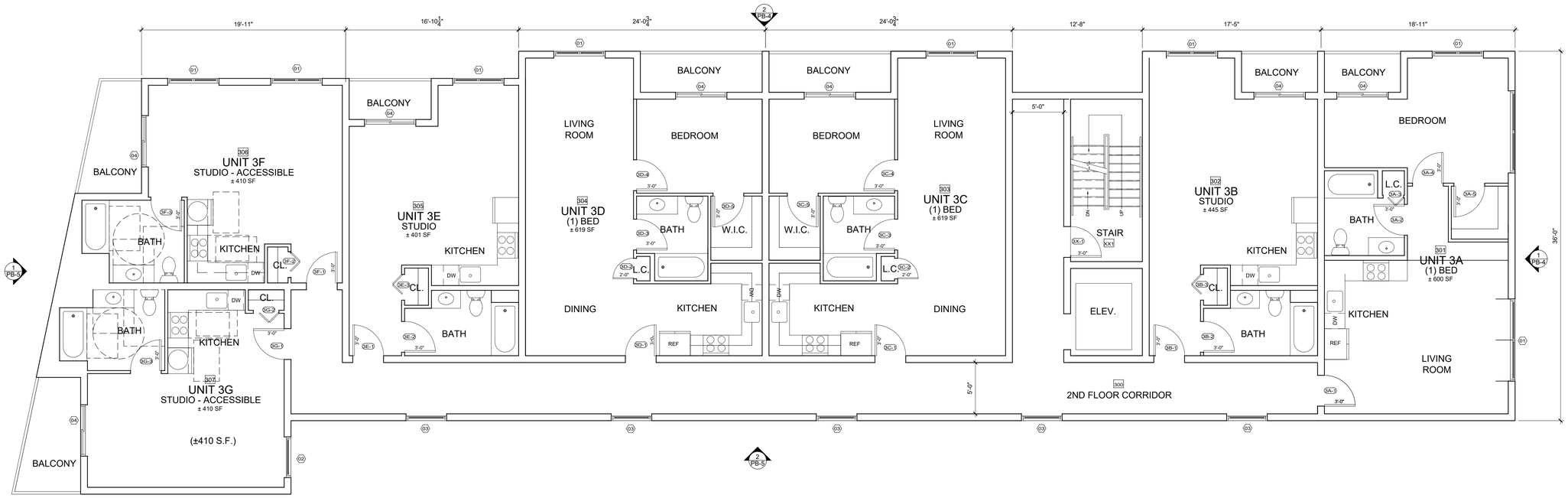
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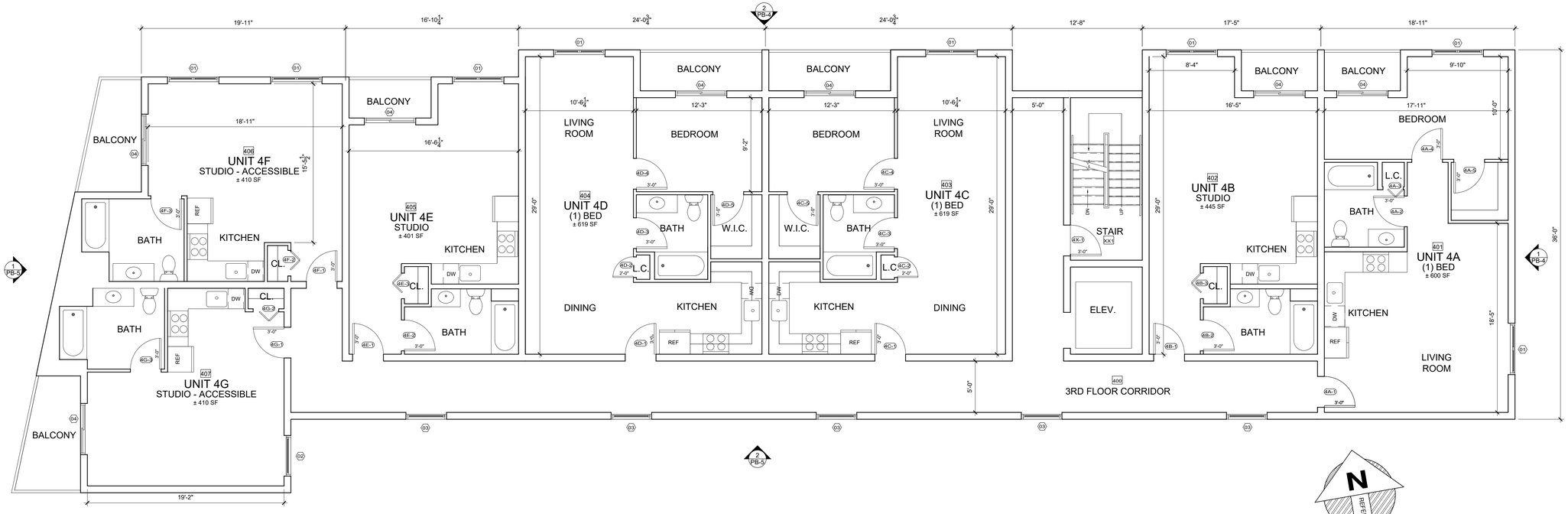
Drawn By: JL/HP

PB-2



1 PB-3 Proposed 2nd Floor Layout

Scale: 3/16" = 1'-0"



2 PB-3 Proposed 3rd Floor Layout

Scale: 3/16" = 1'-0"

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SEAL
REGISTERED ARCHITECT
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036612
STATE OF NEW YORK

South Clinton Mixed-Use New Construction

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8 South Clinton Street
Poughkeepsie, New York 12601

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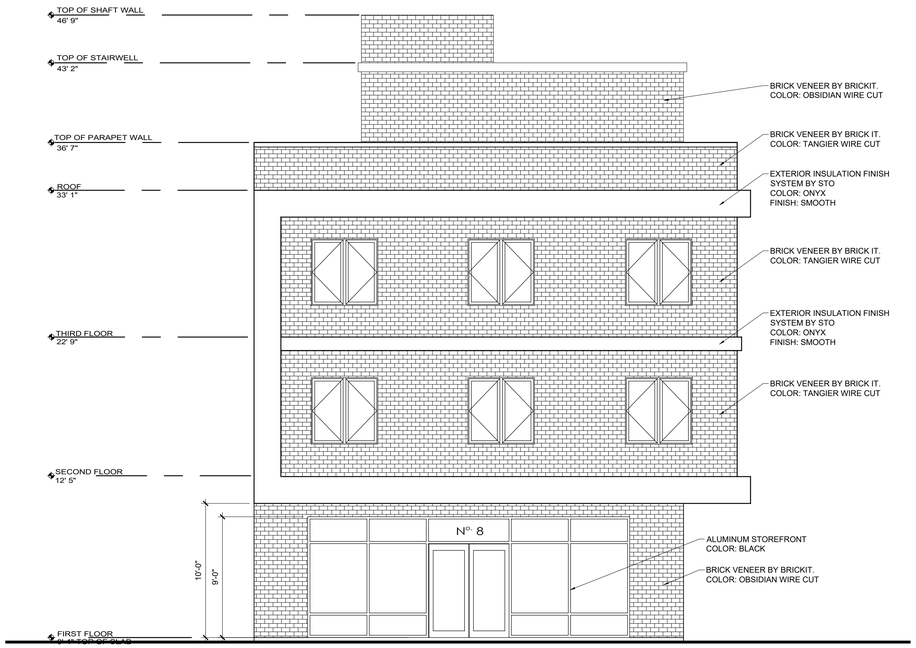
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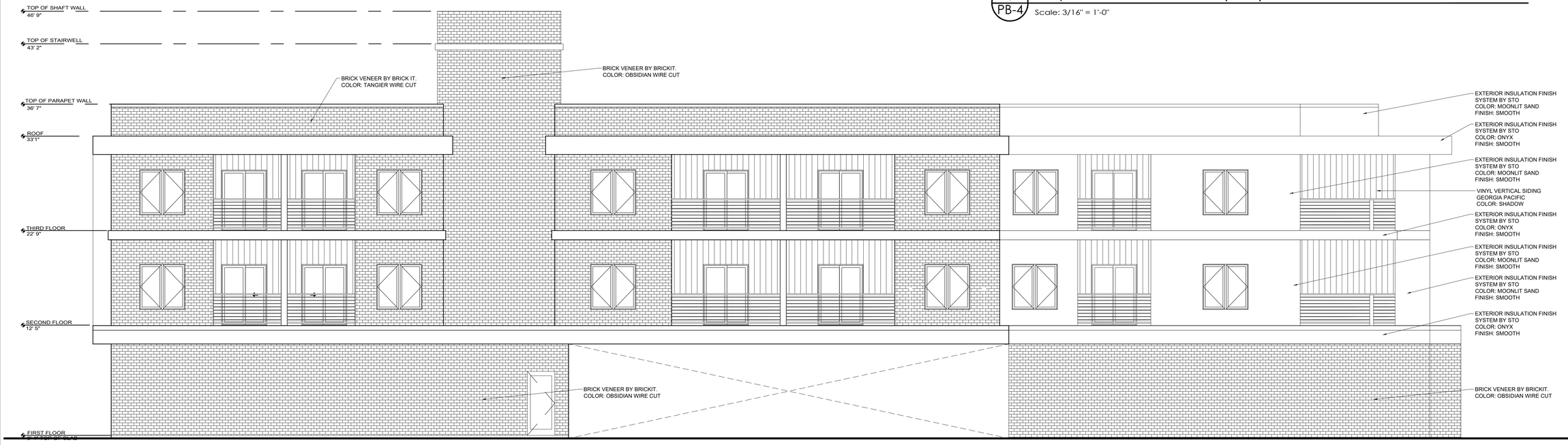
PB-3

7 of 10



1 PB-4 Proposed Front Elevation (East)

Scale: 3/16" = 1'-0"



2 PB-4 Proposed Right-Side Elevation (North)

Scale: 3/16" = 1'-0"

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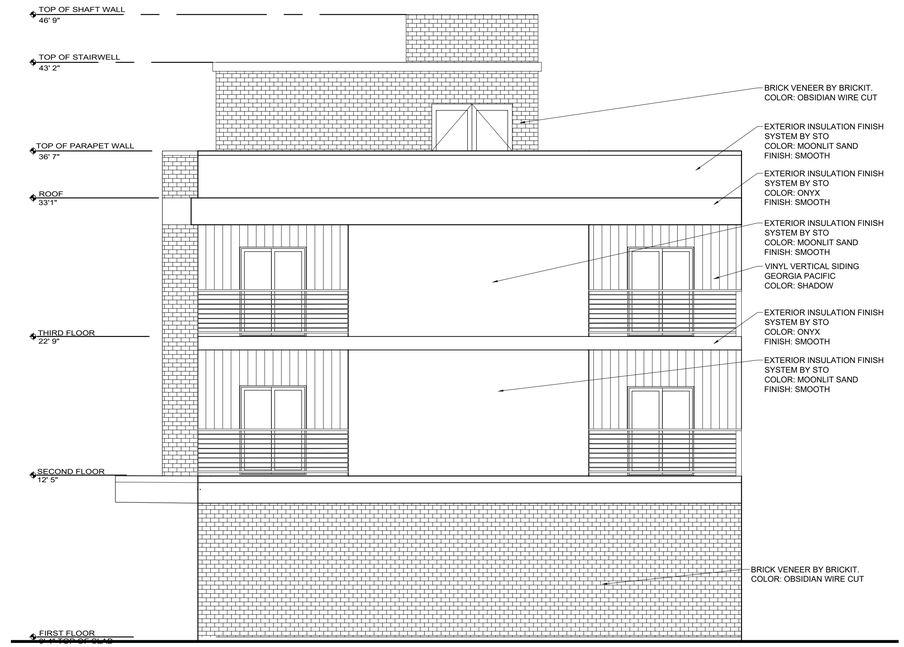
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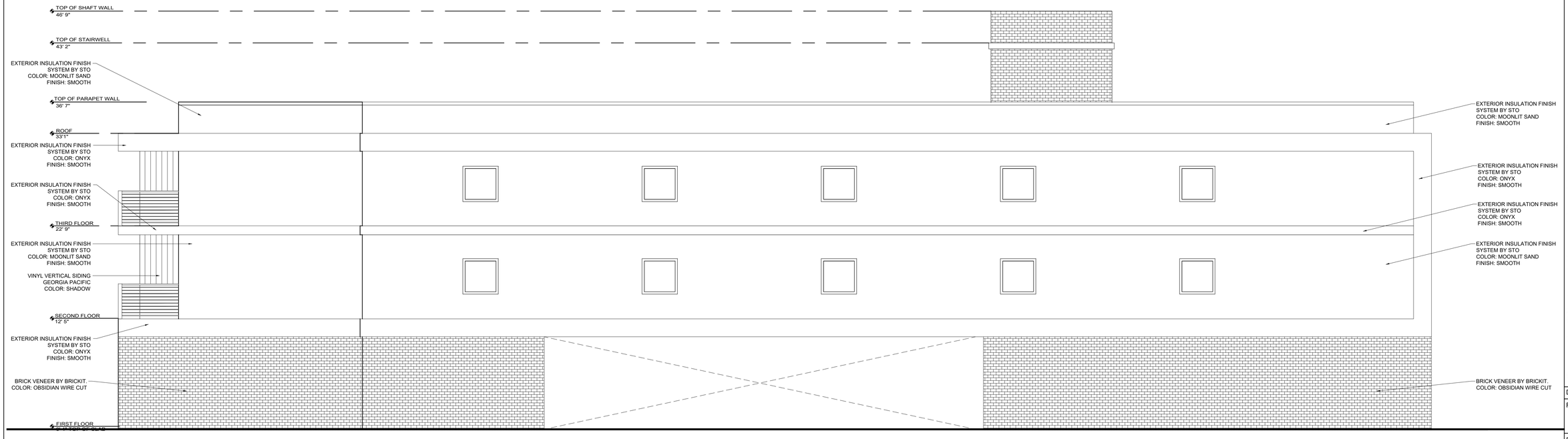
PB-4



2 PB-5

Proposed Rear Elevation (West)

Scale: 3/16" = 1'-0"



2 PB-5

Proposed Left-Side Elevation (South)

Scale: 3/16" = 1'-0"

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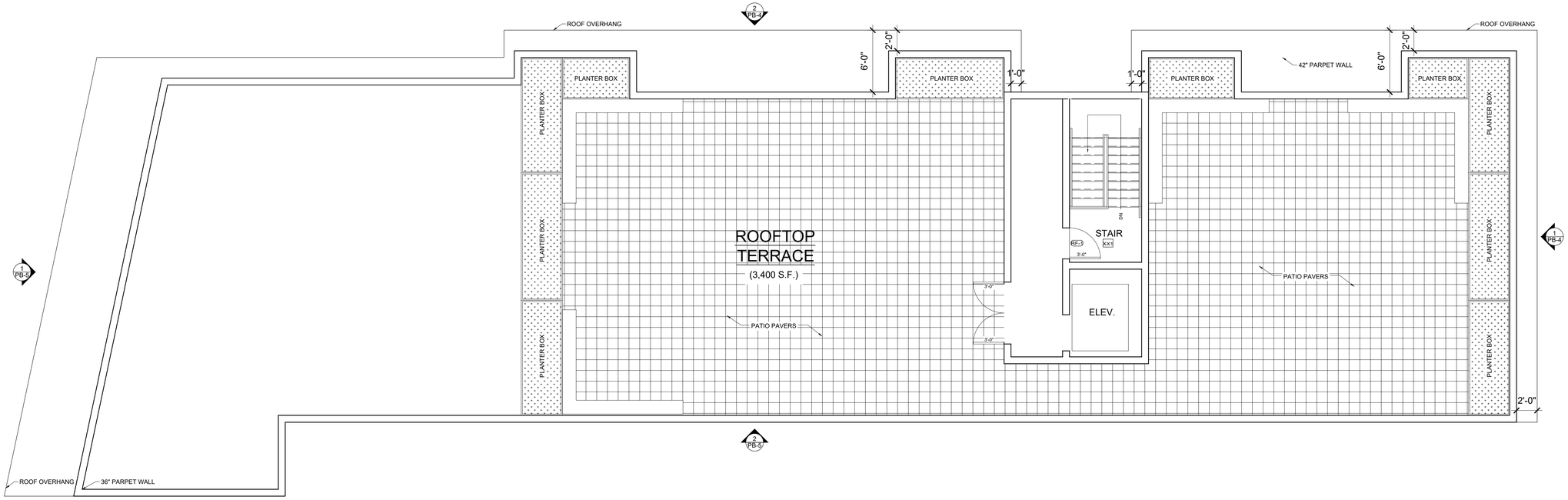
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PB-5





1 PB-6 Proposed Rooftop Terrace (3,400 sf)

Scale: 3/16" = 1'-0"



2 PB-6 Rendering of Proposed Building looking North

Scale: N.T.S.



3 PB-6 Rendering of Proposed Building looking South

Scale: N.T.S.

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S.B.L: 6161-22-2359697
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Poughkeepsie, New York 12601

For Planning Board Review

Date: 12.23.2024

Revisions:

Drawn By: JL/HP

PB-6

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project:		
Project Location (describe, and attach a general location map): 8 South Clinton Street, Poughkeepsie, NY 12601		
Brief Description of Proposed Action (include purpose or need): New construction of a three story mixed-use building. Ground floor will have a commercial tenant space and two floors above with 14 dwelling units		
Name of Applicant/Sponsor: Jason Lichwick Architecture PLLC	Telephone: 845-284-6344 E-Mail: jason@JLArchitectureny.com	
Address: 387 Hooker Avenue, Suite 5		
City/PO: Poughkeepsie	State: New York	Zip Code: 12603
Project Contact (if not same as sponsor; give name and title/role): Jason Lichwick, Architect	Telephone: E-Mail:	
Address: Same as Applicant		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): South Clinton Equities LLC	Telephone: 917-642-0410 E-Mail: shragy@ccofny.com	
Address: 8 South Clinton Street		
City/PO: Poughkeepsie	State: New York	Zip Code:12601

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Counsel, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	City of Poughkeepsie Planning Board	10/2024
c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No	City of Poughkeepsie Zoning Board of Appeals	7/2024
d. Other local agencies ☐Yes ☑No		
e. County agencies ☐Yes ☑No		
f. Regional agencies ☐Yes ☑No		
g. State agencies ☐Yes ☑No		
h. Federal agencies ☐Yes ☑No		
i. Coastal Resources. *i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No *ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No *iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No		

C. Planning and Zoning

C.1. Planning and zoning actions.
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No • **If Yes,** complete sections C, F and G. • **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1
C.2. Adopted land use plans.
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☐Yes ☑No If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☐No
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No If Yes, identify the plan(s):
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
C-2

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site?

C.4. Existing community services.

a. In what school district is the project site located? City of Poughkeepsie

b. What police or other public protection forces serve the project site?
City of Poughkeepsie

c. Which fire protection and emergency medical services serve the project site?
City of Poughkeepsie

d. What parks serve the project site?
Reservoir Square Park

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Commercial and residential

b. a. Total acreage of the site of the proposed action? 0.155 acres
b. Total acreage to be physically disturbed? 0.155 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.155 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				14
At completion of all phases				14

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length

iii. Approximate extent of building space to be heated or cooled: 1,152 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify: _____

iii. If other than water, identify the type of impounded/contained liquids and their source. _____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☑ Yes ☐ No

If Yes:

i. What is the purpose of the excavation or dredging? Foundation

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☑ No

If yes, describe. _____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☑ No

ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No
If Yes, describe:

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑Yes ☐No
If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑Yes ☐No
If Yes:

- Name of district or service area: City of Poughkeepsie
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☑No
If Yes:

- Describe extensions or capacity expansions proposed to serve this project:
- Source(s) of supply for the district:

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☐No
If, Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

v. If a public water supply will not be used, describe plans to provide water supply for the project:

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑Yes ☐No
If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
sanitary waste water

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑Yes ☐No
If Yes:

- Name of wastewater treatment plant to be used:
- Name of district:
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No

- Do existing sewer lines serve the project site? ☑Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☑No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☑No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐Yes ☑No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐Yes ☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes ☑No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend
☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes ☑No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

_____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: _____
- Saturday: _____
- Sunday: _____
- Holidays: _____

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐ Yes ☑ No

If yes:

i. Provide details including sources, time of day and duration:

_____

_____

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☐ No

Describe: _____

_____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

_____

_____

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

_____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

_____

_____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

_____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

_____

_____

_____

_____

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☑ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____

_____

- Operation: _____

_____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____

_____

- Operation: _____

_____

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐Yes ☑No
i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐Yes ☑No
If Yes,
i. Identify Facilities:

_____
_____

e. Does the project site contain an existing dam? ☐Yes ☑No
If Yes:
i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____
iii. Provide date and summarize results of last inspection:

_____
_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐Yes ☑No
If Yes:
i. Has the facility been formally closed? ☐Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____
_____

iii. Describe any development constraints due to the prior solid waste activities: _____
_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐Yes ☑No
If Yes:
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____
_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐Yes ☑ No
If Yes:
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes ☐No

☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____
☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____
☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____
_____
_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑Yes ☐No
If yes, provide DEC ID number(s): B00148, C314126, C314126A, 314122, C314130, C31...
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____
_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? N/A feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: _____ _____%
_____ _____%
_____ _____%

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils: ☐ Well Drained: _____% of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes: ☐ 0-10%: _____% of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:
None

n. Does the project site contain a designated significant natural community? ☐Yes ☑No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐Yes ☑No

If Yes:

i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☑No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☑No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐Yes ☑No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☑No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☑No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☑No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: Eligible property:former Trolley Barn, Travis House

iii. Brief description of attributes on which listing is based:

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s):

ii. Basis for identification:

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☑ No

If Yes:

i. Identify resource:

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.):

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation:

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

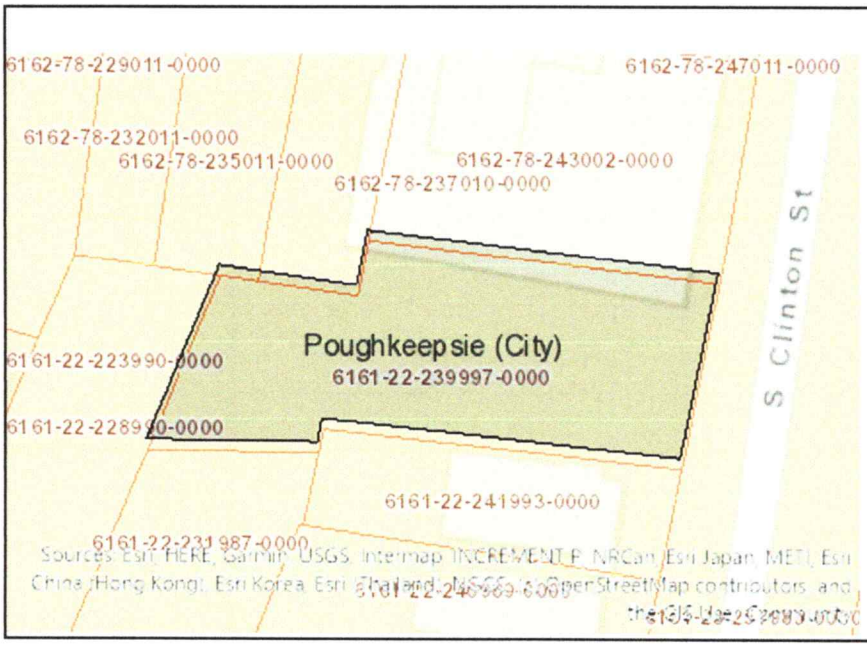
Applicant/Sponsor Name Jason Lichwick Date 12/21/2024

Signature [signature] Title Architect

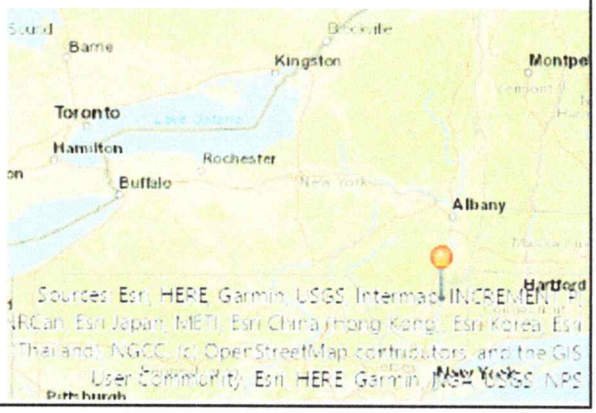
PRINT FORM

EAF Mapper Summary Report

Tuesday, October 22, 2024 10:49 AM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	B00148, C314126, C314126A, 314122, C314130, C314134
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No

E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Eligible property:former Trolley Barn, Travis House
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

APPLICATION TO THE PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

Application for Site Plan, Special Permit & Facade Approval

OFFICE USE ONLY

CODE: PLSF

ID #_____

FEE: _____
Total, from:
$500, plus
$_____
($150 per 1000 square feet of floor area), plus
$_____
($35 per number of required parking spaces), plus
$_____
($500 for special permit, if applicable)

I. PROPERTY ADDRESS: 31-39 Market Street

II. PROPERTY OWNER: 31 Market LLC
ADDRESS: 35 Main Street, Suite 311
Poughkeepsie
NY, 12601 (state and zip code)
PHONE NUMBER: c/o 845-874-7166 (include area code)

III. NAME OF APPLICANT: same as owner
ADDRESS: _____
_____
_____ (state and zip code)
PHONE NUMBER: _____ (include area code)
EMAIL ADDRESS: c/o natalie@karcpc.com

(If applicant is NOT the owner, proof of owner's consent to the application MUST be provided.)

IV. CONSULTANT: Natalie Quinn, KARC Planning Consultants
ADDRESS: P.O. Box 924
Poughkeepsie
NY, 12602 (state and zip code)
PHONE NUMBER: 845-874-7166 (include area code)

V. PROPOSED USE or FAÇADE CHANGE (Summarize proposed use or uses): Conversion of office space at 31 Market to apartments on floor 2-5, raising 39 Market to 5 stories with apartments on floor 2-5

VI. ZONING DISTRICT: PID-HC + 2-bed on flr 1 of 39 Market

(Proceed to XVII for special permit & façade approval only)

PROJECT INFORMATION

New construction: _____X_____(yes)_____ (no)

Change of use:_____X_____ (yes) _____ (no)

Expansion/addition:_____X_____ (yes) _____ (no)

Alteration:_____X_____ (yes) _____ (no)

Cost of Construction: $4,000,000.00

LOT AND BULK INFORMATION:

Lot area: 0.16 (acres) 6,969.6 (square feet)

Building Footprint: 6,730 SF (proposed square feet for new construction)

_____ (existing square feet for change of use/expansion)

_____ (additional proposed square feet for expansion)

6,730 SF (total building footprint, square feet)

Lot Coverage: 94% (percentage, building coverage only)

Gross Floor Area: 35,868 SF (proposed square feet for new construction)

_____ (existing square feet for change of use/expansion)

_____ (additional proposed square feet for expansion)

35,868 SF (total gross floor area, square feet)

Building Height: 5 (stories) 64'5" (feet)

Floor Area Ratio: 5.15 (ratio of gross floor area divided by lot area)

VIII. PROJECT PARKING INFORMATION

A) Number of Off-Street Parking Spaces required: 0

B) Number of Off-Street Parking Spaces provided: 0

C) Waiver Requested: _____ (Yes) _____X_____ (No)

Is municipal parking available within 600 feet? _____X_____ (Yes) _____ (No)

If yes, name all such municipal facilities: Liberty St Lot, Financial Plaza Parking Deck, Academy St Lot

(If a waiver is requested based on proximity to municipal facilities, a written request for such waiver, addressed to the City Planning Staff and the Chairman of the Planning Board, must be submitted with the application.)

If a private parking facility is to be utilized, is such facility within 600 feet?

_____ (Yes) _____ (No)

If yes, provide the address of the facility, name of the property owner, number of spaces in the lot, number of spaces available for lease, and length of lease. Attach copy of lease. Additional information may be required by the Planning Board): _____

IX. RESIDENTIAL PROPOSALS

A) Type of Development: Mixed-use residential and commercial
(Townhouse, condominium, multiple residence rental, etc.)

B) Unit Breakdown:

Number of efficiency or "studio" units: 40

Number of one (1) bedroom units: 8

Number of two (2) bedroom unit's 1

Number with three or more bedrooms: _____

Total number of units: 49

C) Is funding public? ____ Yes _X_ No
If yes, describe funding source: _____

X. OFFICE PROPOSALS (____ Medical/Dental ____ Professional ____ Business)

A) Number of Employees: _____
B) Number of doctors/dentists/medical practitioners: _____
C) Days/Hours of Operation: _____

XI. SERVICE BUSINESS PROPOSALS

A) Specify Business: _____
(e.g., laundromat, drycleaner, beauty parlor, travel agency, banks)

B) Number of Employees: _____

C) Number of Washing Machines (for laundromat): _____

D) Days/Hours of Operation: _____

XII. MERCANTILE PROPOSALS (Retail _____ Wholesale _____)

A) Type of Mercantile (specify): _____

B) Number of Employees: _____

C) Days/Hours of Operation: _____

XIII. STANDARD RESTAURANT/FAST FOOD RESTAURANT/COFFEE SHOP/DONUT SHOP/NIGHTCLUB/DISCOTHEQUE/BAR PROPOSALS

A) Specify Use: _____

B) Number of seats (excluding bar stools and outdoor seating):_____

C) Meals served (i.e., breakfast, lunch, dinner): _____

D) Type of Menu: _____

E) Days/Hours of Operation: _____

F) Entertainment (live and/or recorded):_____

G) Will the restaurant contain a bar/lounge?: _____ Yes _____ No

H) If yes, how many seats at the bar? _____

I) Is a drive-through window proposed? _____

J) Is a walk-up window proposed? _____

K) Is an outdoor seating area proposed? _____

L) If yes, how many seats are proposed? _____

M) If yes, is outdoor cooking proposed? _____

XIV. INDUSTRIAL/COMMERCIAL PROPOSALS (Automobile repair, taxi, motor vehicle sales, warehouse, manufacturing, animal hospital, research facilities, etc.)

A) Specify Use: _____

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

E) Number of work bays (if automobile repair): _____

F) Days/Hours of operation: _____

XV. EDUCATIONAL/INSTITUTIONAL/RECREATIONAL PROPOSALS (e.g., Museums, Theatres, Conference Centers, Hotels, Motels, Hospitals, Nursing Homes, Assisted Living Facilities, Nursery Schools, Private Schools, Day Care Centers, Places of Worship, Marinas, Membership Clubs, etc.)

A) Specify: _____

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

D) Number of beds (hospitals, nursing homes, etc): _____

E) Number of seats in largest assembly space: _____

F) Number of classrooms (schools): _____

G) Number of rental units (hotels, motels, etc.) _____

H) Number of boat slips/courts (e.g., tennis, handball, etc.), alleys: _____

I) Days/Hours of Operation: _____

XVI. PROPOSALS NOT MENTIONED ABOVE (Please be specific):

_____

_____

_____

_____

_____

XVII. APPLICANT CERTIFICATION

I, Bernard Kohn, 31 Market LLC, certify that the this application has addressed the objectives outlined in the Zoning Ordinance with consideration given to the public health, safety and welfare; the comfort and convenience of the public in general or the residents or users of the proposed development and of the immediate neighborhood.

The applicant certifies that all information contained herein is accurate and complete as of the date of this application.



_____ 9/20/2024

Signature of Applicant Date

KARC
PLANNING CONSULTANTS, INC.

January 14, 2025

Lori Garcia, Board Administrative Assistant
City of Poughkeepsie
62 Civic Center Plaza
Poughkeepsie, NY 12601

Re: 31 & 39 Market Street
131300-6162-77-030072 & 131300-6162-77-031066
City of Poughkeepsie
Site Plan Application

Dear Ms. Garcia:

As you are aware, the applicant is seeking to renovate two existing buildings on Market Street in the City of Poughkeepsie. The buildings are located on two parcels identified as Lot #030072 and Lot #031066, currently addressed as 31 Market Street and 39 Market Street, respectively.

Below please find responses to comments prepared by the City of Poughkeepsie Engineering Department dated December 11, 2024:

1. *Sanitary sewer lateral(s) to be connected to 12/18" sewer in Market Street.*

   Response: The existing sanitary service connections to the 12"/18" main are reflected in the updated Utilities Plan UT-1.

2. *Storm sewer rood leader lateral(s) to be connected to 24" sewer in Market Street. Indicated proposed elevation of connection on site plan.*

   Response: Based on mapping provided by the City of Poughkeepsie and referenced on the plan, the new 8" HDPE storm line invert has been provided on the revised plans.

3. *Perform dye tests to determine existing sewer lateral configurations discharge point(s). This work can be coordinated with City of Poughkeepsie Engineering Department and Veolia Water to observe and access manholes. Applicant's Engineer to certify existing conditions and new reconfiguration on site plan following dye testing.*

Response: Dye testing of existing services for storm and sanitary are scheduled to be performed in January 2025 with City of Poughkeepsie staff and the engineer of record. Results from the testing will be provided thereafter.

4. *Show on site plan pipe schematic for configuration of existing and proposed domestic and fire suppression water services to include water meters and backflow prevention devices for 31 and 39 Market Street. Include sanitary and storm sewer to facilitate a clear representation of how services are proposed to be configured within building.*

   Response: The existing schematic for the fire protection systems located inside 31 Market Street are shown on the Utilities Plan UT-1. Services for final existing storm and sanitary locations will be provided after dye testing.

5. *Show on site plan City standard details for water service disconnect and storm sewer connection.*

   Response: City of Poughkeepsie details for both Water Disconnect and the Storm Sewer Connection have been provided on the project details sheet DN-1.

6. *KARC response letter dated November 12, 2024, indicates "35 Market Street has separate utility connections that are located through the building within the existing easement". Please provide easement and show metes and bounds of easement on site plan. Show this connection on pipe schematic for completeness.*

   Response: Please see the attached easement and filed map 5567 relating to the utilities in the basement of 35 Market Street. The exact metes and bounds will be finalized during construction, and the easement agreement updated as needed.

7. *Show metes and bounds of pre and post lot line adjustment for property merge.*

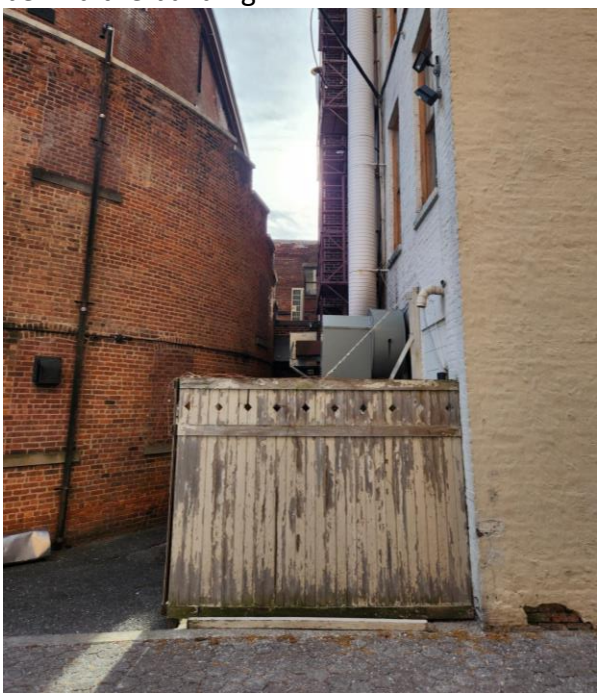
   Response: The attached surveys show metes and bounds for the existing properties. An application and map to merge the two properties will be submitted to the City Assessor and County Property Records prior to building permit application.

8. *Provide and indicate on site plan location, size and maintenance schedule of grease traps.*

   Response: The approximate basement location of the two internal grease traps are shown on the site plan along with a maintenance and cleaning note.

9. *Provide additional details of trash pick-up location. Is containment or screening provided?*

   Response: The garbage is intended to be kept in the basement and will be brought out in bins to the pickup location on the days of pickup. The pick-up location is shown as the "existing refuse location" on the site plan. As refuse will not be stored outside, but instead wheeled out in bins the night before pickup, no enclosure is proposed. However, there is an existing wood fence that does provide screening of utilities and refuse behind the building.



10. *Provide an itemized site cost list in addition to the lump sum indicated on KARC response letter dated November 12, 2024.*

    Response: The proposed project will include minimal site work. It is estimated that the site work will consist of new water, lead pipe replacement, and sidewalk repair. This will total approximately $50,000.00.

    - New water line connection – $20,000
    - Potential Lead Pipe Replacement - $25,000
    - Sidewalk Repair - $5,000

KARC
PLANNING CONSULTANTS, INC.

Below please find responses to comments prepared by NYS SHPO, dated December 16, 2024:

1. *We recommend to retain historic character-defining features in the interior of the Bardavon office building such as flooring, doors, windows, decorative ceilings and walls, main entries, lobby, and stairways. Please refer to: Preservation Briefs 18: Rehabilitating Interiors in Historic Buildings.*

   Response: Comment noted. The applicant's architect will submit interior photographs of the existing structures for the purposes of retaining historic features during the historic tax credit application process. The review of the interior of buildings is not in the Planning Boards purview; therefore, this review will be completed directly with SHPO.

Enclosed, please find four (4) copies of the following:

1. Response Letter prepared by KARC Planning Consultants, dated January 14, 2025
2. Site Plan prepared by LRC Group dated January 14, 2025
3. Survey for 31 and 39 Market Street by ACES dated October 24, 2022 and September 5, 2024 respectively
4. SHPO Review Letter, dated December 16, 2024
5. Easement and filed map pertaining to 35 Market Street

Please advise if you require anything further to complete your review.

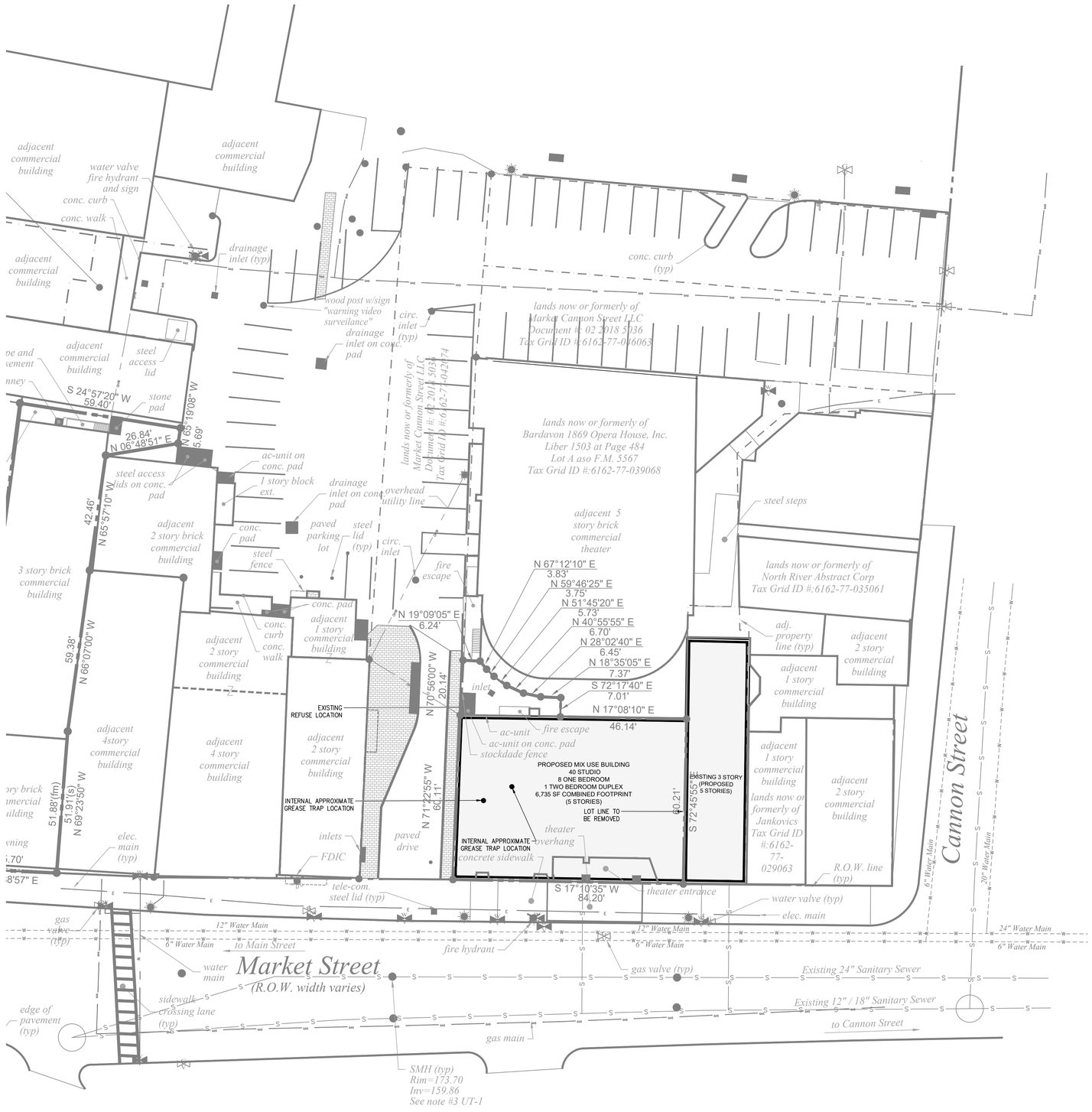
We kindly request that this matter be placed on the next City of Poughkeepsie Planning Board Agenda scheduled for January 28, 2025.

Thank you.

Sincerely,

_____
Natalie Quinn, Agent for Applicant

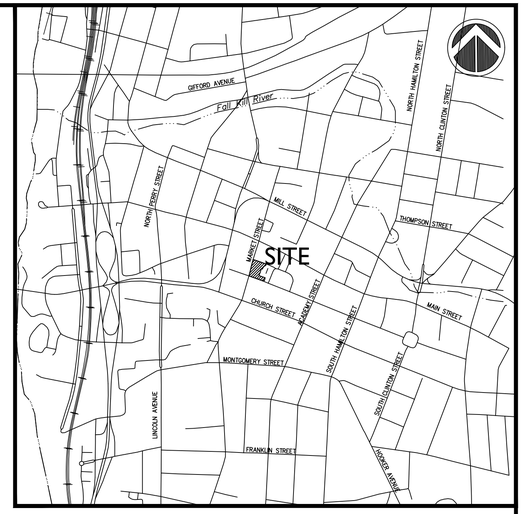
PO Box 924 |Poughkeepsie NY 12602 | 845.874.7166 | natalie@karcpc.com
DBE Certified |WBE in NY and NJ |US SBA WOSB & EDWOSB Certified





TAX MAP

SCALE: 1"=500'



LOCATION MAP

SCALE: 1"=1,000'

NOTES:

1. SURVEY BASED ON ENTITLED "TITLE/BOUNDARY SURVEY OF THE LANDS OF CGR ASSOCIATES, LLC. PREPARED BY JONATHAN MILLEN, LLS DATED OCTOBER 24, 2022 WITH SUPPLEMENTAL UTILITY INFORMATION ADDED FROM CITY OF POUGHKEEPSIE HISTORICAL MAPPING.

2. NO WATERCOURSE, MARSHES, WOODED AREAS, ROCK OUTCROPS, ISOLATED TREES ARE PRESENT AT THE SITE.

3. NO FLOOD PLAINS ARE LOCATED AT THE SITE.

4. EXISTING APPROXIMATE INTERNAL GREASE TRAP LOCATIONS ARE PROVIDED FOR REFERENCE. MAINTENANCE / CLEANING SHOULD BE PROVIDED ON A MINIMUM ANNUAL BASIS.

ZONING SUMMARY TABLE

ZONING INFORMATION			
PARCEL SIZE	0.1254 acres and 0.04 acres = 0.1654 acres total		
TAX MAP IDENTIFICATION	030072 AND 031066		
ZONING DISTRICT	PID– HC HISTORIC CORE ZONE		
PROPOSED USE	MIXED USE		
ITEM	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA (SF)	–	7204.8 SF	7204.8 SF
MINIMUM LOT COVERAGE	75%	94%	94%
FRONTAGE OCCUPANCY (MIN/MAX) HC	100%	100%	100%
MINIMUM FRONT YARD (FT)	0 FT	0 FT	0 FT
MINIMUM/MAX SIDE YARD (FT)	0 FT	0 FT	0 FT
MINIMUM REAR YARD (FT)	0 FT	0 FT	0 FT
MINIMUM BUILDING HEIGHT (FT)	2 STORIES	–	64'–5"
MAXIMUM BUILDING HEIGHT (FT)	5 STORIES	5 STORIES / 3 STORIES *	5 STORIES

* DENOTES EXISTING STORIES

31 MARKET–5 STORIES
39 MARKET–3 STORIES

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK
SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:
OFFICIALLY APPROVED AT THE PLANNING BOARD
MEETING HELD THE _____DAY OF_____2_____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S)

FIRE CHIEF

POLICE CHIEF

BUILDING INSPECTOR

CITY ENGINEER

COMMISSIONER OF PUBLIC WORKS

SURVEY MAP REFERENCE

1. SURVEY BASED ON ENTITLED "TITLE/BOUNDARY SURVEY OF THE LANDS OF CGR ASSOCIATES, LLC, PREPARED BY JONATHAN MILLEN, LLS DATED OCTOBER 24, 2022.

PROPERTY OWNERS

TAX MAP ID#6162-77-030072
31 MARKET LLC
35 MAIN STREET, SUITE 311
POUGHKEEPSIE, NY 12601

TAX MAP ID#6162-77-031066
DARIN & JAMES GARTNER
PO BOX 8352
NEW FAIRFIELD, CT 06812

GRAPHIC SCALE
20 10 0 20
SCALE IN FEET

Revisions		
1.	2024-11-12	REVISED PER COMMENTS
2.	2024-12-04	REVISED PER COMMENTS
3.	2025-01-14	REVISED PER CITY COMMENTS

STATE OF NEW YORK — RODNEY E. MORRISON — LICENSED PROFESSIONAL ENGINEER — 074194

LRC GROUP
- Land Planning
- Civil Engineering
- Environmental Services
- Land Surveying
- Landscape Architecture

160 West Street, Suite E
Cromwell, CT 06416
Tel: 860.635.2877

85 Civic Center Plaza, Suite 204
Poughkeepsie NY 12601
Tel: 845.243.2880

1000 Wyckoff Avenue, 3rd Floor
Mahwah, NJ 07430
Tel: 908.603.5730

www.lrcconsult.com
LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

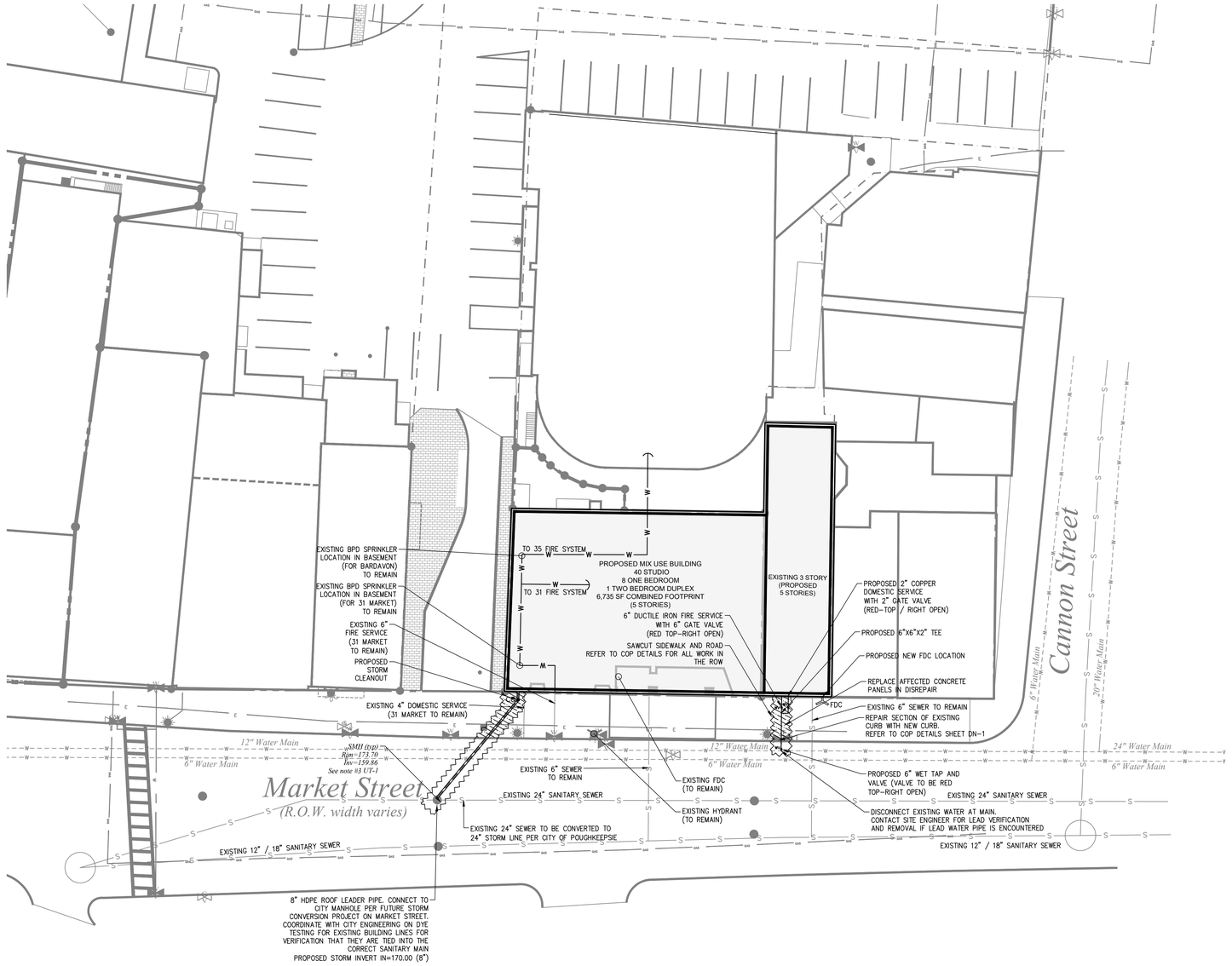
SITE PLAN

PROPOSED MIXED USE BUILDING

31 & 39 MARKET STREET
CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	SP24322001.dwg	Sheet No.	SP-1
Drawn	SMC	Project No.	24–3220		
Checked	KFC	Date	2024–09–18		
Approved	REM	Scale	1"=20'		

X:\JOBS\Jobs 2024\24-3220 – Choi Developers – 31 Market St. Poughkeepsie\DWG\SP24322001.dwg 1/9/2025 2:24 PM SConron



WATER NOTES:

1. ALL EXISTING WATER SERVICES TO REMAIN WILL BE EXCAVATED AT MAIN TRENCH TO VERIFY MATERIAL TYPES. IF LEAD BASE JOINTS ARE ENCOUNTERED, THEN A REPLACEMENT LINE WILL BE REQUIRED

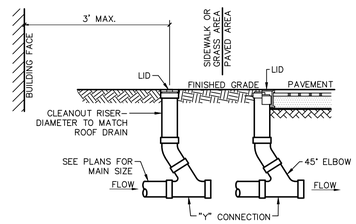
2. FINAL CERTIFICATION OF WATER SERVICE MATERIAL TO BE SUPPLIED TO CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT AND CITY OF POUGHKEEPSIE BUILDING DEPARTMENT PRIOR TO ISSUANCE OF ANY CERTIFICATION OF OCCUPANCY AND WILL ALSO BE A CONDITION OF ANY ISSUED CITY OF POUGHKEEPSIE BUILDING PERMIT.

3. EXISTING SANITARY INVERT INFORMATION TAKEN FROM CITY OF POUGHKEEPSIE MAP ENTITLED "PLAN & PROFILE MARKET STREET SEWER" BY BOARD OF PUBLIC WORKS, DATED MARCH 1933

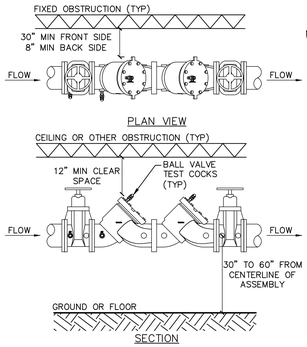
DYE TESTING WILL BE PERFORMED WITH CITY STAFF PRESENT ON 2025-01-16 FOR EXISTING SANITARY AND STORM CONNECTIONS FOR CITY STORM LINE CONVERSION ON MARKET STREET.

NOTES:

1. ANY LOCATIONS WITHIN PAVED AREAS SHALL HAVE COVERS THAT ARE H-20 LOAD RATED.
2. ALL RISERS ARE TO MATCH THE SIZE OF THE ROOF DRAIN LINE.
3. IN LAWN AREAS INSTALL CONCRETE COLLAR 6 INCHES BELOW GRADE. COVER WITH TOP SOIL OR OTHER SURFACE TREATMENT AS DESIGNATED ON LANDSCAPE PLANS.



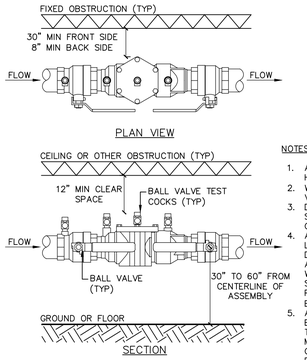
STORM CLEANOUT DETAIL
SCALE: 1/2" = 1'-0"



NOTES:

1. ASSEMBLY TO BE INSTALLED HORIZONTALLY.
2. WATTS SERIES LF709 6" DOUBLE CHECK VALVE OR APPROVED EQUAL.
3. DCV TO BE INSTALLED IN MECHANICAL SPACE AND MUST MEET ALL CLEARANCES AS OUTLINED ABOVE.
4. ASSEMBLY TO BE TESTED BY A LICENSED BACKFLOW PREVENTION DEVICE TESTER AFTER INSTALLATION AND PRIOR TO ACTIVATION OF NEW WATER SUPPLY. THE RESULTS MUST BE SUBMITTED TO THE DCDOH AND CITY OF POUGHKEEPSIE AS PART OF THE ENGINEER'S CERTIFICATION.
5. ASSEMBLY MUST BE TESTED ANNUALLY BY A LICENSED BACKFLOW PREVENTION TESTER. COPIES OF THE TEST RESULTS MUST BE SUBMITTED TO THE OWNER, CITY OF POUGHKEEPSIE WATER DEPARTMENT, AND THE DUTCHESS COUNTY DEPARTMENT OF HEALTH.

FIRE SUPPLY DOUBLE CHECK VALVE DETAIL
SCALE: N.T.S.



NOTES:

1. ASSEMBLY TO BE INSTALLED HORIZONTALLY.
2. WATTS SERIES LF709 2" DOUBLE CHECK VALVE OR APPROVED EQUAL.
3. DCV TO BE INSTALLED IN MECHANICAL SPACE AND MUST MEET ALL CLEARANCES AS OUTLINED ABOVE.
4. ASSEMBLY TO BE TESTED BY A LICENSED BACKFLOW PREVENTION DEVICE TESTER AFTER INSTALLATION AND PRIOR TO ACTIVATION OF NEW WATER SUPPLY. THE RESULTS MUST BE SUBMITTED TO THE DCDOH AND CITY OF POUGHKEEPSIE AS PART OF THE ENGINEER'S CERTIFICATION.
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DOMESTIC DOUBLE CHECK VALVE DETAIL
SCALE: N.T.S.

GRAPHIC SCALE
20 10 0 20
SCALE IN FEET

STATE OF NEW YORK
RODNEY E. MORRISON
074194
LICENSED PROFESSIONAL ENGINEER

No.	Revisions
1.	2024-11-12 REVISED PER COMMENTS
2.	2024-12-04 REVISED PER COMMENTS
3.	2025-01-14 REVISED PER CITY COMMENTS

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Tel: 908.603.5730

www.lrcconsult.com

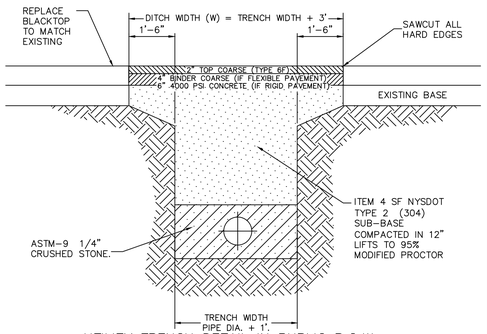
LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

UTILITIES PLAN

PROPOSED MIXED USE BUILDING
31 & 39 MARKET STREET
CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	U124322001.dwg	Sheet No.
Drawn	SMC	Project No.	24-3220	UT-1
Checked	KFC	Date	2024-09-18	
Approved	REM	Scale	1"=20'	

K:\JOBS\Jobs 2024\24-3220 - Civic Developers - 31 Market St. Poughkeepsie\DWG\UT24322001.dwg 1/9/2025 2:26 PM SCurran

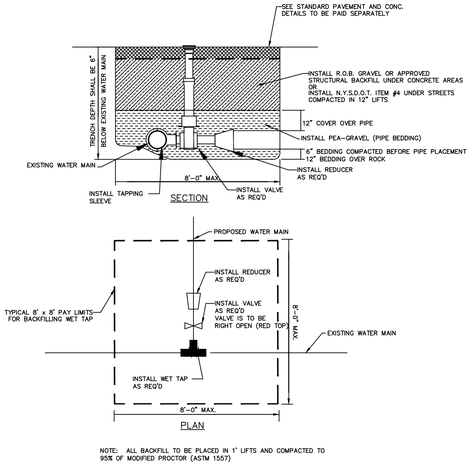


UTILITY TRENCH DETAIL IN PUBLIC R.O.W.

NOTES:

1. DITCH WIDTH SHALL EXTEND A MINIMUM OF ONE AND ONE-HALF FT. FROM THE EDGES OF THE TRENCH.
2. REPLACED BASE MATERIAL OVER TRENCH SHALL BE ITEM 4 COMPACTED IN 12" LIFTS.
3. PIPE BEDDING SHALL BE A MINIMUM OF 6" ABOVE AND BELOW PIPE
4. ALL JOINTS SHALL BE MECHANICALLY SAWED.
5. ALL JOINTS SHALL BE SQUARED TO THE EXISTING EDGE OF CURB AND/OR PAVEMENT, AND TACK COATED PER DETAIL.
6. ROAD SURFACE REPLACEMENT SHALL BE MINIMUM OF SIX INCHES OF ASPHALTIC CONCRETE.
7. ASPHALT PAVEMENT TO BE PLACED IN TWO LIFTS AS SHOWN.

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	FILE NO.: FLEXPAVE.DWG DATE: 9-9-04 SCALE: AS NOTED DRAWN BY: ENGINEERING	TRENCH AND PAVEMENT DETAIL	

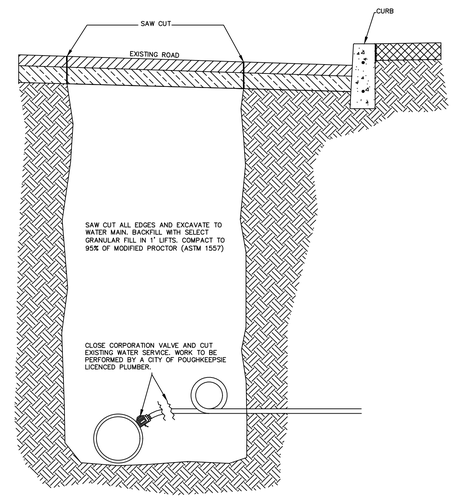


NOTE: ALL BACKFILL TO BE PLACED IN 1' LIFTS AND COMPACTED TO 95% OF MODIFIED PROCTOR (ASTM 1557)

TAPPING SLEEVE & VALVE

SCALE: N.T.S.

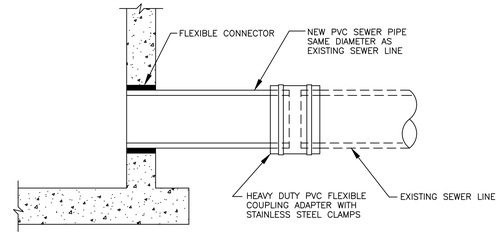
CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 80 WASHINGTON STREET POUGHKEEPSIE, NY 12602	FILE NO.: DATE: 3-6-00 SCALE: AS NOTED DRAWN BY: JP	TAPPING SLEEVE & VALVE	1 PAGE NO.	



WATER SERVICE DISCONNECT AT MAIN

SCALE: N.T.S.

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 80 WASHINGTON STREET POUGHKEEPSIE, NY 12602	FILE NO.: DATE: 08-21-08 SCALE: AS NOTED DRAWN BY: JTK	WATER DISCONNECT @ MAIN	1 PAGE NO.	

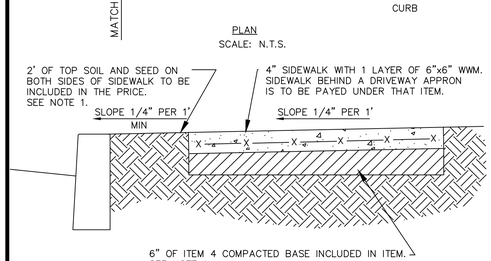


NOTES

1. WHERE GASKETED JOINTS ARE USED, THEY SHALL BE SELF CONTAINED RING GASKETS.

CONNECTION TO EXISTING PIPELINES AND MANHOLES

NOT TO SCALE



PLAN

SCALE: N.T.S.

NOTES:

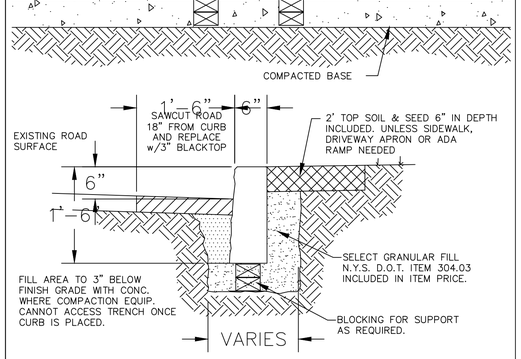
1. WHERE MATERIAL IS NOT USED THE CITY OF POUGHDEEPSIE WILL BE CREDITED IN AREAS WHERE MORE THAN THE SPECIFIED AMOUNT OF MATERIAL IS USED. MAJOR GRADE CHANGES WILL BE APROVED BY THE CITY ENGINEERING DEPT. AND WILL BE PAYED UNDER APROPRIATE ITEMS.

SECTION

SIDEWALK DETAIL REPLACE & NEW

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	PROJECT: 001-DET DATE: 5-16-00 SCALE: AS NOTED DRAWN BY: JP	SIDEWALK DETAIL	

DETAILS PROVIDED BY THE CITY OF POUGHKEEPSIE. FOR ALL WORK TO BE PERFORMED IN THE CITY ROW.



GRANITE OR BLUESTONE CURB DETAIL

SCALE: 1"=1'-0"

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	FILE NO.: 001-DET DATE: 3-6-00 SCALE: AS NOTED DRAWN BY: JP	GRANITE BLUE STONE DETIALS	6 6A, 6B PAGE NO.	



No.	Date	Revisions
1.	2024-11-12	REVISED PER COMMENTS
2.	2024-12-04	REVISED PER COMMENTS
3.	2025-01-14	REVISED PER CITY COMMENTS

LRC GROUP
- Land Planning
- Civil Engineering
- Environmental Services
- Land Surveying
- Landscape Architecture

160 West Street, Suite E
Cromwell, CT 06416
Tel: 860.635.2877

85 Civic Center Plaza, Suite 204
Poughkeepsie NY 12601
Tel: 845.243.2880

1000 Wyckoff Avenue, 3rd Floor
Mahwah, NJ 07430
Tel: 908.603.5730

www.lrcconsult.com

LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

PROJECT DETAILS

PROPOSED MIXED USE BUILDING

31 & 39 MARKET STREET
CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	DN24322001.dwg	Sheet No.	DN-1
Drawn	SMC	Project No.	24-3220		
Checked	KFC	Date	2024-09-18		
Approved	REM	Scale	NOTED		

X:\JOBS\Jobs 2024\24-3220 - Choi Developers - 31 Market St. Poughkeepsie\DWG\DN24322001.dwg 1/9/2025 2:25 PM SCurran

djacent
mmercial
uilding

drainage
inlet (typ)

wood post w/sign
"warning video
surveilance"

drainage
inlet on
conc. pad

lands now or formerly of
Market Cannon Street LLC
Document #:02 2018 5036
Tax Grid ID #:6162-77-041079

circ.
inlet
(typ)

lands now or formerly of
Market Cannon Street LLC
Document #: 02 2018 5036
Tax Grid ID #:6162-77-042074

conc. curb
(typ)

lands now or formerly of
Market Cannon Street LLC
Document #: 02 2018 5036
Tax Grid ID #:6162-77-048063

North
Basis of Bearings per NYSPCE - NAD83



(viewed southeasterly)



(viewed northeasterly)

lands now or formerly of
Bardavon 1869 Opera House, Inc.
Liber 1503 at Page 484
Lot A aso F.M. 5567
Tax Grid ID #:6162-77-039068

lands now or formerly of
Darrin Gartner & James Gartner
Liber 22021 at Page 54392
Tax Grid ID #:6162-77-031066

adjacent 5
story brick
commercial
theater

steel steps

ac-unit on
conc. pad

1 story block
ext.

drainage
inlet on
conc. pad

overhead
utility line

conc.
pad

paved
parking
lot

steel
lid
(typ)

circ.
inlet

steel
fence

fire
escape

conc. pad

adjacent
1 story
commercial
building

conc.
curb
conc.
walk

N 19°09'05" E
6.24'

N 67°12'10" E
3.83'
N 59°46'25" E
3.75'
N 51°45'20" E
5.73'
N 40°55'55" E
6.70'
N 28°02'40" E
6.45'
N 18°35'05" E
7.37'
S 72°17'40" E
7.01'
N 17°08'10" E
46.14'

adj.
property
line (typ)

adjacent
2 story
commercial
building

adjacent
1 story
commercial
building

adjacent
3 story
commercial
building

adjacent
1 story
commercial
building

adjacent
2 story
commercial
building

N 70°56'00" W
20.14'

inlet

ac-unit

fire escape

ac-unit on conc. pad

stockdade fence

5 story brick
commercial
building

Subject Property
Record Owner: CGR Associates LLC
911 Address: 31 Market Street
Tax Parcel Grid ID#: 6162-77-030072
Deed: Doc. ID#: 02 2007 3110
Legal: Parcel "B" aso Filed Map #5567
Area: 5,645.5 Sq. Ft. - 0.1254 Ac.

S 72°45'55" E
60.21'

N 71°22'55" W
60.11'

adjacent
2 story
commercial
building

inlets

FDIC

paved
drive

S 17°10'35" W
84.20'

tele-com.
steel lid (typ)

theater entrance

light post (typ)

elec. main

R.O.W. line
(typ)

to Main Street

drop curb

concrete sidewalk

fire hydrant

theater
overhang

conc. curb

gas valve (typ)

water valve (typ)

edge of
pavement
(typ)

Market Street
(R.O.W. width varies)

sewer
manhole (typ)

gas main

to Cannon Street

NOTE:

Basis Of Bearings:
The horizontal Datum is the North American Datum of 1983 (NAD83). The project baseline bearing reference for Grid North was established by GPS observation performed on May 1, 2022. The subject property lines are as per the latest record Deed and aligned to this datum.

REFERENCES:

1. The Official Tax Assessor's Maps for the City of Poughkeepsie, Dutchess County, New York.
2. Various Deeds of Record - Liber and Page or Document ID as shown:
3. A map entitled, "City of Poughkeepsie Assessment Map 1933", filed in the Dutchess County Clerk's Office on January 1, 1933 as Filed Map No. 12030A.
4. A map entitled, "Lot Line Adjustment Prepared For Market Cannon St LLC", filed in the Dutchess County Clerk's Office on June 1, 2022 as Filed Map No. 12757.
3. A map entitled, "Subdivision Lands Of Bardavon Associates", filed in the Dutchess County Clerk's Office on January 24, 1979 as Filed Map No. 5567.

CERTIFICATION NOTES:

This certification is made only to named parties for purchase and/or mortgage of herein delineated property by named purchaser. No responsibility or liability is assumed by surveyor for use of survey for any other purpose including, but not limited to, use of survey for survey affidavit, resale of property, or to any other person *not* listed in certification, either directly or indirectly, the setting of fences and/or any other structures in or near the property lines.
Unless indicated otherwise, property corners were not set.

SURVEYORS' CERTIFICATION:

I hereby certify to the hereon listed parties that this survey was performed in accordance with the NYS Minimum Technical Standards Section 6 Urban class and represents the results of an actual *on the ground field survey*, per record description, of the land shown hereon, located at 31 Market Street City of Poughkeepsie, County of Dutchess, State of New York. Completed on October 10, 2022, performed in accordance with the current existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc., and is to the best of my knowledge, belief and information, accurate and correct. Except as shown hereon: "there are no encroachments either way across property lines; title lines and lines of actual possession are the same".

_____ _____
Signature Date
Jonathan N. Millen, LLS
1229 Route 300 - Suite 3
Newburgh, NY 12550

CERTIFIED TO:

I hereby certify to:

SURVEYOR'S NOTES:

1. Copyright © 2022. Jonathan N. Millen, L.L.S. All Rights Reserved. Reproduction or copying of this document may be a violation of copyright law unless permission of the author and/or copyright holder is obtained.

2. Unauthorized alteration of an item in any way, or addition to a survey map for any person, unless acting under the direction of a licensed land surveyor, is a violation of section 7209, subdivision 2, of the New York State Education Law.
3. **Only maps bearing the surveyor's *signature overlaid with embossed seal* are genuine true and correct copies of the surveyor's original work and opinion. Anything other than copies with an embossed-seal and signature may contain unauthorized and undetectable modifications, deletions, additions, and changes, and are not to be relied upon. A copy of this document without a proper application of the surveyor's embossed seal should be assumed to be an *unauthorized copy*.**
4. Certifications on this map signify that the map was prepared in accordance with the current existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc. The certification is limited to persons for whom the map is prepared, to the title company, to the governmental agency, and to the lending institution listed on this map.
5. The certifications herein are not transferable.
6. The location of underground improvements or encroachments are not always known and often must be estimated. If any underground improvements or encroachments exist or are shown, the improvements or encroachments are not covered by this certificate.
7. This survey is subject to the findings of a Title Report and or Title Search.
8. Surveyed as per deeds, prior survey maps, filed maps, physical evidence and existing monumentation found at the site. Subject to any conditions, restrictions, covenants and/or right-of ways/easements of record, if any.

0' 30' 60' 90' 120'

GRAPHIC SCALE: 1" = 30'

Jonathan N. Millen, LLS
N.Y. LIC. No. 050746

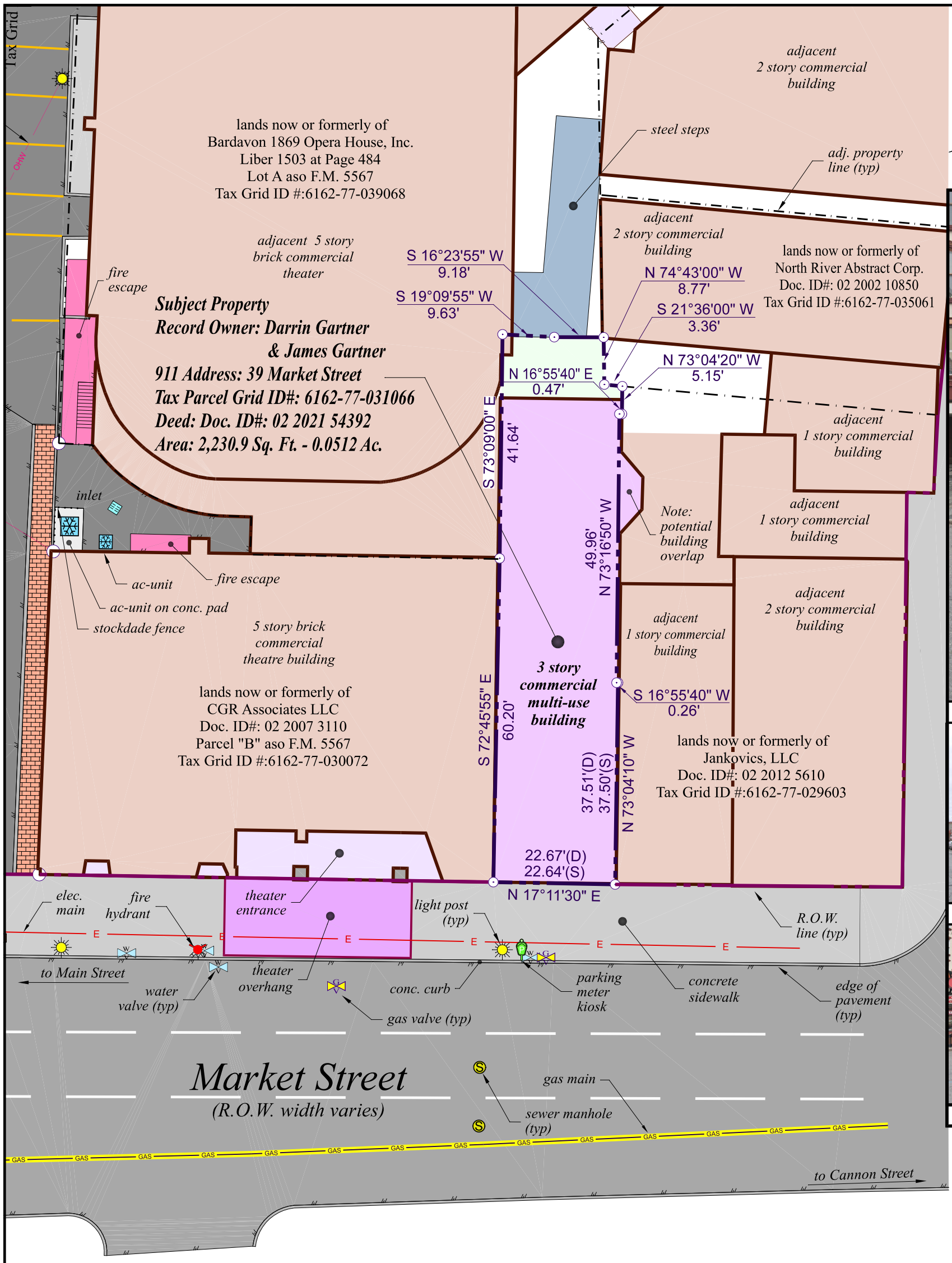
STATE OF NEW YORK · JONATHAN N. MILLEN · 050746 · LICENSED LAND SURVEYOR

Title/Boundary Survey
of the lands of
CGR Associates LLC

Automated Construction Enhanced Solutions, Inc.
Professional Land Surveying
1229 Route 300 - Suite 43 - Newburgh, NY 12550
Office: 845-943-5198 Field: 914-906-8830 E-Mail: jmillenlls@acessurveying.com

Tax ID: 6162-77-030072 aka 31 Market Street
City Of Poughkeepsie, County of Dutchess, New York 12601

DATE: 10/24/2022	SCALE: 1"=30'	JOB No. 22043CHA	DRAWN BY: jnm





(viewed southeasterly)



(viewed easterly)



(viewed southeasterly)

NOTE:

Basis Of Bearings:
The horizontal Datum is the North American Datum of 1983 (NAD83). The project baseline bearing reference for Grid North was established by GPS observation performed on August 29, 2024. The subject property lines are as per the latest record Deed and aligned to this datum.

REFERENCES:

1. The Official Tax Assessor's Maps for the City of Poughkeepsie, Dutchess County, New York.
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Unless indicated otherwise, property corners were not set.

SURVEYORS' CERTIFICATION:

I hereby certify to the hereon listed parties that this survey was performed in accordance with the NYS Minimum Technical Standards Section 6 Urban class and represents the results of an actual *on the ground field survey*, per record description, of the land shown hereon, located at 31 Market Street City of Poughkeepsie, County of Dutchess, State of New York. Completed on October 10, 2022, performed in accordance with the current existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc., and is to the best of my knowledge, belief and information, accurate and correct. Except as shown hereon: "there are no encroachments either way across property lines; title lines and lines of actual possession are the same".

_____ _____
Signature Date
Jonathan N. Millen, LLS
1229 Route 300 - Suite 3
Newburgh, NY 12550

SURVEYOR'S NOTES:

1. Copyright © 2024. Jonathan N. Millen, L.L.S. All Rights Reserved. Reproduction or copying of this document may be a violation of copyright law unless permission of the author and/or copyright holder is obtained.
2. Unauthorized alteration of an item in any way, or addition to a survey map for any person, unless acting under the direction of a licensed land surveyor, is a violation of section 7209, subdivision 2, of the New York State Education Law.
3. **Only maps bearing the surveyor's *signature overlaid with embossed seal* are genuine true and correct copies of the surveyor's original work and opinion. Anything other than copies with an embossed-seal and signature may contain unauthorized and undetectable modifications, deletions, additions, and changes, and are not to be relied upon. A copy of this document without a proper application of the surveyor's embossed seal should be assumed to be an *unauthorized copy*.**
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5. The certifications herein are not transferable.
6. The location of underground improvements or encroachments are not always known and often must be estimated. If any underground improvements or encroachments exist or are shown, the improvements or encroachments are not covered by this certificate.
7. This survey is subject to the findings of a Title Report and or Title Search.
8. Surveyed as per deeds, prior survey maps, filed maps, physical evidence and existing monumentation found at the site. Subject to any conditions, restrictions, covenants and/or right-of ways/easements of record, if any.

CERTIFIED TO:

I hereby certify to:
Darin Gartner and James Gartner
Stewart Title Insurance Company
Rondout Savings Bank ISAOA

0' 20' 40' 60' 80'
GRAPHIC SCALE: 1" = 20'

Jonathan N. Millen, LLS
N.Y. LIC. No. 050746

STATE OF NEW YORK · JONATHAN N. MILLEN · 050746 · LICENSED LAND SURVEYOR

Title/Boundary Survey
of the lands of
Darin Gartner and James Gartner

Automated Construction Enhanced Solutions, Inc.
Professional Land Surveying
1229 Route 300 - Suite 43 - Newburgh, NY 12550
Office: 845-943-5198 Field: 914-906-8830 E-Mail: jmillenlls@acessurveying.com

Tax ID: 6162-77-031066 aka 39 Market Street
City Of Poughkeepsie, County of Dutchess, New York 12601

DATE: 09/05/2024	SCALE: 1"=20'	JOB No. 24075CHA	DRAWN BY: jnm

BARADAVON 31-37 MARKET STREET

BUILDING FOOTPRINT:	4,679.4 SF
FIRST FLOOR SQUARE FOOTAGE:	5,024.5 SF
SECOND FLOOR SQUARE FOOTAGE	5,024.5 SF
THIRD FLOOR SQUARE FOOTAGE:	5,024.5 SF
FOURTH FLOOR SQUARE FOOTAGE:	5,024.5 SF
FIFTH FLOOR SQUARE FOOTAGE:	5,024.5 SF

39 MARKET STREET

BUILDING FOOTPRINT:	2,056 SF
BASEMENT SQUARE FOOTAGE:	733 SF
FIRST FLOOR SQUARE FOOTAGE:	2,056 SF
SECOND FLOOR SQUARE FOOTAGE:	2,056 SF
THIRD FLOOR SQUARE FOOTAGE:	2,056 SF
FOURTH FLOOR SQUARE FOOTAGE:	1,933 SF
FIFTH FLOOR SQUARE FOOTAGE:	1,758 SF

COMBINED BUILDINGS

BUILDING FOOTPRINT:	6,735 SF
BASEMENT SF. (39 MARKET DUPLEX)	733 SF
FIRST FLOOR SQUARE FOOTAGE:	7,080 SF
SECOND FLOOR SQUARE FOOTAGE:	7,080 SF
THIRD FLOOR SQUARE FOOTAGE:	7,080 SF
FOURTH FLOOR SQUARE FOOTAGE:	6,957 SF
FIFTH FLOOR SQUARE FOOTAGE:	6,782 SF

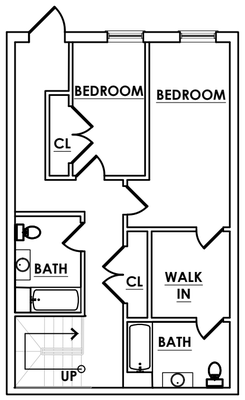
BARDOVAN
BUILDING HEIGHT: 64'-5"
84.2' X 60.21'
HEIGHT W/ ADDITION 73'-2"

39 MARKET W/ ADDITION
BUILDING HEIGHT: 64'-5"
BUILDING DIMENSION: 23' X 90.2'

OUTDOOR/OPEN SPACE CALCULATION:
BARDAVON 779.5 (REAR YARD AND FRONT SETBACKS) + 2,792 SF
ROOF TERRACES = 3,571.5 SF
39 MARKET 244 SF
TOTAL: 3,815.5 SF.

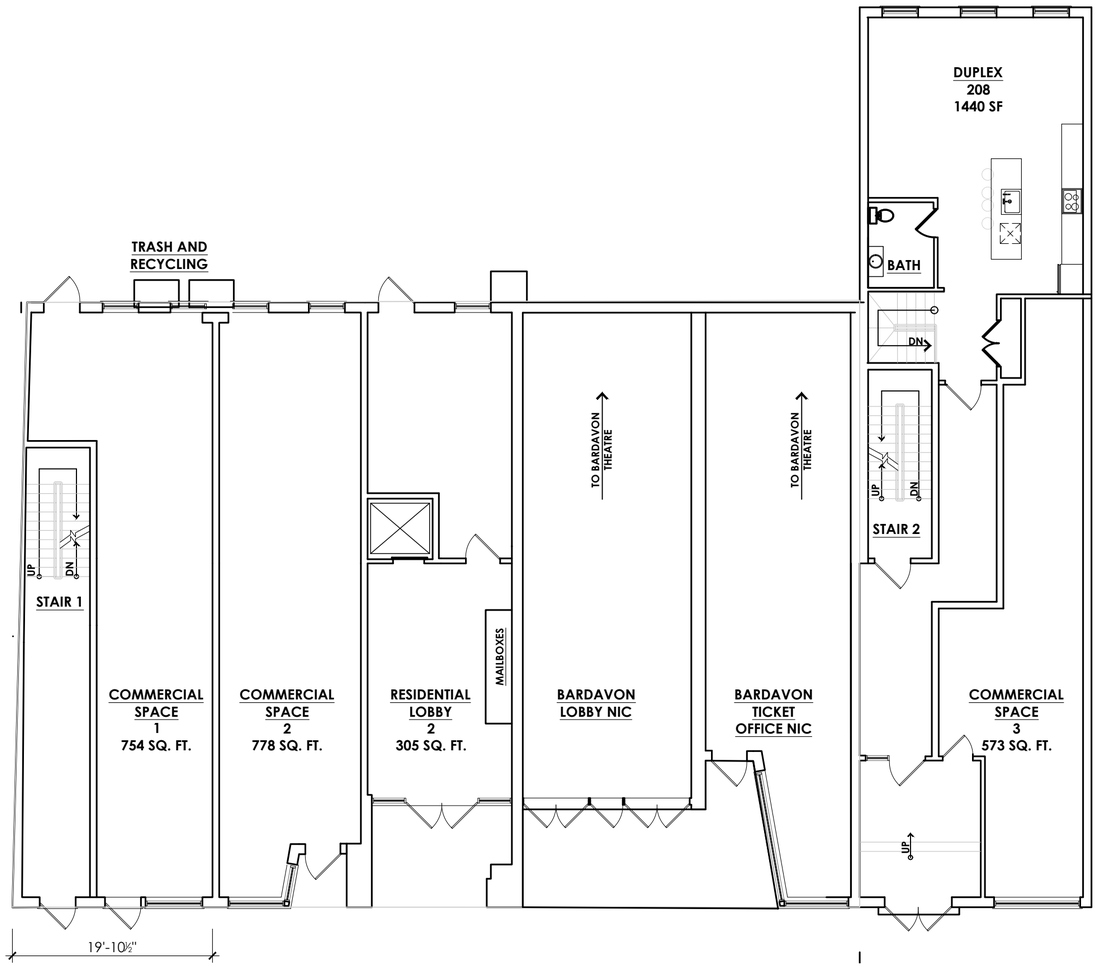
APARTMENT COUNTS

1ST FLOOR:	1 TWO BEDROOM DUPLEX
2ND FLOOR:	10 STUDIOS 2 ONE BEDROOMS
3RD FLOOR:	10 STUDIOS 2 ONE BEDROOMS
4TH FLOOR:	10 STUDIOS 2 ONE BEDROOMS
5TH FLOOR:	10 STUDIOS 2 ONE BEDROOMS
TOTAL:	**40 STUDIOS** **8 ONE BEDROOMS** **1 TWO BEDROOM DUPLEX** **49 UNITS**

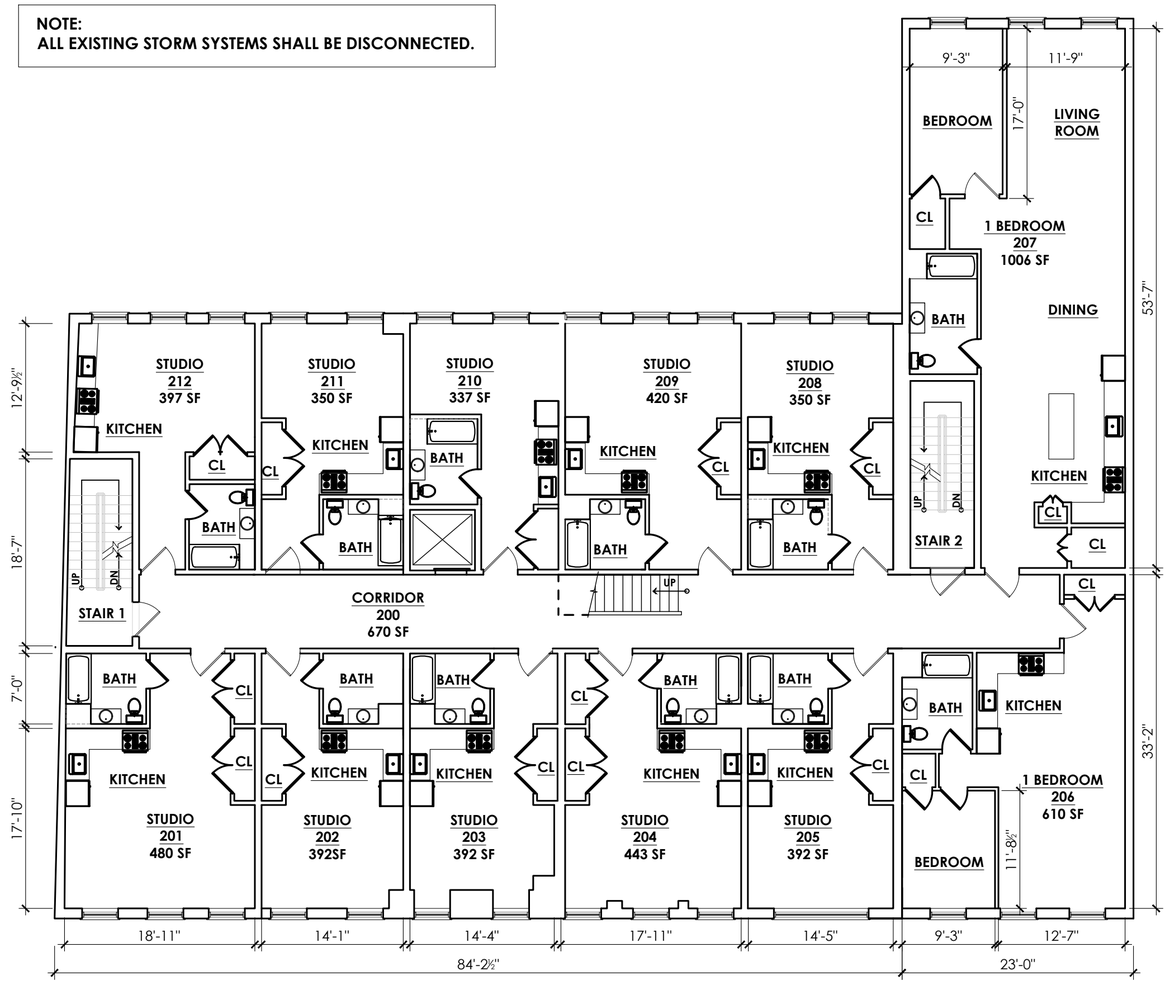


1 BASEMENT PLAN AT DUPLEX

NOTE:
ALL EXISTING STORM SYSTEMS SHALL BE DISCONNECTED.



2 FIRST FLOOR PLAN



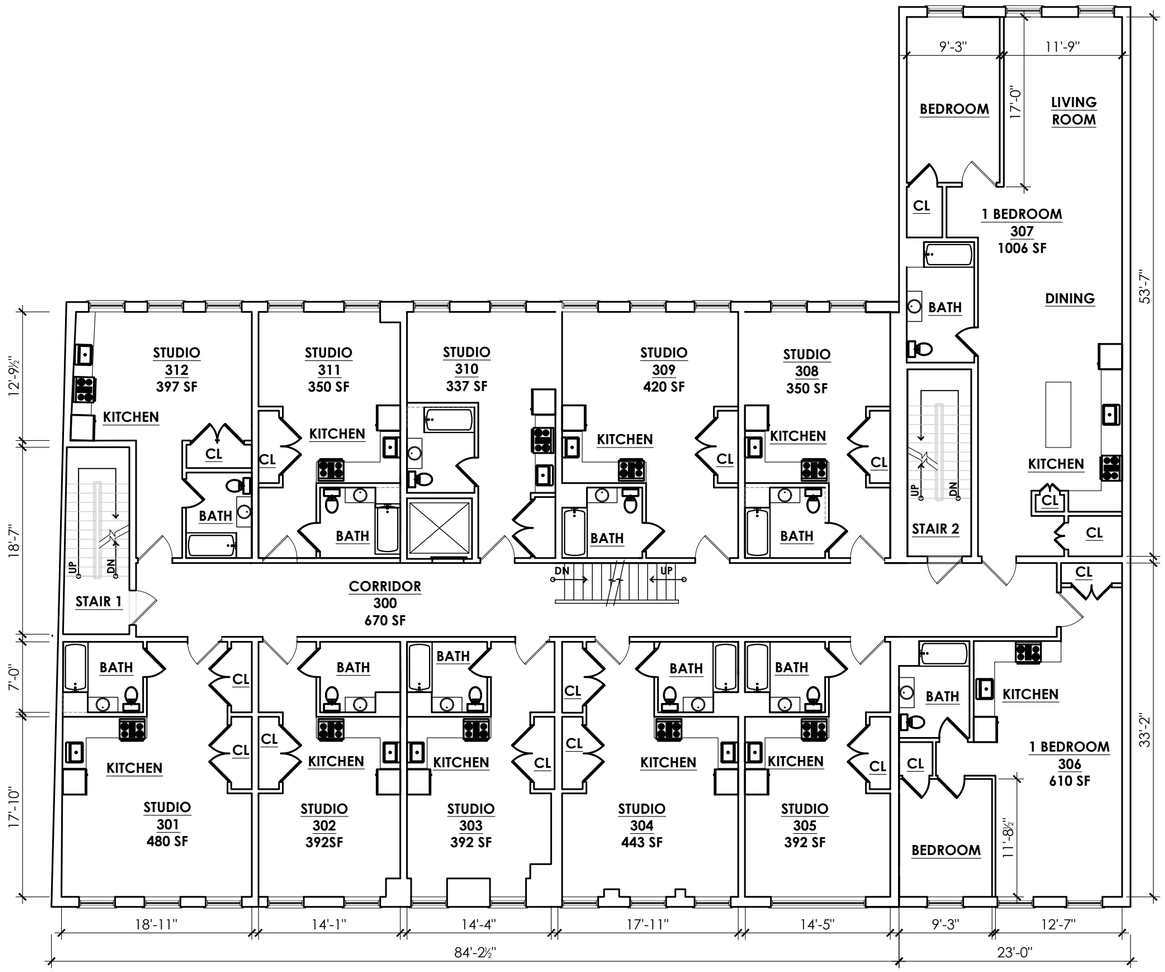
3 SECOND FLOOR PLAN

0 4 12 28

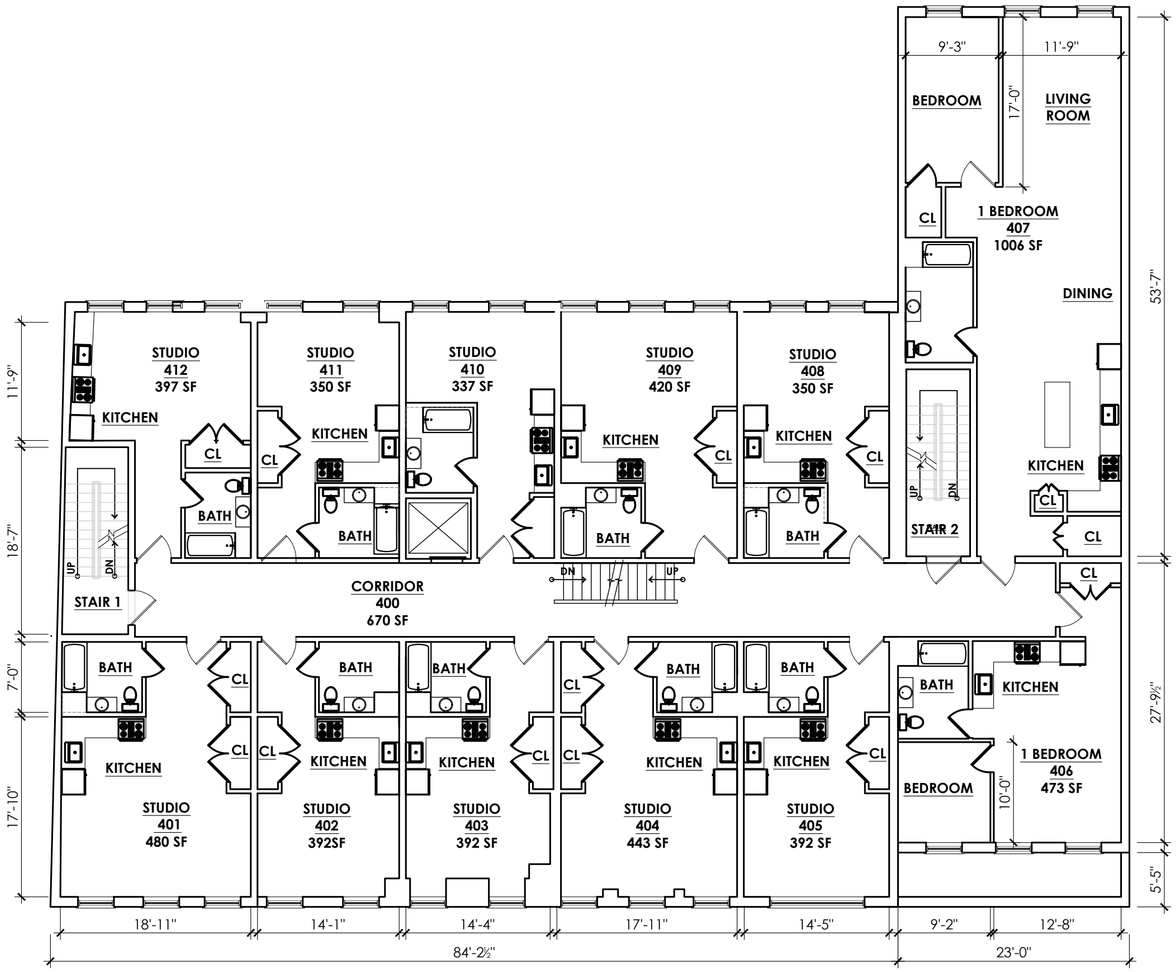
A-1
12.18.2024

THE BARDAVON BUILDING
31-39 MARKET STREET
POUGHKEEPSIE, NY. 12601

LRC GROUP · CHAI DEVELOPERS · KARC PLANNING CONSULTANTS, INC. · MATTHEW CORDONE ARCHITECT PLLC



1 THIRD FLOOR PLAN



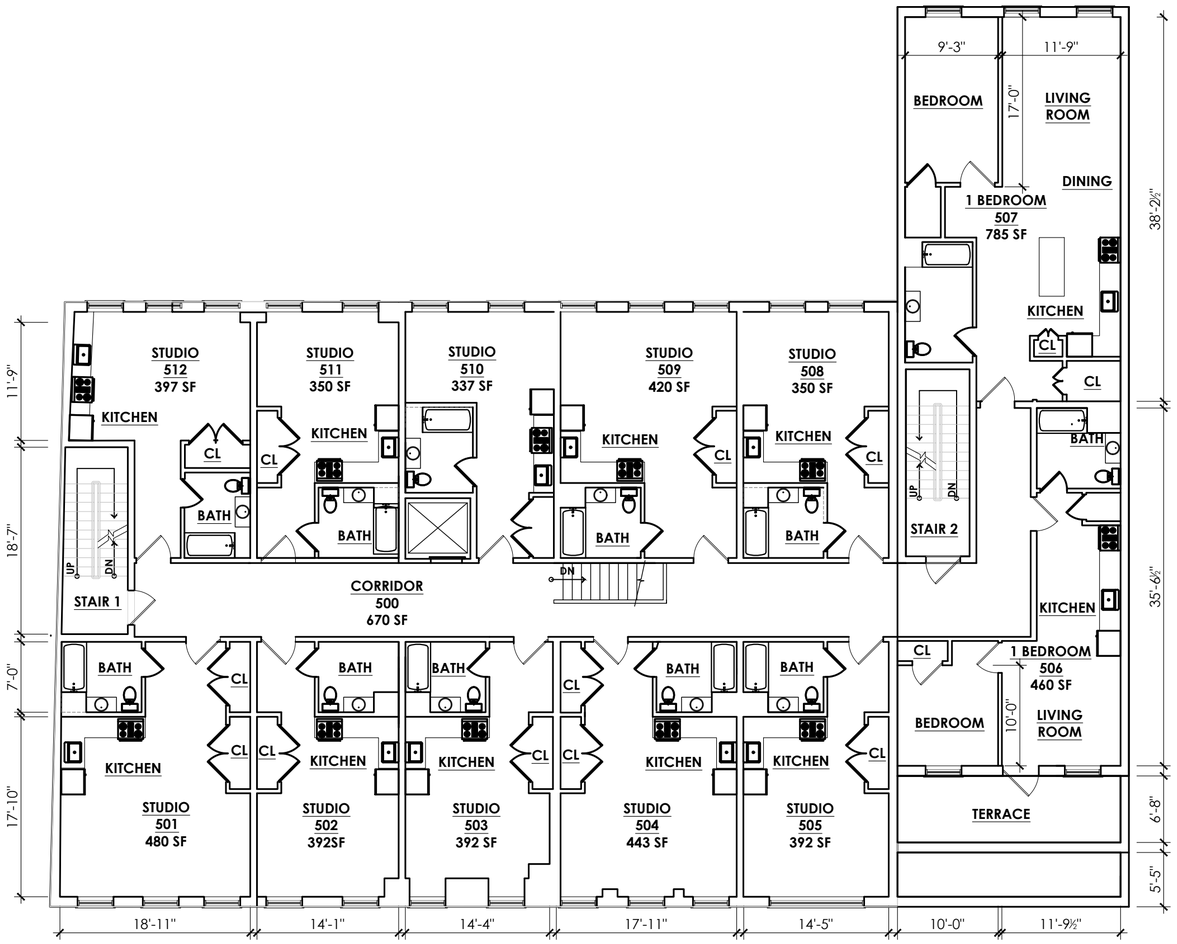
2 FOURTH FLOOR PLAN

0 4 12 28

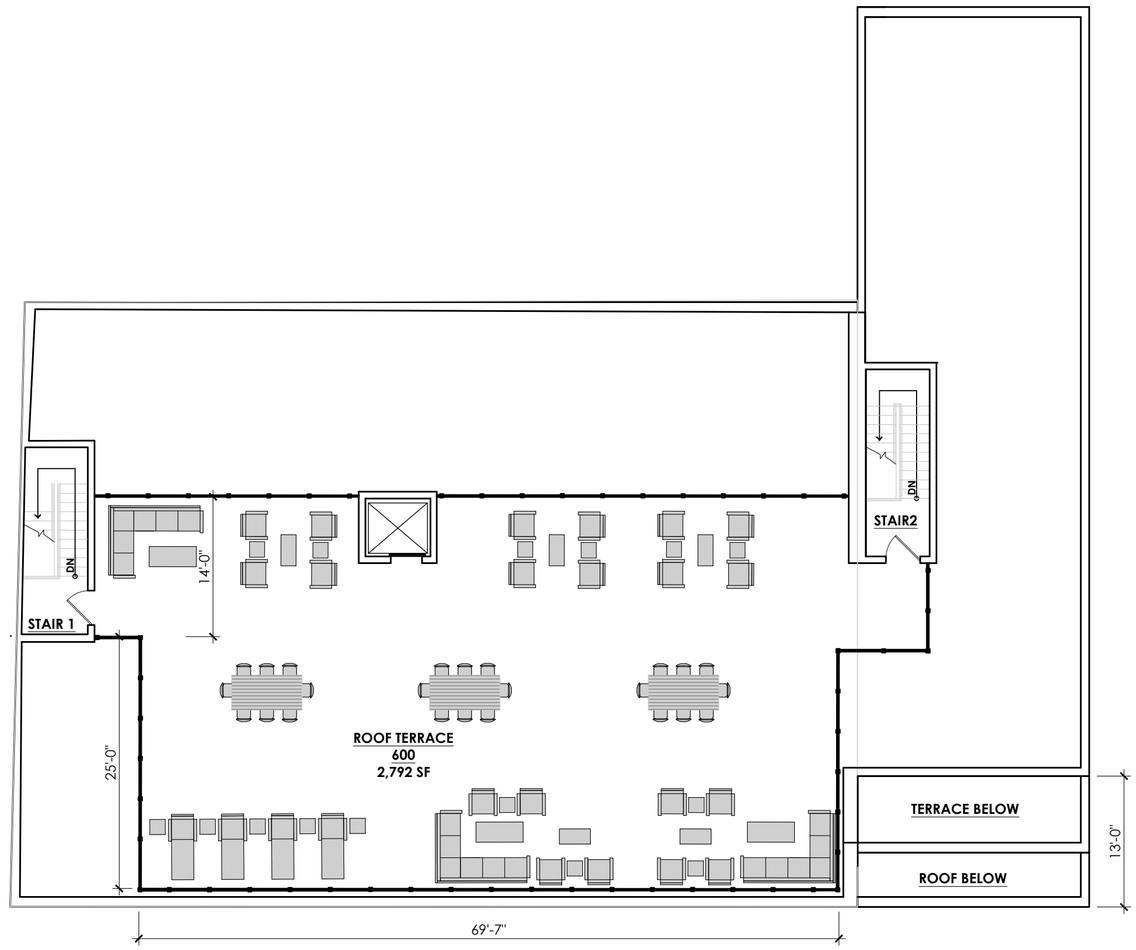
A-2
12.18.2024

THE BARDAVON BUILDING
31-39 MARKET STREET
POUGHKEEPSIE, NY. 12601

LRC GROUP
CHAI DEVELOPERS
KARC PLANNING CONSULTANTS, INC.
MATTHEW CORDONE ARCHITECT PLLC



1 FIFTH FLOOR PLAN



2 ROOF PLAN

0 4 12 28

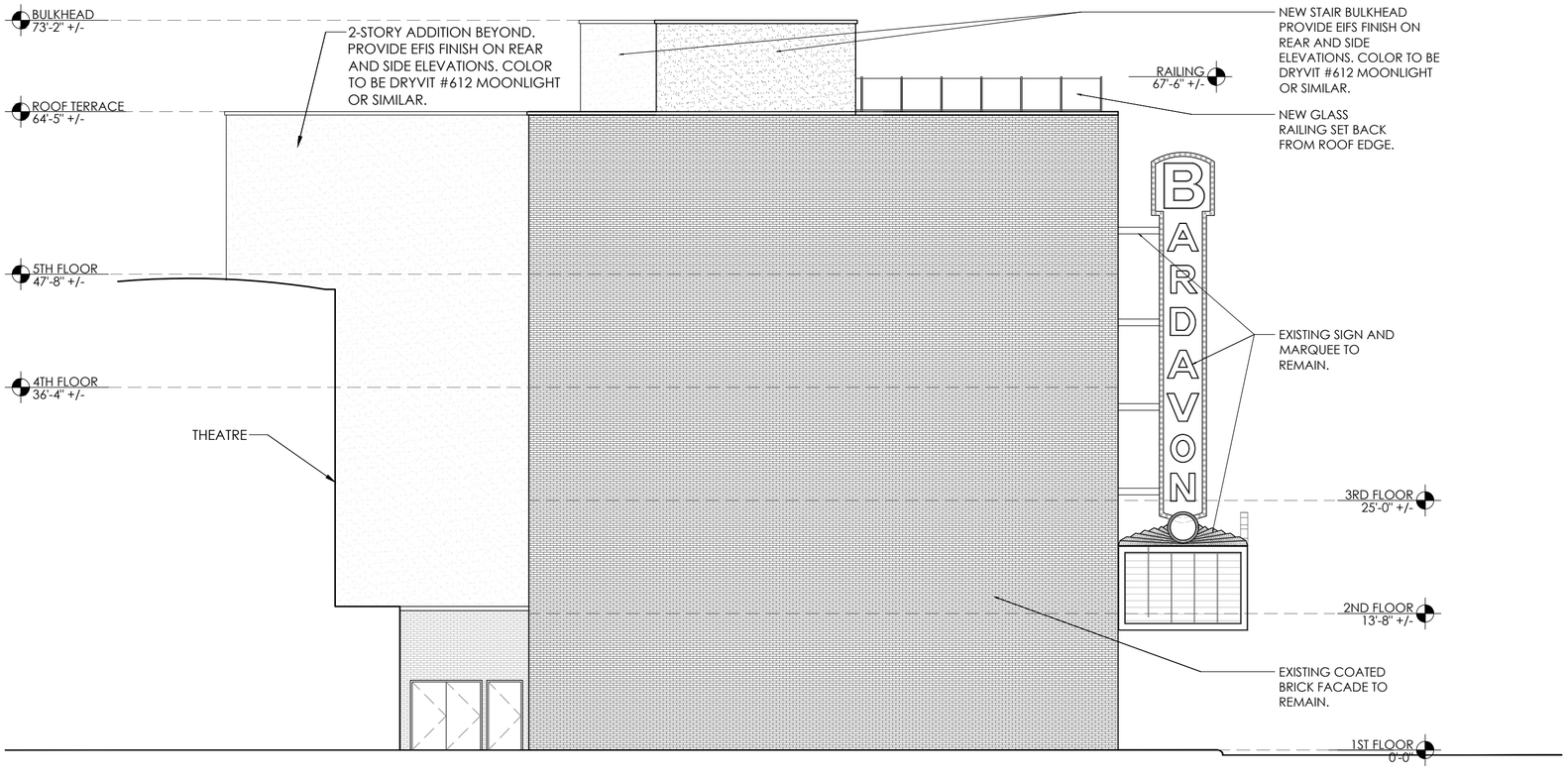
A-3
12.18.2024

THE BARDAVON BUILDING
31-39 MARKET STREET
POUGHKEEPSIE, NY. 12601

LRC GROUP
CHAI DEVELOPERS
KARC PLANNING CONSULTANTS, INC.
MATTHEW CORDONE ARCHITECT PLLC



1 FRONT ELEVATION - WEST



2 NORTH ELEVATION

0 4 12 28

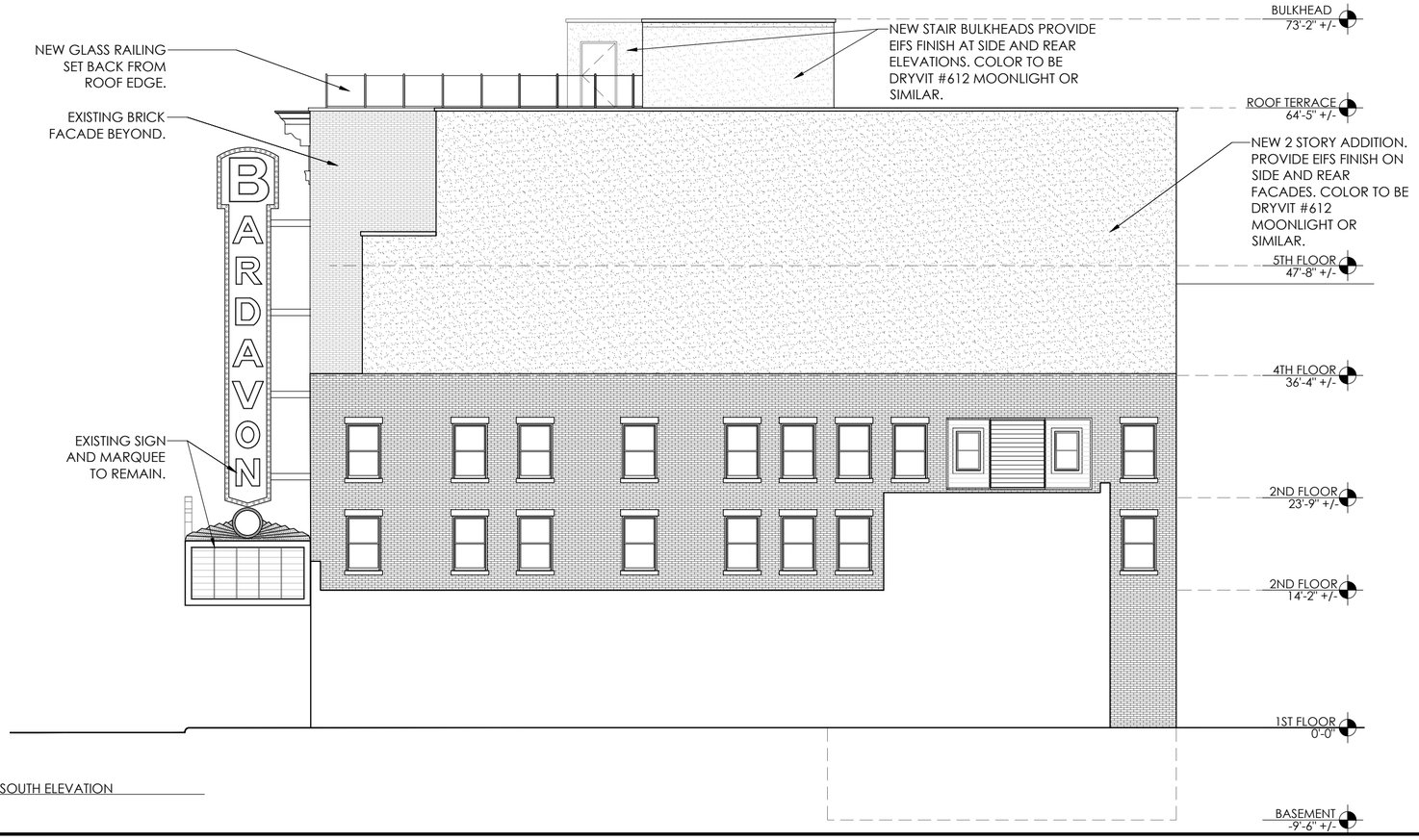
A-4
12.18.2024

THE BARDAVON BUILDING
31-39 MARKET STREET
POUGHKEEPSIE, NY. 12601

LRC GROUP
CHAI DEVELOPERS
KARC PLANNING CONSULTANTS, INC.
MATTHEW CORDONE ARCHITECT PLLC



1 REAR ELEVATION - EAST



2 SOUTH ELEVATION

0 4 12 28

A-5
12.18.2024

THE BARDAVON BUILDING
31-39 MARKET STREET
POUGHKEEPSIE, NY. 12601

LRC GROUP
CHAI DEVELOPERS
KARC PLANNING CONSULTANTS, INC.
MATTHEW CORDONE ARCHITECT PLLC



1 VIEW OF FRONT FACADE



2 VIEW LOOKING NORTHEAST ON MARKET STREET

PROPOSED METAL PANEL COLOR: GRANITE

PROPOSED EIFS COLOR: MOONLIGHT

MATTHEW CORDONE
ARCHITECT PLLC
DESIGN + PRESERVATION + PLANNING +
STRUCTURAL ENGINEERING

09 October 2024

Building Department
City of Poughkeepsie
c/o Eric Philipp
62 Civic Center Plaza
City Hall - 2nd Floor
Poughkeepsie, NY 12601

re: 31-37 Market Street Conversion
MCA: C01.24034

Dear Inspector Philipp,

Per your initial review, it has come to our attention that there may be a requirement to provide fire separation between the proposed residential portions of the building and the theater. Due to the configuration of the structures and the previously approved easement, the fire egress calculation will consider the additional square footage of the theater. The additional square footage will be used to calculate the allowable square footage set forth by 2020 NY State Building code, Table 506.2 “Allowable Floor Area Factor”.

We will be able to meet the additional square foot area requirements by using one or more of the following strategies:

1. Install fire doors at the Bardavon Theater that will ensure fire separation between the spaces. In addition, establish a new easement that allows safe passage through the fire doors from the two use groups.

2. Provided the required fire rated wall and ceiling assemblies around the existing easement that allows for the Bardavon Theater’s circulation and egress.

3. Install fire doors at 37 Market Street establishing the separation of 37 Market Street as a stand-alone structure.

Per our discussion and our review of code, we are satisfied that the requirements set forth in Table 506.2 can be achieved in our proposed design and strategies. Should you have any questions, please do not hesitate to call me.

Best Regards

Matthew Cordone, AIA
Matthew Cordone Architect PLLC



Matthew Cordone Architect PLLC
92 North Broadway, Irvington, New York 10533
Telephone: 917 749 8071 – Email: mcordone@mcapllc.net

31 Market LLC

35 Main St
Suite 311
Poughkeepsie, NY 12601

September 2, 2024

To whom it may concern:

Please accept this letter as a statement that 31 Market LLC is financially capable of completing the proposed development at 31-39 Market Street.

Sincerely,



Bernard Kohn
31 Market LLC

November 12, 2024

Joseph A. Chenier
Assistant Civil Engineer
City Engineering Department
62 Civic Center Plaza
Poughkeepsie, NY 12601

RE: 31 & 39 Market Street
Redevelopment Project
Poughkeepsie, NY

Dear Mr. Chenier,

39 Market Street

Currently has a ¾" water service that will be disconnected and removed at the existing water main. A new 6" ductile iron fire service is proposed in addition to a new 2" domestic service entering from the Market Street side that will be installed for 39 Market Street. The proposed building will utilize the existing 6" sanitary sewer connection.

The proposed building for 39 Market will consist of approx.1,250 SF of commercial space, and a total of 10 bedrooms. The commercial office space will have approximately 10 employees at 15 GPD. This would equate to a total of 150 gallons per day (GPD) for the commercial portion. The proposed bedroom flow rate is 1,100 GPD. The total proposed flow rate would be 1,250 GPD. Using a peaking factor of 4.0 as recommended by NYSDEC, the design maximum hourly flow rate is 3.47 gallons per minute (GPM). The existing 6" sanitary has adequate capacity to handle the proposed development from 39 Market Street.

31 Market Street

31 Market Street has an existing 6" fire suppression system that services the existing building. There is an additional 6" fire suppression system, that services the Bardavon building in the rear of 31 Market Street through an easement. Additionally, there is a 4" domestic service that enters the basement. Both existing fire suppression systems and the 4" domestic are to remain. There is an existing 6" sanitary line that exits the basement towards Market Street that will also remain. The commercial spaces existing at 31 Market are both restaurants and are to remain unchanged in use as part of this project.

The proposed building for 31 Market will consist of a combined total of 40 bedrooms. The total proposed flow rate would be 4,400 GPD. Using a peaking factor of 4.0 as recommended by NYSDEC, the design maximum hourly flow rate is 12.2 gallons per minute (GPM). The existing 6" sanitary has adequate capacity to handle the proposed development from 31 Market Street.

If any further information is needed or should you have any questions, please do not hesitate to let us know.

Sincerely,
LRC Engineering & Surveying, DPC

Shawn Curran, Project Manager

A 221

CONSULT YOUR LAWYER BEFORE SIGNING THIS INSTRUMENT - THIS INSTRUMENT SHOULD BE USED BY LAWYERS ONLY

LIBER 1503 PAGE 484

THIS INDENTURE, made the 2ND day of March, nineteen hundred and seventy-nine

BETWEEN BARDAVON ASSOCIATES, a New York partnership with offices at 35 Market Street, Poughkeepsie, New York 12601, consisting of JON HOLDEN ADAMS, DANIEL F. CURTIN, VINCENT L. DeBIASE, JOHN J. GARTLAND, JR., MICHAEL G. GARTLAND, ALLAN E. RAPPLEYEA and FRED W. SCHAEFFER

party of the first part, and

BARDAVON 1869 OPERA HOUSE, INC., a New York Corporation with offices at 35 Market Street, Poughkeepsie, New York 12601

party of the second part,

WITNESSETH, that the party of the first part, in consideration of

TEN DOLLARS and 00/100----------($10.00)---------- dollars,

lawful money of the United States, and other good and valuable consideration paid by the party of the second part, does hereby grant and release unto the party of the second part, the heirs or successors and assigns of the party of the second part forever,

ALL that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the City of Poughkeepsie, County of Dutchess and State of New York bounded and described as follows:

BEGINNING at a point in the northerly line of Cannon Street and the westerly side of an alley way leading to the Bardavon Theater, said point also being at the southeasterly corner of lands now or formerly of Pike Enterprises, Inc., and at the southeast corner of the existing building known as 11 Cannon Street at the junction of the stone fascia and steel flange which runs along the easterly face of said building, thence the following four courses along the easterly line of lands now or formerly of Pike Enterprises, Inc.,

1) North 21° - 32' - 05" East 21.00 feet,
2) North 16° - 38' - 45" East 8.19 feet,
3) North 13° - 51' - 05" East 24.82 feet to an angle in a concrete wall,
4) North 23° - 47' - 00" West 22.48 feet to an angle in said wall and
5) North 74° - 43' - 00" West 56.05 feet to a point, said point being in the easterly line of lands now or formerly of Golub Equities, Inc., thence along the easterly line of lands now or formerly of Golub Equities, Inc.
6) North 16° - 23' - 55" East 9.18 feet to the southeast corner of a 1 story brick building standing on lands now or formerly of Golub Equities, Inc., thence along the easterly face of said 1 story brick building,
7) North 19° - 09' - 55" East 9.63 feet to a point, said point being the northeasterly corner of lands now or formerly of Golub Equities, Inc., thence along the division line between the Bardavon Associates to the north and lands now or formerly Golub Equities, Inc. to the south.
8) North 73° - 09' - 00" West 41.64 feet to a point, said point being in the division line between parcel "B" to the west and the herein described Parcel "A" to the east, thence along said division line

Pg. 1 of 2

Transfer Tax $190.85

3/4/79 1160 ITC

R.P.T. & Fee title insured by Chicago Title Insurance Company Feldam Abstract Corp., Agent File No. 92-07 Title No. 92-10-041456

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9) North 17° - 08' - 10" East 46.14 feet to a corner of a brick building (Bardavon Theater Building; thence,
10) South 72° - 17' - 40" East 7.01 feet to the westerly face of a circular portion of the Bardavon Theater Building, thence the following 6 courses along the westerly face of the aforementioned circular portion of the Bardavon Theater Building;
11) North 18° - 35' - 05" East 7.37 feet
12) North 28° - 02' - 40" East 6.45 feet
13) North 40° - 55' - 55" East 6.70 feet
14) North 51° - 45' - 20" East 5.73 feet
15) North 59° - 46' - 25" East 3.75 feet
16) North 67° - 12' - 10" East 3.83 feet, thence
17) North 19° - 09' - 05" East 6.24 feet to a point in the southerly line of lands now or formerly of The Poughkeepsie Savings Bank, thence along the southerly line of lands now or formerly of The Poughkeepsie Savings Bank,
18) South 71° - 24' - 30" East 110.89 feet to a point at or near a corner of a concrete wall, thence along the westerly line of lands now or formerly of The Poughkeepsie Savings Bank, and along, in part, the easterly face of the Bardavon Theater Building,
19) South 20° - 41' - 30" West 168.15 feet to a point on the northerly side of Cannon Street and the easterly side of an alley way, thence, along the northerly line of Cannon Street and crossing said alley way,
20) North 66° - 49' - 50" West 8.50 feet to the point of beginning.

Containing 12,253 square feet of land or 0.281 acres.

Bearings refer to the Poughkeepsie Urban Renewal Agency Survey Grid.

Being the same premises designated as Parcel "A" as shown on map entitled "Subdivision of lands of Bardavon Associates", filed as map number 5567 in the Dutchess County Clerk's Office.

Being a portion of the premises conveyed by Hallmark Releasing Corp. to Cossayuna Hills by deed dated July 24, 1975 and recorded in Liber 1411 of Deeds at Page 293.

3/2/76 MLG ICB

TOGETHER with an easement through the existing office building located on Parcel "B", on map entitled "Subdivision of lands of Bardavon Associates", filed as Map Number 5567, in the Dutchess County Clerk's Office for the purpose of maintaining the existing lobby, box office and storage closet to the theatre building; SUBJECT, however, to the right of the grantor herein to relocate the existing partition wall between the lobbies to the theatre and the office building, so that the partition wall continues on a straight line to the Market Street entrances to the respective buildings. The grantor herein shall give the grantee herein sixty(60) days notice of its intention to relocate the existing partition wall. The grantee can relocate its box office on the easement hereby created for the lobby to the theatre building.

TOGETHER with an easement to enter upon the adjoining lands of the grantor herein, upon reasonable notice to the grantor, provided such entry is necessary, for the purpose of maintaining the theatre building and/or is necessary for the purpose of use for fire exits from the theatre building in emergency situations; but also RESERVING an easement in favor of the grantor herein to enter upon the lands conveyed to the grantee herein, for the purpose of maintaining the office building located on Parcel "B" aforesaid, upon reasonable notice to grantee.

TOGETHER with an easement through the basement of the office building located on Parcel "B" aforesaid for the purpose of maintaining in the same location the existing utilities, including but not limited to the heating, water, electrical and air conditioning systems for the theatre building (including lobby) which are presently located beneath the existing lobby in the basement of the office building, located on the aforesaid Parcel "B" and together with the grantee's right to relocate said utilities with the consent of the grantor and at the grantee's own cost and expense; SUBJECT, however,

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to the grantor's right to relocate such utilities, at its discretion, but at its sole cost and expense. In the event either the grantor or grantee elect to relocate the aforesaid utilities, each shall be responsible for any cost and expense necessary to maintain the integrity of the other party's utilities which may be affected by the relocation.

RESERVING an easement in favor of the grantor herein for any and all existing utilities which service the building located on Parcel "B" aforesaid which utilities may be located and/or pass through the land conveyed to the grantee herein.

TOGETHER with an easement to maintain the marquee for the theatre, as it presently exists on the office building located on the aforesaid Parcel "B", and together with the right of the grantee herein to change the marquee with the approval of the grantor (which approval shall not be unreasonably withheld as long as such change is consistent with the historical facade of the office building as to design, location and size). Notwithstanding the foregoing, the grantor herein shall have the right to remove and repair the marquee, at its cost and expense, in the event the grantee should fail to keep the marquee in reasonably good repair and/or in the event its removal should be necessary to protect and insure the structural integrity of the office building located on the aforesaid Parcel "B". The grantee shall also keep the marquee in a good state of repair and the right to remove the marquee upon the consent of the grantor. In the event the grantee elects to remove the marquee the grantee agrees to restore the exterior of the office building to the extent reasonably necessary so that the facade of the office building will be consistent in appearance.

3/2/73 AL66 REB

TOGETHER with an easement for the purpose of maintaining the metal stack, (but only to the extent such stack serves the building located on the lands conveyed to the grantee herein and as long as said stack does not interfere with the structural integrity of the office building located on Parcel "B" aforesaid) which stack is located along the easterly wall of the building located on Parcel "B" aforesaid; SUBJECT, however, to the right of the grantor herein to relocate said stack at its sole cost and expense.

TOGETHER with an easement for the purpose of maintaining the existing office located at the southeast corner of the lobby easement adjacent to the building located on the lands conveyed to the grantee herein.

TOGETHER with a cross easement for the joint benefit of the grantor and grantee herein for the use of the water (including the water sprinkler system) and sewer systems presently serving the building located on the lands herein conveyed and the office building located on Parcel "B" aforesaid, upon the condition that the grantor and grantee share the cost of said common services on on an equal fifty (50%) per cent basis including but not by way of limitation, the charges imposed by the City of Poughkeepsie for said common services, together with any renovations and/or repairs that may be necessary to maintain same.

RESERVING an easement in favor of the grantor for light and air for the east side of the office building, located on Parcel "B" aforesaid. The same shall be construed to prevent the construction of structures new or renovated within 41.64 feet of the east wall of the said office building with a height greater than the west end of the existing movie theatre building located on the lands herein conveyed.

Pg. 3 of 7

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TOGETHER with an easement and/or right of access to utility services provided by the New York Telephone Company, Central Hudson and the City of Poughkeepsie through the basement area of the building located on Parcel "B", provided that such access shall not (1) impair the integrity of the said building; (2) shall be in the same area that utility services are presently provided to the theatre building and (3) shall not diminish in any material manner the area of the basement in said building available to grantor.

NOTWITHSTANDING anything to the contrary contained herein, any and all easements running in favor of the theatre building presently located on the lands conveyed to the grantee herein, or any replacement thereof, shall automatically terminate in the event the theatre building in its entirety ceases being used for theatrical purposes.

The above described premises are conveyed subject to the following conditions and restrictions:

3/2/79 MGG KEB

1. In the event that the grantee herein shall ever receive a bona fide offer from any person, firm or corporation to purchase the premises conveyed herein, the grantee shall send to the grantor herein a copy of the proposed contract of sale, and shall notify the grantor herein of its intention to accept such purchase offer. The grantor herein shall have the right within twenty (20) days after receipt of the proposed contract of sale to accept the terms of said contract in writing, and the grantor herein shall have an additional thirty (30) days thereafter to purchase the premises conveyed herein, in its own name, or in the name of a nominee, for the gross purchase price and on the terms specified in said contract. If the grantor herein shall elect not to purchase the premises conveyed herein within the specified time period, the grantee herein may then sell the premises conveyed herein to the proposed purchaser named in the contract of sale, provided the sale is on the same terms and conditions and for the same price set forth in the proposed contract of sale submitted to the grantor herein. In the event that the grantor herein shall fail to exercise the aforesaid right of first refusal as set forth above, then, in that event, said right shall be extinguished upon the transfer of title by the grantee herein. However, if the grantee herein does not transfer title for any reason whatsoever, pursuant to the aforesaid contract, the right of first refusal shall remain in effect. This right of first refusal shall not apply in the event that the grantee herein shall receive any offer or shall convey the premises conveyed herein to any not-for-profit organization whose purposes are substantially similar to those set forth in the certificate of incorporation of the grantee herein. However, in the event said subsequent organization receives any bona fide offer to purchase the premises conveyed herein, or shall convey said premises, the aforesaid right of first refusal shall remain in full force and effect.

2. The grantee herein grants to the grantor herein the exclusive right and option to repurchase the premises conveyed herein upon the following terms and conditions:

(a) Said option shall be exercisable only in the event that the premises conveyed herein are abandoned by the grantee herein, or by any successor in title.

(b) For the purpose of this paragraph the term "abandonment" shall mean; (1) the failure of the grantee to substantially use the premises conveyed in fulfillment of its corporate purposes as

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set forth in its certificate of incorporation for a period of one (1) year; or (2) following a fire or other destruction of less than fifty percent of the premises conveyed herein as determined by value and the failure of the grantee herein to promptly commence repairs; or (3) the destruction of more than fifty percent of the premises conveyed herein by fire or other casualty as determined by value. Prompt commencement of repairs shall mean the prompt and diligent application by the grantee of any and all insurance claims within six(6) months and the actual commencement of physical repairs of the theatre building within nine(9) months after the occurrence of loss.

(c) In the event of an abandonment under subparagraph 2(b) (1), the grantor herein shall have the right to repurchase the premises conveyed for the sum of $173,220.00 or any other lesser negotiated sales price.

(d) In the event of abandonment under subparagrph 2(b) (2) and 2 (b) (3), the grantor herein shall have the right to repurchase the premises conveyed for the then fair market value of the premises conveyed. Said fair market value shall be determined as follows: The grantor and grantee shall each select an appraiser (each of whom shall be a licensed real estate broker familiar with property values in the City of Poughkeepsie, County of Dutchess and State of New York). The appraisers so selected shall determine the sale price for the repurchase of the premises conveyed herein which sale price shall be the then fair market value as of that date of the premises conveyed herein. In the event that the appraisers are unable to agree upon the value of the premises conveyed herein within thirty (30) days after their appointment, they shall select and designate one additional appraiser for this purpose (who shall be a licensed real estate broker familiar with the property values in the City of Poughkeepsie, County of Dutchess and State of New York) whose appraisement shall be binding on all parties. In the event that any appraiser shall become unable or unwilling to serve, a substitute shall be appointed by the person originally selecting said appraiser. In the event that the appraisers first appointed shall be unable to agree upon another appraiser, such appraiser shall be appointed by the President of the Board of Realtors of the County of Dutchess, New York.

3/2/79
1160
1125

(e) Closing of title pursuant to said right to repurchase shall take place within sixty (60) days after the date of execution of the contract to repurchase the premises conveyed herein. At the closing, the grantor shall receive a bargain and sale deed, with covenants against the grantor's act, conveying good and marketable title free of all liens and encumbrances except those, if any, created or existing prior to the date hereof.

3. In the event the grantee herein no longer intends to use the premises conveyed herein for the fulfillment of its corporate purposes and so notifies the grantor in writing; then the grantor shall have the option of repurchasing the premises conveyed herein from the grantee for the sum of $173,220.00, or any lesser negotiated sales price, within thirty (30) days after the receipt of said notice. In the event the grantor herein fails to execute said option to purchase, and the grantee thereafter does not use the premises for the fulfillment of its corporate purposes, the grantor's right to exercise the option to purchase set forth in paragraph hereinabove shall be extinguished.

4. The foregoing conditions and restrictions shall be binding on the parties hereto, their successors and assigns.

Pg. 5 of 7

corne Doc #: DEED 1503 488 Printed Page 1 of 1

TOGETHER with all right, title and interest, if any, of the party of the first part in and to any streets and roads abutting the above described premises to the center lines thereof,

TOGETHER with the appurtenances and all the estate and rights of the party of the first part in and to said premises,

TO HAVE AND TO HOLD the premises herein granted unto the party of the second part, the heirs or successors and assigns of the party of the second part forever.

DUTCHESS COUNTY CLERK'S OFFICE
RECEIVED ON THE 5 DAY OF Mar., 1979
AT 9 H. 03 M. 2 M. RECORDED IN
BOOK No. 1503 OF Deeds
AT PAGE 489 AND EXAMINED
William R. Steinkamp CLERK

1341

22.00

RECEIVED
$ 190.00
REAL ESTATE
MAR 5 1979
TRANSFER TAX
DUTCHESS
COUNTY
4252

DUTCHESS COUNTY
CLERK'S OFFICE
RECEIVED
Mar 5 10 42 AM '79

3/2/79
1166
FEB

AND the party of the first part covenants that the party of the first part has not done or suffered anything whereby the said premises have been incumbered in any way whatever, except as aforesaid.

AND the party of the first part, in compliance with Section 13 of the Lien Law, covenants that the party of the first part will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvement and will apply the same first to the payment of the cost of the improvement before using any part of the total of the same for any other purpose.

The word "party" shall be construed as if it read "parties" whenever the sense of this indenture so requires.

IN WITNESS WHEREOF, the party of the first part has duly executed this deed the day and year first above written.

IN PRESENCE OF:

JON HOLDEN ADAMS

DANIEL F. CURTIN

VINCENT L. DE BIASE

ALLAN E. RAPPLEYEA

JOHN J. GARTLAND, JR.

FRED W. SCHAEFFER

MICHAEL G. GARTLAND

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Pg. 6 of 7

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STATE OF NEW YORK, COUNTY OF DUTCHESS ss:

On the 2ND day of March 1979, before me personally came JON HOLDEN ADAMS DANIEL F. CURTIN VINCENT J. DE BIASE JOHN J. GARTLAND JR. MICHAEL G. GARTLAND ALLAN E. KAPPLEYEA and FRED W. SCHAEFFER to me known to be the individual s described in and who executed the foregoing instrument, and acknowledged that they executed the same.

Eleanor J. Whitely
NOTARY PUBLIC
ELEANOR J. WHITELY
NOTARY PUBLIC, STATE OF NEW YORK
QUALIFIED IN DUTCHESS COUNTY
COMMISSION EXPIRES MARCH 30, 19[illegible]

CLERK'S NOTE—VARIATION IN TYPE OR OTHER MATERIAL SAME AS IN ORIGINAL.

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19, before me personally came to me known, who, being by me duly sworn, did depose and say that he resides at No.

that he is the of , the corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed h name thereto by like order.

1503 490

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19, before me personally came

490

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged that executed the same.

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19, before me personally come the subscribing witness to the foregoing instrument, with whom I am personally acquainted, who, being by me duly sworn, did depose and say that he resides at No.

that he knows to t the individual described in and who executed the foregoing instrument; that , he, said subscribing witness, was present and saw execute the same; and that he, said witness, at the same time subscribed h name as witness thereto.

Pg. 7 of 7

Bargain and Sale Deed
WITH COVENANT AGAINST GRANTOR'S ACTS

TITLE NO.

SECTION
BLOCK
LOT
COUNTY OR TOWN

BARDAVON ASSOCIATES

TO

BARDAVON 1869 OPERA HOUSE

RETURN BY MAIL TO:

Guernsey, Butts & Walsh, Esqs.
Attn: Roland Butts, Esq.
75 Washington Street
Poughkeepsie, N. Y.
Zip No. 12601

* Reserve this space for use of Recording Office.

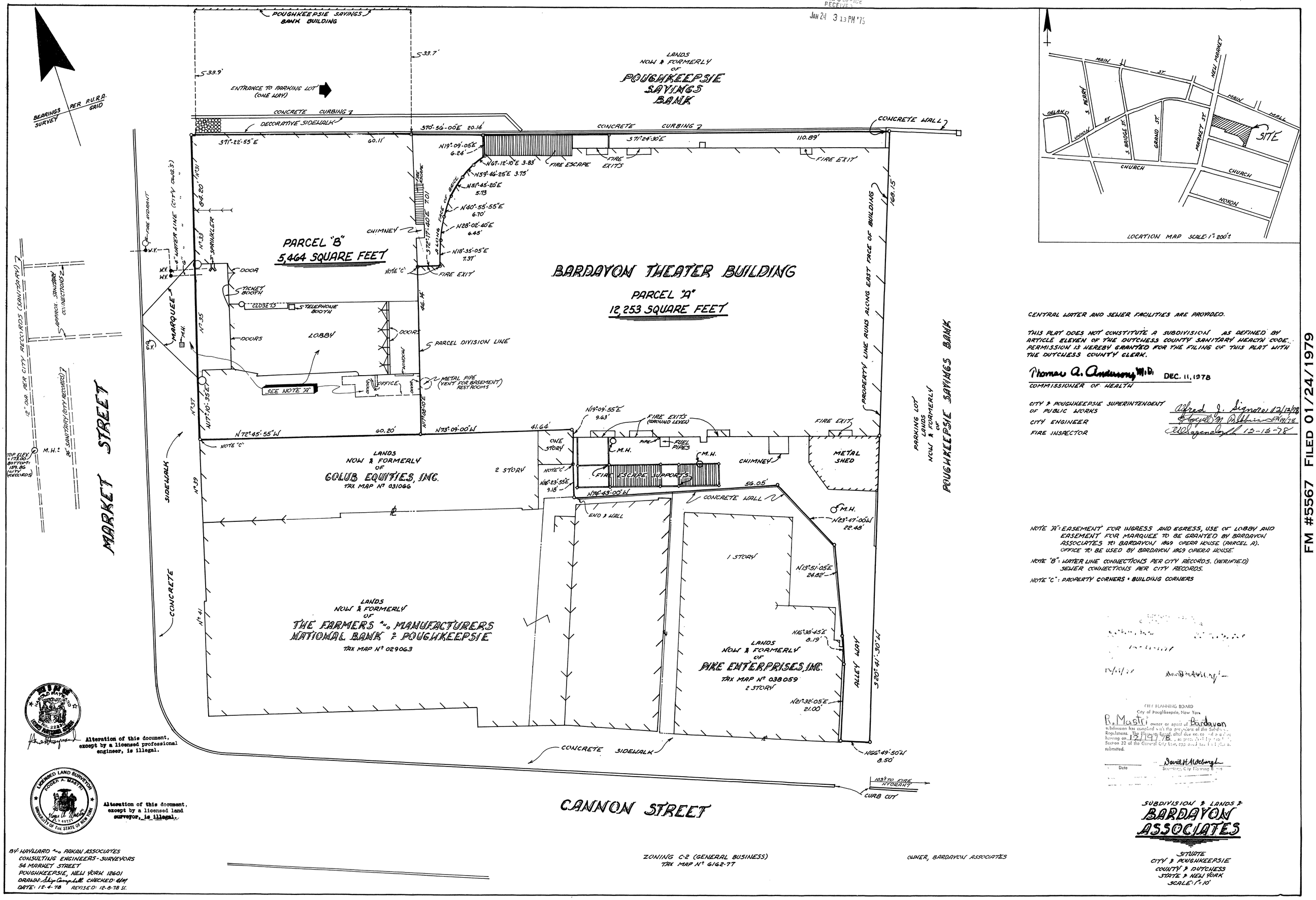
See Grant Agreement
Recorded Mar. 9, 1979
L. 1503 Page 735

SEE ASSIGNMENT AGMT.
RECORDED JUNE 8, 1908
LIBER 1799 PG. 393

Some Doc #: DEED 1503 490 Printed Page 1 of 1

DUTCHESS COUNTY CLERK'S OFFICE RECEIVED
JAN 24 3 13 PM '79

Page 327 of 925



CENTRAL WATER AND SEWER FACILITIES ARE PROVIDED.

THIS PLAT DOES NOT CONSTITUTE A SUBDIVISION AS DEFINED BY ARTICLE ELEVEN OF THE DUTCHESS COUNTY SANITARY HEALTH CODE. PERMISSION IS HEREBY GRANTED FOR THE FILING OF THIS PLAT WITH THE DUTCHESS COUNTY CLERK.

Thomas A. Anderson M.D. DEC. 11, 1978
COMMISSIONER OF HEALTH

CITY & POUGHKEEPSIE SUPERINTENDENT OF PUBLIC WORKS — Alfred J. Signore 12/12/78
CITY ENGINEER — Lloyd W. Wilkinson 12/19/78
FIRE INSPECTOR — Wagenaar 12-13-78

NOTE "A": EASEMENT FOR INGRESS AND EGRESS, USE OF LOBBY AND EASEMENT FOR MARQUEE TO BE GRANTED BY BARDAVON ASSOCIATES TO BARDAVON 1869 OPERA HOUSE (PARCEL A). OFFICE TO BE USED BY BARDAVON 1869 OPERA HOUSE.

NOTE "B": WATER LINE CONNECTIONS PER CITY RECORDS. (VERIFIED) SEWER CONNECTIONS PER CITY RECORDS.

NOTE "C": PROPERTY CORNERS & BUILDING CORNERS

12/11/78

CITY PLANNING BOARD
City of Poughkeepsie, New York
R. Mastri owner or agent of Bardavon subdivision has complied with the provisions of the Subdivision Regulations. The Planning Board did on 12/19/78 at a public hearing on , as prescribed by Section 32 of the General City Law, approve the plat as submitted.
Date — David H. Ackerman, Secretary, City Planning Board

SUBDIVISION & LANDS OF
BARDAVON ASSOCIATES
SITUATE
CITY OF POUGHKEEPSIE
COUNTY OF DUTCHESS
STATE OF NEW YORK
SCALE: 1" = 10'

OWNER, BARDAVON ASSOCIATES

ZONING C-2 (GENERAL BUSINESS)
TAX MAP Nº 6162-77

BY: HAVILAND & PARKIN ASSOCIATES
CONSULTING ENGINEERS - SURVEYORS
54 MARKET STREET
POUGHKEEPSIE, NEW YORK 12601
DRAWN: Mrs. Camp, L.M.E. CHECKED: G/M
DATE: 12-4-78 REVISED: 12-8-78 S.C.

Alteration of this document, except by a licensed professional engineer, is illegal.

Alteration of this document, except by a licensed land surveyor, is illegal.

FM #5567 FILED 01/24/1979

Kelly Doc #: 2311115567 Printed Page 1 of 1

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner *Pro Tempore*

October 31, 2024

Natalie Quinn
KARC
PO Box 924
Poughkeepsie, NY 12602

Re: SEQRA
31-39 Market Street
31 Market St, Poughkeepsie, NY 12601
24PR09081

Dear Natalie Quinn:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted documents under the State Environmental Quality Review Act (SEQRA) as requested. These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We note that the Bardavon Operahouse & Office building is listed in the State and National Registers of Historic Places. We further note there is an active preservation covenant on the property due to prior Environmental Protection Fund grant funding. Our office, in its capacity as a subject-matter expert in historic resources under SEQRA, has reviewed the project description, existing condition site plan, proposed drawings including elevations and renderings, all submitted to our office on September 23, 2024, and we offer the following comments regarding potential impacts to architectural resources:

1. Submit interior photos. Project information should be sufficiently detailed so that we can understand how historic features on the interior and exterior will be treated.
2. 39 Market Street Addition. Revise the design to include a setback as much as possible to minimize the visual impact and create a more cohesive streetscape.
3. 39 Market Street Materials. The proposed addition's use of identical materials and details creates a false sense of history. We recommend submitting a new proposal with a simpler, more minimal approach to distinguish the addition from the historic structure. The difference may be subtle, but it must be clear; for example, windows with no sills.

Please be aware that if this project will involve state or federal permits, funding or licenses it may be subject to review under Section 14.09 of the NYS Parks, Recreation and Historic Preservation Law or Section 106 of the National Historic Preservation Act.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Mariana Staines
Historic Site Restoration Coordinator
518-268-2142 | mariana.montesstaines@parks.ny.gov

518 262 4942

THE CITY OF POUGHKEEPSIE

DEPARTMENT OF PUBLIC WORKS & ENGINEERING

SITE PLAN REVIEW

Form #2

1. Date: December 11, 2024

2. Name of Site Plan: 31 and 39 Market Street

3. Address or Location: 31 and 39 Market Street

4. Owner: 31 Market LLC

5. Engineer/ Architect: Natalie Quinn, KARC Planning Consultants/ LRC

6. Yes ☐ No ☐ The site plan as forwarded by the Planning Department is acceptable and <u>will be</u> signed off on with no condition(s).

7. Yes ☐ No ☐ The site plan as forwarded by the Planning Department is acceptable and <u>has been</u> signed off on with no condition(s).

8. Yes ☒ No ☐ The applicant should be notified that the Dept. of Public Works/Engineering requires the following comment(s) be addressed:

    1. Sanitary sewer lateral(s) to be connected to 12/18" sewer in Market Street.
    2. Storm sewer roof leader lateral(s) to be connected to 24" sewer in Market Street. Indicate proposed elevation of connection on site plan.
    3. Perform dye tests to determine existing sewer lateral configuration discharge point(s). This work can be coordinated with City of Poughkeepsie Engineering Department and Veolia Water to observe and access manholes. Applicant's Engineer to certify existing conditions and new connections. Show all new connections and any requiring abandonment or reconfiguration on site plan following dye testing.
    4. Show on site plan pipe schematic for configuration of existing and proposed domestic and fire suppression water services to include water meters and backflow prevention devices for 31 and 39 Market Street. Include sanitary and storm sewer to facilitate a clear representation of how services are proposed to be configured within building.
    5. Show on site plan City standard details for water service disconnect and storm sewer connection.
    6. KARC response letter dated November 12, 2024, indicates *"35 Market Street has separate utility connections that are located through the building within the existing easement"*. Please provide easement and show metes and bounds of easement on site plan. Show this connection on pipe schematic for completeness.
    7. Show metes and bounds of pre and post lot line adjustment for property merge.
    8. Provide and indicate on site plan location, size and maintenance schedule of grease traps.
    9. Provide additional details of trash pick-up location. Is containment or screening provided?
    10. Provide an itemized site cost list in addition to the lump sum indicated on KARC response letter dated November 12, 2024.

Joseph T. Kane, P.E.
Assistant City Engineer

BUILDING DEPARTMENT

CITY OF POUGHKEEPSIE
62 CIVIC CENTER PLAZA, 2ND FLOOR
POUGHKEEPSIE, NY 12601
Phone: (845) 451-4007 Fax: (845) 451-4006

Eric Philipp
Building Inspector

SITE PLAN REVIEW

DATE: 9-30-24

PROJECT ADDRESS: 31 and 39 Market St

PROJECT NAME: office to apartment conversion

OWNER: 31 Market Place, LLC

ENGINEER/ARCHITECT:

☐ **The site plan is acceptable and will be signed with no conditions.**

☑ **The site plan cannot be approved as submitted. The following comments must be addressed or conditions satisfied:**

These properties also share a common space with 35 Market St without a fire wall without openings in it. Before a permit for this work would be able to be issued proof that the building maximum height and area requirements of all three properties comply with the NYS building code and there shall be easements and contractual agreements that permit the owners of portions of the buildings located on either side of the lot line access to the other side for the purposes of maintaining fire and life safety systems necessary for the operation of the building, copies of such must be submitted with the building permit applications for the approved planning board work. Additionally 31 and 39 Market St will need to be merged into one property of record before CO's can be issued.

Eric Philipp
Building Inspector

THE CITY OF POUGHKEEPSIE
PLANNING BOARD
62 CIVIC CENTER PLAZA, 2ND FLOOR
POUGHKEEPSIE, NY 12601
31 & 39 MARKET STREET
JANUARY 28th, 2025
DRAFT APPROVAL

Present: **Excused:** **Absent:**

WHEREAS, the Planning Board has received an application from 31 Market LLC, for the proposed conversion of the existing office buildings at 31and 39 Market Street to a mixed-use building with restaurants, box office/lobby space and office space of the first floors, and a total of 49 dwelling units of the upper floors, including construction of two additional stories on the building at 39 Market Street, and the combining of the two lots into a single lot of record, File #2024-061; and,

WHEREAS, this application has been classified as an Unlisted Action for the purposes of SEQRA, requiring no further environmental review; and,

WHEREAS, the action is more fully detailed on a site plan and elevations prepared by Rodney E. Morrison, dated 1/14/25, and supplemental documentation; and,

WHEREAS, the Planning Board declared its intent to serve as SEQRA Lead Agency and conduct a coordinated review on 10/22/24

WHEREAS, at the 12/18/24, meeting the Planning Board as Lead Agency of the coordinated SEQRA review adopted a Negative Declaration in accordance with Article 8 of the Environmental Conservation Law and 6 NYCRR 617 and City Code 19-6.4 and 19-4.17; and,

WHEREAS, upon completion of the project, prior to the issuance of the final certificate of occupancy, an as-built site plan set shall be submitted to the Planning Department for certification of compliance with Planning Board approval; and,

NOW THEREFORE BE IT FURTHER RESOLVED that the Board grant site plan approval relative to the proposed conversion of the existing office buildings at 31 and 39 Market Street to a mixed-use building with restaurants, box office/lobby space and office space of the first floors, and a total of 49 dwelling units of the upper floors, including construction of two additional stories on the building at 39 Market Street, and the combining of the two lots into a single lot of record, with the following conditions:

- All City department comments are satisfied to those departments' satisfaction.

Motion:
Second:
Carried:

_____
Planning Board Chair

_____
Date

RECEIVED
AUG 27 2024
By

APPLICATION TO THE PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

Application for Site Plan, Special Permit & Facade Approval

OFFICE USE ONLY
294.190
CODE: PLSF
ID # PB2024-059
FEE: $1,250
Total, from:
$500, plus
$ 20,250
($150 per 1000 square feet of floor area), plus
$ NA
($35 per number of required parking spaces), plus
$ 500
($500 for special permit, if applicable)

PAID
SEP 04 2024

I. **PROPERTY ADDRESS:** 316 Main Street Poughkeepsie, NY 12601

II. **PROPERTY OWNER:** 316 Main LLC
ADDRESS: 35 Main St, Ste 311
Poughkeepsie
NY, 12601 (state and zip code)
PHONE NUMBER: c/o 845-874-7166 (include area code)

III. **NAME OF APPLICANT:** same as owner
ADDRESS: _____
_____
_____ (state and zip code)
PHONE NUMBER: _____ (include area code)
EMAIL ADDRESS: c/o natalie@karcpc.com

(If applicant is NOT the owner, proof of owner's consent to the application MUST be provided.)

IV. **CONSULTANT:** KARC Planning Consultants
ADDRESS: PO Box 924
Poughkeepsie
NY, 12602 (state and zip code)
PHONE NUMBER: 845-874-7166 (include area code)

V. **PROPOSED USE or FAÇADE CHANGE** (Summarize proposed use or uses): Construction of a 6-story mixed-use building with 120 apartment units and 17,087 SF of ground floor commercial space

VI. **ZONING DISTRICT:** PID-HC

(Proceed to XVII for special permit & façade approval only)

Revised January 2018: Previous Editions Obsolete

PROJECT INFORMATION

New construction: X (yes)_____ (no)

Change of use: X (yes) _____ (no)

Expansion/addition: X (yes) _____ (no)

Alteration: X (yes) _____ (no)

Cost of Construction: $ 27,500,000.00

LOT AND BULK INFORMATION:

Lot area: 0.53 (acres) 23,086 (square feet)

Building Footprint: 22,694 (proposed square feet for new construction)

_____ (existing square feet for change of use/expansion)

_____ (additional proposed square feet for expansion)

22,694 (total building footprint, square feet)

Lot Coverage: 98.3% (percentage, building coverage only)

Gross Floor Area: 134,378 (proposed square feet for new construction)

_____ (existing square feet for change of use/expansion)

_____ (additional proposed square feet for expansion)

134,378 (total gross floor area, square feet)

Building Height: 6 (stories) 75 (feet)

Floor Area Ratio: 5.82 (ratio of gross floor area divided by lot area)

VIII. PROJECT PARKING INFORMATION

A) Number of Off-Street Parking Spaces required: 0

B) Number of Off-Street Parking Spaces provided: 0

C) Waiver Requested: _____ (Yes) X (No)

Is municipal parking available within 600 feet? X (Yes) _____ (No)

If yes, name all such municipal facilities: Liberty Street Lot, Financial Plaza Parking Deck, Academy Street Lot, Crannell Street Lot.

(If a waiver is requested based on proximity to municipal facilities, a written request for such waiver, addressed to the City Planning Staff and the Chairman of the Planning Board, must be submitted with the application.)

If a private parking facility is to be utilized, is such facility within 600 feet?

_____ (Yes) _____ (No)

If yes, provide the address of the facility, name of the property owner, number of spaces in the lot, number of spaces available for lease, and length of lease. Attach copy of lease. Additional information may be required by the Planning Board): _____

IX. RESIDENTIAL PROPOSALS

A) Type of Development: Mixed-use, residential and commercial
(Townhouse, condominium, multiple residence rental, etc.)

B) Unit Breakdown:

Number of efficiency or "studio" units: 40

Number of one (1) bedroom units: 75

Number of two (2) bedroom unit's 5

Number with three or more bedrooms: 0

Total number of units: 120

C) Is funding public? X Yes ____ No

If yes, describe funding source: Private funding & NYS funds (Momentum Fund)

X. OFFICE PROPOSALS (____ Medical/Dental ____ Professional ____ Business)

A) Number of Employees: _____

B) Number of doctors/dentists/medical practitioners: _____

C) Days/Hours of Operation: _____

XI. SERVICE BUSINESS PROPOSALS

A) Specify Business: _____
(e.g., laundromat, drycleaner, beauty parlor, travel agency, banks)

B) Number of Employees: _____

C) Number of Washing Machines (for laundromat): _____

D) Days/Hours of Operation: _____

XII. MERCANTILE PROPOSALS (Retail _____ Wholesale _____)

A) Type of Mercantile (specify): _____

B) Number of Employees: _____

C) Days/Hours of Operation: _____

XIII. STANDARD RESTAURANT/FAST FOOD RESTAURANT/COFFEE SHOP/DONUT SHOP/NIGHTCLUB/DISCOTHEQUE/BAR PROPOSALS

A) Specify Use: _____

B) Number of seats (excluding bar stools and outdoor seating):_____

C) Meals served (i.e., breakfast, lunch, dinner): _____

D) Type of Menu: _____

E) Days/Hours of Operation: _____

F) Entertainment (live and/or recorded):_____

G) Will the restaurant contain a bar/lounge?: _____ Yes _____ No

H) If yes, how many seats at the bar? _____

I) Is a drive-through window proposed? _____

J) Is a walk-up window proposed? _____

K) Is an outdoor seating area proposed? _____

L) If yes, how many seats are proposed? _____

M) If yes, is outdoor cooking proposed? _____

XIV. INDUSTRIAL/COMMERCIAL PROPOSALS (Automobile repair, taxi, motor vehicle sales, warehouse, manufacturing, animal hospital, research facilities, etc.)

A) Specify Use: _____

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

E) Number of work bays (if automobile repair): _____

F) Days/Hours of operation: _____

XV. EDUCATIONAL/INSTITUTIONAL/RECREATIONAL PROPOSALS (e.g., Museums, Theatres, Conference Centers, Hotels, Motels, Hospitals, Nursing Homes, Assisted Living Facilities, Nursery Schools, Private Schools, Day Care Centers, Places of Worship, Marinas, Membership Clubs, etc.)

A) Specify: _____

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

D) Number of beds (hospitals, nursing homes, etc): _____

E) Number of seats in largest assembly space: _____

F) Number of classrooms (schools): _____

G) Number of rental units (hotels, motels, etc.) _____

H) Number of boat slips/courts (e.g., tennis, handball, etc.), alleys: _____

I) Days/Hours of Operation: _____

XVI. PROPOSALS NOT MENTIONED ABOVE (Please be specific):

_____

General retail is currently proposed until a commercial tenant(s) can be

_____

identified and retained.

_____

_____

_____

XVII. APPLICANT CERTIFICATION

I, Bernard Kohn _____, certify that the this application has addressed the objectives outlined in the Zoning Ordinance with consideration given to the public health, safety and welfare; the comfort and convenience of the public in general or the residents or users of the proposed development and of the immediate neighborhood.

The applicant certifies that all information contained herein is accurate and complete as of the date of this application.



_____ August 27, 2024

Signature of Applicant Date

ADG ARCHITECTS

ARCHITECTURE
PLANNING
INTERIORS

25 WALLKILL AVE ▪ MONTGOMERY ▪ NY 12549 | P. 845.294.2724 | CONTACT@ADGARCHITECT.COM

WWW.ADGARCHITECT.COM

ARCHITECTURAL NARRATIVE SUMMARY

To: City of Poughkeepsie Planning Board
From: Jason Anderson, AIA
Subject: 306-316 Main Street - Revised Submission
Date: 01-14-2025
Job No.: 24129
Copies:
CC: Lori Garcia, Board Administrative Assistant

City of Poughkeepsie Planning Board:

Please find below an architectural narrative of the current building and façade design for the above referenced project.

After reviewing the project with the planning board, the planning department staff, and the city's architectural consultant, we revised our approach to the building façade to better respect the history of the previous buildings on these properties. Additionally, we aimed to complement and embrace the diversity of the existing streetscape and facilitate the transition to an evolving Main Street as it continues its revitalization.

Design: Using the proportions of the 4-story 'brownstone' style buildings at 330, 328, 322, and 304 Main Street, we divided our structure into six distinct façade units, each framed with wider brick pilasters that continue down to the street level. At grade level, with the exception of the general commercial space entrances, the six facade units are further divided in half with additional brick pilasters, creating a rhythm of large storefront glass window units designed to encourage pedestrian engagement. The first-floor general commercial space was expanded to take up 80% of the length of the façade, with the easternmost façade unit providing the residential entrance to the building.

In addition, each floor level is defined by horizontal brick bands, which generally align with architectural features on adjacent buildings that are of a similar height. The uniquely detailed railing on the 5th floor balcony articulates a 'cornice' for the five stories below, and generally aligns with the cornice that is at 331 and 332 Main St.

Fenestration: The first-floor general commercial spaces have black aluminum storefront window units framed by the pilasters mentioned above, and are recessed 8" back from the face of the brick. The two storefront entrances are further articulated, with each being the full width of a façade unit and recessed 4'-0" from the brick façade. Each entry has a steel and wood-textured aluminum canopy that partially extends out over the sidewalk to provide clearly defined and protected entrances.

Residential floors two through six also have black aluminum windows. The taller residential window proportions (floors 2-6) with integrated spandrel glass and metal panels, harmonizes with the proportions of the windows and panels found on the buildings at 331 and 332 Main St. These larger windows, along with a mix of wall-to-wall and floor-to-ceiling windows in the living spaces of the fifth and sixth floors, provide exceptional high-quality living spaces with respect to light and ventilation.

Façade Treatment and Materials: The entire northern façade is full depth brick with metal accent panels up to the fifth floor, and an EIFS façade on the sixth floor. The color of the brick was changed to a warmer earth tone, with a mix of browns and tans, which further complements the majority of the buildings on this streetscape. The glazing is recessed 5-1/2" from the face of the brick at each upper level. The 6th floor is barely experienced at the pedestrian level, and therefore the coloring and detailing have been minimized to reflect this. Finally, the east and west 'end units' have faux Juliet balcony railings, creating unique 'bookends' to the six façade units.

The south façade immediately adjacent to the city parking area contains all of these same features, materials, and elements outlined for the north elevation (Main Street). The portions of the building that overlook the first-floor roofs on the east and west elevations have been simplified to match the design of the sixth floor along the north elevation.

Interior Layout: The residential floors have largely remained the same since the last submission, with the exception that a window was added to the corridor adjacent to the elevators, adding daylight into each floor's common space. While the unit mix remained the same, adjustments were made to the overall layout to accommodate the corridor window and positioning of the elevator.

The most significant interior changes occurred on the first floor and within the basement. On the first floor, the residential lobby and amenity space was enhanced to match the upgraded design and experience of the overall building. The residential lobby is still on the easternmost side of the building; however, the layout has been rearranged to allow for the concierge to actively monitor both vestibules, as well as the expanded residential lobby and lounge. A portion of the residential lobby is two stories and extends down into the basement. Additionally, daylighting is brought into the interior of the space through a large skylight that not only benefits the first-floor lobby but also brings light down into the basement.

The bike storage area was also increased in size to accommodate at least 60 bikes on the first floor, along with a large elevator that goes down to the basement for additional bike storage. The garbage compactor room was moved down to the basement, and all garbage will be brought up to street level via a new freight elevator. This change allowed for a more intuitive use of the space for residents entering from the Cannon Street side of the building, and also allows for the general commercial spaces to utilize the basement for garbage and recycling.

The basement is now accessible, not only from the elevators and emergency egress stairs, but also a communicating stair within the residential lobby. The basement amenity spaces have been expanded to include a gym along with a variety of other potential amenity uses (dog wash, gym classroom spaces, etc.). All utility rooms have been moved to the north side of the building to accommodate existing utility connections.

The private residential rooftop amenity space was redesigned to take advantage of the views to the west, as well as provide for a more even distribution of the mechanical equipment for the building. All mechanical equipment on the upper rooftop is completely hidden by the parapet walls, and equipment screening was added around the mechanical equipment on first-floor roof.

General: While working within the framework of existing proportions on the street, great attention and effort was made to create a façade that blends with the wide variety of architectural elements on Main Street, while still incorporating contemporary design elements and materials. These elements and materials have been used to create a harmonious blend between the old and the new, adding depth and interest to the streetscape, while still providing the features and sophistication that modern day residents expect of a quality urban building (i.e. large windows, expansive amenity spaces, tall ceilings, etc.). While respecting the architectural tapestry of Main Street, this design is intended to create a vibrant and dynamic urban environment that balances historical references with current and future needs.

We look forward to discussing these changes further with you.

Best Regards,

Jason T. Anderson, R.A., A.I.A.
Jason T. Anderson Architect, P.C.
dba ADG Architects and Anderson Design Group – Architecture, Planning, Interiors

KARC
PLANNING CONSULTANTS, INC.

January 14, 2025

Lori Garcia, Board Administrative Assistant
62 Civic Center Plaza
Poughkeepsie, NY 12601

Re: 306-316 Main Street
131300-6162-77-084067 & 131300-6162-77-091064
City of Poughkeepsie
Responses to Comments

Dear Ms. Garcia:

Below are responses to comments received by the following agencies and consultants:

I. Planning Board, from the September 24, 2024 meeting
II. City of Poughkeepsie Engineering Department, dated October 11, 2024
III. City of Poughkeepsie Building Department, dated October 11, 2024
IV. City of Poughkeepsie Police Department, dated October 11, 2024
V. City of Poughkeepsie Development Department Deficiency Letter, dated October 7, 2024
VI. City of Poughkeepsie Fire Department, dated October 10, 2024
VII. Tinkelman Architecture, dated October 25, 2024
VIII. Dutchess County Planning Department, dated November 7, 2024

A full list of submitted materials can be found in our submission cover letter, dated January 14, 2025.

==========

Below please find responses to comments from the Planning Board during the September 24, 2024 meeting:

- Provide additional design to help break up and soften the length of the front façade.

  Response: Updated renderings and elevations have been provided to show design changes. Please also see our submitted Architecture Response Letter.

- Provide additional renderings from pedestrian viewpoints.

  Response: Updated and additional renderings have been provided.

KARC
PLANNING CONSULTANTS, INC.

Below please find responses to comments prepared by the City of Poughkeepsie Engineering Department, dated October 11, 2024:

1. Provide report prepared by design professional describing existing and proposed sanitary sewer, storm sewer and water service connections. The report should verify the existing for proposed services are sufficient for the new building. This should include fire suppression and will require coordination with the Fire Department.

   Response: Please see the Utility Memo prepared by LRC that addresses the proposed water / sewer utility services and as they relate for the new building.

2. The applicant should consider CCTV inspection of existing service connections.

   Response: Both the existing 2" domestic water service and the existing 6" fire service lines on the main street side are to be capped temporarily and then utilized for the new services for the new building.

3. Indicate materials for 2" water service that will remain. If lead this will require replacement. NYS licensed design professional to certify material type of water service at the following locations:
   i. Foundation and/or slab penetration,
   ii. Inlet side of water meter,
   iii. Outlet side of water meter,
   iv. Inlet side of curb box valve located in sidewalk,
   v. Outlet side of curb box valve located in sidewalk.

   Response: As noted on sheet UT-I, the existing 2" water service and the existing 6" fire service are to be capped temporarily and then utilized for the new services to the building. If the existing lines are deemed to have lead present, then new services will need to be installed. These notations have been added to the plans. Additionally, the following language has been added to the site plan to address this comment as a condition of approval: "Final certification of water service material to be supplied to City of Poughkeepsie Engineering Department and City of Poughkeepsie Building Department prior to issuance of any Certification of Occupancy and will also be a condition of any issued City of Poughkeepsie Building Permit."

4. Indicate rim and invert elevations for storm and sanitary sewer structures. Indicate sewer and water main sizes on site plan.

   Response: Please see sheet UT-I. The existing 12" Clay Sanitary Line in Main Street is shown along with the existing 24" RCP storm drainage line. Rim and inverts for several

utility structures have also been provided as requested. City coordination will be needed to access the existing drainage structure (DMH Rim=175.5) to confirm the invert to for the proposed 8" storm line. Surveyor of record was unable to access / open structure.

5. Show underground utilities at rear of property including water and storm sewer.

   Response: The surveyor of record has provided updated utility information at the rear of the building. Please see Sheet UT-1.

6. Show roof leaders on site plan. The site plan shows a connection of roof leaders to storm sewer at Main Street. Verify all roof drainage will be directed to Main Street.

   Response: A proposed stormwater connection is shown on the site plan connecting to Main Street, all roof leaders will be collected and discharged to this point.

7. Provide a detail for the storm sewer connection at City catch basin on Main Street.

   Response: A project detail sheet has been provided on sheet DN-1 that indicates the proposed storm connection detail.

8. Provide inlet protection for catch basins adjacent to the rear of the building. How will erosion and sediment control be handled during demolition and construction.

   Response: As the building encompasses the entirety of the lot, there is little expected erosion to occur during construction once the footings are completed. The majority of the site will remain in a stabilized state with stone as the foundation is constructed. An inlet protection device (silt sack) has been added to the four existing catch basins on the south side of the building along with a corresponding detail.

9. Show contours or spot elevations at a minimum on site plan.

   Response: Proposed spot grades at ingress and egress locations have been provided on sheet UT-1 of the site plan set.

10. There is telecom and cable TV infrastructure on a wooden utility pole at the rear of 306 Main Street and attached to the rear of 316 Main Street. The City met with representatives of Verizon to review these facilities. Verizon was advised that only one utility trench would be permitted. Verizon indicated they would coordinate the work with other cable and data providers. Additional conduits would be provided to be leased to the other companies. Provide and abandonment / replacement plan for this

infrastructure. Verify that only one utility trench would be used for telecom and data infrastructure.

Response: Verizon has provided a re-routing plan that accommodates the removal of the pole in question and is shown on the Plans for reference only and is subject to edits by Verizon as they work with design and neighbors within the areas.

11. Show wooden utility pole at the rear of 306 Main Street.

Response: See sheet UT-I. Existing Verizon pole 201A to be relocated.

12. How will the project be staged considering the proposed zero lot line?

Response: The applicant intends to implement the following with regards to staging the project during demolition and construction.

- A work permit will be applied for via DPW in order for construction activities to occupy the sidewalk in front of 306-316 Main Street. A sidewalk shed will be installed for pedestrian safety.
- Deliveries and/or hosting construction activities on Main Street will be avoided to the greatest extent possible to avoid any traffic and congestion impacts on Main Street.
- The applicant intends to engage and negotiate with nearby properties for off-site storage of materials and staging of equipment.
    - For staging equipment, the applicant hopes to rent a portion of the property at 47 Cannon Street.
    - 270 Main Street will be used for off-site storage of materials and equipment. The applicant may engage the City to inquire if parking spaces at the Cannon Street or Liberty Street lot can be rented for logistics.

13. A refuse compactor is shown off site on City property. Has the applicant discussed this with the City or plan to enter an agreement for this?

Response: There will be no refuse storage outside of the proposed building. The applicant is proposing an internal trash chute to the basement that is connected to each floor. The trash will then be loaded into a freight elevator to be removed from the building on trash pick-up days.

14. Provide an estimate of costs for site work.

Response: The cost of construction is estimated to be $27,500,000.

Below please find responses to comments prepared by the City of Poughkeepsie Building Department, dated October 11, 2024:

The site plan is acceptable and will be signed with no conditions.

Note that before a building permit will be able to be issued the 2 lots will need to be merged.

Response: Comment noted. 306 Main Street and 316 Main Street will be merged into a single lot of record before applying for a building permit. The lot line to be removed is noted on the site plan.

Below please find responses to comments prepared by the City of Poughkeepsie Police Department, dated October 11, 2024:

The site plan is acceptable and will be signed with no conditions.

Response: Comment Noted.

Below please find responses to the deficiency letter prepared by the City of Poughkeepsie Development Department, dated October 7, 2024:

1. *Section 19-3.37(7), Table 3-37-1 does not permit more than 10,000 square of retail space within the HC Subdistrict: 17,087 square feet is proposed.*

   Response: The proposed floor plans have been updated to reflect that the intention for the ground floor space is to host general commercial as opposed to strictly retail space. The ground floor has also been divided into two separate tenant spaces.

2. *Section 19-3.37(8), Table 3-37-2(b) limits the height of buildings in the HC Subdistrict to 5 stories: a six-story building is proposed.*

   Response: The applicant is before the City of Poughkeepsie Zoning Board requesting a variance to allow for a six-story building where five stories is permitted. The previously approved project for 316 Main Street was granted a variance to allow for six stories.

KARC
PLANNING CONSULTANTS, INC.

Below please find responses to comments prepared by the City of Poughkeepsie Fire Department, dated October 10, 2024:

1. *Fully fire sprinkler drawings with hydraulic calcs showing sufficient water supply to support system.*

   Response: A full sprinkler system design with calculations demonstrating sufficient water supply to support the system will be provided via construction level drawings at the time of building permit application. A letter from John D. Fuller, P.E., P.C. noting estimated demand calculations and required fire flow is provided as an attachment to the submitted Utility Memo.

2. *On Site plan submittals some hose valves in stairways are missing. 2 ½ hose valve is required in every stairway on every floor.*

   Response: Comment noted. A 2 ½ hose valve will be provided in every stairway on every floor. The stairway hose valves will be provided via construction level drawings at the time of building permit application.

3. *Please include an FDC on front and rear of building, 2.5 Siamese.*

   Response: Please see Sheet UT-1. An FDC is provided at the front and rear of the proposed building, near the two hydrants to remain.

4. *Island shown in rear lot should reflect on plans to accommodate Poughkeepsie Fire Departments Tower Ladder 2 as per provided specs.*

   Response: The island shown on the plans is an existing condition and is located on City of Poughkeepsie property. Depending on the direction of travel, we believe the Fire Department can enter this area.

5. *Include fire rated wall around bike storage room.*

   Response: A fire-rated barrier is shown around the bike storage room on Sheet A-201. Note that further details on fire rating will be included in construction level drawings at the time of building permit application.

Below please find responses to comments prepared by Tinkelman Architecture, dated October 25, 2024:

1. *The applicant has stated that the exterior design intent is to reflect a contemporary take on the classic industrial building image. The brick masonry and grid-like organization of the façade support that image. The proposed windows have no articulation and present a plain glass area of almost 18 square feet each. A mullion or muntin pattern in the glazing breaking down the scale of the glazing panel could be explored. The plain, tall windows result in a façade that may be considered foreign or inadequately compatible with the expected articulation and detail outlined in the Zoning Code. Alternatively, a greater evaluation of adjacent window styles in the main Street corridor could justify the architectural decisions presented. Building window design can have a profound impact on day-to-day occupant experience, curb appeal, and building identity.*

   Response: We appreciate the comments on the window sizes and performing a greater evaluation of adjacent windows styles on Main Street. The adjustments to the overall façade design, including the addition of spandrel glass and metal panels, was the result of further evaluating 331 and 332 Main Street, as well as other nearby structures. We believe that the façade and fenestration changes described in the Architectural Narrative Summary, along with the greater recessed depth of the windows, and the proportions of the brick pilaster and horizontal banding, addresses these concerns.

2. *Per Sec. 19-3.37.10.c.4, Blank Walls: states that architectural features and windows shall be continued on all sides of the building that are clearly visible from a street or public parking area to avoid visible blank walls. The East and West elevations have substantial wall areas that rise above existing adjacent buildings that are unarticulated and windowless. The exterior building material is a light gray exterior insulation finish system with a grid like pattern. It can be argued that the existing adjacent lots with 3-4 story structures may be redeveloped in the future that would obscure any efforts at providing greater architectural features in these areas. More site modeling views from the East and West, from a greater vantage point down Main Street, would be beneficial in understanding these walls, as well as the scale and compatibility of the proposed architecture within the relatively adjacent Main Street corridor.*

1. **Response:** We understand the comments about the substantial wall areas on the east and west elevations and the concern about what may be visible. However, we have to consider that the existing adjacent lots, which currently have 3-4 story structures, will likely be redeveloped in the future. This potential redevelopment would obscure any efforts at providing greater architectural features in these areas. However, to address these concerns, we have modeled and provided two additional renderings, one in each direction along Main Street, which show that pedestrians would not be able to see most of these east and west façades. That being said, where our modeling indicated that portions of the façade would be seen, we extended the brick further back down each of the east and west walls accordingly.

3. *Per Sec. 19-3.37.10.c.5, Façade Articulation: The building frontage along Main Street is greater than 100', well exceeding the threshold of 40' requiring a massing breakdown and articulation to visually reduce their apparent size and provide 'human-scale development'. The applicant has made efforts to comply be using a mix or red and black brick and flat canopy awnings at entrances. The applicant indicated that the design attempts to achieve a rhythm reflecting the original three building parcels. The façade does not show a strong visual statement of the building breakdowns. The red brick pilasters are reported to be pronounced no more than 3.25 inches forward of the brick panels where the residential windows are set. The resulting appearance may be considered as a visually flat and non-dimensional Main Street façade that extends greater than 137 feet in length and greater than 60 feet in height. The minor architectural gestures appear inadequate to achieve visual differentiation, and bolder moves are needed to achieve a breakdown of the building massing. A potential solution to be explored would be to select a few façade bays that incorporate exterior terraces recessed 48"-54" from the structural grid that could serve the dwelling units and provide significant massing relief to the Main Street façade.*

   Response: We acknowledge the need for massing breakdown and articulation, and we have redesigned the façade to address this. Please see the architectural narrative summary for a full description of the façade and fenestration changes, dimensional proportions and reliefs, and material selection and finishes.

4. *A substantial air handling unit for the Ground Floor retail space will be set on the lower roof facing the Southern portion of the site. Screening of the roof mounted mechanical equipment from the adjacent properties will be required in a manner that is compatible with the architectural treatment of the principal building. The scale and visual impact of this equipment required greater definition.*

   Response: The roof-mounted mechanical equipment is now screened on the first-floor roof with aluminum metal screening, and it continues to be screened on the upper roof by the parapet.

Below please find responses to comments prepared by the Dutchess County Planning Department, dated November 7, 2024:

1. *Urban commercial streets benefit from regular changes in the style of facades, which adds interest to the pedestrian experience. With a 140-foot Main Street frontage, we suggest that the Board and applicant discuss ways to visually break up the look of the building, but to do so without overcomplicating the façade. We provide the following suggestions:*

a. *On the first floor, differentiating the entrance surrounds with changes to color or material could break up the façade while drawing people to the doorways.*
b. *On the building's upper stories, the horizontal red brick bands have the effect of highlighting the building's length. On the three rightmost bays every other band is omitted, reducing that effect and better complementing the pairs of tall windows. We suggest that this design be continues across the building.*
c. *An additional idea is to alter the color of the black brick for the middle four bays. Doing so would break up the façade without overcomplicating the design and provide a subtle reference to the three buildings (two of darker brick flanking one with lighter or painted brick) that used to stand at this location.*

Response: The applicant has taken these comments into consideration and revisited the proposed façade. Please see the Architecture Narrative Memo provided in this submission for details.

2. *We are disappointed to see that the Grant Building (also known as the Spectrum Building) is proposed to be demolished as part of this project. While this building appears to have been omitted from the 1970s historic resource survey (at which time it was largely hidden under modern siding) it is an intact century-old structure in good condition that ideally should be preserved in its entirety, particularly given the preservation goals of the PID-HC (Historic Core) zoning district. We suggest that SHPO be consulted as part of the approval process. Preserving this building would also narrow the length of the new façade, helping to accomplish the goal described in our first comment, above. We note that the commercial entrance of the building has been altered over the years and could be adapted to the applicant's needs. If the project truly cannot pencil out with the building incorporated, the Board and applicant could consider the compromise of saving just the façade. While not the preferred solution, this technique has been executed successfully in this area, including with the former YWCA building on Market Street and the Vogelstein Center on Vassar Campus.*

Response: The applicant appreciates this suggestion from the County and did take the opportunity discuss with the project architect and engineers the potential of saving the building and/or façade of 306 Main Street. However, this change would substantially change the project program and increase costs to a level that would not be feasible and would not result in the highest quality units and layouts for future tenants. As noted in the submitted Architectural Narrative Memo, other measures have been employed to narrow the perceived length of the new façade.

3. *We suggest that the Board and applicant consider adding additional articulation at the fifth-floor cornice.*

Response: The applicant is proposing a uniquely detailed railing on the 5th floor balcony to articulate a 'cornice' for the five stories below. This generally aligns with cornices seen at 331 and 332 Main Street.

4. *The applicant is proposing a very large commercial area that is not segmented or otherwise detailed on the plans. Only one exterior entrance is provided. In a past submission an interior mall with numerous small commercial tenants was proposed. The Board and applicant could discuss intentions for this space. Additional entrances could improve the building's interface with Main Street, depending on the internal layout.*

   Response: The ground floor general commercial space has been divided into two spaces each with their own entrance onto Main Street and Hurlihe/Cannon Street. Please see the Architecture Narrative Memo for further details.

5. *We suggest that the applicant provide a rendering of the Hurlihe/Cannon Street side of the building and discuss the extent of the public interface on that façade. Cannon Street is a growing and evolving mixed-us district, and many visitors and shoppers will likely enter from the Cannon Street lot. The building would also neighbor the proposed 47-51 Cannon Street project.*

   Response: A rendering of the Hurlihe/Cannon Street side of the building has been provided within the Massing Study document.

6. *The renderings show wall-mounted light fixtures that include uplighting. No fixture specifications appear to have been provided with the submission. We encourage dark sky compliant fixtures without uplighting.*

   Response: A detailed lighting plan will be submitted in our next submission. While most of the proposed lighting will be dark sky compliant, we believe that uplighting has been used tastefully along the Main Street corridor to highlight buildings, such as the existing Elting Building at 296 Main Street and the approved renovations at the Up-to-Date Building at 284 Main Street. We would like to get the Planning Board's feedback on the use of this lighting technique.

Sincerely,

Natalie Quinn, Agent for Applicant

KARC
PLANNING CONSULTANTS, INC.

January 14, 2025

Lori Garcia, Board Administrative Assistant
62 Civic Center Plaza
Poughkeepsie, NY 12601

Re: 306-316 Main Street
131300-6162-77-084067 & 131300-6162-77-091064
City of Poughkeepsie
Site Plan Amendment Application

Dear Ms. Garcia:

As you are aware, the applicant is seeking to redevelop previously developed parcels on Main Street in the City of Poughkeepsie. The parcels are identified as Lot #084067 and Lot #091064 and are addressed as 306 Main Street and 316 Main Street, respectively. The project is located in the PID–A zoning district, previously the Poughkeepsie Innovation District – Historic Core (PID-HC) zoning district.

The current application proposes a mixed-use, six-story building to span both 306 Main Street and 316 Main Street. The new construction will consist of 120 residential units, residential amenities such as a gym and rooftop space, 14,809 square feet of ground floor commercial space, and 11,326 square feet of basement commercial space. The unit mix includes 40 studio units, 75 one-bedroom units, and 5 two-bedroom units. Pursuant to Section 19-5.5, this use is permitted by right within the PID-A district.

Per Section 19-6.2(12)(a), the proposed project requires no off-street parking as both multi-family residential and retail/commercial uses have a minimum parking requirement of zero within the PID-A district. The required bicycle parking for the proposal is calculated to be 52 bicycle spaces, including 44 long-term spaces and 8 short-term spaces. The applicant is proposing a fire-rated bike room on the first floor of the building which can hold up to 60 bicycles.

Subsequent to the last Planning Board submission, the building façade and interior layout have been modified. A narrative describing the proposed façade changes and providing a response to comments from the Board's architectural consultant has been provided in a separate letter from ADG Architecture within this submission. The following modifications of the interior are as follows:

- Two sperate spaces are provided on the ground floor for general commercial tenants.

- The residential lobby space has been relocated to Cannon Street side of the building to provide more commercial frontage along Main Street.
- A designated garbage room is identified on the basement level with direct access to the building's freight elevator. Trash will be stored in the basement and brought up to street level by building staff on garbage pick-up days.
- Residential amenity space on the basement level has been further detailed
- A cutout with skylight to the basement level is now proposed along the southern property line.
- The proposed bike storage room has been relocated near the Cannon Street entrance with more storage than previously proposed.

Enclosed, please find four (4) copies of the following:

1. Cover Letter and Narrative prepared by KARC Planning Consultants, dated January 14, 2025
2. Architecture Narrative Memo prepared by ADG Architecture & Design, dated January 14, 2025
3. Response Letter to Agency and Consultant Comments prepared by KARC Planning Consultants, dated January 14, 2025
4. Utility Memo prepared by LRC Group, dated January 14, 2025
5. Site Plan prepared by LRC Group, dated January 14, 2025
6. Floor Plans & Elevation prepared by ADG Architecture & Design, dated January 14, 2025
7. Massing Study prepared by ADG Architecture & Design, dated January 14, 2025
8. Revised EAF part 1, revised January 14, 2025
9. SEQRA Reaffirmation Memo by KARC Planning Consultants, dated January 14, 2025

Please advise if you require anything further to complete your review.

We kindly request that this matter be placed on the next City of Poughkeepsie Planning Board Agenda scheduled for January 28, 2025.

Thank you.

Sincerely,

_____
Natalie Quinn, Agent for Applicant

SURVEY NOTES

1. Copyright Johnson Surveying. All Rights Reserved. Reproduction or copying of this document may be a violation of copyright law unless permission of the author and / or copyright holder is obtained.

2. Unauthorized alteration or addition to a survey map bearing a licensed land surveyor's seal is a violation of section 7209, sub-division 2, of the New York State Education Law.

3. Only boundary survey maps with the surveyor's embossed or red inked seal are genuine true and correct copies of the surveyor's original work and opinion. A copy of this document without a proper application of the surveyor's embossed or red inked seal should be assumed to be an unauthorized copy.

4. Certifications on this boundary survey map signify that the map was prepared in accordance with the current existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc. The certification is limited to persons for whom the boundary survey map is prepared, to the title company, to the governmental agency, and to the lending institution listed on this boundary survey map.

5. The certifications herein are not transferable.

6. The location of underground improvements or encroachments are not always known and often must be estimated. If any underground improvements or encroachments exist or are shown, the improvements or encroachments are not covered by this certificate.

7. Title Report Reference #563543-S-NY-CP-BS Dated December 24, 2020.

8. Subject to covenants, easements, restrictions, conditions and agreements of record.

9. Subject to any right, title or interest the public may have for highway use.

10. Bearings and North shown hereon are referenced to NAD 83-NY East using NYSNET RTN GPS.

DEED REFERENCE

Doc. #02 2005 2683
Ronald R. Levine
To
H&R Associates
March 30, 2005

Doc. #02 2005 9778
Scott Mallen
to
306 Main Street LLC
November 1, 2005

TAX PARCEL NUMBER

City of Poughkeepsie, Dutchess County, New York
6162-77-084067 (306 Main)
6162-77-091064 (316 Main)

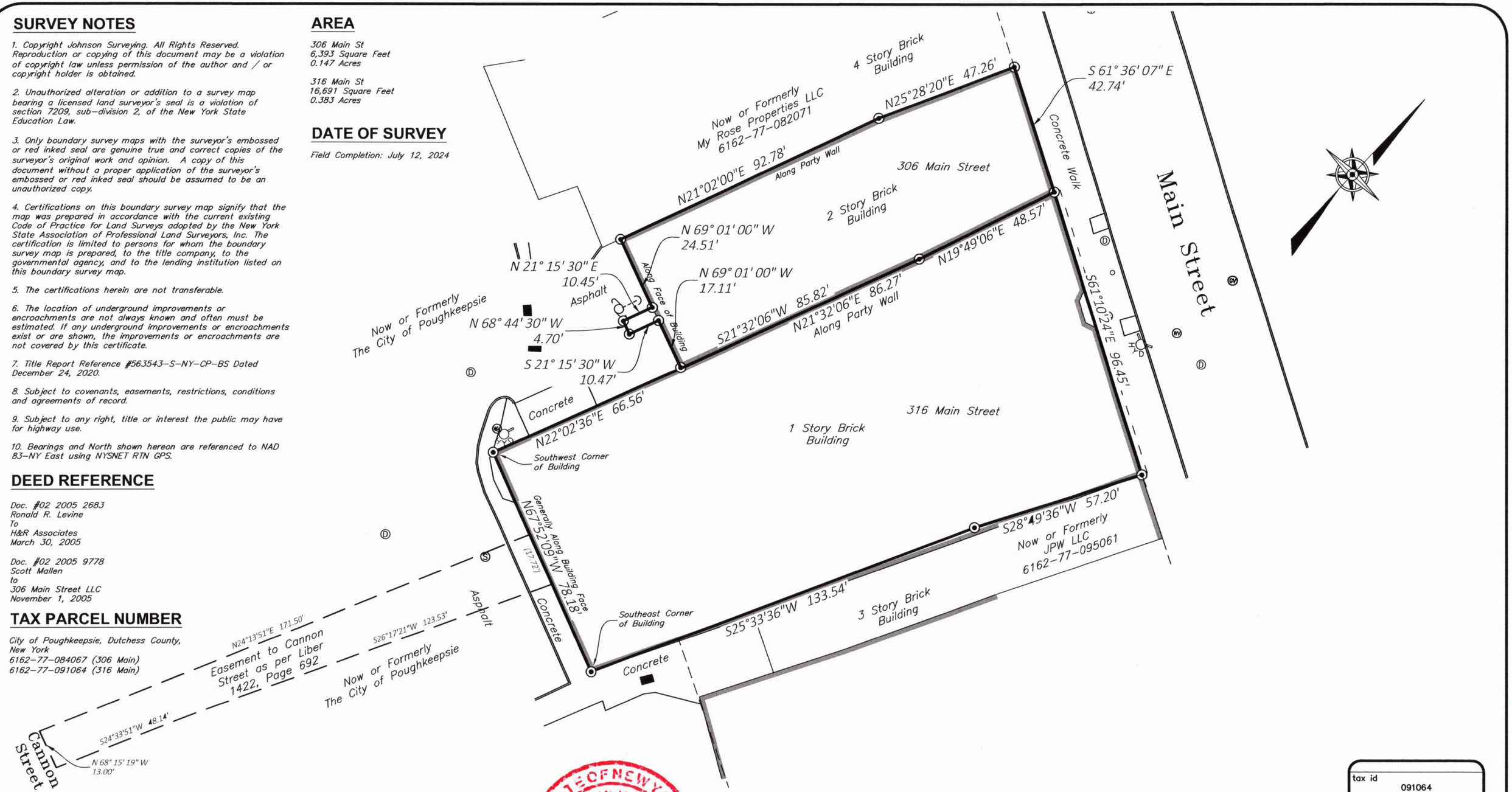
AREA

306 Main St
6,393 Square Feet
0.147 Acres

316 Main St
16,691 Square Feet
0.383 Acres

DATE OF SURVEY

Field Completion: July 12, 2024



JOHNSON SURVEYING

BRENDAN JOHNSON, PLS
10 Meadow Lane
Pleasant Valley, NY 12569
Phone No. (845) 380-0528
johnsonboundaries@gmail.com

Copyright 2014

STATE OF NEW YORK
BRENDAN JOHNSON
050919
LICENSED LAND SURVEYOR

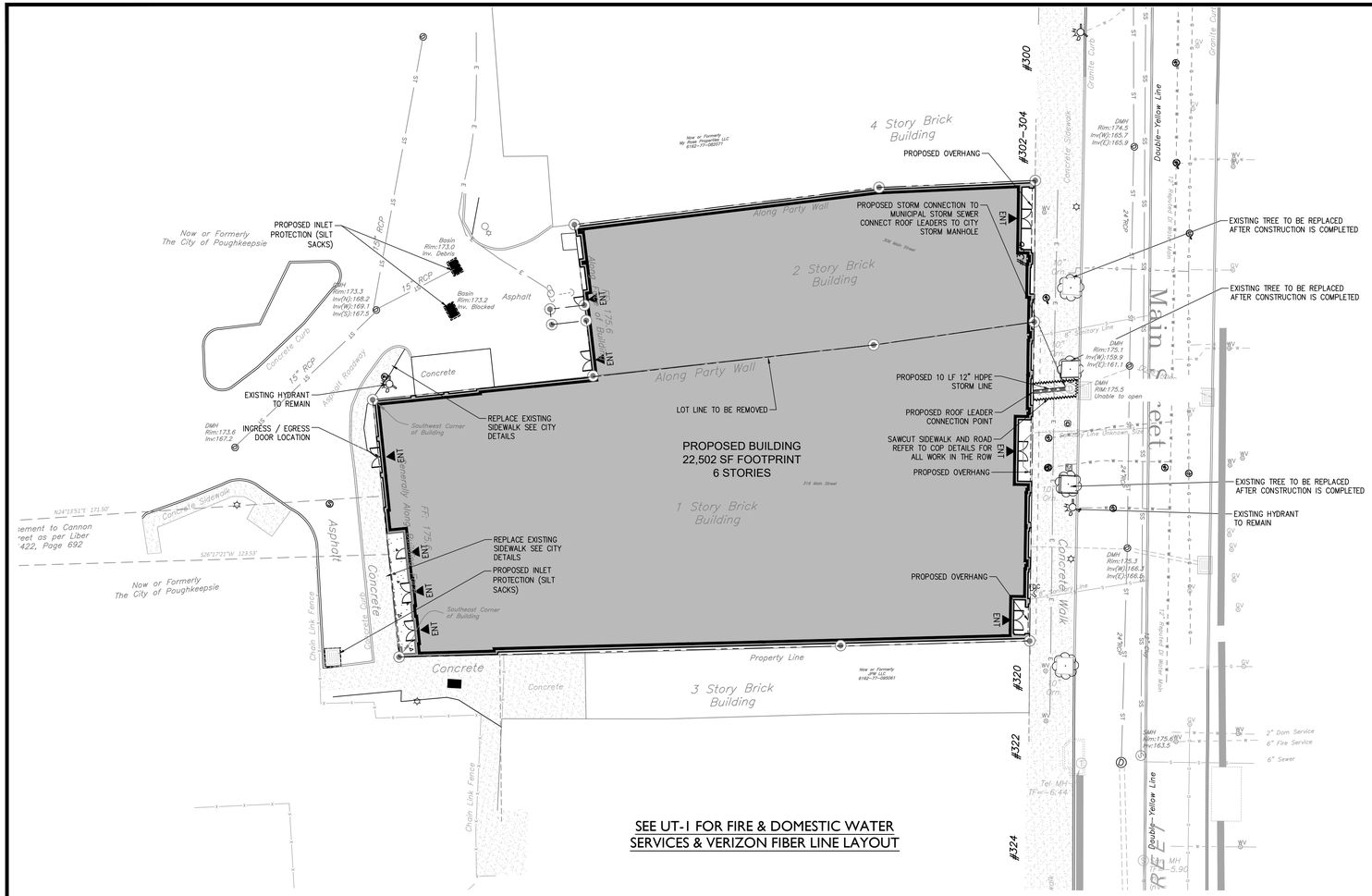
Brendan Johnson, PLS
PLS No. 50919

306 & 316 MAIN STREET

MAP OF A SURVEY PREPARED FOR 306 & 316 MAIN STREET

CITY OF POUGHKEEPSIE, COUNTY OF DUTCHESS, STATE OF NEW YORK

tax id	091064
address	306 & 316 MAIN ST
date	7/13/24
drawn	BJ
scale	1"=30'
checked	BJ
project no.	20-055
project name	306 & 316 MAIN ST
sheet	1 OF 1



SEE UT-1 FOR FIRE & DOMESTIC WATER SERVICES & VERIZON FIBER LINE LAYOUT

ZONING SUMMARY TABLE

ZONING INFORMATION	
PARCEL SIZE	0.147 acres and 03.83 acres=3.977 acres total
TAX MAP IDENTIFICATION	084067 AND 091064
ZONING DISTRICT	PID- HC HISTORIC CORE ZONE
PROPOSED USE	RESIDENTIAL/ COMMERCIAL

ITEM	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA (SF)	-	23,209 SF	23,209 SF
MINIMUM LOT COVERAGE	75%	100%	98.3%
FRONTAGE OCCUPANCY (MIN/MAX) HC	100%	100%	100%
MINIMUM FRONT YARD (FT)	0 FT	0 FT	0 FT
MINIMUM/MAX SIDE YARD (FT)	0 FT	0 FT	0 FT
MINIMUM REAR YARD (FT)	0 FT	0 FT	0 FT
MINIMUM BUILDING HEIGHT (FT)	2 STORIES		
MAXIMUM BUILDING HEIGHT (FT)	5 STORIES	2 STORIES	6 STORIES

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK
SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:
OFFICIALLY APPROVED AT THE PLANNING BOARD
MEETING HELD THE _____DAY OF_____2_____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S)

FIRE CHIEF

POLICE CHIEF

BUILDING INSPECTOR

CITY ENGINEER

COMMISSIONER OF PUBLIC WORKS

NOTES:

1. EXISTING CONDITIONS BASE SURVEY TAKEN FROM PLAN ENTITLED "MAP OF SURVEY PREPARED FOR 306 & 316 MAIN STREET" JULY 13 2024, WITH SUPPLEMENTAL INFORMATION ADDED NOVEMBER 11, 2024 BY BRENDAN JOHNSON, PLS# 50919

2. NO WATERCOURSE, MARSHES, WOODED AREAS, ROCK OUTCROPS, ISOLATED TREES ARE PRESENT AT THE SITE.

3. NO FLOOD PLAINS ARE LOCATED AT THE SITE.

4. SITE OWNER TO REPAIR MUNICIPAL CONCRETE WALKWAYS IMMEDIATELY ADJACENT TO THE PROPERTY AFTER CONSTRUCTION OF BUILDING IS COMPLETED

5. ALL EXISTING UTILITIES WILL REMAIN AND BE REUSED AS SHOWN ON PLAN.

6. TRASH WILL BE PROCESSED WITHIN THE BUILDING AND BROUGHT OUTSIDE NO TRASH CONTAINER PROPOSED.

7.ALL EASEMENTS, RIGHT OF WAYS, SETBACKS, COVENANTS AND RESTRICTIONS ARE SHOWN AS INDICATED ON BASE SURVEY.

8. PROPOSED SECURITY LIGHTING ON BUILDING ONLY.

TAX MAP ID#6162-77-091064

PROPERTY OWNER

316 MAIN, LLC
35 MAIN STREET, SUITE .311
POUGHKEEPSIE, NY 12601



LOCATION MAP

SCALE:1"=200'



TAX MAP

SCALE:1"=100'

GRAPHIC SCALE
20 10 0 20
SCALE IN FEET

STATE OF NEW YORK
RODNEY E MORRISON
074194
LICENSED PROFESSIONAL ENGINEER

#	Date	Description
1.	2024-11-12	REVISED PER COMMENTS
2	2025-01-14	REVISED PER ENGINEERING COMMENTS

Revisions

LRC GROUP
● Land Planning
● Civil Engineering
● Environmental Services
● Land Surveying
● Landscape Architecture
160 West Street, Suite E
Cromwell, CT 06416
Tel: 860.635.2877
85 Civic Center Plaza, Suite 204
Poughkeepsie NY 12601
Tel: 845.243.2880
1 International Blvd, Suite 400
Mahwah, NJ 07495
Tel: 908.603.5730
www.lrcconsult.com
LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

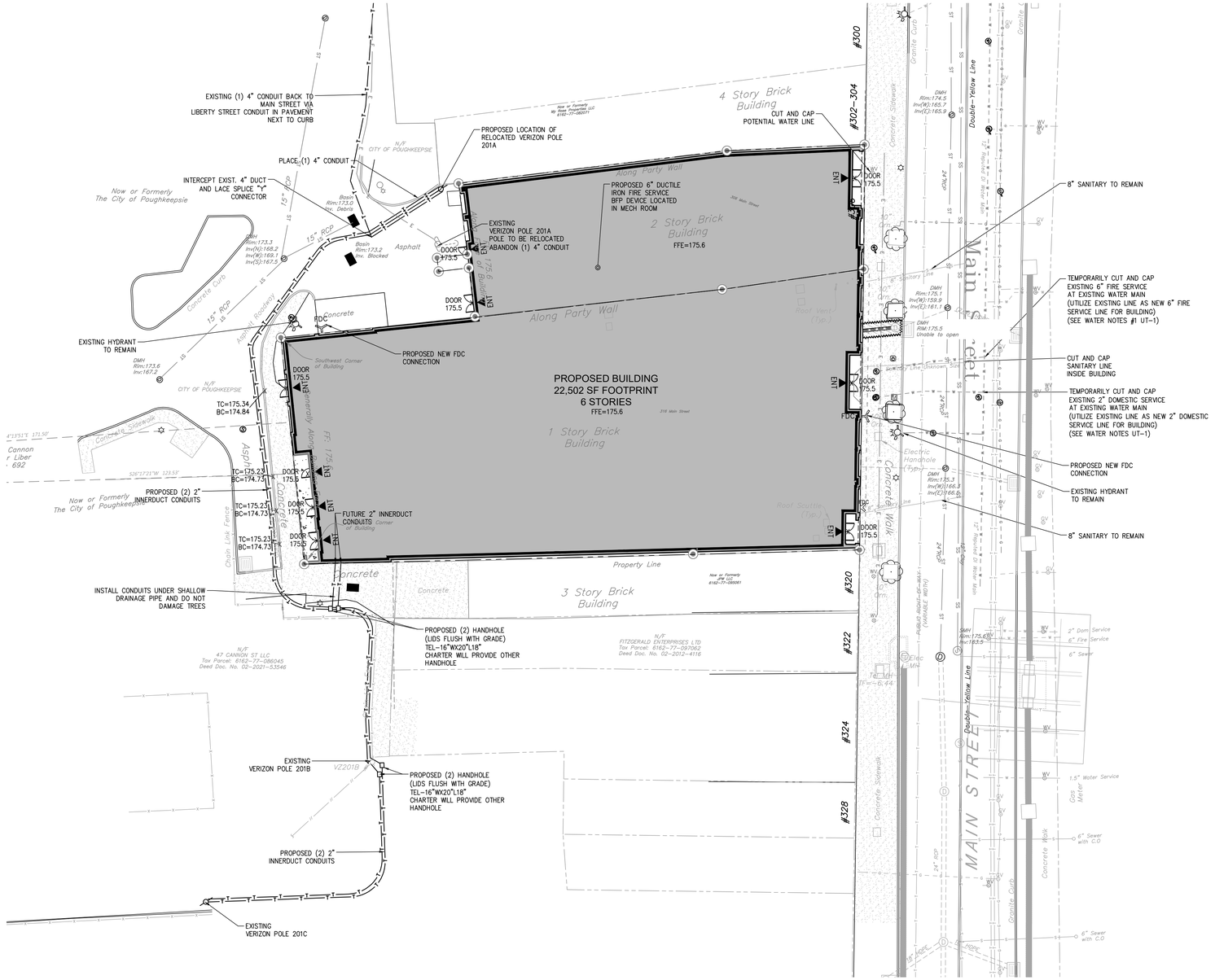
SITE PLAN

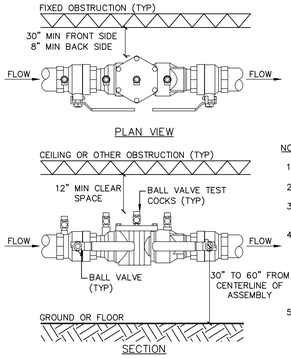
306 & 316 MAIN LLC

306 AND 316 MAIN STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	SP24321201.dwg	Sheet No.
Drawn	SMC	Project No.	24-3212	SP-1
Checked	KFC	Date	2024-08-26	
Approved	LRC	Scale	1"=20'	

X:\JOBS\Jobs 2024\24-3212 - Chai Developers LLC- 306 Main St. Poughkeepsie\DWG\SP24321201.dwg 1/8/2025 11:59 AM SCurran



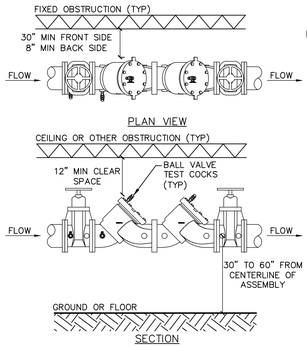


NOTES:

1. ASSEMBLY TO BE INSTALLED HORIZONTALLY.
2. WATTS SERIES LF709 2" DOUBLE CHECK VALVE OR APPROVED EQUAL.
3. DCV TO BE INSTALLED IN MECHANICAL SPACE AND MUST MEET ALL CLEARANCES AS OUTLINED ABOVE.
4. ASSEMBLY TO BE TESTED BY A LICENSED BACKFLOW PREVENTION DEVICE TESTER AFTER INSTALLATION AND PRIOR TO ACTIVATION OF NEW WATER SUPPLY. THE RESULTS MUST BE SUBMITTED TO THE DCDOH AND CITY OF POUGHKEEPSIE AS PART OF THE ENGINEER'S CERTIFICATION.
5. ASSEMBLY MUST BE TESTED ANNUALLY BY A LICENSED BACKFLOW PREVENTION TESTER. COPIES OF THE TEST RESULTS MUST BE SUBMITTED TO THE OWNER, CITY OF POUGHKEEPSIE WATER DEPARTMENT, AND THE DUTCHESS COUNTY DEPARTMENT OF HEALTH.

DOMESTIC DOUBLE CHECK VALVE DETAIL

SCALE: N.T.S.



NOTES:

1. ASSEMBLY TO BE INSTALLED HORIZONTALLY.
2. WATTS SERIES LF709 6" DOUBLE CHECK VALVE OR APPROVED EQUAL.
3. DCV TO BE INSTALLED IN MECHANICAL SPACE AND MUST MEET ALL CLEARANCES AS OUTLINED ABOVE.
4. ASSEMBLY TO BE TESTED BY A LICENSED BACKFLOW PREVENTION DEVICE TESTER AFTER INSTALLATION AND PRIOR TO ACTIVATION OF NEW WATER SUPPLY. THE RESULTS MUST BE SUBMITTED TO THE DCDOH AND CITY OF POUGHKEEPSIE AS PART OF THE ENGINEER'S CERTIFICATION.
5. ASSEMBLY MUST BE TESTED ANNUALLY BY A LICENSED BACKFLOW PREVENTION TESTER. COPIES OF THE TEST RESULTS MUST BE SUBMITTED TO THE OWNER, CITY OF POUGHKEEPSIE WATER DEPARTMENT, AND THE DUTCHESS COUNTY DEPARTMENT OF HEALTH.

FIRE SUPPLY DOUBLE CHECK VALVE DETAIL

SCALE: N.T.S.

WATER NOTES:

1. ALL EXISTING WATER SERVICES TO REMAIN WILL BE EXCAVATED AT MAIN TRENCH TO VERIFY MATERIAL TYPES. IF LEAD BASE JOINTS ARE ENCOUNTERED, THEN A REPLACEMENT LINE WILL BE REQUIRED TO BE INSTALLED.

2. FINAL CERTIFICATION OF WATER SERVICE MATERIAL TO BE SUPPLIED TO CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT AND CITY OF POUGHKEEPSIE BUILDING DEPARTMENT PRIOR TO ISSUANCE OF ANY CERTIFICATION OF OCCUPANCY AND WILL ALSO BE A CONDITION OF ANY ISSUED CITY OF POUGHKEEPSIE BUILDING PERMIT."

3. TELCO INFORMATION PROVIDED BY VERIZON. SUBJECT TO CHANGE BY UTILITY COMPANY.

GRAPHIC SCALE
20 10 0 20
SCALE IN FEET

STATE OF NEW YORK
RODNEY E. MORRISON
LICENSED PROFESSIONAL ENGINEER
071494

#	Date	Description
1.	2024-11-12	REVISED PER COMMENTS
2	2025-01-14	REVISED PER ENGINEERING COMMENTS

Revisions

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- Land Planning
- Civil Engineering
- Environmental Services
- Land Surveying
- Landscape Architecture

160 West Street, Suite E
Cromwell, CT 06416
Tel: 860.635.2877

85 Civic Center Plaza, Suite 204
Poughkeepsie NY 12601
Tel: 845.243.2880

1 International Blvd, Suite 400
Mahwah, NJ 07495
Tel: 908.603.5730

www.lrcconsult.com

LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

UTILITY PLAN

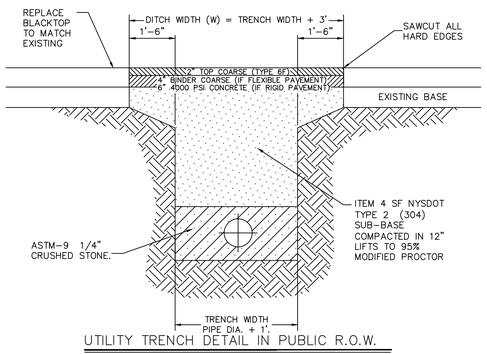
306 & 316 MAIN LLC

306 AND 316 MAIN STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	UT24321201.dwg
Drawn	SMC	Project No.	24-3212
Checked	KFC	Date	2024-08-26
Approved	LRC	Scale	1"=20'

Sheet No. UT-1

X:_JOBS\Jobs 2024\24-3212 - Chai Developers LLC- 306 Main St. Poughkeepsie\DWG\UT24321201.dwg 1/8/2025 12:01 PM SCurran

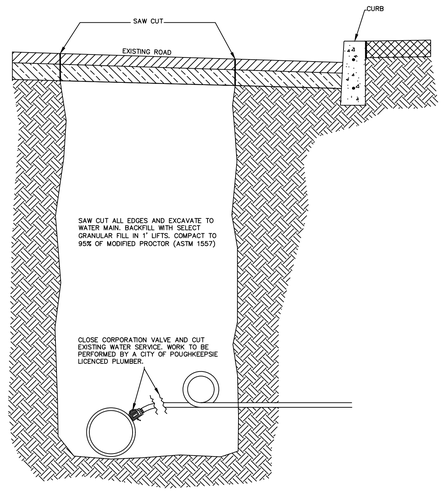


UTILITY TRENCH DETAIL IN PUBLIC R.O.W.

NOTES:

1. DITCH WIDTH SHALL EXTEND A MINIMUM OF ONE AND ONE-HALF FT. FROM THE EDGES OF THE TRENCH.
2. REPLACED BASE MATERIAL OVER TRENCH SHALL BE ITEM 4 COMPACTED IN 12" LIFTS.
3. PIPE BEDDING SHALL BE A MINIMUM OF 6" ABOVE AND BELOW PIPE
4. ALL JOINTS SHALL BE MECHANICALLY SAWED.
5. ALL JOINTS SHALL BE SQUARED TO THE EXISTING EDGE OF CURB AND/OR PAVEMENT, AND TACK COATED PER DETAIL.
6. ROAD SURFACE REPLACEMENT SHALL BE MINIMUM OF SIX INCHES OF ASPHALTIC CONCRETE.
7. ASPHALT PAVEMENT TO BE PLACED IN TWO LIFTS AS SHOWN.

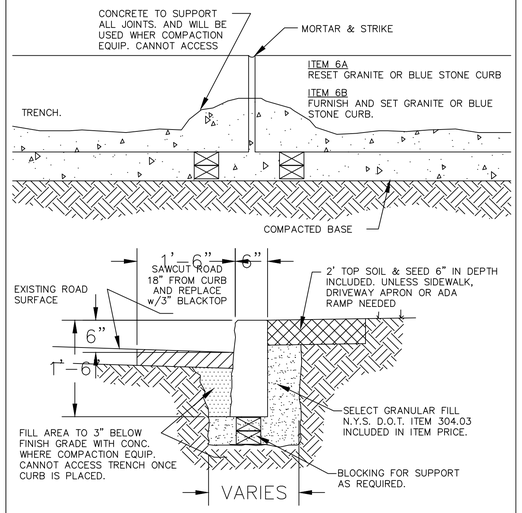
CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	FILE NO.: FLEXPAVE.DWG DATE: 9-9-04 SCALE: AS NOTED DRAWN BY: ENGINEERING	TRENCH AND PAVEMENT DETAIL	



WATER SERVICE DISCONNECT AT MAIN

SCALE: N.T.S.

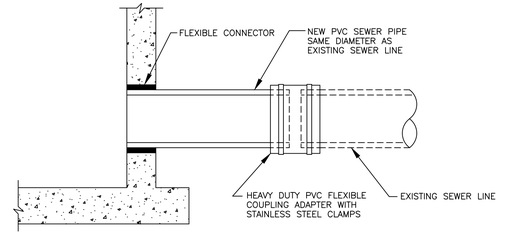
CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 80 WASHINGTON STREET POUGHKEEPSIE, NY 12602	FILE NO.: DATE: 08-21-08 SCALE: AS NOTED DRAWN BY: JTK	WATER DISCONNECT @ MAIN	1 PAGE NO.



GRANITE OR BLUESTONE CURB DETAIL

SCALE: 1"=1'-0"

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	FILE NO.: 001-DET DATE: 3-6-00 SCALE: AS NOTED DRAWN BY: JP	GRANITE BLUE STONE DETIALS	6 6A, 6B PAGE NO.

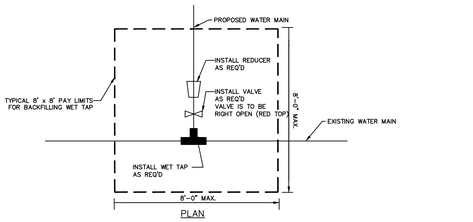


NOTES

1. WHERE GASKETED JOINTS ARE USED, THEY SHALL BE SELF CONTAINED RING GASKETS.

CONNECTION TO EXISTING PIPELINES AND MANHOLES

NOT TO SCALE



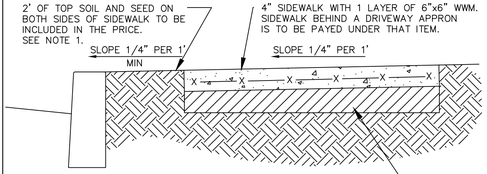
SECTION

PLAN

NOTE: ALL BACKFILL TO BE PLACED IN 1' LIFTS AND COMPACTED TO 95% OF MODIFIED PROCTOR (ASTM 1557)

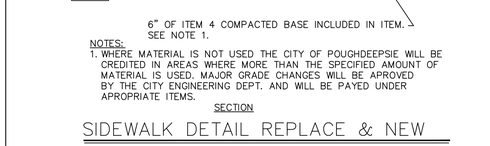
TAPPING SLEEVE & VALVE

SCALE: N.T.S.



PLAN

SCALE: N.T.S.



NOTES:

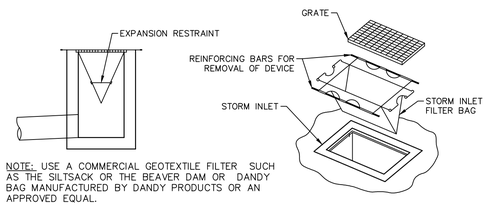
1. WHERE MATERIAL IS NOT USED THE CITY OF POUGHDEEPSIE WILL BE CREDITED IN AREAS WHERE MORE THAN THE SPECIFIED AMOUNT OF MATERIAL IS USED. MAJOR GRADE CHANGES WILL BE APROVED BY THE CITY ENGINEERING DEPT. AND WILL BE PAYED UNDER APROPRIATE ITEMS.

SECTION

SIDEWALK DETAIL REPLACE & NEW

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 80 WASHINGTON STREET POUGHKEEPSIE, NY 12602	FILE NO.: DATE: 3-6-00 SCALE: AS NOTED DRAWN BY: JP	TAPPING SLEEVE & VALVE	1 PAGE NO.
CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	PROJECT: 001-DET DATE: 5-16-00 SCALE: AS NOTED DRAWN BY: JP	SIDEWALK DETAIL	

DETAILS PROVIDED BY THE CITY OF POUGHKEEPSIE. FOR ALL WORK TO BE PERFORMED IN THE CITY ROW.



NOTE: USE A COMMERCIAL GEOTEXTILE FILTER SUCH AS THE SILTSACK OR THE BEAVER DAM OR DANDY BAG MANUFACTURED BY DANDY PRODUCTS OR AN APPROVED EQUAL.

SILT SACK DETAIL

SCALE: N.T.S.

STATE OF NEW YORK — RODNEY E. MORRISON — 071419 — LICENSED PROFESSIONAL ENGINEER

#	Date	Description
1.	2024-11-12	REVISED PER COMMENTS
2	2025-01-14	REVISED PER ENGINEERING COMMENTS

Revisions

LRC GROUP

- Land Planning
- Civil Engineering
- Environmental Services
- Land Surveying
- Landscape Architecture

160 West Street, Suite E
Cromwell, CT 06416
Tel: 860.635.2877

85 Civic Center Plaza, Suite 204
Poughkeepsie NY 12601
Tel: 845.243.2880

1 International Blvd, Suite 400
Mahwah, NJ 07495
Tel: 908.603.5730

www.lrcconsult.com

LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

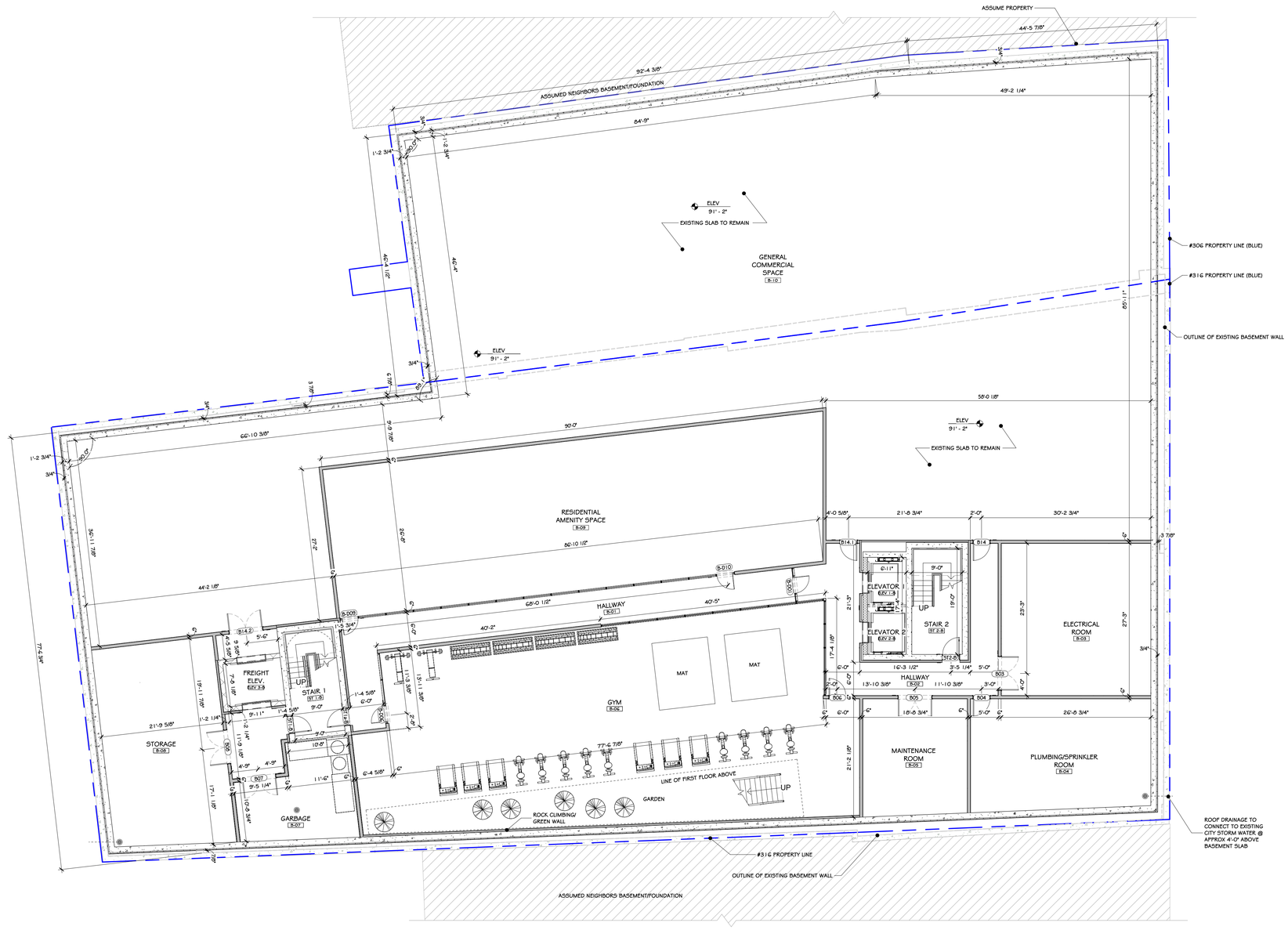
PROJECT DETAILS

306 & 316 MAIN LLC

306 AND 316 MAIN STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	DN24321201.dwg	Sheet No.	
Drawn	SMC	Project No.	24-3212		DN-1
Checked	KFC	Date	2024-08-26		
Approved	LRC	Scale	1"=20'		

X:\JOBS\Jobs 2024\24-3212 - Choi Developers LLC- 306 Main St. Poughkeepsie\DWG\DN24321201.dwg 1/8/2025 12:02 PM SCurran



1 BASEMENT FLOOR PLAN
1" = 10'-0"

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CONSTRUCTION NOTES

WALL LEGEND:

- NEW WALL
- EXISTING WALL
- DEMOLISH WALL
- FIRE RATED WALL

DOOR LEGEND:

- (B105) PERSONNEL DOOR TAG @ BASEMENT FL LEVEL
- (1005) PERSONNEL DOOR TAG @ FIRST FL LEVEL
- (2005) PERSONNEL DOOR TAG @ SECOND FL LEVEL
- (5005) STOREFRONT TAG @ FIRST FL LEVEL
- (8005) DEMOUNTABLE GLASS TAG @ FIRST FL LEVEL

REVISIONS:

NUM.	DATE	DESCRIPTION
1	01/14/25	RESPONSES TO PLANNING BOARD COMMENTS

100% PLANNING BOARD DOCUMENTS

PROJECT

PROJECT

NORTH

KEY PLAN

WORK AREA

ADG ARCHITECTS
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WWW.ADGARCHITECT.COM
CONTACT@ADGARCHITECT.COM
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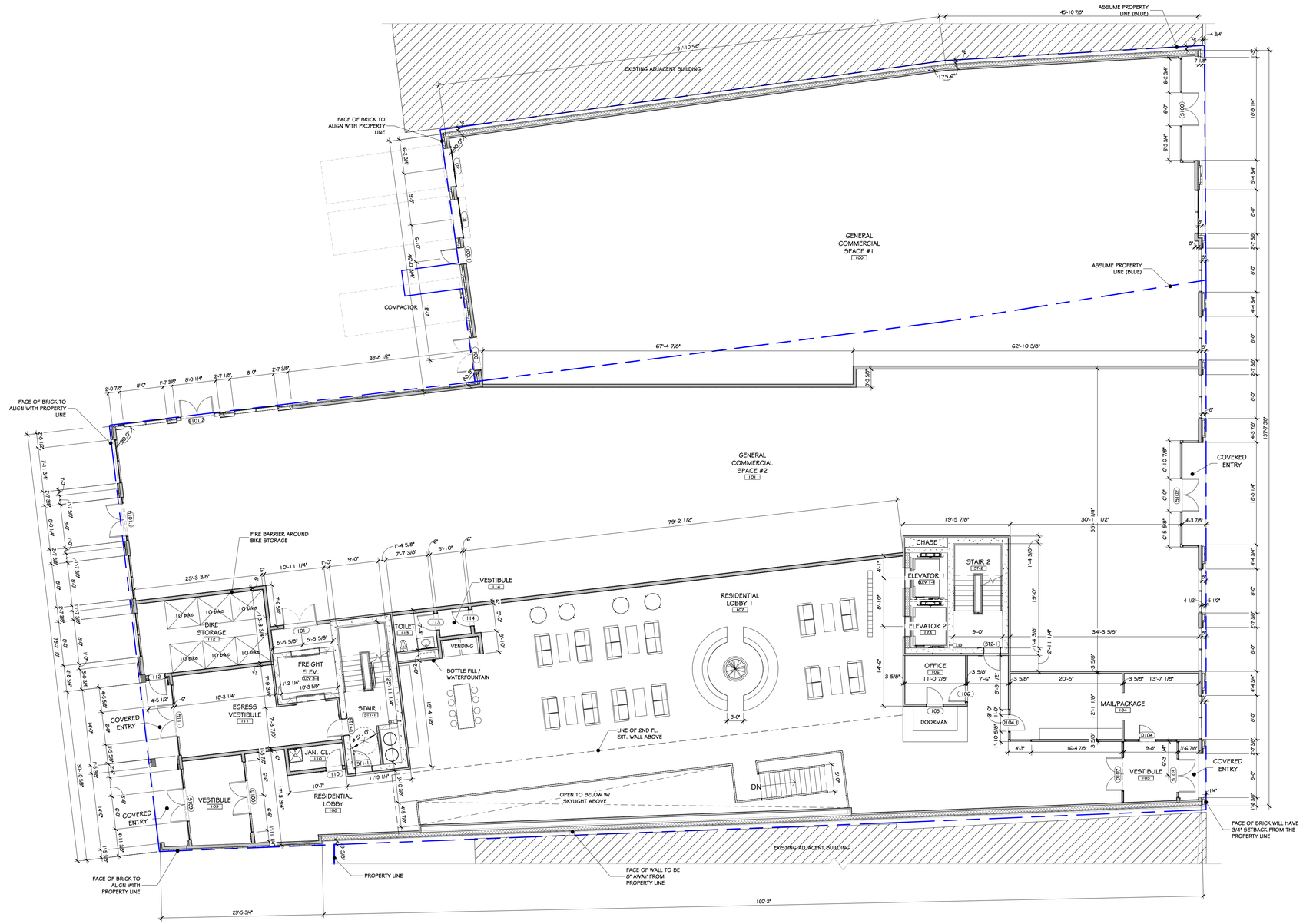
Project: 316 MAIN STREET
316 Main Street, Poughkeepsie, NY 12601

Drawing: BASEMENT FLOOR PLAN

REGISTERED ARCHITECT JASON T. ANDERSON 01/14/2025 STATE OF NEW YORK 033127

Project: 23143	Date: 08/27/24
Drawn: IDEA	Scale: AS NOTED

Drawing Number: A-200-PB



1 FIRST FLOOR PLAN
1" = 10'-0"

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DOOR LEGEND:

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- (5005) STOREFRONT TAG @ FIRST FL LEVEL
- (8005) DEMOUNTABLE GLASS TAG @ FIRST FL LEVEL

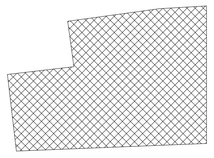
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PROJECT



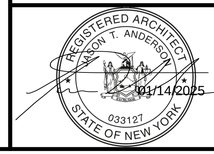


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Project: 316 MAIN STREET
316 Main Street, Poughkeepsie, NY 12601

Drawing: FIRST FLOOR PLAN



01/14/2025

Project: 23143	Date: 08/27/24
Drawn: IDEA	Scale: AS NOTED

Drawing Number:

A-201-PB



1 SECOND FLOOR PLAN
1" = 10'-0"

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WALL LEGEND:

- NEW WALL
- EXISTING WALL
- DEMOLISH WALL
- FIRE RATED WALL

DOOR LEGEND:

- (B105) PERSONNEL DOOR TAG @ BASEMENT FL LEVEL
- (1005) PERSONNEL DOOR TAG @ FIRST FL LEVEL
- (2005) PERSONNEL DOOR TAG @ SECOND FL LEVEL
- (S005) STOREFRONT TAG @ FIRST FL LEVEL
- (8005) DEMOUNTABLE GLASS TAG @ FIRST FL LEVEL

REVISIONS:

NUM.	DATE	DESCRIPTION
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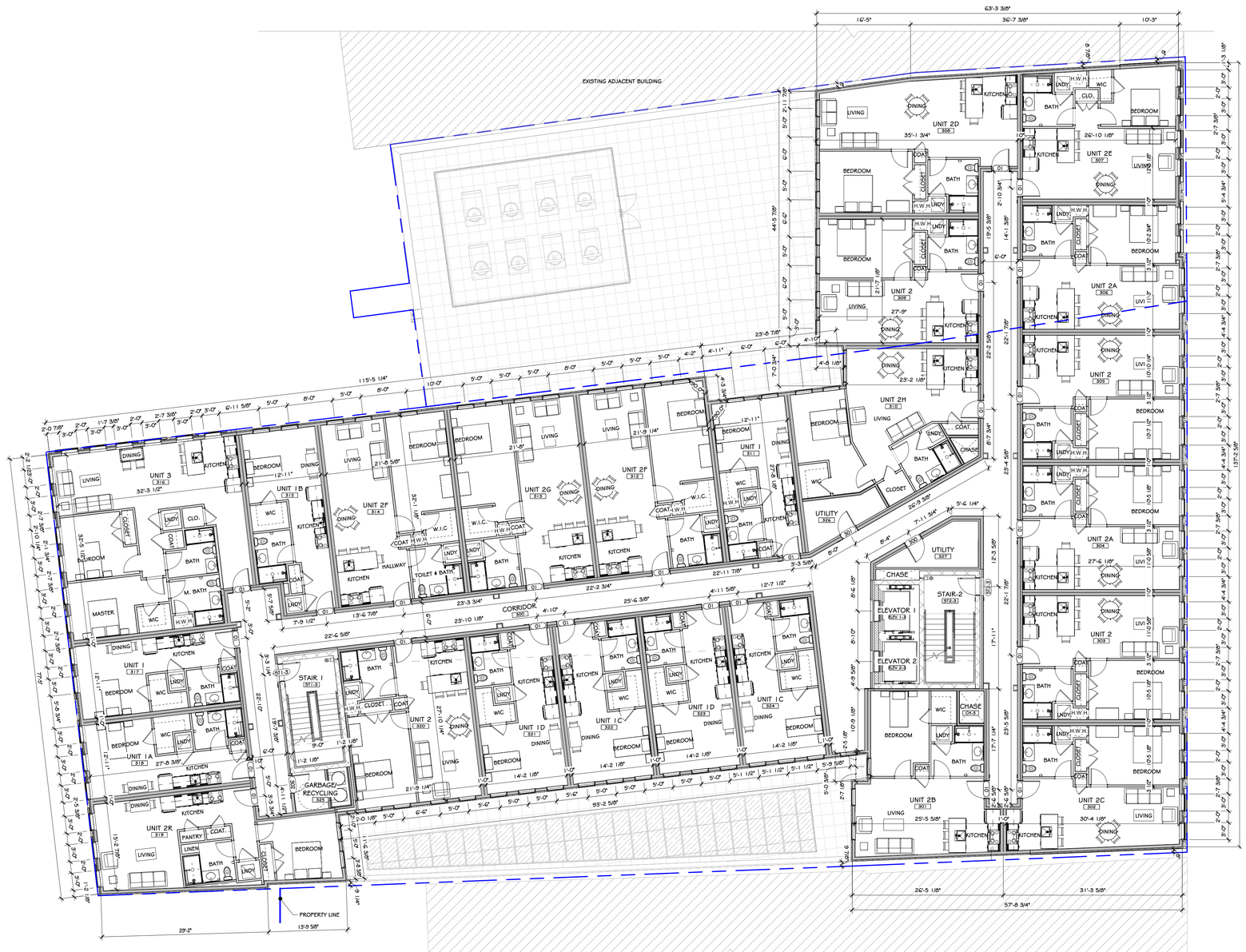
Project: 316 MAIN STREET
316 Main Street, Poughkeepsie, NY 12601

Drawing: SECOND FLOOR PLAN

REGISTERED ARCHITECT JASON T. ANDERSON 033127 STATE OF NEW YORK
01/14/2025

Project: 23143	Date: 08/27/24
Drawn: IDEA	Scale: AS NOTED

Drawing Number: A-202-PB



1 TYP. THIRD - FIFTH FLOOR PLAN
1" = 10'-0"

CONSTRUCTION NOTES

WALL LEGEND:	DOOR LEGEND:
NEW WALL	(B105) PERSONNEL DOOR TAG @ BASEMENT FL LEVEL
EXISTING WALL	(1005) PERSONNEL DOOR TAG @ FIRST FL LEVEL
DEMOLISH WALL	(2005) PERSONNEL DOOR TAG @ SECOND FL LEVEL
FIRE RATED WALL	(5005) STOREFRONT TAG @ FIRST FL LEVEL
	(8005) DEMOUNTABLE GLASS TAG @ FIRST FL LEVEL

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Project: 316 MAIN STREET
316 Main Street, Poughkeepsie, NY 12601

Drawing: THIRD - FIFTH FLOOR PLAN

REGISTERED ARCHITECT JASON T. ANDERSON 033127 STATE OF NEW YORK
01/14/2025

Project: 23143	Date: 08/27/24
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Drawing Number: A-203-PB

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1 SIXTH FLOOR PLAN
1" = 10'-0"

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DOOR LEGEND:

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- (5005) STOREFRONT TAG @ FIRST FL LEVEL
- (8005) DEMOUNTABLE GLASS TAG @ FIRST FL LEVEL

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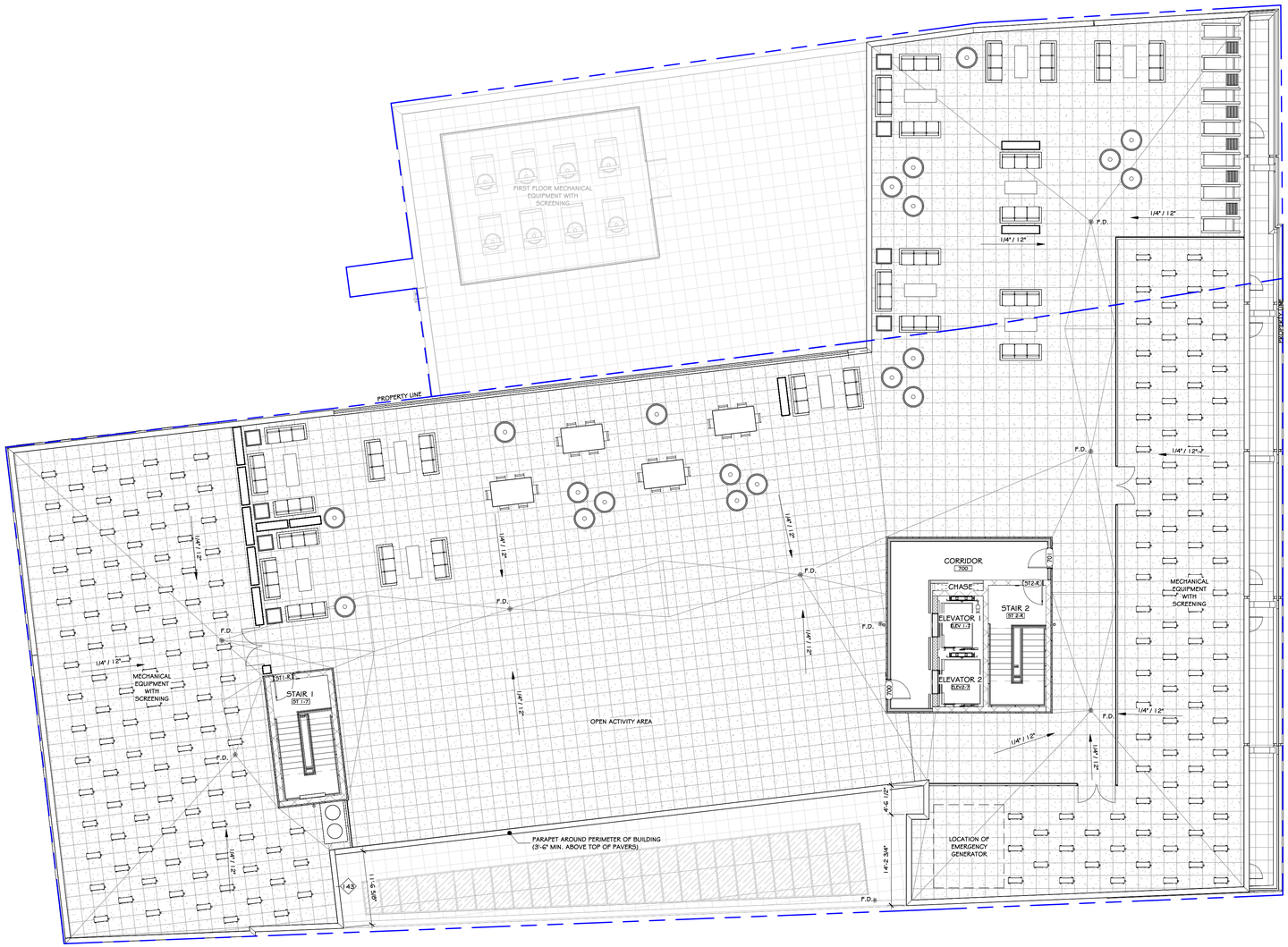
Project: 316 MAIN STREET
316 Main Street, Poughkeepsie, NY 12601

Drawing: SIXTH FLOOR PLAN

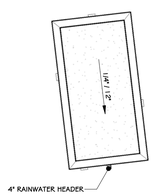
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Project: 23143	Date: 08/27/24
Drawn: IDEA	Scale: AS NOTED

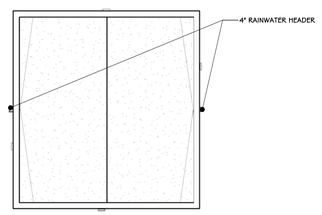
Drawing Number: A-204-PB



1 ROOF PLAN PB
1" = 10'-0"



2 UPPER ROOF PLAN (STAIR - 1)
1" = 10'-0"



3 UPPER ROOF PLAN (ELEV. STAIR-2)
1" = 10'-0"

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- EXISTING WALL
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DOOR LEGEND:

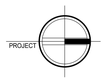
- (B105) PERSONNEL DOOR TAG @ BASEMENT FL LEVEL
- (1005) PERSONNEL DOOR TAG @ FIRST FL LEVEL
- (2005) PERSONNEL DOOR TAG @ SECOND FL LEVEL
- (5005) STOREFRONT TAG @ FIRST FL LEVEL
- (8005) DEMOUNTABLE GLASS TAG @ FIRST FL LEVEL

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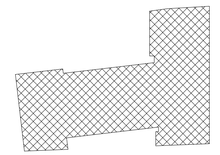
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1	01/14/25	RESPONSES TO PLANNING BOARD COMMENTS

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Project: 316 MAIN STREET
316 Main Street, Poughkeepsie, NY 12601

Drawing: ROOF PLAN

REGISTERED ARCHITECT JASON T. ANDERSON 033127 STATE OF NEW YORK 01/14/2025

Project: 23143	Date: 08/27/24
Drawn: IDEA	Scale: AS NOTED

Drawing Number: A-205-PB



1 NORTH ELEVATION
1" = 10'-0"



2 SOUTH ELEVATION
1" = 10'-0"

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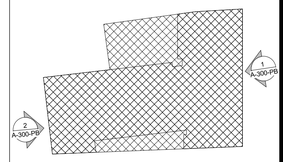
NUM.	DATE	DESCRIPTION
1	01/14/25	RESPONSES TO PLANNING BOARD COMMENTS

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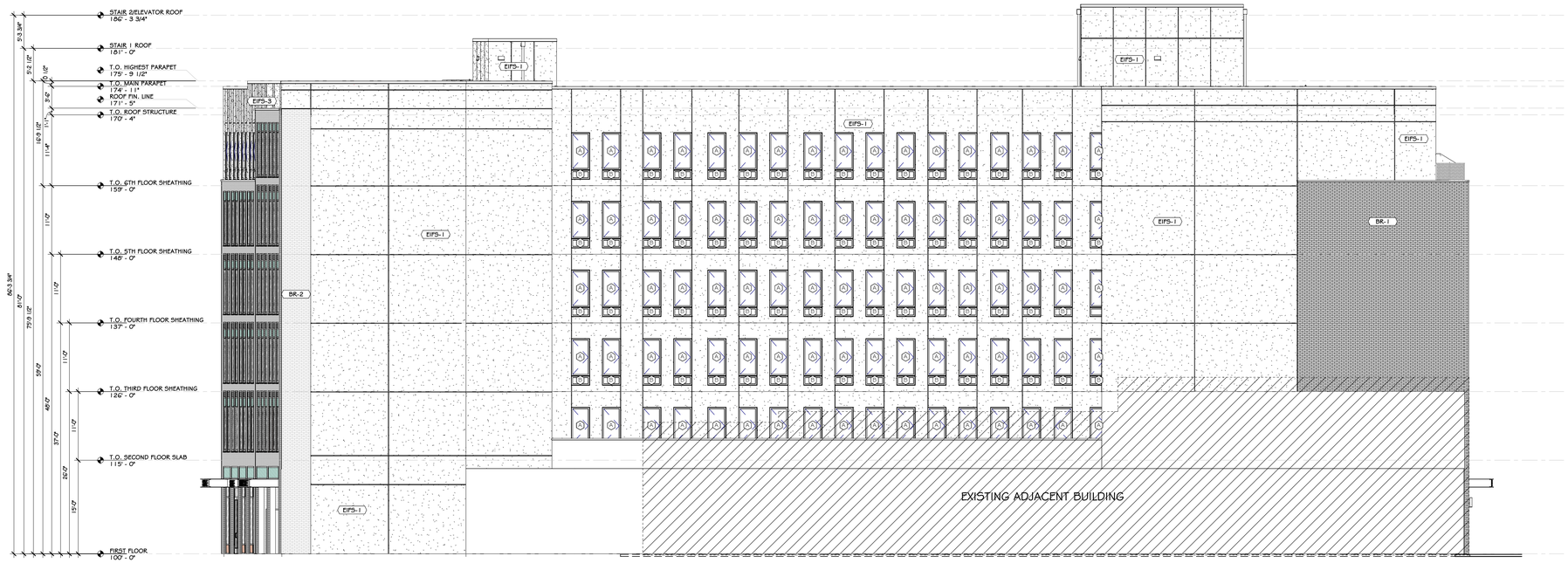
Project: 316 MAIN STREET
316 Main Street, Poughkeepsie, NY 12601

Drawing: NORTH/SOUTH EXTERIOR ELEVATION

REGISTERED ARCHITECT
JASON T. ANDERSON
033127
STATE OF NEW YORK
01/14/2025

Project: 23143	Date: 08/27/24
Drawn: IDEA	Scale: AS NOTED

Drawing Number:
A-300-PB



1 EAST ELEVATION
1" = 10'-0"



2 WEST ELEVATION
1" = 10'-0"

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PROJECT

PROJECT

N O R T H

2 A-301-PB

KEY PLAN 1 A-301-PB WORK AREA

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Project: 316 MAIN STREET
316 Main Street, Poughkeepsie, NY 12601

Drawing: EAST/WEST EXTERIOR ELEVATION

REGISTERED ARCHITECT JASON T. ANDERSON 033127 STATE OF NEW YORK
01/14/2025

Project: 23143	Date: 08/27/24
Drawn: IDEA	Scale: AS NOTED

Drawing Number: A-301-PB

Schematic Block Study Concept



ADG ARCHITECTS

CHAI DEVELOPERS

Massing

3 Site Location Map
4 Existing Massing
5 NE Site Axonometric

Program

6 Site Plan Program
7 SE Exploded Building 1 Axonometric Floor Plan
8 City Aerial View

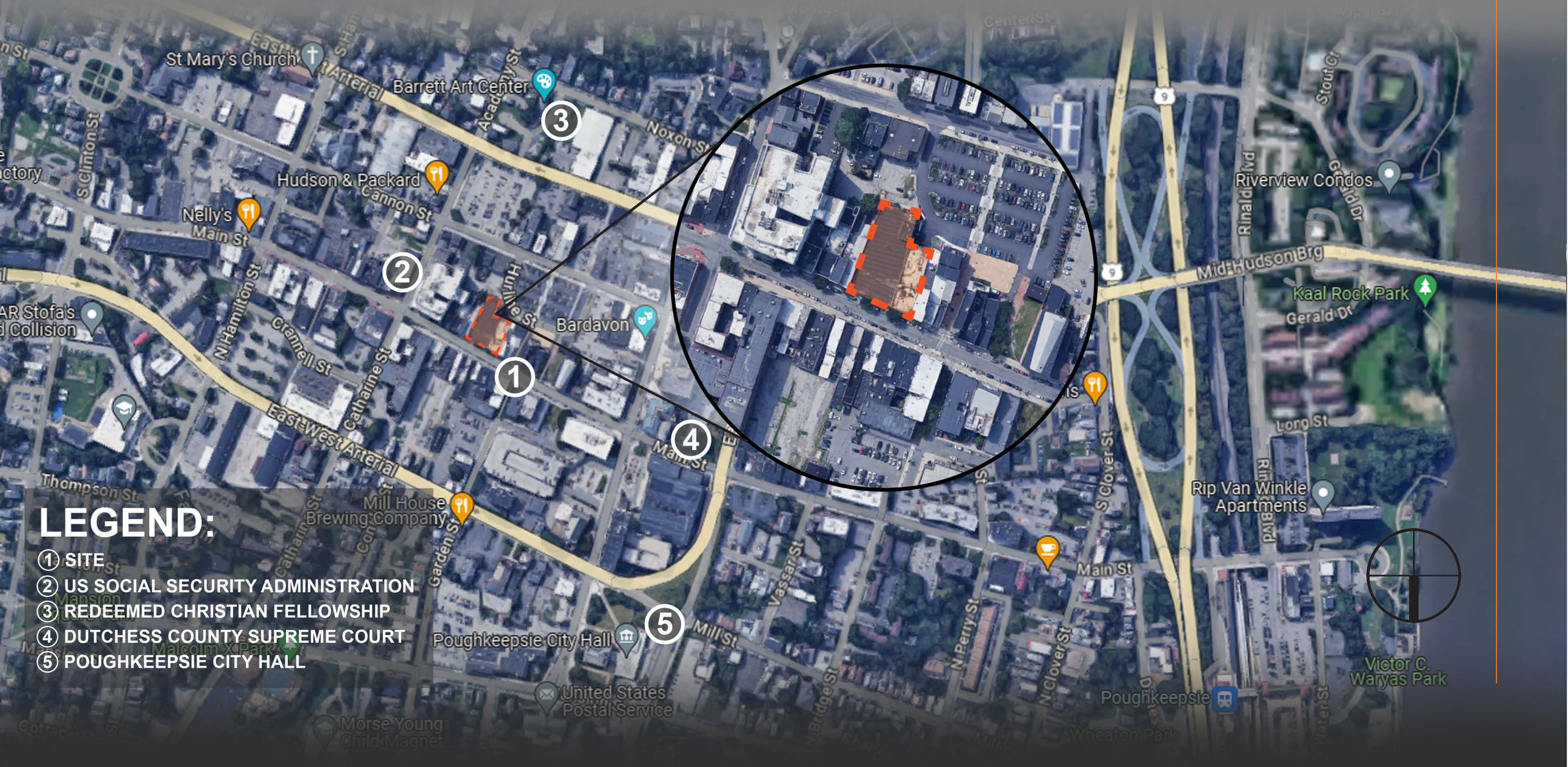
Technical

9 Building Matrix
10 Basement Schematic Plan
11 First Floor Schematic Floor Plan
12 Second - Fifth Floor Schematic Floor Plan
13 Sixth Floor Schematic Floor Plan
14 Rooftop Schematic Floor Plan
15 North Elevation
16 South Elevation
17 West Elevation
18 East Elevation
19 Section A - A'
20 Section B - B'
21 Section C - C'

Renderings

22 Main Streetscape Rendering
23 Main Streetscape Rendering
24 Main Streetscape Rendering
25 Material and Color Palette
26 NE Perspective Rendering
27 Eye-level Street Perspective Rendering - Looking Southwest
28 Eye-level Street Perspective Rendering - Looking Southeast
29 Pedestrian Perspective Renderings
30 Rear Street Perspective Rendering
31 Executive Summary of Redevelopment

Site Location Map



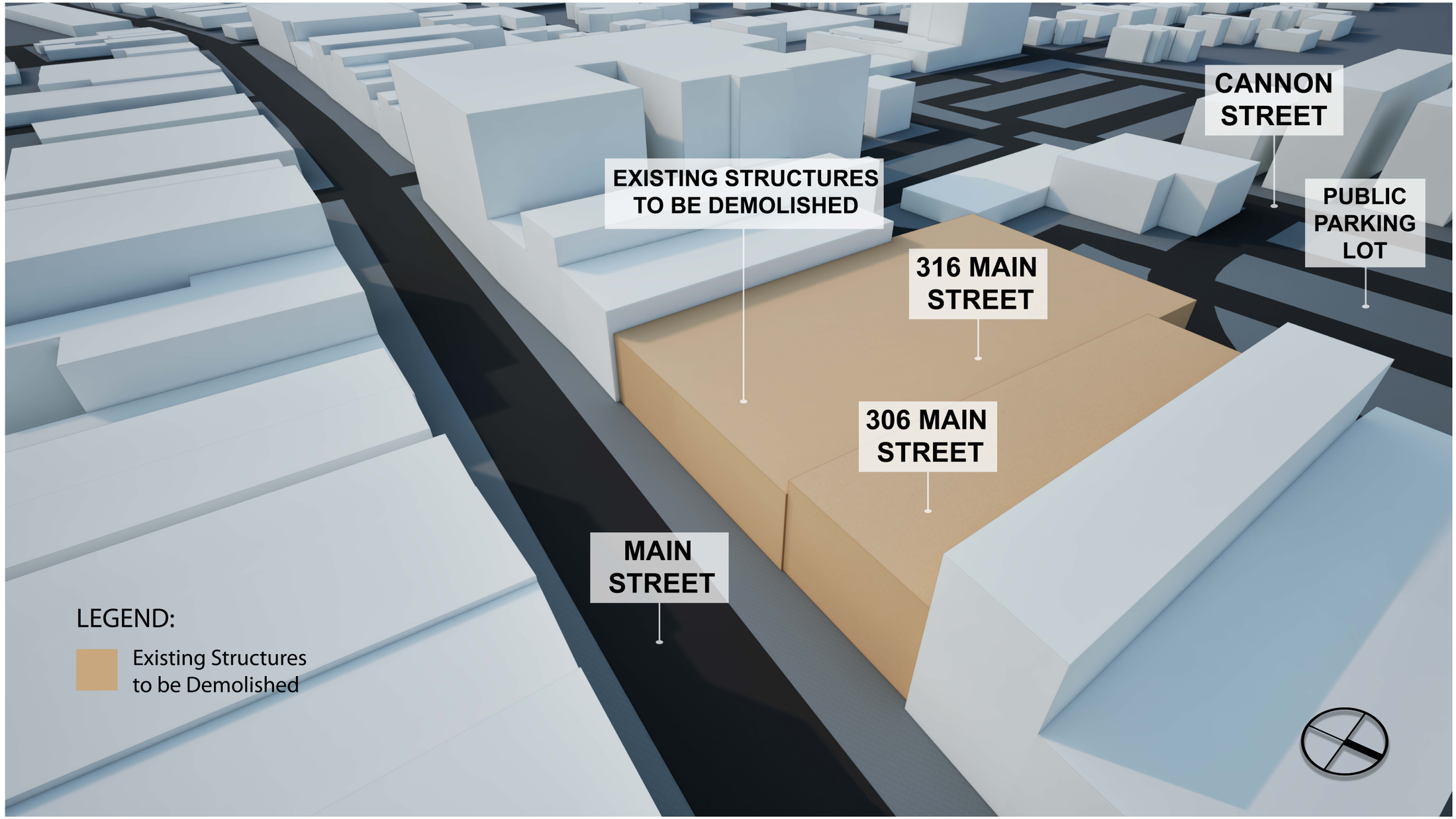
LEGEND:

① SITE
② US SOCIAL SECURITY ADMINISTRATION
③ REDEEMED CHRISTIAN FELLOWSHIP
④ DUTCHESS COUNTY SUPREME COURT
⑤ POUGHKEEPSIE CITY HALL

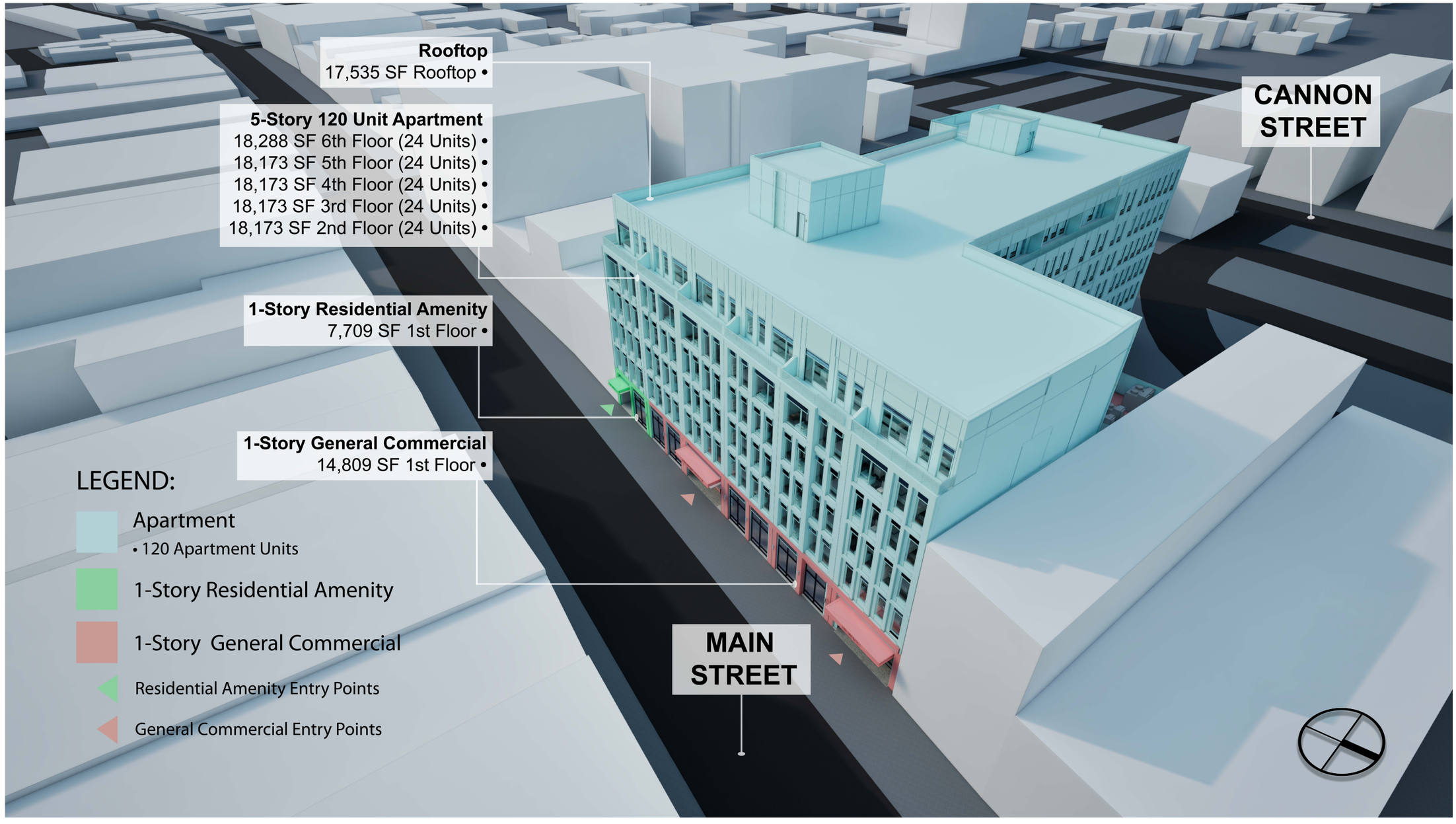
ADG ARCHITECTS

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Existing Massing



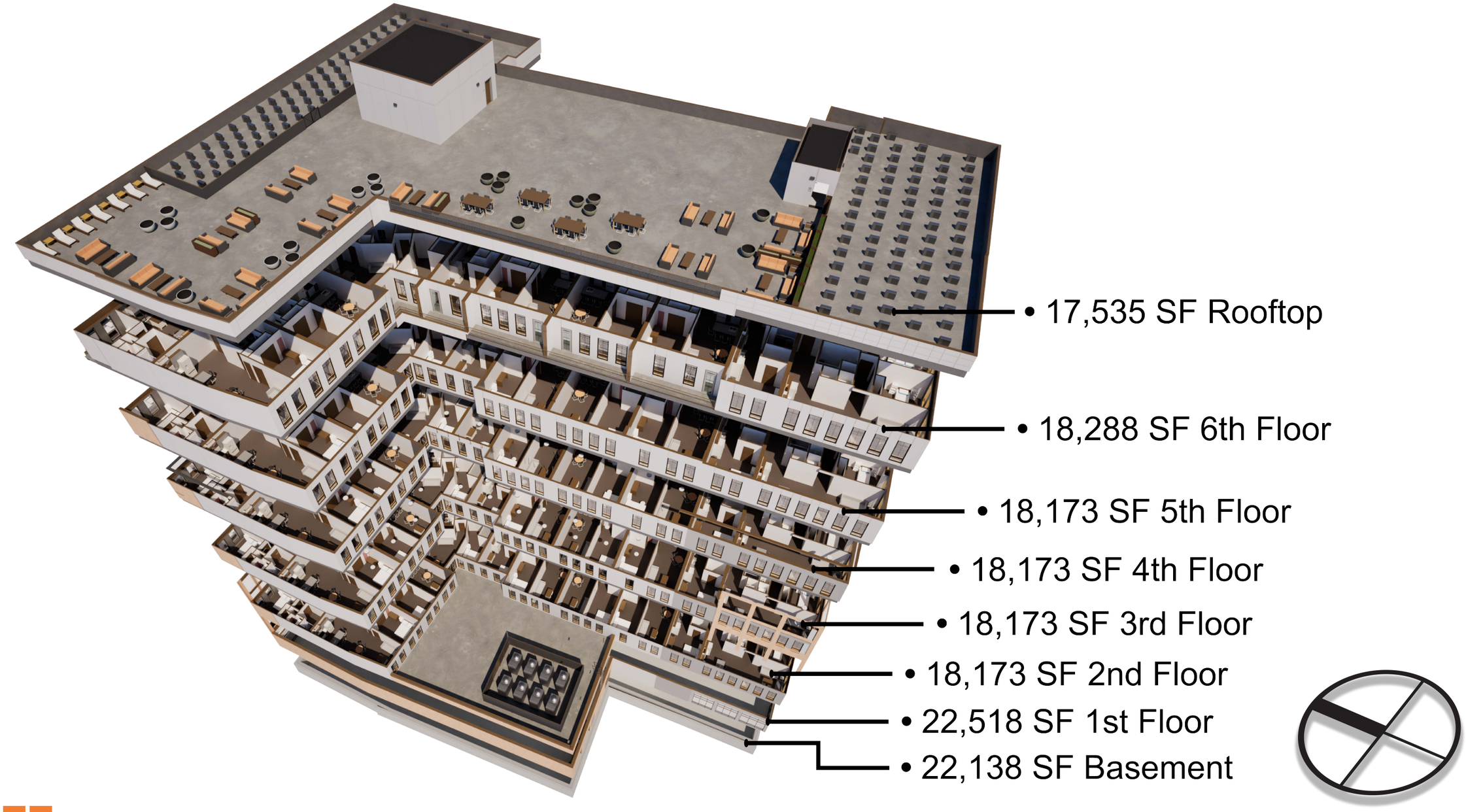
NE Site Axonometric



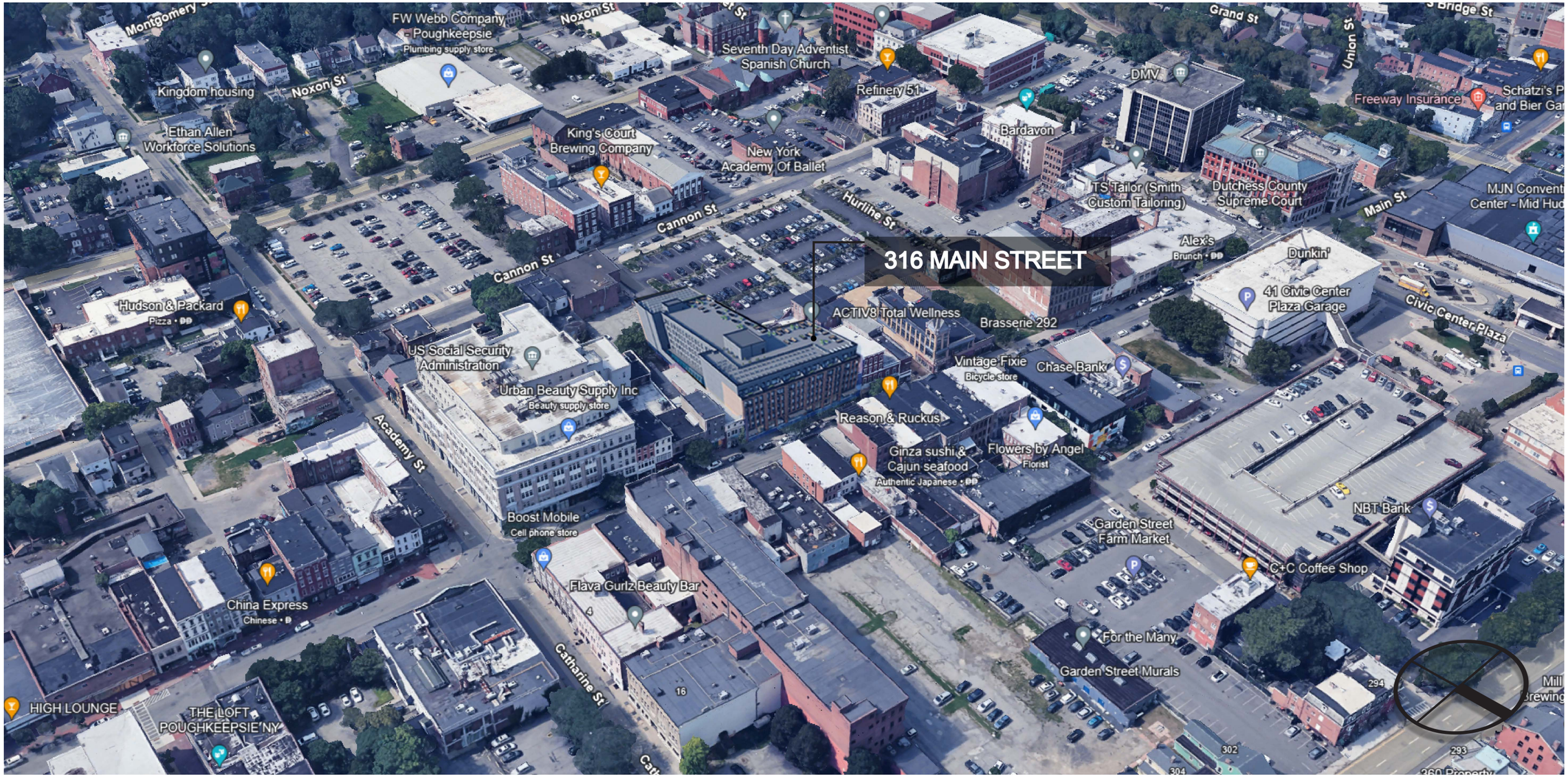
Site Plan Program



SE Exploded Building 1 Axonometric Floor Plan



City Aerial View



Building Matrix Chart

Area Tabulation									
Floor Level	Unit Count	Residential Gross SF	General Commercial Gross SF	Ancillary Spaces	Total Gross SF	Residential Net Leaseable SF	General Commercial Net Leaseable SF	Residential Net Useable SF	General Commercial Net Useable SF
Basement			11,326	10,812	22,138		11,332		10,801
First Fl			14,809	7,709	22,518		14,866		14,383
Second FL	24	14,940		2,900	17,840	15,144		13,636	
Third FL	24	14,940		2,900	17,840	15,144		13,636	
Fourth Fl	24	14,940		2,900	17,840	15,144		13,636	
Fifth Fl	24	14,940		2,900	17,840	15,144		13,636	
Sixth Fl	24	15,055		2,900	17,955	15,253		13,753	
Total	**120**	**74,815**	**26,135**	**33,021**	**133,971**	**75,829**	**26,198**	**68,297**	**25,184**
Roof/Penthouse				17,535	17,535				
Total (w/ Roof)	**120**	**74,815**	**26,135**	**50,556**	**151,506**	**75,829**	**26,198**	**68,297**	**25,184**

Unit Schedule						
Floor Level	Studio	One Bed	Two Bed	Three Bed	Penthouse	Total Per Floor
Basement						
First Fl						
Second FL	8	15	1			24
Third FL	8	15	1			24
Fourth Fl	8	15	1			24
Fifth Fl	8	15	1			24
Sixth Fl	8	15	1			24
Roof/Penthouse						
Total Unit Count	**40**	**75**	**5**			**120**
Unit Distribution (percentage of total)	33%	63%	4%			

Basement Schematic Plan



First Floor Schematic Floor Plan



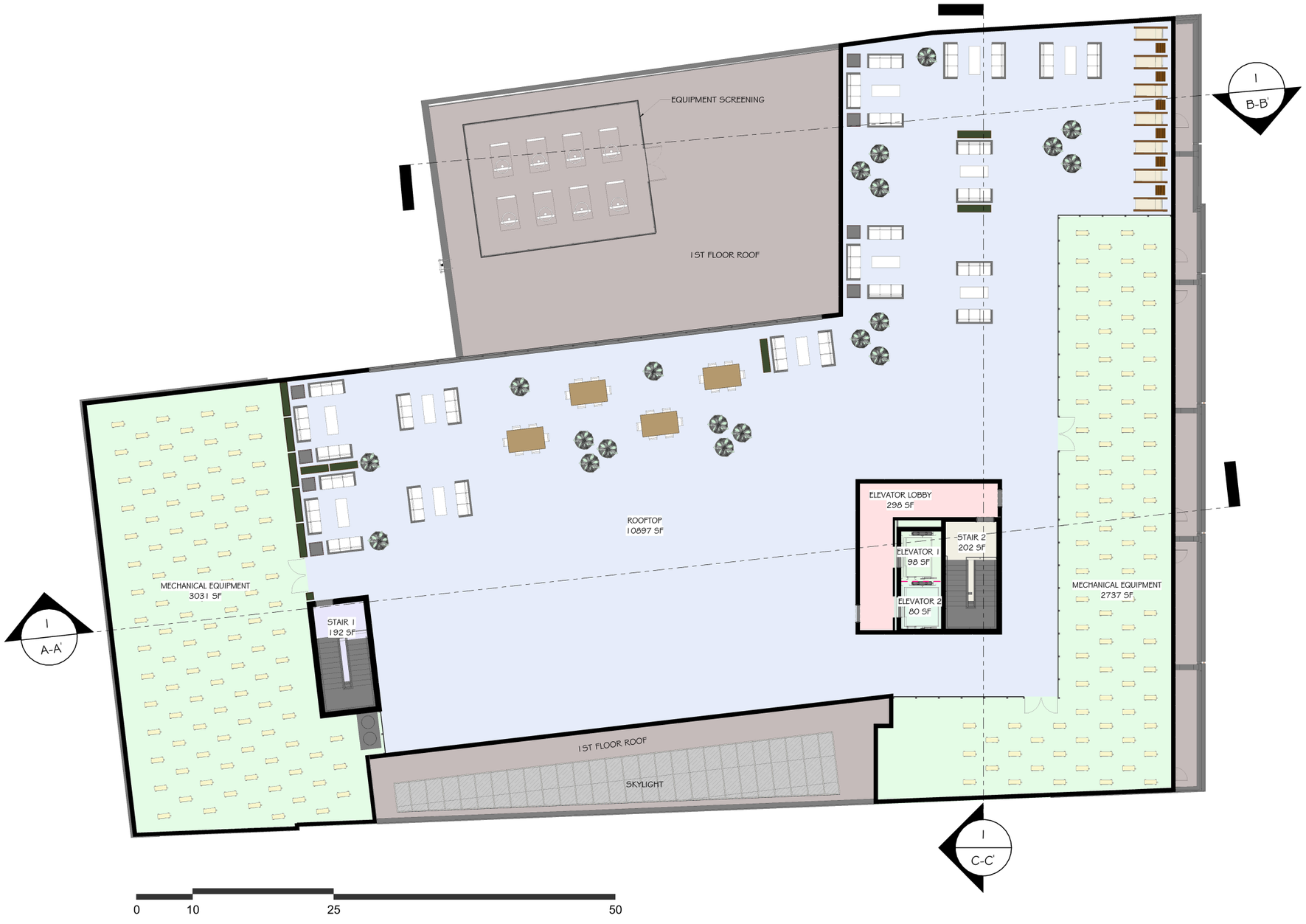
Second - Fifth Floor Schematic Floor Plan



Sixth Floor Schematic Floor Plan



Rooftop Schematic Floor Plan



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North Elevation



South Elevation



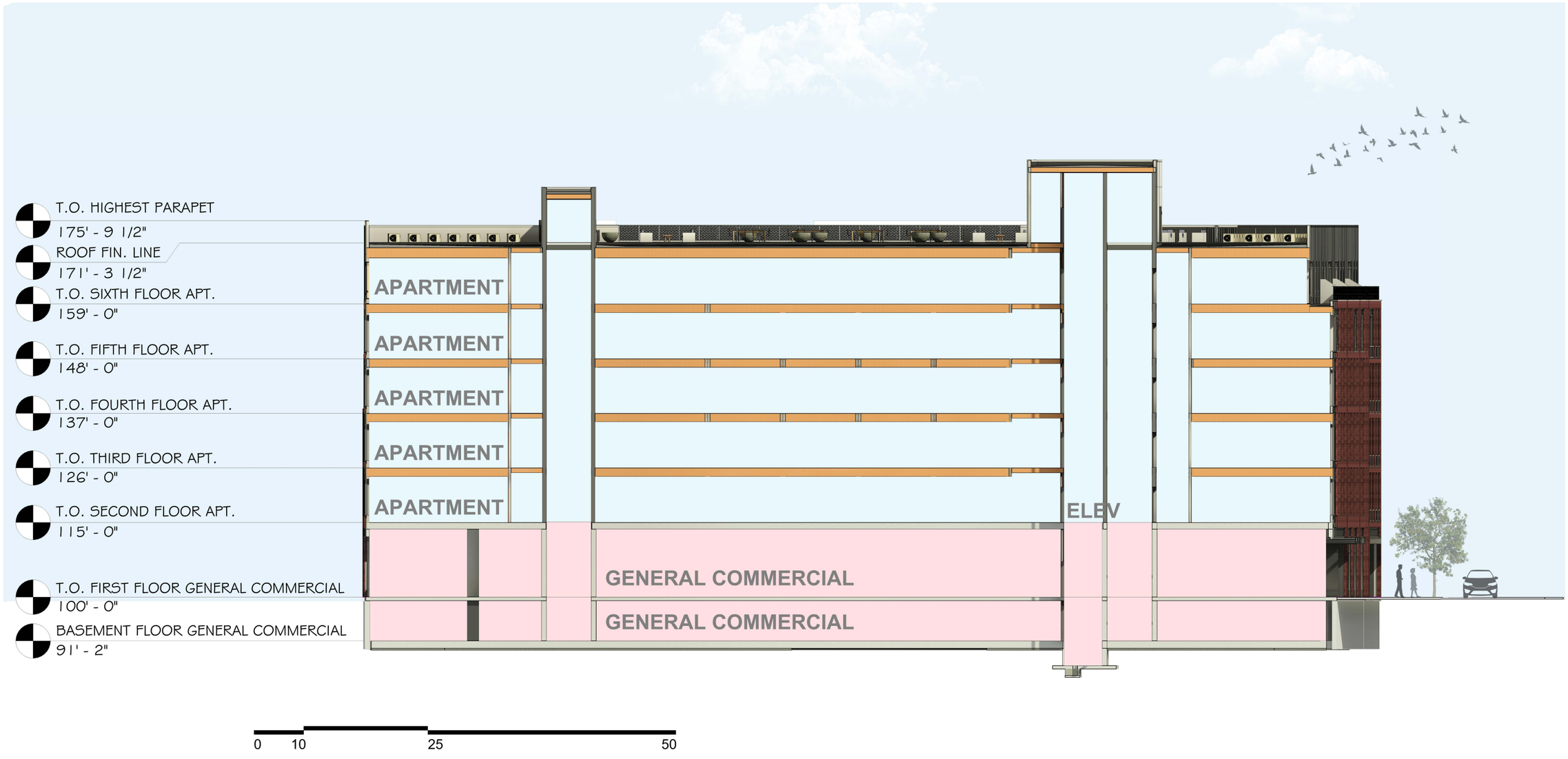
West Elevation



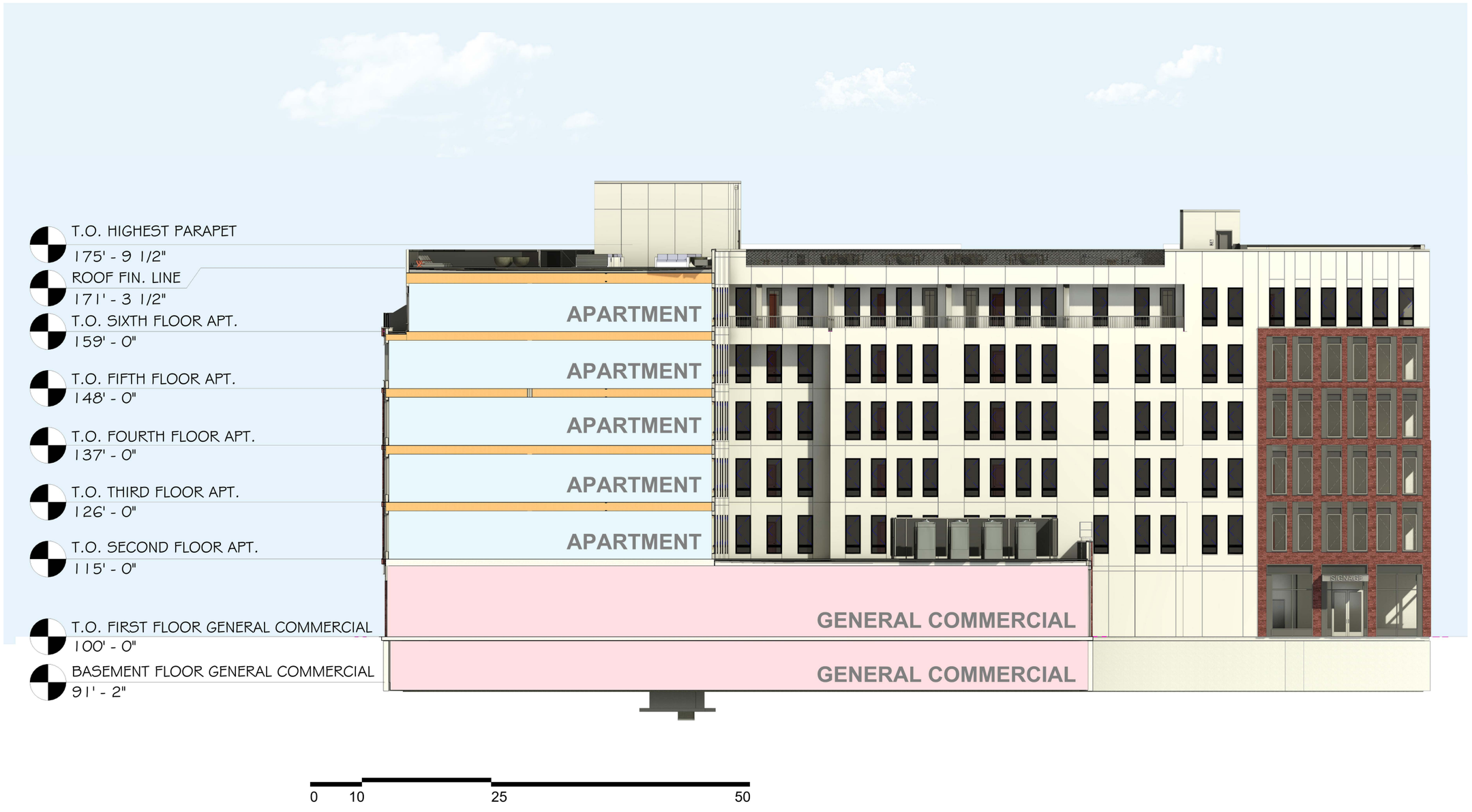
East Elevation



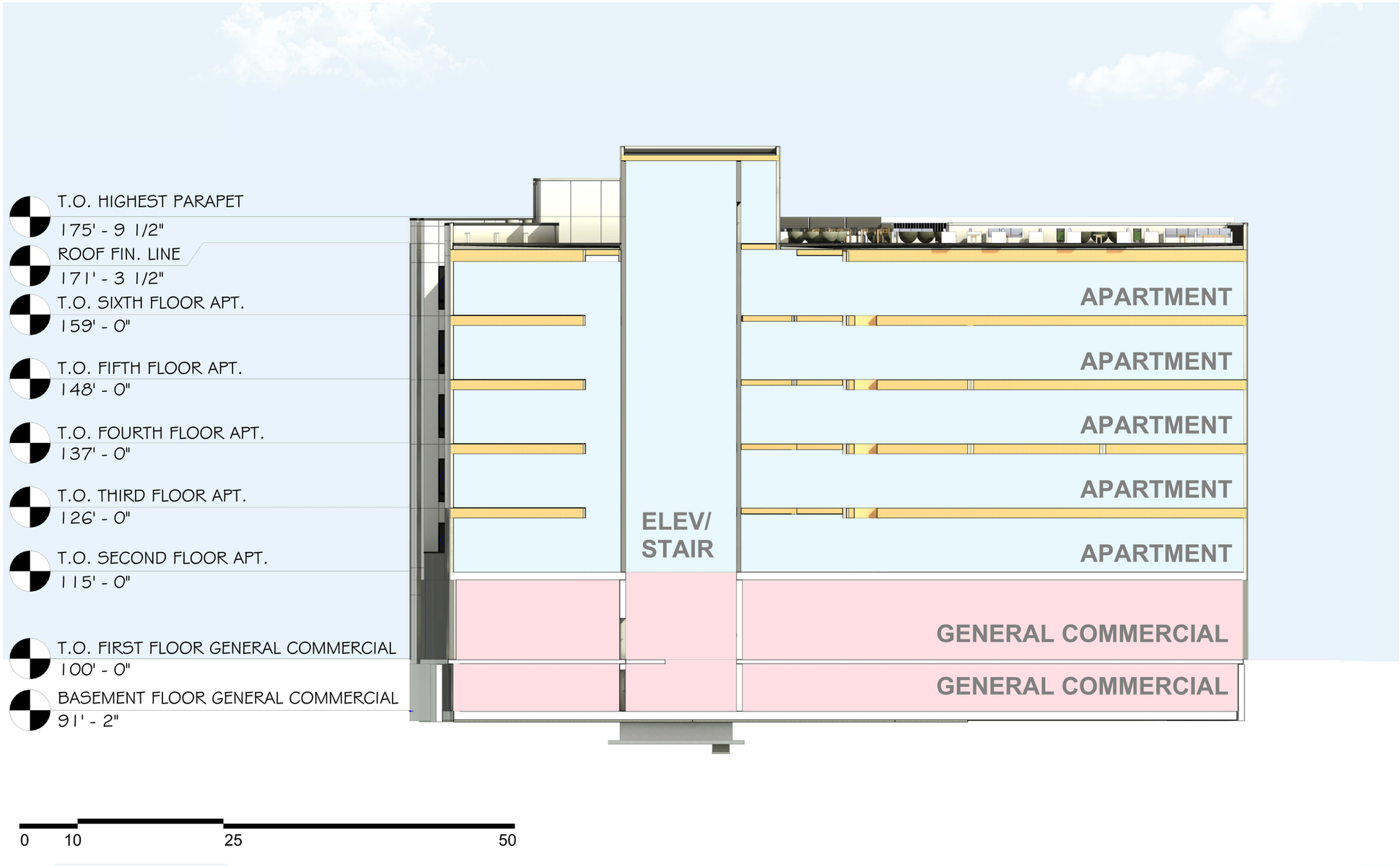
Section A - A'


T.O. HIGHEST PARAPET
175' - 9 1/2"
ROOF FIN. LINE
171' - 3 1/2"
T.O. SIXTH FLOOR APT.
159' - 0"
T.O. FIFTH FLOOR APT.
148' - 0"
T.O. FOURTH FLOOR APT.
137' - 0"
T.O. THIRD FLOOR APT.
126' - 0"
T.O. SECOND FLOOR APT.
115' - 0"
T.O. FIRST FLOOR GENERAL COMMERCIAL
100' - 0"
BASEMENT FLOOR GENERAL COMMERCIAL
91' - 2"
APARTMENT
APARTMENT
APARTMENT
APARTMENT
APARTMENT
ELEV
GENERAL COMMERCIAL
GENERAL COMMERCIAL
0
10
25
50

Section B - B'


T.O. HIGHEST PARAPET
175' - 9 1/2"
ROOF FIN. LINE
171' - 3 1/2"
T.O. SIXTH FLOOR APT.
159' - 0"
T.O. FIFTH FLOOR APT.
148' - 0"
T.O. FOURTH FLOOR APT.
137' - 0"
T.O. THIRD FLOOR APT.
126' - 0"
T.O. SECOND FLOOR APT.
115' - 0"
T.O. FIRST FLOOR GENERAL COMMERCIAL
100' - 0"
BASEMENT FLOOR GENERAL COMMERCIAL
91' - 2"
APARTMENT
APARTMENT
APARTMENT
APARTMENT
GENERAL COMMERCIAL
GENERAL COMMERCIAL
SIGNAGE
0
10
25
50

Section C - C'


T.O. HIGHEST PARAPET
175' - 9 1/2"
ROOF FIN. LINE
171' - 3 1/2"
T.O. SIXTH FLOOR APT.
159' - 0"
T.O. FIFTH FLOOR APT.
148' - 0"
T.O. FOURTH FLOOR APT.
137' - 0"
T.O. THIRD FLOOR APT.
126' - 0"
T.O. SECOND FLOOR APT.
115' - 0"
T.O. FIRST FLOOR GENERAL COMMERCIAL
100' - 0"
BASEMENT FLOOR GENERAL COMMERCIAL
91' - 2"
APARTMENT
APARTMENT
APARTMENT
APARTMENT
APARTMENT
ELEV/
STAIR
GENERAL COMMERCIAL
GENERAL COMMERCIAL
0
10
25
50

Main Streetscape Rendering



Main Streetscape Rendering



Main Streetscape Rendering



Material and Color Palette



North/ South Fenestration:
Black Anodized Aluminum



First floor glazing:
Solarban 65 Glass
Low Reflectance, or Equal

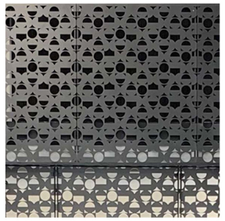


Residential East/ West Windows:
Black: UPVC, or Equal





Entrance Canopies: Black Aluminum/ Steel with
tLongboard Aluminum 'Wood'



Exterior railing:
Arktura Panels
Graphic Perf Solutions, or Equal

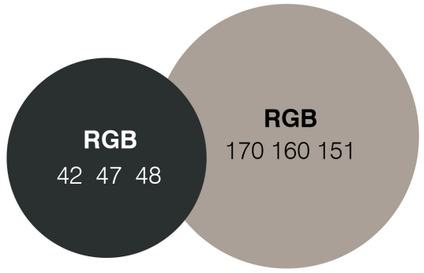




Full Brick: Glen-Gery
Color: Badlands Velour



Alucobond: Aluminum Composite Panel, or Equal
Color: Anodic Satin Mica, or Equal



Color Palette - Benjamin Moore



First Floor Rooftop Equipment Aluminum Screening

NE Perspective Rendering



Eye-level Street Perspective Rendering - Looking Southwest



Eye-level Street Perspective Rendering - Looking Southeast



Pedestrian Perspective Renderings





Rear Street Perspective Rendering



Executive Summary

- 120 Apartments
  - o 40 – Studio Apartments
  - o 75 – 1 bedroom apartments
  - o 5 – 2 bedroom apartments

- Parking:
  - o NA

- Public amenites
  - o 1st Floor General Commercial

- Resident amenites:
  - o Community room / Lounge
  - o Gym
  - o Bike Storage (enclosed)
  - o Package/mail room
  - o Shared work/office spaces
  - o Dog Wash
  - o Tenant Storage
  - o Roof Top Patios

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CONTACT@ADGARCHITECT.COM

WWW.ADGARCHITECT.COM

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: 306-316 Main Street		
Project Location (describe, and attach a general location map): 306 & 316 Main St, Poughkeepsie, NY 12601 (Parcels 131300-6162-77-084067 & 131300-6162-77-091064)		
Brief Description of Proposed Action (include purpose or need): Proposed redevelopment of 306 Main Street (Lot 084067) and 316 Main Street (Lot 091064). the building will consist of 6 floors with 120 residential units and 14,809 gross square feet of commercial space on the ground floor.		
Name of Applicant/Sponsor: 316 Main LLC	Telephone: c/o 845-874-7166 E-Mail: c/o natalie@karcpc.com	
Address: 35 Main St Ste 311		
City/PO: Poughkeepsie	State: NY	Zip Code: 12601
Project Contact (if not same as sponsor; give name and title/role): Natalie Quinn, KARC Planning Consultants	Telephone: 845-874-7166 E-Mail: natalie@karcpc.com	
Address: P.O. Box 924		
City/PO: Poughkeepsie	State: NY	Zip Code: 12602
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Site plan approval	
c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No	Possible area variances	
d. Other local agencies ☐Yes ☑No		
e. County agencies ☑Yes ☐No	County planning	
f. Regional agencies ☐Yes ☑No		
g. State agencies ☑Yes ☐No	OPRHP	
h. Federal agencies ☐Yes ☑No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

Hudson River Valley National Heritage Area & Hudson River Valley Greenway Maps

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Poughkeepsie Innovation District Historic Core (PID-HC)

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? City of Poughkeepsie

b. What police or other public protection forces serve the project site?
City of Poughkeepsie Police Department

c. Which fire protection and emergency medical services serve the project site?
City of Poughkeepsie Fire Department

d. What parks serve the project site?
None

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Mixed-use residential and commercial

b. a. Total acreage of the site of the proposed action? 0.53 acres
b. Total acreage to be physically disturbed? 0.53 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.53 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 24 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				120 units
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: 75 height; 138 width; and 201 length

iii. Approximate extent of building space to be heated or cooled: 133,971 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

i*v.* Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☑ No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☑ No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No

If Yes:

i. Total anticipated water usage/demand per day: TBD based on commercial tenant gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐ Yes ☐ No

If Yes:

- Name of district or service area: City of Poughkeepsie
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No

If Yes:

i. Total anticipated liquid waste generation per day: TBD on commercial gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑ Yes ☐ No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No

- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

  If Yes:
  - Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:
- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☑ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☑ No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑ Yes ☐ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Heavy construction equipment during construction period

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

N/A

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

HVAC units to provide heat and A/C for the buildings

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☑ Morning ☑ Evening ☑Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): garbage pickup

iii. Parking spaces: Existing 0 Proposed 0 Net increase/decrease 0

iv. Does the proposed action include any shared use parking? ☑Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☑No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☑No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: To be determined based on the full build of the project.

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Central Hudson Gas & Electric

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 6:30am - 9:00 pm
- Saturday: N/A
- Sunday: N/A
- Holidays: N/A

ii. During Operations:

- Monday - Friday: 24 hours
- Saturday: 24 hours
- Sunday: 24 hours
- Holidays: TBD

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Noise will exceed ambient noise levels during the construction period only and only during hours permitted under the City of Poughkeepsie Code.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Safety and security lighting mounted to the building.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☑ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: TBD tons per _____ (unit of time)
- Operation : Household/retail waste tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Recycle all reusable construction and demolition items
- Operation: Compliance with City and County regulations

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: State and/or Federal disposal facility
- Operation: State and/or Federal disposal facility

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

_____

_____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

_____

_____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

_____

_____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☑ No

If Yes: provide name and location of facility: _____

_____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

_____

_____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☑ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)

☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

The property is located within an urban setting containing mixed use residential and commercial.

_____

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.3977	0.3977	0
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____ _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities:

Young Children Magnet Elementary School, Clinton Elementary School, Hudson River Healthcare, Community Family Development, Humble Life Family Daycare

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☑ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☑ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures:_____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): 314071, C314125, B00148, C314216, C314126A, 315122, C314130, C314134

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

All sites are either under remediation or identified as not a risk to public health unless in contact with the soils. Further, none of the information available indicated any impacts to the subject site.

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☑ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? >6.6 feet

b. Are there bedrock outcroppings on the project site? ☑ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? 1 %

c. Predominant soil type(s) present on project site:

Urban land	100 %
	%
	%

d. What is the average depth to the water table on the project site? Average: >6.6 feet

e. Drainage status of project site soils:

☑	Well Drained:	100 % of site
☐	Moderately Well Drained:	% of site
☐	Poorly Drained	% of site

f. Approximate proportion of proposed action site with slopes:

☑	0-10%:	100 % of site
☐	10-15%:	% of site
☐	15% or greater:	% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☑ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____
none _____ _____ _____
_____ _____ _____

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
_____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:
i. Species and listing (endangered or threatened): _____
_____
_____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
i. Species and listing: _____
_____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____
_____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☐ No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____
_____
_____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☑ Historic Building or District

ii. Name: Eligible Properties: Enquirer Build, Insurance and travel store(Key Bank), Collingwood Opera House -SEE MAPPER for additional info

iii. Brief description of attributes on which listing is based:

EAF Mapper

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☑ Yes ☐ No

If Yes:

i. Describe possible resource(s): See appendix H

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☑ No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

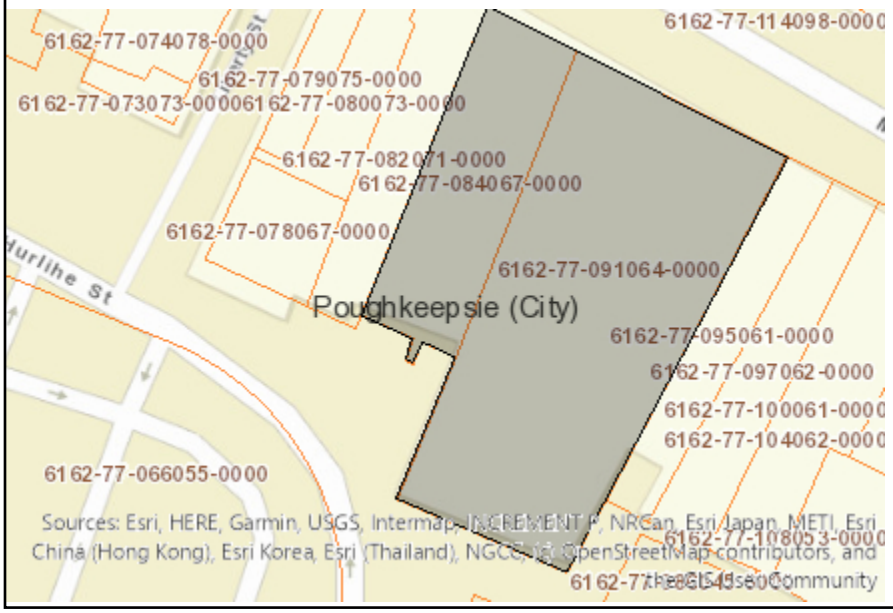
G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Bernard Kohn - 316 Main LLC Date 08/26/2024 - revised 01/14/2025

Signature  Title Applicant

PRINT FORM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	314071, C314125, B00148, C314126, C314126A, 314122, C314130, C314134
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No

E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Eligible property:Enquirer Building, Eligible property:INSURANCE AND TRAVEL STORE (KEY BANK), Eligible property:Wallace Company Department Store, Collingwood Opera House and Office Building, Farmer's and Manufacturer's Bank, Luckey, Platt & Company Department Store, Lady Washington Hose Company, Main Mall Row, Poughkeepsie Savings Bank, Church Building, Main Mall Row Historic District Boundary Expansion, Upper-Mill Street Historic District, Wallace Company Department Store
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

KARC
PLANNING CONSULTANTS, INC.

January 14, 2025

Lori Garcia, Board Administrative Assistant
62 Civic Center Plaza
Poughkeepsie, NY 12601

Re: 306-316 Main Street
131300-6162-77-084067 & 131300-6162-77-091064
City of Poughkeepsie
Site Plan Application - SEQRA Reaffirmation

Dear Ms. Garcia:

The Applicant for the above-referenced project, 306-316 Main Street, submitted a site plan application for review by the City of Poughkeepsie Planning Board on August 27, 2024 and an area variance application for review by the City of Poughkeepsie Zoning Board of Appeals on October 15, 2024. A SEQRA Negative Declaration had previously been adopted by the Board on August 17, 2021 and site plan approval granted on October 7, 2021 for the 316 Main Street portion of the project under a different applicant. The October 7, 2021 approved site plan has not expired and demolition work has begun onsite. However, the property of 306 Main Street has been acquired by the applicant and incorporated into an expanded site plan, with the project now spanning 306 to 316 Main Street. In support of our application for site plan approval, below please find a SEQRA impacts analysis summary which evaluates the expanded project against the previously reviewed and approved site plan.

The proposed site plan incorporates an additional parcel of 0.147 acres into the originally proposed project site. The project site now totals 0.3977 acres. The proposed project program includes an additional 40 units and 4,600 SF less commercial space. The following table summarizes the changes with the additional parcel:

	Previous Approval	Current Proposal	Delta
Building Footprint	16,691 SF	22,502 SF	+5,811 SF
Gross Floor Area	88,442 SF	133,971 SF	+45,529 SF
Commercial SF	21,705 SF	14,809 SF	-6,896 SF
Number of Units	80	120	+40
Building Height	6 stories / 76’	6 stories / 74’ 9.5”	-1’ 2.5”

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The following narrative provides an assessment of potential environmental impacts resulting from the changes outlined above. This assessment demonstrates that the proposed site plan will not have significant adverse environmental impacts.

1. IMPACT ON LAND

The proposed project will occur on previously disturbed land, in an urban built setting, on parcels that currently contain structures with 100% lot coverage. Therefore, it is not anticipated that the currently proposed project will have any greater impact on land than the project that was previously considered under SEQRA.

The proposed project's construction period is expected to last 24 months. This will result in ongoing construction related impacts and disturbance to the neighborhood. Such impacts are likely to include increased traffic due to construction and construction related noise, dust, and odor impacts. Blasting is not required.

The following practices will be employed to limit the construction impacts:

1. Preparation of a dust suppression plan to be implemented during dry periods or other times when blowing dust occurs.

2. Implementation of the Stormwater Pollution and Prevention Plan's (SWPPP's) erosion and sediment control measures.

3. All construction vehicles and equipment will be well maintained and operated in an efficient manner. Construction equipment will be required to be equipped with noise attenuation devices and mufflers. In particular, the mufflers on all construction equipment will be fully functional and well maintained by the construction contractor.

4. Construction will be limited to the hours established in the City Code.

5. A sidewalk shed will be installed for pedestrian safety.

6. Deliveries and/or hosting construction activities on Main Street will be avoided to the greatest extent possible to avoid any traffic and congestion impacts on Main Street.

7. The applicant intends to engage and negotiate with nearby properties for off-site storage of materials and staging of equipment.

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2. IMPACT OF GEOLOGICAL FEATURES

The proposed project site does not contain nor is it adjacent to any unique geologic features or National Natural Landmarks. No adverse environmental impacts are anticipated.

3. IMPACTS ON SURFACE WATER

The proposed project site has no wetlands or other surface water bodies. No adverse environmental impacts are anticipated.

4. IMPACT ON GROUNDWATER

According to the NYSDEC Long Form EAF workbook, this project should be evaluated for potential impacts to groundwater due to the fact that it includes new or additional demand for water (approximately 13,200 gallons/day for the residential portion) and will generate liquid waste in the form of wastewater from residential units (approximately 13,200 gallons/day). Water and wastewater approximations will be determined based on the commercial tenants that occupy the ground floor commercial units.

However, the impact of the project in regards to groundwater is determined to be none or small due to the fact that the proposed project does not exceed a numeric threshold in any of the sub-questions, no water supply wells are proposed, the project area is served by public water and sewer services, the proposed action will not include wastewater discharged to groundwater nor storage of petroleum or chemical products, and the project will not involve commercial application of pesticides. No adverse environmental impacts are anticipated.

5. IMPACT ON FLOODING

The project site is located outside of a designated floodway, as well as the 100-year and 500-year floodplains. No adverse environmental impacts are anticipated.

6. IMPACTS ON AIR

The proposed action does not include a state regulated air emissions source. No adverse environmental impacts are anticipated.

7. IMPACTS ON PLANTS AND ANIMALS

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The proposed action is situated on previously developed parcels where existing building footprints cover the entirety of the parcel. No wildlife or plants are located on the property; therefore, no adverse environmental impacts are anticipated.

8. IMPACT ON AGRICULTURE

No agriculture is taking place on or adjacent to the proposed project site and the property is not part of a New York State Agricultural District. The proposed action will not impact agricultural resources. No adverse environmental impacts are anticipated.

9. IMPACT ON AESTHETIC RESOURCES

The existing building at 316 Main Street is not complaint with the current zoning because it is below the minimum required height of two stories and is a structure that is different than the remaining structures that exist on this block of Main Street. The development of the proposed project will comply more with the zoning in this area of Main Street and will construct a structure that contributes aesthetically to the area more so than the existing buildings. ADG Architecture has provided a massing study to show the Main Streetscape with the proposed building. The board previously considered the aesthetic impacts of a six-story building at 316 Main Street and found that there were no significant adverse impacts. The additional portion of the building at 306 Main Street is similarly proposed to be six-stories and will therefore have the same impacts as the previously considered structure at 316 Main Street. Therefore, we argue that the proposed building spanning 306 and 316 Main Street does not contribute negatively to the visual aesthetic of the area.

10. IMPACT ON HISTORIC AND ARCHEOLOGICAL RESOURCES

The proposed project is across the street from the Main Mall Row, a collection of eight buildings from 295 to 315 Main Street, which is listed on the National Historic Register. The project is also in close proximity to a number of properties that are eligible or listed on the State/National Historic Register. It is not anticipated that the project will have a moderate or large impact on these historic resources due to the fact that the proposed action will not result in the destruction or alteration of any part of the listed properties; The proposed action will not result in the alteration of the listed property's setting; and The proposed action will not result in the introduction of visual elements that are out of character with the site or property, or may alter its setting. The potential magnitude of any associated impacts is small.

As noted above, the previously approved project at 316 Main Street was granted a height variance to allow for construction of a six-story structure where five-stories are permitted. The proposed project is seeking a height variance for the addition of 306 Main Street to match what

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was approved for the previous proposal. The facade materials speak to the industrial past of the city and the facade is characterized by large windows of the proportion of the historic 1926 buildings. The end result is a building that is not only a dialog with the past, but also the present and future of Poughkeepsie. The requested height variance for the 306 Main Street portion of the project will not result in a building that is out of character with the surrounding neighborhood.

11. IMPACT ON OPEN SPACE AND RECREATION

The proposed action will not result in a loss of recreational opportunities or a reduction of open space resources. The City of Poughkeepsie is not subject to an open space plan, although the proposed project will provide open space on the rooftop level for resident use. No adverse environmental impacts are anticipated.

12. IMPACT ON CRITICAL ENVIRONMENTAL AREAS

The proposed action is not located within nor adjacent to a Critical Environmental Area. No adverse environmental impacts are anticipated.

13. IMPACT ON TRANSPORTATION

Although the proposed project will result in an increased demand for off-street parking, the off-street parking requirements were eliminated for developments within the Poughkeepsie Innovation District – Historic Core in order to encourage the rehabilitation of abandoned and underutilized properties. The elimination of parking requirements in this area (now PID-A zoning district) was carried forward and re-affirmed in the new city-wide PK4Keeps Zoning Code, which was adopted by the Common Council on November 4, 2024.

The elimination of the parking requirements within the Historic Core (now PID-A) are based upon the findings of the Poughkeepsie Parking Improvement Plan[1]. This study included an analysis of the existing conditions and demand of parking as well as an analysis of future parking demands in the downtown area. The study found that there is sufficient parking in the downtown to accommodate projects similar to the proposed project.

Construction traffic will take place throughout the workday and will not be confined to peak hours. The 306-316 Main Street project is anticipated to be within the same magnitude as that which was previously considered.

14. IMPACT ON ENERGY

[1] https://cityofpoughkeepsie.com/203/Downtown-Parking-Improvement-Plan

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According to the Department of Energy, a commercial space in the United States uses approximately 22.5 kilowatt-hours (kWh) of electricity per square foot per month on average.

On average, a one-bedroom apartment uses between 500 and 750 kWh of electricity per month. The below estimates have been calculated using 600 kWh to estimate the median. Note the unit mix includes a number of studios.

Previous Project:
600 kWh x 80 units = 48,000 kWh
22.5 kWh x 21,705 = 488,363 kWh
Total: 536,363 kWh

Current Project:
600 kWh x 120 units = 72,000 kWh
22.5 kWh x 17,087 = 384,457 kWh
Total: 456,457 kWh

15. IMPACT ON NOISE, ODOR, AND LIGHT

During the period of construction, the proposed project may exceed existing ambient noise levels but only during permitted hours under the City Code. The applicant will ensure that all contractors abide by the permitted hours of construction within the City of Poughkeepsie.

The proposed action does not include blasting and will not result in routine odors.

A limited number of lighting fixtures are planned for safety, but all fixtures will be fully shielded and no glare or light spillage on adjacent properties or roadways will result. No signs, accessory structures, or buildings will illuminate.

16. IMPACT ON HUMAN HEALTH

The project site is not on, adjacent to, or near a location that contains contaminants that may be disturbed, released, or leached out. The proposed project will not use create, disposed of, or store any hazardous substances as part of its construction or operation.

However, it should be noted that the proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home, or retirement community. The facilities located within 1,500 feet are Young Children Magnet Elementary School, Clinton

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Elementary School, Hudson River Healthcare, Community Family Development, and Humble Life Family Daycare.

17. CONSISTENCY WITH COMMUNITY PLANS

The proposed project is consistent with community plans and the intent of the governing zoning code. The existing structure is not of historic significance and therefore preservation of the existing façade is not encouraged or required. The existing façade of the 316 Main Street portion does not meet the regulations of the zoning code in terms of transparency and the proposed project will bring the site into greater compliance with the zoning code and will add revitalization to the area. Mimicking of the historic architecture is not encouraged by the code or in general practices of historic preservation, see "18. Consistency with Community Character."

The Poughkeepsie Innovation District permits flat roofs, as proposed, and the building will further meet the requirements stated in the code that principal pedestrian entrances shall be connected to the sidewalk, as stated in Section 19-3.37(10)(c)(2).

18. CONSISTENCY WITH COMMUNITY CHARACTER

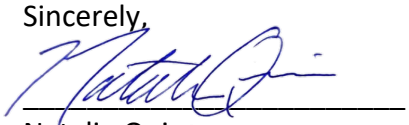
The proposed building is in context with the area, more specifically the 'brownstone' style buildings at 330, 328, 322, and 304 Main Street, and does not have a significant adverse impact on the historic or physical character of the community.

The Planning Board has engaged Tinkelman Architecture to assist in the review of the architecture for this project. The review will ensure that building architecture is compatible with the historic character of Main Street as well as the Main Mall Row.

CONCLUSION

As noted by the Board's Corporation Counsel and as is supported by New York State case law, prior approvals, including the adopted Negative Declaration, on the site plan for 316 Main Street need to be considered and any departure from those approvals shall be explained and documented. Based on the comparison above, we believe that the project of 306-316 Main Street does not significantly diverge from the previously approved site plan for 316 Main Street and the considered impacts of the project remain largely the same. The project will not have significant adverse environmental impacts.

Sincerely,



Natalie Quinn

PO Box 924 | Poughkeepsie, NY 12602 | 845.594.1055 | kelly@karcpc.com
DBE Certified | WBE Certified in NY and NJ | US SBA WOSB & EDWOSB Certified

January 14, 2025

Joseph A. Chenier
Assistant Civil Engineer
City Engineering Department
62 Civic Center Plaza
Poughkeepsie, NY 12601

RE: 306 & 316 Main Street
Redevelopment Project
Poughkeepsie, NY

Dear Mr. Chenier,

The proposed new building will consist of 40 studio units, 5 two-bedroom apartments and 75 one-bedroom apartments for a total of 120 bedrooms. The proposed residential flow rate would be 13,200 GPD. Using a peaking factor of 4.0 as recommended by NYSDEC, the design maximum hourly flow rate is 36.6 gallons per minute (GPM). The first floor of the building is proposed to be occupied by a15,041 SF grocery store. The estimated flow for the Shopping Center / Grocery Store / Department Store (Per NYSDEC Manual) is 15,041 SF x 0.1 GPD / SF=1504.1 GPD. Therefore, the proposed total for the commercial and residential is (13,200 GPD + 1,504=14,704 GPD). In review of the proposed project, the proposed building will re-use the existing two 8" sanitary sewer connections that exit to the Main Street side of the project as indicated on the Utility Plan Sheet (UT-1). The existing 8" sanitary lines have adequate capacity to handle the proposed development sanitary flow.

The existing 6" fire service line and existing 2" domestic line are to be temporarily capped at the existing 12" line on Main Street and then re-utilized as the building fire protection and domestic water services. Additionally, provided in the building mechanical room are the new devices for fire protection and domestic water services. The devices within the building are listed on the Utility Plan Sheet (UT-1). A fire flow report with minimum flow requirements (750 GPM) has been included. See attached letter.

If any further information is needed or should you have any questions, please do not hesitate to let us know.

Sincerely,
LRC Engineering & Surveying, DPC

Shawn Curran, Project Manager

John D. Fuller, P. E., P.C.

CIVIL & STRUCTURAL ENGINEERING

October 29, 2024

Subject: Fire Flow Letter

Re: Proposed Fire Sprinkler System for:
316 Main Street
Poughkeepsie, NY 12601

Fire Flow report:

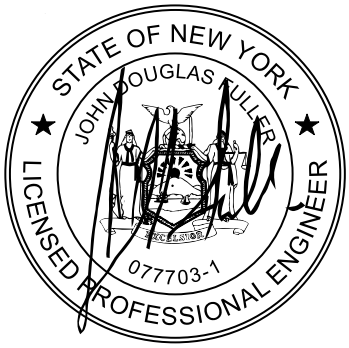
The proposed mixed Retail/Residential 6 Story + basement complex will required to be protected by an automatic fire sprinkler system I.A.W. NFPA 13 [2016 Edit]. and a standpipe system per NFPA 14.

According to ISO guidelines, the needed fire flow (NFF) for commercial occupancies protected by an automatic fire sprinkler system installed in accordance with the general criteria of NFPA 13, Standard for Installation of Sprinkler Systems, is the demand at the base of the automatic sprinkler, along with the inside/outside hose stream demand.

Our modeling indicates that the most demanding calculation is for the standpipe system, with a minimum required fire flow of **750 GPM at 20 PSI**.

Sincerely,





John D. Fuller, P.E.
NY License #077703

4 South Street, Port Jervis, NY 12771
Tel: (845) 856-1536 Fax: (845) 858-2419 Email: johndfullerpe@gmail.com

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
If "Yes", answer questions a - j. If "No", move on to Section 2.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☐	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☐	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☐	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☐	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☐
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☐	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☐	☐
h. Other impacts: _____ _____		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	☐	☐
c. Other impacts: _____ _____		☐	☐

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

☑ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☐	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☐	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☐	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☐	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☐	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☐	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☐	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☐	☐

l. Other impacts: _____ _____		□	□

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	□	□
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	□	□
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	□	□
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	□	□
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	□	□
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	□	□
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	□	□
h. Other impacts: _____ _____		□	□

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	□	□
b. The proposed action may result in development within a 100 year floodplain.	E2j	□	□
c. The proposed action may result in development within a 500 year floodplain.	E2k	□	□
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	□	□
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	□	□
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	□	□

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES

If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☐	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☐	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☐	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	☐	☐
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	☐	☐
h. Other impacts: _____		☐	☐

9. Impact on Aesthetic Resources
The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)
If "Yes", answer questions a - g. If "No", go to Section 10.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	 ☐ ☐	 ☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	 ☐ ☐	 ☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____ _____		☐	☐

10. Impact on Historic and Archeological Resources
The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)
If "Yes", answer questions a - e. If "No", go to Section 11.

☐ NO ☑ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☑	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☑	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☑	☐

d. Other impacts: _____ _____		☐	☐
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☐	☐
e. Other impacts: _____ _____		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
c. Other impacts: _____ _____		☐	☐

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☑ NO ☐ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☐
c. The proposed action will degrade existing transit access.	D2j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☐	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☐ NO ☑ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☑	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☑	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☑	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☑	☐
e. Other Impacts: _____ _____		☑	☐

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☑ NO ☐ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☐	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☐	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☐	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☐	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☐	☐
f. Other impacts: _____ _____		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☑ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☐	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☐	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☐	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.)

☐ NO ☑ YES

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☑	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☑	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☑	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☑	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☑	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☑	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☑	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

10a. The Project Site is located substantially contiguous to the Main Mall Row, a collection of eight buildings from 295 to 315 Main Street, which is listed on the National Historic Register. The project site is also in close proximity to a number of other properties that are either eligible or listed on the State/National Historic Register. Included in the Main Mall Row are “elaborate three- to four-story, brick and/or stone structures, with bold bracketed cornices, paneled friezes, arcaded facades, and heavily molded lintels,” as stated in the statement of significance on record. The statement further continues to say “in addition, there is an ornate sheet-iron façade at 315 Main Mall” and “most of the store fronts are modern, with the exception of the cast iron embrasures at Numbers 3-9 Garden Street.”

While the project is substantially contiguous to listed properties, it is not anticipated that the project will have a moderate or large impact on these historic resources due to the fact that the proposed action will not result in the destruction or alteration of any part of the listed properties; The proposed action will not result in the alteration of the listed property’s setting or integrity; and The proposed action will not result in the introduction of visual elements which are out of character with the site or property, or may alter its setting. For comparison, examples of actions that are deemed to be of moderate or large impact include demolition or remodeling of historic structures, and projects that change the character or view of an important aesthetic resource. Furthermore, the potential magnitude of any associated impacts is small.

14d. The proposed action will exceed the threshold of 14d. and involve the heating and cooling of 134,378 square feet of building space. The proposed action will occur in a developed city center, and a small impact is anticipated. No new substation or upgrade of an existing substation will be required.

17a. The proposed action is deficient according to Section 19-3.3,4,a of the zoning ordinance, setting the maximum building height to 5 stories. As there are no other deficiencies between the proposed action and the zoning code, a small impact is anticipated.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☑ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the Planning Board as lead agency that:

☑ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: 306-316 Main Street

Name of Lead Agency: Planning Board

Name of Responsible Officer in Lead Agency: Anne Saylor

Title of Responsible Officer: Chair

Signature of Responsible Officer in Lead Agency: Date:

Signature of Preparer (if different from Responsible Officer) Date:

For Further Information:

Contact Person: Tyler Maegerle

Address: 62 Civic Center Plaza Poughkeepsie, NY 12601

Telephone Number: 845 451 4041

E-mail: tmaegerle@cityofpoughkeepsie.com

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

316 Main LLC

35 Main St
Suite 311
Poughkeepsie, NY 12601

August 22, 2024

To whom it may concern:

Please accept this letter as a statement that 316 Main LLC is financially capable of completing the proposed development at 306-316 Main Street. The project is being funded by private funds as well as NYS Momentum Fund.

Sincerely,



Bernard Kohn
316 Main LLC

BUILDING DEPARTMENT

CITY OF POUGHKEEPSIE
62 CIVIC CENTER PLAZA, 2ND FLOOR
POUGHKEEPSIE, NY 12601
Phone: (845) 451-4007 Fax: (845) 451-4006

Eric Philipp
Building Inspector

SITE PLAN REVIEW

DATE: 10-11-24

PROJECT ADDRESS: 316-306 Main St

PROJECT NAME: 6 story apartments with commercial space

OWNER: 316 Main LLC

ENGINEER/ARCHITECT: KARC Planning Consultants

☑ **The site plan is acceptable and will be signed with no conditions.**

☐ **The site plan cannot be approved as submitted. The following comments must be addressed or conditions satisfied:**

Note that before a building permit will be able to be issued the 2 lots will need to be merged.

Eric Philipp
Building Inspector

Dutchess County Department of Planning and Development

Fax Info Only		
	To	Date #pgs
	Co./Dept.	From
	Fax #	Phone #

239 Planning/Zoning Referral - Exemption Communities

Please Fill in this section

Municipality: **City of Poughkeepsie**

Referring Agency: **Planning Board**

Tax Parcel Numbers(s): **0910640000, 0840670000**

Project Name: **306-316 Main**

Applicant: **316 Main LLC**

Address of Property: **316 Main St, Poughkeepsie, NY 12601**

**Exempt Actions:*
239 Review is NOT Required**

- Administrative Amendments (fees, procedures, penalties, etc.)
- Special Permits for residential uses (accessory apts, home occupations, etc.)
- Use Variances for residential uses
- Area Variances for residential uses
- Renewals/Extension of Site Plans or Special Permits that have no changes from previous approvals

No Authority to review these Actions

- Subdivisions / Lot Line Adjustments
- Interpretations

☐ Exempt Action submitted for informal review

Actions Requiring 239 Review

- ☐ Comprehensive/Master Plans
- ☐ Zoning Amendments (standards, uses, definitions, district regulations, etc.)
- ☐ Other Local Laws associated with zoning (wetlands, historic preservation, affordable housing, architectural review, etc.)
- ☐ Rezonings involving all map changes
- ☐ Architectural Review
- ☑ Site Plans (all)
- ☐ Special Permits for all non-residential uses
- ☐ Use Variances for all non-residential uses
- ☐ Area Variances for all non-residential uses
- ☐ Other (Describe):

Parcels within 500 feet of:

- ☐ State Road:
- ☐ County Road:
- ☐ State Property (with recreation area or public building)
- ☑ County Property (with recreation area or public building)
- ☐ Municipal Boundary
- ☐ Farm operation in an Agricultural District

Date Response Requested:

Entered By: **Maegerle, Tyler**

These actions are only exempt in municipalities that signed an intermunicipal agreemment with Dutchess County to that effect.

For County Office Use Only

Response From Dutchess County Department of Planning and Development

No Comments:

- ☐ Matter of Local Concern
- ☐ No Jurisdiction
- ☐ No Authority
- ☐ Withdrawn
- ☐ Incomplete - municipality must resubmit to County
- ☐ Exempt from 239 Review
- ☐ None

Comments Attached:

- ☑ Local Concern with Comments
- ☐ Conditional
- ☐ Denial
- ☐ Incomplete with Comments- municipality must resubmit to County
- ☐ Informal Comments Only (Action Exempt from 239 Review)

Date Submitted: **10/24/2024**	Notes:	☑ Major Project
Date Received: **10/25/2024**		Referral #: **ZR24-368**
Date Requested:		
Date Required: **11/22/2024**	☐ Also mailed hard copy	Reviewer:
Date Transmitted: **11/7/2024**		

SUE SERINO
COUNTY EXECUTIVE

EOIN WRAFTER, AICP
COMMISSIONER

DUTCHESS COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & DEVELOPMENT

November 7, 2024

To: Planning Board, City of Poughkeepsie
Re: ZR24-368, 306-316 Main Street
Parcels: 091064, 084067

The Dutchess County Department of Planning and Development has reviewed the subject referral within the framework of General Municipal Law (Article 12B, §239-l/m).

ACTION
The applicant is seeking site plan approval for a new 6-story, 120-unit apartment building with 17,087 square feet of ground floor commercial.

COMMENTS

1. Urban commercial streets benefit from regular changes in the style of facades, which adds interest to the pedestrian experience. With a 140-foot Main Street frontage, we suggest that the Board and applicant discuss ways to visually break up the look of this building, but to do so without overcomplicating the façade. We provide the following suggestions:
    a. On the first floor, differentiating the entrance surrounds with changes to color or material could break up the facade while drawing people to the doorways.
    b. On the building's upper stories, the horizontal red brick bands have the effect of highlighting the building's length. On the three rightmost bays every other band is omitted, reducing that effect and better complementing the pairs of tall windows. We suggest that this design be continued across the building.
    c. An additional idea is to alter the color of the black brick for the middle four bays. Doing so would break up the façade without overcomplicating the design and provide a subtle reference to the three buildings (two of darker brick flanking one with lighter or painted brick) that used to stand at this location.

2. We are disappointed to see that the Grant Building (also known as the Spectrum Building) is proposed to be demolished as part of this project. While this building appears to have been omitted from the 1970s historic resource survey (at which time it was largely hidden under modern siding) it is an intact century-old structure in good condition that ideally should be preserved in its entirety, particularly given the preservation goals of the PID-HC (Historic Core) zoning district. We suggest that SHPO be consulted as part of the approval process. Preserving this building would also narrow the length of the new façade, helping to accomplish the goal described in our first comment, above. We note that the commercial entrance of the building has been altered over the years and could be adapted to the applicant's needs.

    If the project truly cannot pencil out with the building incorporated, the Board and applicant could consider the compromise of saving just the façade. While not the preferred solution, this technique has been executed successfully in this area, including with the former YWCA building on Market Street and the Vogelstein Center on Vassar campus.

3. We suggest that the Board and applicant consider adding additional articulation at the fifth-floor cornice.

4. The applicant is proposing a very large commercial area that is not segmented or otherwise detailed on the plans. Only one exterior entrance is provided. In a past submission an interior mall with numerous small commercial tenants was proposed. The Board and applicant could discuss intentions for this space. Additional entrances could improve the building's interface with Main Street, depending on the internal layout.

5. We suggest that the applicant provide a rendering of the Hurlihe/Cannon Street side of the building and discuss the extent of the public interface on that façade. Cannon Street is a growing and evolving mixed-use district, and many visitors and shoppers will likely enter from the Cannon Street lot. The building would also neighbor the proposed 47-51 Cannon Street project.

6. The renderings show wall-mounted light fixtures that include uplighting. No fixture specifications appear to have been provided with the submission. We encourage dark sky compliant fixtures without uplighting.

RECOMMENDATION
The Department recommends that the Board rely upon its own study of the facts in the case with due consideration of the above comments.

Eoin Wrafter, AICP
Commissioner
By



Dylan Tuttle, Senior Planner

THE CITY OF POUGHKEEPSIE
FIRE DEPARTMENT
505 MAIN STREET
POUGHKEEPSIE, NY 12601
TEL: 845-451-4079 FAX: 845-451-4191
FIRE CHIEF JOSEPH FRANCO
JFRANCO@CITYOFPOUGHKEEPSIE.COM

SITE PLAN REVIEW FORM

TO: Planning Board

FROM: Fire Chief Joseph Franco

DATE: October 10, 2024

ADDRESS: 306-316 Main St

_____ The site plan is acceptable and will be signed.

__X___ The site plan is acceptable and will be signed with the following conditions:

1. Fully fire sprinkler drawings with hydraulic calcs showing sufficient water supply to support system
2. On Site plan submittals some hose valves in stairways are missing. 2 ½ hose valve is required in every stairway on every floor
3. Please include an FDC on front and rear of building, 2.5 Siamese.
4. Island shown in rear lot should reflect on plans to accommodate Poughkeepsie Fire Departments Tower Ladder 2 as per provided specs.
5. Include fire rated wall around BIKE STORAGE room

Vincent Parise, Deputy Fire Chief

10/30/2024
Date

THE CITY OF POUGHKEEPSIE

DEPARTMENT OF PUBLIC WORKS & ENGINEERING

SITE PLAN REVIEW

Form #1

1. Date: October 10, 2024

2. Name of Site Plan: 316 Main Owner LLC

3. Address or Location: 316 Main Street

4. Owner: 316 Main LLC

5. Engineer/ Architect: ADG Architects / LRC

6. Yes ☐ No ☐ The site plan as forwarded by the Planning Department is acceptable and will be signed off on with no condition(s).

7. Yes ☐ No ☐ The site plan as forwarded by the Planning Department is acceptable and has been signed off on with no condition(s).

8. Yes ☒ No ☐ The applicant should be notified that the Dept. of Public Works / Engineering requires the following comment(s) be addressed:
    1. Provide report prepared by design professional describing existing and proposed sanitary sewer, storm sewer and water service connections. The report should verify the existing or proposed services are sufficient for the new building. This should include fire suppression and will require coordination with the Fire Department.
    2. The applicant should consider CCTV inspection of existing service connections.
    3. Indicate material type for 2" water service that will remain. If lead this will require replacement. NYS licensed design professional to certify material type of water service at the following locations:
        i. Foundation and/or slab penetration,
        ii. Inlet side of water meter,
        iii. Outlet side of water meter,
        iv. Inlet side of curb box valve located in sidewalk,
        v. Outlet side of cub box valve located in sidewalk.
    4. Indicate rim and invert elevations for storm and sanitary sewer structures. Indicate sewer and water main sizes on site plan.
    5. Show underground utilities at rear of property including water and storm sewer.
    6. Show roof leaders on site plan. The site plan shows a connection of roof leaders to storm sewer at Main Street. Verify all roof drainage will be directed to Main Street.
    7. Provide a detail for the storm sewer connection at City catch basin on Main Street.
    8. Provide inlet protection for catch basins adjacent to the rear of building. How will erosion and sediment control be handled during demolition and construction.
    9. Show contours or spot elevations at a minimum on site plan.
    10. There is telecom and cable TV infrastructure on a wooden utility pole at the rear of 306 Main Street and attached to the rear of 316 Main Street. The City met with representatives of Verizon to review these facilities. Verizon was advised that only one utility trench would be permitted. Verizon indicated they would coordinate the work with other cable and data providers. Additional conduits would be provided to be leased to the

other companies. Provide an abandonment / replacement plan for this infrastructure. Verify that only one utility trench will be used for telecom and data infrastructure.

11. Show wooden utility pole at the rear of 306 Main Street.
12. How will the project be staged considering the proposed zero lot line?
13. A refuse compactor is shown off site on City property. Has the applicant discussed this with the City or plan to enter an agreement for this?
14. Provide an estimate of costs for site work.

Joseph A. Chenier, CPESC, CPMSM
Assistant Civil Engineer

TINKELMAN ARCHITECTURE

January 21, 2025

City of Poughkeepsie Planning Board
Attn: Ann Saylor, Chair
62 Civic Center Plaza
Poughkeepsie, NY 12601

cc: Lori Garcia, Board Administrative Assistant
Via Email Transmission: LGarcia@cityofpoughkeepsie.com

Re: 306-316 Main Street, #PB2024-059
Supplemental Architectural Review Commentary

To The City of Poughkeepsie Planning Board:

Tinkelman Architecture PLLC is in receipt of the updated design documents for 316 Main LLC / CHAI Developers, dated January 14, 2025, and includes an architectural narrative summary of the current building and façade design as prepared by ADG Architects. These were prepared partially in response to the Planning Board workshop and review of October 2024.

We reviewed the revised design in regard to compliance with the architectural standards and language included in Section 19-3.37 for the Poughkeepsie Innovation District and Historic Core (PID-HC) and offer the following commentary:

Considering the constraints of the program and site, the applicant has taken steps to increase the massing differentiations of the Main Street façade. These steps improve compliance with Sec. 19-3.37.10.c.5, Façade Articulation and though these are still subtle moves, they improve the clarity of the building breakdowns.

The building façade design incorporates a Glen Gery brick, in a reddish-tan color referenced as Badlands Velour. This change appears to be a thoughtful selection that well blends the varying brick and limestone material colors of the adjacent existing streetscape. A material sample board has been requested.

The Main Street facing parapet is capped with a perforated metal panel railing system by Arktura Panels or equivalent. It is a concern that the uniform and continuous pattern aesthetic of small perforations, set at five stories above grade will appear as a visually solid, dark gray band in the façade. It may be considered that a larger perforation design could achieve greater transparency and a motif pattern that could be an important stylistic component of the façade cap.

The applicant submitted Main Streetscape Renderings that illustrate the evaluation of adjacent window styles and referential building massing datum in the Main Street corridor that justifies design decisions and satisfies requirements to respect the scale of the street, window typology, and buildings along this corridor.

Sec. 19-3.37.10.c.4, Blank Walls: states that architectural features and windows shall be continued on all sides of the building that are clearly visible from a street or public parking area to avoid visible blank walls. The exterior building material at the sixth floor of the Main Street façade and significant portions of the South, East and West elevations are a light gray exterior insulation finish system with a grid pattern. EIFS is an exterior wall cladding system also known as "synthetic stucco." While the water penetration issues associated with older EIFS systems have been resolved with new installation techniques, the material produces a largely uniform, plain façade expression. With such substantial areas of the South, East and West elevations proposed as EIFS, we suggest that the applicant consider modifying the material at unit window locations, including the sixth floor of the Main Street façade to a different cladding material such as a panelized high density fiber cement cladding with an articulated joint system. This enhancement would add a level of visual differentiation between the unit window areas and the blank walls and provide a more refined look and ease of future finish cleaning needs.

All new development does not need to replicate the historic character of the district but should complement the existing architecture of the streetscape corridor. Though the applicant has presented a modern design, that is appropriately 'of its time', it is our opinion that the proposed design in most respects meets the goals of the district for urban scale, historical reference, and contextual material.

We are happy to consult with the Planning Department or the applicant's team if there are any questions or concerns.

With Respect,
TINKELMAN ARCHITECTURE



Donald J. Petruncola, AIA
Director of Architectural Services
dpetruncola@tinkarch.com

Cc: File C2409.10

APPLICATION TO THE PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

Application for Site Plan, Special Permit & Facade Approval

I. **PROPERTY ADDRESS:** SOUTH HAMILTON AVENUE

II. **PROPERTY OWNER:** O'NEILL GROUP HAMILTON LLC
ADDRESS: 241 HUDSON STREET
HACKENSACK
NEW JERSEY 07601 (state and zip code)
PHONE NUMBER: 201-488-4455 (include area code)

III. **NAME OF APPLICANT:** O'NEILL GROUP HAMILTON LLC
ADDRESS: 241 HUDSON STREET
HACKENSACK
NEW JERSEY 07601 (state and zip code)
PHONE NUMBER: 201-488-4455 (include area code)
EMAIL ADDRESS: LONEILL@ONEKEYLLC.COM GBRANDT@ONEKEYLLC.COM

(If applicant is NOT the owner, proof of owner's consent to the application MUST be provided.)

IV. **CONSULTANT:** Arico Associates
ADDRESS: 50 Century Hill Drive
Latham, NY 12110
_____ (state and zip code)
PHONE NUMBER: 518-573-6989 (include area code)

V. **PROPOSED USE or FAÇADE CHANGE** (Summarize proposed use or uses): RESIDENTIAL

VI. **ZONING DISTRICT:** MEDIUM HIGH-DENSITY RESIDENTIAL (R-4)

OFFICE USE ONLY
CODE: PLSF
ID #_____
FEE: _____
Total, from:
$500, plus
$_____
($150 per 1000 square feet of floor area), plus
$_____
($35 per number of required parking spaces), plus
$_____
($500 for special permit, if applicable)

(Proceed to XVII for special permit & façade approval only)

Revised January 2018: Previous Editions Obsolete

PROJECT INFORMATION

New construction: X (yes) _____ (no)

Change of use: _____ (yes) X (no)

Expansion/addition: _____ (yes) X (no)

Alteration: _____ (yes) X (no)

Cost of Construction: $ 6,000,000

LOT AND BULK INFORMATION:

Lot area: 3.378 (acres) 147,145.68 (square feet)

Building Footprint: 36,758 (proposed square feet for new construction)

_____ (existing square feet for change of use/expansion)

_____ (additional proposed square feet for expansion)

_____ (total building footprint, square feet)

Lot Coverage: 25 (percentage, building coverage only)

Gross Floor Area: 68,850 (proposed square feet for new construction)

_____ (existing square feet for change of use/expansion)

_____ (additional proposed square feet for expansion)

_____ (total gross floor area, square feet)

Building Height: 2 (stories) 24'3" (feet)

Floor Area Ratio: .47 (ratio of gross floor area divided by lot area)

VIII. PROJECT PARKING INFORMATION

A) Number of Off-Street Parking Spaces required: 112

B) Number of Off-Street Parking Spaces provided: 112

C) Waiver Requested: _____ (Yes) X (No)

Is municipal parking available within 600 feet? _____ (Yes) X (No)

If yes, name all such municipal facilities: _____

_____

_____

(If a waiver is requested based on proximity to municipal facilities, a written request for such waiver, addressed to the City Planning Staff and the Chairman of the Planning Board, must be submitted with the application.)

If a private parking facility is to be utilized, is such facility within 600 feet?

_____ (Yes) __X__ (No)

If yes, provide the address of the facility, name of the property owner, number of spaces in the lot, number of spaces available for lease, and length of lease. Attach copy of lease. Additional information may be required by the Planning Board):

_____

_____

_____

_____

IX. RESIDENTIAL PROPOSALS

A) Type of Development: LUXURY MULTIPLE FAMILY RENTAL
(Townhouse, condominium, multiple residence rental, etc.)

B) Unit Breakdown:

Number of efficiency or "studio" units: _____

Number of one (1) bedroom units: 29

Number of two (2) bedroom unit's 29

Number with three or more bedrooms: _____

Total number of units: 58

C) Is funding public? ____ Yes __X__ No
If yes, describe funding source: _____

X. OFFICE PROPOSALS (____ Medical/Dental ____ Professional ____ Business)

A) Number of Employees: _____
B) Number of doctors/dentists/medical practitioners: _____
C) Days/Hours of Operation: _____

XI. SERVICE BUSINESS PROPOSALS

A) Specify Business: _____
(e.g., laundromat, drycleaner, beauty parlor, travel agency, banks)

B) Number of Employees: _____

C) Number of Washing Machines (for laundromat): _____

D) Days/Hours of Operation: _____

XII. MERCANTILE PROPOSALS (Retail _____ Wholesale _____)

A) Type of Mercantile (specify): _____

B) Number of Employees: _____

C) Days/Hours of Operation: _____

XIII. STANDARD RESTAURANT/FAST FOOD RESTAURANT/COFFEE SHOP/DONUT SHOP/NIGHTCLUB/DISCOTHEQUE/BAR PROPOSALS

A) Specify Use: _____

B) Number of seats (excluding bar stools and outdoor seating): _____

C) Meals served (i.e., breakfast, lunch, dinner): _____

D) Type of Menu: _____

E) Days/Hours of Operation: _____

F) Entertainment (live and/or recorded): _____

G) Will the restaurant contain a bar/lounge?: _____ Yes _____ No

H) If yes, how many seats at the bar? _____

I) Is a drive-through window proposed? _____

J) Is a walk-up window proposed? _____

K) Is an outdoor seating area proposed? _____

L) If yes, how many seats are proposed? _____

M) If yes, is outdoor cooking proposed? _____

XIV. INDUSTRIAL/COMMERCIAL PROPOSALS (Automobile repair, taxi, motor vehicle sales, warehouse, manufacturing, animal hospital, research facilities, etc.)

A) Specify Use: _____

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

E) Number of work bays (if automobile repair): _____

F) Days/Hours of operation: _____

XV. EDUCATIONAL/INSTITUTIONAL/RECREATIONAL PROPOSALS (e.g., Museums, Theatres, Conference Centers, Hotels, Motels, Hospitals, Nursing Homes, Assisted Living Facilities, Nursery Schools, Private Schools, Day Care Centers, Places of Worship, Marinas, Membership Clubs, etc.)

A) Specify: _____

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

D) Number of beds (hospitals, nursing homes, etc): _____

E) Number of seats in largest assembly space: _____

F) Number of classrooms (schools): _____

G) Number of rental units (hotels, motels, etc.) _____

H) Number of boat slips/courts (e.g., tennis, handball, etc.), alleys: _____

I) Days/Hours of Operation: _____

XVI. PROPOSALS NOT MENTIONED ABOVE (Please be specific):

_____

_____

_____

_____

_____

XVII. APPLICANT CERTIFICATION

I, O'NEILL GROUP HAMILTON LLC, certify that the this application has addressed the objectives outlined in the Zoning Ordinance with consideration given to the public health, safety and welfare; the comfort and convenience of the public in general or the residents or users of the proposed development and of the immediate neighborhood.

The applicant certifies that all information contained herein is accurate and complete as of the date of this application.

Signature of Applicant

10/21/24
Date

Revised January 2018: Previous Editions Obsolete

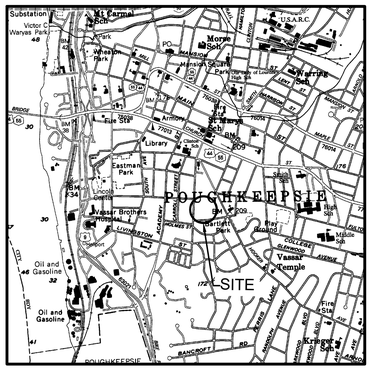
SOUTH HAMILTON

CITY OF POUGHKEEPSIE

COUNTY OF DUTCHESS STATE OF NEW YORK

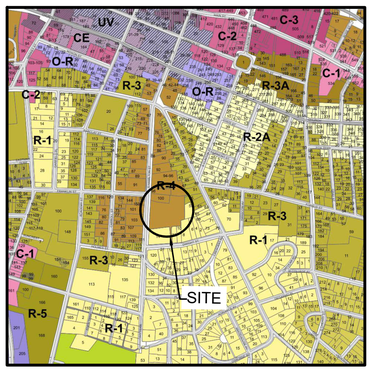
OCTOBER 3, 2023

LAST REVISED: JANUARY 10, 2025



SITE LOCATION MAP

SCALE: 1"=2000'±



ZONING MAP

SCALE: 1"=2000'±

MAP REFERENCE: BOUNDARY AND TOPOGRAPHIC INFORMATION GENERATED FROM AUSFELD & WALDRUFF LAND SURVEYORS LLP DATED JANUARY 5, 2010 ENTITLED" BOUNDARY &TOPOGRAPHIC SURVEY OF THE LANDS OF STEVEN REIFLER.

CITY OF POUGHKEEPSIE
ZONING DISTRICT INFORMATION

DESCRIPTION	REQUIREMENT	PROPOSED
R4 - MEDIUMHIGH DENSITY RESIDENTIAL		
MINIMUM LOT AREA	145,000 SF* (+ 3 BEDROOM UNITS)	147,145.7± SF (58 UNITS)
MINIMUM LOT WIDTH	50 FT	346.3 FT
MINIMUM LOT FRONTAGE	30 FT	346.3 FT
FRONT SETBACK	35 FT	39.0± FT
SIDE SETBACK	20 FT (0.5 MAX HEIGHT OF 40 FT)	20.0 FT (LEFT SIDE) 65.0± FT (RIGHT SIDE)
REAR SETBACK	20 FT (0.5 MAX HEIGHT OF 40 FT)	215.4± FT
MAX. BUILDING HEIGHT	40 FT	24.2 FT
LOT COVERAGE	40%	25.0%
* - SEE SITE AREA CALCULATIONS TABLE		

SITE STATISTICS

TOTAL PROJECT AREA 147,145.7± SF 3.378± AC	EXISTING			PROPOSED		
	SQUARE FEET	ACRES	COVERAGE	SQUARE FEET	ACRES	COVERAGE
BUILDING AREA	0.00	0.00	0.00%	36,758.0 SF	0.844±	25.0%
PAVEMENT AREA	2,000.0±	0.050±	1.5%	38,090.3±	0.874±	25.9%
GREEN/OPEN AREA	145,145.7±	3.328±	98.5%	72,297.4±	1.660±	49.1%

PROJECT INFORMATION

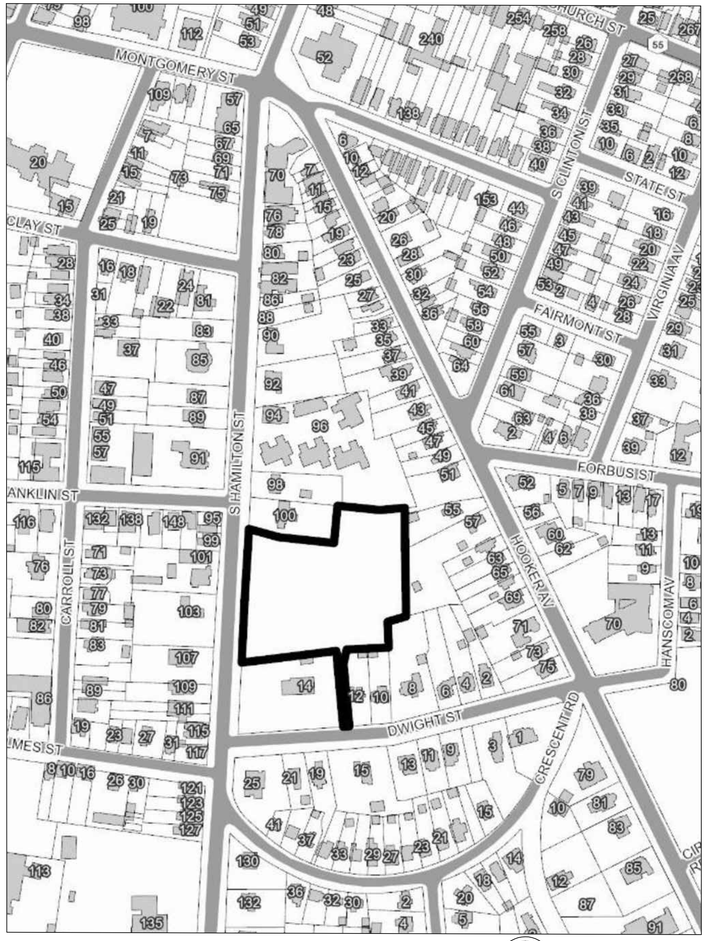
ADDRESS	SOUTH HAMILTON STREET
TAX MAP No.	6161-30-151783
ZONING DISTRICT	R-4 MEDIUM HIGH DENSITY RESIDENTIAL
SITE COORDINATES	N 41°41'42.82" W 73°55'28.39"
TOTAL PROJECT AREA	3.378± ACRES
EXISTING USE	RESIDENTIAL / VACANT
PROPOSED USE	MULTI-FAMILY
PARCEL FRONTAGE	346.3 LF (S. HAMILTON STREET) 17.0 LF (DWIGHT STREET)
WATER SUPPLY	CITY OF POUGHKEEPSIE
SANITARY SERVICE	CITY OF POUGHKEEPSIE
FIRE PROTECTION	CITY OF POUGHKEEPSIE
SCHOOL DISTRICT	CITY OF POUGHKEEPSIE
PROPSED DENSITY	58 UNITS

SITE AREA CALCULATIONS

PARKING REQUIREMENTS
1.5 SPACES PER 1-BEDROOM UNIT @ 29 UNITS = 43.5 SPACES
2.0 SPACES PER 2-BEDROOM UNIT @ 29 UNITS = 58.0 SPACES
TOTAL PARKING REQUIRED = 112 SPACES
TOTAL PARKING PROVIDED = 112 SPACES
(73 PAVED; 39 GARAGE)

MINIMUM LOT AREA
2,200 SF PER 1-BEDROOM UNIT @ 29 UNITS = 81,200 SF
2,800 SF PER 2-BEDROOM UNIT @ 29 UNITS = 63,800 SF
TOTAL LOT AREA REQUIRED = 145,000 SF
TOTAL LOT AREA PROVIDED = 147,145.7 SF

USABLE OPEN SPACE
300 SF PER 1-BEDROOM UNIT @ 29 UNITS = 8,700 SF
400 SF PER 2-BEDROOM UNIT @ 29 UNITS = 11,600 SF
TOTAL OPEN SPACE REQUIRED = 20,300 SF
TOTAL OPEN SPACE PROVIDED = 21,800± SF



OVERALL SITE LOCATION

SCALE: 1"= 200'

INDEX TO DRAWINGS

SHEET No.	DWG. NO.	DESCRIPTION
0	–	COVER
1	–	BOUNDARY & TOPOGRAPHIC SURVEY (BY OTHERS)
2	S1	SITE LAYOUT PLAN
3	S2	WATER AND SEWER UTILITY PLAN
4	S3	GRADING AND DRAINAGE PLAN
5	S4	EROSION CONTROL PLAN
6	D1	STANDARD DETAILS
7	D2	STANDARD CITY DETAILS
8	D2.1	STANDARD CITY DETIALS
9	D3	STANDARD DETAILS
10	D4	STANDARD DETAILS
11	CT1	STORMWATER MANAGEMENT PLAN (CONTECH)
12	CT2	STORMWATER MANAGEMENT PLAN (CONTECH)
13	L1	LANDSCAPING PLAN (BOICE)
14	L2	LANDSCAPING PLAN (BOICE)
15	L3	LANDSCAPING PLAN (BOICE)
16	LP	LIGHTING/PHOTOMETRIC PLAN (BY OTHERS)

GENERAL NOTES:

1. THE APPLICANT SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL RULES AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THE SEQR, FRESHWATER WETLAND PERMIT REGULATIONS, THE TOWN GRADING LAW AND THE TOWN FLOOD PLAIN MANAGEMENT.

2. THE APPLICANT SHALL BEAR THE SOLE RESPONSIBILITY FOR ENSURING THAT ALL IMPROVEMENTS ARE COMPLETED AND MAINTAINED IN ACCORDANCE WITH APPROVED PLANS, SPECIFICATIONS AND STANDARDS.

3. NO CERTIFICATE OF OCCUPANCY SHALL BE ISSUED UNTIL ALL REQUIRED IMPROVEMENTS ARE SATISFACTORILY COMPLETED, AND THE PLANNING BOARD HAS PROVIDED WRITTEN AUTHORIZATION TO THE BUILDING DEPARTMENT.

4. THE APPLICANT SHALL BE RESPONSIBLE FOR KEEPING EXISTING PUBLIC HIGHWAYS AND ADJACENT LANDS FREE OF DEBRIS, SOIL AND OTHER MATTER WHICH MAY ACCUMULATE DUE TO CONSTRUCTION RELATED TO THE SITE.

5. ALL PLANT MATERIALS INSTALLED PURSUANT TO THIS SITE DEVELOPMENT PLAN SHALL CONFORM TO THE AMERICAN STANDARD NURSERY STOCK (ANSI Z60.1–1986) OF THE AMERICAN ASSOCIATION OF NURSERYMEN OR EQUIVALENT RECOGNIZED STANDARD, AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ACCEPTED INDUSTRY PRACTICE.

6. NO PORTION OF THIS SITE SHALL BE USED FOR STORAGE OR DISPLAY OF ANY PRODUCT OR MATERIAL, OR FOR PARKING OF ANY VEHICLES, OR FOR THE CONDUCT OF ANY OTHER BUSINESS OPERATIONS, UNLESS SPECIFICALLY DESIGNATED FOR SUCH USE ON THIS SITE DEVELOPMENT PLAN.

7. ALL REQUIRED EROSION & SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND THE BUILDING DEPARTMENT SHALL BE NOTIFIED PRIOR TO ANY SOIL DISTURBANCE OR ISSUANCE OF ANY GRADING PERMIT.

8. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH ANY AND ALL OTHER CONTRACTORS PERFORMING WORK ON–SITE.

9. THE CONTRACTOR AND/OR HIS REPRESENTATIVE(S) ARE ENTIRELY RESONSIBLE FOR EXECUTING THE WORK AND MAINTAINING THE WORK SITE IN ACCORDANCE WITH ALL APPLICABLE SAFETY CODES AND STANDARDS.

10. THE CONTRACTOR SHALL CLEAN–UP AT THE END OF EACH WORK DAY AND LEAVE THE WORK SITE CLEAN, WITH ALL ITEMS ATTENDED TO; NO FASTENERS, TOOLS AND/OR ANY OTHER ITEM MAY NOT BE LEFT UNATTENDED.

11. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL CONSTRUCTION MATERIALS AND DEBRIS FROM THE WORK SITE ON A DAILY BASIS.

12. ON–SITE VERIFICATION OF ALL DIMENSIONS AND CONDITIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

13. THE ENGINEER SHALL BE NOTIFIED, IN WRITING, OF ANY ANY DISCREPANCIES OF CONFLICTS THAT MAY ARISE PERTAINING TO THESE DRAWINGS. NO DECISION SHALL BE MADE WITHOUT APPROVAL OR CONSENT FROM THE ENGINEER.

14. ALL CONSTRUCTION SHALL COMPLY WITH NYS FIRE PREVENTION AND BUILDING CODES, LOCAL BUILDING CODES AND REQUIREMENTS, AS WELL AS FEDERAL PLUMBING AND ELECTRICAL CODES.

15. THE CONTRACTOR SHALL PERFORM ALL WORK IN A PROFESSIONAL AND SKILLED MANNER.

16. ANY EXISTING CONDITIONS DAMAGED OR DESTROYED DURING THE COURSE OF WORK SHALL BE RESTORED AT THE CONTRACTORS EXPENSE TO "AS GOOD AS CONDITION" AS DETERMINED BY THE ENGINEER.

17. ACCESS TO ALL PUBLIC UTILITIES INCLUDING FIRE HYDRANTS AND ALARMS, POLICE CALL BOXES, STREET LIGHTS, MANHOLES, ETC. SHALL BE KEPT UNOBSTRUCTED DURING CONSTRUCTION.

18. ALL MATERIALS AND EQUIPMENT USED FOR THIS PROJECT AND/OR KEPT ON–SITE SHALL COMPLY WITH NYS ENERGY CONSERVATION CONSTRUCTION CODE.

19. THESE PLANS ARE CERTIFIED TO BE IN ACCORDANCE WITH NYS BUILDING CODES; THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE FINISHED PRODUCT.

20. THE CONTRACTOR SHALL PROVIDE PROTECTIVE BARRICADES, PROPER SIGNAGE AND LIGHTING TO PREVENT UNAUTHORIZED ENTRY TO THE WORK–SITE.

21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL OSHA REGULATIONS AND NYS LABOR COMPLIANCE.

22. THE CONTRACTOR SHALL COMPLY WITH ALL DRAWING NOTES.

23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING HIGHWAY WORK PERMIT BEFORE PERFORMING ANY WORK WITHIN RIGHT–OF–WAY.

24. APPROPRIATE TRAFFIC CONTROL DEVICES & PERSONEL SHALL BE PROVIDED IN ACCORDANCE WITH FEDERAL, STATE OR LOCAL REGULATIONS TO REGULATE, WARN & GUIDE TRAFFIC THROUGH THE WORK SITE.

OWNER / APPLICANT:

O'NEILL GROUP HAMILTON, LLC
241 HUDSON STREET
HACKENSACK, NEW JERSEY 07601

PREPARED BY:

ARICO ASSOCIATES
ENGINEERS
LAND PLANNERS
& CONSULTANTS

STATE OF NEW YORK · JOSHUA R. ARICO · 095513 · LICENSED PROFESSIONAL ENGINEER

N O T E

UNAUTHORIZED ALTERATION OR ADDITION TO THESE PLANS IS A VIOLAITON OF SECTION 7209, SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

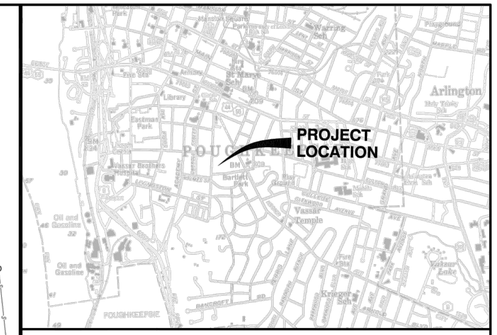
CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

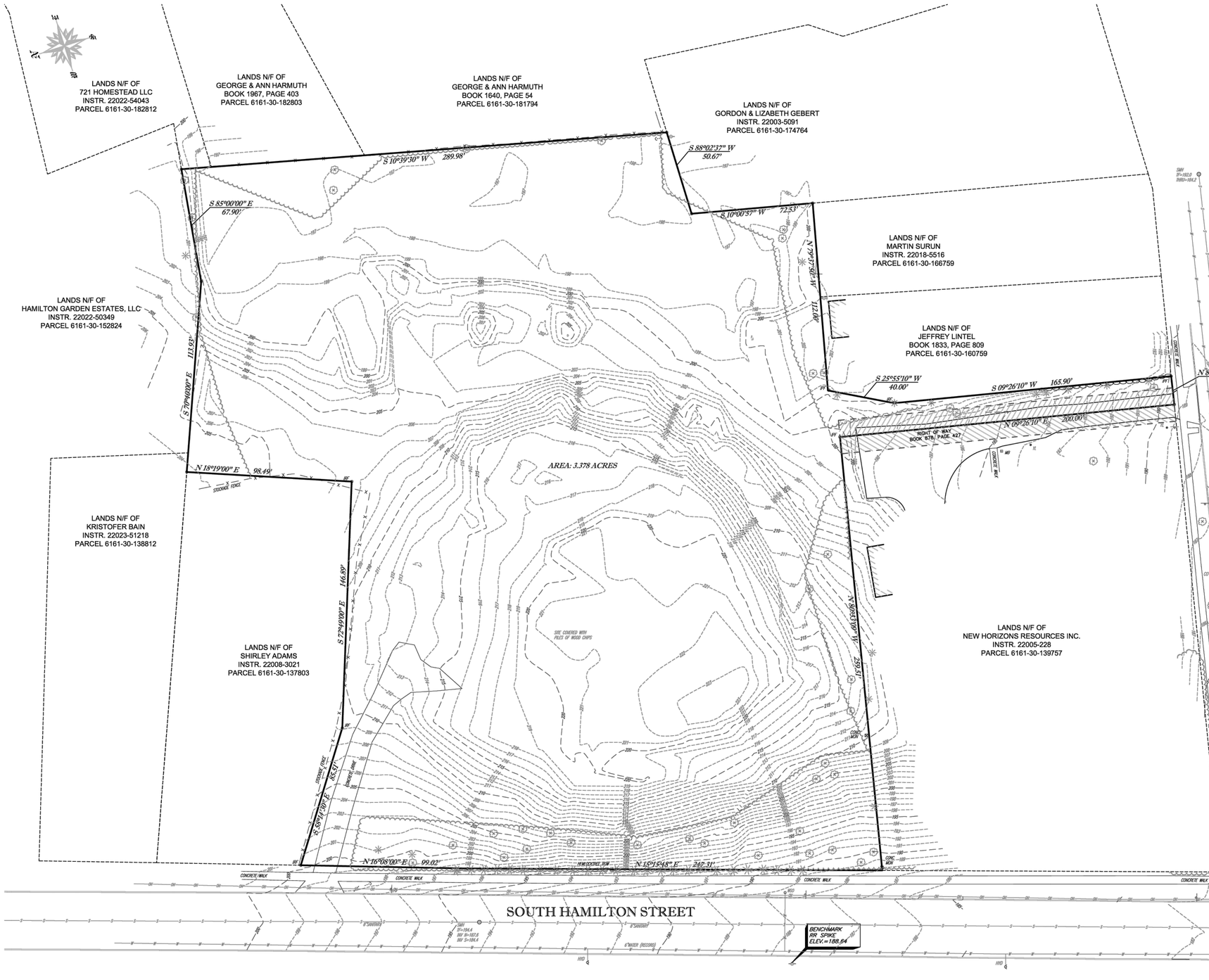
OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

LEGEND:

- CB — CATCH BASIN
- HYD — HYDRANT
- LT — LIGHT POLE
- SMH — SANITARY MANHOLE
- DMH — STORM MANHOLE
- EMH — ELECTRIC MANHOLE
- WV — WATER VALVE
- TEL PED — TELEPHONE PEDESTAL
- EHH — ELECTRIC BOX
- ELEC TRANS. — ELECTRIC TRANSFORMER
- UTILITY POLE
- TMH — TELEPHONE MANHOLE
- TSCB — TRAFFIC CONTROL BOX
- TSP — TRAFFIC SIGNAL POLE
- G — GAS LINE
- S — SANITARY LINE
- ST — STORM LINE
- W — WATER LINE
- T — TELEPHONE LINE
- OH — OVERHEAD WIRES
- + 357.62 — SPOT ELEVATION
- CMF — CAPPED IRON ROD FOUND
- IRF — IRON ROD FOUND
- IPF — IRON PIPE FOUND
- LA — LANDSCAPED AREA
- RD — ROOF DRAIN
- SB — SOIL BORING
- MW — MONITORING WELL
- GMK — GAS MARKER POST
- EM — ELECTRIC METER
- GM — GAS METER



SITE LOCATION PLAN: 1"=2000'



30 0 30
SCALE IN FEET
1"=30'

TAX PARCEL NUMBER:

CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK
TAX PARCEL 6161-30-151783

MAP REFERENCES:

1. "SURVEY OF PROPERTY PREPARED FOR STEPHEN REIFLER." PREPARED BY JOHN MARANO, DATED JUNE 6, 1987.
2. SANITARY SEWER MAP NO. 18 ON FILE AT THE CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT.
3. STORM SEWER MAP NO. 18 ON FILE AT THE CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT.
4. WATER MAPS PAGE NOS. 118 AND 176 ON FILE AT THE CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT.

DEED REFERENCES:

1. STEVEN REIFLER TO ONEILL GROUP HAMILTON LLC, DATED SEPTEMBER 13, 2022 AND RECORDED IN THE DUTCHESS COUNTY CLERKS OFFICE IN DEED INSTR. 22022-53570.

GENERAL NOTES:

NORTH IS ORIENTED TO DEED REFERENCE 1.

VERTICAL DATUM IS ASSUMED. ADD 1.0 FEET TO ALL ELEVATIONS TO NAVD88 DATUM.

UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

ONLY COPIES FROM THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S INKED SEAL OR HIS EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID TRUE COPIES.

SURVEYED FROM RECORD DESCRIPTION AND AS IN POSSESSION.

SUBJECT TO COVENANTS, EASEMENTS, RESTRICTIONS, CONDITIONS AND AGREEMENTS OF RECORD.

SURVEY SUBJECT TO ANY RIGHT, TITLE OR INTEREST THE PUBLIC MAY HAVE FOR HIGHWAY USE.

SURVEY SHOWN IS SUBJECT TO ANY SUBSURFACE CONDITIONS THAT MAY EXIST, IF ANY.

UNDERGROUND FACILITIES AND STRUCTURES SHOWN HEREON WERE TAKEN FROM DATA OBTAINED FROM PREVIOUS MAPS AND RECORD DRAWINGS. ALL ABOVE GROUND STRUCTURES AND SURFACE FEATURES SHOWN HEREON ARE THE RESULT OF A FIELD SURVEY UNLESS OTHERWISE NOTED. THERE MAY BE OTHER UNDERGROUND UTILITIES, THE EXISTENCE OF WHICH ARE NOT KNOWN OR CERTIFIED BY THE UNDERSIGNED. THE SIZE AND LOCATION OF ALL UNDERGROUND UTILITIES AND STRUCTURES MUST BE VERIFIED BY THE APPROPRIATE AUTHORITIES. THE UNDERGROUND FACILITIES PROTECTIVE ORGANIZATION MUST BE NOTIFIED PRIOR TO CONDUCTING TEST BORINGS, EXCAVATION AND CONSTRUCTION.

SOUTH HAMILTON STREET

BOUNDARY & TOPOGRAPHIC SURVEY OF THE LANDS OF ONEILL GROUP HAMILTON LLC

CITY OF POUGHKEEPSIE	DUTCHESS COUNTY, N.Y.
SCALE: 1"=30'	SEPTEMBER 28, 2023
DRAWN BY: KCW	PROJECT NO:

REVISION:
DATE:

Ausfeld & Waldruff Land Surveyors LLP
323 CLINTON STREET, SCHENECTADY NY
Phone: (518) 346-1595 Fax: 518-770-1655

VINCENT P. AUSFELD P.L.S.
LICENSE #049997
www.awlsllp.com

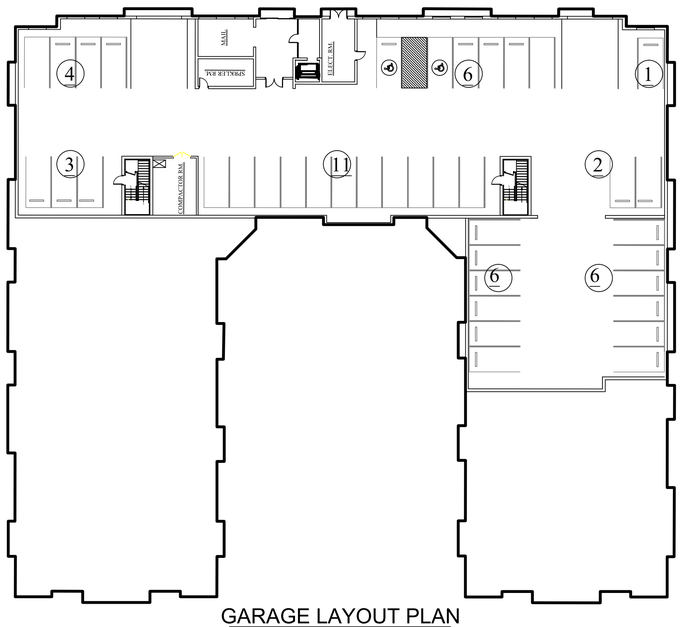
STATE OF NEW YORK — VINCENT P. AUSFELD — 049997 — LICENSED PROFESSIONAL SURVEYOR

Drawing Name: Z:\PROJECTS\2023\23-3540\dwg\23-3540-BM.dwg
Xref's Attached:
Date Printed: Sep 28, 2023, 6:30pm



SITE LAYOUT PLAN

SCALE: 1"= 30'



GARAGE LAYOUT PLAN

SCALE: NONE

PRIOR TO START OF CONSTRUCTION OR EXCAVATION, TREES TO BE RETAINED SHALL BE PROTECTED BY SILT FENCE, SNOW FENCE, CONSTRUCTION FENCE, OR EQUAL, WHCICH WILL BE PLACED AT THE DRIP LINE OR SEVERAL FEET BEYOND. HOWEVER, THE FENCING SHALL NOT CROSS PUBLIC SIDEWALKS. NO STORAGE OR STOCKPILING OF CONSTRUCTION MATERIALS, DEBRIS OR EQUIPMENT SHALL OCCUR WITHIN THE FENCED AREA.

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
☐ NOT FOR CONSTRUCTION
☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
5.	REVISED BLD. FOOTPRINT, GRADING, UTILITIES, OTHER APPURTENANT ITEMS	DFA	02.16.24
6	REVISED PER CITY COMMENTS	DFA	07.12.24
7	REVISED PER CITY COMMENTS	DFA	08.13.24
8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	12.13.24
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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A DIVISION OF THIS COMPANY, EXCEPT BY A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR ACTING UNDER THE EDUCATION LAW, ARTICLE 145 SEC. 7209.

DOMINICK F. ARICO, P.E.
LIC. NO. 085551

ARICO ASSOCIATES
ENGINEERS
LAND PLANNERS
& CONSULTANTS
1407 Route 9, Bldg 2 Suite 6, Clifton Park, New York 12065
518.573.6999 aricoassociates@gmail.com

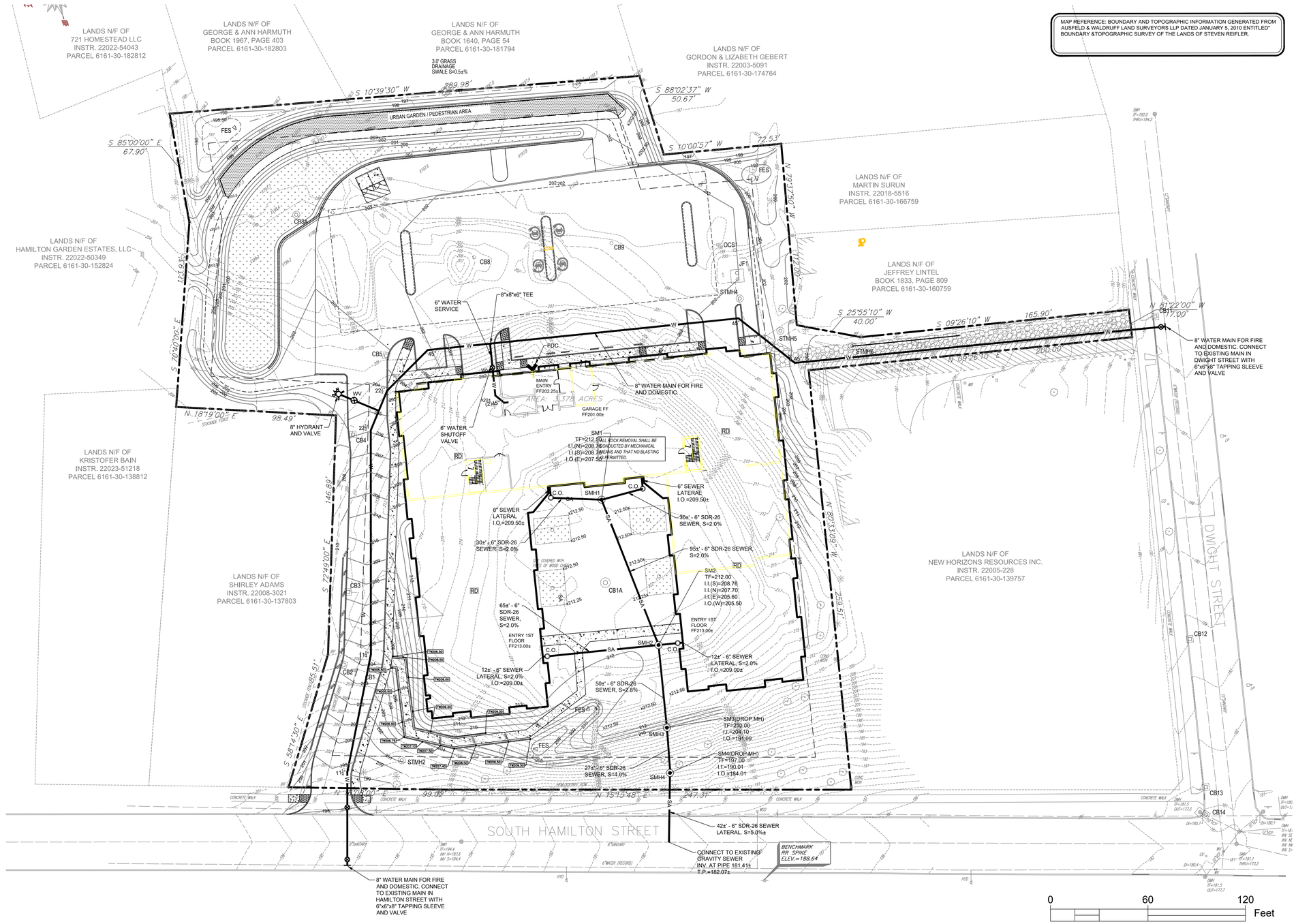
CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS

LAYOUT PLAN
SOUTH HAMILTON

TAX MAP - 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

DRAWING NO.
S1
SHEET 2 OF 16



UTILITY PLAN
SCALE: 1"= 30'

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the _____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
☐ NOT FOR CONSTRUCTION
☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
5.	REVISED BLD. FOOTPRINT, GRADING, UTILITIES, & OTHER APPURTENANT ITEMS	DFA	02.16.24
6.	REVISED PER CITY COMMENTS	DFA	07.12.24
7.	REVISED PER CITY COMMENTS	DFA	08.13.24
8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	12.12.24
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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A STATION OF THE COMMUNITY, EXCEPT BY A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR IN THE FURTHERANCE OF THE PROFESSIONAL ENGINEERING AND LAND SURVEYING EDUCATION LAW, ARTICLE 145 SEC. 7209.

DOMINICK F. ARICO, P.E.
LIC. NO. 085551

ENGINEERS
LAND PLANNERS
& CONSULTANTS
ARICO ASSOCIATES
1407 Route 9, Bldg 2 Suite 6, Clifton Park, New York 12065
518.573.6989
dfricoassociates@gmail.com

CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS

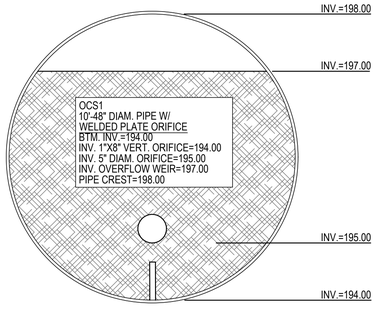
WATER & SEWER UTILITY PLAN
SOUTH HAMILTON

TAX MAP - 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

DRAWING NO.
S2

SHEET 3 OF 16

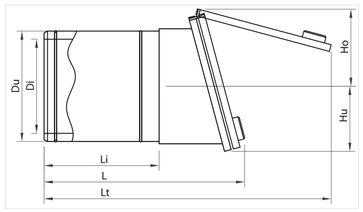


OUTLET CONTROL ORIFICE

SCALE: NONE

WAFLAP™

FLAP VALVE - KVI DN/OD 8-24



DIMENSIONS IN [INCHES]

DN/OD	Ø	Du	Di	B	Li	L	Lt	Ho	Hu	WEIGHT [LBS]
8	8	7.3-7.9	6,5	8,9	7,9	15,5	20,9	6,54	4,21	9
9	9	8.3-8.9	7.2	9,9	7,9	15,8	22,1	7,13	4,76	10,6
10	10	9.3-9.8	8,1	10,9	9,9	18,5	25,6	7,76	5,20	13,4
11	11	9.8-11	9,1	12	9,9	19,5	26,4	8,43	5,79	16,5
12	12	11-12,4	10,2	13,6	11,8	19,7	28,9	9,41	6,50	24
14	14	12,6-14	11,5	16	11,8	24,8	30,5	9,65	7,99	33,5
16	16	14,3-15,8	12,9	17,7	15,8	28,7	37	10,79	8,90	41
18	18	15,8-17,7	14,3	20,3	17,7	31,5	42,5	12,68	10,06	63,9
20	20	17,8-19,7	16,1	22	19,7	35,4	46,3	13,31	11,06	92,6
22	22	19,7-22	18	24	22,1	39,6	51,2	15,24	12,05	117,5
24	24	22-24,8	20,3	28	23,6	40,1	57,5	16,97	14,06	160,4

Other dimensions on request. Reserves the right to changes.

wapro.com +1 888 927 8677 sales@wapro.com

WAPRO



GRADING & STORM PLAN

SCALE: 1"= 30'

Area: 147,226 gsf 3.4 Acre

Topsoil					
	Strip:	0.0 CY	Respread:		2525.3 CY
1.31 Fluff Factor	Waste:	0.0 CY			
1.31 Fluff Factor	After Waste:	0.0 CY			
		0.0 LCY			
	Excess(Export):	0.0 CY	Required(Import):		2525.3 CY
		0.0 LCY			3308.2 LCY
Subsoil					
	Subsoil Cut:	31,583 CY	Subsoil Fill:		1,807 CY
		41,374 LCY			2,367 LCY
	For Fill:	1,807 CY	From Cut:		1,807 CY
		2,367 LCY			2,367 LCY
	Rock:	3,809 CY	Process for Subbase		3,809 CY
		4,990 LCY			4,990 LCY
	Topsoil Respread Amended Onsite Soil:	2,525 CY			2,525 CY
		3,308 LCY			3,308 LCY
	Excess	23,442 CY	Spoil(Export):		23,442 CY
		30,709 LCY			30,709 LCY
	Borrow(Import)	0 CY	Borrow(Import):		0.0 CY
		0 LCY			0.0 LCY

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
☐ NOT FOR CONSTRUCTION
☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
5.	REVISED BLD. FOOTPRINT, GRADING, UTILITIES, & OTHER APPURTENANT ITEMS	DFA	02.16.24
6	REVISED PER CITY COMMENTS	DFA	07.12.24
7	REVISED PER CITY COMMENTS	DFA	08.13.24
8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	12.13.24
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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I, DOMINICK F. ARICO, P.E., HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, EXCEPT AS NOTED, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER IN GOOD STANDING AND HAVE COMPLIED WITH THE EDUCATION LAW, ARTICLE 145, SEC. 7209.

DOMINICK F. ARICO, P.E.
LIC. NO. 085551

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ENGINEERS
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& CONSULTANTS
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aricoassociates@gmail.com

CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS

GRADING & DRAINAGE PLAN SOUTH HAMILTON

TAX MAP - 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA
DRAWING NO.

S3

SHEET 4 OF 16

GENERAL NOTES:

BEFORE UNDERTAKING ANY CONSTRUCTION ACTIVITY, ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH SITE WORK THAT INVOLVES PHYSICAL GROUND DISTURBANCE ON THE PROJECT SITE SHALL SIGN AND DATE A COPY OF THE CERTIFICATION STATEMENT, WHICH IS LOCATED IN THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP), PREPARED FOR THIS PROJECT.

1. ALL EROSION & SEDIMENT CONTROL MEASURES SHALL ADHERE TO THE PROJECT'S STORMWATER POLLUTION PREVENTION PLAN (SWPPP). ALL APPROPRIATE STORMWATER CONTROL MEASURES IDENTIFIED IN THE SWPPP SHALL BE IN PLACE BEFORE COMMENCING CONSTRUCTION OF ANY SEGMENT OF THE PROJECT THAT REQUIRES THESE MEASURES.

2. INSPECTIONS: THE OPERATOR SHALL HAVE A QUALIFIED PROFESSIONAL CONDUCT AN ASSESSMENT OF THE SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION & CERTIFY IN AN INSPECTION REPORT THAT THE APPROPRIATE EROSION & SEDIMENT CONTROLS DESCRIBED IN THE SWPPP HAVE BEEN ADEQUATELY INSTALLED OR IMPLEMENTED TO ENSURE OVERALL PREPAREDNESS OF THE SITE FOR THE COMMENCEMENT OF CONSTRUCTION. FOLLOWING THE COMMENCEMENT OF CONSTRUCTION, SITE INSPECTIONS SHALL BE CONDUCTED BY THE QUALIFIED PROFESSIONAL AT LEAST EVERY 7 CALENDAR DAYS. INSPECTIONS SHALL LOOK FOR EVIDENCE OF SOIL EROSION ON THE SITE, POTENTIAL OF POLLUTANTS ENTERING DRAINAGE SYSTEMS, PROBLEMS AT DISCHARGE POINTS, I.E., TURBIDITY IN RECEIVING WATERS, & SIGNS OF SOIL & MUD TRANSPORT FROM THE SITE ONTO PUBLIC ROADWAYS. REPAIRS & CLEANING SHALL BE MADE IMMEDIATELY.

3. SITE LOG/CERTIFICATION: THE OPERATOR MUST MAINTAIN A RECORD OF ALL INSPECTION REPORTS IN A SITE LOG BOOK. THE SITE LOG BOOK MUST BE MAINTAINED ON-SITE & BE MADE AVAILABLE TO THE PERMITTING AUTHORITY UPON REQUEST.

4. STABILIZATION: THE OPERATOR SHALL INITIATE STABILIZATION MEASURES AS SOON AS PRACTICABLE ON PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED.

5. MAINTENANCE: SEDIMENT SHALL BE REMOVED FROM TEMPORARY SEDIMENT TRAPS OR PONDS WHENEVER THEIR CAPACITY HAS BEEN REDUCED BY 50% OF THE DESIGN CAPACITY. INSTALL ADDITIONAL SEDIMENT TRAPS & BARRIERS AS NEEDED DURING CONSTRUCTION.

6. CONTRACTOR SHALL ESTABLISH A TEMPORARY STABILIZED CONSTRUCTION ENTRANCE TO CAPTURE MUD & DEBRIS FROM CONSTRUCTION VEHICLES BEFORE THEY ENTER A PUBLIC ROADWAY, AS DETAILED. SEDIMENT TRACKED ONTO THE ROADWAYS SHALL BE REMOVED OR CLEANED ON A DAILY BASIS. ALL BARE AREAS, E.G., ENTRANCES, CONSTRUCTION ROUTES, & EQUIPMENT PARKING AREAS, SHALL BE STABILIZED IMMEDIATELY AS CONSTRUCTION TAKES PLACE. PLACE GRAVEL ON THESE AREAS OR MAINTAIN THE EXISTING VEGETATIVE COVER.

7. TEMPORARY CONSTRUCTION SILT FENCES, STRAW BALE DIKES, OR TRIANGULAR SILT DIKES SHALL BE PLACED ON OR PARALLEL TO CONTOURS WHERE THERE IS NO CONCENTRATION OF STORMWATER RUNOFF FLOWING TO THEM & WHERE EROSION OCCURS IN THE FORM OF SHEET EROSION, AS DETAILED. THE AREA BELOW THESE TEMPORARY STRUCTURAL MEASURES SHOULD BE UNDISTURBED/UNEXCAVATED EARTH.

TEMPORARY STABILIZATION MEASURES SHALL START AS SOON AS PRACTICAL ON PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT NOT MORE THAN (7) DAYS AFTER WORK HAS CEASED. ACCEPTABLE TEMPORARY STABILIZATION MEASURES INCLUDE, BUT MAY NOT BE LIMITED TO SEEDING MULCH, STRAW, EROSION CONTROL BLANKETS, SOIL STABILIZING EMULSION PRODUCTS, OR SOME FUNCTIONALLY EQUIVALENT MEASURE. TEMPORARY SEEDING SHALL BE ANNUAL RYE GRASS, APPLIED AT A RATE OF 30 LBS./ACRE.

8. DIVERT OFFSITE OR CLEAN STORMWATER RUNOFF FROM DISTURBED AREAS. CONVEY RUNOFF FROM HIGHLY ERODIBLE SOILS & STEEP SLOPES TO MORE SUITABLE STABLE AREAS. INSTALL TRIANGULAR SILT DIKES TO REDUCE THE VELOCITY OF CONCENTRATED RUNOFF.

9. LIMIT ALL CLEARING & EXCAVATION ACTIVITIES TO MAINTAIN EXISTING VEGETATIVE COVER AS MUCH AS PRACTICABLE. TOPSOIL SHALL BE STOCKPILED, PROTECTED, & STABILIZED IN AN AREA LOCATED AWAY FROM DRAINAGE CHANNELS.

10. WHEN ACTIVITIES TEMPORARILY CEASE DURING CONSTRUCTION, SOIL STOCKPILES & EXPOSED SOIL SHALL BE STABILIZED BY SEED, MULCH, OR OTHER APPROPRIATE MEASURES AS SOON AS POSSIBLE, BUT IN NO CASE MORE THAN 14 DAYS AFTER CONSTRUCTION ACTIVITY HAS CEASED. PERMANENT VEGETATION & LANDSCAPING SHALL BE INSTALLED IMMEDIATELY FOLLOWING FINAL GRADING.

11. NO GRADING, FILLING, OR OTHER DISTURBANCE IS ALLOWED WITHIN EXISTING DRAINAGE SWALES, UNLESS INDICATED ON THE GRADING PLANS.

12. BACKFILL & STABILIZE ALL UTILITY TRENCHES DAILY.

13. SEEDING:
A. SOW GRASS SEED BETWEEN APRIL 1 & MAY 15TH OR BETWEEN AUGUST 15TH & OCTOBER 15TH, EXCEPT AS OTHERWISE APPROVED IN WRITING BY THE ENGINEER. NO SEEDING SHALL OCCUR ON FROZEN GROUND, HIGHLY MUDDY SOILS, OR DURING EXTREME HEAT OR DROUGHT CONDITIONS.
B. SEED MIXTURE: 40% FENWAY RED FESCUE, 30% ABBEY KENTUCKY BLUEGRASS BLEND, 20% DEVINE PERENNIAL RYE, & 10% ENCHANTED PERENNIAL RYE. PROVIDE SEED MIXTURE EQUAL TO SCOTT'S PURE PREMIUM SUN & SHADE NORTH GRASS SEED MIXTURE, OR APPROVED EQUIVALENT. VARIETY MAY BE ALTERED DEPENDING ON AVAILABILITY OF SEED FROM MANUFACTURER.

14. TOPSOIL:
A. PROVIDE TOPSOIL FROM EXISTING STOCKPILES STRIPPED FROM THE PROJECT SITE & APPROVED BY THE ENGINEER. IF REQUIRED, PROVIDE ADDITIONAL TOPSOIL CONFORMING TO THE FOLLOWING:
B. ORIGINAL LOAM TOPSOIL, WELL DRAINED HOMOGENEOUS TEXTURE & OF UNIFORM GRADE, WITHOUT THE ADMIXTURE OF SUBSOIL MATERIAL & ENTIRELY FREE OF DENSE MATERIAL, HARDPAN, SOD, OR ANY OTHER OBJECTIONABLE FOREIGN MATERIAL.
C. CONTAINING NOT LESS THAN 4% NOR MORE THAN 20% ORGANIC MATTER IN THAT PORTION OF A SAMPLE PASSING A 1/4 INCH SIEVE WHEN DETERMINED BY THE WET COMBUSTION METHOD ON A SAMPLE DRIED AT 105 DEGREES C.
D. CONTAINING A PH VALUE WITHIN THE RANGE OF 4.5 TO 7 ON THAT PORTION OF THE SAMPLE THAT PASSES A 1/4 INCH SIEVE.

15. FERTILIZER:
A. MIXED COMMERCIAL FERTILIZERS SHALL CONTAIN TOTAL NITROGEN, AVAILABLE PHOSPHORIC ACID & SOLUBLE POTASH IN THE RATIO OF 10-6-4 (50% N/UF). 50% OF TOTAL NITROGEN SHALL BE DERIVED FROM UREAFORM FURNISHING A MINIMUM OF 3.5% WATER INSOLUBLE NITROGEN (3.5% WIN). THE BALANCE OF THE NITROGEN SHALL BE PRESENT AS METHYLENE UREA, WATER-SOLUBLE UREA, NITRATE & AMMONIACAL COMPOUNDS. OTHER FERTILIZERS MEETING NYSDOT SPECIFICATION SECTION 713-03 FERTILIZER CAN BE USED.

16. MULCH:
A. DRY APPLICATION, STRAW: STALKS OF OATS, WHEAT, RYE OR OTHER APPROVED CROPS THAT ARE FREE OF NOXIOUS WEED SEEDS. WEIGHT SHALL BE BASED ON A 15% MOISTURE CONTENT.
B. HYDRO APPLICATION: COLORED WOOD CELLULOSE FIBER PRODUCT SPECIFICALLY DESIGNED FOR USE AS A HYDRO-MECHANICAL APPLIED MULCH, BY CONWED HYDRO MULCH, CONWED FIBERS, OR APPROVED EQUIVALENT.

17. JUTE MESH:
A. HEAVY JUTE EROSION CLOTH WITH 12 INCH LENGTHS OF NO. 11 GAGE WIRE BENT TO FORM A "U" WIRE STAPLE, BY JUTE PRODUCTS, INC., OR APPROVED EQUIVALENT.

18. EROSION CONTROL BLANKETS:
A. FOR USE IN REPLACE OF MULCH ON SLOPES GREATER THAN 5% AS SHOWN ON THE PLANS. CONSISTING OF LIGHTWEIGHT PHOTODEGRADABLE POLYPROPYLENE NETS WITH AN APPROXIMATE WEIGHT OF 1.64 LBS/1,000 SQUARE FEET, DEGRADABLE THREAD, STRAW FIBER WITH AN APPROXIMATE WEIGHT OF 0.5 LBS/SQUARE YARD, WITH MANUFACTURER'S DOT STAPLE SYSTEM & 6 INCH BIOSTAKE'S BIODEGRADABLE BLANKET PIN FASTENERS. USE DEGRADABLE DOUBLE NET STRAW BLANKET, PRODUCT NO. S150 BY NORTH AMERICAN GREEN, OR APPROVED EQUIVALENT.

19. DUST SUPPRESSION MEASURES MAY INCLUDE: 1) USING A DEDICATED ON-SITE WATER TRUCK FOR ROAD AND SOILS WETTING, CAPABLE OF SPRAYING WATER DIRECTLY ONTO OFF-ROAD AREAS, INCLUDING EXCAVATIONS AND STOCKPILES; 2) CLEARING AND GRUBBING OF LARGER SITES WILL BE DONE IN STAGES TO LIMIT THE AREA OF EXPOSED, UNVEGETATED SOILS VULNERABLE TO DUST PRODUCTION; AND 3) GRAVEL WILL BE USED ON ROADWAYS TO PROVIDE A CLEAN AND DUST-FREE ROAD SURFACE.

20. IF TEMPORARY SEDIMENT BASINS/TRAPS/SWALES ARE NEEDED AT THE BEGINNING, BASINS MUST PROVIDE 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINED AND DISTURBED

21. DECOMPACTION OF EXISTING SOILS. UPON REMOVAL OF ANY EXISTING PAVEMENT AREAS, HEAVILY TRAVELED AREAS AND/OR AREAS THAT APPEAR TO BE OVER COMPACTED SHALL UNDERGO A DE-COMPACTION APPLICATION TO RESTORE SOIL POROSITY AND PERMEABILITY.

SILT FENCE NOTES:

1. SILT FENCE SHALL BE PLACED ON THE DOWNSLOPE SIDE OF DISTURBED AREAS AND AROUND THE PERIMETER OF SOIL STOCKPILES.
2. SILT FENCE SHALL BE PLACED AROUND THE BOUNDARY OF WETLANDS ADJACENT TO THE WORK AREA, AND AT THE EDGE OF WETLANDS AFTER CONSTRUCTION IS COMPLETED.
3. SILT FENCE SHALL BE REPAIRED OR REPLACED WHEN THE ENDS ARE FRAYED OR WORN, AND WHEN THE FENCE IS NOT ANCHORED 6" INTO THE GROUND. WHEN THE ACCUMULATED SEDIMENT REACHES 30% OF THE SILT FENCE HEIGHT, THE SEDIMENT SHALL BE REMOVED AND DISPOSED OF IN AN APPROPRIATE UPLAND AREA.

DUST CONTROL NOTES:

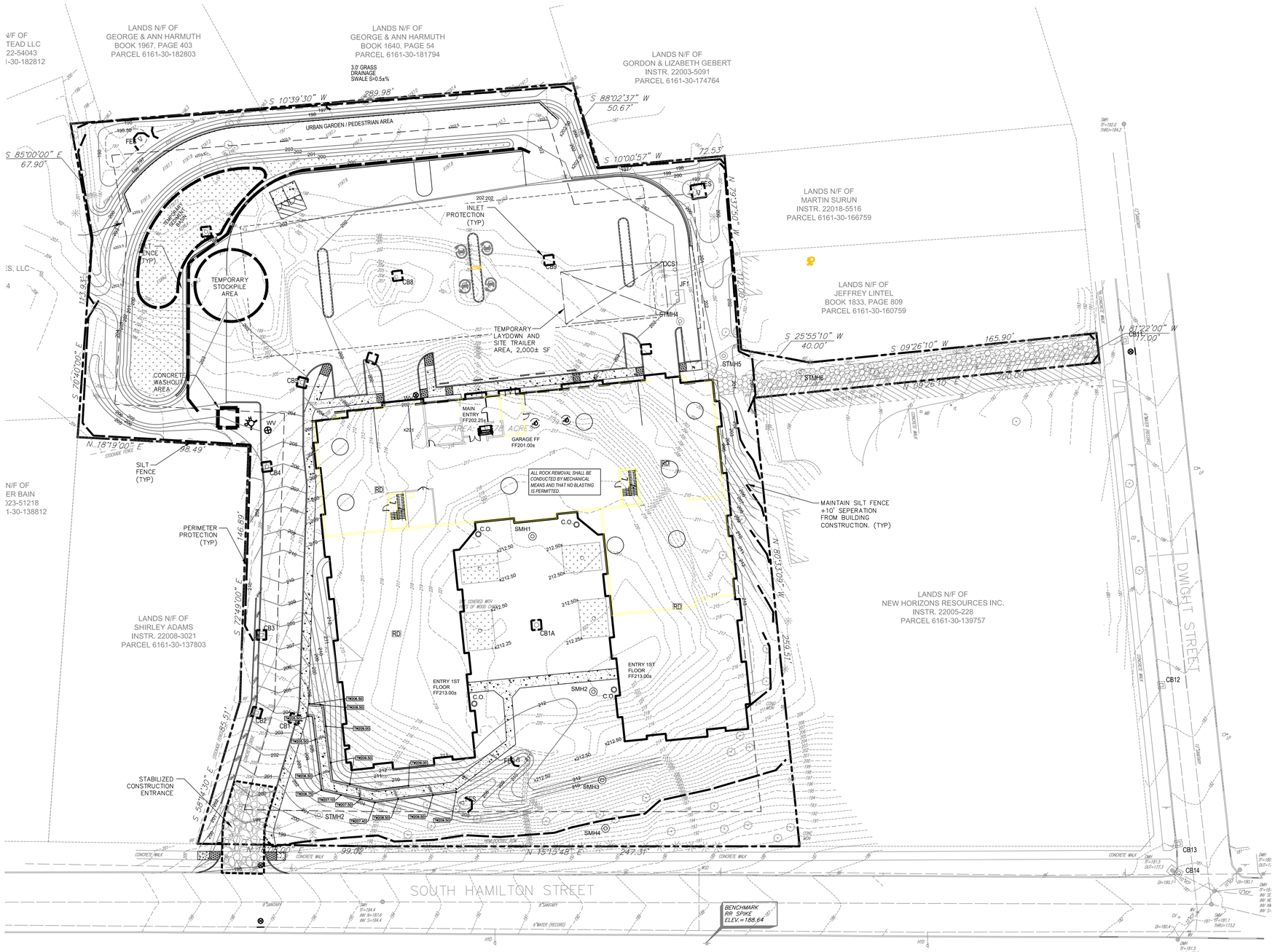
1. DUST SHALL BE CONTROLLED ON THIS PROJECT BY USE OF A WATER TRUCK.
2. THE QUALIFIED INSPECTOR WILL DETERMINE THE FREQUENCY OF WATER APPLICATION IN ORDER TO CONTROL DUST.
3. CHEMICALS OR OTHER METHODS OF DUST CONTROL ARE PROHIBITED TO BE USED ON THIS PROJECT, UNLESS APPROVED BY NYSDEC REGION 3.

STABILIZED CONSTRUCTION ACCESS NOTES:

1. STABILIZED CONSTRUCTION ACCESS SHALL BE INSTALLED WHERE NECESSARY TO PREVENT SEDIMENT FROM BEING TRACKED ONTO ROADWAYS.
2. PERMANENT TRAFFIC CORRIDORS SHALL BE ESTABLISHED AND "ROUTES OF CONVENIENCE" SHALL BE AVOIDED. CONSTRUCTION TRAFFIC SHALL NOT CROSS STREAMS OR DITCHES EXCEPT AT SUITABLE CROSSING FACILITIES, AND SHALL NOT OPERATE UNNECESSARILY WITHIN WATERWAYS OR DRAINAGE DITCHES.
3. IF INTERNAL CONSTRUCTION ROADS ARE DETERMINED TO BE A SOURCE OF SEDIMENT-LADEN RUNOFF TO SENSITIVE AREAS, THEY SHALL BE STABILIZED AS SOON AS PRACTICABLE.

TEMPORARY SEEING AND MULCHING NOTES:

1. AREAS TO RECEIVE TEMPORARY SEEDING AND MULCHING SHALL RECEIVE BOTH GRASS SEED AND MULCH.
2. A JUTE MESH SHALL BE PLACED OVER THE MULCH IN AREAS WHERE WIND OR WATER EROSION PREVENTS ESTABLISHMENT OF GRASS COVER.



EROSION CONTROL PLAN

SCALE: 1"= 30'

0 60 120 Feet

SEQUENCE OF CONSTRUCTION NOTES:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE, PERIMETER PROTECTION, INLET PROTECTION, ETC. AS SHOWN ON E&SC PLAN.
2. INSTALL TEMPORARY SEDIMENT TRAP(S) TO PROVIDE A MINIMUM 3,600 CUBIC FEET VOLUME. SEDIMENT TRAPS CAN BE REMOVED/RELOCATED ONCE TRIBUTARY AREAS ARE STABILIZED.
3. ONCE THE ABOVE EROSION AND SEDIMENT CONTROL DEVICES ARE INSTALLED, CONTRACTOR TO BEGIN CONSTRUCTION ON PROPOSED BUILDING TOGETHER WITH REMAINING SITE WORK INCLUDING ROUGH GRADING, STORMWATER MANAGEMENT, SEWER, WATER AND OTHER UTILITIES.
4. PERFORM BULK SITE EARTH MOVING OPERATIONS.
5. CONTRACTOR SHALL PAVE (BASE COURSE) PARKING LOTS.
6. TOP COURSE OF PAVING TO BE INSTALLED ON PARKING AREAS AS SOON AS PRACTICAL. PRIOR TO PLACING PAVEMENT, CLEAN STORM SEWER SUMPS AND PIPING OF ANY ACCUMULATED SEDIMENT.
7. REMOVAL OF EROSION AND SEDIMENT CONTROL PRACTICES WHEN CONTRIBUTING AREAS ACHIEVE PERMANENT STABILIZATION UPON RECOMMENDATION BY THE PROJECT ENGINEER AND APPROVAL BY THE TOWN ENGINEER.

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
☐ NOT FOR CONSTRUCTION
☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
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6	REVISED PER CITY COMMENTS	DFA	07.12.24
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8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	12.03.24
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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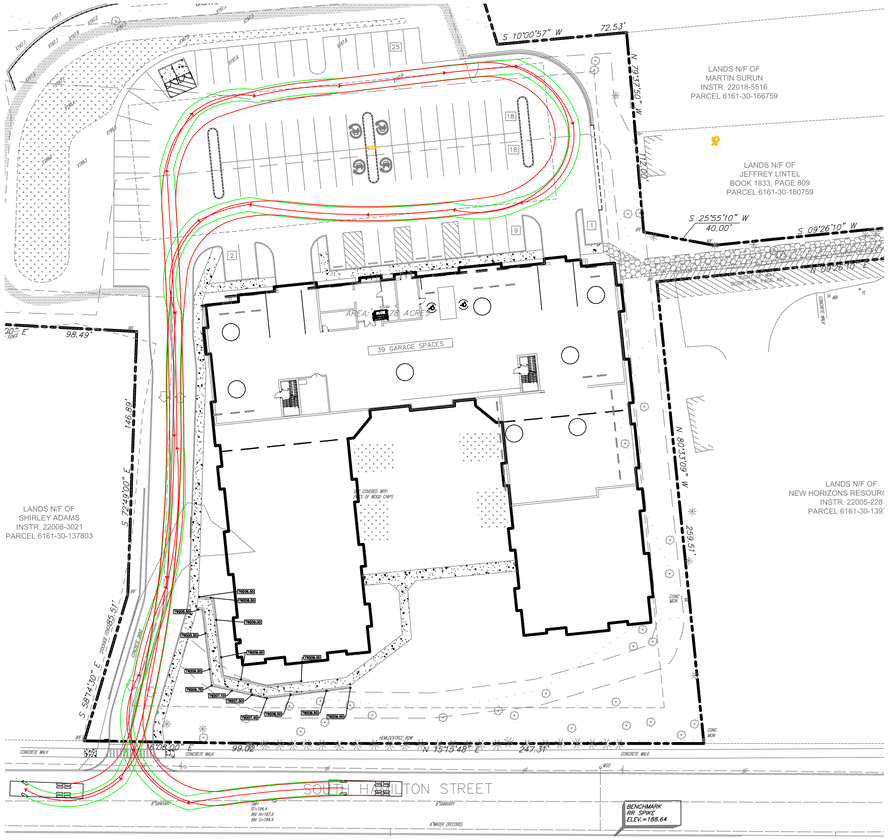
CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS

EROSION CONTROL PLAN
SOUTH HAMILTON

TAX MAP - 6161-30-151783

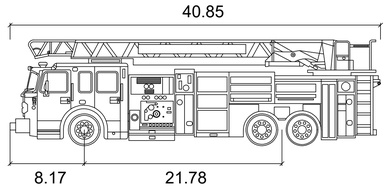
DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

DRAWING NO.
S4
SHEET 5 OF 16



EMERGENCY VEHICLE TURNING MOVEMENT

SCALE: 1"= 40'

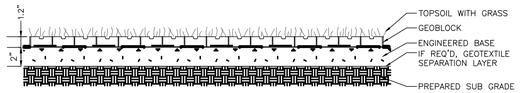


Spartan Gladiator Star Series Aerial

	Feet
Width	: 8.23
Track	: 7.87
Lock to Lock Time	: 6.0 s
Steering Angle	: 46.3 deg

EMERGENCY VEHICLE PROFILE

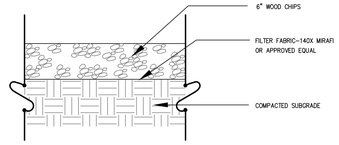
SCALE: NONE



1. ENGINEERED BASE IS A HOMOGENOUS MIXTURE CONSISTING OF OPEN GRADED CRUSHED AGGREGATE HAVING AN AASHTO # 5 OR SIMILAR DESIGNATION BLENDED WITH PULVERIZED TOPSOIL AND A VOID COMPONENT GENERALLY CONTAINING AIR AND/OR WATER. THIS HOMOGENOUS MIXTURE WILL PROMOTE VEGETATIVE GROWTH AND PROVIDE REQUIRED STRUCTURAL SUPPORT. THE AGGREGATE PORTION SHALL HAVE A PARTICLE RANGE FROM 0.375 TO 1.0 IN (9.5 MM TO 25 MM) WITH A D50 OF 0.5 IN (13 MM). THE PERCENTAGE VOID-SPACE OF THE AGGREGATE PORTION WHEN COMPACTED SHALL BE AT LEAST 30%. THE PULVERIZED TOPSOIL PORTION SHALL EQUAL 33% +/- OF THE TOTAL VOLUME AND BE ADDED AND BLENDED TO PRODUCE A HOMOGENOUS MIXTURE PRIOR TO PLACEMENT.
2. IF REQUIRED, PROVIDE A NON-WOVEN GEOTEXTILE SEPARATION LAYER AND INSTALL IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS INCLUDING OVERLAPS BASED ON SUB GRADE CBR.
3. REFER TO THE GEOBLOCK DESIGN AND CONSTRUCTION OVERVIEW FOR A COMPLETE DESCRIPTION OF THE DESIGN AND CONSTRUCTION METHODS.

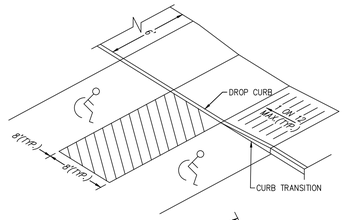
GEOCELL VEGETATIVE GRID DETAIL

SCALE: NO SCALE



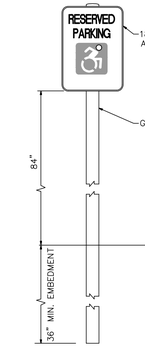
TYPICAL WOOD CHIP PATH DETAIL

SCALE: NO SCALE

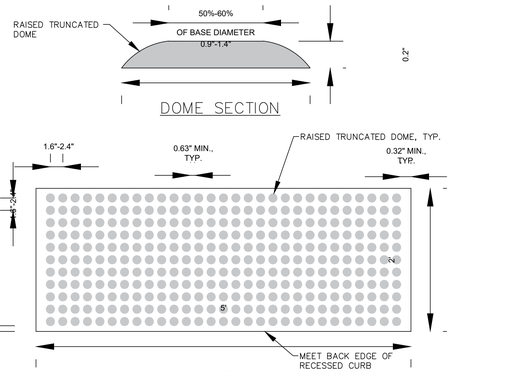


SIDEWALK RAMP DETAILS

SCALE: NO SCALE



SIGN - A



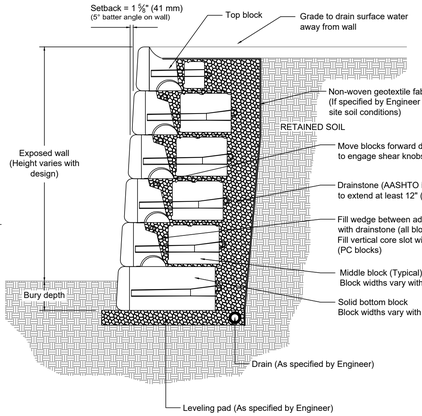
NOTES:

1. SIDEWALK SIDE FLARES ARE NOT REQUIRED FOR RAMPS IN LAWN AREAS, SEE PLANS FOR LOCATIONS. IN THESE AREAS, THE CURB SHALL TRANSITION FROM FLUSH TO FULL REVEAL IN 3 LF.
2. IN ACCORDANCE WITH THE AMERICAN WITH DISABILITY ACT (ADA) REQUIREMENTS, DETECTABLE WARNINGS SHALL BE INSTALLED WHENEVER SIDEWALK CURB RAMPS OR CUT-THROUGHS IN MEDIAN/REFUGE ISLANDS, & IN-STREET OR CROSS-SIDEWALK RAIL CROSSINGS ARE CONSTRUCTED OR ALTERED.
3. SURFACE APPLIED DETECTABLE WARNINGS ARE NOT ALLOWED. BRICK PAVERS, TILES, SHEETS & STAMPED CONCRETE METHODS ARE ALLOWABLE.
4. THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 2' IN THE DIRECTION OF TRAVEL & SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE, EXCLUSIVE OF SIDE FLARES.
5. DETECTABLE WARNINGS SHALL BE LOCATED SO THAT THE EDGE OF THE WARNING FIELD MEETS THE BACK EDGE OF THE RECESSED CURB.
6. THE COLORS FOR THE DETECTABLE WARNING FIELDS SHALL BE DARK GRAY (MUNSELL BOOK NOTATION BG-PB 3/5), DARK BROWN (MUNSELL BOOK NOTATION 10 YR. 3/2), DARK RED (MUNSELL BOOK NOTATION 10R 3/6), OR DARK GREEN (MUNSELL BOOK NOTATION 2.5G 3/6).
7. DOME SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL.

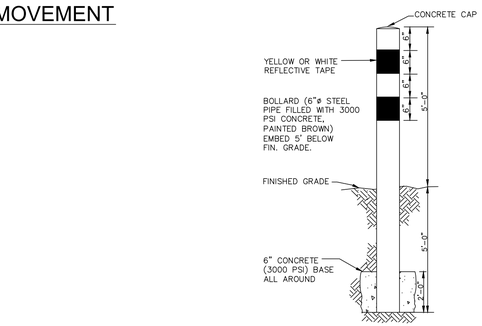
REINFORCED CONCRETE SIDEWALK RAMP DETAILS

SCALE: NO SCALE

THIS DRAWING IS FOR REFERENCE ONLY. DETERMINATION OF THE SUITABILITY AND/OR MANNER OF USE OF ANY DETAILS CONTAINED IN THIS DOCUMENT IS THE SOLE RESPONSIBILITY OF THE DESIGN ENGINEER OF RECORD. FINAL PROJECT DESIGNS, INCLUDING ALL CONSTRUCTION DETAILS, SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER USING THE ACTUAL CONDITIONS OF THE PROPOSED SITE. COPIES OF ALLDESIGN DOCUMENTS SHALL BE SUBMITTED TO THE TOWN FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

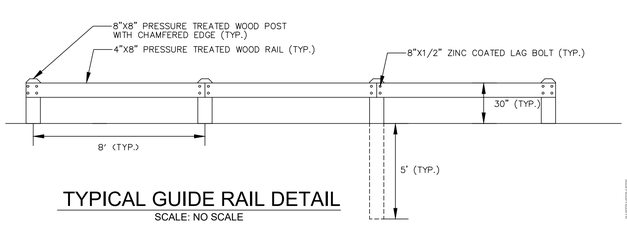


TYPICAL GRAVITY WALL SECTION



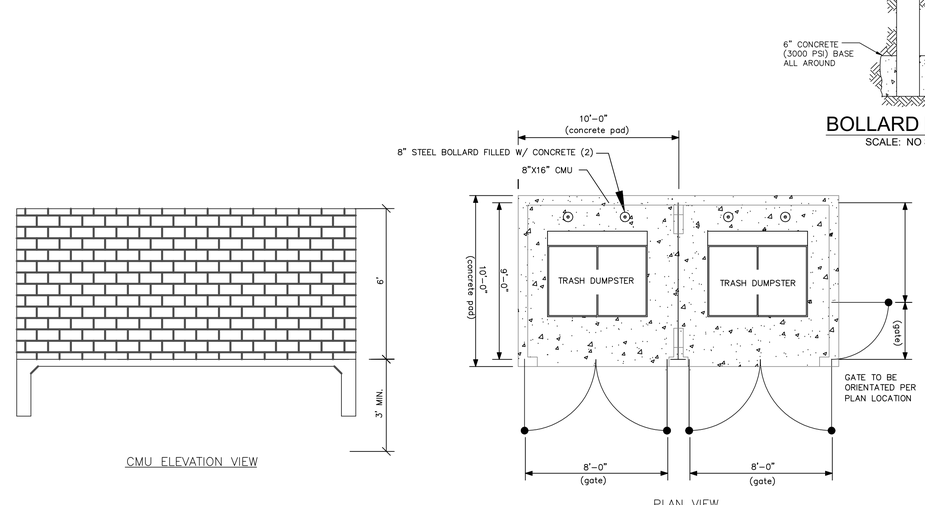
BOLLARD DETAIL

SCALE: NO SCALE



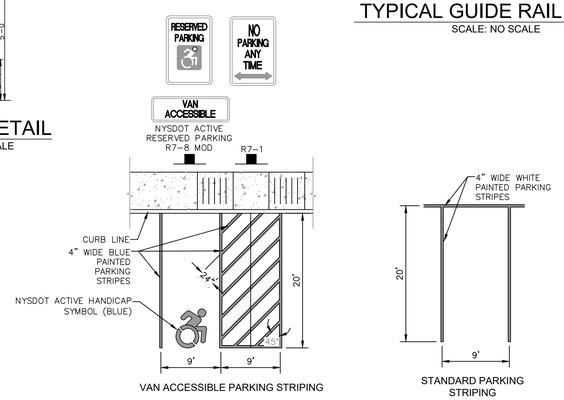
TYPICAL GUIDE RAIL DETAIL

SCALE: NO SCALE



TRASH ENCLOSURE DETAILS

NOT TO SCALE

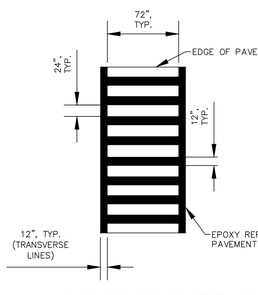


NOTES:

1. ALL DIMENSIONS SHALL BE IN ACCORDANCE WITH ADAAG 2010 SUPPLEMENTED BY THE 2020 BUILDING CODE OF NEW YORK STATE.
2. SLOPES OF PAVEMENT SURFACE IN THE ACCESSIBLE SPACE AND ACCESSIBLE AISLE SHALL NOT EXCEED 1.5% IN ANY DIRECTION.
3. SEE PLAN FOR ACTUAL LOCATION OF SIGNAGE.

HANDICAP & PARKING CONFIGURATION

SCALE: NONE



COMBINED TYPE LS CROSSWALK MARKING DETAIL

NOTE:

1. ALL CROSSWALK MARKINGS SHALL BE WHITE.

N.T.S.

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the _____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
☐ NOT FOR CONSTRUCTION
☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
5.	REVISED B.D. FOOTPRINT, GRADING, UTILITIES, & OTHER APPURTENANT ITEMS	DFA	02.16.24
6.	REVISED PER CITY COMMENTS	DFA	07.12.24
7.	REVISED PER CITY COMMENTS	DFA	08.13.24
8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	01.13.25
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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LIC. NO. 085857

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518.573.6899 aricoassociates@gmail.com

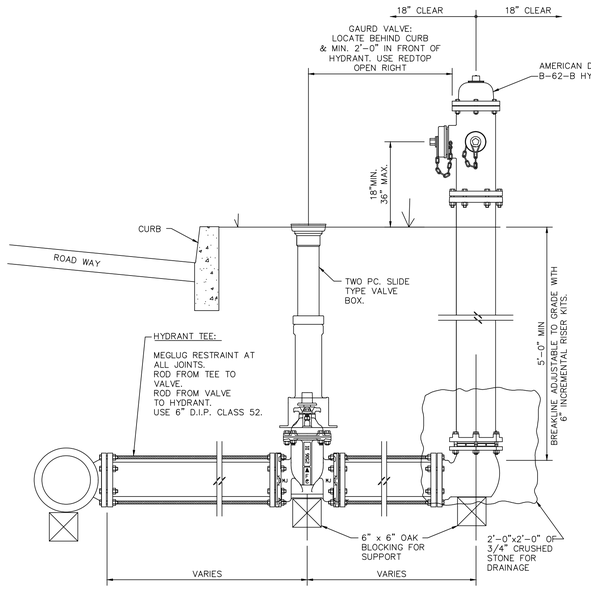
CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS

STANDARD DETAILS SOUTH HAMILTON

TAX MAP - 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

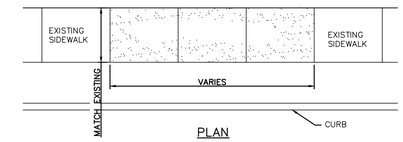
DRAWING NO.
D1
SHEET 6 OF 16



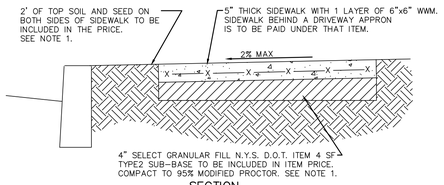
NOTES:
1. PAINT AMERICAN DARLING B-62-B HYDRANT RED
2. ALL MATERIAL TO BE MADE IN USA
3. NEW OR REPLACEMENT HYDRANT ON EXISTING CAST IRON MAIN REQUIRES TRANSITION COUPLINGS & SPOOLS FROM TEE (ROCKWELL 441 OR EQUAL)
4. ALL JOINTS TO BE FULLY RESTRIANTED ROD SUBSTITUIONS TO BE APROVED BY ENGINEER.

CITY OF POUGHKEEPSIE STANDARD HYDRANT DETAIL

SCALE: N.T.S.



PLAN



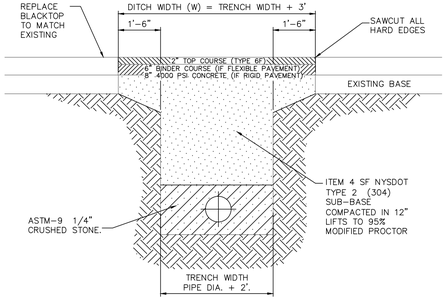
SECTION

NOTES:

1. ALL CONCRETE SHALL BE MINIMUM 4,000 PSI.
2. WHERE MATERIAL IS NOT USED THE CITY OF POUGHDEEPSIE WILL BE CREDITED IN AREAS WHERE MORE THAN THE SPECIFIED AMOUNT OF MATERIAL IS USED. MAJOR GRADE CHANGES WILL BE APROVED BY THE CITY ENGINEERING DEPT. AND WILL BE PAID UNDER APPROPRIATE ITEMS.
3. UPON COMPLETION OF CURING ALL CONCRETE SURFACES SHALL BE COATED WITH SODIUM CHLORIDE INHIBITING SEALER AS REQ'D.

SIDEWALK DETAIL REPLACE & NEW

SCALE: 1"=2'-0"

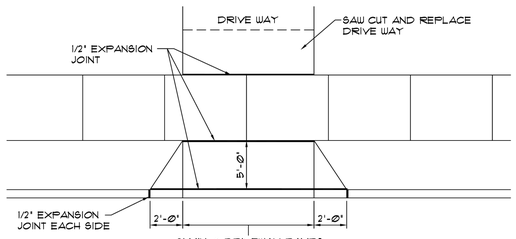


UTILITY TRENCH DETAIL IN PUBLIC R.O.W.

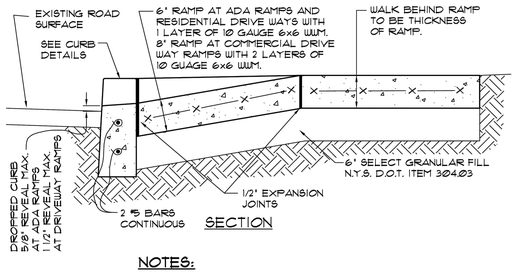
SCALE: 1/4" =1'-0"

NOTES:

1. DITCH WIDTH SHALL EXTEND A MINIMUM OF ONE AND ONE-HALF FT. FROM THE EDGES OF THE TRENCH.
2. REPLACED BASE MATERIAL OVER TRENCH SHALL BE ITEM 4 COMPACTED IN 12" LIFTS.
3. PIPE BEDDING SHALL BE A MINIMUM OF 6" ABOVE AND BELOW PIPE
4. ALL JOINTS SHALL BE MECHANICALLY SAWED.
5. ALL JOINTS SHALL BE SQUARED TO THE EXISTING EDGE OF CURB AND/OR PAVEMENT, AND TACK COATED PER DETAIL.
6. ROAD SURFACE REPLACEMENT SHALL BE MINIMUM OF SIX INCHES OF ASPHALIC CONCRETE.
7. BINDER COURSE ASPHALT PAVEMENT TO BE PLACED IN TWO LIFTS.



PLAN



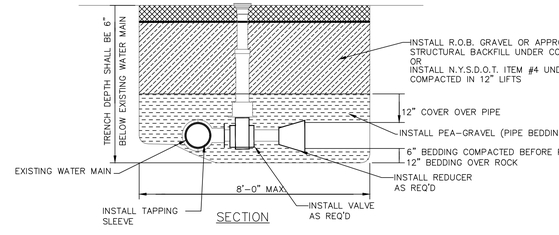
SECTION

NOTES:

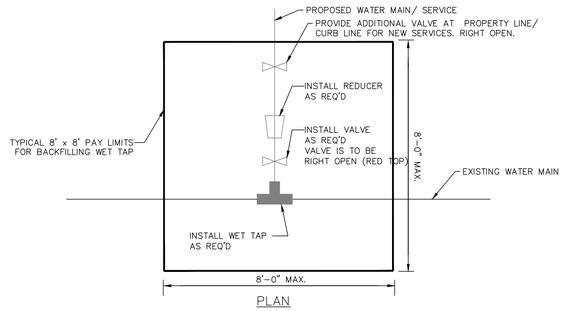
1. ALL CONCRETE SHALL BE MINIMUM 4,000 PSI.

DRIVEWAY RAMPS & ADA RAMP

SCALE: 1"=1'-0"



SECTION

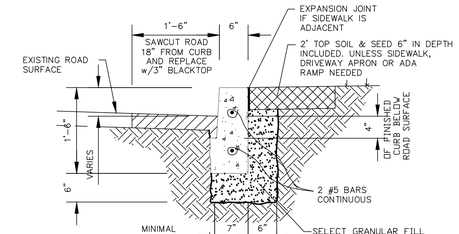


PLAN

NOTE: ALL BACKFILL TO BE PLACED IN 1' LIFTS AND COMPACTED TO 95% OF MODIFIED PROCTOR (ASTM 1557)

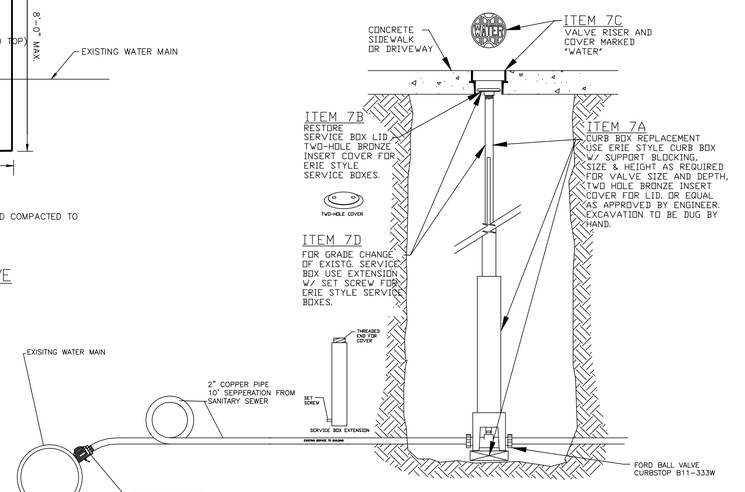
TAPPING SLEEVE & VALVE

SCALE: N.T.S.



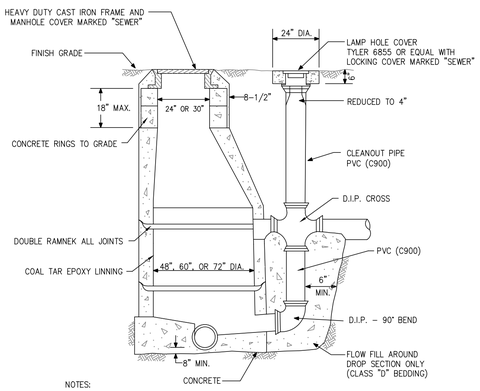
CLEATED CURB DETAIL

SCALE: 1"=1'-0"



CURB BOX AND SERVICE CONNECTION

SCALE: N.T.S.



NOTES:
1. SEE MANHOLE REINFORCEMENT DETAIL FOR BASE.
2. STEPS INSTALLED OVER DOWNSTREAM INVERT OF MANHOLE.

STANDARD DROP CONNECTION

NTS

DETAILS ON THIS PAGE HAVE BEEN PROVIDED BY THE CITY OF POUGHKEEPSIE

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
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☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

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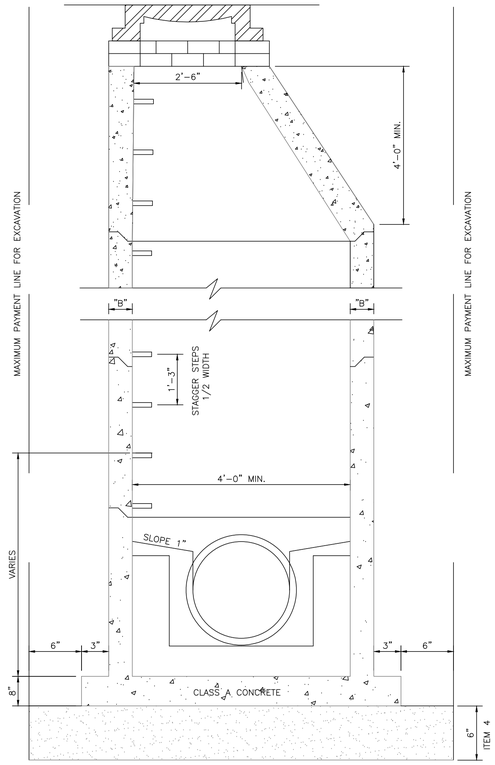
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ENGINEERS LAND PLANNERS & CONSULTANTS
1407 Route 9, Bldg 2 Suite 5 Clifton Park, New York, 12065
518.573.6988 aricoassociates@gmail.com

CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS
CITY OF POUGHKEEPSIE
SOUTH HAMILTON

TAX MAP - 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

DRAWING NO.
D2
SHEET 7 OF 16

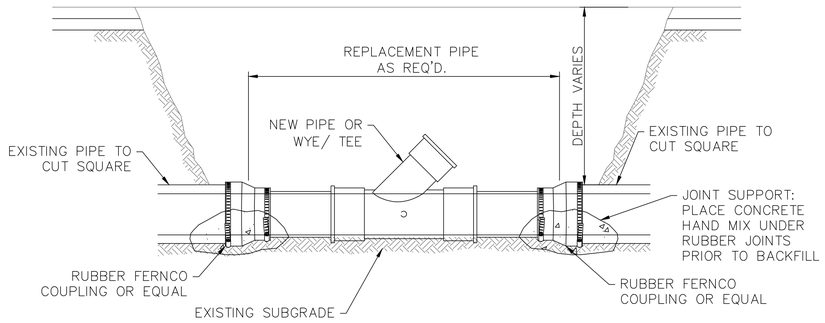


MINIMUM DIMENSION "B" SHALL BE:
5" FOR PRECAST SECTIONS

PRECASTS CONICAL TOP SECTIONS SHALL BE 4' IN HEIGHT AND SHALL HAVE WALL THICKNESS OF 5" MINIMUM AT BOTTOM AND 7" MINIMUM AT TOP. INTERMEDIATE SECTIONS MAY BE 1'-2'-3'-4' HIGH.

NEW MANHOLE DETAIL

NOT TO SCALE
REMOVE AND REPLACE EXISTING MANHOLE WITH MANHOLE SECTIONS.

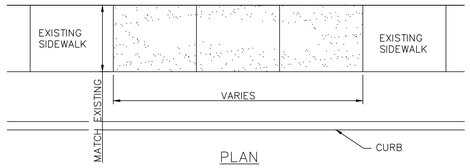


NOTES:

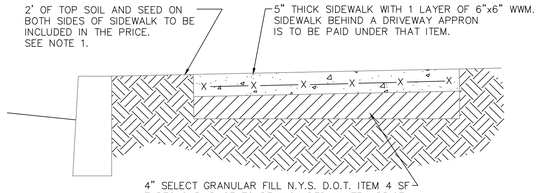
1. FOR PIPE GREATER THAN 15" ALL PIPE JOINTS SHALL BE CONSTRUCTED BY MEDTHODS APPROVED BY THE CITY ENGINEER.

TYPICAL SANITARY SEWER PIPE REPAIR OR WYE INSTALLATION DETAIL

SCALE: N.T.S.



PLAN



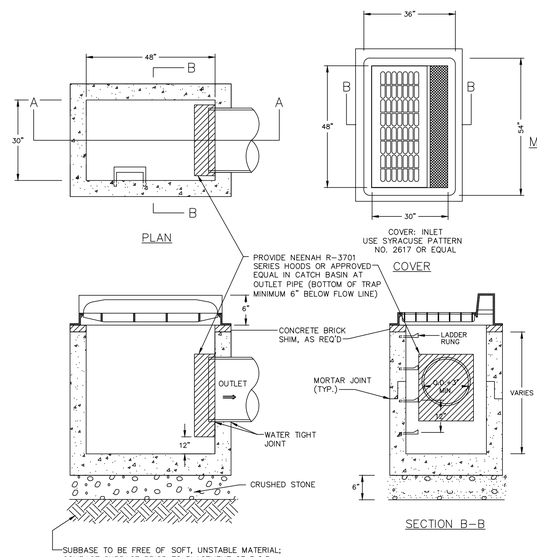
SECTION

NOTES:

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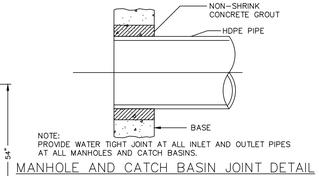
SIDEWALK DETAIL REPLACE & NEW

SCALE: 1"=2'-0"



NEW CATCH BASIN

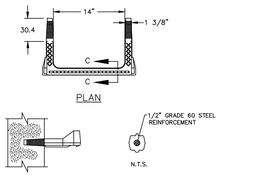
SCALE: N.T.S.



NOTE:
PROVIDE WATER TIGHT JOINT AT ALL INLET AND OUTLET PIPES AT ALL MANHOLES AND CATCH BASINS.

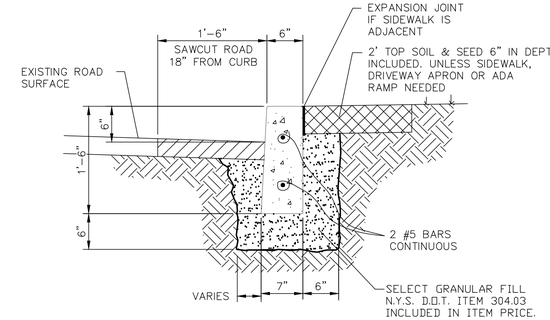
MANHOLE AND CATCH BASIN JOINT DETAIL

SCALE: N.T.S.



NOTES:

1. CATCH BASIN SHALL BE PRECAST CONCRETE, DESIGNED FOR H-20-44 VEHICULAR LOADING AND 30% IMPACT.
2. FRAME AND COVER SHALL BE DESIGNED FOR H-20-44 VEHICULAR LOADING AND 30% IMPACT.
3. CONCRETE CATCH BASIN CASTING CLEAR OPENING DIMENSION MUST MATCH FRAME AND GRATE. CLEAR OPENING DIMENSION (30"x48") FOR H-20-44 VEHICULAR LOADING.
4. CATCH BASINS HAVING A DEPTH GREATER THAN 48" FROM FINISHED SURFACE TO THE TOP OF THE CONCRETE BASE SHALL BE PROVIDED WITH STEPS.
5. BACKFILL USING SELECT MATERIAL, COMPACTED IN 6" LIFTS.
6. SUMP SHALL BE 2'. BOTTOM OF HOOD SHALL BE 1' FROM BOTTOM OF CATCH BASIN.
7. EXISTING CONNECTION TO BE ABANDONED AND CAPPED AT CATCH BASIN, MANHOLE, AT EXPOSED TRENCH CROSSING AS ORDERED BY ENGINEER. PIPE TO BE SEALED TO SATISFACTION OF ENGINEER BY USE OF BRICK AND MORTAR WITH CAP TO SEAL.



NOTE:

1. CONCRETE SHALL BE MINIMUM 4,000 PSI

FORMED CURB DETAIL

SCALE: 1"-1'-0"

DETAILS ON THIS PAGE HAVE BEEN PROVIDED BY THE CITY OF POUGHKEEPSIE

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
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OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
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10	REVISED PER CITY COMMENTS	DFA	01.10.25

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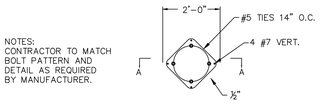
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CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS
CITY OF POUGHKEEPSIE
SOUTH HAMILTON

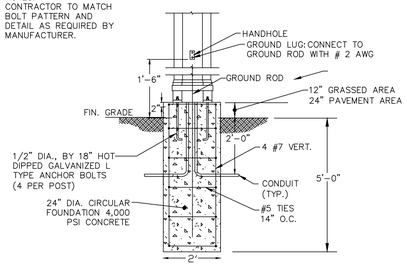
TAX MAP : 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

DRAWING NO.
D2.1
SHEET 8 OF 16



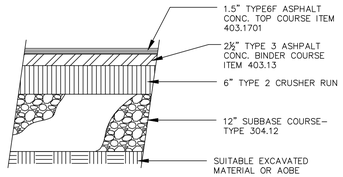
FOUNDATION FOR LIGHT POLE



SECTION A – A

TYPICAL LIGHT POLE FOUNDATION DETAIL

SCALE: NO SCALE



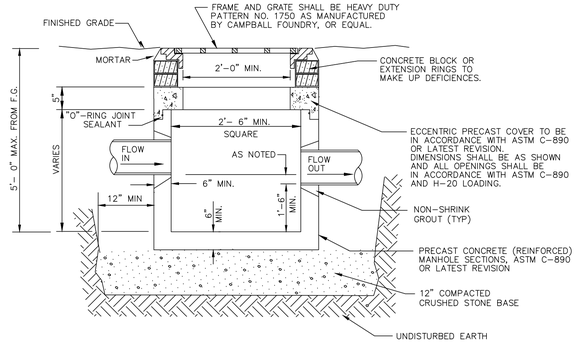
NOTE:
1. PROPOSED ASPHALT DEPTH WITHIN THE STATE RIGHT–OF–WAY MUST BE A MINIMUM OF EXISTING PAVEMENT DEPTHS

TYPICAL SITE PAVEMENT SECTION

SCALE: NO SCALE

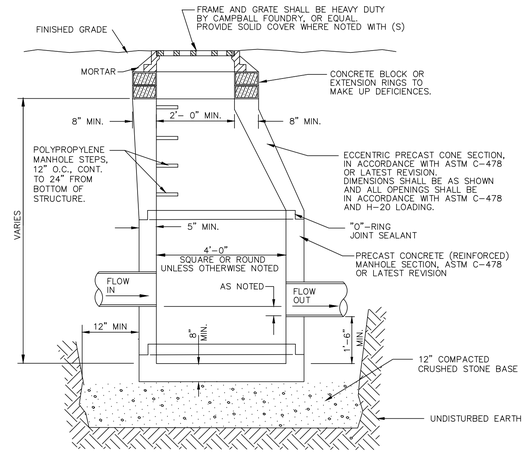
NOTES:
FOR DEPTHS GREATER THAN 5'– 0", A 4'– 0" I.D. PRECAST CONCRETE STRUCTURE SHALL BE USED.

STRUCTURES SHALL BE AS MANUFACTURED BY THE FORT MILLER COMPANY, OR EQUAL.



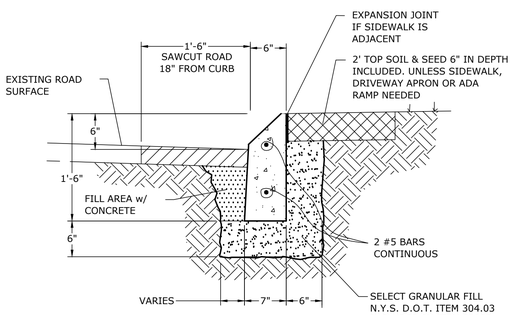
TYPE "A" CATCH BASIN

SCALE: NONE



TYPE "B" CATCH BASIN

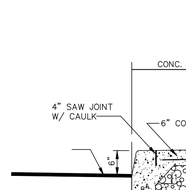
SCALE: NONE



NOTE:

1. CONCRETE SHALL BE MINIMUM 4,500 PSI AND MEET ALL REQUIREMENTS OF ACI 301.

MOUNTABLE CURB DETAIL



CONCRETE CURB & SIDEWALK DETAIL

SCALE: NONE

DISINFECTION OF WATER MAINS:

A. DISINFECTION METHODS IN ACCORDANCE WITH AWWA C651.

B. CHLORINATION SHALL PROVIDE A MINIMUM OF 25 PPM RESIDUAL AFTER 24–HOURS CONTACT IN PIPELINE. IN GENERAL, THIS RESIDUAL MAY BE EXPECTED WITH AN APPLICATION OF 50 PPM ALTHOUGH SOME CONDITIONS MAY REQUIRE MORE.

C. CHLORINE, IN A FORM OF A 1% SLURRY OF HIGH TEST CALCIUM HYPOCHLORITE (HTH, PERCHLORON, PITTCHLOR,ETC.) SHALL BE FED INTO THE PIPELINE IN SUCH A MANNER AS TO MIX WITH THE WATER FLOWING IN THE PIPELINE. (A 1% SLURRY RESULTS FROM MIXING 1 POUND OF CALCIUM HYPOCHLORITE WITH 7.5 GALLONS OF WATER)

D. THE FOLLOWING TABLE PROVIDES INFORMATION AS TO THE REQUIRED QUANTITY OF SLURRY TO BE USED PER 100 FEET OF PIPE TO PROVIDE A CHLORINE CONCENTRATION OF 50 PPM:

PIPE SIZE INCHES	VOL. OF 100 FT LENGTH (GALLONS)	REQUIRED AMOUNT OF SLURRY (GALLONS)
4	65	0.33
6	147	0.74
8	261	1.3
10	408	2.0
12	588	3.0
16	1044	5.2

A. DURING THE PROCESS OF CHLORINATING THE PIPELINE, ALL VALVES AND OTHER PIPELINE APPURTENANCES SHALL BE OPERATED SEVERAL TIMES TO PROVIDE SUFFICIENT CONTACT WITH THE CHLORINATING AGENT.

HYDROSTATIC WATER MAIN TEST:

A. THE HYDROSTATIC TEST METHOD SHALL BE IN ACCORDANCE WITH ANSI/AWWA C600.

B. ALL PIPELINES, SERVICES, AIR RELEASE VALVES AND APPURTENANCES SHALL BE HYDROSTATIC TESTED.

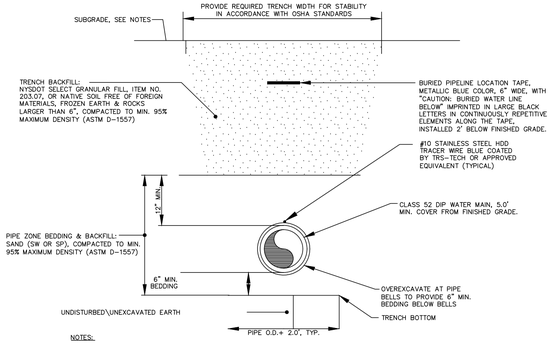
C. ALL WATER MAINS SHALL BE GIVEN A HYDROSTATIC TEST OF AT LEAST 1.5 TIMES THE WATER SYSTEM OPERATING PRESSURE OR 150 POUNDS PER SQUARE INCH (PSI), WHICH EVER IS GREATER. THE PRESSURE MEASUREMENT SHALL BE MADE FROM THE LOWEST ELEVATION OF THE FORCE MAIN SECTION BEING TESTED. THE TEST PRESSURE SHALL NOT EXCEED THE PIPE OR VALVE RATED PRESSURES.

D. THE HYDROSTATIC TEST DURATION OF EACH WATER/FIRE LINE TEST SECTION IS 2 HOURS (UNINTERRUPTED).

E. THE MAXIMUM ALLOWABLE LEAKAGE OF FORCE MAIN SHALL BE BASED UPON THE FOLLOWING TABLE:

ALLOWABLE LEAKAGE OF DIP WATER MAINS IN GALLONS PER HOUR (GPH) AT 150 PSI

DIA.	100 FT.	200 FT.	300 FT.	400 FT.	500 FT.	600 FT.	700 FT.	800 FT.	900 FT.	1000 FT.
4	0.04	0.07	0.11	0.15	0.18	0.22	0.26	0.29	0.33	0.37
6	0.06	0.11	0.17	0.22	0.28	0.33	0.39	0.44	0.50	0.55
8	0.07	0.15	0.22	0.29	0.37	0.44	0.51	0.59	0.66	0.74
10	0.09	0.18	0.28	0.37	0.46	0.55	0.64	0.74	0.83	0.92
12	0.11	0.22	0.33	0.44	0.55	0.66	0.77	0.88	0.99	1.10



NOTES:

1. THE CITY OF POUGHKEEPSIE SHALL BE NOTIFIED A MIN. OF 72 HOURS PRIOR TO THE COMMENCEMENT OF THE WATER MAIN CONSTRUCTION.

2. WATER MAINS SHALL BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE DUCTILE IRON PIPE RESEARCH ASSOCIATION (DIPRA), NYSDOH, NYSDEC, AMERICAN WATER WORKS ASSOCIATION (AWWA), GREAT LAKES–UPPER MISSISSIPPI RIVER BOARD OF STATE & PROVINCIAL PUBLIC HEALTH & ENVIRONMENTAL MANAGERS "RECOMMENDED STANDARDS FOR WATER WORKS (GLUMRB–TEN STATE STANDARDS), AND THE CITY OF POUGHKEEPSIE, NY.

3. ALL ITEMS DISTURBED BY THE CONTRACTOR, SHALL BE RESTORED TO THE FULL LIMIT OF DISTURBANCE AT THE CONTRACTOR'S EXPENSE.

A. PAVEMENT AREAS ONLY: RESTORE DISTURBED AREAS IN ACCORDANCE WITH ASPHALT CONCRETE PAVEMENT DETAIL.
B. LAWN AREAS ONLY: RESTORE DISTURBED AREAS WITH MIN. 4" TOPSOIL, SEED, MULCH, & JUTE MESH.

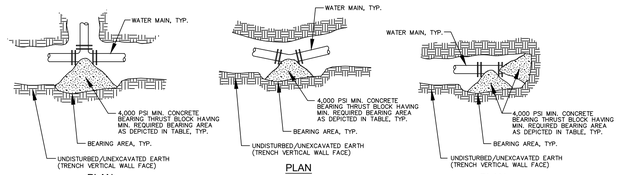
4. ALL NEW WATER SYSTEMS SHALL BE FLUSHED THOROUGHLY AT MIN. 2.5 FT/SEC. FOR A DURATION ACCEPTABLE TO THE CITY OF POUGHKEEPSIE, THEN HYDROSTATIC PRESSURE TESTED IN ACCORDANCE WITH ANSI/AWWA C906–7 STANDARDS PRIOR TO PLACING IN SERVICE.

5. AFTER HYDROSTATIC PRESSURE TESTING, WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH ANSI/AWWA C651 STANDARDS PRIOR TO PLACING IN SERVICE.

6. PROVIDE (3) COPIES OF THE HYDROSTATIC PRESSURE, DISINFECTION, & BACTERIOLOGICAL TEST REPORTS TO THE CITY OF POUGHKEEPSIE AND THE DUTCHESS COUNTY DEPARTMENT OF HEALTH FOR APPROVAL.

WATER MAIN TRENCH DETAIL - CLASS 52 DIP

SCALE: NO SCALE



THRUST BLOCK DETAIL

SCALE: NO SCALE

MINIMUM REQUIRED BEARING AREAS FOR CONCRETE THRUST BLOCKS 225 PSIG & 2,000 PSF SOIL

PIPE DIAMETER	DEAD END, TEE	90° BEND	45° BEND	22.5° BEND	11.25° BEND	5.625° BEND
	AREA (SF)	AREA (SF)	AREA (SF)	AREA (SF)	AREA (SF)	AREA (SF)
6"	4.2	5.9	3.2	1.6	0.8	0.8

NOTES:

1. REQUIRED BEARING AREAS ARE DUE TO THRUSTS CAUSED BY 225 PSI TOTAL INTERNAL PRESSURE (MAX. 150 PSIG WORKING PRESSURE PLUS 75 PSIG SURGE ALLOWANCE)

2. CONCRETE THRUST BLOCK SHALL BE PLACED SO THAT THE PIPE & FITTING SHALL BE ACCESSIBLE FOR FUTURE REPAIR. FITTING AND HARDWARE SHALL BE WRAPPED WITH A TOTAL OF 12–MIL OF POLYETHYLENE PLASTIC PRIOR TO PLACING CONCRETE THRUST BLOCKS. THRUST BLOCKS ARE REQUIRED AT ALL HORIZONTAL & VERTICAL BENDS.

3. REQUIRED BEARING AREAS ARE BASED ON ALLOWABLE SOIL BEARING CAPACITY OF 2,000 POUNDS PER SQUARE FOOT FOR SAND. DUE TO OTHER SOIL CONDITIONS THAT MAY BE ENCOUNTERED, BEARING AREAS MAY BE MODIFIED (BY THE ENGINEER ONLY) BY MULTIPLYING THE AREA GIVEN IN THE TABLE FOR THE APPROPRIATE PIPE SIZE AND FITTING BY THE CORRECTION FACTORS LISTED BELOW. IN THE EVENT THAT ENCOUNTERED SOIL CONDITIONS ARE OTHER THAN SAND, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF SAID CONDITIONS, AND THE CONTRACTOR SHALL CONSTRUCT THE MODIFIED CONCRETE THRUST BLOCK(S) IN ACCORDANCE WITH THE ENGINEER'S WRITTEN INSTRUCTIONS. THE CONTRACTOR SHALL NOT MODIFY THE MINIMUM REQUIRED BEARING AREAS OF THE CONCRETE THRUST BLOCKS FROM THOSE DEPICTED ABOVE WITHOUT RECEIVING THE ENGINEER'S WRITTEN PERMISSION TO DO SO.

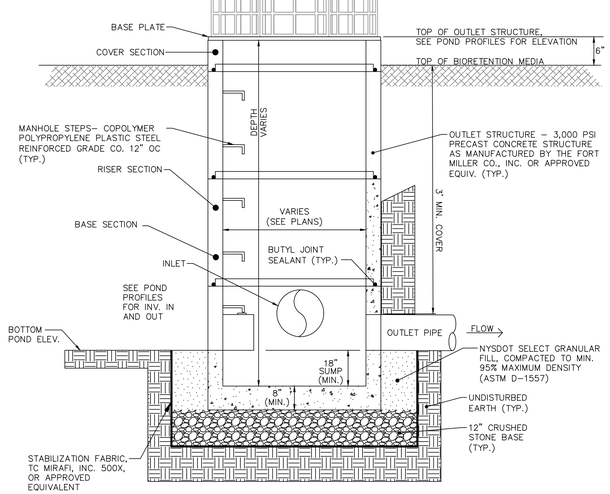
SOIL	ALLOWABLE SOIL PRESSURE (PSF)	CORRECTION FACTOR
SOFT CLAY	1,000	2.00
SAND	2,000	1.00
SAND & GRAVEL	3,000	0.67
SAND & GRAVEL CEMENTED W/CLAY	4,000	0.50
HARD SHALE	10,000	0.20

4. IN MUCK, PEAT, OR RECENTLY PLACED FILL, ALL THRUSTS SHALL BE RESISTED BY PILES, OR BY INSTALLING TIE RODS TO SOLID FOUNDATIONS, OR BY REMOVAL OF SUCH UNSTABLE MATERIAL AND REPLACEMENT WITH BALLAST OF SUFFICIENT STABILITY TO RESIST THE THRUSTS, ALL AS REQUIRED BY THE ENGINEER.

5. ALL CONCRETE THRUST BLOCKS SHALL BE CONSTRUCTED OF MINIMUM 4,000 PSI COMPRESSIVE STRENGTH (f'c) CONCRETE (28–DAY STRENGTH) WITH 4% TO 6% AIR ENTRAINMENT, AND A MAXIMUM WATER–TO–CEMENT (W/C) RATIO OF 0.35. ALL THRUST BLOCKS SHALL BEAR AGAINST UNDISTURBED/UNEXCAVATED SOIL OF TRENCH VERTICAL WALL FACE.

6. MINIMUM REQUIRED THRUST BLOCK BEARING AREA SHALL BE THE ACTUAL CONTACT AREA AGAINST THE VERTICAL FACE OF THE TRENCH WALL LOCATED BEHIND THE PIPE FITTING. BEARING AREA SHALL BE IN A SQUARE CONFIGURATION TO THE BEST EXTENT POSSIBLE.

THRUST BLOCK BEARING AREA TABLE & NOTES



BIORETENTYION POND OUTLET RISER

SCALE: NO SCALE

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
☐ NOT FOR CONSTRUCTION
☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
5.	REVISED BLD. FOOTPRINT, GRADING, UTILITIES; OTHER APPURTENANT ITEMS	DFA	02.16.24
6	REVISED PER CITY COMMENTS	DFA	07.12.24
7	REVISED PER CITY COMMENTS	DFA	08.13.24
8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	12.23.24
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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DOMINICK F. ARICO, P.E.
LIC. NO. 085551

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LAND PLANNERS
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518.573.6999 aricoassociates@gmail.com

CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS

STANDARD DETAILS SOUTH HAMILTON

TAX MAP - 6161-30-151783

DATE: JANUARY 2023

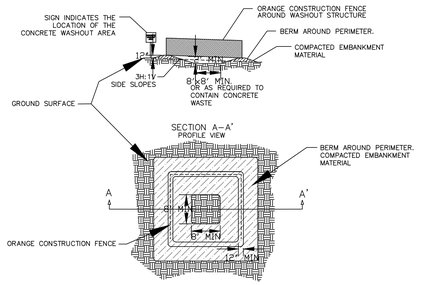
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SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

DRAWING NO.

D3

SHEET 9 OF 16

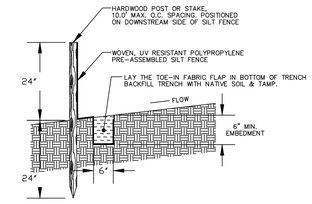


NOTES:

1. CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
2. VEHICLE TRACKING CONTROL IS REQUIRED AT CONCRETE WASHOUT ENTRANCE IF ACCESS TO CONCRETE WASHOUT AREA IS OFF PAVEMENT.
3. THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND/OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR WASTE CONCRETE.
4. WASTE MATERIAL FROM CONCRETE WASHOUT OPERATIONS MUST BE REMOVED AND LEGALLY DISPOSED OF WHEN IT HAS ACCUMULATED TWO–THIRDS OF THE WET STORAGE CAPACITY OF THE STRUCTURE.
5. AT THE END OF CONSTRUCTION, ALL CONCRETE SHALL BE REMOVED FROM THE SITE AND LEGALLY DISPOSED OF AT AN APPROVED WASTE SITE.
6. WHEN THE CONCRETE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER ACCEPTED BY THE TOWN.

CONCRETE WASHOUT AREA DETAIL

SCALE: NO SCALE



NOTES:

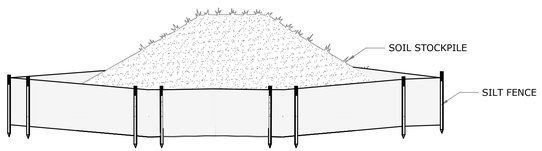
1. THE LENGTH OF SLOPE ABOVE THE SILT FENCE SHALL NOT EXCEED THE FOLLOWING LIMITS:

SLOPE	MAX. SLOPE LENGTH
1V:2H (50%)	50 FEET
1V:3H (33%)	75 FEET
1V:4H (25%)	125 FEET
1V:5H (20%)	175 FEET
FLATTER THAN 1V:5H (20%)	200 FEET

2. DRAINAGE AREA SHALL NOT BE GREATER THAN 0.25 ACRES PER 100 L.F. OF SILT FENCE.
3. ALL SILT FENCES SHALL BE PLACED AS CLOSE TO THE WORK AREA AS POSSIBLE, AND THE AREA BELOW THE SILT FENCE MUST BE UNDISTURBED OR STABILIZED.
4. WHERE ENDS OF FILTER CLOTH COME TOGETHER, THEY SHALL BE OVERLAPPED, FOLDED AND STAPLED TO PREVENT SEDIMENT BYPASS.
5. SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS TO PREVENT BLOCKING OR IMPEDING STORMWATER RUNOFF.

TEMPORARY SILT FENCE DETAIL

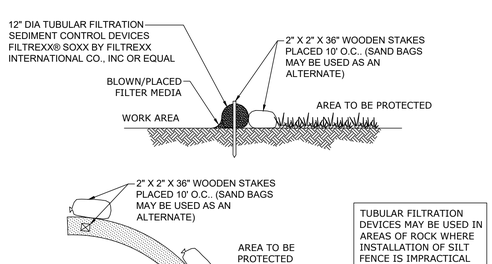
SCALE: NO SCALE



1. TOPSOIL AND FILL THAT IS ANTICIPATED TO REMAIN STOCKPILED ON–SITE FOR PERIODS GREATER THAN 30 DAYS SHALL BE STABILIZED BY SEEDING. PRIOR TO THE SEEDING OPERATION, THE STOCKPILED MATERIAL SHALL BE GRADED TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IN NO CASE SHALL ERODIBLE MATERIALS BE STOCKPILED WITHIN 25 FT OF ANY DITCH, STREAM, OR OTHER SURFACE WATERBODY.
2. SILT FENCE SHALL BE CONSTRUCTED AROUND ALL STOCKPILES OF FILL, TOPSOIL AND EXCAVATED OVERBURDEN THAT ARE TO REMAIN EXPOSED FOR PERIODS LESS THAN 30 DAYS. SILT FENCE SHALL BE ANCHORED AND MAINTAINED IN GOOD CONDITION UNTIL SUCH TIME AS SAID STOCKPILES ARE REMOVED AND STOCKPILING AREAS ARE BROUGHT TO FINAL GRADE AND PERMANENTLY STABILIZED.
3. TEMPORARY STABILIZATION MEASURES SHALL START AS SOON AS PRACTICAL ON PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT NOT MORE THAN 14 DAYS AFTER WORK HAS CEASED.

SOIL STOCKPILE DETAIL

SCALE: NONE



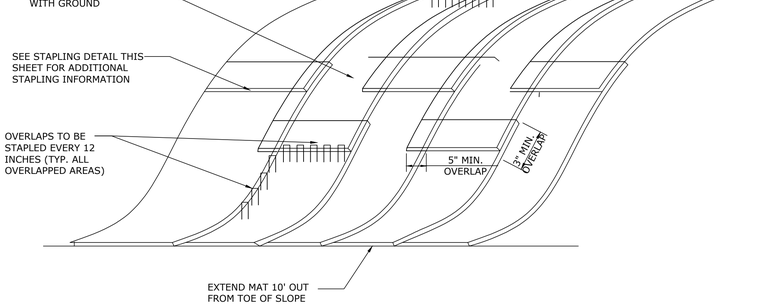
TUBULAR FILTRATION DEVICES MAY BE USED IN AREAS OF ROCK WHERE INSTALLATION OF SILT FENCE IS IMPRACTICAL

NOTE:

1. FILL TUBULAR FILTRATION SEDIMENT CONTROL DEVICE WITH FILTER MEDIA APPROVED BY NYSDEC FOR THIS APPLICATION.

TUBULAR FILTRATION SEDIMENT CONTROL DEVICE

SCALE: NO SCALE



NOTES:

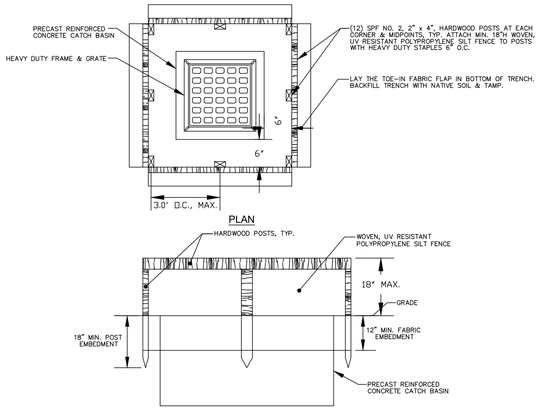
1) APPLY APPLICATION OF ANY LIME, FERTILIZER, AND SEED BEFORE INSTALLING TURF REINFORCEMENT MAT.

2) INSTALL USING ALL MANUFACTURERS INSTALLATION RECOMMENDATIONS AND GUIDLINES.

3) BLANKET FOR 5:1 SLOPES - S75 BY NORTH AMERICAN GREEN
BLANKET FOR 2:1 TO 3:1 SLOPES - HYDRAMAX STEEP SLOPE MATRIX - NORTH AMERICAN GREEN

EROSION CONTROL BLANKET DETAIL

SCALE: NONE



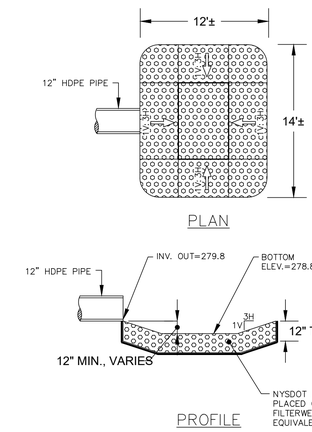
SECTION

NOTES:

1. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY MUST BE OVERLAPPED TO THE NEXT STAKE.
2. 1 ACRE MAXIMUM DRAINAGE AREA PER PROTECTION DEVICE.
3. LAND AREA SLOPE IMMEDIATELY SURROUNDING THE PROTECTION DEVICE SHOULD NOT EXCEED 1%
4. REMOVE SEDIMENT FROM THE POOL AREA AS NECESSARY WITH CARE TO PREVENT UNDERCUTTING OR DAMAGING THE FILTER FABRIC.
5. PROTECTION DEVICE SHALL BE KEPT IN PLACE UNTIL ASPHALT CONCRETE PLACEMENT IS COMMENCED.

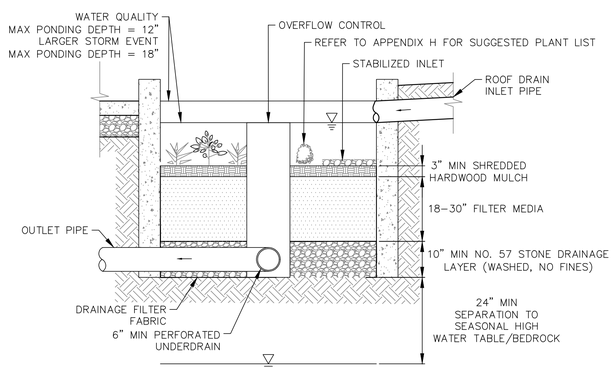
TEMPORARY FILTER FABRIC CATCH BASIN PROTECTION DETAIL

SCALE: NO SCALE

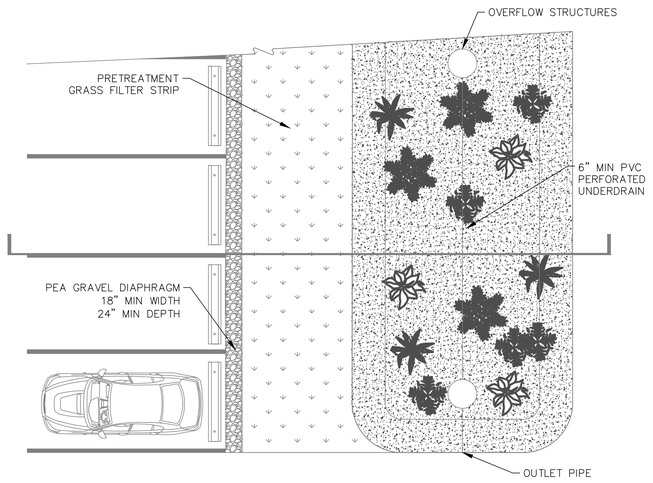


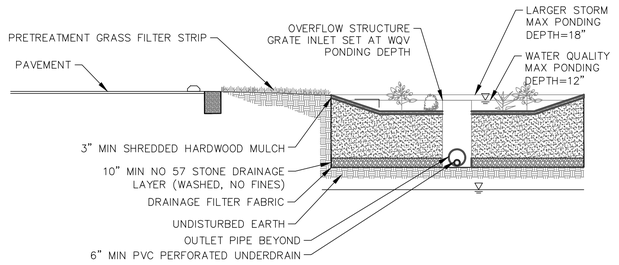
EXPANDED SCOUR HOLE DETAIL FOR DETENTION POND OUTLET

SCALE: NO SCALE



FILTRATION STORMWATER PLANTER SECTION VIEW





NOTES:

1. BIORETENTION FACILITIES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH "VOLUME 5 – LOW IMPACT DEVELOPMENT STORMWATER MANAGEMENT MANUAL" AS PREPARED BY THE MRETOPOLITAN GOVERNMENT NASHVILLE AND DAVIDSON COUNTY (MWS).
2. DRAINAGE AREA TRIBUTARY TO THE BIORETENTION MUST BE FULLY STABILIZED, PRIOR TO CONSTRUCTION OF BIORETENTION AREAS.
3. BACK FILLING OF BIORETENTION FACILITY SHALL BE PLACED IN 12" LIFTS.
4. PLANTING SOIL MATERIAL SHALL BE USDA SOIL TYPES LOAMY SAND, SANDY LOAM OR LOAM, CONTAINING 60% SAND, LESS THAN 30% SILT, 5 TO 10% ORGANIC MATTER AND LESS THAN 10% CLAY. FINAL MATERIAL SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE FOLLOWING CRITERIA:

PH RANGE	5.2–7.0
ORGANIC MATTER	5–10%
MAGNESIUM	35 LB/AC
PHOSPHOROUS P_2O_5	75LB/AC
POTASSIUM K_2O	85LB/AC
SOLUBLE SALTS	NOT TO EXCEED 500PPM
CEC	> 10 meq/100 mL

5. PLANTING SOIL MATERIAL SHALL NOT CONTAIN THE FOLLOWING:
   5.1. UNACCEPTABLE MATERIALS: CONCRETE SLURRY, CONCRETE LAYERS OR CHUNKS, CEMENT, PLASTER, BUILDING DEBRIS, ASPHALT, BRICKS, OILS, GASOLINE, DIESEL FUEL, PAIN THINNER, TURPENTINE, TAT, ROOFING COMPOUND, ACID, SOLID WASTE, AND OTHER EXTRANEOUS MATERIALS THAT ARE HARMFUL TO PLANT GROWTH.
   5.2. UNSUITABLE MATERIALS: STONES, ROOTS, PLANTS, SOD, CLAY LUMPS, AND POCKETS OF COARSE SAND THAT EXCEED A COMBINED MAXIMUM OF 5 PERCENT BY DRY WEIGHT OF THE MANUFACTURED SOIL.
   5.3. LARGE MATERIALS: STONES, CLODS, ROOTS, CLAY LUMPS, AND POCKETS OF COARSE SAND EXCEEDING 0.187" (7.76 mm) IN ANY DIMENSION.
6. HARDWOOD MULCH SHALL BE AGED FOR A MINIMUM OF 6 MONTHS, PRIOR TO INSTALL.
7. ROTOTILL 2–3" OF SAND BASE INTO THE BASE OF THE BIORETENTION FACILITY.
8. NON–WOVEN GEOTEXTILE SHALL HAVE FLOW RATE > 100 GAL./MIN./FT SQUARE

BIORETENTION BASIN

SCALE: NO SCALE

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
☐ NOT FOR CONSTRUCTION
☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
5.	REVISED BLD. FOOTPRINT, GRADING, UTILITIES, & OTHER APPURTENANT ITEMS	DFA	02.16.24
6.	REVISED PER CITY COMMENTS	DFA	07.12.24
7.	REVISED PER CITY COMMENTS	DFA	08.13.24
8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	12.03.24
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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DOMINICK F. ARICO, P.E.
LIC. NO. 085551

ARICO ASSOCIATES
ENGINEERS
LAND PLANNERS
& CONSULTANTS
1407 Route 9, Bldg 2 Suite 6, Clifton Park, New York 12065
518.573.6989 aricoassociates@gmail.com

CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS

STANDARD DETAILS
SOUTH HAMILTON

TAX MAP - 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

DRAWING NO.
D4
SHEET 10 OF 16

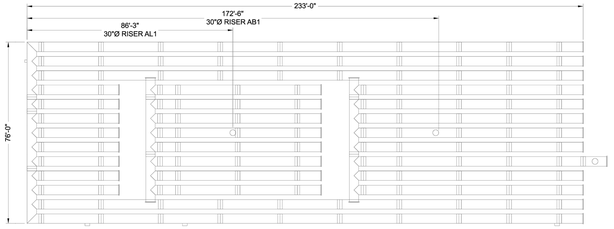
PROJECT SUMMARY

CALCULATION DETAILS
- LOADING = HS20/HS25
- APPROX. LINEAR FOOTAGE = 2,919 LF

STORAGE SUMMARY
- STORAGE VOLUME REQUIRED = 35,073 CF
- PIPE STORAGE VOLUME = 36,681 CF
- BACKFILL STORAGE VOLUME = 0 CF
- TOTAL STORAGE PROVIDED = 36,681 CF

PIPE DETAILS
- DIAMETER = 48"
- CORRUGATION = 2 2/3x1/2
- GAGE = 16
- COATING = ALT2
- WALL TYPE = SOLID
- BARREL SPACING = 24"

BACKFILL DETAILS
- WIDTH AT ENDS = 12"
- ABOVE PIPE = 0"
- WIDTH AT SIDES = 12"
- BELOW PIPE = 0"



NOTES
- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A998.
- ALL RISERS AND STUBS ARE $2\frac{2}{3}$" x $\frac{1}{2}$" CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- BAND TYPE TO BE DETERMINED UPON FINAL DESIGN.
- THE PROJECT SUMMARY IS REFLECTIVE OF THE DYODS DESIGN. QUANTITIES ARE APPROX. AND SHOULD BE VERIFIED UPON FINAL DESIGN AND APPROVAL. FOR EXAMPLE, TOTAL EXCAVATION DOES NOT CONSIDER ALL VARIABLES SUCH AS SHORING AND ONLY ACCOUNTS FOR MATERIAL WITHIN THE ESTIMATED EXCAVATION FOOTPRINT.
- THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

ASSEMBLY
SCALE: 1" = 30'

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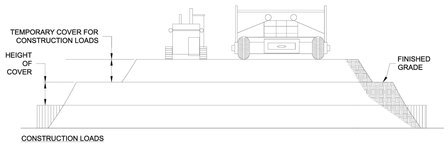
DATE	REVISION DESCRIPTION	BY

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CONTECH CMP DETENTION SYSTEMS
CONTECH DYODS DRAWING

DYO53286 Hamilton
48in
Poughkeepsie, NY
DETENTION SYSTEM

PROJECT No.:	SEQ. No.:	DATE:
33890	53286	6/14/2024
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.:	1	



CONSTRUCTION LOADS

FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT-OF-COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

PIPE SPAN, INCHES	AXLE LOADS (kips)			
	18-50	50-75	75-110	110-150
	MINIMUM COVER (FT)			
12-42	2.0	2.5	3.0	3.0
48-72	3.0	3.0	3.5	4.0
78-120	3.0	3.5	4.0	4.0
126-144	3.5	4.0	4.5	4.5

*MINIMUM COVER MAY VARY DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

CONSTRUCTION LOADING DIAGRAM

SCALE: N.T.S.

SPECIFICATION FOR DESIGNED DETENTION SYSTEM:

SCOPE
THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE DESIGNED DETENTION SYSTEM DETAILED IN THE PROJECT PLANS.

MATERIAL
THE MATERIAL SHALL CONFORM TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-274 OR ASTM A-92.

THE GALVANIZED STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-218 OR ASTM A-929.

THE POLYMER COATED STEEL COILS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-246 OR ASTM A-742.

THE ALUMINUM COILS SHALL CONFORM TO THE APPLICABLE OF AASHTO M-197 OR ASTM B-744.

CONSTRUCTION LOADS
CONSTRUCTION LOADS MAY BE HIGHER THAN FINAL LOADS. FOLLOW THE MANUFACTURER'S OR NCSPA GUIDELINES.

NOTE:
THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

PIPE
THIS PIPE SHALL BE MANUFACTURED IN ACCORDANCE TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2: AASHTO M-36 OR ASTM A-760

GALVANIZED: AASHTO M-36 OR ASTM A-760

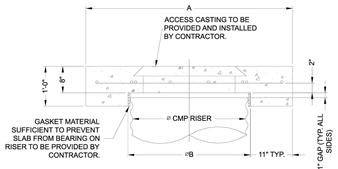
POLYMER COATED: AASHTO M-245 OR ASTM A-762

ALUMINUM: AASHTO M-196 OR ASTM B-745

APPLICABLE HANDLING AND ASSEMBLY
SHALL BE IN ACCORDANCE WITH NCSPS (NATIONAL CORRUGATED STEEL PIPE ASSOCIATION) FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL. SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR ALUMINUM PIPE.

APPLICABLE REQUIREMENTS
INSTALLATION
SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION II DIVISION II OR ASTM A-798 (FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL) OR ASTM B-788 (FOR ALUMINUM PIPE)AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

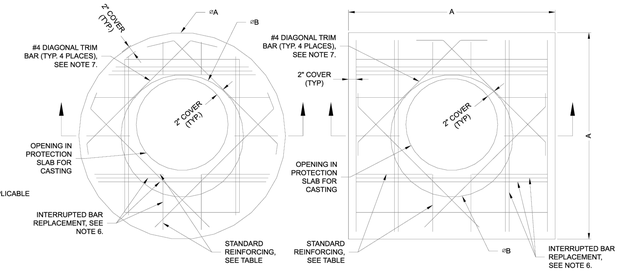
IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.



SECTION VIEW

REINFORCING TABLE				
Ø CMP RISER	A	Ø B	REINFORCING	**BEARING PRESSURE (PSF)
24"	Ø 4' 4'X4'	26"	#5 @ 12" OCEW #5 @ 12" OCEW	2,410 1,780
30"	Ø 4'-6" 4'-6" X 4'-6"	32"	#5 @ 12" OCEW #5 @ 12" OCEW	2,120 1,530
36"	Ø 5' 5' X 5'	38"	#5 @ 10" OCEW #5 @ 10" OCEW	1,890 1,350
42"	Ø 5'-6" 5'-6" X 5'-6"	44"	#5 @ 10" OCEW #5 @ 9" OCEW	1,720 1,210
48"	Ø 6' 6' X 6'	50"	#5 @ 9" OCEW #5 @ 8" OCEW	1,600 1,100

** ASSUMED SOIL BEARING CAPACITY



ROUND OPTION PLAN VIEW

SQUARE OPTION PLAN VIEW

NOTES:
1. DESIGN IN ACCORDANCE WITH AASHTO, 17th EDITION.
2. DESIGN LOAD HS25.
3. EARTH COVER = 1' MAX.
4. CONCRETE STRENGTH = 3,500 psi
5. REINFORCING STEEL = ASTM A615, GRADE 60.
6. PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED, HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
7. TRIM OPENING WITH DIAGONAL #4 BARS, EXTEND BARS A MINIMUM OF 12" BEYOND OPENING, BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
8. PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
9. DETAIL DESIGN BY DELTA ENGINEERING, BINGHAMTON, NY.

MANHOLE CAP DETAIL

SCALE: N.T.S.

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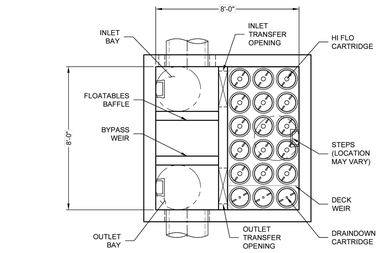
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CONTECH CMP DETENTION SYSTEMS
CONTECH DYODS DRAWING

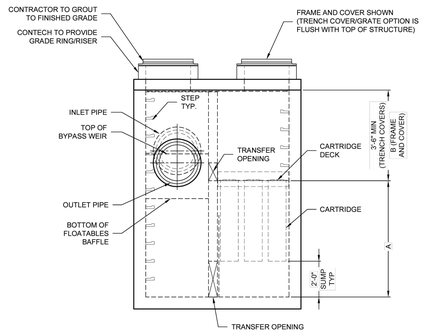
DYO53286 Hamilton
48in
Poughkeepsie, NY
DETENTION SYSTEM

PROJECT No.:	SEQ. No.:	DATE:
33890	53286	6/14/2024
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.:	1	

C:\DOMAIN\ADI\TREATMENT\13 JELLYFISH FILTER\48 S\STANDARD DRAWINGS\JFPDO\DYO\JFPD0808.UTL.NEW.DWG 10/9/2018 10:50 AM



PLAN VIEW
(TOP SLAB NOT SHOWN FOR CLARITY)



ELEVATION VIEW

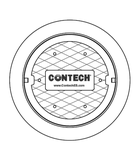
Jellyfish® Filter
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING: U.S. PATENT NO. 8,287,726; 8,231,818; US 9,123,935; OTHER INTERNATIONAL PATENTS PENDING

JELLYFISH DESIGN NOTES

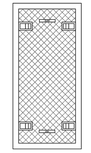
JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE LENGTH AND THE NUMBER OF CARTRIDGES. THE STANDARD PEAK DIVERSION STYLE WITH PRECAST TOP SLAB IS SHOWN. ALTERNATE OFFLINE VAULT AND/OR SHALLOW ORIENTATIONS ARE AVAILABLE. PEAK CONVEYANCE CAPACITY TO BE DETERMINED BY ENGINEER OF RECORD

CARTRIDGE SELECTION

CARTRIDGE LENGTH	54"	40"	27"	15"
OUTLET INVERT TO STRUCTURE INVERT (A)	6'-6"	5'-4"	4'-3"	3'-3"
FLOW RATE HI-FLO / DRAINDOWN (CFS) (PER CART)	0.178 / 0.089	0.133 / 0.067	0.089 / 0.045	0.049 / 0.025
MAX. TREATMENT (CFS)	2.94	2.21	1.47	0.81
DECK TO INSIDE TOP (MIN) (B)	5.00	4.00	4.00	4.00



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.



24" TRENCH COVER
(LENGTH VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	JF
WATER QUALITY FLOW RATE (cfs)	2.30
PEAK FLOW RATE (cfs)	PER EOR
RETURN PERIOD OF PEAK FLOW (yrs)	PER EOR
# OF CARTRIDGES REQUIRED (HF / DD)	12/3
CARTRIDGE LENGTH	54

PIPE DATA:	I.E.	MAT'L	DIA	SLOPE %	HGL
INLET #1	196.50	HDPE	12	*	*
INLET #2	*	*	*	*	*
OUTLET	196.00	HDPE	12	*	*

SEE GENERAL NOTES 6-7 FOR INLET AND OUTLET HYDRAULIC AND SIZING REQUIREMENTS.

RIM ELEVATION	205

ANTI-FLOTATION BALLAST	WIDTH	HEIGHT
	*	*

NOTES/SPECIAL REQUIREMENTS:

* PER ENGINEER OF RECORD

GENERAL NOTES:
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. www.ContechES.com
3. JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS-20 OR PER APPROVING JURISDICTION REQUIREMENTS, WHICHEVER IS MORE STRINGENT, ASSUMING EARTH COVER OF 0' - 10', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 LOAD RATING AND BE CAST WITH THE CONTECH LOGO.
5. STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-857, ASTM C-918, AND AASHTO LOAD FACTOR DESIGN METHOD.
6. OUTLET PIPE INVERT IS EQUAL TO THE CARTRIDGE DECK ELEVATION.
7. THE OUTLET PIPE DIAMETER FOR NEW INSTALLATIONS IS RECOMMENDED TO BE ONE PIPE SIZE LARGER THAN THE INLET PIPE AT EQUAL OR GREATER SLOPE.
8. NO PRODUCT SUBSTITUTIONS SHALL BE ACCEPTED UNLESS SUBMITTED 10 DAYS PRIOR TO PROJECT BID DATE, OR AS DIRECTED BY THE ENGINEER OF RECORD.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STRUCTURE.
C. CONTRACTOR WILL INSTALL AND LEVEL THE STRUCTURE, SEALING THE JOINTS, LINE ENTRY AND EXIT POINTS (NON-SHRINK GROUT WITH APPROVED WATERSTOP OR FLEXIBLE BOOT).
D. CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION WITH SITE STABILIZATION.

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800-338-1122 513-645-7000 513-645-7993 FAX

JELLYFISH JFPD0808
STANDARD DETAIL
PEAK DIVERSION CONFIGURATION

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

☐ ISSUED FOR REVIEW
☐ NOT FOR CONSTRUCTION
☐ RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
5.	REVISED BLD. FOOTPRINT, GRADING; UTILITIES; OTHER APPURTENANT ITEMS	DFA	02.16.24
6.	REVISED PER CITY COMMENTS	DFA	07.12.24
7.	REVISED PER CITY COMMENTS	DFA	08.13.24
8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	12.13.24
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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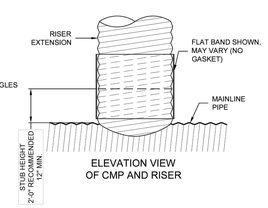
DOMINICK F. ARICO, P.E.
LIC. NO. 085551

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ENGINEERS LAND PLANNERS & CONSULTANTS
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aricoassociates@gmail.com

CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS
CONTECH STANDARD DETAILS
SOUTH HAMILTON
TAX MAP - 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA

DRAWING NO.
CT1
SHEET 11 OF 16



CONNECTION DETAIL
7 1/2" TECHCO SHOWN - MAY VARY

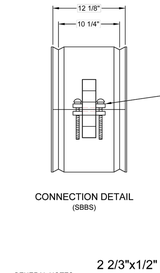
ELEVATION VIEW
OF CMP AND RISER

PLAIN END CMP RISER PIPE

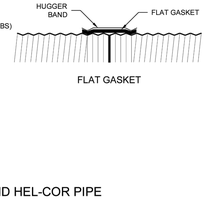
GENERAL NOTES:

1. **DELIVERED BAND STYLE AND FASTENER TYPE MAY VARY BY FABRICATION PLANT.**
2. JOINT IS TO BE ASSEMBLED PER AASHTO BRIDGE CONSTRUCTION SPECIFICATION SEC 26.4.2.4.
3. BAND MATERIAL AND GAGE TO BE SAME AS RISER MATERIAL.
4. IF RISER HAS A HEIGHT OF COVER OF 10' OR MORE, USE A SLIP JOINT.
5. BANDS ARE NORMALLY FURNISHED AS FOLLOWS:
   - 12" THRU 48" 1-PIECE
   - 54" 2-PIECES
6. ALL RISER JOINT COMPONENTS WILL BE FIELD ASSEMBLED.
7. MANHOLE RISERS IN APPLICATIONS WHERE TRAFFIC LOADS ARE IMPOSED REQUIRE SPECIAL DESIGN CONSIDERATIONS.
8. DIMENSIONS SUBJECT TO MANUFACTURING TOLERANCES.

12" RISER BAND DETAIL
NOT TO SCALE



CONNECTION DETAIL
(SBBS)



2 2/3"x1/2" RE-ROLLED END HEL-COR PIPE

GENERAL NOTES:

1. JOINT IS TO BE ASSEMBLED PER AASHTO BRIDGE CONSTRUCTION SPECIFICATION SEC 26.4.2.4.
2. BAND MATERIALS AND/OR COATING CAN VARY BY LOCATION. CONTACT YOUR CONTECH REPRESENTATIVE FOR AVAILABILITY.
3. BANDS ARE SHAPED TO MATCH THE PIPE-ARCH WHEN APPLICABLE.
4. BANDS ARE NORMALLY FURNISHED AS FOLLOWS:
   - 12" THRU 48" 1-PIECE
   - 54" THRU 96" 2-PIECES
   - 102" THRU 144" 3-PIECES
5. BAND FASTENERS ARE ATTACHED WITH SPOT WELDS, RIVETS OR HAND WELDS.
6. ALL CMP IS REROLLED TO HAVE ANNULAR END CORRUGATIONS OF 2 2/3"x1/2"
7. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
8. ORDER SHALL DESIGNATE GASKET OPTION, IF REQUIRED (SEE DETAILS ABOVE).

H-12 HUGGER BAND DETAIL
NOT TO SCALE

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CONTECH CMP DETENTION SYSTEMS
CONTECH **PROPOSAL** DRAWING

UNDERGROUND DETENTION SYSTEM - 786131-015
SOUTH HAMILTON STREET
POUGHKEEPSIE, NY
SITE DESIGNATION: SUBSURFACE STORMWATER MANAGEMENT AREA

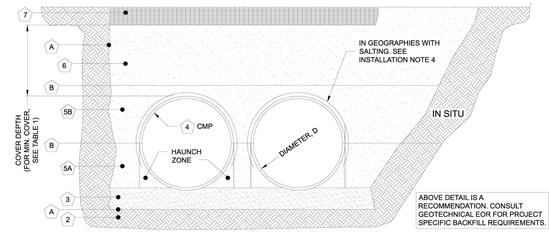
PROJECT No.	SEQ. No.	DATE
786131	015	2/14/2024
DESIGNED: SZM	DRAWN: SZM	
CHECKED: MSB	APPROVED: SZM	
SHEET NO.: P4 OF 5		

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TABLE 1:

DIAMETER, D	MIN. COVER	CORR. PROFILE
6"-10"	12"	1 1/2" x 1/4"
12"-48"	12"	2 2/3" x 1/2"
>48"-96"	12"	3" x 1", 5" x 1"
>96"	D/8	3" x 1", 5" x 1"

- STRUCTURAL BACKFILL MUST EXTEND TO LIMITS OF THE TABLE
- TOTAL HEIGHT OF COMPACTED COVER FOR CONVENTIONAL HIGHWAY LOADS IS MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TOP OF RIGID PAVEMENT
- ULTRAFLO ALSO AVAILABLE FOR SIZES 18" - 120" WITH 3/4"x 3/4"x 7 1/2" CORRUGATION



ABOVE DETAIL IS A RECOMMENDATION. CONSULT GEOTECHNICAL EOR FOR PROJECT SPECIFIC BACKFILL REQUIREMENTS.

MINIMUM WIDTH DEPENDS ON SITE CONDITIONS AND ENGINEERING JUDGEMENT

INSTALLATION NOTES

1. WHEN PLACING THE FIRST LIFTS OF BACKFILL IT IS IMPORTANT TO MAKE SURE THAT THE BACKFILL IS PROPERLY COMPACTED UNDER AND AROUND THE PIPE HAUNCHES.
2. OTHER ALTERNATE BACKFILL MATERIAL MAY BE ALLOWED DEPENDING ON SITE SPECIFIC CONDITIONS, AS APPROVED BY SITE ENGINEER.
3. BACKFILL USING CONTROLLED LOW-STRENGTH MATERIAL (CLSM, "FLASH FILL" OR "FLOWABLE FILL") MAY BE USED WHEN THE SPACING BETWEEN THE PIPES WILL NOT ALLOW FOR PLACEMENT AND ADEQUATE COMPACTION OF THE BACKFILL. CONTACT CONTECH FOR FURTHER EVALUATION.
4. IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT, A GEOMEMBRANE BARRIER IS RECOMMENDED OVER THE UPPER HALF OF THE PIPE. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.

TABLE 2: SOLID STANDARD

CMP DETENTION AND CMP DRAINAGE STANDARD BACKFILL SPECIFICATIONS

	MATERIAL LOCATION	MATERIAL SPECIFICATION	DESCRIPTION	
1	FILL ENVELOPE WIDTH	PER ENGINEER OF RECORD	MINIMUM TRENCH WIDTH MUST ALLOW ROOM FOR PROPER COMPACTION OF HAUNCH MATERIALS UNDER THE PIPE. THE SUGGESTED MINIMUM TRENCH WIDTH, OR EOR RECOMMENDATION: PIPE ≤ 12": D + 16" PIPE > 12": 1.5D + 12"	MINIMUM EMBANKMENT WIDTH (IN FEET) FOR INITIAL FILL ENVELOPE: PIPE < 24": 3.0D PIPE 24" - 144": D + 4'0" PIPE > 144": D + 10'0"
2	FOUNDATION	**AASHTO 26.5.2** OR PER ENGINEER OF RECORD	PRIOR TO PLACING THE BEDDING, THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION, THEY SHALL BE REMOVED AND FOUNDATION BROUGHT BACK TO GRADE WITH A FILL MATERIAL APPROVED BY THE ENGINEER OF RECORD.	
3	BEDDING	**AASHTO M 43: 3, 357, 4, 467, 5, 56, 57** (APPROVED REGIONAL EQUIVALENTS INCLUDE CA-7)	ENGINEER OF RECORD TO DETERMINE IF BEDDING IS REQUIRED. PIPE MAY BE PLACED ON THE TRENCH BOTTOM OF A RELATIVELY LOOSE, NATIVE SUITABLE WELL GRADED GRANULAR MATERIAL THAT IS ROUGHLY SHAPED TO FIT THE BOTTOM OF THE PIPE, 2" MIN DEPTH. THE BEDDING MATERIAL MAY BE SUITABLE FOUNDATION SOILS CONFORMING TO AASHTO SOIL CLASSIFICATIONS A1, A2, OR A3 WITH MAXIMUM PARTICLE SIZE OF 3" PER AASHTO 26.3.8.1	
4		CORRUGATED METAL PIPE		
5A	CRITICAL BACKFILL	**AASHTO M 145: A-1, A-2, A-3** ^	HAUNCH ZONE MATERIAL SHALL BE HAND SHOVELED OR SHOVEL SLICED INTO PLACE TO ALLOW FOR PROPER COMPACTION WITHOUT SOFT SPOTS. BACKFILL SHALL BE PLACED IN 8" +/- LOOSE LIFTS AND COMPACTED TO 95% STANDARD PROCTOR PER AASHTO T 99. BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A THREE LIFT (24") DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS. THE BACKFILL SHOULD BE ADVANCED ALONG THE LENGTH OF THE SYSTEM TO AVOID DIFFERENTIAL LOADING. WELL GRADED GRANULAR MATERIAL WHICH MAY CONTAIN SMALL AMOUNTS OF SILT OR CLAY AND MAXIMUM PARTICLE SIZE OF 3" (PER AASHTO 26.3.8.1 AND 12.4-1.3).	
5B	BACKFILL	**AASHTO M 145: A-1, A-2, A-3**		
6	COVER MATERIAL	UP TO MIN. COVER - SEE 5A AND 5B ABOVE ABOVE MIN. COVER - PER ENGINEER OF RECORD	COVER MATERIAL MAY INCLUDE NON-BITUMINOUS, GRANULAR ROAD BASE MATERIAL WITHIN MIN COVER LIMITS	
7	RIGID OR FLEXIBLE PAVEMENT (IF APPLICABLE)	PER ENGINEER OF RECORD	FLEXIBLE PAVEMENT SHOULD NOT BE COUNTED AS PART OF THE FILL HEIGHT OVER THE CMP. FINAL BACKFILL MATERIAL SELECTION AND COMPACTION REQUIREMENTS SHALL FOLLOW THE PROJECT PLANS AND SPECIFICATIONS PER THE ENGINEER OF RECORD.	
A	OPTIONAL SIDE GEOTEXTILE	NONE	GEOTEXTILE LAYER IS RECOMMENDED ON SIDES OF EXCAVATION TO PREVENT SOIL MIGRATION.	
B	OPTIONAL GEOTEXTILE BETWEEN LAYERS	NONE	IF SOIL TYPES DIFFER AT ANY POINT ABOVE PIPE INVERT, A GEOTEXTILE LAYER IS RECOMMENDED TO BE PLACED BETWEEN THE LAYERS TO PREVENT SOIL MIGRATION.	

NOTES:
- FOR MULTIPLE BARREL INSTALLATIONS, THE RECOMMENDED STANDARD SPACING BETWEEN PARALLEL PIPE RUNS SHALL BE THE PIPE DIAMETER /2 BUT NO LESS THAN 12" FOR DIAMETERS <72". FOR 72" AND LARGER DIAMETERS, THE MINIMUM SPACING IS 36". CONTACT YOUR CONTECH REPRESENTATIVE FOR NONSTANDARD SPACING.
- ^ APPROVED REGIONAL EQUIVALENTS FOR SECTION 5A INCLUDE CA-7, CDOOT #67, MIDOT 2G, 34G, OR 21AA STONE OR GRAVEL; #8; #57; MIDOT 6A, 2G, 3G, 34G.

MANUFACTURER RECOMMENDED BACKFILL

NOT TO SCALE

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CONTECH CMP DETENTION SYSTEMS
CONTECH **DYODS** DRAWING

DYO53286 Hamilton
48in
Poughkeepsie, NY
DETENTION SYSTEM

PROJECT No.:	SEQ. No.:	DATE:
33890	53286	6/14/2024
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.:		1

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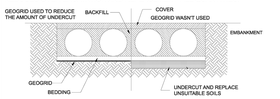
CMP DETENTION INSTALLATION GUIDE

PROPER INSTALLATION OF A FLEXIBLE UNDERGROUND DETENTION SYSTEM WILL ENSURE LONG-TERM PERFORMANCE. THE CONFIGURATION OF THESE SYSTEMS OFTEN REQUIRES SPECIAL CONSTRUCTION PRACTICES THAT DIFFER FROM CONVENTIONAL FLEXIBLE PIPE CONSTRUCTION. CONTECH ENGINEERED SOLUTIONS STRONGLY SUGGESTS SCHEDULING A PRE-CONSTRUCTION MEETING WITH YOUR LOCAL SALES ENGINEER TO DETERMINE IF ADDITIONAL MEASURES, NOT COVERED IN THIS GUIDE, ARE APPROPRIATE FOR YOUR SITE.

FOUNDATION

CONSTRUCT A FOUNDATION THAT CAN SUPPORT THE DESIGN LOADING APPLIED BY THE PIPE AND ADJACENT BACKFILL WEIGHT AS WELL AS MAINTAIN ITS INTEGRITY DURING CONSTRUCTION.

IF SOFT OR UNSUITABLE SOILS ARE ENCOUNTERED, REMOVE THE POOR SOILS DOWN TO A SUITABLE DEPTH AND THEN BUILD UP TO THE APPROPRIATE ELEVATION WITH A COMPETENT BACKFILL MATERIAL. THE STRUCTURAL FILL MATERIAL GRADATION SHOULD NOT ALLOW THE MIGRATION OF FINES, WHICH CAN CAUSE SETTLEMENT OF THE DETENTION SYSTEM OR PAVEMENT ABOVE. IF THE STRUCTURAL FILL MATERIAL IS NOT COMPATIBLE WITH THE UNDERLYING SOILS AN ENGINEERING FABRIC SHOULD BE USED AS A SEPARATOR. IN SOME CASES, USING A STIFF REINFORCING GEOGRID REDUCES OVER EXCAVATION AND REPLACEMENT FILL QUANTITIES.

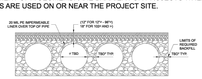


GRADE THE FOUNDATION SUBGRADE TO A UNIFORM OR SLIGHTLY SLOPING GRADE. IF THE SUBGRADE IS CLAY OR RELATIVELY NON-POROUS AND THE CONSTRUCTION SEQUENCE WILL LAST FOR AN EXTENDED PERIOD OF TIME, IT IS BEST TO SLOPE THE GRADE TO ONE END OF THE SYSTEM. THIS WILL ALLOW EXCESS WATER TO DRAIN QUICKLY, PREVENTING SATURATION OF THE SUBGRADE.

GEOMEMBRANE BARRIER

A SITE'S RESISTIVITY MAY CHANGE OVER TIME WHEN VARIOUS TYPES OF SALTING AGENTS ARE USED, SUCH AS ROAD SALTS FOR DEICING AGENTS. IF SALTING AGENTS ARE USED ON OR NEAR THE PROJECT SITE, A GEOMEMBRANE BARRIER IS RECOMMENDED WITH THE SYSTEM. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM THE USE OF SUCH AGENTS INCLUDING PREMATURE CORROSION AND REDUCED ACTUAL SERVICE LIFE.

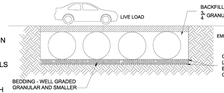
THE PROJECT'S ENGINEER OF RECORD IS TO EVALUATE WHETHER SALTING AGENTS WILL BE USED ON OR NEAR THE PROJECT SITE, AND USE HIS/HER BEST JUDGEMENT TO DETERMINE IF ANY ADDITIONAL PROTECTIVE MEASURES ARE REQUIRED. BELOW IS A TYPICAL DETAIL SHOWING THE PLACEMENT OF A GEOMEMBRANE BARRIER FOR PROJECTS WHERE SALTING AGENTS ARE USED ON OR NEAR THE PROJECT SITE.



IN-SITU TRENCH WALL

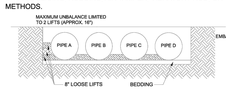
IF EXCAVATION IS REQUIRED, THE TRENCH WALL NEEDS TO BE CAPABLE OF SUPPORTING THE LOAD THAT THE PIPE SHEDS AS THE SYSTEM IS LOADED. IF SOILS ARE NOT CAPABLE OF SUPPORTING THESE LOADS, THE PIPE CAN DEFLECT. PERFORM A SIMPLE SOIL PRESSURE CHECK USING THE APPLIED LOADS TO DETERMINE THE LIMITS OF EXCAVATION BEYOND THE SPRING LINE OF THE OUTER MOST PIPES.

IN MOST CASES THE REQUIREMENTS FOR A SAFE WORK ENVIRONMENT AND PROPER BACKFILL PLACEMENT AND COMPACTION TAKE CARE OF THIS CONCERN.



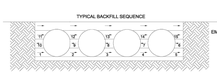
BACKFILL PLACEMENT

MATERIAL SHALL BE WORKED INTO THE PIPE HAUNCHES BY MEANS OF SHOVEL-SLICING, RODDING, AIR TAMPER, VIBRATORY ROD, OR OTHER EFFECTIVE METHODS.

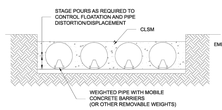


IF AASHTO T99 PROCEDURES ARE DETERMINED INFEASIBLE BY THE GEOTECHNICAL ENGINEER OF RECORD, COMPACTION IS CONSIDERED ADEQUATE WHEN NO FURTHER YIELDING OF THE MATERIAL IS OBSERVED UNDER THE COMPACTOR, OR UNDER FOOT, AND THE GEOTECHNICAL ENGINEER OF RECORD (OR REPRESENTATIVE THEREOF) IS SATISFIED WITH THE LEVEL OF COMPACTION.

FOR LARGE SYSTEMS, CONVEYOR SYSTEMS, BACKHOES WITH LONG REACHES OR DRAGLINES WITH STONE BUCKETS MAY BE USED TO PLACE BACKFILL. ONCE MINIMUM COVER FOR CONSTRUCTION LOADING ACROSS THE ENTIRE WIDTH OF THE SYSTEM IS REACHED, ADVANCE THE EQUIPMENT TO THE END OF THE RECENTLY PLACED FILL, AND BEGIN THE SEQUENCE AGAIN UNTIL THE SYSTEM IS COMPLETELY BACKFILLED. THIS TYPE OF CONSTRUCTION SEQUENCE PROVIDES ROOM FOR STOCKPILED BACKFILL DIRECTLY BEHIND THE BACKHOE, AS WELL AS THE MOVEMENT OF CONSTRUCTION TRAFFIC. MATERIAL STOCKPILES ON TOP OF THE BACKFILLED DETENTION SYSTEM SHOULD BE LIMITED TO 8- TO 10-FEET HIGH AND MUST PROVIDE BALANCED LOADING ACROSS ALL BARRELS. TO DETERMINE THE PROPER COVER OVER THE PIPES TO ALLOW THE MOVEMENT OF CONSTRUCTION EQUIPMENT SEE TABLE 1, OR CONTACT YOUR LOCAL CONTECH SALES ENGINEER.



WHEN FLOWABLE FILL IS USED, YOU MUST PREVENT PIPE FLOATATION. TYPICALLY, SMALL LIFTS ARE PLACED BETWEEN THE PIPES AND THEN ALLOWED TO SET-UP PRIOR TO THE PLACEMENT OF THE NEXT LIFT. THE ALLOWABLE THICKNESS OF THE CLSM LIFT IS A FUNCTION OF A PROPER BALANCE BETWEEN THE UPLIFT FORCE OF THE CLSM, THE OPPOSING WEIGHT OF THE PIPE, AND THE EFFECT OF OTHER RESTRAINING MEASURES. THE PIPE CAN CARRY LIMITED FLUID PRESSURE WITHOUT PIPE DISTORTION OR DISPLACEMENT, WHICH ALSO AFFECTS THE CLSM LIFT THICKNESS. YOUR LOCAL CONTECH SALES ENGINEER CAN HELP DETERMINE THE PROPER LIFT THICKNESS.

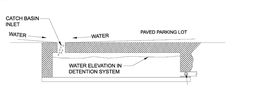


CONSTRUCTION LOADING

TYPICALLY, THE MINIMUM COVER SPECIFIED FOR A PROJECT ASSUMES H-20 LIVE LOAD. BECAUSE CONSTRUCTION LOADS OFTEN EXCEED DESIGN LIVE LOADS, INCREASED TEMPORARY MINIMUM COVER REQUIREMENTS ARE NECESSARY. SINCE CONSTRUCTION EQUIPMENT VARIES FROM JOB TO JOB, IT IS BEST TO ADDRESS EQUIPMENT SPECIFIC MINIMUM COVER REQUIREMENTS WITH YOUR LOCAL CONTECH SALES ENGINEER DURING YOUR PRE-CONSTRUCTION MEETING.

ADDITIONAL CONSIDERATIONS

BECAUSE MOST SYSTEMS ARE CONSTRUCTED BELOW-GRADE, RAINFALL CAN RAPIDLY FILL THE EXCAVATION; POTENTIALLY CAUSING FLOATATION AND MOVEMENT OF THE PREVIOUSLY PLACED PIPES. TO HELP MITIGATE POTENTIAL PROBLEMS, IT IS BEST TO START THE INSTALLATION AT THE DOWNSTREAM END WITH THE OUTLET ALREADY CONSTRUCTED TO ALLOW A ROUTE FOR THE WATER TO ESCAPE. TEMPORARY DIVERSION MEASURES MAY BE REQUIRED FOR HIGH FLOWS DUE TO THE RESTRICTED NATURE OF THE OUTLET PIPE.



CMP DETENTION SYSTEM INSPECTION AND MAINTENANCE

UNDERGROUND STORMWATER DETENTION AND INFILTRATION SYSTEMS MUST BE INSPECTED AND MAINTAINED AT REGULAR INTERVALS FOR PURPOSES OF PERFORMANCE AND LONGEVITY.

INSPECTION

INSPECTION IS THE KEY TO EFFECTIVE MAINTENANCE OF CMP DETENTION SYSTEMS AND IS EASILY PERFORMED. CONTECH RECOMMENDS ONGOING, ANNUAL INSPECTIONS. SITES WITH HIGH TRASH LOAD OR SMALL OUTLET CONTROL ORIFICES MAY NEED MORE FREQUENT INSPECTIONS. THE RATE AT WHICH THE SYSTEM COLLECTS POLLUTANTS WILL DEPEND MORE ON SITE SPECIFIC ACTIVITIES RATHER THAN THE SIZE OR CONFIGURATION OF THE SYSTEM.

INSPECTIONS SHOULD BE PERFORMED MORE OFTEN IN EQUIPMENT WASHDOWN AREAS, IN CLIMATES WHERE SANDING AND/OR SALTING OPERATIONS TAKE PLACE, AND IN OTHER VARIOUS INSTANCES IN WHICH ONE WOULD EXPECT HIGHER ACCUMULATIONS OF SEDIMENT OR ABRASIVE/CORROSIVE CONDITIONS. A RECORD OF EACH INSPECTION IS TO BE MAINTAINED FOR THE LIFE OF THE SYSTEM

MAINTENANCE

CMP DETENTION SYSTEMS SHOULD BE CLEANED WHEN AN INSPECTION REVEALS ACCUMULATED SEDIMENT OR TRASH IS CLOGGING THE DISCHARGE ORIFICE.

ACCUMULATED SEDIMENT AND TRASH CAN TYPICALLY BE EVACUATED THROUGH THE MANHOLE OVER THE OUTLET ORIFICE. IF MAINTENANCE IS NOT PERFORMED AS RECOMMENDED, SEDIMENT AND TRASH MAY ACCUMULATE IN FRONT OF THE OUTLET ORIFICE. MANHOLE COVERS SHOULD BE SECURELY SEATED FOLLOWING CLEANING ACTIVITIES. CONTECH SUGGESTS THAT ALL SYSTEMS BE DESIGNED WITH AN ACCESS/INSPECTION MANHOLE SITUATED AT OR NEAR THE INLET AND THE OUTLET ORIFICE. SHOULD IT BE NECESSARY TO GET INSIDE THE SYSTEM TO PERFORM MAINTENANCE ACTIVITIES, ALL APPROPRIATE PRECAUTIONS REGARDING CONFINED SPACE ENTRY AND OSHA REGULATIONS SHOULD BE FOLLOWED.

ANNUAL INSPECTIONS ARE BEST PRACTICE FOR ALL UNDERGROUND SYSTEMS. DURING THIS INSPECTION, IF EVIDENCE OF SALTING/DE-ICING AGENTS IS OBSERVED WITHIN THE SYSTEM, IT IS BEST PRACTICE FOR THE SYSTEM TO BE RINSED, INCLUDING ABOVE THE SPRING LINE SOON AFTER THE SPRING THAW AS PART OF THE MAINTENANCE PROGRAM FOR THE SYSTEM.

MAINTAINING AN UNDERGROUND DETENTION OR INFILTRATION SYSTEM IS EASIEST WHEN THERE IS NO FLOW ENTERING THE SYSTEM. FOR THIS REASON, IT IS A GOOD IDEA TO SCHEDULE THE CLEANOUT DURING DRY WEATHER.

THE FOREGOING INSPECTION AND MAINTENANCE EFFORTS HELP ENSURE UNDERGROUND PIPE SYSTEMS USED FOR STORMWATER STORAGE CONTINUE TO FUNCTION AS INTENDED BY IDENTIFYING RECOMMENDED REGULAR INSPECTION AND MAINTENANCE PRACTICES. INSPECTION AND MAINTENANCE RELATED TO THE STRUCTURAL INTEGRITY OF THE PIPE OR THE SOUNDNESS OF PIPE JOINT CONNECTIONS IS BEYOND THE SCOPE OF THIS GUIDE.

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

ISSUED FOR REVIEW
NOT FOR CONSTRUCTION
RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
5.	REVISED BLD. FOOTPRINT, GRADING, UTILITIES; OTHER APPURTENANT ITEMS	DFA	02.16.24
6	REVISED PER CITY COMMENTS	DFA	07.12.24
7	REVISED PER CITY COMMENTS	DFA	08.13.24
8.	REVISED PER CITY COMMENTS	DFA	10.10.24
9.	REVISED PER CITY COMMENTS	DFA	11.04.24
10.	REVISED PER CITY COMMENTS	DFA	01.10.25

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CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS
CONTECH STANDARD DETAILS
SOUTH HAMILTON

TAX MAP - 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA
DRAWING NO.
CT2
SHEET 12 OF 16

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39 Agastache foeniculum Hyssop 2gal
45 Echinacea pallida Pale Coneflower2gal
10 Clethra alnifolia 'Ruby Spice CARS Sweet Pepper Bush 3gal
20 Lindera benzoin LB Spice Bush 3'-4' B&B
31 Dracopis amplexicaulis Clasping Coneflower 2gal
7 Fruit Trees
4 Dwarf Apples - Ambrosia, 2 Honey Crisp, Pixie Crunch, Melrose
2 Pear - Moonglow, Seckel
5 Nyssa sylvatica NS Black Gum 3"-3.5" caliper
125 Panicum virgatum 'Heavy Metal' Switch Grass 2gal 24"-30" o.c.
58 Ilex verticilata 'Berry Poppins' Winterberry 3gal 4' +/- o.c.
37 Carex eburnea Bristle Leaved Sedge 1gal 16" o.c.
23 Carex bricknellii Bricknell's Sedge 1gal 36" o.c.

33 Eutrochium fistulosum 3gal
106 Chasmanthium latifolium Northern Sea Oats 1gal
18 Panicum virgatum 'Heavy Metal' Switch Grass 2gal 24"-30" o.c.
36 Clethra alnifolia 'Ruby Spice CARS Sweet Pepper Bush 3gal
339 Carex eburnea Bristle Leaved Sedge 1gal 16" o.c.
246 Carex bricknellii Bricknell's Sedge 1gal 36" o.c.
89 Rudbeckia fulgida 'Goldsturm' 2gal
45 Panicum virgatum 'Heavy Metal' Switch Grass 2gal 24"-30" o.c.
9 Cornus amomum CA Silky Dogwood 3gal
203 Liriope muscari 'Variegata' 1gal 12" o.c.
6 Metasequoia glyptostroboides Dawn Redwood 7'-8' B&B

10 Hydrangea paniculata 'Little Quick Fire' 3gal
10 Hypericum frondosum 'Sunburst' HFSB Sunburst St John's Wort 3gal

18 Hydrangea paniculata 'Little Quick Fire' 3gal
57 Kalmia latifolia 'Raspberry Glow' KLRG Raspberry Glow Mountain Laurel 3gal
80 Thuja occidentalis 'American Pillar American Pillar Arborvitae 4'-5'
258 Liriope muscari 'Variegata' 1gal 12" o.c.
662 Gaultheria procumbens Wintergreen 1gal 12" o.c.
761 Liriope muscari 'Variegata' 1gal 12" o.c.

10 Hypericum frondosum 'Sunburst' HFSB Sunburst St John's Wort 3gal
108 Allium tanguiticum 'Summer Beauty' 2gal
18 Hydrangea paniculata 'Little Quick Fire' 3gal

Proposed Sign on Wall

10, Raised Steel Planters 2'x4'x6' with a 3' Tall Steel Mesh Fence Backdrop
4 Acer rubrum 'The Rocket' ARTR Red Maple 3"-3.5" caliper
99 Bouteloua gracilis 'Blonde Ambition' 1gal
57 Thuja plicatua 'Green Giant' Green Giant Arborvitae 7'-8' B&B
19 Dracopis amplexicaulis Clasping Coneflower 2gal
14 Hypericum frondosum 'Sunburst' HFSB Sunburst St John's Wort 3gal
13 Panicum virgatum 'Hopecrucible' 'Rock Head' Red Headed Dwarf Fountain Grass 2gal

16 Thuja occidentalis 'American Pillar' American Pillar Arborvitae 4'-5'

393 (8 Islands and detention fringe) Schizachyrium scoparium 'Standing Ovation' 1gal 2' o.c.
Standing Ovation Little Bluestem

34 Hypericum frondosum 'Sunburst' HFSB Sunburst St John's Wort 3gal

31 Thuja occidentalis 'American Pillar' American Pillar Arborvitae 4'-5'

688 (2 Islands) Liriope muscari 'Variegata' 1gal 12" o.c.

268 Liriope muscari 'Variegata' 1gal 12" o.c.

4 Raised Storm Water Retention Planters
318 Carex eburnea Bristle Leaved Sedge 1gal 16" o.c.
224 Carex bricknellii Bricknell's Sedge 1gal 36" o.c.

No-Mow Lawn - ***see bottom of plant table for seed mix***

18 Cornus sanguinea 'Midwinter Fire' CSMWF Midwinter Fire Dogwood 3gal
73 Thuja occidentalis 'American Pillar' American Pillar Arborvitae 4'-5'
12 Hydrangea paniculata 'Tardiva' HPT Hydrangea Tardiva 3gal
62 Hydrangea quercifolia 'Ruby Slippers' HPRS Ruby Slippers Oakleaf Hydrangea 3gal
3 Hypericum frondosum 'Sunburst' HFSB Sunburst St John's Wort 3gal
3 Acer saccharum 'Goldspire' ASGS Sugar Maple 3"-3.5" caliper
15 Thuja plicatua 'Green Giant' Green Giant Arborvitae 7'-8' B&B
5 Acer rubrum 'The Rocket' ARTR Red Maple 3"-3.5" caliper

569 Polystichum acrostichoides Christmas Fern 1gal 2' o.c.

Minimum of 12" of topsoil under all plants
where bedrock is encountered.
Avoid creating berms around individual plants
by raising entire planting areas

42± - 6" SDR-26 SEWER
LATERAL. S=5.0%±

CONNECT TO EXISTING
GRAVITY SEWER
INV. AT PIPE 181.41±
T.P.=182.07±

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2___
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

Fire Chief
Police Chief
Building Inspector
City Engineer
Commissioner of Public Works

Solar South
L1

The Michael Boice Collaboration
DESIGNERS AND MAKERS OF FINE LANDSCAPES
11 South Fowlerhouse Road Wappinger Falls, New York 12590
845-702-1004

One Key Hamilton **NEW BUILDING FOOTPRINT**
South Hamilton Street Poughkeepsie, New York

Date | June 6, 2024
Scale | 1" - 25' - 0"

Revisions |
revd. July 9, 2024
note about bedrock
revd August 15, 2024
remove lighting
revd August 21, 2024
rear screen, plantings, reggie
revd September 3, 2024
demolition planting, courtyard
revd August 22, 2024
concept plant counts, typical planting,
revd October 10, 2024
revd December 3, 2024
and grind plan
labels
revd October 18, 2024
quantity changes,

SHEET 13 OF 16

PLANTING NOTES

1. All plant material must conform to American Standard for Nursery Stock ANSI Z60.1-2014

2. Voluntary Alternates/Plant substitutions must be approved by the Designer/Landscape Architect

3. All plant material delivered to the site and or planted must be maintained by the Landscape Contractor until the scope of agreed Landscape work is complete

4. All wire baskets must be either removed from the root ball or cut from the root ball after placing the plant in the planting hole

5. All burlap must be removed from root balls or cut away from the root ball after placing the plant in the planting hole. All planting holes must be 50% wider than the root ball or container root mass.

6a. The indigenous soil or back fill for major trees must not be conditioned unless rocky or unsuitable conditions are present

6b. Incorporate 50% organic soil media and slow release fertilizer per instructions into indigenous soil used to back fill shrubs, perennials and ground cover. Ground cover areas in particular may require mechanical tilling in an effort to create a friable soil texture

6c. Any soil glazing created by the back of the shovel shall be removed by reversing the shovel and caving in the planting hole

7. A soil pH test is highly recommended before planting begins

8. All existing unwanted plant material and weeds and their roots systems must be completely removed from planting beds prior to installing new plant material. The use of Round-Up may be required to eliminate invasive/stoloniferous weeds. Only a licensed professional may apply Round-Up

9. Only non-dyed natural mulch may be used. Install mulch to a depth of 2" - 3"

10. Stake any trees or plants that may be affected by high wind loads.

11. Where an automatic irrigation system is recommended, the Landscape Contractor shall provide proof of CID, CIC, CIT - Certified Irrigation Designer, Contractor, Technician through the Irrigation Association

12. It is the Landscape Contractor's responsibility to comply with all local and state codes. Any permits required for the Landscape Contractor's work must be obtained by the Landscape Contractor

13. It is the Landscape Contractor's responsibility to coordinate the planting schedule with the owner

14. Any deviations from the design due to unkown site conditions must be brought to the attention of the Designer/Landscape Architect

15. All Grasses and perennials must be cut back either in fall or early spring - before new foliage emerges. Grasses must not be pruned lower than 12", 18" is ideal

16. All hydrangea paniculata can be pruned in fall, winter or early spring. Little Quick fire does not require pruing and will grow to 4'x4'

17. Hypericum can be pruned to 12"-18" in late fall or early spring

18. The liriope can be cut with a typical hand lawn mower set at 3" in late fall or early spring before the new foliage appears

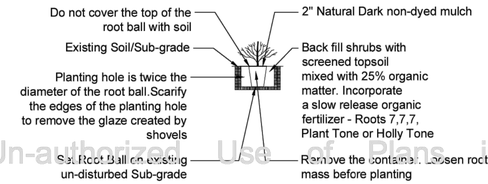
19. Where bed rock is encountered, all plants shall sit on top of a minimum of 12" of topsoil with all corresponding grades to be mended to form a uniformly thick soil profile, and to specifically avoid berming around each plant/tree/shrub

Design is the Property of The Michael Boice Collaboration. Un-authorized Use of Plans is Strictly Prohibited

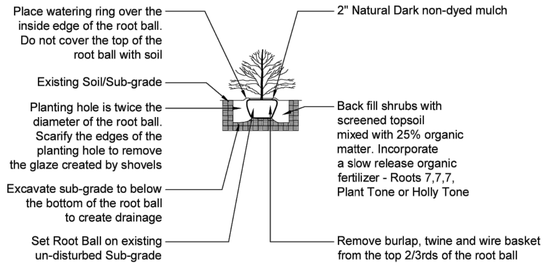
PLANTING LIST

GENUS SPECIE	COMMON NAME	SIZE	KEY	QUANTITY	NOTES	Zone
Acer rubrum 'The Rocket'	The Rocket Red Maple	3"-3.5" cal. branched 5-6'	ARTR - Labeled	9	Native, red fall color upright habit	3-9
Acer saccharum 'Goldspire'	Goldspire Sugar Maple	3"-3.5" cal. branched 5-6'	ASGS - Labeled	3	Native, fragrant pollinator friendly	3-9
Lindera benzoin	Spice Bush	3'-4' B&B	LB - Labeled	20	Native, yellow flowers spring	4-9
Metasequoia glyptostroboides	Dawn Redwood	7'-8'	Labeled	6	Introduced, wet soils, deciduous evergreen	5-10
Nyssa Sylvatica	Black Gum	3"-3.5" cal.	NS - Labeled	4	Native wetland tree, red fall color	3-9
Prunus serrulata 'Kwanzan'	Kwanzan Cherry	3"-3.5" cal. branched 5-6'	KC - Labeled	5	Introduced, pink flowers spring, yellow fall color	5-8
Thuja plicata 'Green Giant'	Green Giant Arborvitae	7'-8'	Labeled	72	Evergreen, deer resistant, grow 5'-6'/yr	5-8
Thuja occidentalis 'American Pillar'	American Pillar Arborvitae	4'-5' Larger sizes N/A	Labeled	200	Evergreen, deer resistant, grow 4'-5'/yr	2-7
Hydrangea paniculata 'Little Quick Fire'	Little Quick Fire Hydrangea	3 gal	HPLQF - Labeled	46	White flowers summer fade to red/pink in fall	4-8
Hypericum frondosum 'Sunburst'	Sunburst St John's Wort	3 gal	HFSB - Labeled	68	Yellow flowers summer native specie	5-8
Hydrangea quercifolia' Ruby Slippers'	Ruby Slippers Oakleaf Hydrangea	3 al	HQRS - Labeled	62	White flowers summer fade to pink in fall	4-8
Hydrangea paniculata 'Tardiva'	Tardiva Hydrangea	5 gal	HPT - Labeled	12	White flowers summer fade to pink in fall	4-8
Cornus sanguinea 'Midwinter Fire'	Midwinter Fire Dogwood	3 gal	CSMWF - Labeled	40	White flowers, red/ orange bark winter	5-7
Clethra alnifolia 'Ruby Spice'	Ruby Spice Sweet Pepper Bush	3 gal	CARS - Labeled	10	Pink flower summer, extremely fragrant	4-8
Kalmia latifolia 'Raspberry Glow'	Raspberry Glow Mountain Laurel	3 gal	KLRG - Labeled	57	Pink flowers spring, evergreen	4-0
Gualtheria procumbens	Wintergreen	1 gal	Labeled	662	low fragrant ground cover, evergreen	3-8
Cornus amomum	Silky Dogwood	3 gal	Labeled	9	Native wetland shrub	5-8
Dracopis amplexicaulus	Clasping Coneflower	2 gal	Labeled	50	Native, drought tolerant, better in wet soils	2-11
Schizachyrium scoparium 'Standing Ovation'	Standing Ovation Little Bluestem	1 gal	Labeled	393	Native grass, intense blue color	3-10
Liriope spicata 'Variegata'	Variegated Liriope	1 gal	Labeled	2,178	Low Grassy texture, Purple Flowers	5-10
Carex eburnea	Bristleleaf Sedge	1 gal	Labeled	694	Low grassy texture, grows in very wet soils	2-8
Carex bricknelli	Bricknell's Sedge	1 gal	Labeled	493	Low grassy texture, grows in very wet soils	3-7
Ilex vertcilata 'Berry Poppins'	Berry Poppins Winterberry	3 gal	Labeled	53	Deciduous holly, red berries fall-winter	3-8
Panicum virgatum 'Heavy Metal'	Heavy Metal Switch Grass	2 gal	Labeled	188	Blue/green grass blades Salt tolerant	5-9
Agastache foeniculum	Hyssop	2 gal	Labeled	39	Native, fragrant leaves drought tolerant	3-8
Echinacea pallida	Pale Coneflower	2 gal	Labeled	45	Native, open pink ray flowers	3-10
Bouteloua gracilis 'Blonde Ambition'	Blue Gramma Grass	1 gal	Labeled	99	Native, poor soils, salt tolerant	4-9
Eutrochium fistulosum	Joe Pye Weed	3 gal	Labeled	33	Native, upper wetlands, pink flowers summer	3-10
Chasmanthium latifolium	Northern Sea Oats	1 gal	Labeled	106	Native grass, gorgeous seeds	3-8
Pennisetum alopecuroides 'Red Head'	Red Headed Dwarf Fountain Grass	2 gal	Labeled	16	4'x4' grass, redish seed heads summer/fall	5-9
Rudbeckia fulgida 'Goldsturm'	Black Eyed Susan	2 gal	Labeled	89	Yellow flowers early summer/fall	3-9
Allium tanguiticum 'Summer Beauty'	Summer Beauty Allium	2 gal	Labeled	108	Purple flowers summer early fall	4-10

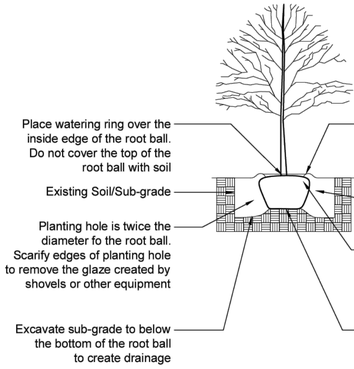
* No Mow Seed Mix: 20% Hard, 20% Sheep, 20% Chewings, 20% Red and 20% Creeping Fescue blend
* Apply Seed Mix Rate at 15 pounds per 1,000 square feet. Incorporate Perennial Rye Grass into the No Mow mix as a nurse grass @ 10lbs/1,000 sq ft
* Apply seed by Verti-seeding and included a starter fertilizer for no-mow lawns and by hyroseeder/sod for other disturbed areas to receive lawn



CONTAINER PLANTING SPECIFICATIONS



SHRUB PLANTING SPECIFICATIONS



Police Chief

Superintendent of Buildings

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

TREE PLANTING SPECIFICATION

FRUIT TREES

GENUS SPECIE	COMMON NAME	SIZE	KEY	QUANTITY	NOTES	Zone
Malus pumila 'Melrose'	Melrose Apple	Bare Root	Labeled	1	Dwarf apple, sweet, long storing time	5-9
Malus pumila 'Honey Crisp'	Honey Crisp Apple	Bare Root	Labeled	1	Dwarf apple, sweet, very crisp	3-8
Malus domestica 'Ambrosia'	Ambrosia Apple	Bare Root	Labeled	1	Dwarf apple, sweet, tart, thin skinned	4-8
Malus domestica 'Pixie Crunch'	Pixie Crunch Apple	Bare Root	Labeled	1	Dwarf apple, very sweet, crisp	5-8
Pyrus comminus 'Moonglow'	Moonglow Pear	Bare Root	Labeled	1	Dwarf Pear, eating and canning	5-8
Pyrus comminus 'Seckel'	Seckel Pear	Bare Root	Labeled	1	Dwarf Pear, small sweet fruit	5-8

L2

The Michael Boice Collaboration
DESIGNERS AND MAKERS OF FINE LANDSCAPES
845-702-1004
11 South Fowlerhouse Road Wappinger Falls, New York 12590

Revisions |
mnb July 5, 2024
mnb August 28, 2024
mnb September 23, 2024
plant list, final issue
mnb October 10, 2024
revise plant list, quantities, title of schedule
mnb October 15, 2024
add deciduous holly, adjust other plant quantities

Date | June 6, 2024

Scale | ...

One Key Hamilton **PLANT TABLE AND SPECS**
South Hamilton Street Poughkeepsie, New York

SHEET 14 OF 16



Acer rubrum 'The Rocket' The Rocket Red Maple

Thuja occidentalis 'American Pillar' American Pillar Arborvitea





Thuja plicata 'Green Giant' Green Giant Arborvitae

Panicum virgatum 'Heavy Metal'
Switch Grass



Fothergilla gardenii



Schizachyrium scoparium 'Standing Ovation' Standing Ovation Little Bluestem



Liriope muscari 'Variegata'







Steel Planters

Ilex verticilata 'Berry Poppins'
Winterberry





Carex bricknelli
Bricnelle's Sedge

Carex eburnea
Bristle Leaved Sedge





Polystichum acrostichoides Chrismas Fern



Cornus sanguinea 'Midwinter Fire'

Tilia cordata Little Leaf Linden





Acer saccharum 'Goldspire' Goldspire Sugar Maple



Nyssa sylvatica Black Gum

Ambrosia Apple



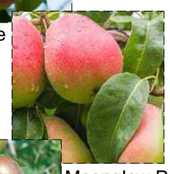
Honey Crisp Apple



Melrose Apple



Pixie Crunch Apple



Moonglow Pear



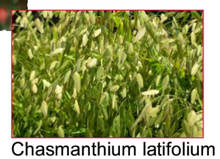
Seckel Pear

Dracopis amplexicaulis
Clasping Coneflower





Bouteloua gracilis 'Blonde Ambition'



Chasmanthium latifolium
Northern Sea Oats

Allium tanguiticum 'Summer Beauty'





Cornus amomum Silky Dogwood



Agastache foemiculum
Hyssop



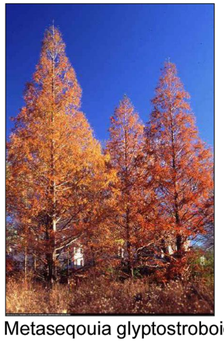
Pennisetum alopecuroides 'Red Head'
Red Headed Dwarf Fountain Grass

Echinacea pallida
Pale Coneflower





Eutrochium fistulosum
Jow Pye Weed



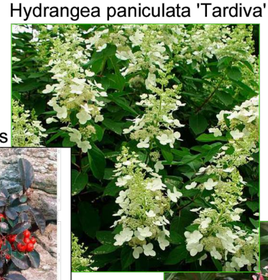
Metaseqouia glyptostroboides



Prunus serrulata 'Kwanzan' Kwanzan Cherry



Rudbeckia fulgida 'Goldsturm'
Black Eyed Susan



Hydrangea paniculata 'Tardiva'

Gaultheria procumbens



Clethra alnifolia 'Ruby Spice'





Hydrangea paniculata 'Little Quick Fire'

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____ 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

Linder benzoin



Hypericum frondosum 'Sunburst' Sunburst St John's Wort



Hydrangea quercifolia 'Ruby Slippers'

Kalmia latifolia 'Raspberry Glow'

Prohibited

L3

The Michael Boice Collaboration
DESIGNERS AND MAKERS OF FINE LANDSCAPES
845-702-1004
11 South Fowlerhouse Road Wappinger Falls, New York 12590

Revisions |
mob August 21, 2024
add fruit and blossom pond plants
update photos
update plant list
mob September 10, 2024
update photos

Date | June 6, 2024

Scale | 1" - 25' - 0"

PLANT TABLE AND SPECS

One Key Hamilton Street Poughkeepsie, New York

SHEET 15 OF 16



Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____, 2___
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	LLF	Description	MH
	3	Twin Pole	GROUP	1.000	Twin pole with (2) DS776FC-2M-T3-30-530M	14' (pole)
	4	DS77xFC-2M-T3-30-530M	SINGLE	1.000	Single pole with DS776FC-2M-T3-30-530M	14' (pole)
	10	AB5-40-30-360	SINGLE	1.000	Bollard - 40in Height, 3000K, Symmetrical Dist	3'-4" (top)
	7	TWP1-4030K-CT4-120V	SINGLE	1.000	Wall Pack 40W, 3000K	15' above grade

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Ground Plane	Illuminance	Fc	0	7.6	0.0	N.A.	N.A.
Roadway-Parking Lot_Top	Illuminance	Fc	1	7.8	0.0	N.A.	N.A.

Dark Sky
LED Walkway Bollard



amerlux
A Delta Group Company

ABS Dark Sky Bollard

Features
The LED Full Cutoff Bollard with a choice of shielding options, is designed to replace HID lighting systems up to 70W MH or HPS. This bollard is ideal for retail centers, industrial parks, schools and universities, public transit and airports, office buildings and medical facilities.

Product Overview

Type:	Exterior Walkway
Wattage:	19W
Lumen Output :	674 lm
Color Temp:	3000K, 4000K, 5000K
Standard Height:	40 inches
Diameter:	4 ¾ inches

DS770FC Series
Dark Sky Acorn



amerlux
A Delta Group Company

DSA500 Series Luminaire

Features
Lighting for exterior retail, commercial and hospitality environments. The DS770FC Series consists of a cast aluminum fitter and cage assembly and a spun aluminum top. Includes Full Cutoff optics for Dark Sky friendly applications. An optional Smartsite wireless lighting controller is available.

Product Overview

Wattage:	2M: 44W, 49W 3M: 60W, 67W 4M: 79W, 88W
Lumen Output :	11,124 lm (4M, 88W, T5, 40K)
Color Temp:	3000K, 4000K
Dimming:	0-10V dimming

Stealth LED Wall Pack



Stealth Full Cut Off LED Wall Pack Fixture, Suitable for wet locations, Perfect for lighting up Residential Exteriors, Walkways, Entry Ways, Perimeters, Parking Garages, School Campuses, Industrial/Commercial Spaces.

-Dark sky compliant and up light option.
-10 year/100,000 hour limited warranty.

Featureas
- Energy Savings: Over 66% compared to HID light sources
- Improved lumen maintenance
- Utilizes high efficient Lumiled LED's
- Operating temperatures: -30°C ~ 60°C
- Driver: Czonstant current, 120-277v, 50/60Hz, 480v (Optional)
- Suitable for wet locations.
- 0-10 Dimming Driver, Occupancy Sensors or PhotoCell, Emergency Battery Pack(Optional)

Construction
- Housing is heavy-Duty Aluminum
- 3 Mil Powder Coat Finish.
- Clear Optical System
- Silicone gasket to prevent leakage and provide weather-tight protection.
- Mounting: Over 4 " "J" Box.



One Key South Hamilton Street
South Hamilton Street Poughkeepsie, New York

ARCHITECT: NABIL N MIJALLI
241 HUDSON STREET
HACKENSACK, NJ 07601



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HACKENSACK, NJ 07601



1 PARKING LEVEL FLOOR PLAN

SCALE: 3/32" = 1'-0"

RESIDENTIAL UNITS				
UNIT	TOTAL NO. OF UNITS	1-BRM	2-BRM	TOTAL NO. OF UNITS
FIRST FLOOR	29	15	14	29
SECOND FLOOR	29	14	15	29
TOTAL	58	29	29	58
RESIDENTIAL AMENITIES				
FITNESS CENTER (GYM)			914 SF.	
ACTIVITY RM			914 SF.	

ASSOCIATE ARCHITECTS

Mija Architecture LLC

N.J. AC. 669

241 HUDSON STREET
HACKENSACK, NJ 07601
PHONE: (201) 925 5888
F A X : (201) 488-1020
MIJAARCH@OPTONLINE.NET

ARCHITECT

NABIL N. MIJALLI, R.A.
NJ LIC. # AI01665500
NY LIC. # 032031
PA LIC. # RA405317
CT LIC. # 13827
SC LIC. # 8469

PROJECT:

58- UNIT RESIDENTIAL BUILDING
100 SOUTH HAMILTON STREET
CITY OF POUGHKEEPSIE
COUNTY OF DUTCHESS

OWNER:

O'NEILL GROUP HAMILTON LLC
241 HUDSON STREET
HACKENSACK, NJ 07601

RELEASE STATUS OF DRAWING	DATE:
FOR REVIEW	05-31-2024

THESE PLANS ARE THE PROPERTY OF THE ARCHITECT AND MAY NOT BE COPIED, RE-USED, OR ALTERED WITHOUT HIS APPROVAL

DRAWING TITLE:

PARKING LEVEL PLAN

REVISIONS

DATE	DWN	CHK	REMARKS

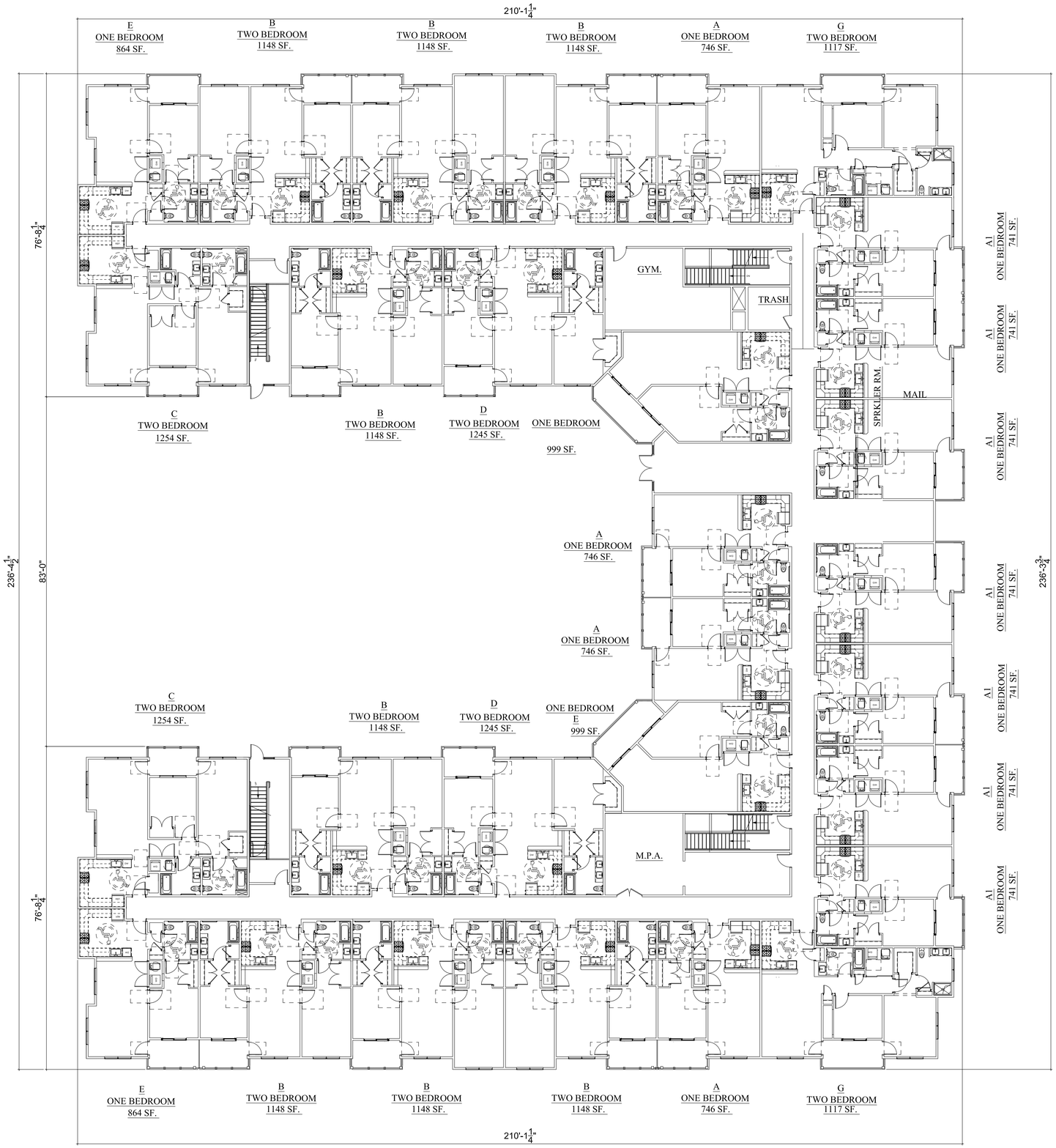
DO NOT SCALE DRAWINGS

DATE:	04/01/2024
DRAWN :	RI
CHECKED:	NM
SCALE:	AS NOTED
PROJECT NUMBER:	0102023

DRAWING N0:

A-1

ZONING DOCUMENTS 05-31-2024



1 FIRST FLOOR PLAN

SCALE: 3/32" = 1'-0"

ASSOCIATE ARCHITECTS

Mija Architecture LLC

N.J. AC. 669

241 HUDSON STREET
HACKENSACK, NJ 07601
PHONE: (201) 925 5888
F A X : (201) 488-1020
MIJAARCH@OPTONLINE.NET

ARCHITECT

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PROJECT:

58- UNIT RESIDENTIAL BUILDING
100 SOUTH HAMILTON STREET
CITY OF POUGHKEEPSIE
COUNTY OF DUTCHESS

OWNER:

O'NEILL GROUP HAMILTON LLC
241 HUDSON STREET
HACKENSACK, NJ 07601

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DRAWING TITLE:

FIRST FL. PLAN

REVISIONS

DATE	DWN	CHK	REMARKS

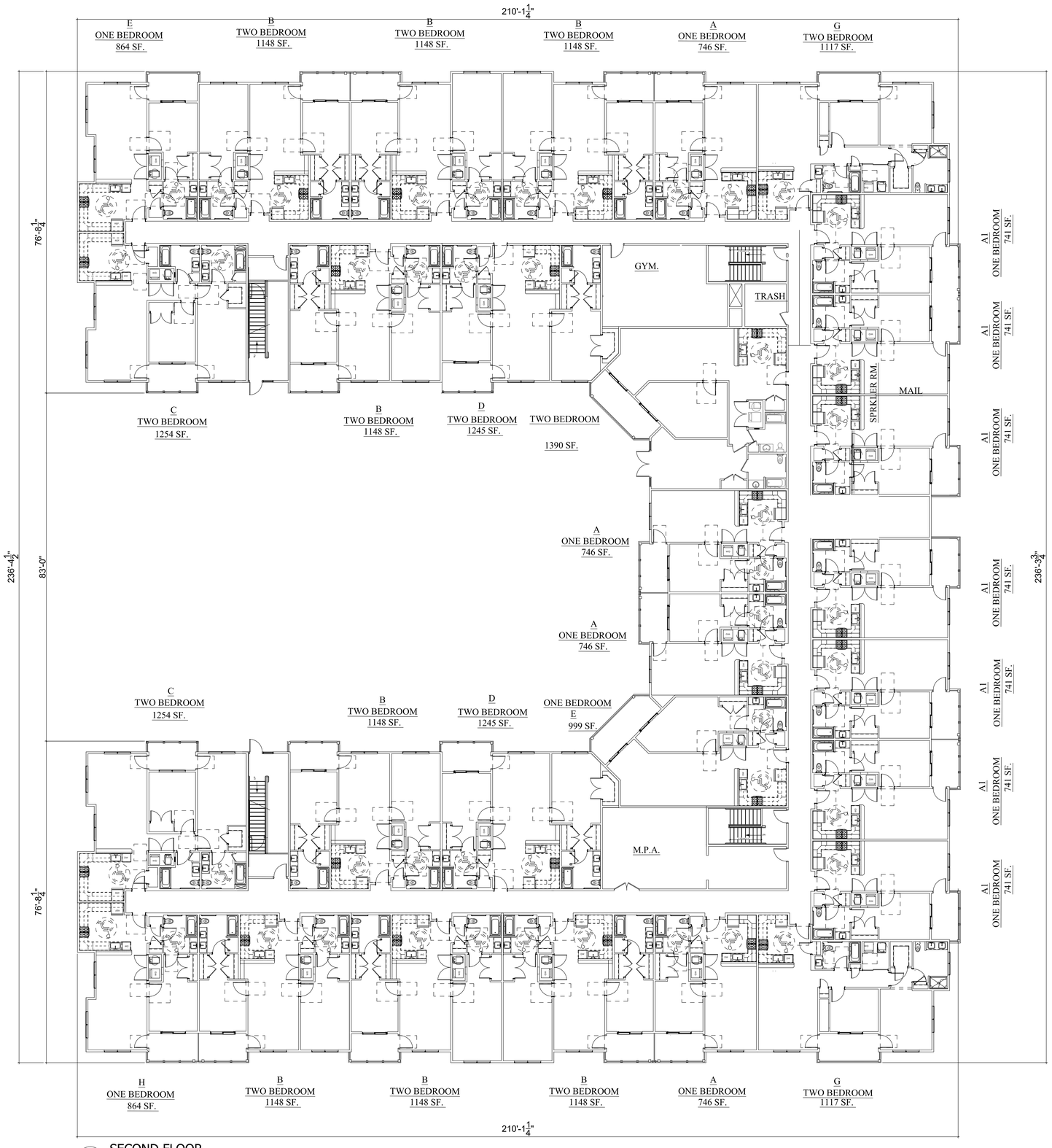
DO NOT SCALE DRAWINGS

DATE:	04/01/2024
DRAWN :	RI
CHECKED:	NM
SCALE:	AS NOTED
PROJECT NUMBER:	0102023

DRAWING N0:

A-2

ZONING DOCUMENTS 05-31-2024



1 SECOND FLOOR

SCALE: 3/32" = 1'-0"

ASSOCIATE ARCHITECTS

Mija Architecture LLC

N.J. AC. 669

241 HUDSON STREET
HACKENSACK, NJ 07601
PHONE: (201) 925 5888
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ARCHITECT

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NY LIC. # 032031
PA LIC. # RA405317
CT LIC. # 13827
SC LIC. # 8469

PROJECT:

58- UNIT RESIDENTIAL BUILDING
100 SOUTH HAMILTON STREET
CITY OF POUGHKEEPSIE
COUNTY OF DUTCHESS

OWNER:

O'NEILL GROUP HAMILTON LLC
241 HUDSON STREET
HACKENSACK, NJ 07601

RELEASE STATUS OF DRAWING	DATE:
FOR REVIEW	05-31-2024

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DRAWING TITLE:

SECOND FL. PLAN

REVISIONS

DATE	DWN	CHK	REMARKS

DO NOT SCALE DRAWINGS

DATE:	04/01/2024
DRAWN :	RI
CHECKED:	NM
SCALE:	AS NOTED
PROJECT NUMBER:	0102023

DRAWING N0:

A-3

ZONING DOCUMENTS 05-31-2024



EAST ELEVATION

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



NORTH ELEVATION

SCALE: 3/32" = 1'-0"



WEST ELEVATION

SCALE: 3/32" = 1'-0"

ASSOCIATE ARCHITECTS

Mija Architecture LLC

N.J. AC. 669

241 HUDSON STREET
HACKENSACK, NJ 07601
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DRAWING TITLE:

ELEVATIONS

REVISIONS

DATE	DWN	CHK	REMARKS

DO NOT SCALE DRAWINGS

DATE:	04/01/2024
DRAWN :	RI
CHECKED:	NM
SCALE:	AS NOTED
PROJECT NUMBER:	0102023

DRAWING NO:

A-4

ZONING DOCUMENTS 05-31-2024

THE CITY OF POUGHKEEPSIE
NEW YORK
DEVELOPMENT DEPARTMENT
62 CIVIC CENTER PLAZA, 2ND FLOOR
POUGHKEEPSIE, NY 12601
Phone: (845) 451-4263 Fax: (845) 451-4006

MEMORANDUM

To: O'Neill Group Hamilton LLC

From: Tyler Maegerle, Junior Planner

Date: 6/12/2023

Re: Lot 151783 South Hamilton Avenue

Upon review of project materials provided by the applicant, including Full EAF and site plan application, it is my understanding that the proposed action to be undertaken includes construction of a three-story building consisting of 29 one-bedroom units and 29 two-bedroom units.

Based on the above description it is the determination of the planning division that the proposed action is classified as Type I Action with regards to SEQRA pursuant to 6 NYCRR Section 617.4 (b)(9) "any Unlisted action (unless the action is designed for the preservation of the facility or site), that exceeds 25 percent of any threshold established in this section, occurring wholly or partially within, or substantially contiguous to, any historic building, structure, facility, site or district or prehistoric site that is listed on the National Register of Historic Places (Volume 36 of the Code of Federal Regulations, parts 60 and 63, which is incorporated by reference pursuant to section 617.17 of this Part), or that is listed on the State Register of Historic Places or that has been determined by the Commissioner of the Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places pursuant to sections 14.07 or 14.09 of the Parks, Recreation and Historic Preservation Law." and Section 617.4 (b)(5)(iii) "in a city, town or village having a population of 150,000 persons or less, 200 units to be connected (at the commencement of habitation) to existing community or public water and sewerage systems including sewage treatment works." The action is therefore subject to coordinated environmental review.

Agency Use Only [If applicable]

Project : South Hamilton Street

Date : 1/28/25

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
If "Yes", answer questions a - j. If "No", move on to Section 2.

☐ NO ☑ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☑	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☐	☑
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☑	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☐	☑
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☑
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☑	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☑	☐
h. Other impacts: _____ _____		☑	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	□	□
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	□	□
c. Other impacts: _____ _____		□	□

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☐ NO ☑ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☑	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☑	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☑	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☑	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☑	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☑	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☑	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☑	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☑	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☑	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☑	☐

l. Other impacts: _____ _____		☑	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	□	□
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	□	□
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	□	□
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	□	□
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	□	□
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	□	□
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	□	□
h. Other impacts: _____ _____		□	□

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

☐ NO ☑ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☑	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☑	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☑	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☑	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☑	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☑	☐

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☐ NO ☑ YES

If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☑	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☑	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☑	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☑	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☑	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☑	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☑	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☑	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☑	☐
j. Other impacts: _____ _____		☑	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	□	□
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	□	□
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	□	□
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	□	□
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	□	□
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	□	□
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	□	□
h. Other impacts: _____		□	□

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	 ☐ ☐	 ☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	 ☐ ☐	 ☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____ _____		☐	☐

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

☐ NO ☑ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☐	☑
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☑	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☑	☐

d. Other impacts: _____ _____		☑	☐
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☑	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☑	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☑	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	□	□
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	□	□
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	□	□
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	□	□
e. Other impacts: _____ _____		□	□

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	□	□
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	□	□
c. Other impacts: _____ _____		□	□

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☑ NO ☐ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☐
c. The proposed action will degrade existing transit access.	D2j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☐	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☐ NO ☑ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☑	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☑	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☑	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☑	☐
e. Other Impacts: _____ _____		☐	☐

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☑ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☑	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☑	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☑	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☑	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☑	☐
f. Other impacts: _____ _____		☑	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☑ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	□	□
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	□	□
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	□	□
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	□	□
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	□	□
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	□	□
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	□	□
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	□	□
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	□	□
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	□	□
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	□	□
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	□	□
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☑ NO ☐ YES

(See Part 1. C.1, C.2. and C.3.)

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES

(See Part 1. C.2, C.3, D.2, E.3)

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

1.b. Slopes of 15-25% are present on the eastern part of the property. Approximately 180 square feet are impacted by slopes of greater than 15%. A storm water and pollution prevention plan has been submitted, detailing how storm water and erosion will be managed. There is not a nearby water body to be impacted by potential erosion. A small impact may occur.
1.d. Approximately 31,000 tonnes of natural material is proposed to excavated as part of this action. The excavation is proposed as part of the construction phase of this project, where by excavated materials will be moved off-site. The excavation of the site is anticipated by the developer to take approximately 30 work days. The total construction period of this project is anticipated to take 18 months. Visual impacts from fill stockpiles, and noise impacts from excavation are only anticipated to last for 30 work days. Construction will be limited to the hours established in the City Code which will prevent 24 hour noise impacts. Shielding is a proposed method for the minimizing of excavation related noise impacts, whereby temporary stockpiles will be used to shield excavation noise from near by properties. A small impact is anticipated.
1.e. Construction will continue for more than one year but activity will be intermittent. A small impact may occur.
3.a. A small water body is being created for storm water management purposes. No impact will occur.
5.d. New drainage patterns on the site are proposed as part of this action. The applicant's Storm Water Pollution Prevention Plan, drafted by Arico Associates indicates a total release rate of .042 cfs, and a reduction of cfs of runoff post development in 1, 10, and 100-year storm events. According to regulatory mapping, the project site is not located in the 100-year flood plain area, and does not contain state or federal wetlands. No negative impact is anticipated.
7. Action is proposed to be on an existing upland hardwood forest of 3.378 acres. A small impact may occur.
10.a. There is no historic or archaeological resource on the site, but there may be a small impact to community character because of concerns over consistency with existing architectural and aesthetic resources. The property is adjacent to four properties within the Dwight-Hooker Historic District and across the street from another. The City's architect has worked with the applicant to minimize inconsistencies with existing architectural resources. View of the building will be hidden from the street by landscaping. OPRHP and architect Stephen Tilly has opined that the proposed facades will not negatively impact nearby historic structures. No negative impact is anticipated.
The Planning Board concurs that the mixture of proposed facade textures, including horizontal and batten siding, and stone, and mixture of architectural features, such as eave brackets, multi-lite sash, small box bays and balcony railings, are consistent with the architecture of the surround properties without mimicking or duplicating them. No negative impact is anticipated.
14. The proposed project will not require an additional sub-station. A small impact may occur.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☑ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the City of Poughkeepsie Planning Board as lead agency that:

☑ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: South Hamilton Street

Name of Lead Agency: City of Poughkeepsie Planning Board

Name of Responsible Officer in Lead Agency: Anne Saylor

Title of Responsible Officer: Chair

Signature of Responsible Officer in Lead Agency: Date:

Signature of Preparer (if different from Responsible Officer) Date:

For Further Information:

Contact Person: Tyler Maegerle

Address: 62 Civic Center Plaza

Telephone Number: 845-451-4041

E-mail: tmaegerle@cityofpoughkeepsie.com

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

Poughkeepsie Natural Resource Inventory
Conservation Analysis South Hamilton Street
Multi-Family Development

City of Poughkeepsie
Dutchess County, New York

Issued: October 5. 2023
Revised: July 8, 2024

Prepared for:
O'Neill Group Hamilton, LLC
241 Hudson Street
Hackensack, NJ 07601

Prepared by:
Cleary Consulting
529 Asharoken Avenue
Northport, NY 11768



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Figure 7: Potential and Known Sources of Pollution
Figure 8: Significant Habitats
Figure 9: Rare and Endangered Animals and Plants
Figure 10: Habitat Envelopes and Potential Corridors
Figure 11: Land Use
Figure 12: Recreational Resources
Figure 13: Historic Resources

1.0 INTRODUCTION

1.1 Project Summary

The O'Neill Group Hamilton (hereinafter referred to as "The Applicant") is seeking site plan approval from the City of Poughkeepsie, to develop a 58-unit, mid-rise multifamily residential development with surface-level parking (hereinafter referred to as the "Proposed Action"). The Proposed Action is located on an approximately 3.378-acre parcel of vacant land on the west side of South Hamilton Street (Tax Lot 13130-6161-30-151783), (hereinafter referred to as the "Site"). The Proposed Action includes construction of a three-story building with 29 one-bedroom, and 29 two-bedroom apartments supported by 102 off-street parking spaces, stormwater management facilities, utility infrastructure, landscaping and associated site improvements. The perimeter of the Site is wooded, and interior contains predominantly small brush.

The Site is located within the R-4, Medium High Density Zoning District. Multi-family residential development is a permitted principal use within the R-4 zone. Infrastructural improvements include a looped municipal water connection from South Hamilton Street to Dwight Street and a tie-in to the exiting 8" sanitary sewer main on South Hamilton Street. The proposed ground disturbance is approximately 3.00 acres. Since more than 1 acre of ground disturbance will occur, the Proposed Action will also require a SPDES General Permit for stormwater.

1.2 Background

The Site is comprised of approximately 3.378 acres and is zoned to accommodate the Proposed Action. The Site is comprised of one parcel, identified as follows:

- Taxparcel:131300-6161-30-151783 (South Hamilton Street)

Multi-family residential development is classified as a permitted use within the R-4 zone, subject to the applicable requirements. The proposed project will comply with all of the lot, bulk, and design requirements and standards included in ZS 19-3.15(4)(c), ZS 19-3.15(4)(i), ZS 19-4.11(1)(b), ZS 19-4.3(1) and, ZS 19-4.3(5)(a).

1.3 Site and Surrounding Area Description

The Site is currently undeveloped and wooded. The land uses located within 1,000 feet of the project site are characterized by single and multi-family dwellings and a mix of neighborhood retail and small commercial offices.

The Site is not located within a floodway, 100-year floodplain, or 500-year floodplain. The Site is also not located over an aquifer.

1.4 Approvals, Consultations and Referrals

Table 1 provides a list of the approvals/permits that are anticipated for the Proposed Action.

Table 1 Anticipated Approvals and Permits	
City of Poughkeepsie Planning Board	Site Plan Approval
City of Poughkeepsie Department of Public Works	Water and Sewer Hook-Ups
Dutchess County Department of Health	Water
NYS Department of Environmental Conservation	SPDES General Permit GP-0-020-001

2.0 CONSERVATION ANALYSIS

The Proposed Action has been prepared in accordance with §19.64 of the City Code – *Natural Resources*. The Code requires the preparation of a conservation analysis based on the data and information contained in the 2019 Natural Resources Inventory (NRI). The format of this analysis is based on the eight chapters of the NRI; Geology and Soils, Water Resources, Biological Communities and Habitats, Land Use, Recreational Resources, Historical Resources and Climate Change.

2.1 Geology and Soils

Figure 1[1] presents the bedrock geology of the Site, which has been identified as Graywacke, shale (Oag), which is a coarse-grained sandstone.

The Site's surficial geology consists of glacial till deposited over shallow bedrock (Figure 2). Soils on the Site are classified as Dutchess Cardigan Urban Land Complex (Figure 3). This soil unit consists of very deep, well drained loamy soils formed in glacial till. Folded shale bedrock occurs within 20 - 40 inches of the surface. Slope, frost action and variable depth to bedrock are the main limitations of this soil unit.

Table 2
Soil Characteristics

% of Site	Symbol	Soil Type	Erosion Hazard	Permeability	Depth to Water Table	Depth to Bedrock
100%	DxB	Dutchess-Cardigan-Urban Land Complex	Moderate	Moderate	>6'	20" – 60"

The Soil Survey[2] reports that the water table is typically at a depth of six feet or more year-round where these soils are present. Any groundwater encountered during the construction will be pumped from the open excavations and discharged to approved sediment trapping devices in accordance with NYSDEC guidelines.

2.2 Water Resources

As documented in Figure 4 (Surface Water and Watersheds), the Site is located within two watersheds. The majority of the Site is located within the Hudson River Direct Drainage E Watershed, while a small portion of the center of the Site is located within the Fall Kill Watershed. No surface water features are present in or around the Site, and it does not sit atop an aquifer.

Figure 5 (Wetlands) confirms that no wetlands are present on the Site. During the geotechnical investigation of the Site on June 14, 2023, no standing water was observed, which is indicative of the

[1] All maps in this report are reproduced from the Natural resources Inventory City of Poughkeepsie, 2019.
[2] Soil Survey of Dutchess County, New York, US Dept. of Agriculture, Natural Resources Conservation Service.

well-drained on-site soils and topography of the Site. Also, there was no evidence of wetland vegetation in the slight depressions located on the Site.

Figure 6 (Flood Hazard Areas and Riparian Buffer Areas) indicates that no floodplains, flood hazard areas or riparian buffer areas are located on the Site. And finally, Figure 7 (Potential and Known Sources of Pollution) documents that the Site is not constrained by existing sources of water pollution.

The Proposed Action will involve greater than one acre of ground disturbance; therefore, coverage under the State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities is required. A Stormwater Pollution Prevention Plan (SWPPP) has been prepared in conformance with the most current New York State Stormwater Management Design Manual and New York State Standards and Specifications for Erosion and Sediment Control. With the implementation of the SWPPP, no significant adverse impacts to wetlands and watercourses located off site will occur.

2.3 Biological Communities and Habitat

As depicted on Figure 8 (Significant Habitats), the Site was identified as supporting the Upland Hardwood Forest cover type. The majority of this cover type was removed by a prior owner of the property. Today, the majority of the Site supports cleared meadow.

According to the NYSDEC Environmental Resource Mapper (Figure 9 – Rare and Endangered Animals and Plants), there are known occurrences of the bald eagle in the vicinity of the Site. According to Habitat Assessments conducted by Ecological Solutions, LLC in 2020 and 2023, no habitats that would support bald eagles exist on the Site.

An inquiry to Region 3 NYSDEC Bureau of Wildlife was made on September 28, 2023. The Agency confirmed that the Proposed action would have no impact on bald eagle habitat. The locus for the bald eagle occurrence records is in the vicinity of the Poughkeepsie Rural Cemetery, which is separated from the Site by NYS Route 9 and the intervening development.

Figure 10 (Habitat Envelopes and Potential Corridors) identifies the Site as a "significant habitat area." This designation reflects the characteristics of the Site prior to the clearance of the Upland Hardwood Forest. Absent this cover type, the Site no longer provides significant habitat.

2.4 Land Use

The Site is located within the R-4, Medium Density Zoning District. As set forth in §19-3.15 (1), the purpose of this district is:

> *"…to provide areas for a broad range of housing types with opportunity for appropriate nonresidential uses at a fairly high density commensurate with the scale and characteristics of the city's older neighborhoods; these are areas with access to major*

transportation arteries and a range of community services."

The Proposed Action fully complies with the applicable R-4 zoning district bulk, area, height and dimensional requirements (Table 3).

Table 3
R-4 Medium Density Zoning District – Project Compliance

Zoning Provision	Required	Proposed
Minimum Lot Area	145,000 SqFt	147,145.7 SqFt
Minimum Lot Width	50 Ft	346.3 Ft
Minimum Lot Frontage	30 Ft	346.3 Ft
Front Yard Setback	35 Ft	40.9 Ft
Side Yard Setback	20 Ft	20 Ft (Left Side) 65 Ft (Right Side)
Rear Yard Setback	20 Ft	240 Ft
Usable Open Space	40%	52.2%
Max. Building Height	40 Ft	40 Ft
Lot Coverage	40%	15.4%

As illustrated on Figure 11, the land use surrounding the Site is predominately residential, with the notable exception of a community service use (New Horizons Resources) that is immediately adjacent to the Site.

The Proposed Action's full compliance with the R-4 zoning district requirements, and its conformity with the existing character of the land uses surrounding the Site demonstrates that the Proposed Action is consistent with, and will strengthen and reinforce the City of Poughkeepsie's land use pattern.

2.5 Recreational Resources

While the Site is currently vacant and undeveloped, it is privately owned, and does not currently afford any public recreational opportunities.

The Proposed Action will result in new residents that will result in a proportional increase in the demand for recreational resources. The Proposed Action incorporates an array of new recreational amenities including open spaces, a walking trail around the entire perimeter of the Site, play and sitting areas, totaling 26,700 square feet. These amenities will off-set the demand on public recreational resources.

In addition, the Site is very near to Bartett Park, and is a short walk to other public recreational amenities such as Eastman Park, the Springside Historic Landmark, Hulme Park, among others (Figure 12).

Finally, the Proposed Action will result in a significant increase in taxes, which can be used by the City to support recreational programs and activities.

2.6 Historic Resources

As noted in Figure 13, the Site substantially contiguous to the Dwight Street-Hooker Avenue Historic District. This district was created in 1982 to preserve the architectural integrity of 17 contributing residential buildings that were built between 1895 and 1915 and reflect a variety of revival styles.

The Proposed Action will not physically impact the Historic District, and upon completion, limited views of the new building would be possible from the homes in the northwest corner of the District.
The project site is not located within a known archaeologically sensitive area. A consultation request has been submitted to NYSOPRHP. On December 20, 2023, NYSOPRHP advised the Applicant that the archaeology unit has no concerns and is not requesting an archaeological survey. A letter of No Adverse Impact on historic resources was issued on June 25, 2024.

2.7 Climate Change

The Proposed Action will convert a vacant formerly wooded site, into a well-designed, fully compliant multi-family development. To mitigate the Proposed Action's impact on climate change, a number of measures have been incorporated. To restore the tree canopy that was removed by the prior owner of the property, a very robust landscaping plan is proposed consisting of the following plantings:

Shade Trees

- Red Maple
- Columnar Hornbeam
- Honey Locust
- London Plane Tree
- Japanese Zelkova

Ornamental Trees

- Shadblow Serviceberry
- River Birch
- Eastern Redbud
- Winter King Hawthorne

Shrubs

- Sum mersweet
- Ink Berry
- Sea Green Juniper
- Bar Harbor Juniper
- Blue Pfitzer Juniper
- Dwarf Mugo Pine
- Anthony waterer Spirea

The proposed stormwater management plan that has been developed for the Proposed Action, includes several green practices as recommended in the New York State Stormwater Management Design Manual. The building will be constructed to comply with current stringent building code requirements, and

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FIGURES

Figure 1

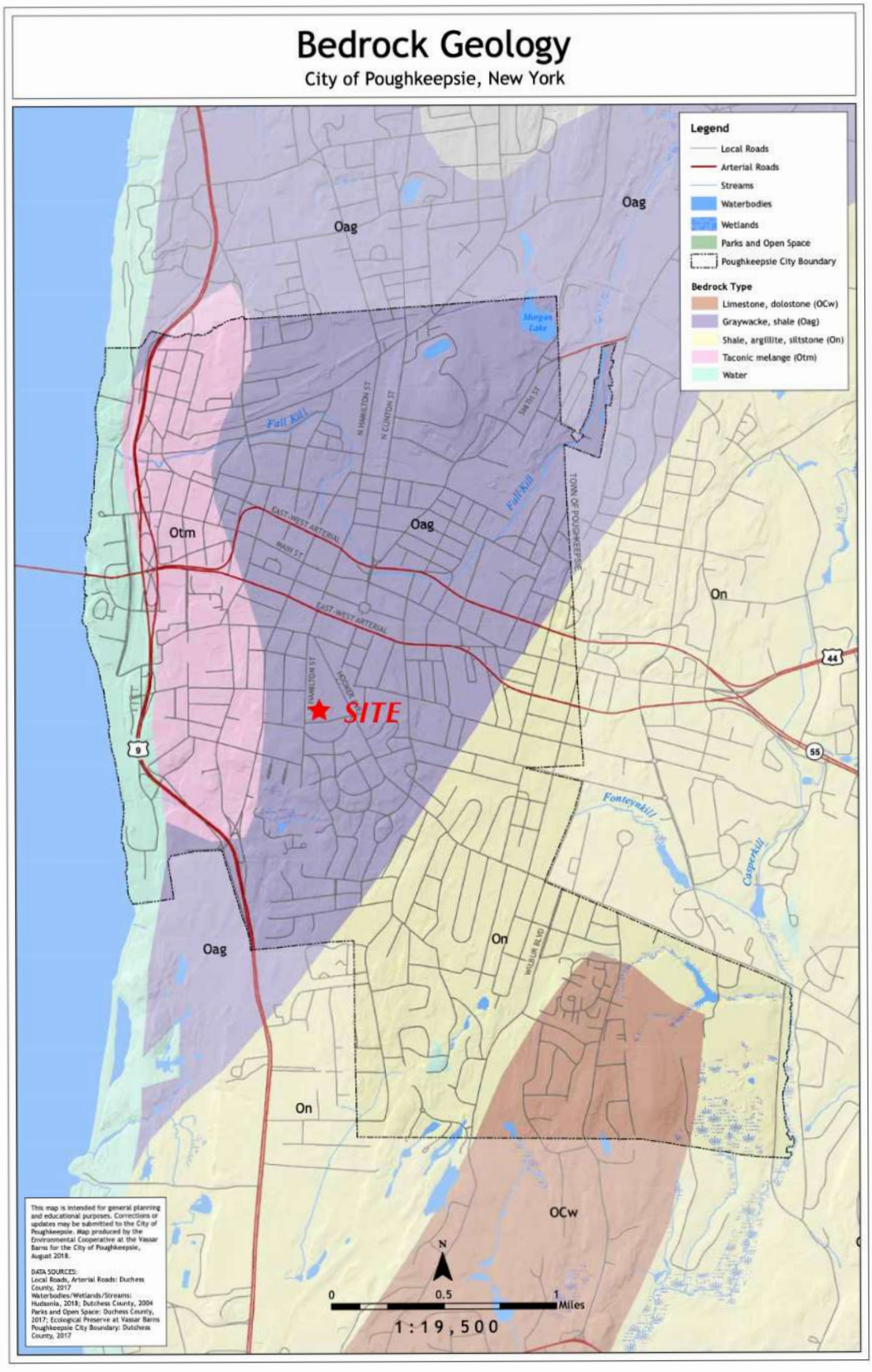

Bedrock Geology
City of Poughkeepsie, New York
Legend
Local Roads
Arterial Roads
Streams
Waterbodies
Wetlands
Parks and Open Space
Poughkeepsie City Boundary
Bedrock Type
Limestone, dolostone (OCw)
Graywacke, shale (Oag)
Shale, argillite, siltstone (On)
Taconic melange (Otm)
Water
Oag
Otm
On
OCw
SITE
Fall Kill
Morgan Lake
Fonteynkill
Casperkill
EAST-WEST ARTERIAL
MAIN ST
N HAMILTON ST
N CLINTON ST
SMITH ST
WILBUR BLVD
TOWN OF POUGHKEEPSIE
9
44
55
This map is intended for general planning and educational purposes. Corrections or updates may be submitted to the City of Poughkeepsie. Map produced by the Environmental Cooperative at the Vassar Barns for the City of Poughkeepsie, August 2018.
DATA SOURCES:
Local Roads, Arterial Roads: Duchess County, 2017
Waterbodies/Wetlands/Streams: Hudsonia, 2013; Dutchess County, 2004
Parks and Open Space: Duchess County, 2017; Ecological Preserve at Vassar Barns
Poughkeepsie City Boundary: Dutchess County, 2017
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Figure 2

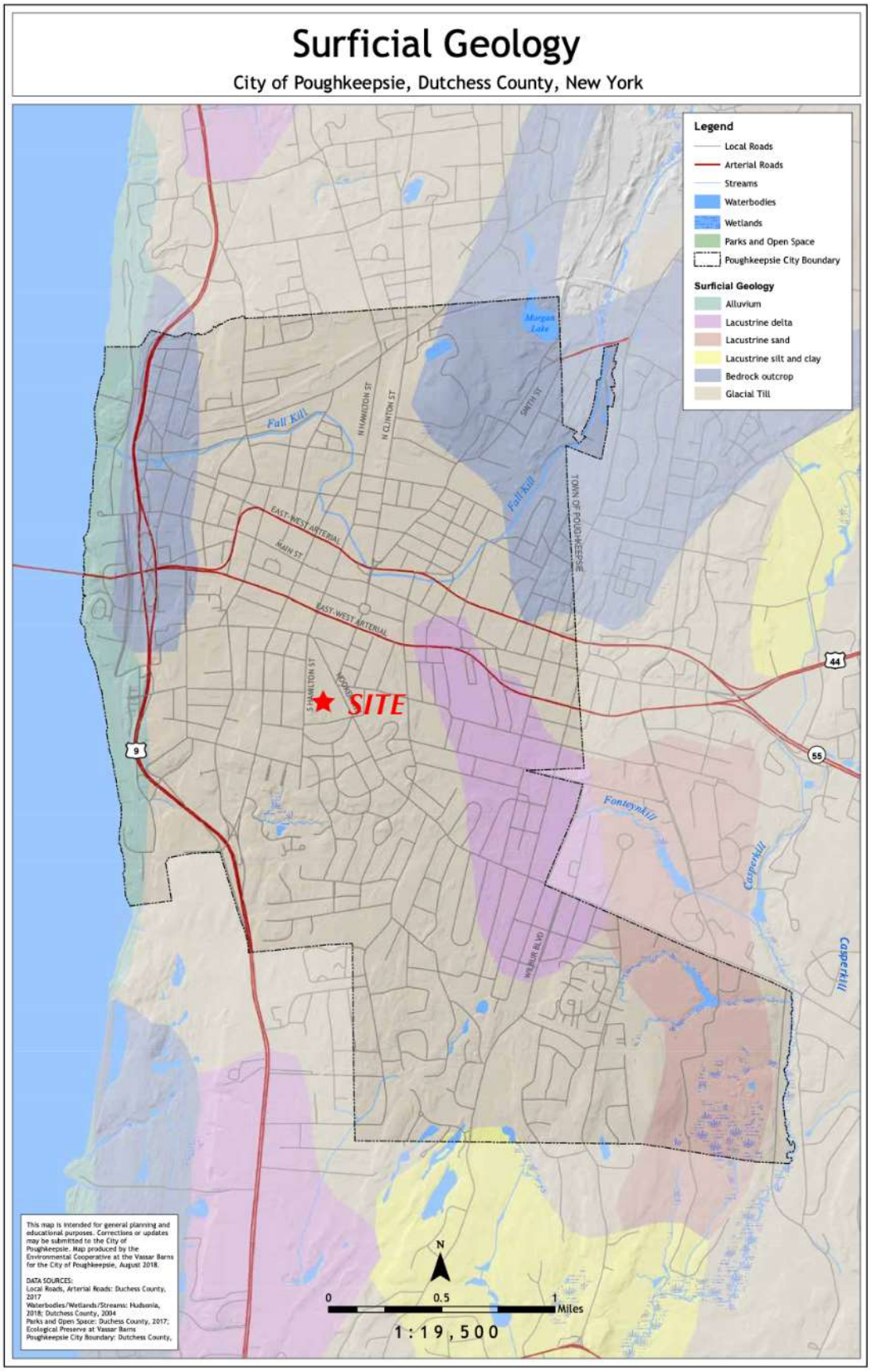

Surficial Geology
City of Poughkeepsie, Dutchess County, New York
Legend
Local Roads
Arterial Roads
Streams
Waterbodies
Wetlands
Parks and Open Space
Poughkeepsie City Boundary
Surficial Geology
Alluvium
Lacustrine delta
Lacustrine sand
Lacustrine silt and clay
Bedrock outcrop
Glacial Till
SITE
Fall Kill
Morgan Lake
N HAMILTON ST
N CLINTON ST
SMITH ST
EAST-WEST ARTERIAL
MAIN ST
TOWN OF POUGHKEEPSIE
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Figure 3

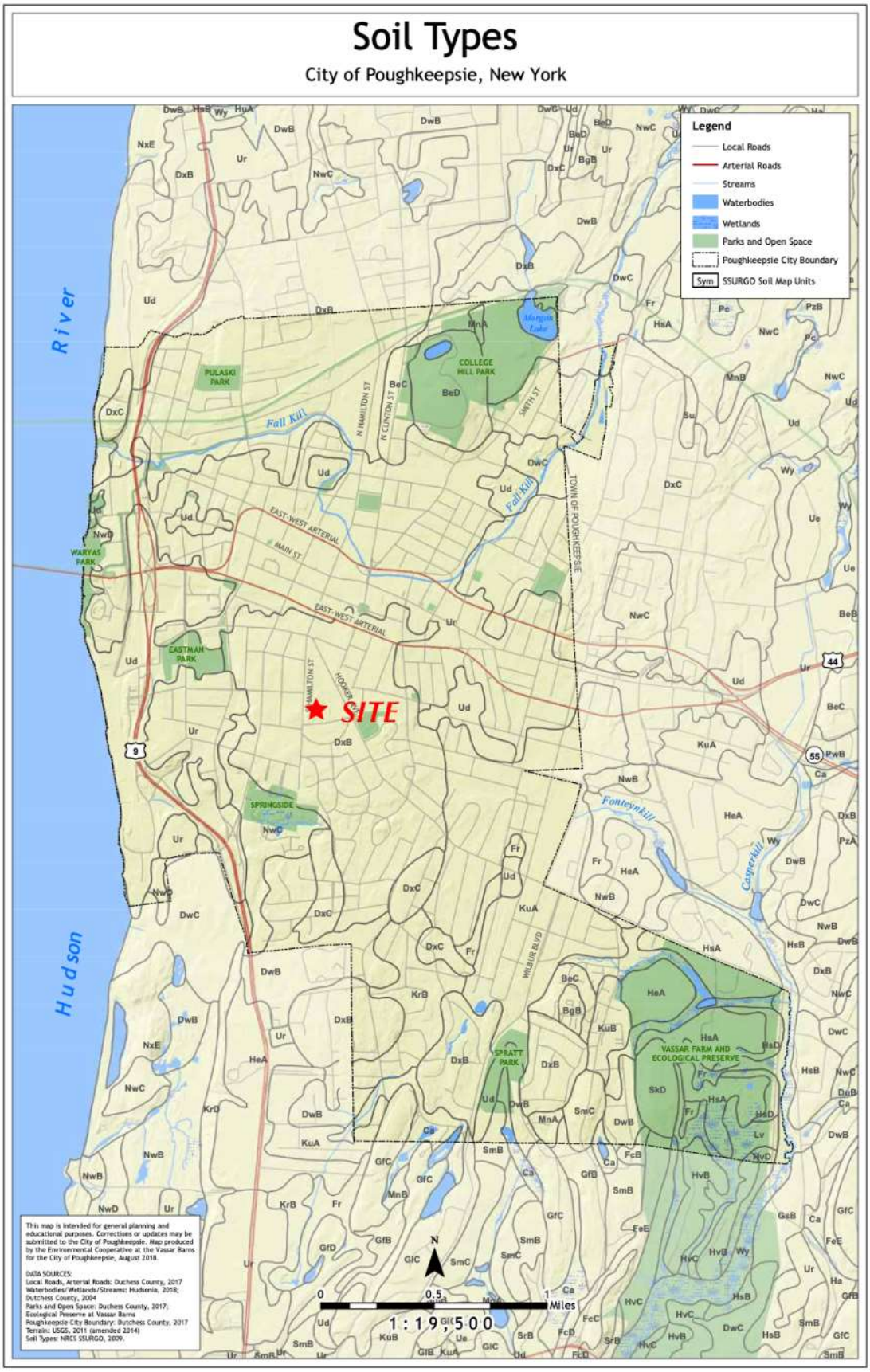

Soil Types
City of Poughkeepsie, New York
Legend
Local Roads
Arterial Roads
Streams
Waterbodies
Wetlands
Parks and Open Space
Poughkeepsie City Boundary
Sym SSURGO Soil Map Units
SITE
Hudson River
Fall Kill
Fonteynkill
Casperkill
COLLEGE HILL PARK
PULASKI PARK
WARYAS PARK
EASTMAN PARK
SPRINGSIDE
SPRATT PARK
VASSAR FARM AND ECOLOGICAL PRESERVE
EAST-WEST ARTERIAL
MAIN ST
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Poughkeepsie City Boundary: Dutchess County, 2017
Terrain: USGS, 2011 (amended 2014)
Soil Types: NRCS SSURGO, 2009.

Figure 4

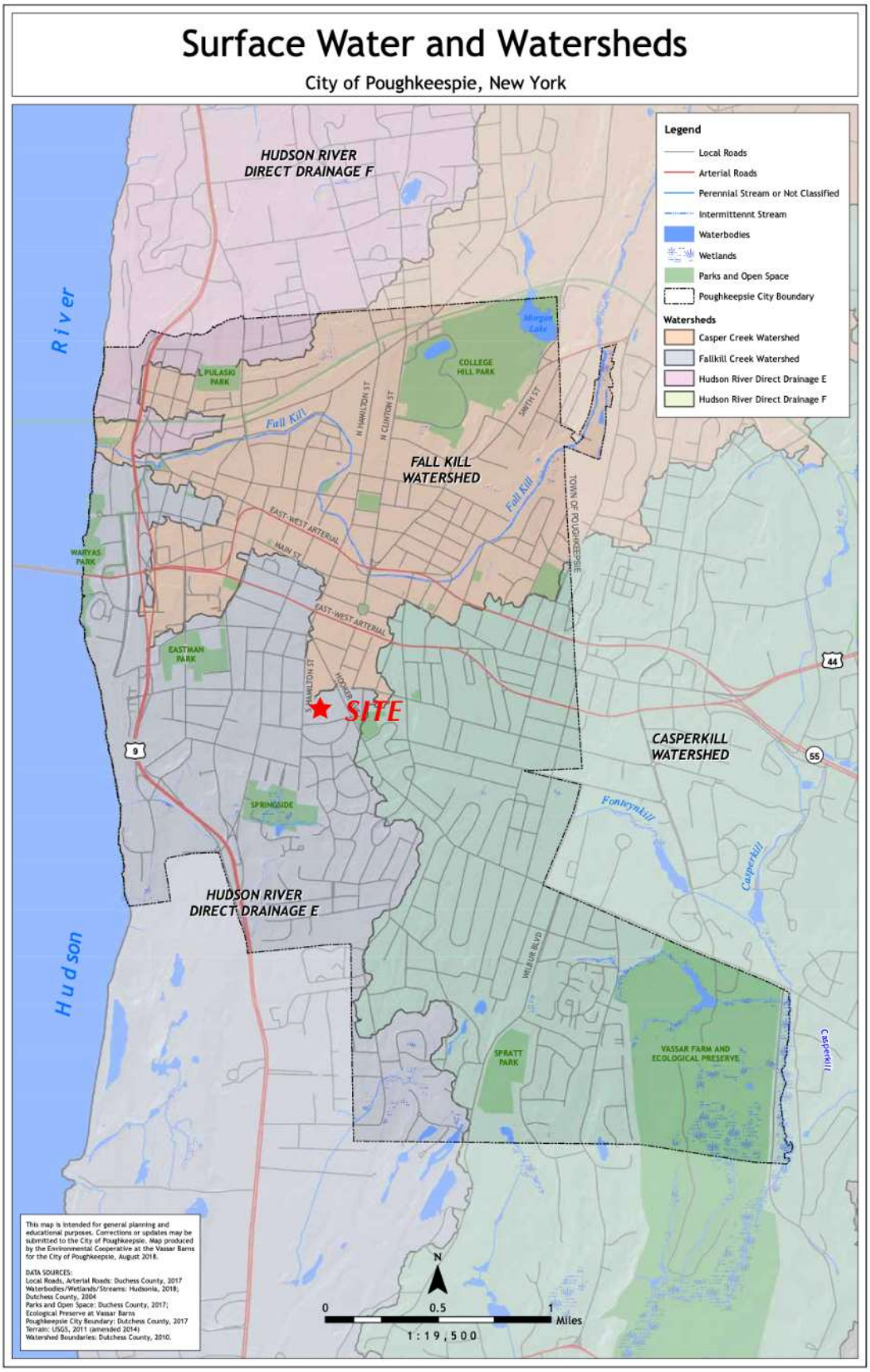

Surface Water and Watersheds
City of Poughkeepsie, New York
Legend
Local Roads
Arterial Roads
Perennial Stream or Not Classified
Intermittennt Stream
Waterbodies
Wetlands
Parks and Open Space
Poughkeepsie City Boundary
Watersheds
Casper Creek Watershed
Fallkill Creek Watershed
Hudson River Direct Drainage E
Hudson River Direct Drainage F
HUDSON RIVER DIRECT DRAINAGE F
FALL KILL WATERSHED
CASPERKILL WATERSHED
HUDSON RIVER DIRECT DRAINAGE E
SITE
Hudson River
COLLEGE HILL PARK
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Figure 5

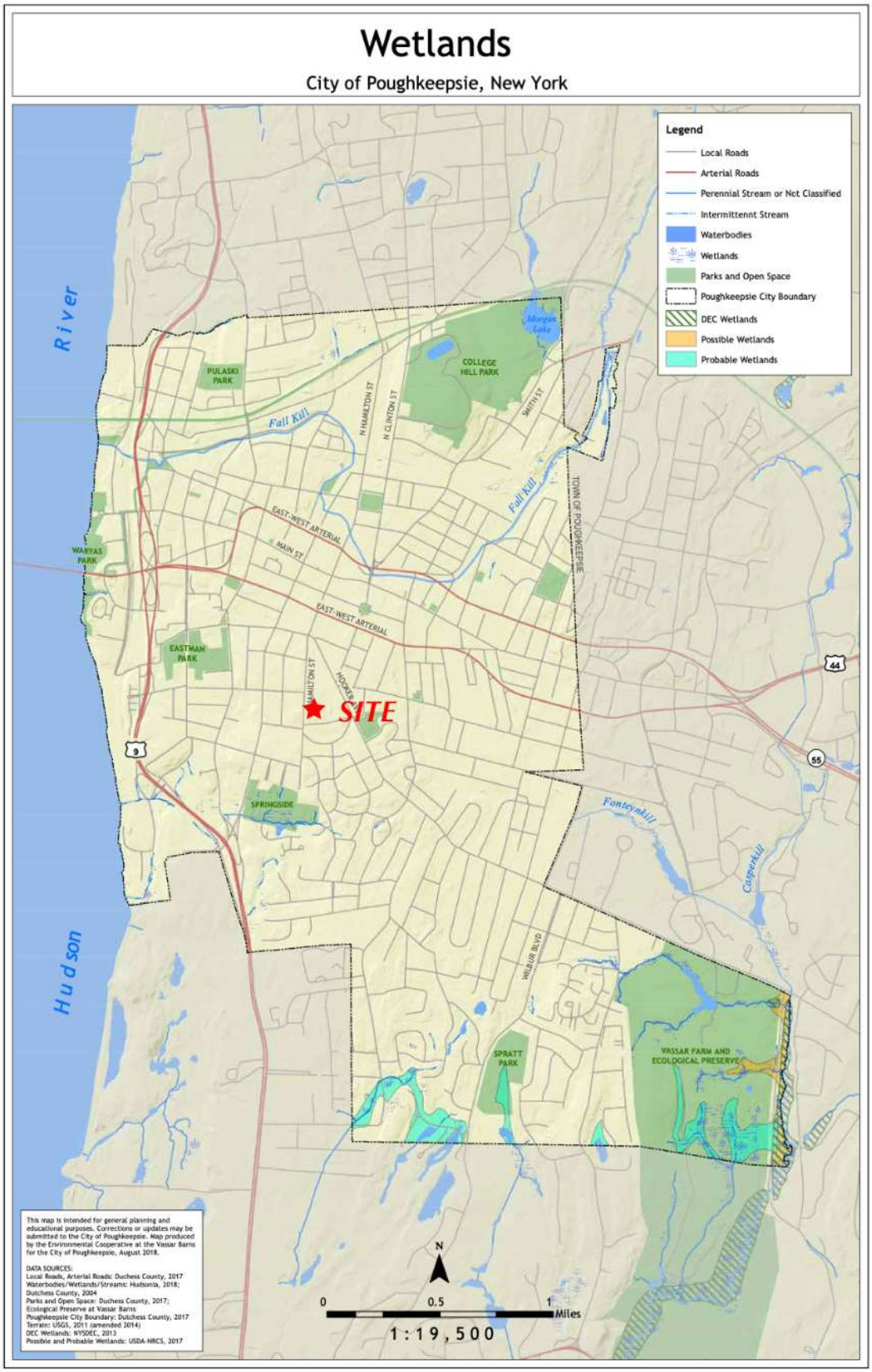

Wetlands
City of Poughkeepsie, New York
Legend
Local Roads
Arterial Roads
Perennial Stream or Not Classified
Intermittennt Stream
Waterbodies
Wetlands
Parks and Open Space
Poughkeepsie City Boundary
DEC Wetlands
Possible Wetlands
Probable Wetlands
Hudson River
PULASKI PARK
COLLEGE HILL PARK
Morgan Lake
Fall Kill
N HAMILTON ST
N CLINTON ST
SMITH ST
TOWN OF POUGHKEEPSIE
EAST-WEST ARTERIAL
MAIN ST
WARYAS PARK
EASTMAN PARK
HAMILTON ST
HOOKER
SITE
SPRINGSIDE
Fonteynkill
Casperkill
WILBUR BLVD
SPRATT PARK
VASSAR FARM AND ECOLOGICAL PRESERVE
9
44
55
This map is intended for general planning and educational purposes. Corrections or updates may be submitted to the City of Poughkeepsie. Map produced by the Environmental Cooperative at the Vassar Barns for the City of Poughkeepsie, August 2018.
DATA SOURCES:
Local Roads, Arterial Roads: Duchess County, 2017
Waterbodies/Wetlands/Streams: Hudsonia, 2018; Dutchess County, 2004
Parks and Open Space: Duchess County, 2017; Ecological Preserve at Vassar Barns
Poughkeepsie City Boundary: Dutchess County, 2017
Terrain: USGS, 2011 (amended 2014)
DEC Wetlands: NYSDEC, 2013
Possible and Probable Wetlands: USDA-NRCS, 2017
N
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Figure 6

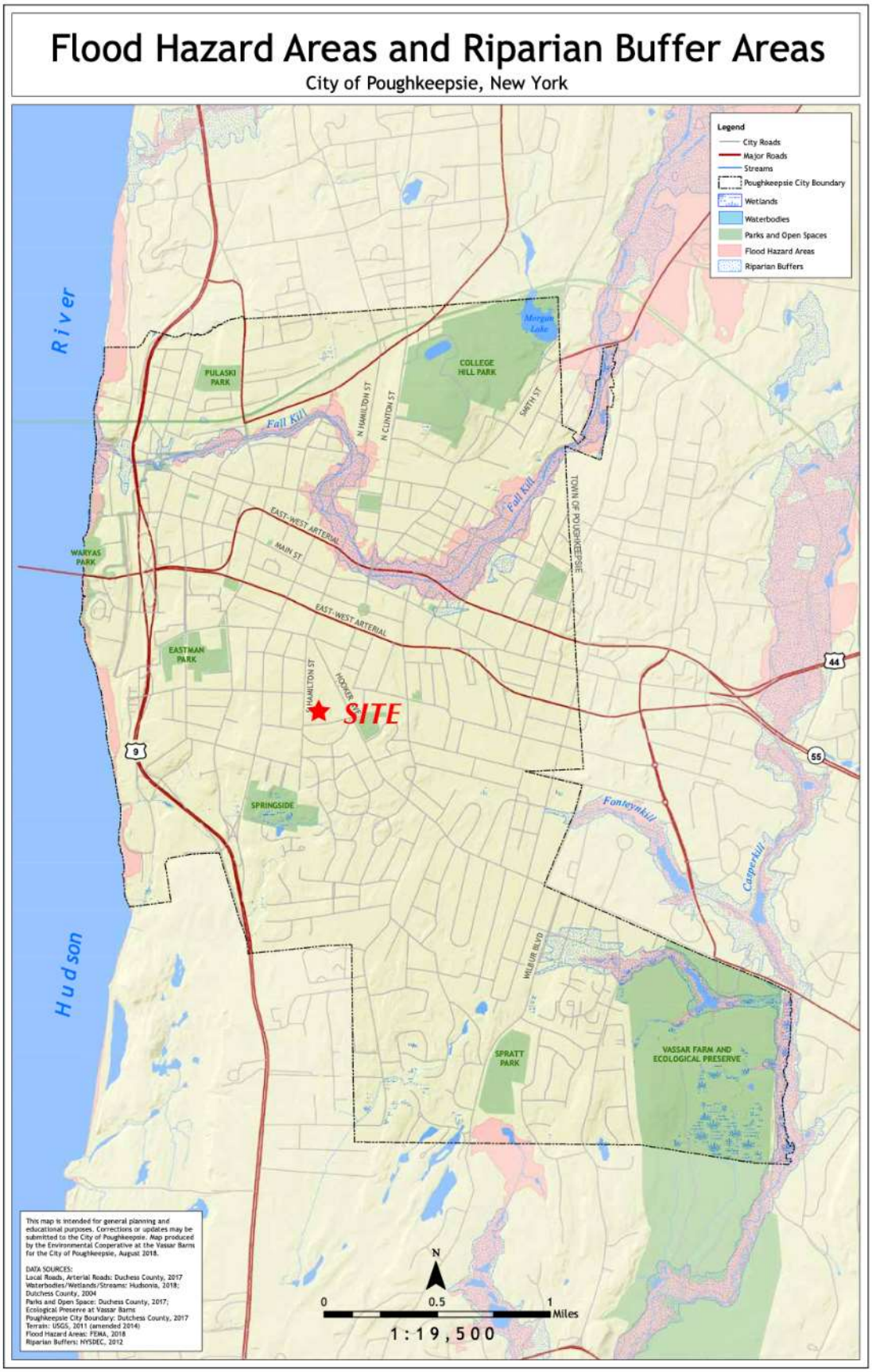

Flood Hazard Areas and Riparian Buffer Areas
City of Poughkeepsie, New York
Legend
City Roads
Major Roads
Streams
Poughkeepsie City Boundary
Wetlands
Waterbodies
Parks and Open Spaces
Flood Hazard Areas
Riparian Buffers
Hudson River
PULASKI PARK
COLLEGE HILL PARK
Morgan Lake
Fall Kill
N HAMILTON ST
N CLINTON ST
SMITH ST
TOWN OF POUGHKEEPSIE
EAST-WEST ARTERIAL
MAIN ST
WARYAS PARK
EASTMAN PARK
HAMILTON ST
HOOKER
SITE
SPRINGSIDE
Fonteynkill
Casperkill
WILBUR BLVD
SPRATT PARK
VASSAR FARM AND ECOLOGICAL PRESERVE
9
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DATA SOURCES:
Local Roads, Arterial Roads: Duchess County, 2017
Waterbodies/Wetlands/Streams: Hudsonia, 2018; Dutchess County, 2004
Parks and Open Space: Duchess County, 2017; Ecological Preserve at Vassar Barns
Poughkeepsie City Boundary: Dutchess County, 2017
Terrain: USGS, 2011 (amended 2014)
Flood Hazard Areas: FEMA, 2018
Riparian Buffers: NYSDEC, 2012
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Figure 7

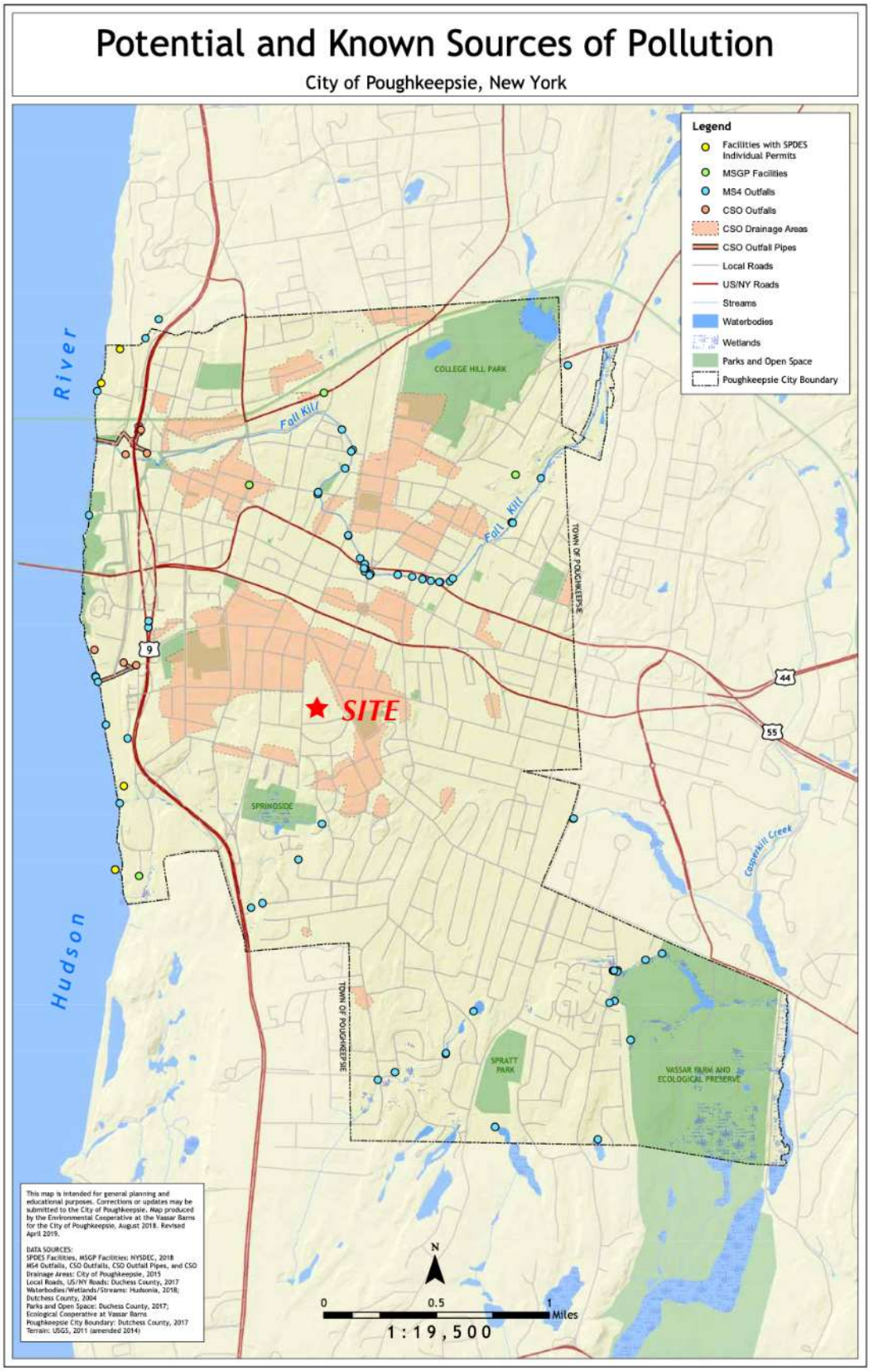

Potential and Known Sources of Pollution
City of Poughkeepsie, New York
Legend
Facilities with SPDES Individual Permits
MSGP Facilities
MS4 Outfalls
CSO Outfalls
CSO Drainage Areas
CSO Outfall Pipes
Local Roads
US/NY Roads
Streams
Waterbodies
Wetlands
Parks and Open Space
Poughkeepsie City Boundary
Hudson River
COLLEGE HILL PARK
Fall Kill
Fall Kill
TOWN OF POUGHKEEPSIE
SITE
SPRINGSIDE
Copperkill Creek
TOWN OF POUGHKEEPSIE
SPRATT PARK
VASSAR FARM AND ECOLOGICAL PRESERVE
9
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DATA SOURCES:
SPDES Facilities, MSGP Facilities: NYSDEC, 2018
MS4 Outfalls, CSO Outfalls, CSO Outfall Pipes, and CSO Drainage Areas: City of Poughkeepsie, 2015
Local Roads, US/NY Roads: Duchess County, 2017
Waterbodies/Wetlands/Streams: Hudsonia, 2018; Dutchess County, 2004
Parks and Open Space: Duchess County, 2017; Ecological Cooperative at Vassar Barns
Poughkeepsie City Boundary: Dutchess County, 2017
Terrain: USGS, 2011 (amended 2014)
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Miles
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Figure 8

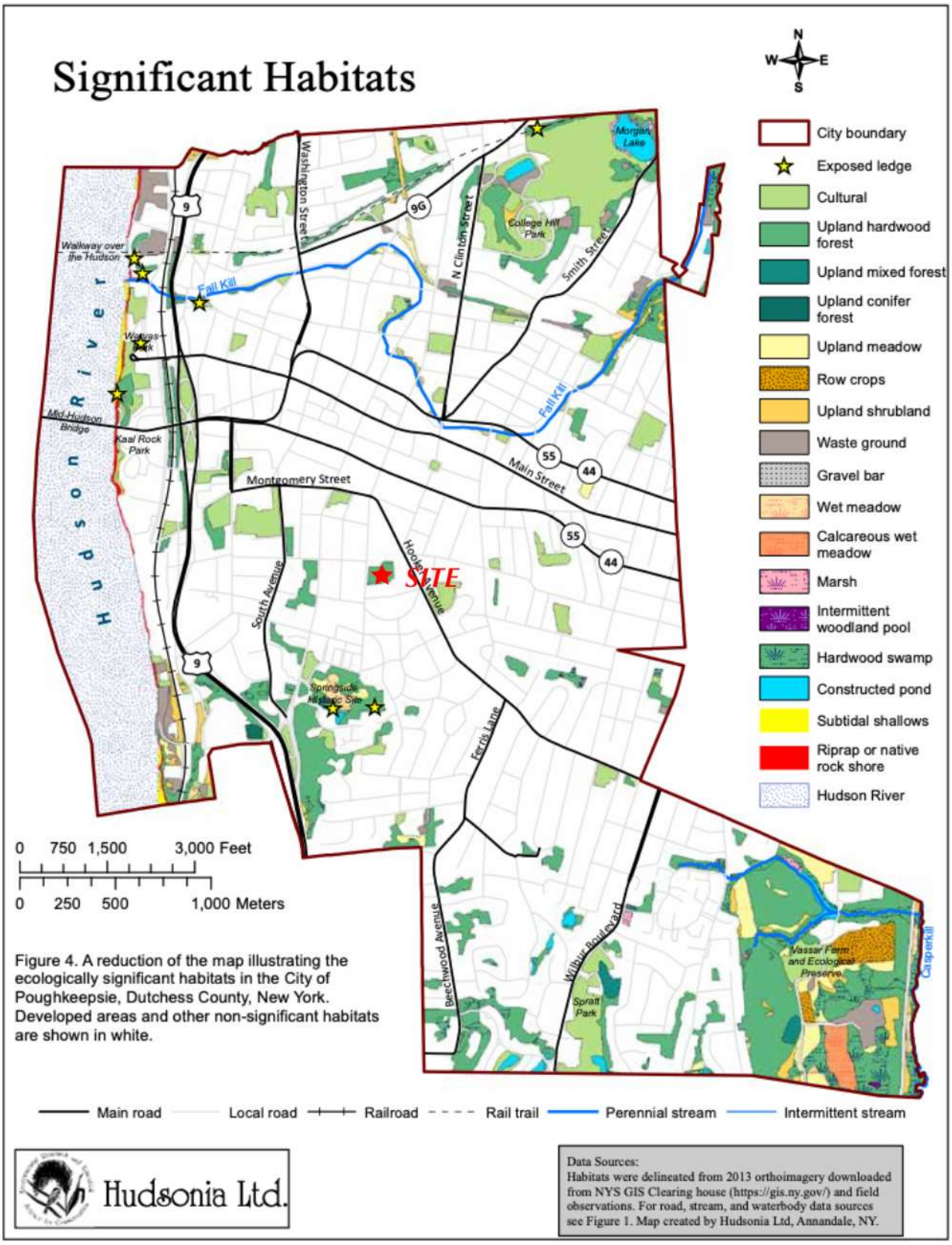
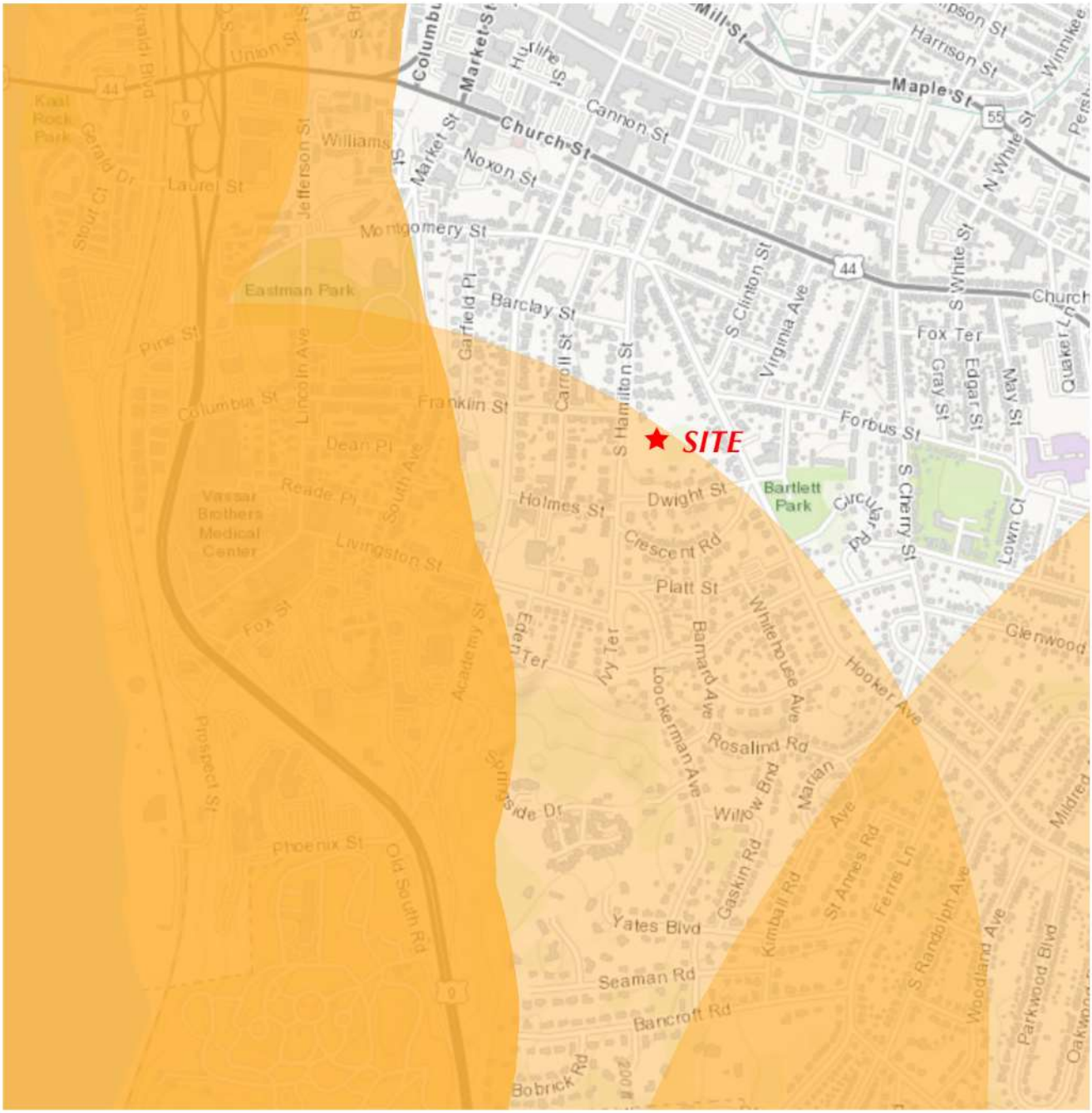


Figure 4. A reduction of the map illustrating the ecologically significant habitats in the City of Poughkeepsie, Dutchess County, New York. Developed areas and other non-significant habitats are shown in white.

Hudsonia Ltd.

Data Sources:
Habitats were delineated from 2013 orthoimagery downloaded from NYS GIS Clearing house (https://gis.ny.gov/) and field observations. For road, stream, and waterbody data sources see Figure 1. Map created by Hudsonia Ltd, Annandale, NY.

Figure 9
Rare Plants and Animals



Source: NYSDEC Environmental Resource Mapper

Figure 10

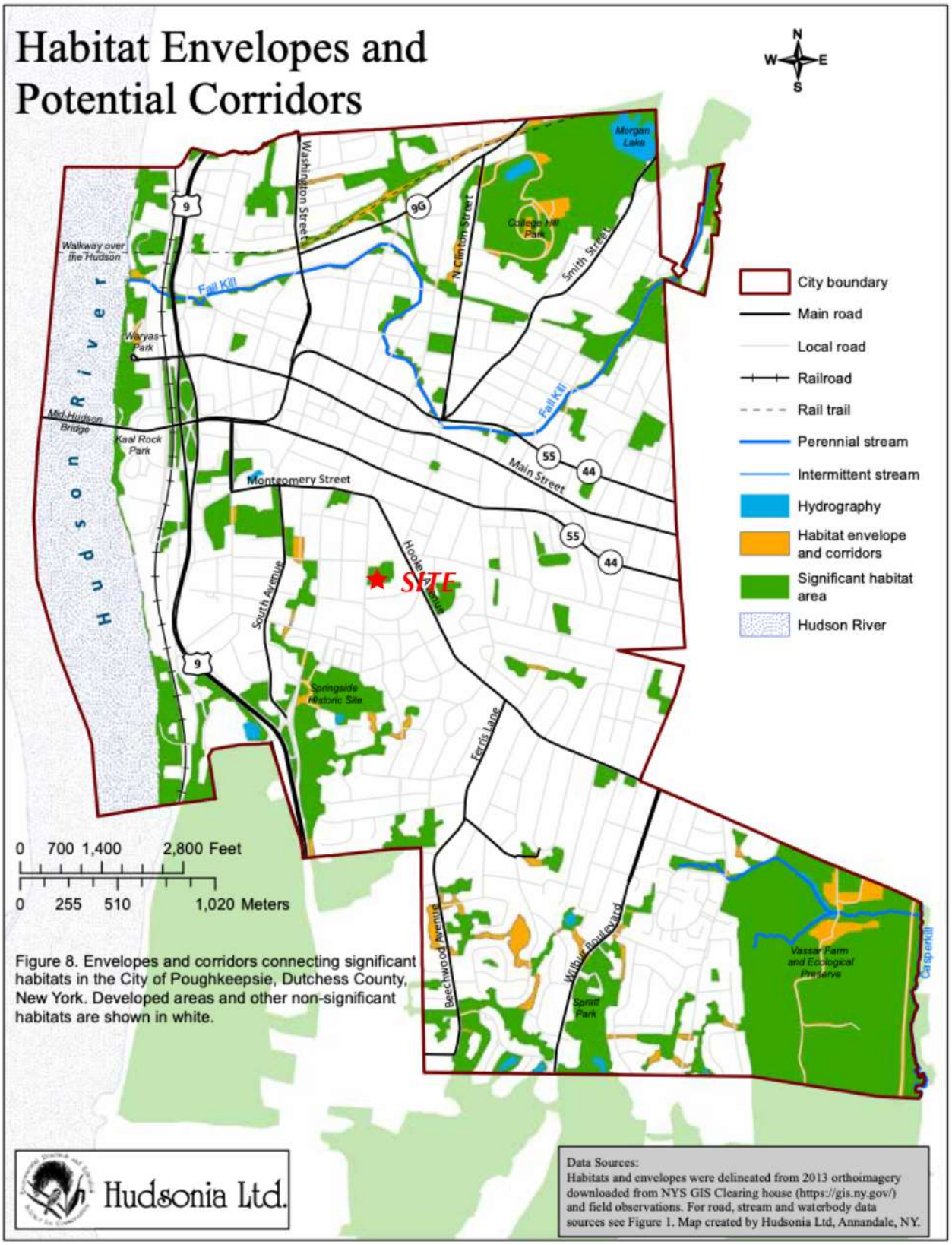


Figure 8. Envelopes and corridors connecting significant habitats in the City of Poughkeepsie, Dutchess County, New York. Developed areas and other non-significant habitats are shown in white.

Figure 11

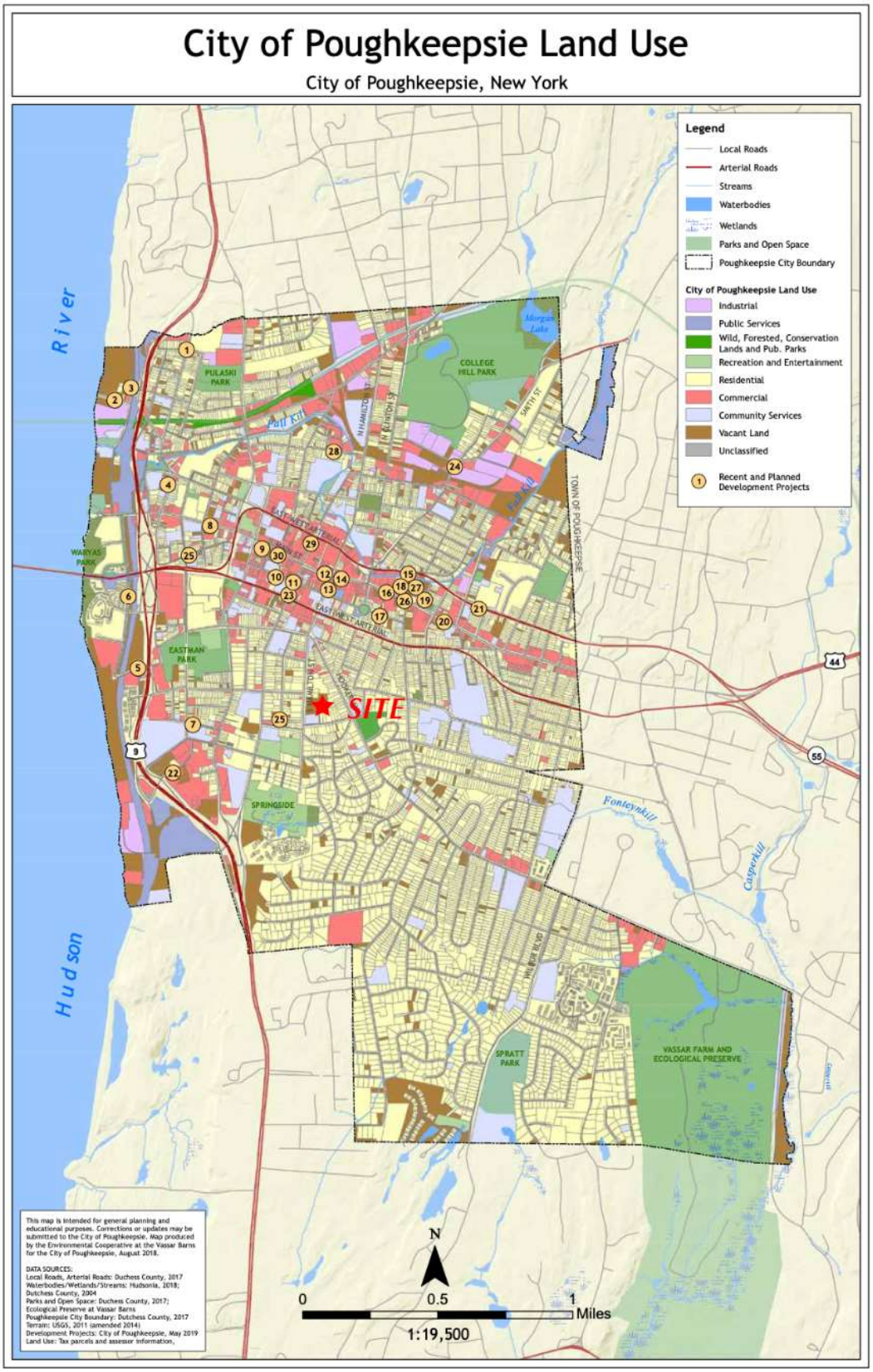

City of Poughkeepsie Land Use
City of Poughkeepsie, New York
Legend
Local Roads
Arterial Roads
Streams
Waterbodies
Wetlands
Parks and Open Space
Poughkeepsie City Boundary
City of Poughkeepsie Land Use
Industrial
Public Services
Wild, Forested, Conservation Lands and Pub. Parks
Recreation and Entertainment
Residential
Commercial
Community Services
Vacant Land
Unclassified
Recent and Planned Development Projects
SITE
Hudson River
Fonteynkill
Casperkill
Morgan Lake
PULASKI PARK
COLLEGE HILL PARK
WARYAS PARK
EASTMAN PARK
SPRINGSIDE
SPRATT PARK
VASSAR FARM AND ECOLOGICAL PRESERVE
TOWN OF POUGHKEEPSIE
EAST-WEST ARTERIAL
SMITH ST
44
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Figure 12

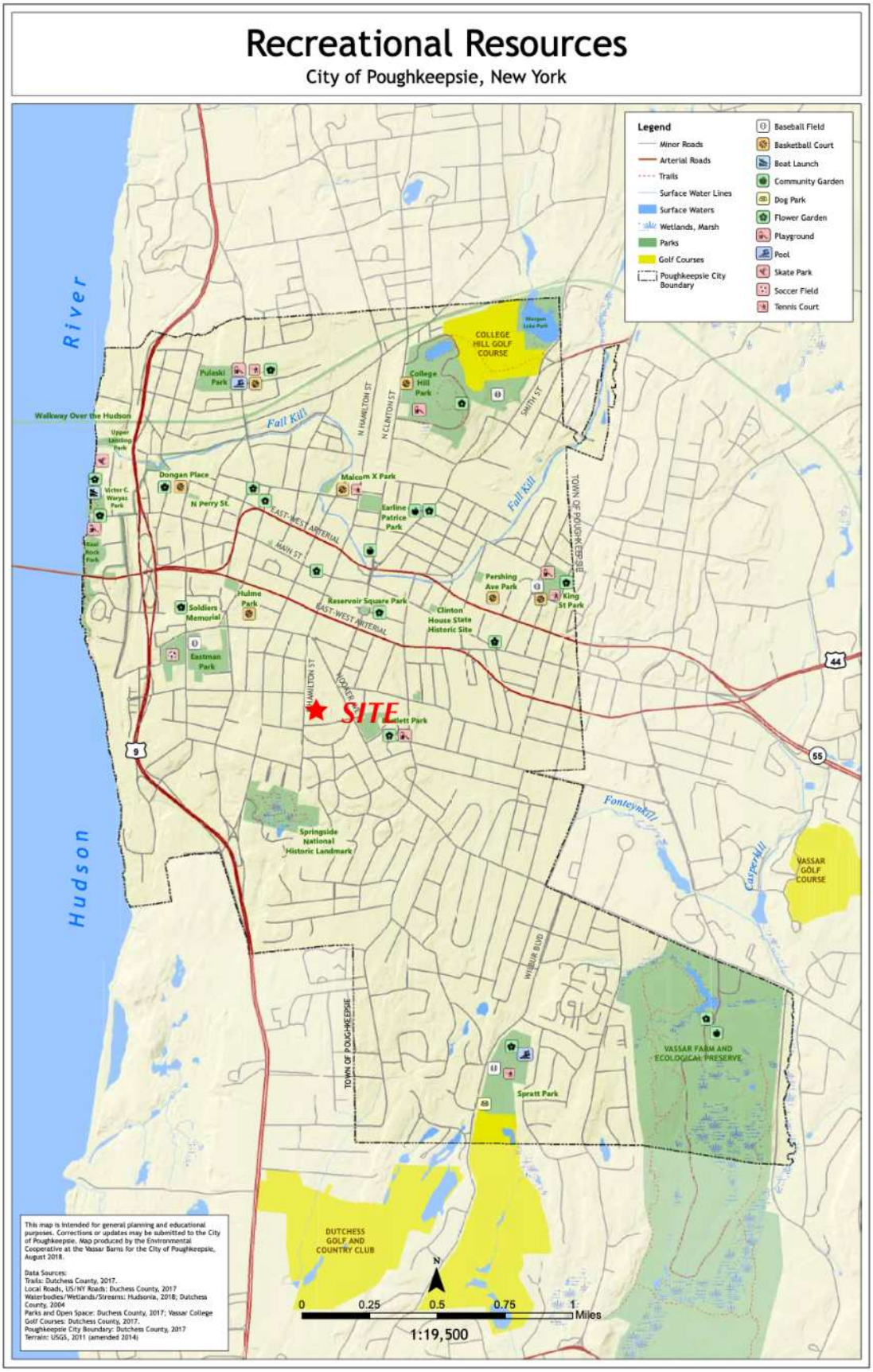
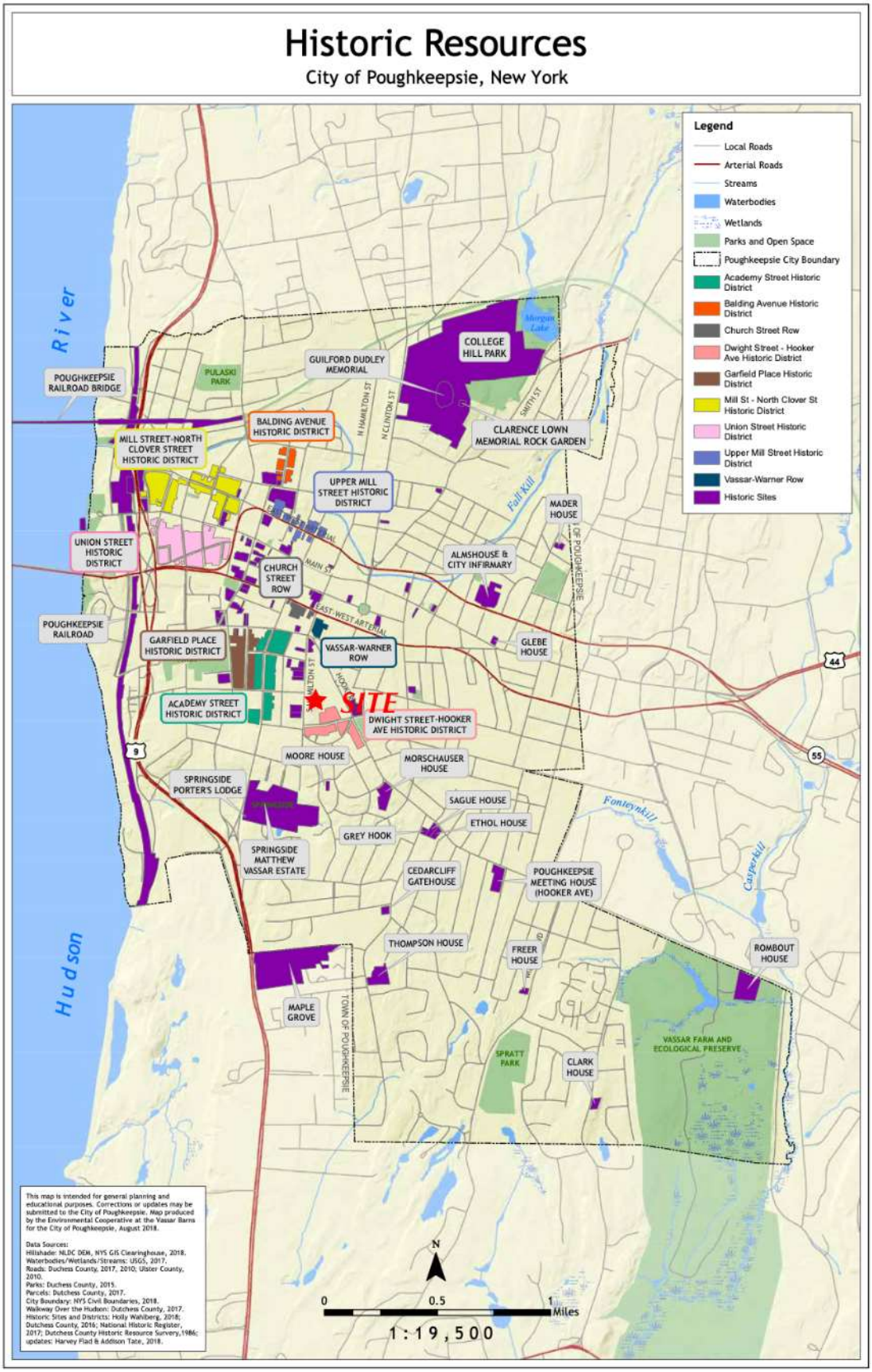

Recreational Resources
City of Poughkeepsie, New York
Legend
Minor Roads
Arterial Roads
Trails
Surface Water Lines
Surface Waters
Wetlands, Marsh
Parks
Golf Courses
Poughkeepsie City Boundary
Baseball Field
Basketball Court
Boat Launch
Community Garden
Dog Park
Flower Garden
Playground
Pool
Skate Park
Soccer Field
Tennis Court
Hudson River
SITE
COLLEGE HILL GOLF COURSE
VASSAR GOLF COURSE
DUTCHESS GOLF AND COUNTRY CLUB
VASSAR FARM AND ECOLOGICAL PRESERVE
Springside National Historic Landmark
Clinton House State Historic Site
Walkway Over the Hudson
Pulaski Park
College Hill Park
Malcom X Park
Earline Patrice Park
Dongan Place
Victor C. Wargas Park
Soldiers Memorial
Hulme Park
Eastman Park
Reservoir Square Park
Pershing Ave Park
King St Park
Bartlett Park
Spratt Park
Fall Kill
Fonteynkill
Casperkill
N HAMILTON ST
N CLINTON ST
SMITH ST
N PERRY ST
EAST-WEST ARTERIAL
MAIN ST
HAMILTON ST
WOODLAWN
WILBUR BLVD
TOWN OF POUGHKEEPSIE
TOWN OF POUGHKEEPSIE
9
44
55
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Data Sources:
Trails: Dutchess County, 2017.
Local Roads, US/NY Roads: Duchess County, 2017
Waterbodies/Wetlands/Streams: Hudsonia, 2018; Dutchess County, 2004
Parks and Open Space: Duchess County, 2017; Vassar College
Golf Courses: Dutchess County, 2017.
Poughkeepsie City Boundary: Dutchess County, 2017
Terrain: USGS, 2011 (amended 2014)
N
0
0.25
0.5
0.75
1
Miles
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Figure 13


Historic Resources
City of Poughkeepsie, New York
Legend
Local Roads
Arterial Roads
Streams
Waterbodies
Wetlands
Parks and Open Space
Poughkeepsie City Boundary
Academy Street Historic District
Balding Avenue Historic District
Church Street Row
Dwight Street - Hooker Ave Historic District
Garfield Place Historic District
Mill St - North Clover St Historic District
Union Street Historic District
Upper Mill Street Historic District
Vassar-Warner Row
Historic Sites
Hudson River
POUGHKEEPSIE RAILROAD BRIDGE
POUGHKEEPSIE RAILROAD
PULASKI PARK
GUILFORD DUDLEY MEMORIAL
COLLEGE HILL PARK
Morgan Lake
BALDING AVENUE HISTORIC DISTRICT
MILL STREET-NORTH CLOVER STREET HISTORIC DISTRICT
UPPER MILL STREET HISTORIC DISTRICT
CLARENCE LOWN MEMORIAL ROCK GARDEN
Fall Kill
MADER HOUSE
UNION STREET HISTORIC DISTRICT
CHURCH STREET ROW
ALMSHOUSE & CITY INFIRMARY
GARFIELD PLACE HISTORIC DISTRICT
VASSAR-WARNER ROW
GLEBE HOUSE
ACADEMY STREET HISTORIC DISTRICT
SITE
DWIGHT STREET-HOOKER AVE HISTORIC DISTRICT
MOORE HOUSE
MORSCHAUSER HOUSE
SPRINGSIDE PORTER'S LODGE
SAGUE HOUSE
ETHOL HOUSE
GREY HOOK
Fonteynkill
SPRINGSIDE MATTHEW VASSAR ESTATE
CEDARCLIFF GATEHOUSE
POUGHKEEPSIE MEETING HOUSE (HOOKER AVE)
Casperkill
THOMPSON HOUSE
FREER HOUSE
ROMBOUT HOUSE
MAPLE GROVE
SPRATT PARK
CLARK HOUSE
VASSAR FARM AND ECOLOGICAL PRESERVE
TOWN OF POUGHKEEPSIE
CITY OF POUGHKEEPSIE
EAST-WEST ARTERIAL
MAIN ST
HOOKER AVE
SMITH ST
N HAMILTON ST
N CLINTON ST
WILTON ST
9
44
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N
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1
Miles
1:19,500
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Data Sources:
Hillshade: NLDC DEM, NYS GIS Clearinghouse, 2018.
Waterbodies/Wetlands/Streams: USGS, 2017.
Roads: Duchess County, 2017, 2010; Ulster County, 2010.
Parks: Duchess County, 2015.
Parcels: Dutchess County, 2017.
City Boundary: NYS Civil Boundaries, 2018.
Walkway Over the Hudson: Dutchess County, 2017.
Historic Sites and Districts: Holly Wahlberg, 2018; Dutchess County, 2016; National Historic Register, 2017; Dutchess County Historic Resource Survery,1986; updates: Harvey Flad & Addison Tate, 2018.

George Brandt

From: Schreyer, Jessica (PARKS) <Jessica.Schreyer@parks.ny.gov>
Sent: Wednesday, December 20, 2023 2:18 PM
To: George Brandt
Cc: aricoassociates@gmail.com; Lauran O'Neill
Subject: RE: 39LTP6D6EV93 Accepted for Project 23PR09978

Hi George,

Sloane and Marianna are not yet done with their review. The archaeology unit has no concerns and is not requesting an archaeological survey.

Jessica Schreyer
Archaeology Unit Program Coordinator
Division for Historic Preservation

New York State Parks, Recreation & Historic Preservation
Peebles Island State Park, P.O. Box 189, Waterford, NY 12188
Office: (518) 268-2205 / Mobile: (518) 948-7050
Jessica.Schreyer@parks.ny.gov
https://parks.ny.gov/shpo



From: George Brandt <gbrandt@onekeyllc.com>
Sent: Wednesday, December 20, 2023 1:59 PM
To: Schreyer, Jessica (PARKS) <Jessica.Schreyer@parks.ny.gov>
Cc: aricoassociates@gmail.com; Lauran O'Neill <loneill@onekeyllc.com>
Subject: 39LTP6D6EV93 Accepted for Project 23PR09978

You don't often get email from gbrandt@onekeyllc.com. Learn why this is important

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good afternoon Jessica –

I am the owner rep for the project associated with the initial consultation number noted above. The project consultant is copied here along with the property principal.

A new submission number: 23PR09978.001 was issued on 11/30/23.

We have not received any requests for additional information and believe all the required documentation for the consultation was provided.

In connection with the consultation, in the submissions tab, it is indicated as follows:

Jessica Schreyer (Archaeology): Complete
Tabitha O'Connell (Survey and Evaluation): Complete
Sloane Bullough (Technical Services): Incomplete
Mariana Montes Staines (Technical Services): Incomplete

I emailed Sloane earlier, unfortunately she is out ill today.

Can you assist me in resolving the incompleteness issue?

Lastly, are you able to share any information on archeology? The Mapper indicates the site is in an archeologically sensitive area.

MHCM
MID HUDSON CONSTRUCTION MANAGEMENT

December 27, 2024

City of Poughkeepsie Planning Board
63 Civic Center Plaza
Poughkeepsie, NY 12601

To Whom It May Concern:

Mid Hudson Construction Management (MHCM) is the leading construction company in the City of Poughkeepsie. Our experience and expertise in municipal and private projects have resulted in numerous successful projects not only throughout the Hudson Valley, but throughout New York, New Jersey, and Connecticut. MHCM is proud to create success for our clients by being on time and on budget.

In October 2024, we were retained by O'Neill Group Hamilton ("the Owner") to analyze and evaluate land development for their upcoming project on South Hamilton Street. Specifically, MHCM was asked to provide specialized constructability review in order to advise the Owner and the Engineer on proposed site improvements related to excavation. MHCM modelled a two-dimensional grid layout of the site plan for each sector of the grid.

MHCM utilized computed-aided design files supplied from Arico Associates and the geotechnical Subsurface Investigation Report from Kevin L. Patton, P.E. dated July 6, 2023.

In conducting its investigation, MHCM used generally accepted industry standards and methods and exercised reasonable care in preparing quantity survey and analysis. The Owner is a sophisticated developer and accepted our findings. The Owner anticipates the majority of earthwork will take three weeks based on time of year and availability of equipment and manpower.

A summary table is attached hereto numerically representing our findings.

Thank you very much,

James Madison, CPE
Mid Hudson Construction Management

100 South Hamilton Street
Cut and Fill Analysis Summary
October 11, 2024

MHCM
MID HUDSON CONSTRUCTION MANAGEMENT

Scale: 1:30
Grid Size: 50.0

Area: **147,226 gsf** **3.4 Acre**

Topsoil

	Strip:	0.0	CY	Respread:	2525.3 CY
1.31 Fluff Factor	Waste:	0.0	CY		
1.31 Fluff Factor	After Waste:	0.0	CY		
		0.0	LCY		
	Excess(Export):	0.0	CY	Required(Import):	2525.3 CY
		0.0	LCY		3308.2 LCY

Subsoil

Subsoil Cut:	31,583	CY	Subsoil Fill:	1,807 CY
	41,374	LCY		2,367 LCY
For Fill:	1,807	CY	From Cut:	1,807 CY
	2,367	LCY		2,367 LCY
Rock:	3,809	CY	Process for Subbase	3,809 CY
	4,990	LCY		4,990 LCY
Topsoil Respread Amended Onsite Soil:	2,525	CY		2,525 CY
	3,308	LCY		3,308 LCY
Excess	23,442	CY	Spoil(Export):	23,442 CY
	30,709	LCY		30,709 LCY
Borrow(Import)	0	CY	Borrow(Import):	0.0 CY
	0	LCY		0.0 LCY

KEVIN L. PATTON, P.E.
36 PATTON ROAD
NEWBURGH, N.Y. 12550
845 275-7732 PATTONGEOTECH.COM

CLIENT:	One Key Development 241 Hudson Street Hackensack, NJ 07601	PROJECT: Project No. Date:	South Hamilton Street Site Poughkeepsie, N.Y. 23216 November 4, 2024

Re: Vibrations from Construction

Vibrations from construction activities may be of concern when the work is performed in close proximity to structures; most activities produce low levels of vibration which attenuate rapidly and are unlikely to cause damage. There are few construction activities for which vibrations cannot be minimized; pile driving and deep dynamic compaction are perhaps the only examples, as even blasting can be performed very close to existing structures, when small charges and pre-split blasting techniques are employed. Blasting, pile driving and dynamic compaction operations require a site-specific vibration analysis when they will be performed near existing structures. Most other construction activities require no analysis except when performed very close to an existing sensitive structure, or inside it.

The level of vibrations received by an adjacent structure depend on the initial intensity of the vibration, its orientation relative to the structure, the topography, the subsurface conditions and the distance from the source to the receptor. Low-frequency vibrations are more likely to cause damage, and some vibration rating systems allow higher amplitudes for higher frequency vibrations. The location of the structure can be important; the middle of a wall may be more sensitive than a corner, for example. The topography can be a significant factor; when performing deep dynamic compaction, in which a multi-ton weight is dropped on the ground surface, a shallow trench between the impact area and adjacent structures is typically all that is required to effectively protect them. Areas with soft soils are more sensitive to vibrations, which are amplified slightly as they travel through the softer media at lower velocities. The effect of distance is one of the most significant factors to consider, as the intensity of vibrations decreases with the square of the distance.

The most frequently-referenced vibration limits for construction are those presented in U.S. Bureau of Mines Investigation Report 8507, 'Structure Response and Damage Produced by Ground Vibration from Surface Mine Blasting' (1989.) The limits for "safe levels of blasting vibration for houses using a combination of velocity and displacement" are given as a function of frequency; for very low frequency vibrations (1 hertz) a maximum peak particle velocity (PPV) of 0.19 inch per second is recommended; at frequencies of about 3 Hz to 12 Hz a limit of 0.50 ips is recommended to protect plaster finishes from damage, with a limit of 0.75 ips for drywall, and a limit of 2.0 ips is recommended at frequencies greater than 40 Hz. More conservative limits are presented in ASCE Publication 83-501, 'Vibration Criteria for Sensitive Older Buildings' (1983,) which recommends a maximum PPV of 0.50 ips for frequencies of 40 Hz and greater, and 0.25 ips for vibration frequencies of 10 Hz or less.

The intensities of vibrations from most construction activities do not reach the level at which damage to sensitive older buildings would be of concern, even at relatively close distances. Among ordinary construction equipment, vibratory rollers, used to compact soil and blacktop, produce the highest levels of vibration; the Federal Highway Administration cites a typical PPV of 0.21 ips at a distance of 25 feet for them. (FHWA-NH-RD-12323W, 'Ground Vibrations Emanating from Construction Equipment,' 2012.) Rollers thus may produce damaging vibrations when operated closer than 25 feet from a sensitive structure, and different compaction methods and/or smaller equipment should be used in such cases. For some other typical equipment, the FHWA report cites a typical PPV at 25 feet of 0.09 ips for large bulldozers and for hoe-rams (hydraulic breakers) used for the mechanical excavation of rock, 0.08 ips is cited for dump trucks,

and 0.04 ips is noted for jackhammers. The attenuation of vibrations with the square of distance is also tabulated in the FHWA report which notes that the large bulldozer, for example, with a PPV of 0.09 ips at 25 feet, has a PPV of 1.00 ips at five feet, 0.35 ips at 10 feet and 0.03 ips at fifty feet.

At this project some mechanical rock excavation and some structural fill compaction will be required for preparation of the building pad. The rock excavation area will be more than twenty feet from the property line and will be much farther from adjacent structures; this separation distance is sufficient that damaging vibrations from rock excavation are not a concern, and additional mitigation is provided by the rock excavation area being a hilltop, which minimizes the horizontal transmission of vibrations. Vibrations from bulldozers, trucks and similar equipment operating on the site should be imperceptible at the adjacent structures. Vibrations from soil compaction activities are a minor concern for the garages on the south side of the site, as the backs of these buildings are approximately four to twelve feet from the property line, and not much farther from the edge of the construction zone. When working less than 25 feet from these structures, vibrations should be reduced at the source, by using a vibratory trench roller to compact the fill, or by compacting it with the large soil roller operating in non-vibratory mode.

Vibration monitoring is sometimes used during construction to determine the actual amplitude of vibration at adjacent structures, with the construction methods modified if a predetermined limit is exceeded. I do not recommend the use of monitoring for this project, as the potential amplitudes of vibrations transmitted to nearby structures are expected to be negligible, except for those from the compaction work near the south property line, and in that case a minor reduction in the compaction intensity, as noted above, will prevent the vibrations from reaching the range where they would have a potential to damage sensitive structures.

Please contact me if you have any questions.

Yours truly,



Kevin L. Patton, P.E.
kevin@pattongeotech.com

December 15, 2023

City of Poughkeepsie Planning Board
Attn: Anne Saylor, Chairperson
63 Civic Center Plaza
Poughkeepsie, NY 12601

cc: Joe Donat, Development Director

RE: 2023-041 South Hamilton Lot Development

MASS DESIGN GROUP

1 Chandler Street Suite 101
Boston, MA 02116

289 Main Street Suite 101
Poughkeepsie, NY 12601

hello@massdesigngroup.org
+1 857 233 5788
+1 845 473 4003

massdesigngroup.org

Dear City of Poughkeepsie Planning Board,

The applicant and design team met with Chris Kroner on December 5, 2023 to discuss the proposed project. In attendance were Tyler Maegerle, and Lori Garcia, George Brandt, Fin O'Neill, Lauran O'Neill, and Nabil N. Mijalli. The discussion was a preliminary workshop in nature, and the design team gave an introduction to the project, its intent and constraints to which MASS elevated some clarifying questions for further consideration.

The design team explained how this project was a departure from previous applications at the same site, but had learned some key lessons in the site plan from those previous conversations, and also they have increased the size of the proposed building on this lot. They presented their aesthetic, referencing some context of nearby historical buildings through material color and possibly texture.

This project reflects a 3.4 acre development with 58 units, 3 stories tall at a critical entry point into the city's historic district, and therefore we encourage the public to take an active interest in the project's development.

Neighborhood Integration

We also encourage that each facade of the four main building massings have a bit of variety in character, so that they can be in scalar dialogue with the series of historic homes that we see in the nearby historic district.

Landscape

Acknowledging that the existing trees on Hamilton are much bigger than what was first presented, we appreciate the inclusion of multiple renderings that show both the intended architecture and how the project will fit with the future mature landscape.

We hope the landscape architect can speak to the species selection, and the durations for maturation. Specifically, we see the American Pillar Arborvitae shown in the renderings and plans, and have concerns we have seen about the regional deer population eating the lower portion of these privacy shrubs. Showing foundation shrubbery would also be helpful to understand in the renderings.

Massing

To resist the standard stacking, we hope the development design team might look at extending some localized areas of facade gridwork panels down by a floor.

We also are interested in the design team considering board and batten siding as an alternative to the standard horizontal shiplap, but we remain open to their decision.

While strong corner massings are an interesting choice (usually emphasized with increased stonework), we find the parapets at the corner masses to be large and it is not clear what is necessitating those heights.

Balconies

The planning board has discussed these amenities numerous times since the pandemic as a means of greater access to light and air, as well as adding visual vitality to our historic districts. That said, the roof atop the top floor balcony and the projection of the balconies forward may be causing the building to appear even larger.

Suggestions

We suggest removing the roof from the top floor balconies, and trying darker colored elements on the balcony dividers or creating gaps (in lieu of dividers) to help diminish the presence of the balconies. Ideas that may interlock balconies and spaces might help to create additional visual interest to the facade work.

Handrails

We find the handrails shown as very conventional, and hope to encourage a locally inspired pattern, or even better locally fabricated metal balustrade. Woven architectural metal panels might also be a welcome alternative to the standard pickets shown in the rendering.

Investigate Color Palette

We understand the simple color palette, but acknowledge that the historic south side of Poughkeepsie has a wide variety of historical and victorian color palettes that give neighborhoods additional visual interest and identity. We encourage the development team to consider those in determining the project's proposed appearance.

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Updates

Since that time, MASS received an updated rendering on 12/13/2023 (shown below). A few of the points above (mostly the balconies and a bit of the massing information) has evolved, but we encourage the applicant to review the letter to consider next steps.



Given the scale and location, we look forward to seeing this important anchor project for the south side of Poughkeepsie evolve through upcoming public participation and further conversation.

Sincerely,
Chris Kroner

Principal
ckroner@mass-group.org

January 13, 2025

Mr. Richard Distel
City of Poughkeepsie Planner
62 Civic Center Plaza
Poughkeepsie, New York 12601

Re: Response to Comments, 100 S. Hamilton Street, City of Poughkeepsie, NY;
CM No. 123-200

Dear Mr. Distel

Creighton Manning is in receipt of the November 21, 2024 comments from Labella Engineering related to the site plan for the proposed project. With reference to the specific traffic comments, please see the following responses:

6. Response indicating a traffic control plan will be submitted under a future submission is noted. We recommend specific timing/milestones for the traffic control plan being provided be made a condition of site plan approval.

Response: Acknowledged. We recommend that a traffic control plan be provided prior to the issuance of a Building Permit.

7. The net earthwork table shows a net export of 30,709 LCY. This results in an estimated 3,000-4,000 truck trips (1,500-2,000 round trips). The Applicant shall discuss truck routing and potential impacts to City roads with the DPW and Engineering Departments and mitigate if necessary.

Response: It's anticipated that two locations may be used to receive the exported fill, one being in the Town of Lloyd, the other being in LaGrangeville. This results in the primary trucks routes being northbound on Hamilton Street, then eastbound or westbound on the arterial. These routes afford the most direct paths to their destinations while minimizing impacts to residential nearby properties.

10. In light of the calculated net earthwork export proposed, the Erosion Control Plan should address vehicle tracking on South Hamilton Street. A standard stabilized construction entrance is not adequate and additional measures should be considered and provided.

Response: Acknowledged. In addition to a construction entrance, the applicant/contractor will implement additional measures such as using trackout control mats to dislodge soil from vehicle wheels, provide a truck wheel wash, and/or regular sweeping of Hamilton Street for any soil tracked off the site.



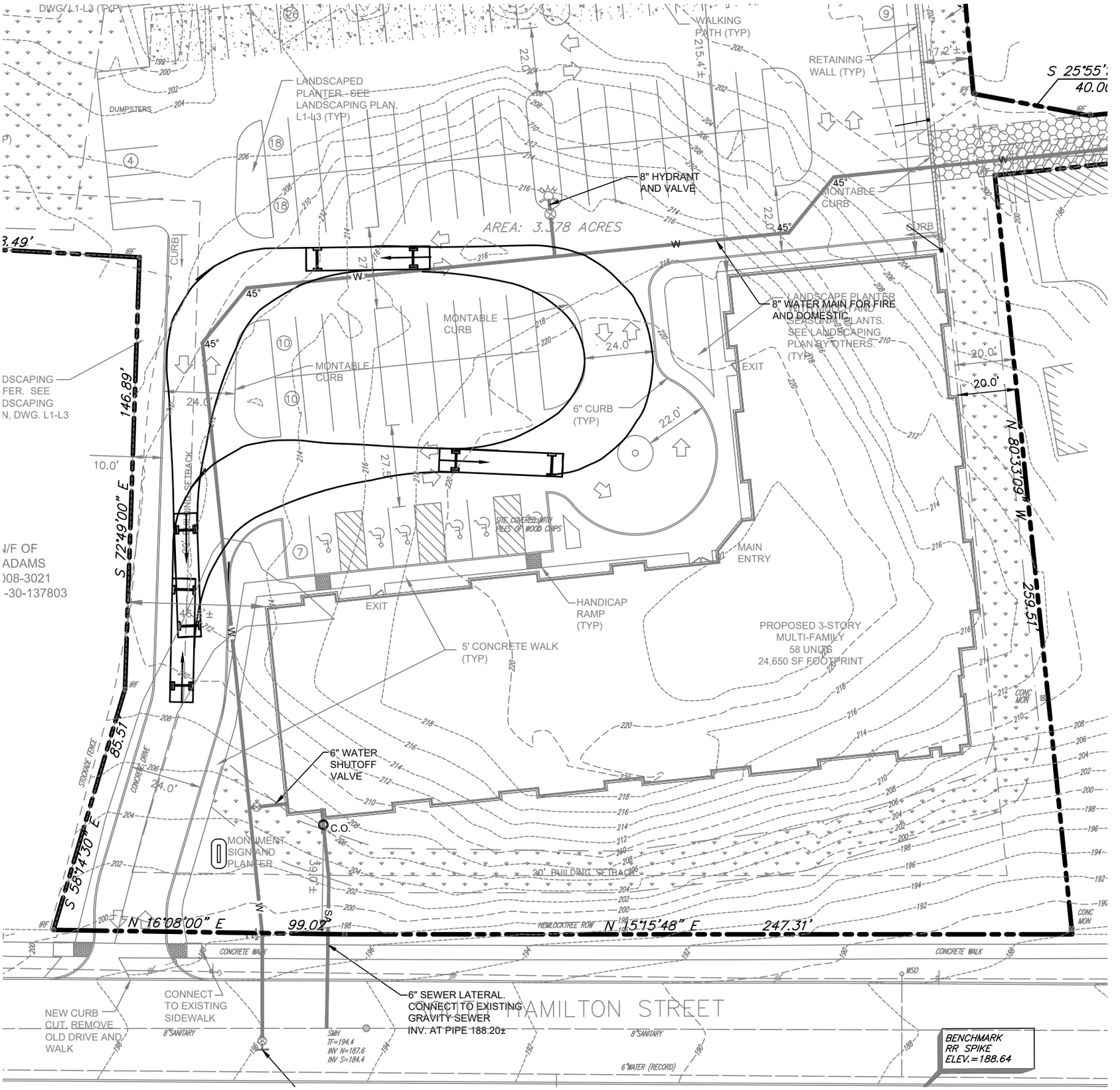
Example – Trackout Mat
Source: Rubberform Recycled Products, LLC

We trust the above responses satisfy these comments. If you have any questions, please feel free to contact our office – 518-689-1834 or kwersted@cmellp.com

Respectfully submitted,
Creighton Manning

Kenneth Wersted, PE, PTOE
Associate

C: George Brandt, One Key Development
Dominic Arico, PE



EMERGENCY VEHICLE TURNING MOVEMENT

SCALE: 1"= 40'

MEMORANDUM

To: Mr. Joseph Donat, Director of Development
City of Poughkeepsie
From: Dominick F. Arico, PE
Date: October 12, 2024
Re: South Hamilton Street
Proposed 58-Unit Residential Building
(LaBella Project #2233235)

We offer the following information in response relative to the project comment letter from City Designated Engineer, Kyle Ahearn, PE of Labella Associates, dated September 24, 2024, as well as comments from City Staff and discussion during recent Planning Board meetings. Initial comments are in *italic* text, and responses are in **bold** text below. The attached materials have been revised or are in addition to the materials submitted under previous submissions:

- Response Memorandum addressing town comments
- Site Development Plans (24x36), last revised October 10, 2024
- SWPPP, last revised October 10, 2024
- Miscellaneous documents noted in responses below
- Digital copy of submitted material on USB drive

We trust this information is sufficient for your use in continuing your review and approvals. If additional information is needed, please let us know and we will submit this information.

Responses to Comments:

Site Plans (dated Aug 13, 2024):
Layout Plan (S1):

1. *Consider adding pedestrian fall protection at the walkway retaining wall near the northwest corner of the building. Per building code, fall protection shall be provided for pedestrian surfaces adjacent to drops of greater than 30".* **A callout is on the plans indicating a 30-inch guiderail.**
2. *The response letter indicates the existing DMH at the intersection of Dwight/S. Hamilton will be replaced in its entirety. As such, revise the Dwight St drainage improvements callout to refer to curb/sidewalk replacement between CB11 and CB14 and relocate the leader to point to the curb/sidewalk.* **Based on a field visit with Joseph Chenier it was determined that the curb did not need to be replaced along the entire length and only where it was being disturbed from the installation of new catch basins.**
3. *Correct the location of the SMH1 label (all sheets).* **Corrected.**
4. *Label CB14.* **Label added.**
5. *Continue the double yellow pavement stripe to the South Hamilton St intersection.* **Pavement stripe extended as noted.**
6. *Specify what the dashed line along the south side of the building is.* **Line was on plan in error and has been removed.**
7. *Identify land banked parking (dashed lines after the northern parking spaces) on S1 and in the parking requirements table. Specify the proposed cover type for these spaces.* **Parking table has been updated and a callout has been added to the plans as noted.**

Water & Sewer Utility Plan (S2):

8. *The stabilized construction entrance should be called out on S4 instead of S2.* **Revised as noted.**

Grading & Drainage Plan (S3):

9. *Revise the FES invert in the northeast corner of the site from 195.00 to 195.50 to correspond to the downstream.* **Revised as noted.**
10. *The proposed 210 contour between 211 and 213 on the south side of the building should be 212.* **Revised as noted.**
11. *The note to maintain existing grade along building and property boundary does not make sense since there is proposed grading here.* **Note has been removed.**
12. *Provide a cut-fill summary table on the Grading Plan. See Erosion Control Plan (S4) comments related to truck trips/sediment tracking.* **An earthwork estimate has been prepared and the final results have been added to Sheet S3.**
13. *Provide pipe lengths and slopes for roof drains.* **The length and lopes are provided once the pipe exists the building foundation. The interior piping (dashed lines) is only depicted on the plans in concept and will be finalized during the building design process. It should be noted that the discharge points will remain as shown.**
14. *Provide traffic control plan for Dwight Street and S. Hamilton Street utility connections.* **As noted in previous responses, a traffic control plans have been discussed with the city engineering department and will be submitted under future submissions. At this time the proposal is to shut down Dwight Street on a daily basis only while construction in in progress and allow for local traffic only. Based on a conversation with the FD, they will coordinate any road closures with the advice of DPW when a closure plan is submitted.**

Erosion Control Plan (S4):

15. *Calculate the tributary area and associated volume of sediment trap(s). Show any relevant temporary diversion swales/earthen dikes proposed to direct runoff to the proposed sediment trap(s). Confirm trap(s) shown can provide the required volumes.* **The trap has been relocated within the area of the proposed bio-retention area and will allow for sheet drainage from the site to be diverted to that area. Once the site has become stabilized and sediment trap removed, the bio-retention will be constructed. Based on the size of the sediment trap, 3,000± cf storage is provided.**
16. *Provide an earthwork estimate for the project on the Grading and Drainage Plan (see comments above). It appears there is a large amount of export required. The Erosion Control Plan should address vehicle tracking on South Hamilton Street if a large amount of export and associated trucking is proposed. A standard stabilized construction entrance may not be adequate and additional measures should be considered.* **An earthwork estimate has been prepared and the final results have been added to Sheet S3.**

Standard Details (D1-D4, CT1, CT2):

17. *The water main trench detail shall be revised to specify Class 52 DIP (name of detail). Detail note 2 shall also be updated accordingly.* **The trench detail has been revised to indicate Class 52 DIP, as well as note 2.**
18. *The top left detail on sheet CT1 and project SWPPP call out the subsurface detention chamber as 48". However, the top left detail on sheet CT2 refers to a 60" detention system. Clarify/revise as needed.* **The pipe is 48" and has been revised on sheet CT2.**

Landscaping Plan/Details (L1-L2):

19. *The proposed trees next to CB6 and next to the FES after CB1A may interfere with the proposed drainage infrastructure and should be relocated.* **The landscaping has been revised as noted.**

Lighting and Photometrics (LP1):

20. *The Planning Board should discuss light spillage shown onto adjacent residential properties, primarily along the north side of the site access drive.* **An updated photometric has been provided. See Sheet 16 of 16.**
21. *Provide a detail for the proposed fixtures. Provide additional fixture information such as lighting color temperature.* **Fixtures and color temperature has been added to the photometric plan.**
22. *Plan view fixtures don't match those shown in the legend. Provide matching blocks or label individual fixtures so they can be identified & quantified.* **An updated photometric has been provided.**
23. *Provide sufficient lighting for residents at the refuse enclosure.* **An updated photometric has been provided.**
24. *Maximum lighting levels have been reduced but remain high (reduced from 26.3 fc to 12.4 fc). We continue to recommend further reducing maximum levels closer to 5 fc.* **An updated photometric has been provided reducing the foot-candles.**

25. *A light pole is shown in the landbanked parking area and should be relocated so it doesn't conflict with the future potential parking expansion.* **The pole has been relocated outside of the parking are.**
26. *Show the light poles/bollards on the Site Plans (Utility and Landscaping specifically) to confirm lighting conflicts don't exist with other site improvements.* **An updated photometric has been provided to conform with other site improvements.**
27. *Will the proposed monument sign be provided with internal and/or external lighting? Clarify on the Lighting Plan.* **No lighting is proposed for the monument sign.**
28. *Provide additional information on the lighting plan related to how the lighting will be controlled (photocell, timer, dimmer, etc.). Indicate whether the proposed fixtures are dark sky compliant.* **Photocell controls will be utilized. Fixtures are all ark sky compliant.**
29. *Incorporate the Lighting Plan into the Site Plan set.* **See Sheet 16 of 16.**

Stormwater Pollution Prevention Plan (dated August 13, 2024):

1. *Provide the referenced flap gate detail located at STMH3.* **A manufacturers detail has been added to Sheet S3.**
2. *Provide overflow for the bioretention basin for large storm events exceeding the infiltrative capacity of the bioretention soil media/underdrains. Ensure overflow has capacity for up to the 100-year storm.* **STMH3 is labeled in error and has been labeled as a CB8A with open grate. The CB is raised 6-inches above grade and will control overflow conditions for all storm events.**
3. *Provide access lids at each inlet location as recommended by the manufacturer for inspection/maintenance (in addition to the provided access lid at the outlet).* **Access points have been clarified on the plans to mimic the manufactures recommendations. These locations may be adjusted once final design has been provided by ConTech.**
4. *The map reference notes on the Pre-Development and Post-Development Drainage Maps should be updated to reference the source of the additional/supplemental off-site topography (for the topography beyond what is provided on the referenced Boundary and Topographic Survey). And said additional/supplemental off-site topography should be added back onto the map(s) as was provided in the 6/12/24 SWPPP.* **The post-development drainage map has been updated to include the tributary area to the northeast.**
5. *The referenced additional map showing tributary areas draining to the northeast was not able to be located in the SWPPP narrative as indicated in the response letter.* **The map has been included in the SWPPP and has been included as noted above.**
6. *The pre-development subcatchments use a land coverage of "woods/grass combination." The response letter indicates the pre-development was based on the site prior to clearing, as requested. However, the site prior to clearing was heavily wooded and a land coverage of "woods" should be used instead of "woods/grass combination."* **The CN value has been modified to "woods/fair", this has changed the CN value from 72 to 73. Hydrographs and report have been modified as necessary.**
7. *Pipe sizing calculations for the drainage conveyance pipes shall be provided prior to final approval.* **Storm drain pipe calculation sheets is included in this submission. See Appendix G of the SWPPP.**
8. *The inverts of the Jellyfish unit shown on S3 do not match the detail on CT1.* **The inverts for the Jellyfish will be modified to match the inverts on S3 upon final design by ConTech.**
9. *Section 3.4 states the Channel Protection Volume (CPv) is reduced within the WQv and RRv techniques. However, this doesn't appear to be the case for the RRv techniques and WQv techniques aren't considered for Channel Protection Volume. Provide the calculations to demonstrate CPv requirements are met within the RRv techniques or provide the required CPv within the subsurface detention chambers.* **It should also be noted that in the NYSDEC Design Manual, issued July 31, 2024, Chapter 4, page 4-6 it is further simplified by CPv is not required at sites where the 1-year post-development peak discharge is less than or equal to 2.0 cfs without detention or velocity controls. This data has been added to the SWPPP report showing the CPv is less than 2.0 cfs per drainage area.**
10. *The time of concentration flow path shown on the Post-Development Drainage Map for POA-2 doesn't appear to match the flow path modeled. It's not clear why the post-development time of concentration for POA-2 would be longer than the pre-development time of concentration.* **Tc for DA2 post-development is 6.9 minutes, not 16.4 as noted. The plan has been revised accordingly.**
11. *The gravel diaphragm for the bioretention basin shall extend along the full length of adjacent tributary parking lot surface (in vicinity of landbanked parking area).* **The grassed parking area is comprised of a geocell vegetative materials and was being considered for pre-treatment in place of a gravel diaphragm. A gravel diaphragm has been expended as noted.**

Comment from public hearing September 24, 2024

From Mike Harmuth, 57 Hooker Avenue:

1. Snow Removal: I see the parking area has a curb surrounding it and in most areas there are landscaping features. Where will the snow be moved to? Plowing it over a curb and onto plantings is not practical. Will an unknown number of parking places be taken out of service during the winter months for snow storage? **An area for snow removal has been added to the south side of the parking areas. In addition, an integral curb is proposed for pushing snow off the pavement.**

2. There does not appear to be any catch basins, except for a drain, labeled FES in the Northeast corner behind a berm, located outside the paved areas. With a curb, of unspecified height, around the perimeter of the parking area, how is melting snow or heavy rain falling on eastern slope of the property going to enter the underground detention system and be transported off site? **The eastern border of the property has a grassed swale proposed to collect any drainage from the site and from tributary areas to the north. These areas will discharge through the FES at the northeast corner of the property and discharge to the subsurface storage area.**

3. The outside parking lot is noted as being at 202.00 feet of elevation, the floor of the inside garage is listed at 201.00 feet, one foot lower than the outside parking area. The city specially asked the developer if there would be any drainage in the enclosed parking area and they stated there will not. There are 2 catch basins located near the garage entrances, CB 6 at an elevation of 201.5 Ft and CB 7 at 202.25 Ft. The published drawings do not show any plumbing, excavation or details for drainage grills at the garage entrances. Being a almost a foot lower than the outside drains, where is the salt, dirt and oil contaminated water from the cars going to go? What is stopping water from entering the parking area from the outside, uphill, parking lot? Besides being a drainage problem, isn't this a slip, fall, and safety concern? **The entrance at the garage has a ridge line that will direct the water toward the open parking area. In the event that some water is encountered within the garage from vehicles, a trench drain has been proposed to collect this water.**

We trust our responses are acceptable for your continual review. If there are any questions, please contact our office or we can set a date to review in person. Thanks for your attentiveness in this matter and we look forward to presenting on the next available agenda.

ARICO ASSOCIATES
ENGINEERS
LAND PLANNERS
& CONSULTANTS

October 28, 2024

City of Poughkeepsie
Building Planning and Zoning
62 Civic Center Plaza, 2nd Floor
Poughkeepsie, New York 12601

Re: Site Plan Review Submission
South Hamilton Street
City of Poughkeepsie

On behalf of the applicant for O'Neill Group Hamilton LLC, below is a summary of the revisions that have been made as part of this submission. They are:

- **Building Footprint.**
  - As shown in the architecture plans the building footprint has not been changed though the garage space has been increased to 39 spaces.
- **Parking.**
  - As shown in the architecture plans a parking garage has been added for 39 spaces.
  - The garage reduces the total surface parking spaces to 73 spaces, bringing the total to 112 spaces.
  - Grassed/Geogrid parking spaces have been removed.
  - Four (4) car charging stations have been added to the exterior parking layout.
- **Stormwater Management.**
  - Stormwater Management design has not been changed and remains as underground storage pipe and filtering system for storage and treatment.
- **Grading.**
  - Proposed grading remains the same throughout the property.
- **Utilities.**
  - Sewer connection remains to sewer main in Hamilton Street.
  - Water main is still looped from Dwight Street to Hamilton Street.

The above information is brief in nature and can be further discuss at the next available board meeting. If you have any questions or additional information is required, please contact our office.

Truly Yours,
ARICO ASSOCIATES



Dominick F. Arico, P.E.

Memo to the Planning Board and Community

To: Members of the Planning Board and Community Stakeholders
From: Lauran O'Neill, Lead Developer, South Hamilton Project
Date: November 12, 2024
Subject: Response to Community and Planning Board Comments on South Hamilton Development

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Dear Members of the Planning Board and Community,

We appreciate the time and effort the planning board and members of the community have taken to review our proposed development at South Hamilton. Your thoughtful feedback and questions have been invaluable in helping us refine our plans and align our vision with the needs and values of the community.

This memo addresses specific comments and concerns raised during the recent public meetings and in written submissions. Our team has reviewed each piece of feedback carefully, and we are committed to working collaboratively to address the concerns in a way that enhances the project's benefits for the community.

Outlined below are our responses to key areas of interest, including environmental impact, traffic and infrastructure, compatibility and other areas where questions were raised. We are confident that we can create a development that meets both community expectations and broader regional goals.

Thank you for your ongoing engagement and for allowing us to be part of this community-building process. We look forward to continued collaboration as we move forward.

Best regards,

Lauran O'Neill

Lauran O'Neill, The O'Neill Group

Q: Does the parking provided for meet the zoning requirements? Is it adequate for a multifamily project of this size?

A: Yes, the parking design meets the zoning requirement of 112 spaces, which, based on experience and research, is more than adequate for a multifamily development with 87 bedrooms. Additionally, Colliers indicates that industry standards estimate an average parking demand of 72 spaces for this project, with an 85th percentile demand of 92 spaces. The original design of 102 spaces would have effectively met peak demand and optimized land use, but in response to public comments, the design was revised to meet the full zoning requirement of 112 spaces.

See the Traffic Impact Study Review dated October 16, 2024, by Colliers Engineering & Design, commissioned by the City of Poughkeepsie

Q: Will the project have a significant impact on traffic or pedestrian safety?

A: No, this project is not expected to have any significant impact on traffic. Both our engineer and the independent consultant hired by the City concluded that the additional traffic generated will be of minimal impact and maintain the current levels of service. The current average daily traffic on South Hamilton Street is 1,679 vehicles, and this project will add fewer than 100 trips per day—resulting in only about a 6% increase.

While the traffic study did note a speeding issue on Hooker Avenue, the slight increase in traffic could either help reduce speeding by adding mild congestion or have no effect on existing speeds. Additionally, there is ample capacity in nearby roadways and intersections to accommodate this project, with no anticipated adverse impact on the surrounding traffic network.

Over the past five years, no pedestrian or bicyclist accidents have been reported at the South Hamilton Street and Hooker Avenue intersection. Out of 59 collisions recorded across the five studied intersections, only three involved pedestrians or bicyclists, each with specific details:

- In May 2019, at around 11 PM, a pedestrian involved in an incident could not provide details about what happened but claimed to be struck by an unidentified car.
- In a second case, a bicyclist hit a car after failing to stop at an intersection and attempting to cross lanes without yielding; no injuries were reported.
- In the third case, during heavy rainfall, a pedestrian was struck after failing to use the crosswalk or look both ways for oncoming vehicles.

Importantly, no incidents have been reported in the last five years involving pedestrians or bicyclists using designated crosswalks. With adequate road capacity and a strong pedestrian safety record, this development is expected to have no adverse impact on the local roadway network.

See Traffic Impact Study (TIS) prepared by Creighton Manning Engineering, LLP (CM) dated February 20, 2024 (Revision #1) and Traffic Impact Study Review dated October 16, 2024, by Colliers Engineering & Design, commissioned by the City of Poughkeepsie

Q: What did the New York State Division of Historic Preservation of the Office of Parks, Recreation, and Historic Preservation conclude about the project's impact on historic resources?

A: The Office of Parks, Recreation, and Historic Preservation (OPRHP) conducted an extensive review of the project, which included examining the site grading plan, existing conditions, proposed elevations, building renderings, and the views from and toward both 103 and 107 S Hamilton and Dwight Street.

Given the project's location adjacent to historic resources and the proposed ground disturbance, OPRHP reviewed the potential impacts and concluded that the project will have *No Adverse Impact* on historic resources.

Q: Does the project conflict with or insult the surrounding neighborhood and its historic homes?

A: No, the project is designed to complement the neighborhood rather than conflict with or insult it. The New York State Office of Parks, Recreation and Historic Preservation reviewed the proposal and issued a "No Adverse Impact" finding, indicating that the project respects the architectural integrity of nearby historic homes. Following Department of the Interior guidelines, the design avoids direct mimicry and "faux historic" elements, instead reflecting a contemporary yet respectful approach that aligns with the historic context.

The development incorporates features such as eave brackets, multi-lite sash windows, small box bays, and balcony railings, harmonizing with the architectural styles found in the area which are diverse, including Dutch Colonials, Bungalows, and Second Empire homes. The building facade uses a mix of horizontal and batten siding, along with stone-faced retaining walls and varied roof heights, to add depth and interest. The colors and textures are thoughtfully chosen to fit within the neighborhood's aesthetic diversity, providing a fresh, compatible look without detracting from the area's historical character.

In summary, the developer's design aligns with the City of Poughkeepsie's goals for maintaining the character of historic districts, ensuring that the new construction respects, rather than disrupts, the unique architectural qualities of the neighborhood.

See Consistency Evaluation by Stephen Tilly dated October 13, 2024

Q: Is this site more suitable for single family homes?

A: No, this site is not more suitable for single-family homes for several key reasons, all supported by the findings and recommendations in the City of Poughkeepsie's Housing Needs Assessment (March 2022):

1. **Zoning and Neighborhood Density**: The property is currently zoned—and will remain zoned (as well as permit higher density) under the proposed PK4Keeps zoning changes—as medium to high density, consistent with the character of the surrounding neighborhood.

2. **Housing Needs and Market Demand**: The Housing Needs Assessment confirms that Poughkeepsie faces inflated housing costs. Single-family homes would be unaffordable for most residents and unmarketable in this area. Additionally, with 65% of Poughkeepsie households as renters, there is a strong demand for multifamily rental units over single-family homes, making multifamily development the better choice for this parcel.

3. **Addressing Racial and Economic Segregation**: The single-family zoning pattern in the area south of Dwight Street and South Hamilton Avenue, which some wish to preserve, was originally crafted to enforce racial and economic segregation. According to the "Mapping Inequality: Redlining in New Deal America" project by the University of Richmond, as Poughkeepsie's Black population grew, the City implemented urban planning measures to intentionally divide communities. To preserve the area's affluent, predominantly white demographic, the City first annexed part of the neighboring Town of Poughkeepsie and then designated the neighborhood in question for single-family homes. Beginning around the Dwight and South Hamilton line (approximately at our property boundary), the area was redlined and effectively reserved to separate Black and white populations. The Housing Needs Assessment found that "the redlining

of the 1930s, which was reinforced by other historical forces and discriminatory practices over the last 80 years, continues in a similar pattern today". The Housing Needs Assessment also emphasizes that a "clear geographical pattern" shows that the City remains segregated, with predominantly non-white renters in the Northside and predominantly white homeowners in the Southside.

The first recommendation in the City of Poughkeepsie Housing Needs Assessment is to increase density across the city by creating oppurtunities for desegregation. Upzoning in the Southside is listed as a key step toward desegregating the city and fostering economic and racial integration, the Assessment notes that single-family zoning is a barrier to creating these opportunities. Allowing multifamily housing here will offer accessible options helping to balance opportunities and reduce longstanding segregation patterns.

4. **Aging Population and Accessibility Needs**: As documented in the Housing Needs Assessment, Poughkeepsie has an aging population, with a rising percentage of residents over 40. The Assessment states that multifamily developments like this one that include single-floor, ADA-compliant units near transit and services are ideal for meeting these accessibility needs, which single-family homes typically cannot accommodate.

5. **Shift Toward Smaller Households**: Poughkeepsie's population is shifting toward smaller household sizes, with an increase in one- and two-person households. According to the Housing Needs Assessment, this shift creates demand for smaller units, such as studios, one-bedroom, and two-bedroom apartments. Single-family homes, which are often larger, do not align with this demographic trend.

6. **Increasing Housing Supply and Stabilizing Prices**: Adding multifamily units as recommended by the Housing Needs Assessment can help alleviate Poughkeepsie's housing shortage and stabilize rents. Following the principle of supply and demand, more units reduce upward pressure on prices, making housing more affordable citywide. Single family houses would exacerbate this issue.

7. **Social and Economic Benefits of Density**: Increased density encourages social integration and supports a healthy democracy by fostering mixed-income, diverse communities. Density also spreads infrastructure costs across more households, reducing the per-unit cost for services such as roads and utilities. As noted in the Housing Needs Assessment, upzoning near transit, schools, and employment centers can also improve residents' access to services and reduce living expenses.

In conclusion, it would be a poor decision and a waste of resources to use this large vacant parcel for single-family homes rather than its highest and best use, which under current zoning allows for 58 units, and under the PK4Keeps plan, could support over 75 units. The Housing Needs Assessment specifically identifies upzoning in the Southside as essential for desegregating the city, promoting equity, and fostering a more inclusive community, while noting that the construction of single-family homes hinders progress toward this goal. Developing this site as multifamily housing aligns with Poughkeepsie's housing, social, and economic goals and ensures the city uses its resources effectively.

See City of Poughkeepsie Housing Needs Assessment prepared for the City of Poughkeepsie by Hudson Valley Pattern for Progress and released March 2022.

Q: Is the project "too big" for the site?

A: No, the project is appropriately sized for the 3.374-acre lot. A survey of nearby multifamily properties shows an average density of 45 units per acre with a 93% Floor Area Ratio (FAR). In comparison, this project has a lower density, with only 17 units per acre and a 50% FAR. The project is designed as a two-story building, which is modest for multifamily properties in the area and aligns well with the surrounding single-family and two- to three-family homes. Its flat roof further reduces the visual height compared to the nearby two- to three-story homes with pitched roofs, ensuring that it does not disrupt the skyline and respects the overall scale of the neighborhood.

The architectural design has been thoughtfully developed to minimize visual impact. The facades are divided into sections with projecting and receding masses, and variations in color, texture, and roof types help break up the visual mass. The landscaping plan is carefully planned to provide screening, contributing to the project's integration into the neighborhood.

Additionally, the building's longest facades do not face public rights-of-way, and are visible only at a receding perspective, softened by the landscape and grade. While maintaining a consistent two-story height, the architectural design introduces varied expressions within that height to blend with the surrounding area. The primary visual elements from the neighborhood perspective are the symmetrical, five-part units at the ends of the "U" shape, which are comparable in size and scale to neighboring homes, further supporting the project's compatibility with the area.

Q: Will rock removal require blasting?

A: No, rock removal will not require blasting. The developer has added a condition to the site plan explicitly stating that blasting will not be used. According to geotechnical findings, the site's bedrock is composed of thinly-layered gray siltstone, shale, and sandstone from the Ordovician-age Austin Glen formation, which can be removed using conventional excavation techniques like scraping and digging.

The subsurface profile indicates an average soil depth of about 7.5 feet before reaching bedrock, with some areas containing more than 12 feet of soil. This means initial excavation will involve only soil, most of which is fine sandy silt with minor gravel, cobbles, and occasional boulders—materials that may *appear* as rock but are primarily compacted soil and small particles. Our geotechnical engineer also confirmed no visible bedrock outcroppings on-site, with all rock lying beneath the soil layer, any impression of significant exposed bedrock is a misconception.

Additional Details on Site Excavation and Preparation:

- **Bedrock and Excavation**: Bedrock on the site is thin-layered and easily removed through scraping and excavating without blasting. In areas where bedrock is closer to the surface, conventional equipment such as bulldozers and excavators with rippers will be sufficient to break up and remove the rock layers.
- **Preparation for Foundations**: The on-site soil and bedrock are suitable for shallow foundations. The subgrade will need to be cleared of any organic materials, roots, or debris from previous construction. Compacted fill will be used where necessary to level and stabilize foundation areas.
- **Excavation Equipment and Techniques**: Standard excavation equipment, including bulldozers and excavators, will be adequate for the site's soil and rock conditions. In cases where bedrock is shallow, equipment with rippers may be used to break up the rock. Blasting is unnecessary, as all rock removal can be completed with conventional methods.

- **Water Management**: Minimal groundwater seepage is expected, with most water accumulation likely resulting from stormwater. Excavation areas will be managed with gravity drainage or shallow sump pits to control water flow, ensuring a dry subgrade for foundations.

In summary, grading and excavation up to 15 feet will be accomplished using conventional excavation methods for soil and manageable removal of shallow bedrock. No blasting will be required, as the site's conditions allow for rock removal using standard equipment and techniques. Dust and vibration monitors as required will be placed at key locations and checked at industry-standard intervals to ensure best construction practices are maintained throughout site preparation.

See Subsurface Investigation Report by Kevin L. Patton, P.E. dated July 3, 2023.

Q: The developer and satellite images indicate there is no visible rock, but what about the flyover picture taken by Tina Tockarsherky?

A: The areas shown in Ms. Tockarsherky's flyover picture are woodchipping piles that have been on-site since June 2023. There is no rock outcropping on the site, as confirmed by the geotechnical report. For reference, we have attached additional pictures of the woodchipping piles.

Q: Will the site preparation methods cause damage to nearby homes?

A: The construction methods planned for this site are highly unlikely to have any effect on nearby homes. Most standard activities, like excavation and soil compaction, produce low levels of vibration that quickly diminish with distance. At this site, rock excavation and compaction activities will occur at least 20 feet from the property line, providing sufficient distance to prevent vibrations from reaching almost any nearby structures. Additionally, the rock excavation area is located on a hilltop, which further limits horizontal vibration transmission.

Standard construction equipment, such as excavators, track hoes, and trucks, produce vibration levels unlikely to be perceptible at neighboring properties. The highest-vibration equipment planned for use, such as vibratory rollers for soil compaction, produces a peak particle velocity (PPV) of just 0.21 inches per second at 25 feet, which is very comfortably within safe limits and highly unlikely to impact nearby homes. In areas closer to property lines, like the south side, lighter equipment will be used to minimize vibrations.

Overall, simple adjustments to compaction methods and adequate distance from the property line will keep vibration levels safely low throughout the project and industry standard monitoring will occur.

See Letter from KEVIN L. PATTON, P.E. re: Vibrations from Construction dated November 4, 2024.

Q: Will this project make flooding in the area worse?

A: No, the project will not increase flooding in the area. The developer's comprehensive Stormwater Pollution Prevention Plan (SWPP) captures all runoff from the property and redirects it into a municipal system, away from neighboring properties that are currently collecting water. In fact, the project is expected to have a positive impact on neighborhood flooding since the existing runoff from the property will no longer contribute to local flooding issues.

Q: Will this project have any benefits to the community?

A: Yes, this project will offer numerous benefits to the community, including job creation, reduced stormwater runoff, an increased tax base for the city, reduction in future tax increases, and housing

options that are better suited for the aging population and accessibility needs. Additionally, by increasing the housing supply, it will help alleviate Poughkeepsie's housing shortage and stabilize rents, as recommended by the Housing Needs Assessment. Higher-density housing will also spread infrastructure costs across more households, reducing per-unit costs for services such as roads and utilities and providing housing closer to essential services.

Importantly, this project will significantly advance Poughkeepsie's goal of promoting desegregation, as outlined in the Housing Needs Assessment (HNA). According to the HNA, the city has long faced segregation challenges rooted in past policies, such as redlining and single-family zoning, which restricted housing options in wealthier, majority-white neighborhoods—particularly in the Southside. Upzoning in this area is identified as a critical step toward desegregation.

This site sits at the edge of the historic "first grade" redlined district, as designated in the 1938 "Residential Security Map" prepared by the Federal Home Loan Bank Board's Division of Research and Statistics (which is attached here), and has historically served as a transitional buffer parcel between Black and White communities, according to the University of Richmond's Mapping Inequality. This project, therefore, represents not only a symbolic commitment to bridging these historical divides but also one of the last meaningful remaining opportunities to take these concrete steps toward realizing the city's goals of equity and inclusion. To argue that this project doesn't belong and conflicts with the neighborhood is, in effect, to support the continuation of outdated segregation patterns that this zoning originally sought to maintain.

While some neighbors voiced concerns regarding the inclusion of affordable housing on this parcel, the developer is actively exploring options to incorporate workforce housing, which would further contribute to community integration and support diverse housing needs.

Q: What about those in the community who oppose this project?

A: A small but vocal group of opponents has expressed concerns about the project, though they have not provided any data or evidence demonstrating actual adverse impacts. Instead, their objections have primarily been based on individual preferences rather than on the broader needs and vision for Poughkeepsie. Some have even gone so far as to question the integrity of our accredited experts, whose conclusions are grounded in solid facts and data, in contrast to the conjecture on which much of the opposition's reasoning relies.

To ensure objectivity and thoroughness, the City engaged impartial, external reviewers to assess our submissions, and each review has confirmed the accuracy of our findings, as well as the validity of our "no adverse impact" conclusions. This project has been thoughtfully planned and extensively reviewed by the Board, consultants, and developers, with no evidence indicating harm to the surrounding community. While some neighbors may feel the project is not ideal for their immediate preferences, unsubstantiated accusations and opinions are not enough to halt a project that is fully compliant and clearly beneficial.

Our investment in Poughkeepsie, where we have an established track record as high-quality developers—as well as in other municipalities in Dutchess County and across the tri-state area—is not a "gamble." This property that has long been designated for multifamily use—a zoning designation that has been in place for as long as most, if not all, the detractors have lived in the community. This project reflects our strong continued commitment to this City's future, demonstrated by our ongoing investments and the numerous adjustments we've made in response to community feedback. We've scaled the building from three stories to two, refined the design to include varied textures and facades that create visual interest, and worked to ensure that the structure blends with the area. If there are concerns about color choices or

similar aesthetic details, we welcome that feedback, but continued exaggerations and unfounded accusations are neither warranted nor productive.

This project is “as of right” and fully compliant with zoning laws that have long designated this land for multifamily use—a designation that will continue in the upcoming zoning code. We have invested considerable time and resources to ensure that this development not only complies with but also benefits the neighborhood. Critics who say we haven’t made any accommodations, simply dislike the project, or complain about the time invested are missing the point—we and the board have taken these extra steps solely to enhance the project’s positive impact on the community.

That said, we believe we’ve reached a point where it is appropriate to move forward, recognizing that, as landowners, we also have rights and a clear, well-considered vision for this development.

Pictures of Wood Chipping













https://dsl.richmond.edu/panorama/redlining/map/NY/Poughkeepsie/area_descriptions#loc=13/41.7007/-73.9019

STEPHEN TILLY, Architect

October 13, 2024

Consistency Evaluation: One Key Development

Purpose
The purpose of this analysis is to evaluate from an historic preservation perspective the consistency of the architectural treatment of the proposed residential development with the neighborhood. Historic resources in the neighborhood include the Dwight Street-Hooker Avenue Historic District, which is listed on the National Register of Historic Places and is a locally designated historic district. The National Register listed Reynolds House at 107 South Hamilton Street and locally designated properties including the Corlies-Brinckerhoff-Rutherford House and Carriage Barn at 85 S. Hamilton St., the Wilkinson House at 87 S. Hamilton, and the Corlies-Ritter-Hart House at 103 S. Hamilton St. The Currier House, at 81 Hamilton Street, is over 700 feet from the proposed development site, in a different neighborhood context, and will not be considered in this analysis.

Limits of the Analysis
This report is limited to a determination of consistency: is the proposed architectural treatment of the facades sufficiently consistent with the neighborhood character or is it so inconsistent as to cause one or more harmful impacts? It does not address other possible types of impacts such as traffic, infrastructure, size and demographics.

New York State Office of Parks, Recreation and Historic Preservation Review (SHPO)
NYS OPRHP completed a review of the proposed development, including a rendering completed in early June, as it is adjacent to resources determined to be historic and the project includes ground disturbance. OPRHP provided a letter of No Adverse Impact dated June 25, 2024.

Methods
The report is based on a site visit on July 24, 2024, a review of the National Register listings, historic and contemporary photographs, and Google Earth imagery taken April 4, 2024. We have also carefully reviewed the site plan, floor plans, elevations, renderings, and data presented by One Key Development on the proposed plan and the neighborhood.

Credentials
Stephen Tilly, Architect is a certified historic consultant and general architectural and planning firm with a studio in an historic theater in Dobbs Ferry, NY. The firm has worked on over fifty National Register properties and 16 National Historic Landmarks. We have prepared guidelines for nine historic districts and assisted municipalities in the preparation of preservation ordinances.

Introduction
At last check there are at least 98 National Register sites in the City and Town of Poughkeepsie. It is situated in a strategic location in an historic region. The proposed development sits on a

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currently unbuilt parcel at a higher elevation than Hamilton Street, which was once the site of a large house. The proposed plan is U-shaped, with the two end prongs of the U having the greatest visibility to the neighborhood. Those end prongs consist of 5 components, a center stone façade with a bracketed gable, flanked by recessed horizontally sided connectors and end units with battens and a deep, flat roof that is also bracketed. All these components are tied together by a stone base that extends down to the varying grades below.

Commentary
While an overall consistency with context is desirable, the Department of the Interior Guidelines for work in an historic context warn against faux historic approaches or an attempt to be literal in mimicry of styles, buildings features and ornament. Projects must honestly reflect their time and function.

The nearby neighborhood includes a few brick and stucco examples but largely consists of sided wood-framed buildings on rubble stone foundations. There are a variety of styles adopted in the neighborhood, from gambrel-roofed Dutch Colonials to shingled Bungalows to Second Empire examples. Detailing ranges from modestly elaborate to modest. There is a range of colors and siding materials.

The proposed development's material mix is predominantly horizontal and batten siding. Stone faced retaining walls and foundations are proposed throughout. The facades are broken up into sections that include projecting and recessing masses, as well as changes of color, texture, and roof type. The inclusion of features such as eave brackets, multi-lite sash, small box bays, and balcony railings provide features that are consistent with the era of construction for the surrounding neighborhoods without replicating them in detail. Those longest facades do not face public rights of way and are visible only receding in perspective to the extent landscape and grade permit. The height is a consistent two stories, but the architectural expression varies the building height significantly within the two-story pattern. The primary visual expression to the neighborhood, again, are the symmetrical, 5-part units at the end prongs of the "U".

Conclusion
The architectural approach to the development's facades is consistent with guidelines covering architectural expression in an historic context. It avoids mimicry and duplication. It uses a mix of materials, colors, and textures in a context of mixed materials.

We conclude that the proposed architectural handling of the facades will not negatively impact nearby historic structures, as does OPRHP; in our opinion the project's approach is consistent with the City of Poughkeepsie's goal of protecting the Dwight Street-Hooker Avenue historic district and other resources from the adverse impacts of inappropriate architectural treatments on new construction.

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CLIENT:	One Key Development 241 Hudson Street Hackensack, NJ 07601	PROJECT: Project No. Date:	South Hamilton Street Site Poughkeepsie, N.Y. 23216 January 13, 2025

Re: Rock Excavation
Public Comments

I reviewed two letters of Public Comments regarding the above-referenced project, from the November 26, 2024 Planning Board meeting. The letters were written by Ann Harmuth and Mike Harmuth, both of 57 Hooker Avenue.

The residents' letters state that the project will require the excavation of approximately 41,000 cubic yards of bedrock; the Developer estimates this as the total quantity of excavation, of which 26,000 to 27,000 cubic yards is expected to be bedrock.

The bedrock is medium-hard shale. Mechanical excavation of the rock is proposed, using hydraulic breakers (hoe-rams) mounted on excavators. Ann Harmuth's letter primarily expressed concern about the amount and the duration of noise and dust produced by this operation; by her estimate, over 4200 hours of hammering (breaking) would be required to excavate this quantity of rock, at a production rate of just under ten cubic yards per hour. This less than one truckload per hour and is a very slow rate; in sedimentary rock, one source (Methvin estimating tool) cites expected excavation rates with a small machine (2200-lbs hammer on a 315C excavator) of about 19 to 38 cubic yards per hour, and with a big machine (6946-lbs hammer on a 345C excavator,) the expected rate is about 44 to 112 cu yd/hr. Larger hammers (8500+ lbs) with higher production rates are also available. Another source (Wisconsin DOT) estimates a range of 22 to 137 cu yd/hr for all types of equipment, in all rock types.

The Developer proposed to use two large excavators with hoe-rams for the rock excavation work, and anticipates that the work will require 21 days of rock excavation, for a rate of 80 cu yd/hr, per machine, at eight hours per day. This is a moderate extraction rate, and is certainly achievable in the local bedrock. The actual period during which rock excavation is performed will likely be a little longer than 21 work-days, due to down-time for loading-out of broken rock, machine maintenance, weather, and so forth. At the proposed production rate, it should possible to complete twenty-one days of rock excavation (42 machine-days) over a period of about thirty work days, with reasonable allowance for these delays, if the site is efficiently managed.

The mechanical excavation of rock does produce some dust, which can be controlled by wetting the rock during the excavation process; the dust can be minimized, or can be nearly eliminated if water is continuously applied. Shielding from the wind will also help minimize the emission of dust from the site; this will be provided by the sides of the excavation as it is opened into the hill. Dust emissions produced by rock excavation are usually on par with those produced by soil excavation. The broken rock contains minimal fines, but it is usually dry, or dries quickly, while soils normally contain abundant fines, but retain moisture and only dry superficially. Dust emissions from either source can be minimized using ordinary

construction practices such as wetting, surface roughening and shielding.

Shielding is also the primary method of minimizing noise emissions to adjacent properties. The excavation is to be opened from the South Hamilton Ave. side, and will be worked eastward into the hill, so that the high faces of the cut will be on the north, east and south sides. During rock removal, the sides of the excavation will block most of the noise emissions going in those directions, and temporary stockpiles can be used to minimize noise emissions to the west. Some rock excavation noise would be audible in all directions as the rock is removed from the top edges of the cut, but shallow rock is generally easy to remove, due to the effects of weathering.

I understand that there is still some concern about the vibrations that will be caused by the construction activity, a subject I discussed in my previous letter, dated November 4, 2024. As I noted, the typical heavy equipment to be used at the site is expected to produce maximum vibration levels (PPV, peak particle velocity) of 0.08 to 0.09 inch per second for dump trucks, bulldozers and hydraulic hoe-rams breaking rock, and 0.21 inch/sec for vibratory rollers. These vibration levels are at a distance of 25 feet; doubling the distance would reduce them by 75%, and at one hundred feet they will drop by about 94%, to about 0.013 in/sec for the roller and to 0.006 in/sec for the other equipment. The threshold of human perception is 0.006 to 0.019 in/sec, while an intensity of 0.08 in/sec is the level at which vibrations are "readily perceptible," and is the "recommended upper level of vibration to which ruins and ancient monuments should be subjected." At a PPV of 0.10 in/sec, "continuous vibrations begin to annoy people," but there is "virtually no risk of 'architectural damage' to normal dwellings with plastered walls and ceilings." A PPV of 0.20 in/sec is expected to be "annoying to people in buildings," and is the "threshold at which there is a risk of 'architectural' damage." (Information quoted from Federal Highway Administration Report FHWA-NH-RD-12323W, Ground Vibrations Emanating from Construction Equipment, September 2012.) This information indicates that the peak vibrations from the site should be at or below the threshold of perception at the adjacent dwellings. This holds true if multiple pieces of equipment are operating simultaneously, as the vibrations will not be in-phase at the receptor.

In comparison, the vibrations produced by earthquakes also have the same thresholds of perception and damage, but an earthquake produces vibrations over much wider range of frequencies than construction equipment, and the vibrations near the peak level are typically sustained for a few seconds, versus a fraction of a second for the vibration pulse from a hoe-ram or vibratory roller. An earthquake results from the simultaneous movement of billions of tons of bedrock, releasing a tremendous amount of energy, which is why the vibrations can sometimes be felt hundreds of miles away. Construction activity produces a tiny amount of energy in comparison to the mass of the bedrock, and thus attenuates quickly.

Please contact me if you have any questions.

Yours truly,



Kevin L. Patton, P.E.
kevin@pattongeotech.com

Key Map


VP2
Proposed
Development
Site
S Hamilton St
Hooker Ave
Dwight St
VP1

VP-1 Dwight Street Looking North



VP-1 Dwight Street Looking North



Proposed Development (vegetation shown at planting height)

VP-1 Dwight Street Looking North



Proposed Development (vegetation shown at 5 years after planting)

VP-2 S Hamilton Street Looking Southeast



VP-2 S Hamilton Street Looking Southeast



Proposed Development (vegetation shown at planting height)

VP-2 S Hamilton Street Looking Southeast



Proposed Development (vegetation shown at 5 years after planting)

October 15, 2024

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Anne Saylor, Chair &
City of Poughkeepsie Planning Board
62 Civic Center Plaza
Poughkeepsie, NY 12601

RE: South Hamilton Street
Photosimulations

Dear Chair Saylor and City of Poughkeepsie Planning Board:

My firm produced photosimulations of the development proposed near the intersection of Dwight Street and South Hamilton Street in the City of Poughkeepsie. This letter documents those photosimulations and recent changes made to them.

Changes
Minor changes have been made to the simulations since they were discussed at the September 24, 2024 Planning Board meeting. Those changes are:

1. The material of retaining wall was changed to stone,
2. Height of the retaining wall was slightly modified as per drawings,
3. Six new bushes were added,
4. Existing "No Trespassing" sign hung on tree to be retained was removed

The site
The site is approximately 3.4 acres and contains the disturbed remains of an estate that once occupied the site. The site rises up steeply from South Hamilton Street and is generally at an elevation about 20 feet higher than South Hamilton Street.

The surrounding uses are mostly residential. The area directly to the south and east is predominately single-family. The area directly to the north and northwest is predominately multi-family. On the south side, the site abuts the Dwight-Hooker Avenue Historic District. The site is proposed to be improved with a multiple dwelling, landscaping and parking areas.

Viewpoints for photosimulation
On April 20, 2024, the site was visited, which included an assessment of the visibility of the proposed development and photographs of existing conditions. The photographs of existing conditions were taken with a Canon 5D full-frame digital camera. Conditions were cloudy and there was no sun. Most trees were partially budded, though far from full leaf. Two viewpoints were selected for photosimulation: one from Dwight Street in the Dwight-Hooker Avenue Historic District and the other from South Hamilton Street near the intersection with Franklin Street.

Viewpoint 1: View from Dwight Street. The existing conditions photograph for this viewpoint was taken at 1pm with a 50mm lens from the far sidewalk across from the site's emergency access to Dwight Street. This viewpoint is located in the Dwight-Hooker Avenue Historic District. This viewpoint has the best publicly accessible view to the project site from the historic district, which was the reason it was selected.

Existing conditions for Viewpoint 1 show a single-family home to the left and the driveway to the single-family home to the right. The driveway and parking area keep this area open, providing a clear view to the project site.

Simulated conditions for Viewpoint 1 show that most of the existing trees on the site and to the extreme right of the photograph are removed. The proposed development is clearly visible in the center of the photograph above the proposed landscaping, which rings the site. To the extreme right of the photograph is the emergency access drive, which uses a permeable paving block which allows grass to grow through it.

Conditions showing five-year growth of the landscaping plan were simulated using growth rates provided the landscape architect Michael Boice. At five years, the arborvitae that ring most of the site from this viewpoint are expected to grow to screen most of the development's mass, though it will still be visible from the historic district. The development that can be seen is of a scale and type typically found in cities like Poughkeepsie.

Viewpoint 2: View from intersection of South Hamilton Street and Franklin Streets. The photograph for this viewpoint was taken with a 45mm lens angled to the southeast to capture the entrance and to show how the development will meet the street.

Existing conditions for Viewpoint 2 show a wooded hillside along a street lined with parked cars. It is not an exceptional view and does not feature any visually significant resources.

Simulated conditions for Viewpoint 2 show the same wooded site with the proposed development. Three of the large existing trees between the development and South Hamilton Street will be kept. Other existing trees will be removed and replaced with landscaping and the project entrance. The existing utility pole in the center of the photograph will be moved, but at this point it has not yet been determined where it will be moved. As a result, the utility pole has been removed, but not replaced. The simulation shows that the development will be visible through both the existing trees and proposed landscaping.

Simulated conditions for Viewpoint 2 demonstrating five-year vegetation growth of the landscaping shows that a substantial portion of the development will be screened by arborvitae, though the project will still be visible at the project

entrance. Existing vegetation was not aged. The development that can be seen is of a scale and type typically found in cities like Poughkeepsie.

The photosimulation process

The photosimulations created for this proposal were constructed as verifiable digital photomontages. This is a technique that merges an existing conditions photograph with an elevated 3D computer model of a proposed action, which in this case is the proposed development, grading, landscape plan and tree removal. The technique is "verifiable" since the computer model of the action can be measured and its placement in 3D space checked for accuracy.

The 3D model of the development was imported into a 3D computer model of the area and computer cameras were set up to mimic the location, direction and the lens of the actual camera used to take the photographs. Lighting was set to reflect the time of day and date on which the photographs were taken. After the computer cameras and lighting was set, the buildings were rendered using Autodesk 3ds Max.

The rendered image of the development was merged with the existing conditions photograph. Existing vegetation in the photograph was treated to reflect planned tree removal, which at times, exposed other existing vegetation to remain. Existing vegetation was simulated using reasonable worse case assumptions regarding its ability to screen the project.

Should you have any questions about these materials, or the process used to create them, please contact me directly.

Sincerely,



George M. Janes, AICP
George M. Janes & Associates

Key Map


VP2
Proposed
Development
Site
S Hamilton St
Hooker Ave
Dwight St
VP1

VP-1 Dwight Street Looking North



VP-1 Dwight Street Looking North



Proposed Development (vegetation shown at planting height)

VP-1 Dwight Street Looking North



Proposed Development (vegetation shown at 5 years after planting)

VP-2 S Hamilton Street Looking Southeast



VP-2 S Hamilton Street Looking Southeast



Proposed Development (vegetation shown at planting height)

VP-2 S Hamilton Street Looking Southeast



Proposed Development (vegetation shown at 5 years after planting)

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CLIENT:	One Key Development 241 Hudson Street Hackensack, NJ 07601	PROJECT: Project No. Date:	South Hamilton Street Site Poughkeepsie, N.Y. 23216 July 6, 2023

SUBSURFACE INVESTIGATION REPORT

PROJECT DESCRIPTION

This geotechnical investigation report was prepared for use in the design and construction of a new three-story multi-family apartment building on a previously-developed lot at 100 South Hamilton Street, as shown on the attached plan. The building will have an L-shaped footprint of approximately 22,800 square feet, with the main section aligned generally north-south, along South Hamilton Street, with a width of approximately seventy feet and a length of about 235 feet. A wing seventy feet in width will extend approximately one hundred feet east from the south part of the building. A stormwater control area is proposed along the east side of the site.

The proposed building is expected to have a first floor elevation of 213 feet, with no basement level. It will straddle the top of a small hill which peaks at about 223 feet in the middle of the building area, most of which is at elevations of 210 to 223 feet, with low points of 206 feet at the northwest corner, 208 feet at the southwest corner and 202 feet at the northeast corner. The existing elevations in the proposed stormwater control area are approximately 197 to 198 feet. Aerial photos indicate that a large residence on the site was demolished approximately forty to fifty years ago, and that since then the site has been idle, and was covered with trees prior to starting the project. Remnants of the driveway are still present, near the northeast corner of the site, minor demolition debris was encountered in the former house area, and some fill materials were noted in the proposed stormwater control area.

The Surficial Geologic Map of New York State (N.Y. State Museum, 1989,) indicates that the site is in a large area of glacial till over shallow bedrock. The USDA Soil Survey indicates that the native topsoil type in the project area is Dutchess-Cardigan-Urban land complex. Dutchess soils typically form over deposits of glacial till composed of sandy silty gravel with few flat (flaggy) cobbles, and are typically more than seven feet thick over bedrock. Cardigan soils typically form in till deposits composed of silt and sand with traces gravel and trace flaggy cobbles, with bedrock at about thirty to 34 inches depth. The soil survey reports that the water table is typically at a depth of six feet or more year-round where these soils are present. The local bedrock is thinly-layered gray siltstone, shale and sandstone of the Ordovician-age Austin Glen formation. Bedrock was encountered in several of the test pits. The soils and rock encountered in the test pits were generally consistent with the reference data. Some minor areas of fill were also noted.

SOIL INVESTIGATION AND TEST RESULTS

Eight test pits were excavated on June 14, 2023, six in the proposed building area and two in the proposed stormwater control area. The two test pits at the north end of the building were offset to the north of the building due to the site conditions. Only the north half of the stormwater area was accessible. The test pits were excavated using a tracked mini-excavator by One Key LLC. The subsurface investigation was supervised and witnessed by Kevin Patton, P.E.

Soils and bedrock were observed and sampled, and laboratory testing was performed on representative soil samples, for moisture content, particle size distribution and Atterberg Limits. USCS classifications of the soil, per ASTM D2487 and D2488, are provided on the logs and on the subsurface profile drawing.

TEST PIT SUMMARY								
	Building Area						Stormwater	
Test Pit No.	TP1	TP2	TP3	TP4	TP5	TP6	TP7	TP8
Elevation, approx.	212	205	214	222	222	209	197.5	197
Depth, feet	12	6	7.5	8	5	4.9	6	8.5
Depth to Rock, feet	-	5.2	6.5	7.5	4.2	4.9	-	-



PHOTO 1. Excavating test pit TP4. All photos were taken on June 14, 2023.

Laboratory Data

Natural Moisture Content, Percent						
Depth, feet	TP1	TP2	TP3	TP4	TP7	TP8
2					16.5	
3		14.1	13.7			
4				13.6		20.6
5					13.5	
8	13.6					
11	14.4					

SOIL TEXTURE					
Particle Size Analysis					
Sample		TP1	TP3	TP7	TP8
Depth		8 feet	3 feet	2 feet	4 feet
Type					
USCS Class		SC-SM	ML	CL	ML
Sieve Size	mm	Percent Passing by Weight			
¾″	19.0	86	100	100	100
#4	4.75	74	92	98	100
#10	2.00	66	88	97	99
#40	0.425	53	82	94	96
#200	0.075	35	54	67	53
Hydrometer	0.050	28	42	54	33
	0.005	5	11	17	1
	0.002	1	5	9	0
Atterberg Limits					
Liquid Limit		22	-	28	-
Plastic Limit		16	-	17	-
Plasticity Index		6	Non-plastic	11	Non-plastic

The moisture content test results were consistent with the observed moist to very moist or wet conditions in well-consolidated soils with negligible organic content. The particle size analyses and Atterberg Limits tests represent some of the typical native soils in the project area. The first sample was composed of 26% gravel, 39% sand and 35% silty clay. The second sample consisted of 8% gravel, 38% sand and 54% silt, the third was 2% gravel, 31% sand and 67% clay, and the fourth sample contained 47% sand and 53% silt, with no gravel. Occasional cobbles and few boulders were present in the soil, as noted in the logs, but were not included in the tests. The Atterberg Limits tests indicate that the fine fraction of the more highly-plastic soils is silty clay or lean clay, making them somewhat moisture-sensitive, but indicating a low potential for detrimental shrink-swell (expansive) behavior. The Atterberg Limits were not tested for the two silty samples; the sample from TP3 had low cohesion; it might have a plastic limit but does not have a liquid limit. The sample from TP8 was fine-sandy cohesionless silt, without an LL or a PL.

SUBSURFACE PROFILE AND SUMMARY OF SOIL CONDITIONS

The observed subsurface conditions are described in the test pit logs and are summarized in the drawing attached to this report. Most of the native soils and most of the existing fill consisted of fine-sandy silt with traces gravel, few cobbles and boulders. Some of the native soils in test pits TP3 and TP4 were identified as glacial till, but most of the native material appears to be till that has been significantly reworked by frost, soil creep and similar factors. Well-graded granular soil (gravelly silty clayey sand) was only encountered in test pit TP1, below elevation 205; this was also the only soil in the building area that was noted as being 'very most,' with moist conditions observed elsewhere.

Bedrock was encountered in five of the six building area test pits. It was not found in test pit TP1, near the northeast building corner, which stopped at twelve feet depth, approximately elevation 200. Near the top of the hill, bedrock was encountered at 7.5 feet depth, approximately elevation 214.5 in test pit TP4, and in TP5 it was at 50 inches depth, elevation 218. Test pit TP2, near the proposed northwest building corner, encountered rock at five feet depth, roughly elevation 200. Test pit TP6, in the low southeast corner area, stopped on rock at about five feet depth, at an approximate elevation of 204 feet. Near the southwest corner, TP3 encountered bedrock at 6.5 feet depth, approximately 207 feet elevation. The bedrock was thin-bedded shale, with near-vertical beds striking northeast observed in test pit TP2. The first six to twelve inches of the bedrock could be ripped easily with the small excavator. The other three test pits in the building area ended in soil at elevation of 200 to 207 feet. The other test pits indicate rock near elevation 200 at the northwest corner (TP2,) becoming shallower toward the south and east (±207 ft southwest, TP3; 214 ft north-center, TP4; 218 feet center, TP5,) then dropping off at the southeast corner (TP6, ±204 feet.)

The soils in test pit TP8, near the north end of the proposed stormwater control area, consisted of approximately thirty inches of moist fill (gravelly silt and sand) over silt and fine sand, which was very moist to sixty inches depth, where it became wet. Test pit TP7, near the center of the proposed practice, encountered two inches of organics over eight inches of silty sandy fill over clay, which was moist from ten inches to 32 inches depth, where it became wet. A rock outcrop projects above grade off-site, just east of the property line in this area.

Fill materials were observed in the two stormwater area test pits as noted above, and in three of the six building area test pits. The fill materials in the stormwater control area were mostly soil, but included minor amounts of debris such as steel, concrete, cinders and glass. In the building area, twelve to eighteen inches of sandy silt fill was noted in test pits TP1 and TP4, with a couple small pipes at the latter location. Test pit TP5, near the location of the former residence, encountered forty inches of sandy silty fill over a ten-inch layer of bricks with soil, over bedrock.

SUBGRADE PREPARATION

The investigation indicates that the subgrade conditions throughout the proposed building area are suitable for the use of shallow spread footing foundations and slabs-on-grade, subject to performing the required subgrade preparation operations, as described below.

The test pits indicate that the top of rock is typically about five feet below existing grade in the building area, deeper near the northeast corner. Using five feet as an average, approximately five-eighths of the slab is expected to be supported on a bedrock subgrade at elevation 212 feet. At the north end and at the southwest and southeast corners of the building the subgrade will transition from rock to native soil, then to fill. Most of the footings will also bear on rock, transitioning to native soil at the north end and at the two south corners, however at the south end the footings may be made deeper as the grade drops off; with close proximity to the property line, this appears to be more practical than building up a fill pad to the same elevation as the rest of the foundation.

Remove all existing pavement, topsoil, soft subsoil, stumps and large roots from the subgrade surface, in all foundation and slab areas. Remove existing slabs and foundations, if encountered, in their entirety from below new foundation areas, and to at least twenty-four inches below bottom-of-slab in slab-on-grade areas, and as needed to prevent interference with the new construction. Remove uncontrolled fill in its entirety from below new foundation areas and from below slab-on-grade areas unless otherwise approved by the Engineer.

Excavate to the design subgrade elevation, or deeper if required to reach suitable subgrade, which shall be bedrock (hard or weathered) or undisturbed native soils, free from topsoil, fine organics and root masses. Where the subgrade material is soil it shall have a stiff/ medium-dense or harder consistency. Dewatering and draining of the excavation may be required to some extent during excavation, with storms expected to be the main source of water.

Trim soil to the required subgrade elevation using excavation methods that minimize disturbance of the final soil surface. Compact the surface as needed to consolidate any soil that was loosened during excavation. Remove any pockets or small zones of unsuitable materials that are encountered, and replace them with controlled compacted fill. Contact the Engineer prior to performing any significant extra excavation. Where old foundations, stumps or boulders are removed, or where other over-excavation work is performed to prepare subgrade areas, the sides of the excavation shall be trimmed back to stable soil as each lift of backfill is placed. Where deficient soil is removed from below footing locations, the remediated area shall extend at least one foot out from the footing per foot of depth (1 to 1 splay.)

Where bedrock is present and excavation is performed by ripping, hammering or blasting, remove the rock to an approximately level and uniform elevation, with a slope of ten percent or less in areas below footings and slabs. If the rock subgrade surface has open fractures, level and seat the surface by tracking back-and-forth over it with a bulldozer or excavator and/or spade it with the excavator bucket, then compact the surface with several passes of a vibratory trench roller or a single-drum soil roller.

Footings may bear directly on the prepared soil or rock subgrade, or on controlled compacted fill placed over the subgrade. Where bedrock is present, over-excavation of the rock by six to twelve inches is

recommended, with the rock replaced by compacted granular site-borrow soil or Structural Fill, to act as a cushioning layer and as a leveling course for the concrete forms. Where fine-grained native soil is present at the bearing elevation, a layer up to four inches thick of Structural Fill or equivalent site-borrow soil may be placed in the footing bottom to protect the soil surface, after properly preparing the surface to a level and stable condition. This layer shall be thoroughly compacted with a vibratory plate tamper or roller, and its surface shall not extend above the design bearing elevation. Footing bearing surfaces shall be free from frost, mud and loose soil or standing water, when concrete is placed. Rock surfaces should be thoroughly moistened prior to placing concrete.

Protect the prepared subgrade surface from erosion, from frost and from construction damage. Traffic from dump trucks and similar heavy vehicles should be minimized on the exposed surface of the subgrade and on compacted fine-grained fills.

EXCAVATION

The existing fill and native soils may be excavated using conventional heavy equipment, such as tracked excavators and bulldozers. Backhoes and mini-excavators should be suitable for the excavation of shallow trenches in soil, but may require assistance if boulders are encountered. The investigation indicates that the soils which will be encountered in the building excavations are likely to predominately be OSHA Type B, requiring a minimum slope of 1-to-1 in shallow excavations, with benching permitted. Soil types and excavation requirements must be confirmed by a qualified representative of the Contractor during construction.

Rock excavation is expected to be needed in most of the building area. A large bulldozer with a ripper tooth should be able to excavate the shallow rock, provided it can 'bite' into the bedrock surface, which may be smooth on top of the hill. A large excavator with a hydraulic hoe-ram will likely be required to excavate to depths of more than two or three feet into the bedrock. Excavation work in the building area should be practical using conventional methods, without blasting. Blasting could, however, be used to facilitate the removal of bedrock. The project area is sufficiently distant from existing structures, roads and other public areas to perform shallow blasting without causing adverse impacts to them. There is sufficient overburden present to use small, lightly-loaded blast holes to fracture the bedrock, so that it can be more easily removed by conventional excavation, although some ripping and hammering could still be required.

Little or no shoring of excavations should be required for building construction, as there appears to be sufficient distance from the property line to the estimated limits of the foundation work area to allow the use of conventional excavation slopes. Trench boxes or other temporary shoring will be required for work in deep trenches, other than trenches in rock, and may be required when excavating trenches in wet areas, regardless of depth. The design of any necessary shoring or other support-of-excavation is the responsibility of the Contractor and is not included in this report.

Groundwater seepage rates in the building excavations are expected to be slow, but may be persistent during the wet season. Groundwater seepage and stormwater should be removed promptly from the excavations, and the groundwater elevation should be maintained at a depth of at least one foot below the soil surface in active construction areas. When dewatering excavations, the water level should be drawn

down at a controlled rate to minimize sloughing, allowing the water to drain from the soil in the sides of the excavation. Gravity drainage and conventional shallow sump pits installed in the excavation should be adequate for the control of groundwater seepage and stormwater.

FILL MATERIALS

All fill placed below foundations and slabs shall consist of Structural Fill or Structural Fill HD, as described below, or shall be suitable site-borrow soil or rock, as described below, or shall be other imported fill of a quality at least equal to that of the site-borrow fill.

Soils excavated from the site are expected to be of suitable quality for re-use as fill and backfill for foundations, slabs and pavement areas. Exclude topsoil and wet, organic otherwise deficient soils from the excavated soil, which should be blended as much as practical, to produce a uniformly compactible fill material. The site-borrow soil will likely require some require drying prior to compaction. Boulders and large cobbles must be removed from the borrow fill. Clumps of clayey soil should be excluded from the fill, but if included they must be thoroughly broken up and mixed in.

Rock excavated from the site may also be used as fill in building and pavement areas. If the rock is excavated by ripping or hammering, it should be processed by crushing and/or screening to approximately the grading of Structural Fill, below. Blasted rock will likely be suitable for use as fill after removing the oversize pieces, without further processing.

Open-graded gravel or crushed stone should not be placed directly against the silty native soils for most applications, as the soil may erode into the stone. The gravel should be separated from the soil by a geotextile layer or by a layer of well-graded soil. Pipe bedding in utility trenches may also act as a drainage path for groundwater seepage. If coarse granular bedding is used in sloping trenches, it should be interrupted periodically by sections of well-graded bedding, to regulate the flow of this seepage.

Structural Fill, if imported for use below foundations and slabs, shall be good-quality bank-run sand and gravel or crushed stone, and should be a well-graded product complying with the gradation limits below. Structural Fill may also be used as foundation backfill. Structural Fill HD (Heavy Duty) should be used in areas to be protected from heavy construction traffic and where subgrade stabilization and/or enhanced drainage is needed and is suitable for use as fill during winter conditions.

Sieve size		Structural Fill	Structural Fill HD
Inch	mm	Percent Passing by Weight	
4″	100	100	100
1½″	37.5	60-100	50-95
#4	4.75	20-85	20-50
#40	0.425	5-50	5-25
#200	0.075	0-30	0-10
Plasticity Index		12 max.	4 max.

All fill materials shall be composed of sound, durable particles, shall be free from frost or snow, garbage, construction debris or other deleterious material, and shall be substantially free from organic matter and roots. Recycled crushed concrete and masonry from a registered source may be acceptable for some applications above the water table, subject to approval by the Designer of Record. Fill shall not be placed over frozen or unstable soil, unless approved by the Engineer.

CLSM (Controlled Low-Strength Material, aka flowable fill) may be used under footings and foundations when specifically approved by the Engineer, and may also be used to backfill trenches or other excavations, typically where rapid fill placement is required, fill areas are narrow, or the use of conventional compaction methods is not practical. For support of footings, a CLSM mix consisting of sand, cement and water, with a 56-day compressive strength of 75 to 200 psi, is appropriate. CLSM may produce high fluid pressures during placement, and caution must be used for placements against foundation walls, near unbraced cuts, etc. Pipes or tanks can also float if not properly restrained during placement. CLSM should not be placed against unprotected aluminum; CLSM containing flyash should not be used in contact with cast iron or ductile iron. Hardened CLSM masses may also adversely affect groundwater flow, possibly causing erosion under or along the CLSM, particularly in sloping trenches.

Other Fill Materials:

- Crushed stone base course for slabs-on-grade should consist of ASTM C33 #56 or #57 stone (⅜- to ¾-inch size,) or as required by the slab system design.
- Crushed stone or gravel for footing drains should consist of ASTM C33 #5, #56 or #57 stone (¾-inch or ⅜-¾-inch size.)
- Well-graded granular subbase material (NYSDOT Item 733-04 'Item 4' or similar) should be used under sidewalks and exterior slabs.

FILL PLACEMENT AND COMPACTION

Soil surfaces, including the surface of the subgrade and of previously-placed fill materials, shall be prepared to a stiff and essentially unyielding condition prior to placing each new lift of fill. Bedrock surfaces to receive fill shall be free from voids or loose areas and the rock surface shall be free from large loose pieces of stone. Use mid-size equipment to compact the site-borrow fill or similar materials. Vibratory trench rollers, and single-drum soil rollers with a nominal size of three to five tons, should be appropriate for the observed soil conditions. Larger rollers may be used when compacting well-graded granular fill over essentially unyielding surfaces. In areas with limited access, vibratory plate tampers or jumping-jack tampers may be used. Avoid over-compacting the shallow soils in landscaped areas.

Soil fill and processed rock fill shall be placed in controlled lifts, with each lift compacted to the required density at a moisture content close to optimum moisture, as determined by the ASTM D1557 Modified Proctor Method. When the moisture content of fill which will support footings or slabs is within two percent of optimum, fill may be placed in lifts with compacted thicknesses of up to eight inches. If the moisture content is two to 2.5 percent from optimum, reduce the maximum thickness to six inches, and if it is more than 2.5 percent from optimum, discontinue compaction. In roadway, embankment and other non-structural locations, fill may be placed in lifts with a compacted thickness of up to twelve inches when the moisture content of the fill is within two percent of optimum, and up to eight inches thick when it is

two to 2.5 percent from optimum. Use a reduced lift thickness if required to obtain the specified percent compaction and when using small compaction equipment.

When placing fill during freezing temperatures, use Structural Fill HD or similar fill material containing less than ten percent non-plastic fines. Fill produced from natural sand and gravel is preferable to crushed stone or concrete fill for winter work, for ease of compaction. Compact the fill with a maximum lift thickness of six inches and do not compact fill whose moisture content is more than two percent above or below optimum. Do not place or compact fill when the air temperature is less than 25^{o}F. Do not place frozen fill materials.

Mass rock fills may be constructed using well-graded shot-rock from blasting. The design lift thicknesses should be approximately twelve to eighteen inches, depending on the dimensions of the fill, the fill placement method and the compaction method, and may require adjustment based on the actual size and grading of the rock after it is blasted. Rock fill should be placed in a manner that minimizes segregation and which creates an initially-dense state. Allowing the rock fill to free-fall into place from a belt or bucket can be an effective method, but dust, noise and flying particles are of concern. Lifts of rock fill may be acceptably placed with a bulldozer, but a moving pile of fill should be maintained in front of the blade, rather than running the pile out completely. Re-work any boulder pockets to a dense, well-graded condition, and level the surface of the fill prior to compaction. The rock fill should be compacted in a wet condition when practical, but may also be compacted when dry or moist. Rock fills should be placed in conformance with an engineered design which includes any necessary requirements for drainage; for geotextiles and/or aggregate filter zones between the rock fill and the subgrade, adjacent and/or overlying soils; the clearance depth for utilities, etc.

Where fill will be placed against slopes, bench the fill into the slope to create a stair-step interface, for improved stability and groundwater control. Lightly scarify the surface of the existing soil prior to placing the fill, and key the fill into the subgrade at the toe of the slope. When the fill is more than five feet high against a slope of twenty percent or more, the key should be at least two feet deep and ten feet wide.

Backfill placed against foundation walls should be compacted with trench rollers or with similar equipment which will not produce damaging stresses on the wall. Place backfill equally on opposite sides of the foundation unless otherwise indicated by the specifications or drawings. Foundation walls acting as retaining walls should be braced (i.e. by installation of the floor framing) before placing backfill, unless otherwise indicated on the drawings or approved by the Engineer.

Open-graded stone base course material for slabs-on-grade should be graded level and seated with one or more compaction passes, to help resist displacement during slab area preparation and concrete placement.

Compaction Requirements
Compact each lift of soil fill supporting slabs or foundations with at least six one-way compaction passes, even if the required compaction percentage is obtained with fewer passes. Each compaction pass shall be made at a slow walking speed (less than four feet per second,) with the equipment passing completely over all areas of the fill. Fill materials shall be compacted to at least the following percentage of the ASTM D1557

maximum dry density. For coarse-graded fill materials with more than thirty percent retained on the ¾-inch sieve, the ASTM D4253 Maximum Index Density test may be substituted for the D1557 test.

Location	Percent Compaction
Below Footings, Foundations, Slabs and Pavements	95% minimum
Exterior Foundation Backfill in Landscaped Areas	90% minimum

Mass rock fills must be compacted with the largest vibratory single-drum soil roller that is available and appropriate for the site, typically in the ten-ton to sixteen-ton size range. Compact each lift with at least six vibratory roller passes, with the passes applied in two perpendicular directions, or in multiple directions, when possible. Vary the vibration frequency to maximize compaction, using the high-frequency mode for the final passes, for increased compaction depth with less surface disturbance. Continue compaction until the fill surface is in an unyielding condition.

TESTING

The prepared subgrade shall be inspected to verify that it has been prepared in conformance with the requirements of this report, prior to placing fill or foundations. Recommended test procedures and frequencies are provided below.

PROOF-ROLLING: Proof-rolling of the prepared subgrade soil is not required, but may be performed to determine the limits of a soft area. Use an appropriately–sized vehicle, to avoid damaging wet and/or fine-grained, but otherwise acceptable soils. Observe the effects of the moving vehicle; if the soil exhibits excessive deflection, rutting or cracking, additional excavation or drying of the subgrade may be required.

BEARING CAPACITY: The prepared subgrade surface throughout the foundation and slab areas area shall be probed thoroughly to check for soft spots. The foundation subgrade shall be in a dense and unyielding condition, substantially free from soft areas and/or loose material. If these conditions are not encountered at the bearing elevation, testing shall be performed with a Static Cone Penetrometer or equivalent device in foundation bearing areas. If the design bearing capacity is not indicated within three inches of the bearing surface, the soil conditions shall be corrected and/or, if approved by the Engineer, the footing depth may be increased to reach acceptable soil. The slab subgrade areas shall be densely consolidated and sufficiently stiff to prevent rutting or displacement during slab base course and concrete placement operations. Where fractured rock or bedrock is present at the subgrade surface, it shall be visually inspected to verify that it is generally level and free from accumulations of loose material, and that in areas where it is fractured, the fractured mass is in a dense and stable condition, free from large open voids.

COMPACTION TESTING: Compaction testing shall be performed for each lift of soil fill supporting foundations, with testing performed while the work is in progress. Testing is also recommended for the fill supporting slabs or pavement, exterior backfill and for fill placed in embankments. Compaction testing is recommended for all retaining wall construction, with requirements to be determined by the wall designer. Compaction tests of fill and backfill supporting foundations and slabs should be performed in at least one location per 50 linear feet or per 1000 square feet of fill surface, per lift. At least one test per 100 linear feet

or per 2500 square feet should be performed for each lift of fill in embankment, roadway and other non-structural areas. Compaction tests should be performed with a nuclear moisture-density gauge, per ASTM Test Method D6938, unless otherwise approved. Required percent compaction values are provided above. Rock fill placement shall be visually monitored for fill quality and grading and for conformance with the requirements for lift thickness and placement methods and for application of the specified compaction effort.

CLSM: When flowable fill is used to support footings or foundations, at least one set of three 6x12-inch test cylinders shall be cast from each day's placement, per ASTM D4832. Test the cylinders for unit weight and for compliance with the specified strength requirements. Cast additional cylinders if early tests are needed.

GEOSYNTHETIC MATERIALS

Geosynthetic materials are expected to be used for reinforcement and drainage applications at the site on an as-needed basis, or where required by Code, such as for footing drains. Geosynthetic materials shall be installed over a smooth and evenly shaped subgrade, to avoid 'tenting' of the material over voids or high points. The geosynthetic shall be installed substantially free from wrinkles, and fill material shall be placed and spread in a manner which pushes the wrinkles out but which does not otherwise displace the geosynthetic material. Vehicles shall not drive on the exposed geosynthetics. The following material types are recommended.

Drainage Separation: For footing drains and similar applications, a woven drainage geotextile with at least 4% open area, with an apparent opening size of 0.21mm (#70) or smaller, should be installed around the open-graded drainage stone. Non-woven geotextiles are not recommended for use in this application, due to the presence of fine particles in the native soil that will tend to clog the fabric. If stone drains are installed in areas of fine sand or cohesionless silt, provide a zone of clean sand at least three inches thick between the geotextile and the soil.

Subgrade Reinforcement: Typically, a woven reinforcing geotextile with a grab tensile strength of at least 200 pounds should be used where needed to improve the stability of soft subgrade soils. Geogrids may be used instead of woven geotextiles, especially if free drainage is desired. A minimum of twelve inches of granular fill cover is typically required to fully mobilize the strength of the reinforcing geosynthetic.

Subgrade Separation: Where fines from the subgrade may infiltrate into an overlying granular layer, and strengthening of the subgrade and some vertical drainage is desirable, a non-woven geotextile should be used. A four-ounce nominal weight fabric is suitable for light- to moderate-duty applications; heavier fabric should be used where it will be subjected to heavy traffic, especially when it is placed in contact with sharp or very coarse-graded materials.

Woven reinforcement geotextiles will usually act as an infiltration barrier when installed in a continuous horizontal layer, and non-woven separation geotextile may also work as a barrier; this may or may not be desirable, depending on the installation location and conditions, and should be considered when specifying or using these products.

ENGINEERING DESIGN VALUES AND RECOMMENDATIONS

Soil engineering properties and recommendations for design are provided in this section; additional important design considerations are also discussed in the other sections of this report. The design values assume that the building will be supported by a conventional spread footing foundation with slab-on-grade floor, as described in the previous sections, and will be provided with proper drainage.

Bearing Capacity and Soil Pressure

Allowable Bearing Capacity, q_a	
Footings on Soil, bearing at least 42 inches below finished grade, with a minimum width of 12 inches	4000 psf
Footings on Soil, bearing at least 24 inches below finished grade, with a minimum width of 36 inches	4000 psf
Minor Footings on Soil, bearing at least 12 inches below finished grade, with a minimum width of 12 inches	2000 psf
Footings on Fractured and/or Weathered Rock, bearing at least 12 inches below finished grade, with a minimum width of 12 inches	4000 psf

Soil Properties	Native Soils	Rock, fractured
Moist Density, γ, lbs/cu ft	130	160
Effective Internal Angle of Friction, $\emptyset$	32°	42°
Coefficient of Active Earth Pressure, k_a	0.31	0.20
Coefficient of Passive Earth Pressure, k_p	3.25	5.0
Coefficient of At-Rest Earth Pressure, k_o	0.47	0.33
Lateral Bearing Capacity (psf per ft below grade)	210	400
Coefficient of Friction (vs. concrete)	0.35	0.60
Modulus of Subgrade Reaction, k, psi per inch	175	550

Footings subject to frost shall bear at least 42 inches below finished grade, or shall be otherwise protected from frost. Footings not exposed to frost, or bearing on non-frost susceptible subgrade material (e.g. fractured bedrock) shall bear at least one foot below finished grade. Bearing elevations of footings shall be established such that a line drawn between the bottoms of two adjacent footings is not steeper than 30 degrees between the closest points on the footings. (Slope of 1 vertical to 1.75 horizontal.)

Settlement of the foundation elements over the course of construction, due to normal elastic compression of the underlying soils, is expected to be one half inch or less in the well-consolidated soils at this site. Up to one inch of settlement and ¾-inch of differential settlement should be assumed for design purposes. No measurable settlement is expected where foundations bear on rock. If fill is placed below footings, an additional quarter inch of settlement should be expected per five feet of fill thickness.

If encountered above the design bearing depth, undisturbed bedrock and rock that has been fractured by excavation are non-frost-susceptible subgrade materials, and frost-protected shallow footings, as specified

in ASCE 32, may bear on rock at depths as shallow as twelve inches when the required vertical foundation wall insulation is also provided. Where footing depths are reduced, pinning to rock may be required if the footing will be subjected to significant uplift or lateral forces. These installation conditions must be reviewed and approved on a case-by-case basis.

Control of Groundwater and Soil Gases

Minor groundwater seepage should be expected in excavations and below-grade areas during and after construction. It is understood that the building will not have a basement and the first floor slab will be entirely above grade. Adequate drainage must be provided to maintain the groundwater at an elevation below the slab base course; footing drains may be helpful, but are not required by Code for the above-grade slab condition. Construction dewatering is discussed elsewhere in this report. For the completed construction, the elevations shown on the plans indicate that a foundation drain, if used, should be able to discharge by gravity.

Soil gases that could normally be expected to impact the structure are water vapor and radon. The interior spaces should be adequately protected from these gases by providing drainage and moisture protection measures as described above, and by sealing all wall-to-slab joints, concrete cracks, pipe penetrations, drainage sumps, etc. If an open-graded base course is used under the slab, a passive or powered vapor mitigation system using small-diameter PVC pipes can be included or can be added retroactively. The potential for these gases to adversely impact the use of the building is estimated to be low, if the above recommended practices are used, and normal interior ventilation is provided.

Seismic and Expansive Properties

Seismic Design Values: The Seismic Site Class and Seismic Design Category for the proposed construction were determined per section 1613 of the New York State Building Code and ASCE 7-16. Seismic values for the site were obtained from the current database maintained by the Applied Technology Council, Redwood City, Cal., and are consistent with the published maps in the Building Code. Values were as follow.

Occupancy Category	I/II/III	
Seismic Site Class	C- Very Dense Soil and Soft Rock D – Stiff Soil	
IBC Seismic Design Category	**SDC - B**	
Maximum Acceleration	0.2 sec S_S 1.0 sec S_1	0.195 g 0.055 g
Maximum Spectral Response Acceleration	0.2 sec S_{MS} 1.0 sec S_{M1}	0.254 g 0.082 g
5% Damped Spectral Response	0.2 sec S_{DS} 1.0 sec S_{D1}	0.169 g 0.055 g

The seismic design values are based on the "risk adjusted maximum probable earthquake." These are not the maximum values that *could* occur, they are values that are not likely to be exceeded during the service life of a typical structure.

Liquefaction Potential: The soils encountered in the investigation have very low liquefaction susceptibility. Liquefaction is typically associated with thick deposits of loose poorly-graded sand situated below the water table, and may also occur in loose, poorly-graded cohesionless silt. A similar phenomenon, cyclic softening, can occur in saturated soft clays. Those soils are also prone to shifting or spreading during seismic events when they are situated near a slope, even if the slope is gentle. The soils encountered in the test pits had textures, drainage conditions, locations and/or sufficient consolidation (density) to resist liquefaction or unusual movement during the design seismic event. No special mitigation measures are required.

Expansive Soils and Frost Heave: The soils encountered in the investigation have a very low potential for expansion due to shrinking and swelling resulting from moisture changes. This behavior is typically associated with high-plasticity silt and clay soils. Physical testing and qualitative examination indicate that the soil properties do not meet the criteria for potentially expansive soils as defined in section 1803.5.3 of the Code. No mitigation measures are required. The on-site soils are moderately to highly susceptible to frost heave. Frost heave can be minimized by providing good drainage and by thoroughly compacting the soil. Well-graded granular fill should be used in areas where frost heave could result in damage.



PHOTO 2. The slope along the west side of the site, overlooking South Hamilton Street.

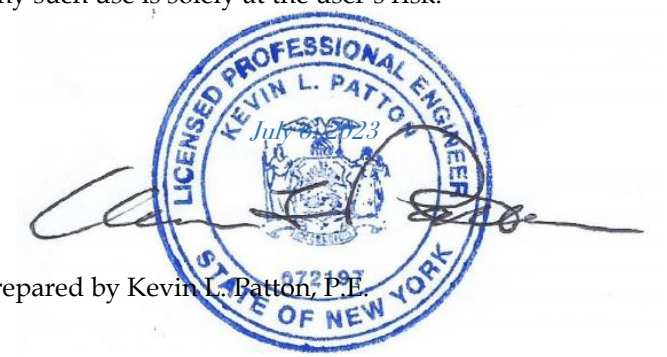


PHOTO 3. The proposed stormwater control area on the east side of the site. A rock outcrop forms a long knob on the far side of the fence.

NOTES AND LIMITATIONS

Please see the attached pages for additional information. Subsurface conditions encountered during construction shall be compared to the test pit logs and to this report; any significant variations from anticipated conditions must be evaluated for their effect on the design. This report summarizes the results of a limited investigation and does not purport to predict every variation in subsurface conditions. Elevations, slopes, contours, project layout and similar or related data provided in this report were interpreted from the drawings, from field data or from other information which was provided, unless otherwise noted.

This geotechnical investigation was conducted to evaluate the engineering properties of the soils at the site, to aid in the design and construction of the proposed work. The investigation did not include evaluation of the potential effects of the proposed construction on other properties, nor did it include inspection of, or sampling for, items of environmental concern such as the presence of soil contaminants or of regulated wetlands, and did not include review of local zoning regulations, codes, floodplain boundaries or similar matters, unless specifically referenced in the report. This investigation was conducted solely for the use of the Client, the Client's Project Designers and Agents and the Authorities Having Jurisdiction; this report should not be used by others, nor for any use other than its stated purpose, without contacting the Engineer. Any such use is solely at the user's risk.



Prepared by Kevin L. Patton, P.E.

Attachments:

- Soil Technical Notes
- Test Pit Location Plan
- Test Pit Logs
- Laboratory Test Reports
- Bedrock Geologic Map
- Surficial Geologic Map
- USDA Soil Survey Data

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Soil Technical Notes:
Soil Classifications, Descriptions and Properties

The USCS (Unified Soil Classification System) was used to classify the soils in this report. The USCS is described in ASTM D2487 (laboratory test method) and D2488 (visual-manual method.) The USCS classification gives a 'Group Symbol' and 'Group Name' based on particle size distribution (gradation,) clay properties (Atterberg Limits) and basic composition (mineral or organic.)

USCS Soil Classes

Soils with less than 5% passing the #200 sieve:

GW, GP, SW, SP – Well-graded gravel, Poorly-graded gravel, Well-graded sand, Poorly-graded sand.

Soils with 12% to 50% passing the #200 sieve:

GC, GM, GC-GM, SC, SM, SC-SM – Clayey gravel, Silty gravel, Silty clayey gravel, Clayey sand, Silty sand, Silty clayey sand.

Soils with 5% to 12% passing the #200 sieve use a dual symbol, such as SW-SC (Clayey well-graded sand.)

Soils with more than 50% passing the #200 sieve:

CL-ML, ML, CL, MH, CH, OL, OH – Silty clay, Silt, Lean clay, Elastic silt, Fat clay, Organic silt, Organic clay.

Highly organic soils:

PT – Peat.

The soil group name is modified with the term 'with sand' or 'with gravel' added if the soil contains more than 15% of these materials; clays and silts with 30% or more plus-#200 material are described as 'sandy' or 'gravelly' (whichever is predominate.) Examples – GM, Silty gravel with sand; CL, Gravelly lean clay.

Particle size

>12" (300mm)	Boulders
12" to 3" (300-75mm)	Cobbles
3" to #4 (75-4.75mm)	Gravel
#4 to #200 (4.75-0.075mm)	Sand
<#200 (0.075mm)	Silt & Clay

Organic Soils

Highly organic soils such as peat are visually classified. Partly organic soils, with a mix of organic and mineral matter, are classified visually and by Atterberg Limits tests.

Moisture Content

Moisture is visually estimated and samples are usually tested. Soil moisture capacity varies with texture and compaction.

Typical examples:
GW, moist at 3%, saturated at 9%
SP, moist at 6%, saturated at 20%.
CL, moist at 12%, saturated at 33%.

Fine- and Coarse-grained Soils

The USCS classification applies to the material smaller than the 3-inch sieve.

'Fine-Grained Soils' (silts and clays) have more than 50% passing the #200 sieve and are classified by their Atterberg Limits.

'Coarse-Grained Soils' (sands and gravels) have less than 50% passing the #200 sieve. When more than 50% of the plus-200 material is retained on the #4 sieve the general soil type is gravel, and if more than 50% is finer than the #4 sieve, it is sand.

Clean coarse-grained soils are classified as well-graded (Classes GW, SW) or poorly-graded (GP, SP.) Well-graded soils have a wider range of sizes and are typically more stable. Poorly-graded soils are usually more permeable.

Atterberg Limits

Test is performed on the clay, silt and fine sand fraction of the soil:
Liquid Limit (LL) – moisture content (%) at which soil becomes very soft.
Plastic Limit (PL) – moisture content at which soil crumbles.
Plasticity Index (PI) = LL minus PL

Higher PI values may indicate reduced permeability and increased drying shrinkage.

LL > 50 indicates soil with a higher potential to shrink and swell due to changing moisture content.

Silts have lower PI values, and behave like very fine sand; most silts also contain some clay. Behavior of clays is partly controlled by electrochemical forces and varies among the several clay minerals.

Color

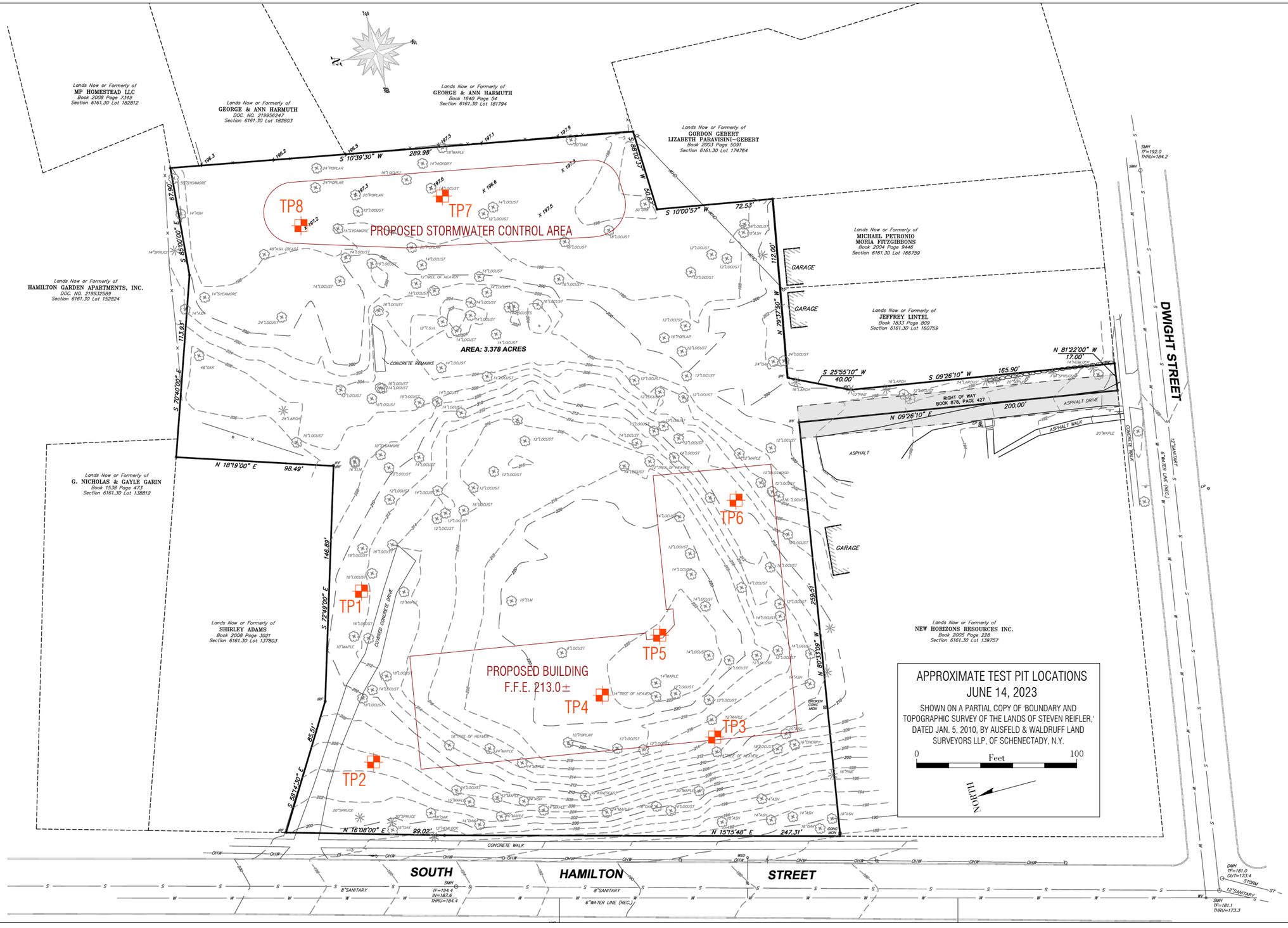
Soil color sometimes indicates groundwater conditions, with subdued colors below the water table and mottled (mixed) colors in the zone of seasonal water table fluctuation. Color changes tend to be more prominent in fine-grained soils.

Relative Quantities

Estimated percentages in descriptions:
<5% - Trace
5-10% - Traces
10-25% - Little
25-35% - Some
'And' - Approx. equal amounts
'Few' - <10% (cobbles and boulders)

USDA Soil Classification

USDA classifications are based on the relative amounts of sand, silt and clay in the soil fraction passing the #10 (2mm) sieve. 'Gravelly' indicates more than 15% of #10 to 3" size. 'Channery' indicates 15 to 35% thin flat pieces up to 6" long.



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SOUTH HAMILTON STREET

100 SOUTH HAMILTON ST., POUGHKEEPSIE, N.Y.

TEST PIT LOCATIONS

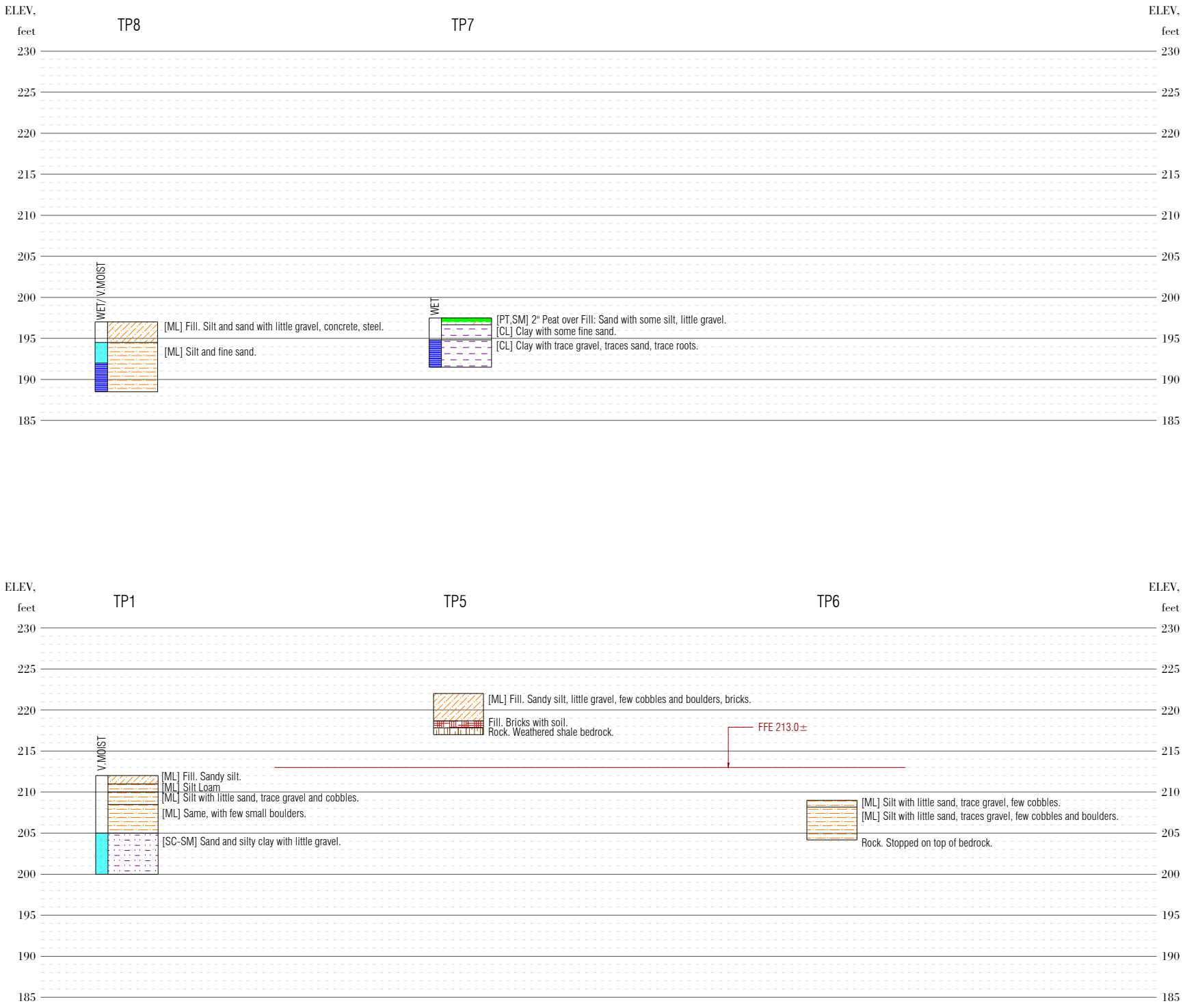
REV.	DATE	BY
0	7/5/2023	KLP

GENERALIZED SUBSURFACE PROFILE

NO HORIZONTAL SCALE.
USCS SOIL CLASSIFICATIONS ARE IN BRACKETS.

IN GENERAL, RED PATTERNS INDICATE RELATIVELY CLEAN SANDY OR GRAVELLY SOILS, PURPLE PATTERNS INDICATE SOILS WITH SIGNIFICANT CLAY CONTENT AND ORANGE PATTERNS INDICATE SOILS WITH A SIGNIFICANT SILT CONTENT.

THESE SECTIONS ARE GENERALIZED REPRESENTATIONS OF THE SUBSURFACE PROFILE, BASED ON THE SUBSURFACE EXPLORATION DATA, OBSERVATIONS, RESEARCH, AND OTHER RELEVANT INFORMATION. THE SOILS INFORMATION PRESENTED HEREIN SHOULD BE INTERPRETED IN CONJUNCTION WITH THE INFORMATION FROM THE TEST PIT LOGS AND THE GEOTECHNICAL INVESTIGATION REPORT. SITE CONDITIONS MAY DIFFER FROM THOSE ENCOUNTERED AT THE TEST PIT LOCATIONS.



			SOUTH HAMILTON STREET
			100 SOUTH HAMILTON ST., POUGHKEEPSIE, N.Y.
0	7/5/2023	KLP	SUBSURFACE PROFILE
REV.	DATE	BY	

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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
DATE:	6/14/2023	Project No.:	23216
WEATHER:	Cloudy, 65F		

TEST PIT LOG

EXCAVATING COMPANY:	One Key LLC	LOCATION:	50 ft NE from NE corner of proposed building	**TEST PIT NUMBER**	**TP1**
OPERATOR:	Garrett				
EQUIPMENT:	Takeuchi TB180FR Mini-Excavator	ELEVATION:	212+/-		
INSPECTOR:	Kevin Patton	WATER DEPTH:			

Depth	USCS Class	Moisture	Description	Notes
0-12"	ML	Slightly moist	Fill. Loose. Grayish brown sandy silt with trace brick, glass, few small roots.	
12-24"	ML	Moist	Native soil. Loose to medium-dense. Mottled brown silt loam.	
24-42"	ML	Moist	Dense. Slightly mottled brown silt with little sand, trace gravel and cobbles.	
42" to 7ft	ML	Moist	Dense. Mottled pale brown silt with little sand, trace gravel and cobbles, few boulders to 24" size.	
7ft - 12ft	SC-SM	Very Moist	Dense. Mottled pale brown sand and silty clay with little gravel, few cobbles and boulders to 24" size.	
12 ft	-	-	Stopped at 12 feet in soil.	



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PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
DATE:	6/14/2023	Project No.:	23216
WEATHER:	Cloudy, 65F		

TEST PIT LOG

EXCAVATING COMPANY:	One Key LLC	LOCATION:	30 ft N from NW corner of proposed building	**TEST PIT NUMBER**	**TP2**
OPERATOR:	Garrett				
EQUIPMENT:	Takeuchi TB180FR Mini-Excavator	ELEVATION:	205+/-		
INSPECTOR:	Kevin Patton	WATER DEPTH:			

Depth	USCS Class	Moisture	Description	Notes
0-6"	ML	Slightly moist.	Loose. Grayish brown silt loam with some small roots.	
6-24"	ML	Moist	Medium-dense. Pale orangeish brown silt with some sand, traces gravel, few cobbles.	
24-62"	ML	Moist	Dense. Slightly mottled olive brown silt with some sand, little gravel and few cobbles.	
62"-72"	Rock	-	Top of shale bedrock. Beds nearly vertical, strike northeast. Ripped 12 inches into rock, which was still somewhat soft at this depth.	
72"	-	-	Stopped in rock at 6 feet.	



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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
DATE:	6/14/2023	Project No.:	23216
WEATHER:	Cloudy, 65F		

TEST PIT LOG

EXCAVATING COMPANY:	One Key LLC	LOCATION:	50 ft N from SW corner of proposed building	**TEST PIT NUMBER**	**TP3**
OPERATOR:	Garrett				
EQUIPMENT:	Takeuchi TB180FR Mini-Excavator	ELEVATION:	214+/-		
INSPECTOR:	Kevin Patton	WATER DEPTH:			

Depth	USCS Class	Moisture	Description	Notes
0-4"	ML	Moist	Loose. Topsoil. Brown silt loam with fine roots.	
4"-22"	ML	Moist	Medium-dense. Pale orangeish brown silt with some fine-graded sand, trace gravel and cobbles.	
22"-48"	ML	Moist	Dense. Pale orangeish brown silt and fine-graded sand, trace gravel and cobbles, with few small boulders.	
48"-6.5ft	ML	Moist	Very dense. Till. Mottled olive brown silt with little sand, little gravel, few cobbles and boulders.	
6.5-7.5 ft	Rock	-	Top of shale bedrock. Ripped 12 inches into rock with ease.	
7.5 ft	-	-	Stopped in rock.	



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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
DATE:	6/14/2023	Project No.:	23216
WEATHER:	Cloudy, 65F		

TEST PIT LOG

EXCAVATING COMPANY:	One Key LLC	LOCATION:	North wing of proposed building, S from center	**TEST PIT NUMBER**	**TP4**
OPERATOR:	Garrett				
EQUIPMENT:	Takeuchi TB180FR Mini-Excavator	ELEVATION:	222+/-		
INSPECTOR:	Kevin Patton	WATER DEPTH:			

Depth	USCS Class	Moisture	Description	Notes
0-18"	ML	Moist	Loose. Fill. Silt with some sand, trace gravel and cobbles, few small boulders. Buried pipes (+/- 1.5"diameter steel, 2" lead.)	
18"-48"	ML	Moist	Dense. Till. Olive brown silt with little sand, little gravel, few cobbles and small boulders.	
48"-7.5ft	ML	Moist	Same, Very dense.	
7.5ft - 8ft	Rock	-	Shale bedrock. Ripped six inches into the surface, with effort.	
8 ft	-	-	Stopped in rock.	



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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
DATE:	6/14/2023	Project No.:	23216
WEATHER:	Cloudy, 65F		

TEST PIT LOG

EXCAVATING COMPANY:	One Key LLC	LOCATION:	Inside corner of proposed building	**TEST PIT NUMBER**	**TP5**
OPERATOR:	Garrett				
EQUIPMENT:	Takeuchi TB180FR Mini-Excavator	ELEVATION:	222+/-		
INSPECTOR:	Kevin Patton	WATER DEPTH:			

Depth	USCS Class	Moisture	Description	Notes
0-40"	ML	Moist	Loose. Fill. Grayish brown silt with some sand, little gravel, few cobbles, bricks and shale fragments.	
40-50"	Bricks	Moist	Loose. Fill. Mostly bricks with little soil mixed in.	
50-60"	Rock	-	Shale bedrock. Ripped to 12", becoming hard.	
60"	-	-	Stopped in rock.	



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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
DATE:	6/14/2023	Project No.:	23216
WEATHER:	Cloudy, 65F		

TEST PIT LOG

EXCAVATING COMPANY:	One Key LLC	LOCATION:	East wing of proposed building, near east end	**TEST PIT NUMBER**	**TP6**
OPERATOR:	Garrett				
EQUIPMENT:	Takeuchi TB180FR Mini-Excavator	ELEVATION:	209+/-		
INSPECTOR:	Kevin Patton	WATER DEPTH:			

Depth	USCS Class	Moisture	Description	Notes
0-10"	ML	Moist	Loose. Grayish brown silt with little sand, trace gravel, few cobbles. Few roots.	
10"-36"	ML	Moist	Medium-dense. Pale orangeish brown silt with little sand, traces gravel, few cobbles, few small boulders.	
36"-58"	ML	Moist	Dense. Pale yellowish brown silt with little sand, trace gravel, few cobbles.	
58"	Rock	-	Top of bedrock. Flat, hard.	
58"	-	-	Stopped on top of rock.	



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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
DATE:	6/14/2023	Project No.:	23216
WEATHER:	Cloudy, 65F		

TEST PIT LOG

EXCAVATING COMPANY:	One Key LLC	LOCATION:	Proposed stormwater control area, center	**TEST PIT NUMBER**	**TP7**
OPERATOR:	Garrett				
EQUIPMENT:	Takeuchi TB180FR Mini-Excavator	ELEVATION:	197.5+/-		
INSPECTOR:	Kevin Patton	WATER DEPTH:			

Depth	USCS Class	Moisture	Description	Notes
0-2"	PT	Moist	Decomposed organics and leaf-litter. Dusky brown.	
2"-10"	SM	Moist	Loose. Fill. Brownish gray sand with some silt, little gravel, trace glass, small pocket of coal cinders.	
10"-32"	CL	Moist	Native Soil. Medium-dense. Pale yellowish brown, mottled orange. Lean Clay with some fine-graded sand, trace gravel. Massive structure, no significant joints or pores.	
32"-6ft	CL	Wet	Dense. Mottled olive brown-orange-gray Lean Clay with trace gravel, traces sand, trace roots. Dense.	
6 ft	-	-	Stopped in soil.	

No photo available.

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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
DATE:	6/14/2023	Project No.:	23216
WEATHER:	Cloudy, 65F		

TEST PIT LOG

EXCAVATING COMPANY:	One Key LLC	LOCATION:	Proposed stormwater control area, north end	**TEST PIT NUMBER**	**TP8**
OPERATOR:	Garrett				
EQUIPMENT:	Takeuchi TB180FR Mini-Excavator	ELEVATION:	197+/-		
INSPECTOR:	Kevin Patton	WATER DEPTH:			

Depth	USCS Class	Moisture	Description	Notes
0-30"	ML	Moist	Loose. Fill. Dusky brown silt and sand with little gravel, trace concrete, two streetcar rails.	
30"-60"	ML	Very Moist	Native soil. Loose to Medium-dense. Mottled olive brown and gray silt and fine sand. Massive structure. Trace concretions (cemented sand,) 3/8" size, noted in lab sample.	
60"-8.5ft	ML	Wet	Same, wet.	
8.5 ft	-	-	Stopped in soil.	



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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
PROJECT No.:	23216	SAMPLE LOT No.:	230614-1
DATE SAMPLED:	6/14/2023	DATE TESTED:	6/20/2023
SAMPLED BY:	Kevin Patton	TESTED BY:	Wyeth Patton

MOISTURE CONTENT OF SOIL

TEST METHOD: ASTM D2216

Location	DEPTH,FT.	% MOISTURE
TP1	8'	13.6
TP1	11'	14.4
TP2	3'	14.1
TP3	3'	13.7
TP4	4'	13.6
TP7	2'	16.5
TP7	5'	13.5
TP8	4'	20.6

Moisture content is expressed as a percent of the dry mass of the soil.

Reviewed by: *Kevin Patton*

Form NMC

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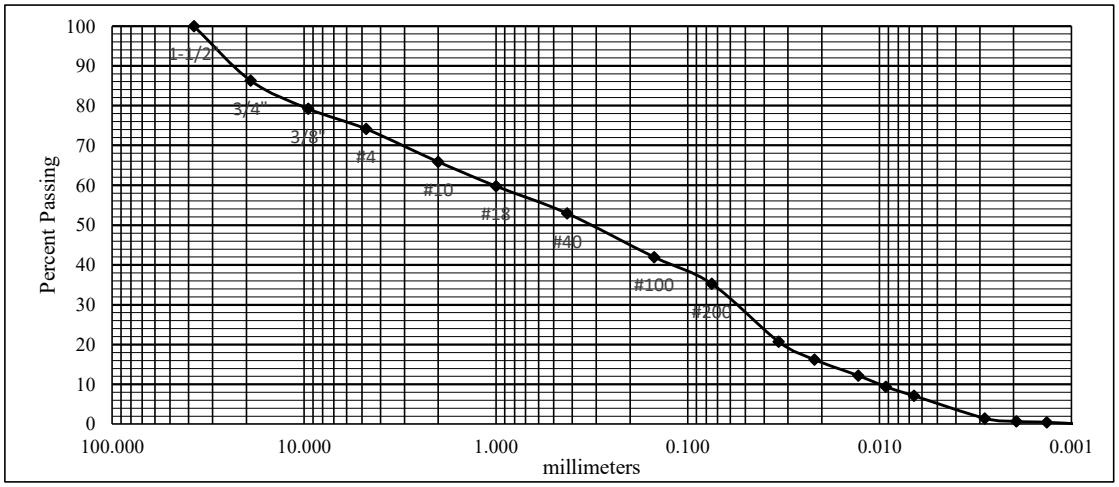
CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
PROJECT No.:	23216	SAMPLE LOT No.:	230614-1
DATE SAMPLED:	6/14/2023	DATE TESTED:	6/20/2023
SAMPLED BY:	Kevin Patton	TESTED BY:	Wyeth Patton

SIEVE-AND-HYDROMETER ANALYSIS TEST REPORT

TEST METHOD(s): ASTM D422, AASHTO T88

Sample Location	TP1
Depth	8 feet

Sieve Size		Percent Retained	Percent Passing	Specification
inches	mm			
1-1/2"	37.5	0	100	
3/4"	19.0	14	86	
3/8"	9.5	7	79	
#4	4.75	5	74	
#10	2.00	8	66	
#18	1.00	6	60	
#40	0.425	7	53	
#100	0.150	11	42	
#200	0.075	7	35	
Hydrometer Analysis	0.050	7	28	
	0.020	13	15	
	0.010	5	10	
	0.005	5	5	
	0.002	4	1	
	0.001	1	0	



USDA Particle Size Classification:		**USDA Textural Class:** Gravelly Sandy Loam
Gravel, 3" to 2.00mm	34	
Sand, 2.00 to 0.050mm:	38	**USCS Classification (ASTM D2487/D2488):**
Silt, 0.050 to 0.002mm:	27	SC-SM, Silty Clayey Sand with Gravel
Clay, <0.002mm	1	
Total	100	Atterberg Limits were determined by: Test

Reviewed by: *Kevin Patton* Form HYD

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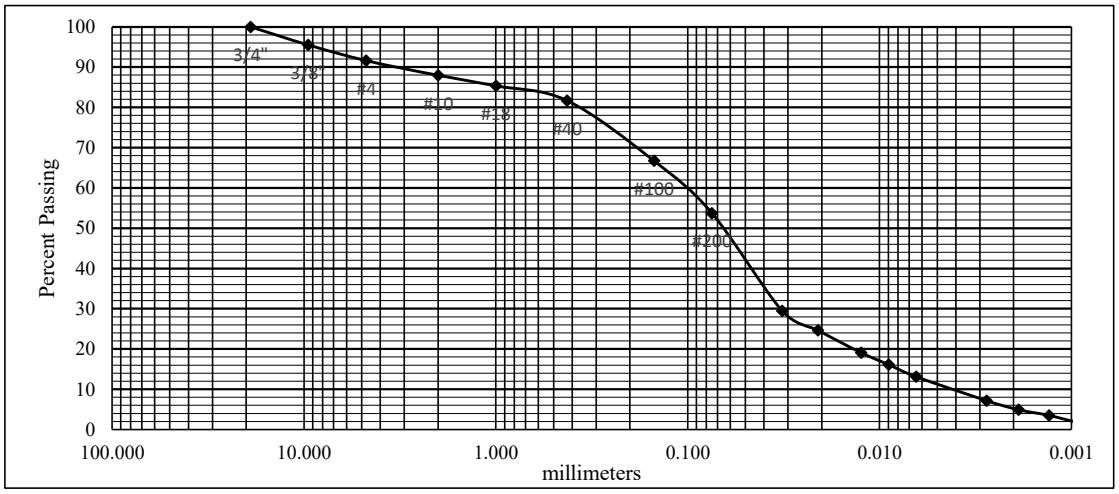
CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
PROJECT No.:	23216	SAMPLE LOT No.:	230614-1
DATE SAMPLED:	6/14/2023	DATE TESTED:	6/20/2023
SAMPLED BY:	Kevin Patton	TESTED BY:	Wyeth Patton

SIEVE-AND-HYDROMETER ANALYSIS TEST REPORT

TEST METHOD(s): ASTM D422, AASHTO T88

Sample Location	TP3
Depth	3 feet

Sieve Size		Percent Retained	Percent Passing	Specification
inches	mm			
3/4"	19.0	0	100	
3/8"	9.5	5	95	
#4	4.75	3	92	
#10	2.00	4	88	
#18	1.00	3	85	
#40	0.425	3	82	
#100	0.150	15	67	
#200	0.075	13	54	
Hydrometer Analysis	0.050	12	42	
	0.020	18	24	
	0.010	7	17	
	0.005	6	11	
	0.002	6	5	
	0.001	3	2	



USDA Particle Size Classification:		**USDA Textural Class:** Sandy Loam
Gravel, 3" to 2.00mm	12	
Sand, 2.00 to 0.050mm:	46	**USCS Classification (ASTM D2487/D2488):**
Silt, 0.050 to 0.002mm:	37	ML, Sandy Silt
Clay, <0.002mm	5	
Total	100	Atterberg Limits were determined by: Estimated (ASTM D2488)

Reviewed by: *Kevin Patton* Form HYD

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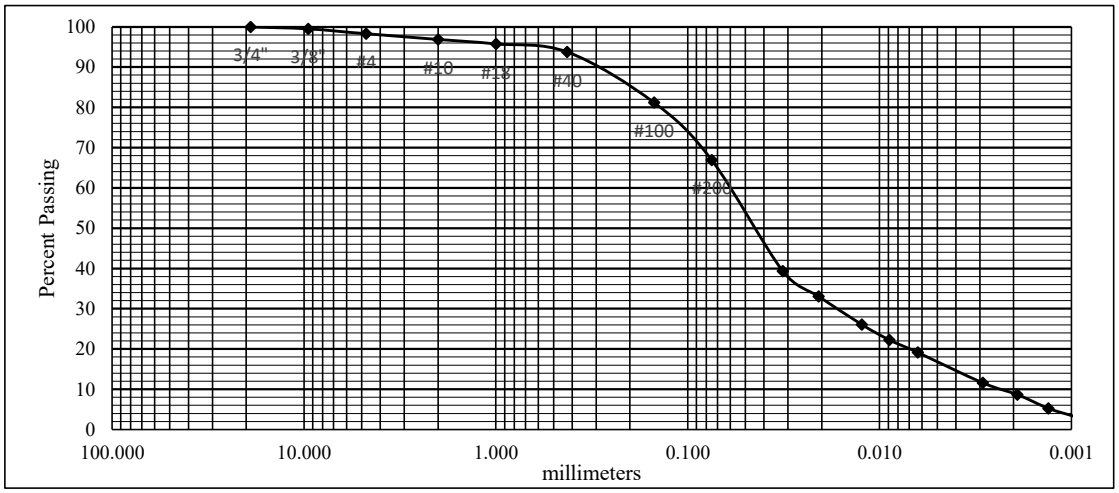
CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
PROJECT No.:	23216	SAMPLE LOT No.:	230614-1
DATE SAMPLED:	6/14/2023	DATE TESTED:	6/20/2023
SAMPLED BY:	Kevin Patton	TESTED BY:	Wyeth Patton

SIEVE-AND-HYDROMETER ANALYSIS TEST REPORT

TEST METHOD(s): ASTM D422, AASHTO T88

Sample Location	TP7
Depth	2 feet

Sieve Size		Percent Retained	Percent Passing	Specification
inches	mm			
3/4"	19.0	0	100	
3/8"	9.5	1	99	
#4	4.75	1	98	
#10	2.00	1	97	
#18	1.00	1	96	
#40	0.425	2	94	
#100	0.150	13	81	
#200	0.075	14	67	
Hydrometer Analysis	0.050	13	54	
	0.020	22	32	
	0.010	9	23	
	0.005	6	17	
	0.002	8	9	
	0.001	6	3	



USDA Particle Size Classification:		**USDA Textural Class:** Loam
Gravel, 3" to 2.00mm	3	
Sand, 2.00 to 0.050mm:	43	**USCS Classification (ASTM D2487/D2488):**
Silt, 0.050 to 0.002mm:	45	CL, Sandy Clay
Clay, <0.002mm	9	
Total	100	Atterberg Limits were determined by: Test

Reviewed by: *Kevin Patton*

Form HYD

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NEWBURGH, NY 12550

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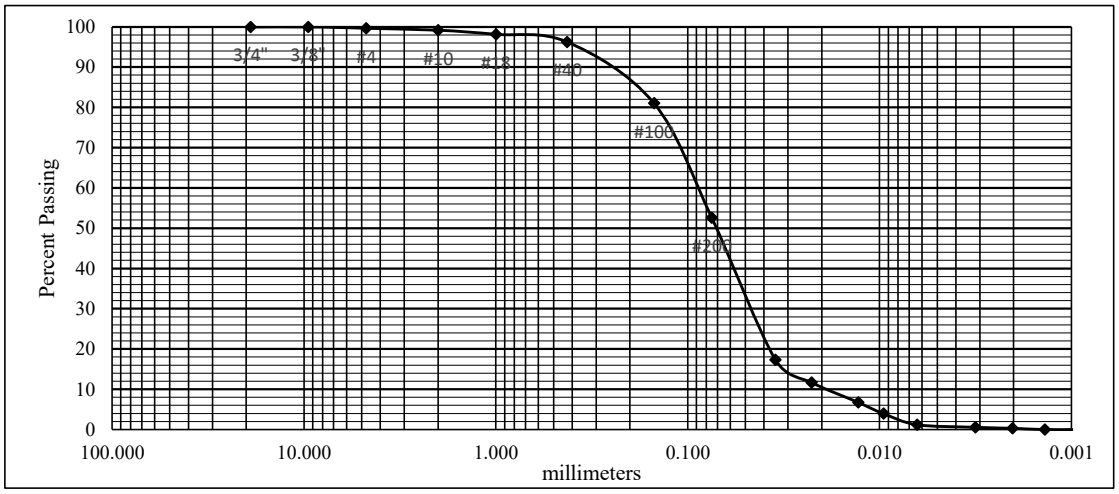
CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
PROJECT No.:	23216	SAMPLE LOT No.:	230614-1
DATE SAMPLED:	6/14/2023	DATE TESTED:	6/20/2023
SAMPLED BY:	Kevin Patton	TESTED BY:	Wyeth Patton

SIEVE-AND-HYDROMETER ANALYSIS TEST REPORT

TEST METHOD(s): ASTM D422, AASHTO T88

Sample Location	TP8
Depth	4 feet

Sieve Size		Percent Retained	Percent Passing	Specification
inches	mm			
3/4"	19.0	0	100	
3/8"	9.5	0	100	
#4	4.75	0	100	
#10	2.00	1	99	
#18	1.00	1	98	
#40	0.425	2	96	
#100	0.150	15	81	
#200	0.075	28	53	
Hydrometer Analysis	0.050	20	33	
	0.020	23	10	
	0.010	6	4	
	0.005	3	1	
	0.002	1	0	
	0.001	0	0	



USDA Particle Size Classification:		**USDA Textural Class:** Sandy Loam
Gravel, 3" to 2.00mm	1	
Sand, 2.00 to 0.050mm:	66	**USCS Classification (ASTM D2487/D2488):**
Silt, 0.050 to 0.002mm:	33	ML, Sandy Silt
Clay, <0.002mm	0	
Total	100	Atterberg Limits were determined by: Estimated (ASTM D2488)

Reviewed by: *Kevin Patton* Form HYD

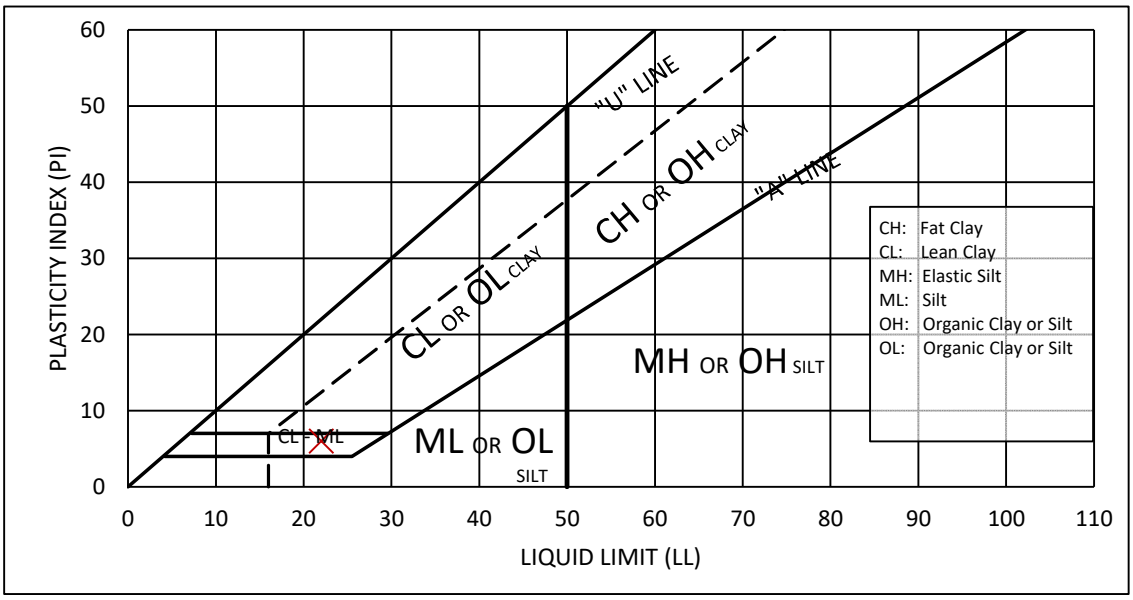
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NEWBURGH, NY 12550
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CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
PROJECT No.:	23216	SAMPLE LOT No.:	230614-1
DATE SAMPLED:	6/14/2023	DATE TESTED:	6/20/2023
SAMPLED BY:	Kevin Patton	TESTED BY:	Wyeth Patton

ATTERBERG LIMITS TEST

TEST METHODS: ASTM D4318/ AASHTO T89, T90

Sample Location	TP1
Depth	8 feet
Percent Passing #40	53
Liquid Limit (LL)	**22**
Plastic Limit (PL)	**16**
Plasticity Index (PI)	**6**
USCS Class of -#40	CL-ML, Silty Clay



LL, PL and PI values are percent moisture of the soil by dry mass.

Test is performed on the 'matrix' fraction of the soil, finer than the #40 (0.425mm) sieve.

The Liquid Limit is the moisture content at which the matrix fraction of the soil changes from a stiff to a flowing consistency. The plastic limit is the moisture content at which it changes from cohesive to crumbly. The Plasticity Index is the Liquid Limit minus the Plastic Limit.

Reviewed by: *Kevin Patton*

Form ABL

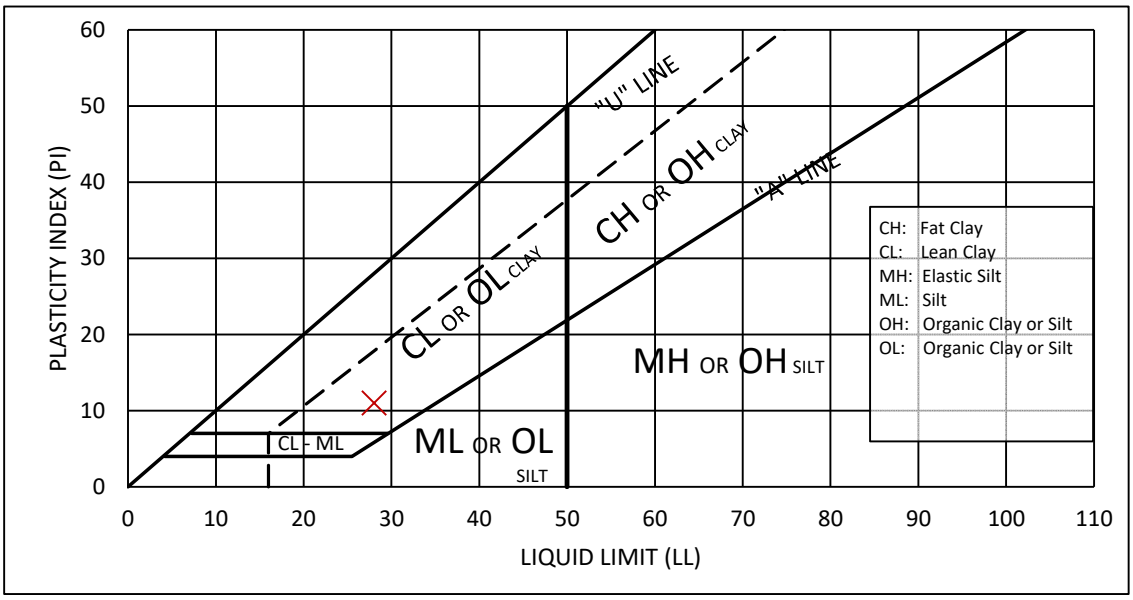
KEVIN L. PATTON, P.E.
36 PATTON ROAD
NEWBURGH, NY 12550
845 275-7732 PATTONGEOTECH.COM

CLIENT:	One Key LLC		
PROJECT:	South Hamilton Street, Poughkeepsie, N.Y.		
PROJECT No.:	23216	SAMPLE LOT No.:	230614-1
DATE SAMPLED:	6/14/2023	DATE TESTED:	6/20/2023
SAMPLED BY:	Kevin Patton	TESTED BY:	Wyeth Patton

ATTERBERG LIMITS TEST

TEST METHODS: ASTM D4318/ AASHTO T89, T90

Sample Location	TP7
Depth	2 feet
Percent Passing #40	94
Liquid Limit (LL)	**28**
Plastic Limit (PL)	**17**
Plasticity Index (PI)	**11**
USCS Class of -#40	CL, Lean Clay



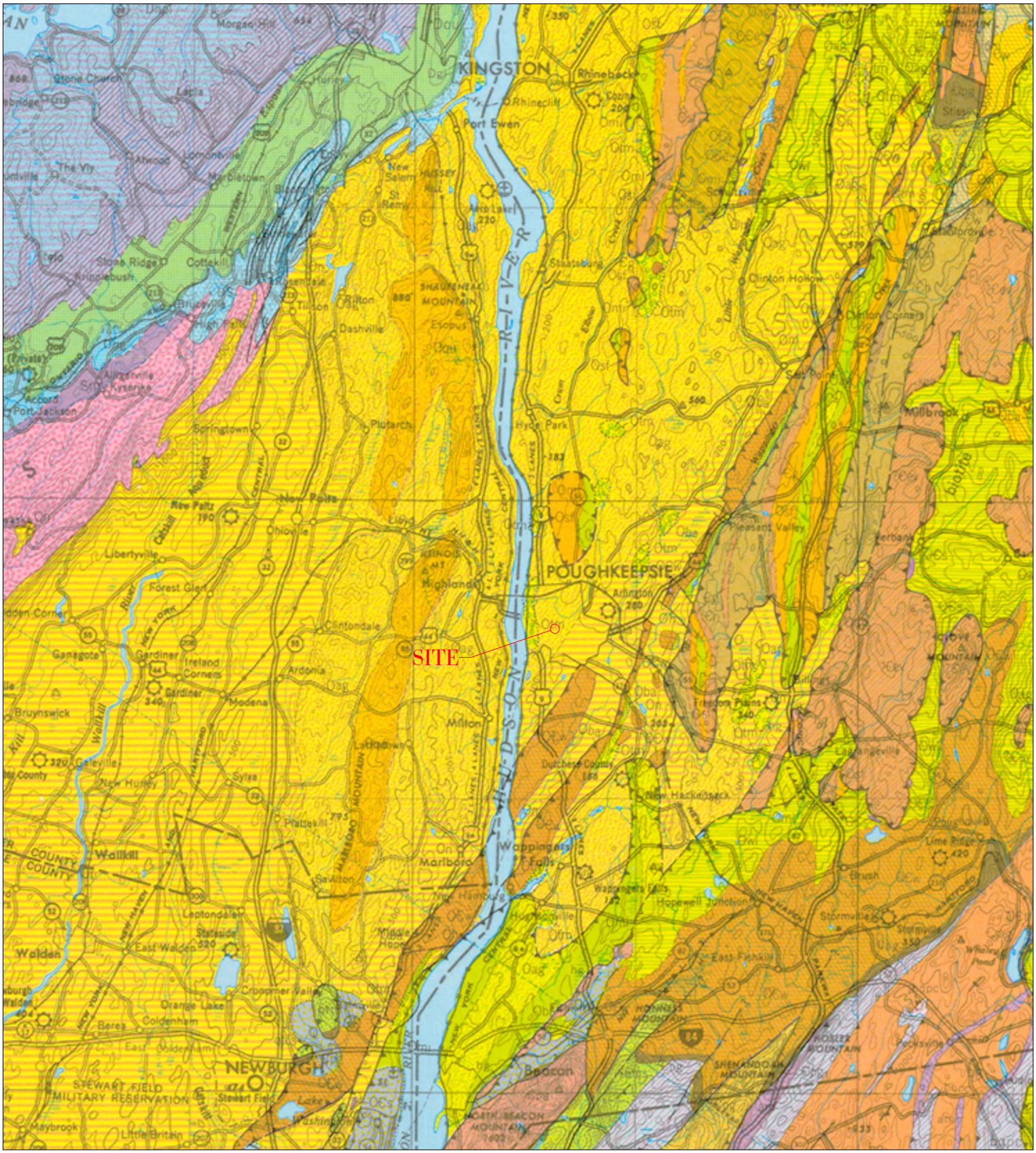
LL, PL and PI values are percent moisture of the soil by dry mass.

Test is performed on the 'matrix' fraction of the soil, finer than the #40 (0.425mm) sieve.

The Liquid Limit is the moisture content at which the matrix fraction of the soil changes from a stiff to a flowing consistency. The plastic limit is the moisture content at which it changes from cohesive to crumbly. The Plasticity Index is the Liquid Limit minus the Plastic Limit.

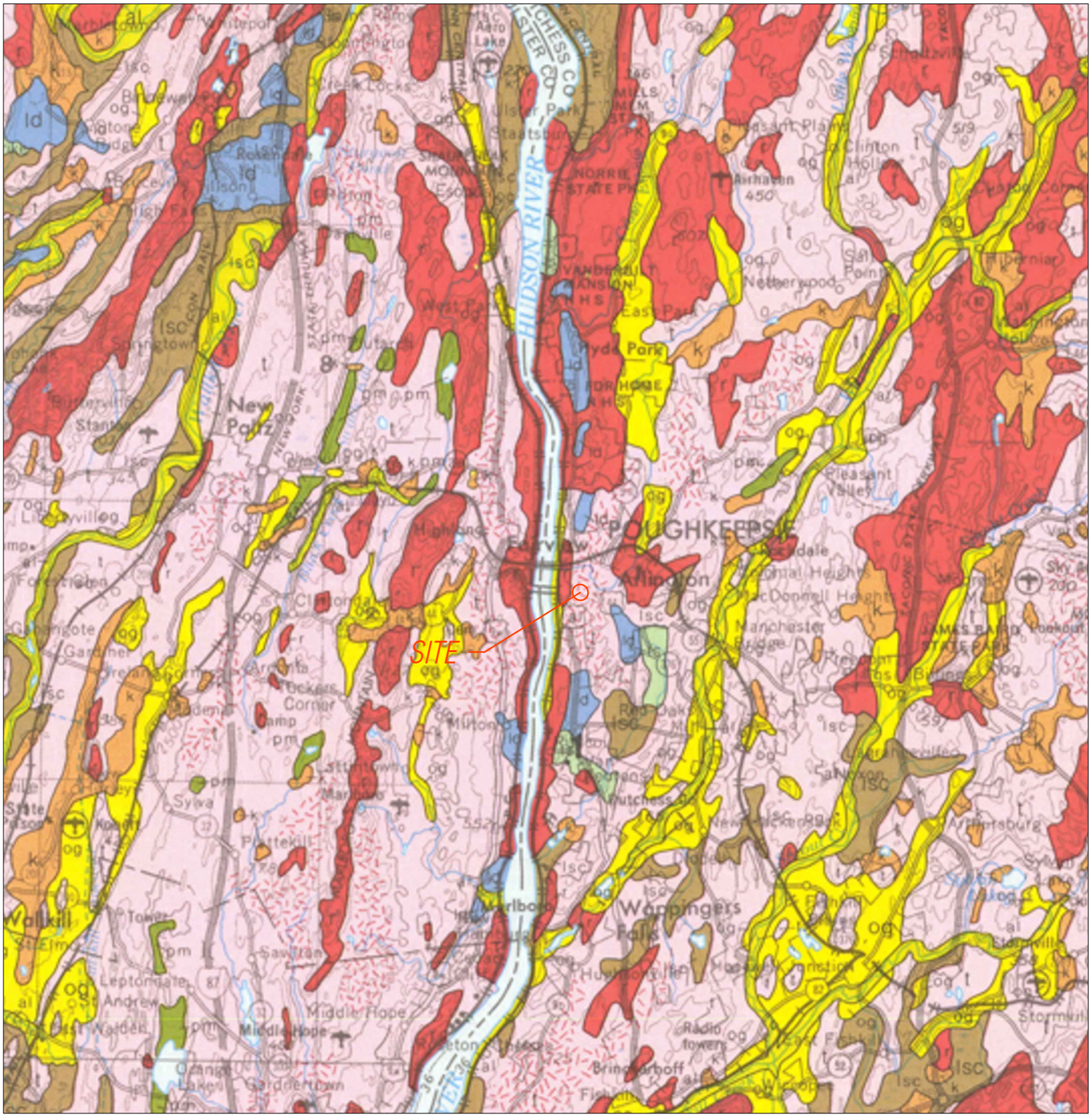
Reviewed by: *Kevin Patton*

Form ABL



Approximate location of the project site, shown on part of the Bedrock Geologic Map of New York (1970.) The site is in an area of Ordovician-age sedimentary bedrock consisting mostly of gray siltstone, shale and greywacke sandstone. The bedrock at the site is shown as Austin Glen Formation (mottled green, symbol Oag,) which is generally bounded to the east and west by the somewhat older Normanskill shale (yellow with red stripes, symbol On,) and is overlain by the younger Quassaic quartzite in the high areas (orange, Oqu.) Taconic melange (green, Otm,) is indicated along the Hudson River in Poughkeepsie, to the west of the site; it is composed of slaty, sheared Austin Glen bedrock. To the southeast, the older Wappinger dolostone (brown, OCw,) is down-faulted against the Normanskill Formation bedrock.

SURFICIAL GEOLOGIC MAP



Approximate location of the project site, shown on a partial copy of the Surficial Geologic Map of New York (N.Y. State Museum, 1989.) The map indicates that the soils at and near the site are glacial till, shown in pink with the symbol 't.' A red stipple pattern is also shown, indicating that bedrock is generally within three to ten feet of the surface. Areas where bedrock is mostly very shallow or is exposed are indicated by red. Thee map units are generalized; alluvium, outwash and lacustrine deposits have all been encountered in parts of the City of Poughkeepsie where till is indicated by the map.

EXPLANATION

al — **Recent deposits**
Generally confined to floodplains within a valley,
oxidized, non-calcareous, fine sand to gravel,
in larger valleys may be overlain by silt,
subject to frequent flooding, thickness 1–10 meters.

alf — **Alluvial fan**
Fan shaped accumulations,
poorly stratified silt, sand and boulders,
at the foot of steep slopes,
generally permeable.

b — **Beach**
Sand and gravel deposit at marine shoreline,
thickness variable.

bi — **Barrier island**
Sand and gravel deposit as barrier island,
south shore of Long Island,
may have associated dunes,
thickness variable.

pm — **Swamp deposits**
Peat-muck, organic silt and sand in poorly drained areas,
un-oxidized,
may be overlying marl and lake silts,
potential land instability,
thickness generally 2-20 meters.

ld — **Lacustrine delta**
Coarse to fine gravel and sand,
stratified, generally well sorted,
deposited at a lake shoreline,
thickness variable (3-15 meters).

lsc — **Lacustrine silt and clay**
Generally laminated silt and clay,
deposited in proglacial lakes,
generally calcareous,
potential land instability,
thickness variable (up to 100 meters).

ls — **Lacustrine sand**
Sand deposits associated with large bodies of water,
generally a near-shore deposit or near a sand source,
well sorted, stratified,
generally quartz sand,
thickness variable (2-20 meters).

og — **Outwash sand and gravel**
Coarse to fine gravel with sand,
proglacial fluvial deposition,
well rounded and stratified,
generally finer texture away from ice border,
thickness variable (2-20 meters).

fg — **Fluvial sand and gravel**
Deposits of sand and gravel,
occasional laterally continuous lenses of silt,
deposition farther from glacier,
age uncertain.

k — **Kame deposits**
Includes kames, eskers, kame terraces, kame deltas,
coarse to fine gravel and/or sand,
deposition adjacent to ice,
lateral variability in sorting, coarseness and thickness,
locally firmly cemented with calcareous cement,
thickness variable (10-30 meters).

km — **Kame moraine**
Variable texture (size and sorting) from boulders to sand,
deposition at an ice margin during deglaciation,
positive constructional relief,
locally cemented with calcareous cement,
thickness variable (10-30 meters).

tm — **Till moraine**
More variably sorted than till,
generally more permeable than till,
deposition adjacent to ice,
more variably drained,
may include ablation till,
thickness variable (10-30 meters).

t — **Till**
Variable texture (e.g. clay, silt-clay, boulder clay),
usually poorly sorted diamict,
deposition beneath glacier ice,
relatively impermeable (loamy matrix),
variable clast content — ranging from abundant well-rounded
diverse lithologies in valley tills to relatively
angular, more limited lithologies in upland tills,
tends to be sandy in areas underlain by gneiss or sandstone,
potential land instability on steep slopes,
thickness variable (1-50 meters).

af — **Artificial fill**

r — **Bedrock**
Exposed or generally within 1 meter of surface.

Bedrock stipple overprint
Bedrock may be within 1-3 meters of surface,
may sporadically crop out,
variable mantle of rock debris and glacial till.

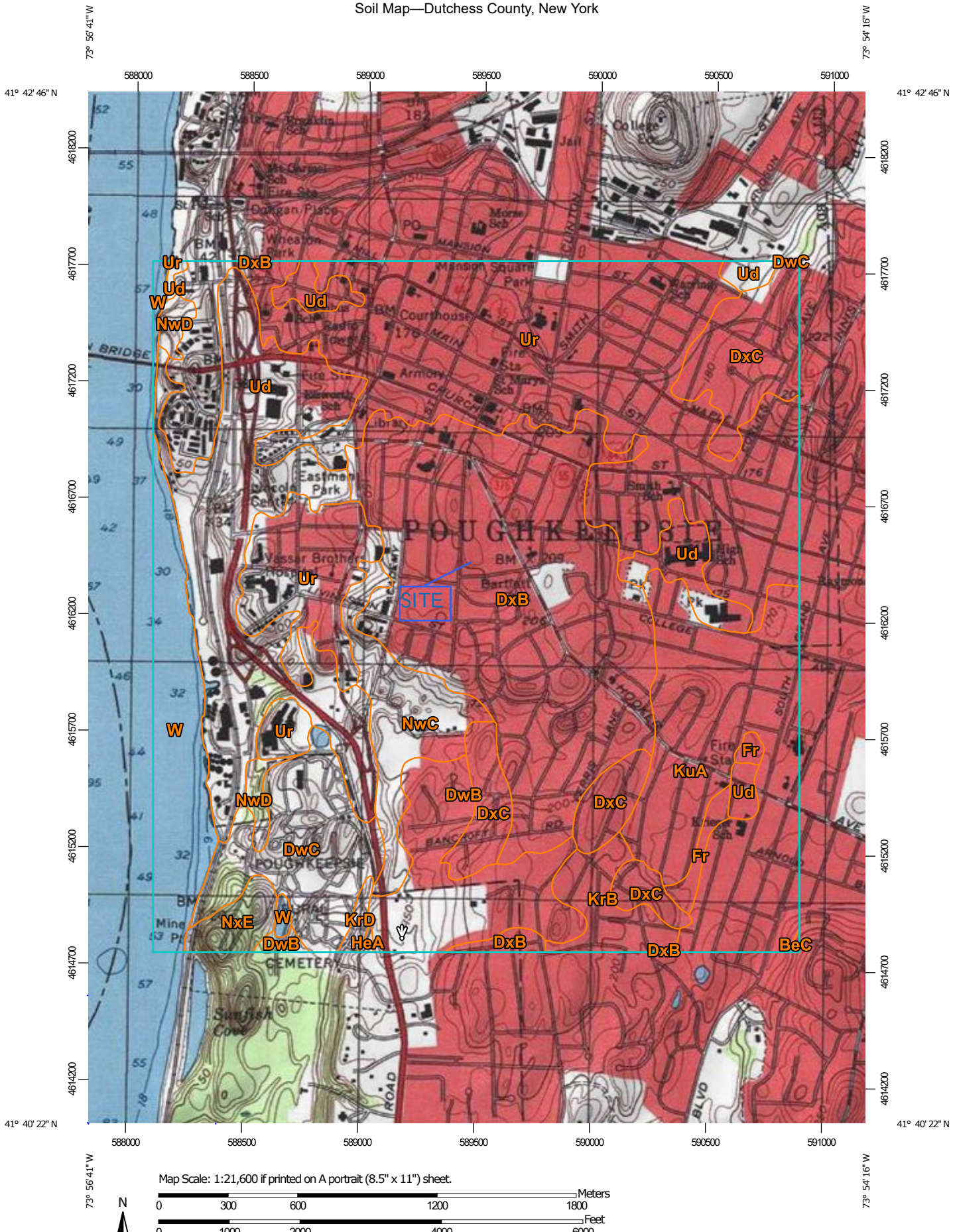
MAP SYMBOLS

Contact

.3 Dated radiocarbon locality

MAP KEY
NEW YORK STATE SURFICIAL GEOLOGIC MAP

KEVIN L. PATTON, P.E.


73° 56' 41" W
73° 54' 16" W
41° 42' 46" N
41° 40' 22" N
588000
588500
589000
589500
590000
590500
591000
4618200
4617700
4617200
4616700
4616200
4615700
4615200
4614700
4614200
Ur
DxB
Ud
W
NwD
DwC
DxC
SITE
NwC
Fr
KuA
DwB
KrB
NxE
KrD
HeA
BeC
POUGHKEEPSIE
Map Scale: 1:21,600 if printed on A portrait (8.5" x 11") sheet.
N
Meters
0
300
600
1200
1800
Feet
0
1000
2000
4000
6000
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Background

- Topographic Map

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Dutchess County, New York
Survey Area Data: Version 19, Sep 10, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BeC	Bernardston silt loam, 8 to 15 percent slopes	0.6	0.0%
DwB	Dutchess-Cardigan complex, undulating, rocky	102.3	5.0%
DwC	Dutchess-Cardigan complex, rolling, rocky	96.6	4.7%
DxB	Dutchess-Cardigan-Urban land complex, undulating, rocky	399.6	19.5%
DxC	Dutchess-Cardigan-Urban land complex, rolling, rocky	123.4	6.0%
Fr	Fredon silt loam	12.3	0.6%
HeA	Haven loam, nearly level	1.0	0.1%
KrB	Knickerbocker fine sandy loam, undulating	36.0	1.8%
KrD	Knickerbocker fine sandy loam, hilly	5.2	0.3%
KuA	Knickerbocker-Urban land complex, nearly level	214.3	10.5%
NwC	Nassau-Cardigan complex, rolling, very rocky	68.8	3.4%
NwD	Nassau-Cardigan complex, hilly, very rocky	14.7	0.7%
NxE	Nassau-Rock outcrop complex, steep	19.6	1.0%
Ud	Udorthents, smoothed	286.3	14.0%
Ur	Urban land	565.5	27.6%
W	Water	104.2	5.1%
Totals for Area of Interest		**2,050.6**	**100.0%**

Dutchess County, New York

DxB—Dutchess-Cardigan-Urban land complex, undulating, rocky

Map Unit Setting

National map unit symbol: 9rfr
Elevation: 20 to 1,000 feet
Mean annual precipitation: 41 to 47 inches
Mean annual air temperature: 45 to 50 degrees F
Frost-free period: 115 to 195 days
Farmland classification: Not prime farmland

Map Unit Composition

Dutchess and similar soils: 30 percent
Cardigan and similar soils: 25 percent
Urban land: 20 percent
Minor components: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Dutchess

Setting

Landform: Ridges, hills
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Crest
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy till derived mainly from phyllite, slate, schist, and shale

Typical profile

H1 - 0 to 8 inches: silt loam
H2 - 8 to 28 inches: silt loam
H3 - 28 to 86 inches: channery silt loam

Properties and qualities

Slope: 1 to 6 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: High (about 9.6 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: B

Ecological site: F144AY034CT - Well Drained Till Uplands
Hydric soil rating: No

Description of Cardigan

Setting

Landform: Ridges, hills
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Crest
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy till or colluvium derived from phyllite, slate, shale, and schist

Typical profile

H1 - 0 to 8 inches: channery silt loam
H2 - 8 to 20 inches: channery loam
H3 - 20 to 30 inches: channery silt loam
H4 - 30 to 34 inches: unweathered bedrock

Properties and qualities

Slope: 1 to 6 percent
Depth to restrictive feature: 20 to 40 inches to lithic bedrock
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 4.1 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: C
Ecological site: F144AY034CT - Well Drained Till Uplands
Hydric soil rating: No

Description of Urban Land

Typical profile

H1 - 0 to 6 inches: variable

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8s
Hydric soil rating: Unranked

Minor Components

Udorthents

Percent of map unit: 10 percent
Hydric soil rating: No

Georgia
Percent of map unit: 5 percent
Hydric soil rating: No

Nassau
Percent of map unit: 5 percent
Hydric soil rating: No

Massena
Percent of map unit: 4 percent
Hydric soil rating: No

Sun
Percent of map unit: 1 percent
Landform: Depressions
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Dutchess County, New York
Survey Area Data: Version 19, Sep 10, 2022

Engineering Properties

This table gives the engineering classifications and the range of engineering properties for the layers of each soil in the survey area.

Hydrologic soil group is a group of soils having similar runoff potential under similar storm and cover conditions. The criteria for determining Hydrologic soil group is found in the National Engineering Handbook, Chapter 7 issued May 2007(http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba). Listing HSGs by soil map unit component and not by soil series is a new concept for the engineers. Past engineering references contained lists of HSGs by soil series. Soil series are continually being defined and redefined, and the list of soil series names changes so frequently as to make the task of maintaining a single national list virtually impossible. Therefore, the criteria is now used to calculate the HSG using the component soil properties and no such national series lists will be maintained. All such references are obsolete and their use should be discontinued. Soil properties that influence runoff potential are those that influence the minimum rate of infiltration for a bare soil after prolonged wetting and when not frozen. These properties are depth to a seasonal high water table, saturated hydraulic conductivity after prolonged wetting, and depth to a layer with a very slow water transmission rate. Changes in soil properties caused by land management or climate changes also cause the hydrologic soil group to change. The influence of ground cover is treated independently. There are four hydrologic soil groups, A, B, C, and D, and three dual groups, A/D, B/D, and C/D. In the dual groups, the first letter is for drained areas and the second letter is for undrained areas.

The four hydrologic soil groups are described in the following paragraphs:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Depth to the upper and lower boundaries of each layer is indicated.

Texture is given in the standard terms used by the U.S. Department of Agriculture. These terms are defined according to percentages of sand, silt, and clay in the fraction of the soil that is less than 2 millimeters in diameter. "Loam," for example, is soil that is 7 to 27 percent clay, 28 to 50 percent silt, and less than 52 percent sand. If the content of particles coarser than sand is 15 percent or more, an appropriate modifier is added, for example, "gravelly."

Classification of the soils is determined according to the Unified soil classification system (ASTM, 2005) and the system adopted by the American Association of State Highway and Transportation Officials (AASHTO, 2004).

The Unified system classifies soils according to properties that affect their use as construction material. Soils are classified according to particle-size distribution of the fraction less than 3 inches in diameter and according to plasticity index, liquid limit, and organic matter content. Sandy and gravelly soils are identified as GW, GP, GM, GC, SW, SP, SM, and SC; silty and clayey soils as ML, CL, OL, MH, CH, and OH; and highly organic soils as PT. Soils exhibiting engineering properties of two groups can have a dual classification, for example, CL-ML.

The AASHTO system classifies soils according to those properties that affect roadway construction and maintenance. In this system, the fraction of a mineral soil that is less than 3 inches in diameter is classified in one of seven groups from A-1 through A-7 on the basis of particle-size distribution, liquid limit, and plasticity index. Soils in group A-1 are coarse grained and low in content of fines (silt and clay). At the other extreme, soils in group A-7 are fine grained. Highly organic soils are classified in group A-8 on the basis of visual inspection.

If laboratory data are available, the A-1, A-2, and A-7 groups are further classified as A-1-a, A-1-b, A-2-4, A-2-5, A-2-6, A-2-7, A-7-5, or A-7-6. As an additional refinement, the suitability of a soil as subgrade material can be indicated by a group index number. Group index numbers range from 0 for the best subgrade material to 20 or higher for the poorest.

Percentage of rock fragments larger than 10 inches in diameter and 3 to 10 inches in diameter are indicated as a percentage of the total soil on a dry-weight basis. The percentages are estimates determined mainly by converting volume percentage in the field to weight percentage. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Percentage (of soil particles) passing designated sieves is the percentage of the soil fraction less than 3 inches in diameter based on an ovendry weight. The sieves, numbers 4, 10, 40, and 200 (USA Standard Series), have openings of 4.76, 2.00, 0.420, and 0.074 millimeters, respectively. Estimates are based on laboratory tests of soils sampled in the survey area and in nearby areas and on estimates made in the field. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Liquid limit and *plasticity index* (Atterberg limits) indicate the plasticity characteristics of a soil. The estimates are based on test data from the survey area or from nearby areas and on field examination. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

References:

American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.

American Society for Testing and Materials (ASTM). 2005. Standard classification of soils for engineering purposes. ASTM Standard D2487-00.

Report—Engineering Properties

Absence of an entry indicates that the data were not estimated. The asterisk '*' denotes the representative texture; other possible textures follow the dash. The criteria for determining the hydrologic soil group for individual soil components is found in the National Engineering Handbook, Chapter 7 issued May 2007(http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba). Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Engineering Properties–Dutchess County, New York														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			In				*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*
DxB—Dutchess-Cardigan-Urban land complex, undulating, rocky														
Dutchess	30	B	0-8	Silt loam	ML	A-4	0- 0- 0	0- 8- 15	95-98-100	90-93-95	80-88-95	55-70-85	15-24-33	NP-2 -4
			8-28	Silt loam, channery silt loam, gravelly loam	GM, ML, SM	A-4	0- 0- 0	0- 0- 20	70-92-95	65-90-95	55-80-95	40-70-85	15-24-33	NP-2 -4
			28-86	Channery silt loam, very channery fine sandy loam, very gravelly sandy loam	GM, ML, SM	A-1-b, A-4, A-2-4	0- 0- 0	5-15- 25	55-68-80	50-63-75	30-53-75	15-40-65	15-20-25	NP-2 -4
Cardigan	25	C	0-8	Channery silt loam	ML, SM	A-4	0- 0- 0	0- 3- 5	80-88-95	70-83-95	60-68-75	35-53-70	15-24-33	NP-3 -5
			8-20	Silt loam, channery silt loam, channery loam	ML, SM	A-4	0- 0- 0	0- 5- 10	80-88-95	70-83-95	60-68-75	35-53-70	15-24-33	NP-3 -5
			20-30	Silt loam, loam, channery silt loam	ML, SM	A-1, A-4, A-2	0- 0- 0	0- 5- 10	80-88-95	60-75-90	40-58-75	20-45-70	15-24-33	NP-3 -5
			30-34	Unweathered bedrock	—	—	0- 0- 0	0- 0- 0	—	—	—	—	—	—
Urban land	20		0-6	Variable	—	—	0- 0- 0	0- 0- 0	—	—	—	—	—	—

Data Source Information

Soil Survey Area: Dutchess County, New York
Survey Area Data: Version 19, Sep 10, 2022

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner *Pro Tempore*

June 25, 2024

George Brandt
Project Manager
O'Neill Group Hamilton LLC
241 Hudson Avenue
Hackensack, Ne 07601

Re: DEC
South Hamilton Residential Development - Apartments
City of Poughkeepsie, Dutchess County, NY
23PR09978

Dear George Brandt:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6NYCRR Part 617).

The project area is immediately adjacent to a National Register listed historic district and across the street from two individually National Register listed properties. Please see the attachments in the USN tab in CRIS for a more information. Because of the location adjacent to historic resources, and because ground disturbance is proposed, we have reviewed the project.

It is the opinion of OPRHP that the project will have No Adverse Impact on historic resources.
If you have any questions, I can be reached at sloane.bullough@parks.ny.gov or 518-268-2158.

Sincerely,

Sloane Bullough

Sloane Bullough
Historic Sites Restoration Coordinator via email only

February 20, 2024 (Revision #1)

One Key Development LLC
241 Hudson Street
Attn: George Brandt

RE: Traffic Impact Study for Proposed Multi-Family Residential Building, City of Poughkeepsie, Dutchess County, New York; CM Project No. 123-200

Dear Mr. Brandt:

As requested, Creighton Manning Engineering, LLP (CM) has completed a Revised Traffic Impact Study for the proposed residential development located on South Hamilton Street in the City of Poughkeepsie, Dutchess County, NY. The revisions to this study were prepared in response to public comments made during the City of Poughkeepsie Planning Board meeting on December 19, 2023. The revisions include one new study intersection, one additional study period, new turning movement counts at all study intersections, continuous traffic counts on Hooker Avenue and South Hamilton Street, and a review of collision history for the study intersections and roadway segments. This study is based on traffic engineering industry standards and the Concept Plan prepared by Arico Associates, last revised February 16, 2024, which is included under Attachment A.

1.0 Project Description

The subject site is defined on the Dutchess County Tax Map as Section 6161, Block 30, Lot 151782, and undeveloped. The site has an existing curb cut on South Hamilton Street approximately 80 feet south of Franklin Street. The proposed project consists of the construction of a three-story residential building with 58 units comprised of 29 one-bedroom units and 29 two-bedroom units. The site will be accessed via a 24-foot-wide full-movement driveway at the same location as the existing curb cut and a 17-foot-wide emergency access driveway on Dwight Street. The development will be supported by 103 parking spaces inclusive of six ADA-accessible spaces, which exceeds the City of Poughkeepsie's parking requirements. The proposed development is expected to be completed and occupied by 2026. A map illustrating the site location is shown in Exhibit 1.



Exhibit 1 – Site Location

2.0 Existing Conditions

Roadways Serving the Site

- **Hooker Avenue** is classified as an Urban Minor Arterial roadway and is under the jurisdiction of the City of Poughkeepsie. The roadway runs primarily east-west from NYS Route 376 to South Hamilton Street within the City of Poughkeepsie and neighboring Town of Poughkeepsie. In the vicinity of the site, Hooker Avenue provides one 12-foot-wide travel lane in each direction with on-street parking on some sections of the road. Turn lanes are provided at key intersections. Sidewalks are provided on both sides of the roadway.

- **Montgomery Street** is classified as an Urban Minor Arterial roadway and is under the jurisdiction of the City of Poughkeepsie. The roadway runs primarily east-west from South Clinton Street to Lincoln Avenue (beyond which it continues as Pine Street) within the City of Poughkeepsie. In the vicinity of the site, Montgomery Street provides one 12-foot-wide travel lane in each direction with on-street parking on some sections of the road. Turn lanes are provided at key intersections. Sidewalks are provided on both sides of the roadway.

- **South Hamilton Street** is classified as an Urban Major Arterial roadway and is under the jurisdiction of the City of Poughkeepsie. The roadway runs primarily north-south from Main Street (beyond which it continues as North Hamilton Street) to Livingston Street within the City of Poughkeepsie. In the vicinity of the site, Montgomery Street provides one 12-foot-wide travel lane in each direction with on-street parking on some sections of the road. Turn lanes are provided at key intersections. Sidewalks are provided on both sides of the roadway.

- **Dwight Street** is classified as an Urban Local roadway and is under the jurisdiction of the City of Poughkeepsie. The roadway runs east-west from Hooker Avenue to South Hamilton Street for approximately 1,000 feet. In the vicinity of the site, Dwight Street provides one 12-foot-wide travel lane in each direction with on-street parking on both sides of the road. Sidewalks are provided on both sides of the roadway.

Study Intersections

- **Hooker Avenue/Montgomery Street/South Hamilton Street:** This is a four-leg signalized intersection. The eastbound Montgomery Street approach provides an exclusive left-turn lane and a shared through/right-turn lane. The westbound Hooker Avenue approach provides a shared left-turn/through lane and an exclusive right-turn lane. The northbound South Hamilton Street approach provides a shared left-turn/through/right-turn lane. The southbound South Hamilton Street approach provides a shared left-turn/through/right-turn lane. Curb ramps are present on all corners of the intersection. Marked pedestrian crossings are present on all legs of the intersection. Community institutions like Clinton Elementary School and Mid-Hudson Church of Christ are located west of the intersection on Montgomery Street. The level of service analysis herein was conducted using the traffic signal timings and phasing directive obtained from the City of Poughkeepsie Engineering Department. Exhibit 2 is a Nearmap image that shows the study intersection.



Exhibit 2 – Hooker Avenue/Montgomery Street/South Hamilton Street Intersection

- **Hooker Avenue/Dwight Street/Hanscom Avenue:** This is a five-leg signalized intersection. The eastbound Dwight Street approach provides a shared left-turn/right-turn lane. The westbound Hanscom Avenue approach provides an exclusive left-turn lane and a shared through/right-turn lane. The northbound Hooker Ave approach provides a shared left-turn/through lane. The southbound Hooker Avenue approach provides a shared through/right-turn lane. Curb ramps are present on all corners of the intersection. Marked pedestrian crossings are present on all legs of the intersection. Community institutions like Mid-Hudson Russian School Kindergarten and The Reformed Church of Poughkeepsie are located north of the intersection on Hooker Avenue. The level of service analysis herein was conducted using the traffic signal timings and phasing directive obtained from the City of Poughkeepsie Engineering Department. Exhibit 3 is a Nearmap image that shows the study intersection.



Exhibit 3 – Hooker Avenue/Dwight Street/Hanscom Avenue Intersection

- **South Hamilton Street/Dwight Street:** This is a three-leg unsignalized intersection operating with stop control on the westbound approach. The westbound Dwight Street approach provides a shared left-turn/right turn. The northbound South Hamilton Street approach provides one shared through/right-turn lane. The southbound South Hamilton Street approach provides a shared left-turn/through lane. Curb ramps are present on the northeast and southeast corners of the intersection. A marked pedestrian crossing is present on the east leg of the intersection. Exhibit 4 is a Nearmap image that shows the study intersection.



Exhibit 4 – South Hamilton Street/Dwight Street Intersection

- **South Hamilton Street/Livingston Street/Ivy Terrace:** This is a three-leg unsignalized intersection operating with stop control on the northbound and southbound approaches. The eastbound Livingston Street approach provides a shared left-turn/right turn. The northbound Ivy Terrace approach provides one shared left-turn/through lane. The southbound South Hamilton Street approach provides a shared through/right-turn lane. Curb ramps are present on the northwest and southwest corners of the intersection. Exhibit 5 is a Nearmap that shows the study intersection.



Exhibit 5 – South Hamilton Street/Livingston Street/Ivy Terrace Intersection

Motor Vehicle Collision Analysis

Motor vehicle collision data for the aforementioned study intersections was obtained from the NYSDOT for the most recent five-year period (September 1, 2018, to August 31, 2023). Tables 1-7 summarize the collision type and severity of the reported vehicle collision at each intersection and roadway segment.[1]

Table 1 – Summary of Motor Vehicle Collisions: South Hamilton St/Hooker Ave Intersection

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
South Hamilton St/Hooker Ave Intersection	Rear End	7	1	0
	Overtaking	2	0	0
	Head-on	0	0	0
	Left-Turn	2	0	0
	Right Angle	5	1	0
	Right Turn	1	0	0
	Collision with Fixed Object	2	0	0
	Collision with Pedestrian	0	0	0
	Collision with Bicyclist	0	0	0
	Other	2	1	0
Total		21	3	0

[1] MV-104 forms for collisions involving a pedestrian and bicyclist are included under Attachment B.

Table 2 – Summary of Motor Vehicle Collisions: Hooker Ave/Dwight St/Crescent Rd/Hanscom Ave Intersection

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
Hooker Ave/Dwight St/Crescent Rd/Hanscom Ave Intersection	Rear End	2	0	0
	Overtaking	0	0	0
	Head-on	0	0	0
	Left-Turn	0	0	0
	Right Angle	0	0	0
	Right Turn	0	0	0
	Collision with Fixed Object	0	0	0
	Collision with Pedestrian	0	0	0
	Collision with Bicyclist	0	0	0
	Other	1	0	0
	Total	3	0	0

Table 3 – Summary of Motor Vehicle Collisions: S. Hamilton St/Dwight St Intersection

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
S. Hamilton St/Dwight St Intersection	Rear End	1	0	0
	Overtaking	0	0	0
	Head-on	0	0	0
	Left-Turn	0	0	0
	Right Angle	0	0	0
	Right Turn	0	0	0
	Collision with Fixed Object	0	0	0
	Collision with Pedestrian	0	0	0
	Collision with a Bicyclist	1	0	0
	Other	0	0	0
	Total	2	0	0

Table 4 – Summary of Motor Vehicle Collisions: S. Hamilton St/Livingston St/Ivy Terr Intersection

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
S. Hamilton Ave/Livingston St/Ivy Terr Intersection	Rear End	0	0	0
	Overtaking	0	0	0
	Head-on	1	0	0
	Left-Turn	0	0	0
	Right Angle	0	0	0
	Right Turn	0	0	0
	Collision with Fixed Object	1	0	0
	Collision with Pedestrian	0	0	0
	Collision with a Bicyclist	0	0	0
	Other	0	0	0
	Total	2	0	0

Table 5 – Summary of Motor Vehicle Collisions: South Hamilton St Segment from Hooker Ave to Livingston St

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
S. Hamilton Ave – From Hooker Ave to Livingston St Segment	Rear End	2	0	0
	Overtaking	3	0	0
	Head-on	1	0	0
	Left-Turn	0	0	0
	Right Angle	1	0	0
	Right Turn	0	0	0
	Collision with Fixed Object	1	1	0
	Collision with Pedestrian	1	1	0
	Collision with a Bicyclist	0	0	0
	Other	4	0	0
	Total	13	2	0

Table 6 – Summary of Motor Vehicle Collisions: Hooker Ave Segment from S. Hamilton to Dwight St

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
Hooker Avenue – From S. Hamilton St to Dwight St Segment	Rear End	3	1	0
	Overtaking	3	0	0
	Head-on	0	0	0
	Left-Turn	1	0	0
	Right Angle	5	1	0
	Right Turn	1	0	0
	Collision with Fixed Object	2	0	0
	Collision with Pedestrian	1	1	0
	Collision with a Bicyclist	0	0	0
	Other	1	0	0
	Total	17	3	0

Table 7 – Summary of Motor Vehicle Collisions: Dwight St Segment from S. Hamilton to Hooker St

Location	Collision Type	Number of Collisions	Number of Collisions Resulting in Injury	Number of Collisions Resulting in Fatalities
Dwight Street – From S. Hamilton St to Hooker Ave Segment	Rear End	0	0	0
	Overtaking	1	0	0
	Head-on	0	0	0
	Left-Turn	0	0	0
	Right Angle	0	0	0
	Right Turn	0	0	0
	Collision with Fixed Object	0	0	0
	Collision with Pedestrian	0	0	0
	Collision with a Bicyclist	0	0	0
	Other	0	0	0
	Total	1	0	0

South Hamilton Street/Hooker Avenue: Table 1 shows that 21 collisions were reported at the intersection over the five-year period. Three of the collisions resulted in an injury. Zero collisions resulted in fatality and there were no collisions involving a pedestrian or a bicyclist. Approximately 57% of the collisions were rear end and right-

angle collisions, which are the most common at intersections. While investigating this further, the signal timing sheets provided by the City of Poughkeepsie show that the red clearance at this intersection is one second, which may be too short for the size of the intersection. The City could consider evaluating the clearance times at this intersection to improve safety. CM notes that clearance interval changes are not expected to impact delay at the intersection.

Hooker Avenue/Dwight Street/Crescent Road/Hanscom Avenue: Table 2 shows that three collisions were reported at the intersection over the five-year period. None of the collisions resulted in an injury or fatality. Additionally, none of the collisions involved a pedestrian or a bicyclist.

South Hamilton Street/Dwight Street: Table 3 shows that two collisions were reported at the intersection over the five-year period. One of the collisions reported was with a motor vehicle and one collision with a bicyclist. For the collision involving a bicyclist, the reporting officer noted that vehicle involved was traveling northbound on South Hamilton Street and the bicyclist was traveling westbound on Dwight Street. The bicyclist failed to stop at the intersection of South Hamilton Street while making a right-turn onto South Hamilton Street northbound, vehicle operator attempted to avoid bicyclist but was unable to avoid collision. The bicyclist hit the headlight of the passenger side of the vehicle. The collisions at this intersection were reported as property damage only. None of the collisions resulted in an injury or fatality. No collisions involved a pedestrian.

South Hamilton Street/Livingston Street/Ivy Terrace: Table 4 shows that two collisions were reported at the intersection over the five-year period. None of the collisions resulted in an injury or fatality. Additionally, none of the collisions involved a pedestrian or a bicyclist.

South Hamilton Street Segment – From Hooker Avenue to Livingston Street: Table 5 shows that 13 collisions were reported at the road segment over the five-year period. Two of the collisions resulted in an injury and one involved a pedestrian; no collisions involved a bicyclist. For the collision involving a pedestrian, the reporting officer noted that the vehicle left the scene of accident when they arrived, and the pedestrian had pain in the lower left leg. No vehicle description or direction of travel was available. The pedestrian involved was transported to Mid-Hudson Regional Hospital. No collisions for this roadway segment resulted in a fatality. It is important to note that these collisions are mainline and juncture collisions excluding Hooker Avenue and Dwight Street junctures.

Hooker Avenue Segment – From South Hamilton Street to Dwight Street: Table 6 shows that 17 collisions were reported at the road segment over the five-year period. Three of the collisions resulted in an injury and one involved a pedestrian; no collisions involved a bicyclist. For the collision involving a pedestrian, the reporting officer noted that the vehicle involved was traveling west on Hooker Avenue and pedestrian was attempting to cross to the south side of Hooker Avenue. The pedestrian did not see the vehicle approaching due to heavy rain. No collisions resulted in a fatality. It is important to note that these collisions are mainline and juncture collisions excluding Hooker Avenue and Dwight Street junctures.

Dwight Street Segment – From South Hamilton Street to Hooker Avenue: Table 7 shows that one overtaking collision was reported at the road segment over the five-year period. No collisions involved a pedestrian or a bicyclist. No collusions resulted in an injury or fatality. It is important to note that these collisions are mainline and juncture collisions excluding South Hamilton Street and Hooker Avenue junctures.

<u>Data Collection</u>

CM initially collected Turning Movement Counts (TMCs) in July 2023 during three peak periods. Due to the potential effect of summer break on traffic in the subject area, CM recollected TMCs at the study intersections in

January 2024 to capture school-related activity. CM also added the school dismissal peak period to the study. Further, CM included the intersection of South Hamilton Street/Ivy Terrace/Livingston Street, which was not originally counted in July 2023. In general, the January 2024 data is higher than the July 2023 data during the study periods.[2] Table 8 summarizes the intersections where TMCs were conducted during the typical weekday morning peak period (7:00AM – 9:00AM), the typical weekday school dismissal peak period (2:00PM – 4:00PM), the typical weekday evening peak (4:00PM – 7:00PM), and the typical Saturday midday peak period (11:00AM – 2:00PM). These studies periods coincide with the anticipated peak-hour operations times of the proposed use as well as the adjacent street traffic.

Table 8 – Summary of Observed TMC Dates and Peak Hours

	Intersection	Date of Counts	Weekday AM	Weekday School Dismissal	Weekday PM	Saturday Midday
1	Hooker Avenue/Montgomery Street/South Hamilton Street	Thur. 1/10/24 Sat. 01/13/24	7:30 a.m. – 8:30 a.m.	2:30 p.m. – 3:30 p.m.	4:30 p.m. – 5:30 p.m.	12:15 p.m. – 1:15 p.m.
2	Hooker Avenue/Dwight Street/Hanscom Avenue		8:00 a.m. – 9:00 a.m.	2:30 p.m. – 3:30 p.m.	4:30 p.m. – 5:30 p.m.	11:45 p.m. – 12:45 p.m.
3	South Hamilton Street/Dwight Street		7:45 a.m. – 8:45 a.m.	2:30 p.m. – 3:30 p.m.	4:30 p.m. – 5:30 p.m.	12:00 p.m. – 1:00 p.m.
4	South Hamilton Street/Ivy Terrace/Livingston Street		7:45 a.m. – 8:45 a.m.	2:45 p.m. – 3:45 p.m.	4:15 p.m. – 5:15 p.m.	11:00 a.m. – 12:00 p.m.

Figure 1 shows the 2024 Existing traffic volumes for the study area. The raw TMC data is included under Attachment C.

Additionally, CM installed Automatic Traffic Recorders (ATRs) on South Hamilton Street south of Franklin Street and on Hooker Avenue north of Dwight Street. The ATRs collected bi-directional average daily traffic (ADT) volumes and speed data from Wednesday, January 10, 2024, to Saturday, January 13, 2024. Table 9 summarizes the traffic volume and speed data collected, respectively.

Table 9 – 2024 Traffic Volume and Speed Data

Location	Volume/Speed Data	Direction		
		NB	SB	Combined
S. Hamilton St 200' South of Franklin St	ADT	1,051	628	1,679
	Average Speed	29-mph	30-mph	29-mph
	85th – percentile speed	35-mph	35-mph	35-mph
Hooker Avenue 350' North Dwight St	ADT	2,577	2,273	4,850
	Average Speed (mph)	28-mph	32-mph	30-mph
	85th-percentile (mph)	35-mph	38-mph	37-mph

Table 9 shows that the combined average daily traffic on South Hamilton Street is 1,679 vehicles and the combined 85th-percentile speed is 35 miles per hour, which is five miles per hour higher than the posted speed limit. The combined average daily traffic on Hooker Avenue is 4,850 vehicles and the combined 85th-percentile speed of 37 miles per hour because of higher speeds in the southbound direction. The 85thpercentile speed is the speed at or below which 85th percent of motorists travel. In the case of Hooker Avenue, the 85th-percentile speed exceeds the posted speed limit by 20%, which the U.S. Department of Transportation Federal Highway Administration

[2] January 2024 data – Weekday morning +17% | Weekday evening +1% | Saturday midday +4%|

considers excessive speeding.[3] The City of Poughkeepsie could consider implementing speed mitigation measures and/or increasing enforcement to address the issue.

The raw ATR data is included under Attachment C.

3.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, is the industry-standard resource used for estimating trip generation for proposed land uses based on data collected at similar uses. Upon review of the *Trip Generation Manual*, Land Use Code (LUC) 220 "Multifamily Housing (Low-Rise)" most accurately describe the proposed use. Table 10 summarizes the trip generation for the weekday AM, weekday PM, and Saturday Midday peak hours.

Table 10 – Trip Generation Summary for Proposed Use

Land Use	Independent Variable	Weekday AM Peak Hour			Weekday School Dismissal Peak Hour[1]			Weekday PM Peak Hour			Saturday Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise) – LUC 220	58 Units	10	31	41	16	12	28	29	16	45	15	9	24

[1]Weekday school dismissal peak hour trip generation was estimated by utilizing the total weekday trip generation and time of day distribution to obtain the trips generated at the site between the school dismissal hours of 2:00 p.m. – 4:00 p.m.

Table 10 shows that the project is expected to generate 41 total trips during weekday AM peak hour, 28 total trips during the weekday school dismissal, 45 total trips during the weekday PM peak hour, and 24 trips during the Saturday midday peak hour. It is important to note that there is no "pass-by" component of the traffic associated with the proposed development. Additionally, the magnitude of the new traffic associated with this development is less than the NYSDOT and ITE threshold of 100-site-generated trips on any one intersection, which is an industry threshold indicating whether a proposed development will have a significant impact on off-site intersections. While the anticipated trip generation falls below that threshold, the study herein analyzes three off-site intersections.

Future Traffic Volumes

To evaluate the impact of the proposed project, traffic projections were prepared for the anticipated year of completion – 2026. Historic traffic volume data on Hooker Avenue and South Hamilton Street indicates that traffic volumes along the roadway have increased by 0.24% annually.[4] In order to conservatively forecast the 2026 traffic volumes, a +0.5% growth rate was applied to the existing traffic volumes and compounded annually for two years. These volumes represent 2026 No-Build conditions. These 2026 No-Build conditions are shown on Figure 2 and represent the expected traffic volumes in 2026 *without* the proposed development.

Traffic generated by the project was distributed on the adjacent roadway network based on existing observed travel patterns in the project area and the likely paths of travel of future residents and visitors. The proximity of the site to US Route 9 and US Route 44/US Route 55 (collectively "The Arterials") are expected to influence trip-making behavior along with the Poughkeepsie Train Station and FDR Mid-Hudson Bridge. The trip distribution of the proposed multifamily residential development is shown on Figure 3. The associated site-generated traffic

[3] US Department of Transportation Federal Highway Administration. "Road Diet Information Guide." November 24, 2014 https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm#n27, Accessed June 9, 2021.
[4] Based on NYSDOT ATR Station ID 828764 |ID 821080 |ID 828768| ID 821002| ID 821084 |. Study years: 2009, 2012, 2015, 2019.

volumes are shown on Figure 4. The site-generated trips were then added to the 2026 No-Build traffic volumes, resulting in the 2026 Build traffic volumes as shown on Figure 5.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Version 11 software, which automates the procedures contained in the Highway Capacity Manual. Tables 11A and 11B summarizes the results of the level of service calculations for the Existing, No-Build, and Build conditions during the weekday AM peak hour, weekday school dismissal, weekday PM peak hour, and Saturday Midday peak hour. The detailed level of service analyses are included under Attachment D.

Table 11A – Level of Service Summary

Intersection		Control	Weekday AM Peak Hour			Weekday School Dismissal Peak Hour		
			2024 Existing	2026 No-Build	2026 Build	2024 Existing	2026 No-Build	2026 Build
Hooker Ave/Montgomery St/S. Hamilton St		S						
Montgomery St, EB	L		A (4.4)	A (4.6)	A (6.0)	A (4.4)	A (4.4)	A (4.4)
	TR		A (4.7)	A (4.9)	A (6.1)	A (4.6)	A (4.6)	A (4.6)
Hooker Ave, WB	LT		A (9.3)	A (9.6)	B (11.2)	A (9.3)	A (9.5)	A (9.6)
	R		A (8.2)	A (8.3)	A (9.7)	A (8.5)	A (8.5)	A (8.5)
S. Hamilton St, NB	LTR		B (12.6)	B (13.4)	B (12.2)	B (12.9)	B (13.0)	B (13.1)
S. Hamilton St, SB	LTR		B (14.1)	B (15.8)	B (13.3)	B (14.4)	B (14.5)	B (14.6)
Overall			A (9.7)	B (10.2)	B (10.6)	A (9.6)	A (9.6)	A (9.7)
Hooker Ave/Dwight St/Crescent Rd/Hanscom Ave		S						
Dwight St, EB	LTR		B (13.7)	B (14.1)	B (13.7)	B (15.1)	B (15.1)	B (16.1)
Hanscom Ave, WB	L		B (13.7)	B (14.1)	B (13.6)	B (12.3)	B (12.5)	B (12.6)
	R		B (14.4)	B (14.9)	B (13.9)	B (12.4)	B (12.6)	B (12.7)
Hooker Ave, NB	LTR		A (6.7)	A (6.6)	A (7.4)	A (7.8)	A (7.7)	A (7.6)
Hooker Ave, SB	LTR		A (5.8)	A (5.8)	A (6.5)	A (7.3)	A (7.3)	A (7.2)
Crescent Rd, SB	LTR		B (15.2)	B (15.4)	B (16.6)	B (15.5)	B (15.7)	B (15.8)
Overall			A (7.5)	A (7.5)	A (8.1)	A (8.9)	A (8.9)	A (9.0)
S. Hamilton St/Dwight St		U						
Dwight St, WB	LR		A (9.8)	B (10.1)	B (10.3)	B (10.6)	B (10.6)	B (10.8)
S. Hamilton St, SB	L		A (7.6)	A (7.4)	A (7.5)	A (7.8)	A (7.8)	A (7.8)
S. Hamilton St/Livingston St/Ivy Ter		U						
Livingston St, EB	LR		A (8.0)	A (7.9)	A (8.0)	A (8.0)	A (8.0)	A (8.1)
Ivy Ter, NB	LT		A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.4)	A (7.3)
S. Hamilton St, SB	TR		A (7.4)	A (7.2)	A (7.3)	A (7.0)	A (7.0)	A (7.0)
S. Hamilton St/Site Driveway		U						
Site Driveway, WB	LR		--	--	A (9.1)	--	--	A (9.3)
S. Hamilton, NB	L		--	--	A (7.4)	--	--	A (7.5)

U = Unsignalized intersection
S = Signalized intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

Table 11B – Level of Service Summary

Intersection		Control	Weekday PM Peak Hour			Saturday Midday Peak Hour		
			2024 Existing	2026 No-Build	2026 Build	2024 Existing	2026 No-Build	2026 Build
Hooker Ave/Montgomery St/S. Hamilton St		S						
Montgomery St, EB	L		A (4.6)	A (4.6)	A (4.7)	A (4.7)	A (4.7)	A (4.7)
	TR		A (4.9)	A (4.8)	A (5.0)	A (4.8)	A (4.8)	A (4.8)
Hooker Ave, WB	LT		A (9.8)	A (9.8)	A (9.9)	A (9.3)	A (9.4)	A (9.5)
	R		A (9.0)	A (9.0)	A (9.0)	A (8.8)	A (8.8)	A (8.8)
S. Hamilton St, NB	LTR		B (12.7)	B (12.7)	B (12.8)	A (9.8)	A (9.8)	A (9.8)
S. Hamilton St, SB	LTR		B (15.9)	B (15.9)	B (16.1)	B (10.9)	B (10.9)	B (10.9)
Overall			B (10.2)	B (10.2)	B (10.4)	A (9.0)	A (8.9)	A (9.0)
Hooker Ave/Dwight St/Crescent Rd/Hanscom Ave		S						
Dwight St, EB	LTR		B (14.8)	B (14.9)	B (15.4)	A (9.8)	A (9.8)	A (8.7)
Hanscom Ave, WB	L		B (12.7)	B (12.8)	B (13.0)	B (10.2)	B (10.1)	A (8.7)
	R		B (12.9)	B (13.0)	B (13.2)	A (9.9)	A (9.9)	A (8.6)
Hooker Ave, NB	LTR		A (7.4)	A (7.4)	A (7.3)	A (8.4)	A (8.5)	B (11.5)
Hooker Ave, SB	LTR		A (7.3)	A (7.3)	A (7.1)	A (7.7)	A (7.8)	A (9.3)
Crescent Rd, SB	LTR		B (15.7)	B (15.8)	B (16.0)	B (11.1)	B (11.0)	B (11.5)
Overall			A (8.5)	A (8.5)	A (8.6)	A (8.6)	A (8.6)	B (10.1)
S. Hamilton St/Dwight St		U						
Dwight St, WB	LR		A (9.7)	A (9.8)	B (10.0)	A (9.5)	A (9.5)	A (9.6)
S. Hamilton St, SB	L		A (7.5)	A (7.5)	A (7.4)	A (7.5)	A (7.5)	A (7.5)
S. Hamilton St/Livingston St/Ivy Ter		U						
Livingston St, EB	LR		A (8.5)	A (8.4)	A (8.5)	A (7.8)	A (7.8)	A (7.8)
Ivy Ter, NB	LT		A (7.4)	A (7.4)	A (7.5)	A (7.4)	A (7.2)	A (7.2)
S. Hamilton St, SB	TR		A (7.1)	A (7.1)	A (7.2)	A (6.9)	A (6.9)	A (6.9)
S. Hamilton St/Site Driveway		U						
Site Driveway, WB	LR		--	--	A (9.3)	--	--	A (9.9)
S. Hamilton, NB	L		--	--	A (7.5)	--	--	A (7.4)

U = Unsignalized intersection
S = Signalized intersection
EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
L, T, R = Left-turn, Through, and/or Right-turn movements
X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The following observation are evident from the analysis:

- **Hooker Avenue/Montgomery Street/S. Hamilton Street:** The level of service analysis indicates that the intersection currently operates at an overall LOS B or better during all peak hours and will continue to do so in the Build conditions.

- **Hooker Avenue/Dwight Street Crescent Road/Hanscom Avenue:** The level of service analysis indicates that the intersection currently operates at an overall LOS B or better. During Saturday midday the intersection is expected to experience a 1.5 second increase, but this is not expected to be noticeable by the drivers.

- **S. Hamilton Street/Dwight Street:** The level of service analysis indicates that the minor approach currently operates at a LOS B or better and will continue to do so in the Build condition during the study peak hours.

- **S. Hamilton Street/Livingston Street/Ivy Terrace:** The level of service analysis indicates that the intersection approaches currently operate at a LOS A and will continue to do so in the Build condition during the study peak hours.

- **S. Hamilton Street/Site Driveway:** The level of service analysis indicates that the intersection will operate at a LOS A during the study peak hours. The 95th-percentile queue at the driveway exit approach is calculated to be one vehicle during the study peak hours.

4.0 Site Access, Circulation, and Parking

CM reviewed the site access, site circulation and parking as shown on the Concept Plan prepared by Arico Associates, last revised February 16, 2024. The site will be accessed via a full-movement driveway on South Hamilton Street. Vehicles will have a minimum 22-foot-wide drive aisle within the site for circulation to parking spaces. The site will be supported by 103 parking spaces inclusive of six ADA-accessible spaces. The proposed number of parking spaces exceeds the City of Poughkeepsie zoning requirements.[5]

Similar to trip generation, the ITE also provides parking generation data in its publication entitled Parking Generation, 5th Edition. Based on the ITE LUC 220, the proposed development would have a peak parking demand of 65 spaces and the 85th percentile demand is 88 spaces. This indicates that the proposed 103 spaces proposed for the residential development would be adequate to accommodate the peak parking demand.

5.0 Conclusion

The subject site is defined on the Dutchess County Tax Map as Section 6161, Block 30, Lot 151782. The proposed project consists of the construction of a three-story residential building with 58 units comprised of 29 one-bedroom units and 29 two-bedroom units. The site will be accessed via a full-movement driveway on South Hamilton Street and a 17-foot-wide emergency access driveway on Dwight Street. The development will be supported by 103 spaces inclusive of six ADA-accessible spaces. The following is noted regarding the proposed project:

- Turning movement counts were collected during a typical weekday and typical Saturday at the study intersections in July 2023 and again in January 2024. The latter encompasses school-related activity given the proximity of schools to the subject site. The January 2024 data, which is higher, was utilized in the traffic analysis herein.
- The weekday evening peak hour was the study period with the highest volume at the study intersections.
- The 85th percentile speed on Hooker Avenue and South Hamilton streets 37-mph and 35-mph, respectively, seven and five miles per hour higher than the posted speed limit. For the former, which amounts to speeds >20% above the posted speed limit, the City of Poughkeepsie could consider implementing speed mitigation measures and/or increasing enforcement to address the issue.
- CM recommends that the City of Poughkeepsie evaluate the red clearance time at the intersection of Hooker Avenue/South Hamilton Street/Montgomery Street based on a review of the collision data.
- The development is expected to generate a total of 41 trips during the AM peak hour, a total of 28 trips during the school dismissal peak hour, a total of 45 trips during the PM peak hour, and a total of 24 trips during the Saturday midday peak hour.
- The level of service analysis indicates that the Build condition of the study intersections will operate at the levels of service consistent with the No-Build conditions. LOS A and LOS B are optimal operating levels and considered acceptable.

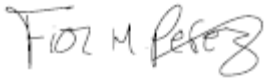
[5] Multifamily Dwelling – 1.5 spaces/1-bedroom + 2 spaces/2-bedroom apartment = 1.5*29 + 2 * 29 = 102 spaces required.

- There is adequate capacity in the adjacent roadways and subject intersections to accommodate the project. The proposed development is expected to have little to no adverse impact on the surrounding roadway network.
- The site provides 103 parking spaces, which exceeds the City of Poughkeepsie parking requirements.

Please do not hesitate to call our office if you have any questions or comments, or require additional information.

Respectfully submitted,
Creighton Manning Engineering, LLP

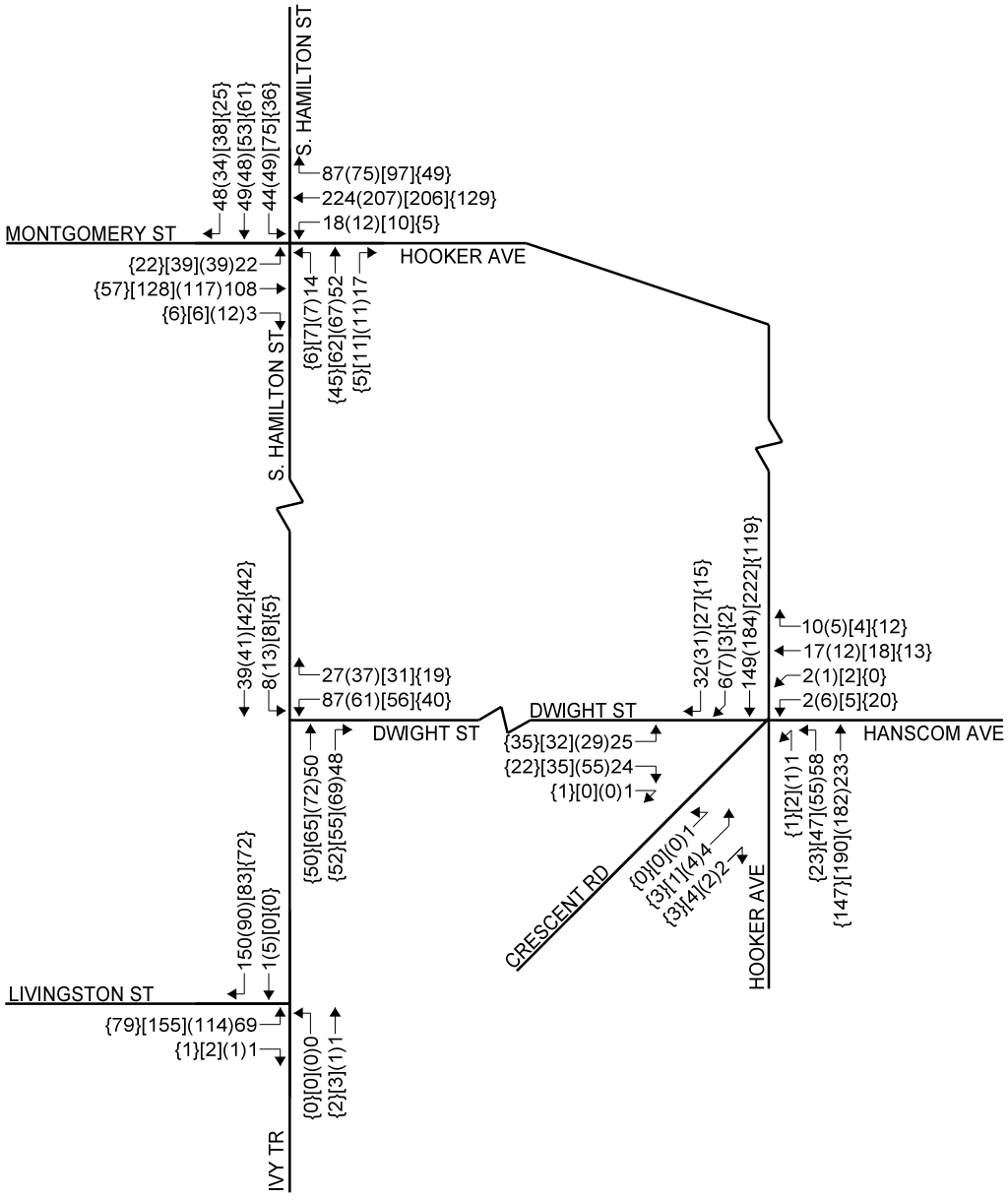




Frank A. Filiciotto, PE
Associate

Fior M. Perez, EIT
Assistant Project Engineer

cc:



WEEKDAY AM (WEEKDAY SCHOOL DISMISSAL) [WEEKDAY PM] {SATURDAY MIDDAY}

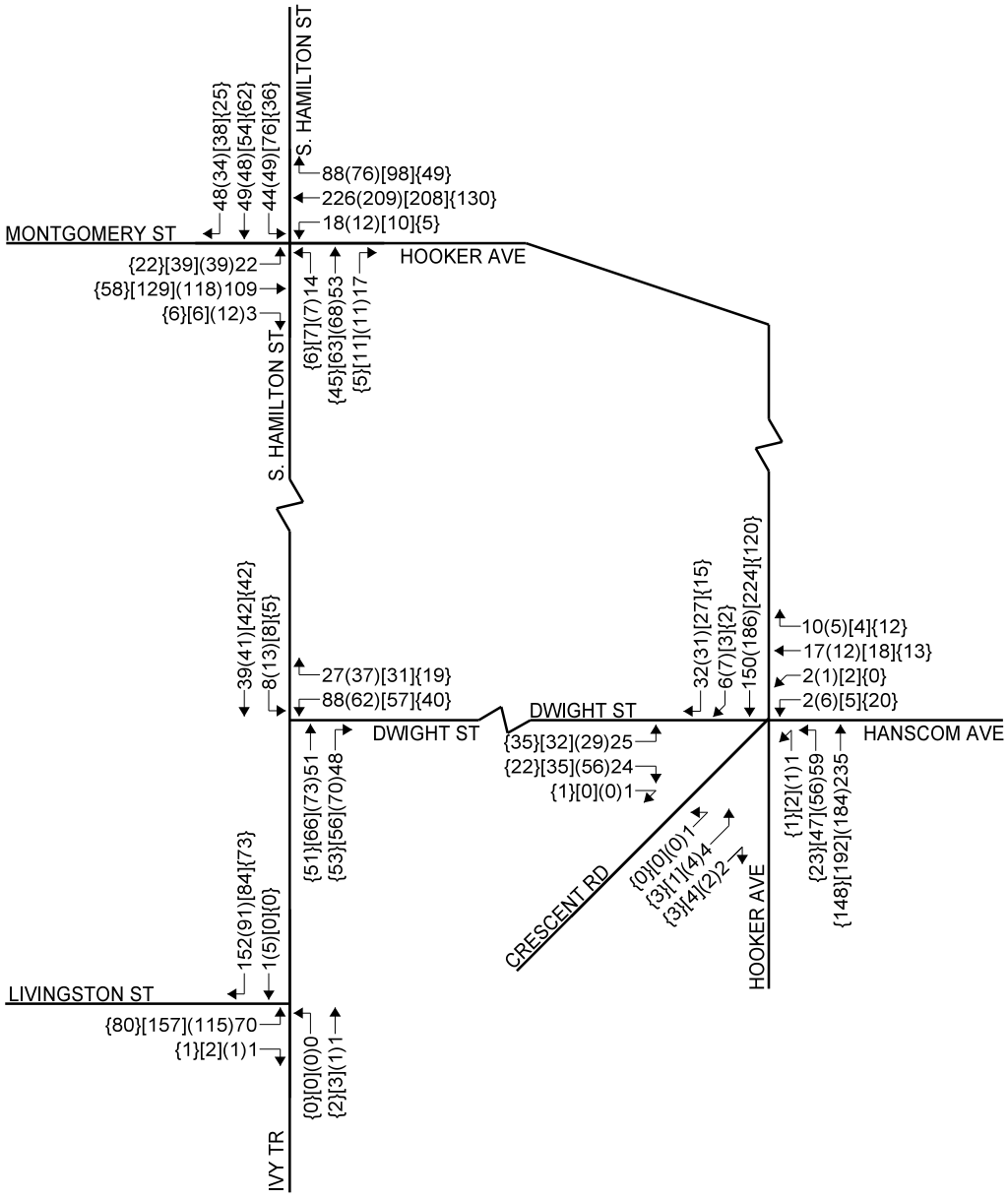
2024 EXISTING
TRAFFIC VOLUMES

ONE KEY DEVELOPMENT, LLC
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-200	DATE: 01/2024	FIGURE: 1

N:\Projects\2023\123-200 One Key Development - Poughkeepsie\Working\CADD\dgn\figures\123-200_traf_fig_01.dgn



WEEKDAY AM (WEEKDAY SCHOOL DISMISSAL) [WEEKDAY PM] {SATURDAY MIDDAY}

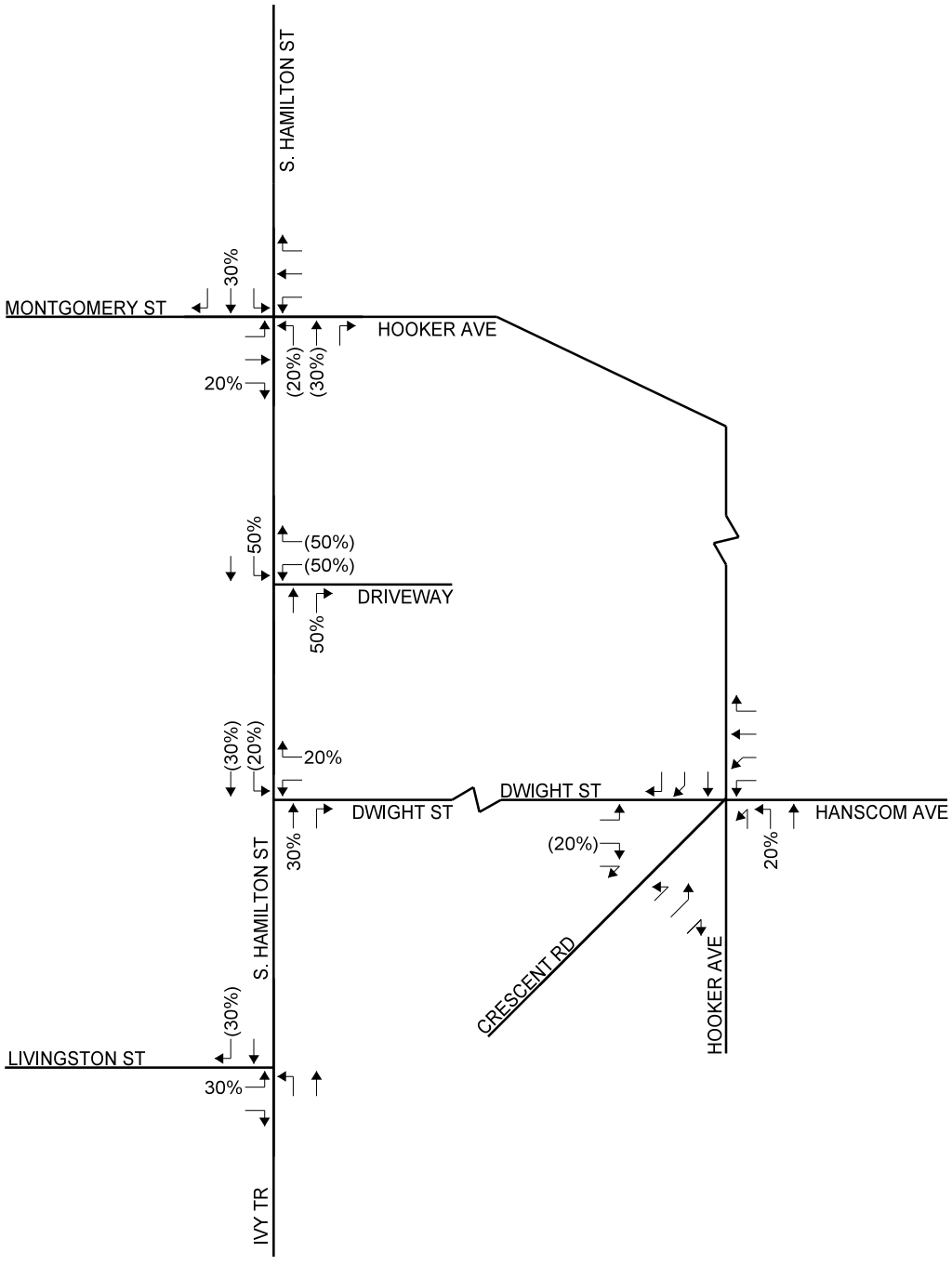
2026 NO-BUILD
TRAFFIC VOLUMES

ONE KEY DEVELOPMENT, LLC
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-200	DATE: 01/2024	FIGURE: 2

N:\Projects\2023\123-200 One Key Development - Poughkeepsie\Working\CADD\dgn\figures\123-200_traf_fig_01.dgn



ENTERING(EXITING)

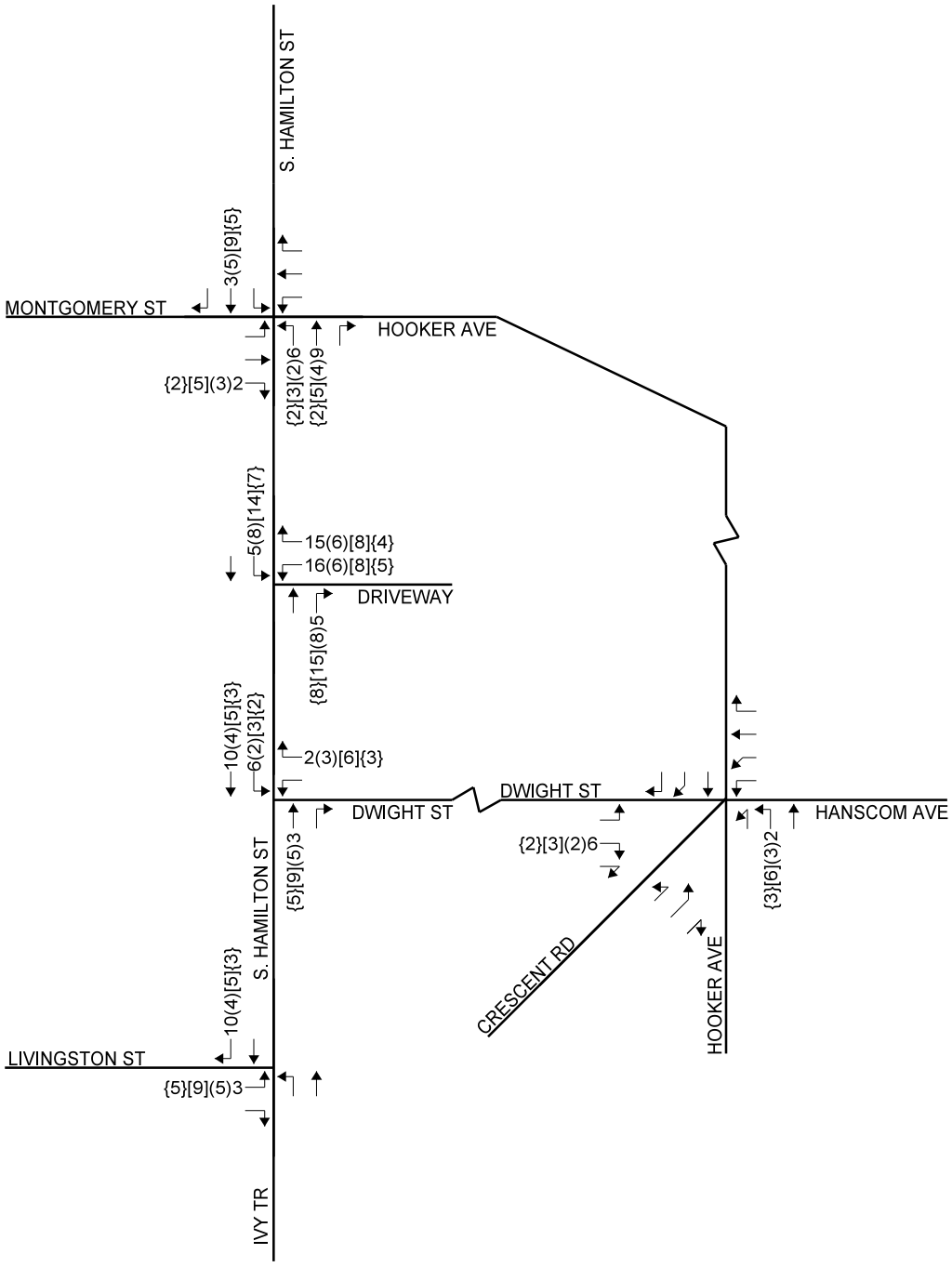
TRIP DISTRIBUTION

ONE KEY DEVELOPMENT, LLC
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-200	DATE: 01/2024	FIGURE: 3

N:\Projects\2023\123-200 One Key Development - Poughkeepsie\Working\CADD\dgn\figures\123-200_traf_fig_01.dgn



WEEKDAY AM (WEEKDAY SCHOOL DISMISSAL) [WEEKDAY PM] {SATURDAY MIDDAY}

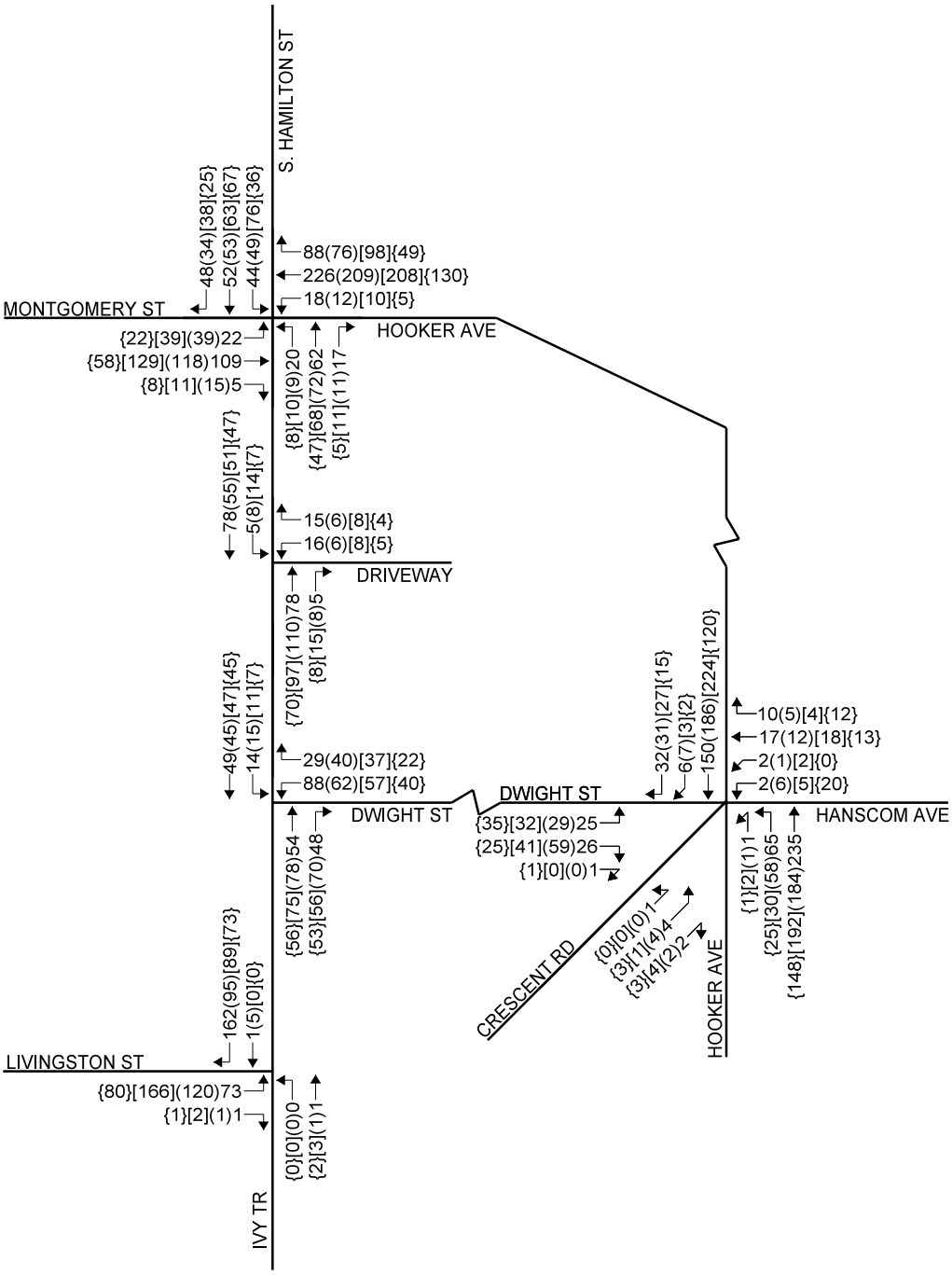
TRIP ASSIGNMENT

ONE KEY DEVELOPMENT, LLC
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-200	DATE: 01/2024	FIGURE: 4

N:\Projects\2023\123-200 One Key Development - Poughkeepsie\Working\CADD\dgn\figures\123-200_traf_fig_01.dgn



WEEKDAY AM (WEEKDAY SCHOOL DISMISSAL) [WEEKDAY PM] {SATURDAY MIDDAY}

2026 BUILD
TRAFFIC VOLUMES

ONE KEY DEVELOPMENT, LLC
CITY OF POUGHKEEPSIE
DUTCHESS COUNTY, NEW YORK

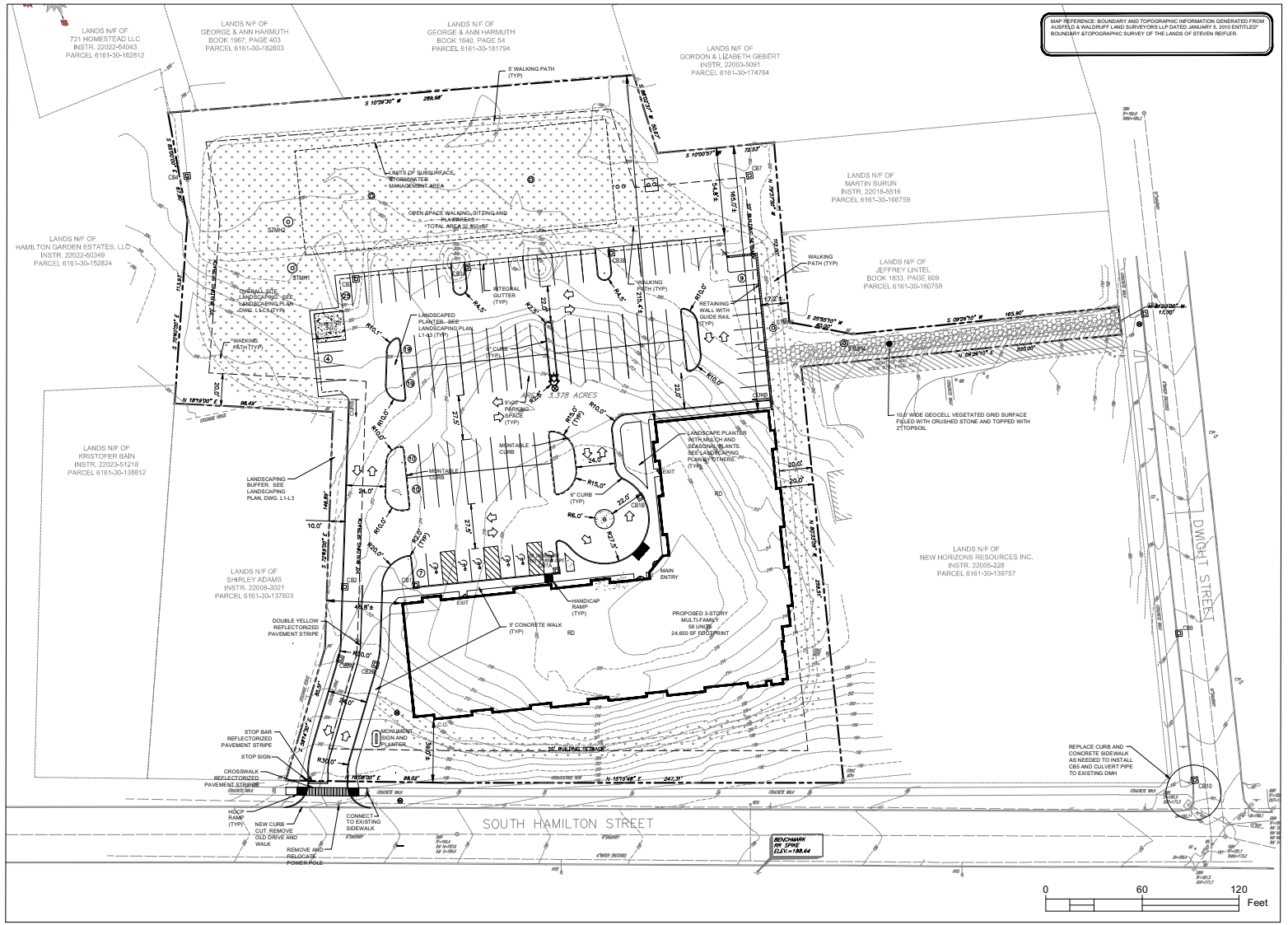
Creighton Manning

PROJECT:	123-200	DATE:	01/2024	FIGURE:	5

N:\Projects\2023\123-200 One Key Development - Poughkeepsie\Working\CADD\dgn\figures\123-200_traf_fig_01.dgn

ATTACHMENT A
CONCEPT PLAN

City of Poughkeepsie
Dutchess County, New York



SITE LAYOUT PLAN

SCALE: 1" = 30'

PRIOR TO START OF CONSTRUCTION OR EXCAVATION, TREES TO BE RETAINED SHALL BE PROTECTED BY SILT FENCE, SNOW FENCE, CONSTRUCTION FENCE, OR EQUAL, WHICH WILL BE PLACED AT THE DRIP LINE OR SEVERAL FEET BEYOND. HOWEVER, THE FENCING SHALL NOT CROSS PUBLIC SIDEWALKS. NO STORAGE OR STOCKPILING OF CONSTRUCTION MATERIALS, DEBRIS OR EQUIPMENT SHALL OCCUR WITHIN THE FENCED AREA.

Fire Chief

Police Chief

Building Inspector

City Engineer

Commissioner of Public Works

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:

OFFICIALLY APPROVED at the Planning Board meeting held the ____ day of _____, 2____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S):

ISSUED FOR REVIEW
NOT FOR CONSTRUCTION
RECORD PLANS

DATE SUBMITTED:

REVISIONS

NO.	DESCRIPTION	BY	DATE
1	PER CITY COMMENTS	DFA	04.04.23
2	REVISED LANDSCAPING	DFA	05.03.23
3	REVISED PER CITY COMMENTS	DFA	10.03.23
4	REVISED PER CITY COMMENTS	DFA	03.16.24

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ARICO & ASSOCIATES
ENGINEERS LAND PLANNERS & CONSULTANTS
1407 Route 9, Bldg 2 Suite 6, Clifton Park, New York 12065
518.973.6988 aricoassociates@gmail.com

CITY OF POUGHKEEPSIE COUNTY OF DUTCHESS

LAYOUT PLAN SOUTH HAMILTON

TAX MAP: 6161-30-151783

DATE: JANUARY 2023
JOB NO. 22.10
SCALE: AS NOTED
DRAWN BY: DFA
CHECKED BY: DFA
DRAWING NO.

S1

SHEET 2 OF 16

ATTACHMENT B
MV-104 Forms

City of Poughkeepsie
Dutchess County, New York

Page 1 of 2 Pages

Local Codes: 01839LWW26

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

37918995

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
05	31	2019	Fri	2254	2	1	0	☐	☐	☒	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: State of Lic.: NY

Driver Name -exactly as printed on license: LSA

Address (*Include Number & Street*): Apt. No.:

City or Town: State: NY Zip Code:

Date of Birth Month	Day	Year	Sex	Unlicensed	No. of Occupants	Public Property Damaged
			U	☐	1	☐

Name–exactly as printed on registration: LSA Sex: Date of Birth Month / Day / Year:

Address (*Include Number & Street*): Apt. No.: Haz. Mat Code: - Released: ☐

City or Town: State: NY Zip Code:

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
UNKNOWN	OT		-	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 2 ☐ BICYCLIST ☒ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: State of Lic.:

Driver Name - exactly as printed on license:

Address (*Include Number & Street*): Apt. No.:

City or Town: State: Zip Code:

Date of Birth Month	Day	Year	Sex	Unlicensed	No. of Occupants	Public Property Damaged
				☐	1	☐

Name–exactly as printed on registration: Sex: Date of Birth Month / Day / Year:

Address (*Include Number & Street*): Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: State: Zip Code:

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
	NY		PED	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage	1 19	2 19	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

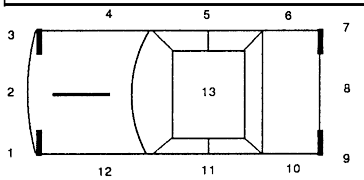
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage	1	2	
Enter up to three more Damage Codes	3	4	5

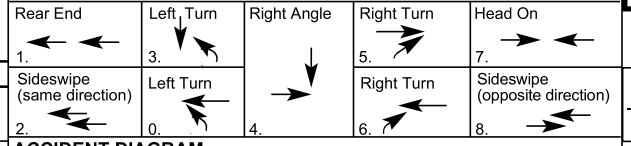
Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.



ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (*if available*)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of POUGHKEEPSIE, CITY OF

Road on which accident occurred 82 S HAMILTON ST (Route Number or Street Name)

at 1) intersecting street (Route Number or Street Name)

or 2) 20 Feet ___ Miles ☐ N ☒ S ☐ E ☐ W of BARCLAY ST (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

PEDESTRIAN WAS EXTREMELY UNCOOPERATIVE. ONLY STATED THAT SHE WAS STRUCK BY A VEHICLE IN FRONT OF 82 S HAMILTON ST AND HAD PAIN TO HER LOWER LEFT LEG. NO VEHICLE DESCRIPTION OR DIRECTION OF TRAVEL. PEDESTRIAN WAS TRANSPORTED TO MID HUDSON REGIONAL BY MOBILE LIFE.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	X	1	X	U	-	-	-			LSA	
B	[redacted]												
C													
D													
E													
F													

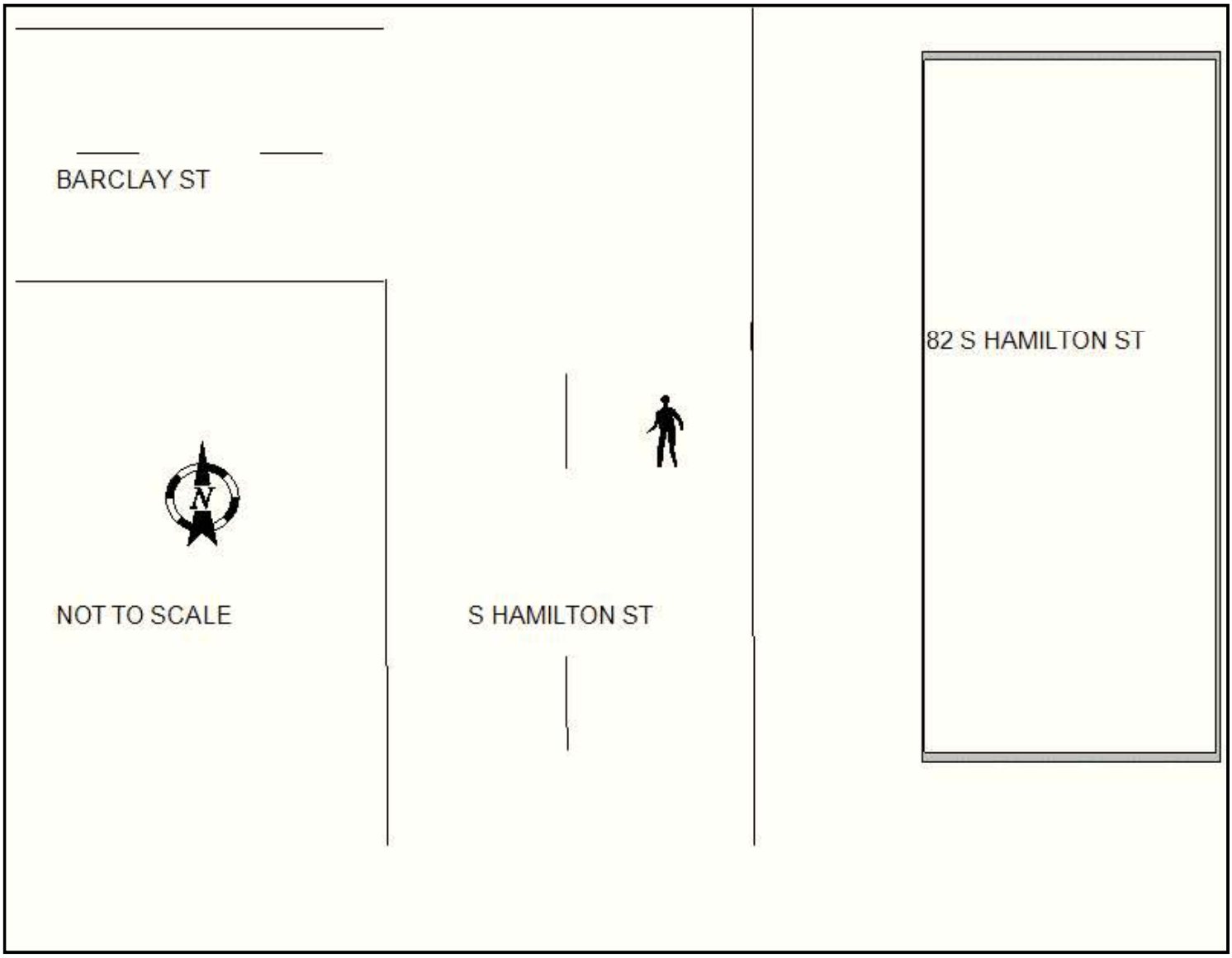
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	6336	01302			DEIGAN, JASON	2019/06/09 19:24
Print Name in Full: BRIAN DOLAN						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



Page 1 of 2 Pages

Local Codes: Q3PD12B54209

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

38162925

Accident Date Month	Day	Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene ☐	Police Photos
10	31	2019	Thu	1518	2	0	0			☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name -exactly as printed on license: [redacted]

Address (*Include Number & Street*): [redacted] Apt. No.:

City or Town: [redacted] State: Zip Code:

Date of Birth: [redacted] Sex: Unlicensed ☐ No. of Occupants: 1 Public Property Damaged ☐

Name–exactly as printed on registration: [redacted] Sex: F Date of Birth: [redacted]

Address (*Include Number & Street*): [redacted] Apt. No.: Haz. Mat Code: Released ☐

City or Town: [redacted] State: Zip Code:

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]		2012 HYUN	4DSD	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 2

☐ VEHICLE 2 ☒ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: State of Lic.:

Driver Name - exactly as printed on license: J [redacted]

Address (*Include Number & Street*): [redacted] Apt. No.:

City or Town: State: Zip Code:

Date of Birth: [redacted] Sex: 1 Unlicensed ☐ No. of Occupants: 1 Public Property Damaged ☐

Name–exactly as printed on registration: Sex: Date of Birth Month / Day / Year:

Address (*Include Number & Street*): Apt. No.: Haz. Mat Code: Released ☐

City or Town: State: Zip Code:

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
			BICY	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	3 (1)	3 (2)	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

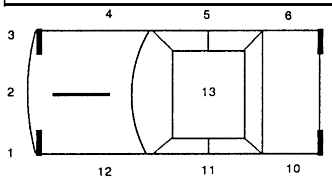
Box 1 - Point of Impact / Box 2 - Most Damage	1	2	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.		5.	7.
Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)
2.	0.	4.	6.	8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (*if available*)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of POUGHKEEPSIE, CITY OF

Road on which accident occurred S HAMILTON ST (Route Number or Street Name)

at 1) intersecting street DWIGHT ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐ N ☐ S ☐ E ☐ W of ____ (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 TRAVELING NORTH ON S HAMITON ST. BICYCLIST TRAVELING WEST ON DWIGHT ST FAILS TO STOP AT INTERSECTION OF S HAMILTON ST TURNING NORTH AND ATTEMPTING TO CROSS OVER S HAMILTON ST WHILE MAKING TURN, FAILS TO YIELD TO V1. OPERATOR OF V1 ATTEMPTS TO AVOID BICYCLIST BY MOVING INTO ONCOMING LANE BUT IS UNABLE TO AVOID COLLISION. BICYCLIST STRIKES FRONT PASSENGER SIDE HEADLIGHT OF V1.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A												[redacted]	
B													
C													
D													
E													
F													

Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
POLICE OFF	6423	01302			CRONK, BRYAN	2019/11/10 09:06
Print Name in Full: GREGORY SCHWARZENEGGER						

Page 1 of 2 Pages

Local Codes: Q3PD199QN2SP

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (6/04)

☐ AMENDED REPORT DMV COPY

37984584

Accident Date (Month / Day / Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene ☐	Police Photos ☐ Yes ☒ No
07 / 06 / 2019	Sat	1830	2	1	0			

VEHICLE 1	VEHICLE 2 ☐ BICYCLIST ☒ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number — State of Lic.
Driver Name -exactly as printed on license [redacted]	Driver Name - exactly as printed on license
Address (*Include Number & Street*) [redacted] Apt. No.	Address (*Include Number & Street*) — Apt. No.
[redacted]	City or Town — State — Zip Code
Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 2 Public Property Damaged ☐	Date of Birth Month / Day / Year — Sex — Unlicensed ☐ — No. of Occupants 1 — Public Property Damaged ☐
Name–exactly as printed on registration [redacted] Sex M Date of Birth [redacted]	Name–exactly as printed on registration — Sex — Date of Birth Month / Day / Year
Address (*Include Number & Street*) [redacted] Apt. No. — Haz. — Released	Address (*Include Number & Street*) — Apt. No. — Haz. Mat. Code - — Released ☐
City or Town [redacted] State — Zip Code	City or Town — State — Zip Code
Plate Number [redacted] State of Reg. NY Vehicle Year & Make 2012 CHEV Vehicle Type PICK Ins. Code	Plate Number — State of Reg. — Vehicle Year & Make — Vehicle Type PED — Ins. Code
Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
Violation Section(s)	Violation Section(s)

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	1: 3	2: 3	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

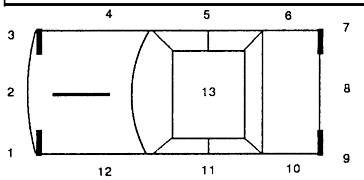
VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	1	2	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1-13. SEE DIAGRAM ON RIGHT.
14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Circle the diagram below that describes the accident, or draw your own diagram in space #9. Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Sideswipe (same direction) 2.	Left Turn 0.	4.	Right Turn 6.	Sideswipe (opposite direction) 8.

ACCIDENT DIAGRAM

DIAGRAM IS PRINTED ON LAST PAGE

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker	Coordinates (*if available*)
	Latitude/Northing: 589477
	Longitude/Easting: 4616866

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of POUGHKEEPSIE, CITY OF

Road on which accident occurred 6 HOOKER AVE (Route Number or Street Name)

at 1) intersecting street _____ (Route Number or Street Name)

or 2) 50 Feet _____ Miles ☐ N ☐ S ☒ E ☐ W of S HAMILTON ST (Milepost, Nearest intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 OPERATOR REPORTS HE WAS TRAVELING IN A WESTERLY DIRECTION ON HOOKER AVE WHEN A PEDESTRIAN RAN OUT INFRONT OF HIS VEHICLE FROM THE NORTH IN A SOUTHERLY DIRECTION. V1 OPERATOR ATTEMPTED TO STOP AND SWERVE BUT THEN STRUCK THE PEDESTRIAN WITH THE FRONT OF THE VEHICLE. PEDESTRIAN STATES SHE WAS ATTEMPTING TO CROSS TO THE SOUTH SIDE OF HOOKER AVE AND DID NOT SEE V1 DUE TO THE HEAVY RAIN UNTIL IT WAS TOO LATE TO AVOID COLLISION. INVESTIGATION REVEALS PEDESTRIAN FAILED TO USE A CROSSWALK WHEN AVAILABLE AND FAILED TO CHECK FOR/YIELD TO TRAFFIC BEFORE CROSSING INTO THE ROADWAY.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A												[redacted]	
B													
C													
D													
E													
F													

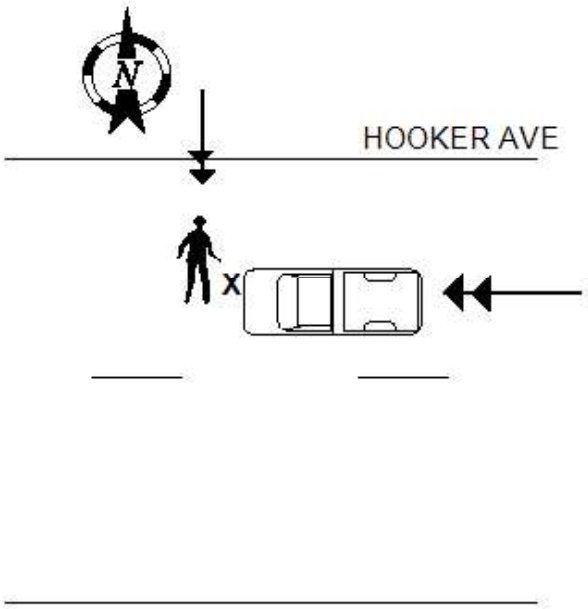
Officer's Rank and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
PATROLMA]	6842	01302			DEIGAN, JASON	2019/07/20 19:52
Print Name in Full: ROBERT GREEN						

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

Accident Diagram

ACCIDENT DIAGRAM



ATTACHMENT C
TURNING MOVEMENT COUNTS

City of Poughkeepsie
Dutchess County, New York

123-200 S Hamilton St and Dwight St AM - TMC

Wed Jan 10, 2024
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148238, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

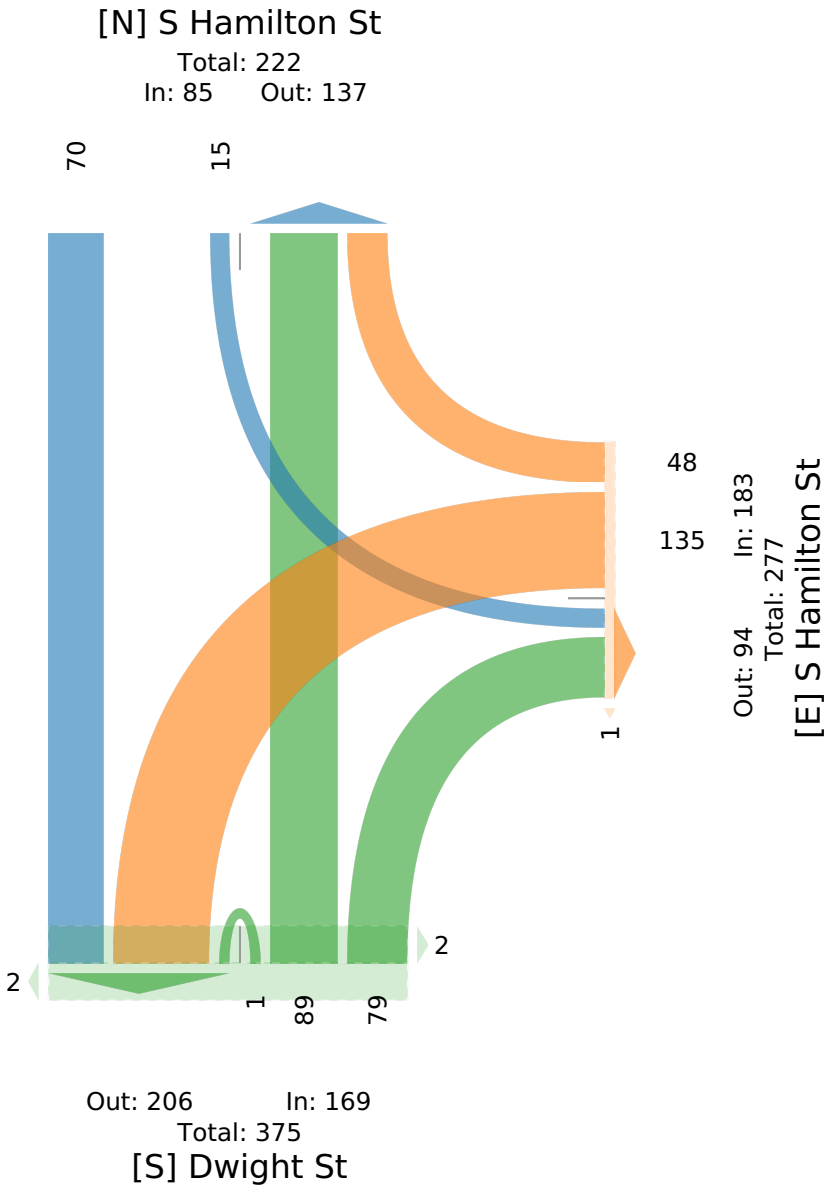
Leg Direction	S Hamilton St Westbound					Dwight St Northbound					S Hamilton St Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-10 7:00AM	10	3	0	**13**	0	3	5	1	**9**	1	2	4	0	**6**	0	**28**
7:15AM	11	6	0	**17**	0	12	5	0	**17**	0	2	8	0	**10**	0	**44**
7:30AM	13	7	0	**20**	0	9	13	0	**22**	0	2	13	0	**15**	0	**57**
7:45AM	18	6	0	**24**	0	14	12	0	**26**	0	4	8	0	**12**	0	**62**
Hourly Total	52	22	0	**74**	0	38	35	1	**74**	1	10	33	0	**43**	0	**191**
8:00AM	21	6	0	**27**	1	11	13	0	**24**	2	2	15	0	**17**	0	**68**
8:15AM	27	5	0	**32**	0	12	12	0	**24**	0	0	9	0	**9**	0	**65**
8:30AM	21	10	0	**31**	0	13	11	0	**24**	1	2	7	0	**9**	0	**64**
8:45AM	14	5	0	**19**	0	15	8	0	**23**	0	1	6	0	**7**	0	**49**
Hourly Total	83	26	0	**109**	1	51	44	0	**95**	3	5	37	0	**42**	0	**246**
9:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	135	48	0	**183**	1	89	79	1	**169**	4	15	70	0	**85**	0	**437**
% Approach	73.8%	26.2%	0%	**-**	-	52.7%	46.7%	0.6%	**-**	-	17.6%	82.4%	0%	**-**	-	-
% Total	30.9%	11.0%	0%	**41.9%**	-	20.4%	18.1%	0.2%	**38.7%**	-	3.4%	16.0%	0%	**19.5%**	-	-
Lights	132	44	0	**176**	-	83	72	1	**156**	-	13	69	0	**82**	-	414
% Lights	97.8%	91.7%	0%	**96.2%**	-	93.3%	91.1%	100%	**92.3%**	-	86.7%	98.6%	0%	**96.5%**	-	94.7%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	2	3	0	**5**	-	1	1	0	**2**	-	8
% Articulated Trucks and Single-Unit Trucks	0%	2.1%	0%	**0.5%**	-	2.2%	3.8%	0%	**3.0%**	-	6.7%	1.4%	0%	**2.4%**	-	1.8%
Buses	3	3	0	**6**	-	3	4	0	**7**	-	1	0	0	**1**	-	14
% Buses	2.2%	6.3%	0%	**3.3%**	-	3.4%	5.1%	0%	**4.1%**	-	6.7%	0%	0%	**1.2%**	-	3.2%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	1.1%	0%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	1	-	-	-	-	4	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St AM - TMC

Wed Jan 10, 2024
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148238, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St AM - TMC

Wed Jan 10, 2024
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148238, Location: 41.694122, -73.92562, Site Code: 123-200

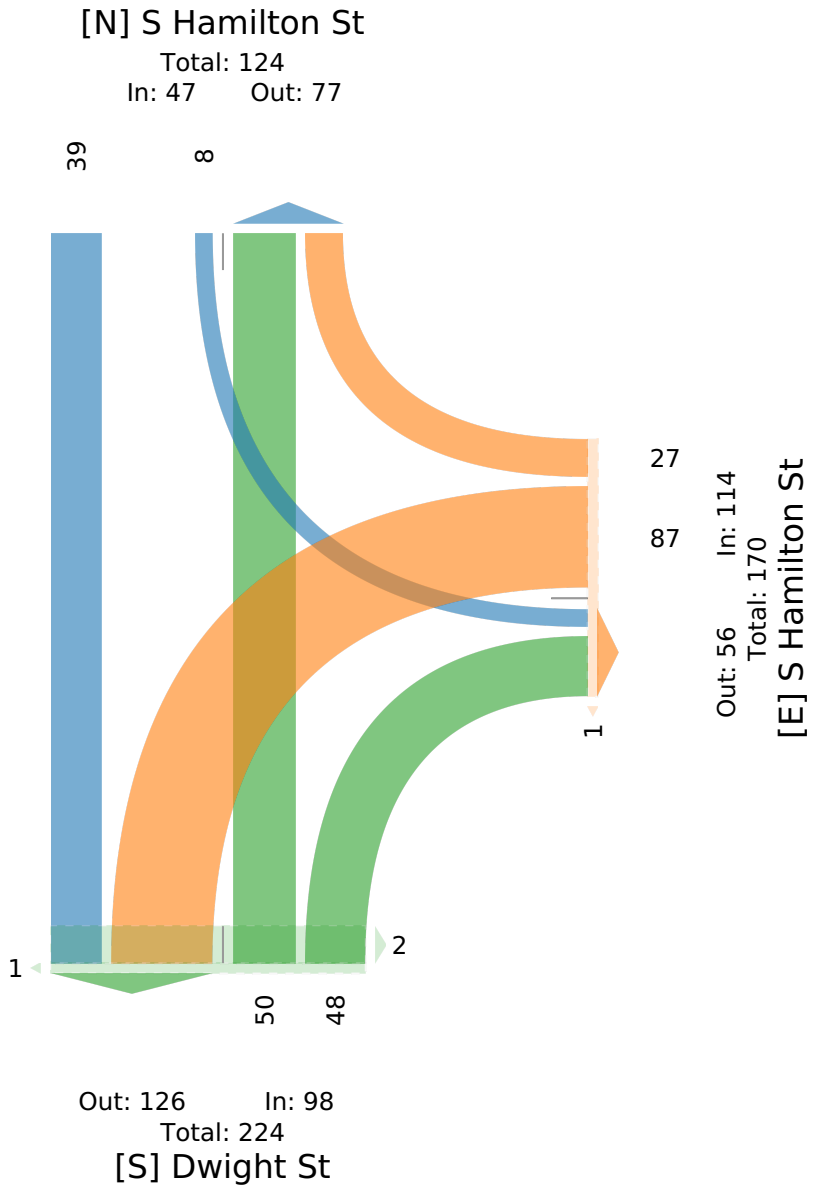
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	S Hamilton St Westbound					Dwight St Northbound					S Hamilton St Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-10 7:45AM	18	6	0	**24**	0	14	12	0	**26**	0	4	8	0	**12**	0	**62**
8:00AM	21	6	0	**27**	1	11	13	0	**24**	2	2	15	0	**17**	0	**68**
8:15AM	27	5	0	**32**	0	12	12	0	**24**	0	0	9	0	**9**	0	**65**
8:30AM	21	10	0	**31**	0	13	11	0	**24**	1	2	7	0	**9**	0	**64**
Total	87	27	0	**114**	1	50	48	0	**98**	3	8	39	0	**47**	0	**259**
% Approach	76.3%	23.7%	0%	**-**	-	51.0%	49.0%	0%	**-**	-	17.0%	83.0%	0%	**-**	-	-
% Total	33.6%	10.4%	0%	**44.0%**	-	19.3%	18.5%	0%	**37.8%**	-	3.1%	15.1%	0%	**18.1%**	-	-
PHF	0.806	0.675	-	**0.891**	-	0.893	0.923	-	**0.942**	-	0.500	0.650	-	**0.691**	-	0.952
Lights	85	24	0	**109**	-	48	44	0	**92**	-	7	38	0	**45**	-	246
% Lights	97.7%	88.9%	0%	**95.6%**	-	96.0%	91.7%	0%	**93.9%**	-	87.5%	97.4%	0%	**95.7%**	-	95.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	1	3	0	**4**	-	0	1	0	**1**	-	5
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	2.0%	6.3%	0%	**4.1%**	-	0%	2.6%	0%	**2.1%**	-	1.9%
Buses	2	3	0	**5**	-	1	1	0	**2**	-	1	0	0	**1**	-	8
% Buses	2.3%	11.1%	0%	**4.4%**	-	2.0%	2.1%	0%	**2.0%**	-	12.5%	0%	0%	**2.1%**	-	3.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	3	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St AM - TMC
Wed Jan 10, 2024
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148238, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
Full Length (2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Dwight St Westbound					S Hamilton Northbound					S Hamilton Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-10 2:00PM	7	5	0	**12**	0	20	2	0	**22**	2	0	4	0	**4**	0	**38**
2:15PM	14	7	0	**21**	0	12	9	0	**21**	0	2	13	0	**15**	0	**57**
2:30PM	17	7	0	**24**	0	6	18	0	**24**	2	6	11	0	**17**	0	**65**
2:45PM	19	8	0	**27**	0	33	24	0	**57**	1	1	16	0	**17**	0	**101**
Hourly Total	57	27	0	**84**	0	71	53	0	**124**	5	9	44	0	**53**	0	**261**
3:00PM	13	10	0	**23**	0	15	17	0	**32**	1	2	9	0	**11**	0	**66**
3:15PM	12	12	0	**24**	1	18	10	0	**28**	3	4	5	0	**9**	0	**61**
3:30PM	10	11	0	**21**	1	14	11	0	**25**	1	0	8	0	**8**	0	**54**
3:45PM	18	6	0	**24**	2	19	24	0	**43**	0	1	6	0	**7**	0	**74**
Hourly Total	53	39	0	**92**	4	66	62	0	**128**	5	7	28	0	**35**	0	**255**
4:00PM	10	3	0	**13**	0	19	22	0	**41**	0	0	13	0	**13**	0	**67**
4:15PM	11	11	0	**22**	0	12	14	0	**26**	0	5	8	0	**13**	0	**61**
4:30PM	10	9	0	**19**	1	13	19	0	**32**	0	3	11	0	**14**	0	**65**
4:45PM	14	10	0	**24**	0	13	9	0	**22**	0	2	8	0	**10**	0	**56**
Hourly Total	45	33	0	**78**	1	57	64	0	**121**	0	10	40	0	**50**	0	**249**
5:00PM	13	3	0	**16**	0	18	14	0	**32**	0	2	14	0	**16**	0	**64**
5:15PM	19	9	0	**28**	0	21	13	0	**34**	0	1	9	0	**10**	0	**72**
5:30PM	12	6	0	**18**	0	9	15	0	**24**	0	0	12	0	**12**	0	**54**
5:45PM	9	7	0	**16**	0	12	7	0	**19**	1	2	14	0	**16**	0	**51**
Hourly Total	53	25	0	**78**	0	60	49	0	**109**	1	5	49	0	**54**	0	**241**
6:00PM	9	8	0	**17**	0	13	11	0	**24**	2	0	15	0	**15**	0	**56**
6:15PM	15	2	0	**17**	0	8	10	0	**18**	1	2	13	0	**15**	0	**50**
6:30PM	8	5	0	**13**	0	10	7	0	**17**	0	4	9	0	**13**	0	**43**
6:45PM	8	2	0	**10**	2	16	8	0	**24**	0	1	8	0	**9**	0	**43**
Hourly Total	40	17	0	**57**	2	47	36	0	**83**	3	7	45	0	**52**	0	**192**
Total	248	141	0	**389**	7	301	264	0	**565**	14	38	206	0	**244**	0	**1198**
% Approach	63.8%	36.2%	0%	**-**	-	53.3%	46.7%	0%	**-**	-	15.6%	84.4%	0%	**-**	-	-
% Total	20.7%	11.8%	0%	**32.5%**	-	25.1%	22.0%	0%	**47.2%**	-	3.2%	17.2%	0%	**20.4%**	-	-
Lights	243	134	0	**377**	-	296	259	0	**555**	-	36	204	0	**240**	-	1172
% Lights	98.0%	95.0%	0%	**96.9%**	-	98.3%	98.1%	0%	**98.2%**	-	94.7%	99.0%	0%	**98.4%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	2	0	0	**2**	-	2	0	0	**2**	-	1	2	0	**3**	-	7
% Articulated Trucks and Single-Unit Trucks	0.8%	0%	0%	**0.5%**	-	0.7%	0%	0%	**0.4%**	-	2.6%	1.0%	0%	**1.2%**	-	0.6%
Buses	2	7	0	**9**	-	3	4	0	**7**	-	1	0	0	**1**	-	17
% Buses	0.8%	5.0%	0%	**2.3%**	-	1.0%	1.5%	0%	**1.2%**	-	2.6%	0%	0%	**0.4%**	-	1.4%
Bicycles on Road	1	0	0	**1**	-	0	1	0	**1**	-	0	0	0	**0**	-	2
% Bicycles on Road	0.4%	0%	0%	**0.3%**	-	0%	0.4%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	7	-	-	-	-	14	-	-	-	-	0	

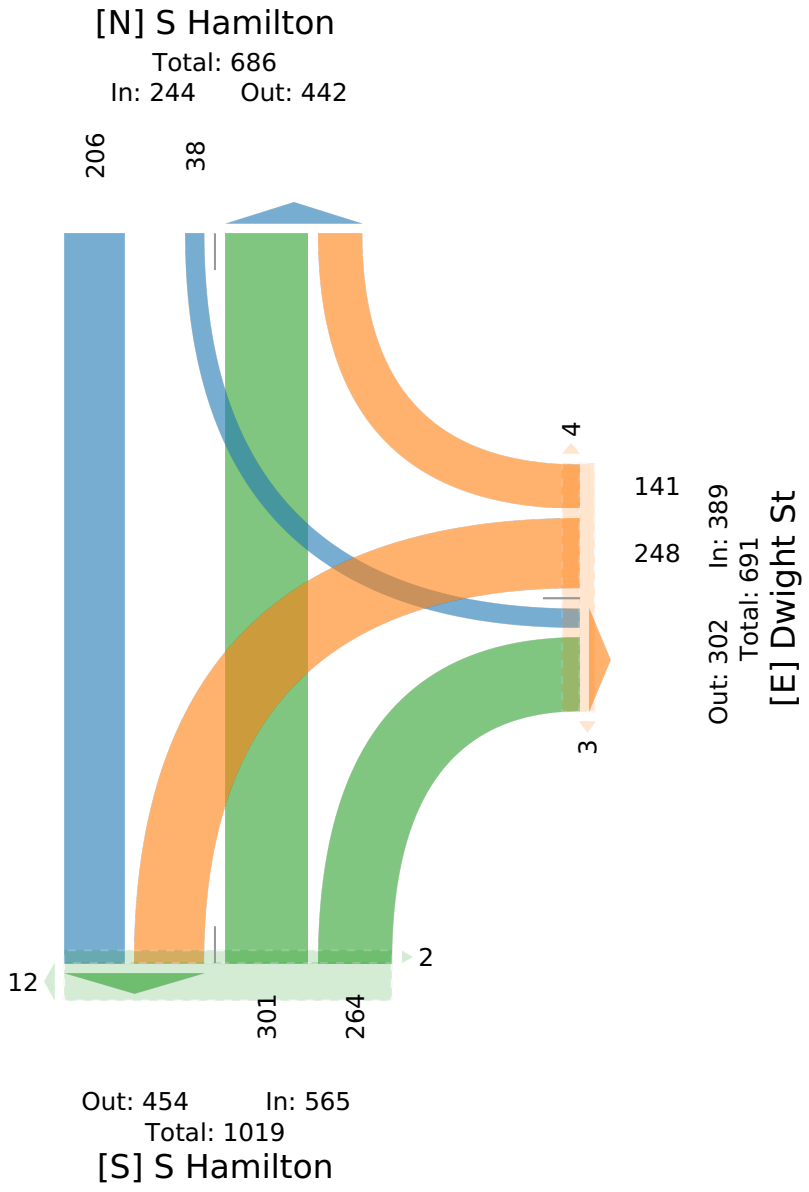
Leg	Dwight St					S Hamilton					S Hamilton					
Direction	Westbound					Northbound					Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
Full Length (2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

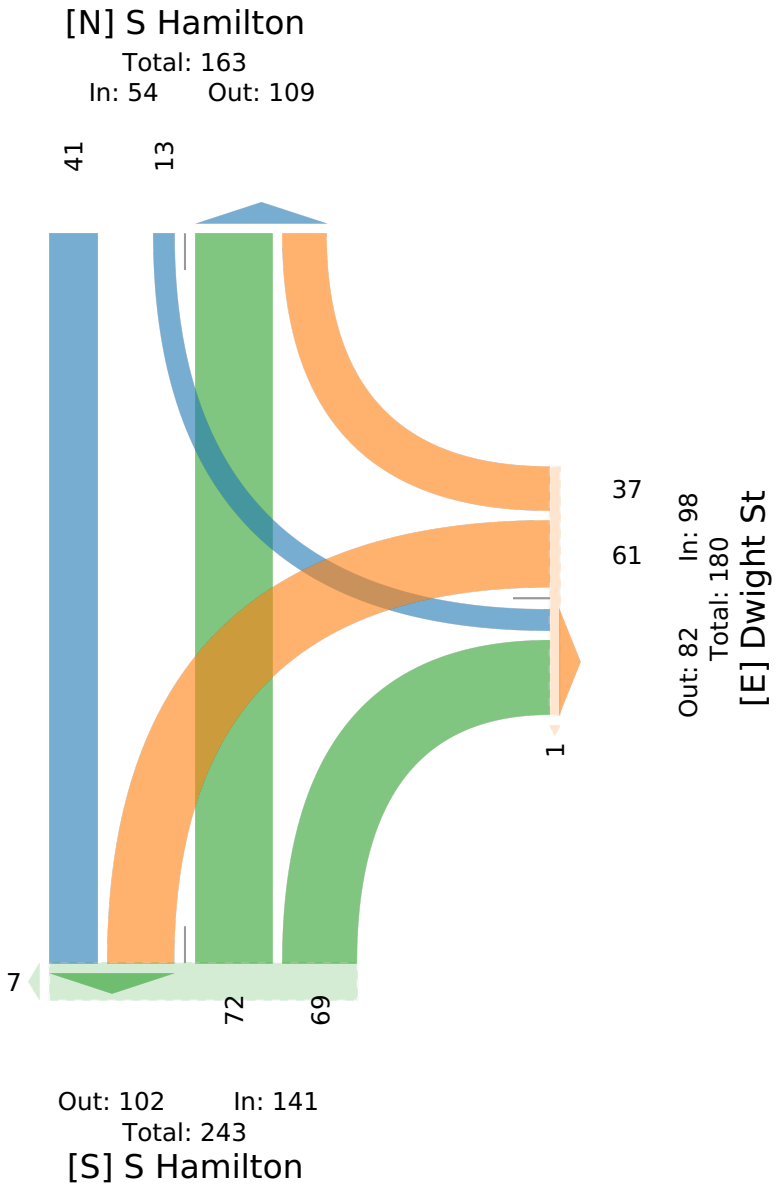
Leg Direction	Dwight St Westbound					S Hamilton Northbound					S Hamilton Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-10 2:30PM	17	7	0	**24**	0	6	18	0	**24**	2	6	11	0	**17**	0	**65**
2:45PM	19	8	0	**27**	0	33	24	0	**57**	1	1	16	0	**17**	0	**101**
3:00PM	13	10	0	**23**	0	15	17	0	**32**	1	2	9	0	**11**	0	**66**
3:15PM	12	12	0	**24**	1	18	10	0	**28**	3	4	5	0	**9**	0	**61**
Total	61	37	0	**98**	1	72	69	0	**141**	7	13	41	0	**54**	0	**293**
% Approach	62.2%	37.8%	0%	**-**	-	51.1%	48.9%	0%	**-**	-	24.1%	75.9%	0%	**-**	-	-
% Total	20.8%	12.6%	0%	**33.4%**	-	24.6%	23.5%	0%	**48.1%**	-	4.4%	14.0%	0%	**18.4%**	-	-
PHF	0.803	0.771	-	**0.907**	-	0.545	0.719	-	**0.618**	-	0.542	0.641	-	**0.794**	-	0.725
Lights	58	33	0	**91**	-	68	68	0	**136**	-	11	41	0	**52**	-	279
% Lights	95.1%	89.2%	0%	**92.9%**	-	94.4%	98.6%	0%	**96.5%**	-	84.6%	100%	0%	**96.3%**	-	95.2%
Articulated Trucks and Single-Unit Trucks	2	0	0	**2**	-	1	0	0	**1**	-	1	0	0	**1**	-	4
% Articulated Trucks and Single-Unit Trucks	3.3%	0%	0%	**2.0%**	-	1.4%	0%	0%	**0.7%**	-	7.7%	0%	0%	**1.9%**	-	1.4%
Buses	1	4	0	**5**	-	3	1	0	**4**	-	1	0	0	**1**	-	10
% Buses	1.6%	10.8%	0%	**5.1%**	-	4.2%	1.4%	0%	**2.8%**	-	7.7%	0%	0%	**1.9%**	-	3.4%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	7	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
Full Length (2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Dwight St Westbound					S Hamilton Northbound					S Hamilton Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-10 2:00PM	7	5	0	**12**	0	20	2	0	**22**	2	0	4	0	**4**	0	**38**
2:15PM	14	7	0	**21**	0	12	9	0	**21**	0	2	13	0	**15**	0	**57**
2:30PM	17	7	0	**24**	0	6	18	0	**24**	2	6	11	0	**17**	0	**65**
2:45PM	19	8	0	**27**	0	33	24	0	**57**	1	1	16	0	**17**	0	**101**
Hourly Total	57	27	0	**84**	0	71	53	0	**124**	5	9	44	0	**53**	0	**261**
3:00PM	13	10	0	**23**	0	15	17	0	**32**	1	2	9	0	**11**	0	**66**
3:15PM	12	12	0	**24**	1	18	10	0	**28**	3	4	5	0	**9**	0	**61**
3:30PM	10	11	0	**21**	1	14	11	0	**25**	1	0	8	0	**8**	0	**54**
3:45PM	18	6	0	**24**	2	19	24	0	**43**	0	1	6	0	**7**	0	**74**
Hourly Total	53	39	0	**92**	4	66	62	0	**128**	5	7	28	0	**35**	0	**255**
4:00PM	10	3	0	**13**	0	19	22	0	**41**	0	0	13	0	**13**	0	**67**
4:15PM	11	11	0	**22**	0	12	14	0	**26**	0	5	8	0	**13**	0	**61**
4:30PM	10	9	0	**19**	1	13	19	0	**32**	0	3	11	0	**14**	0	**65**
4:45PM	14	10	0	**24**	0	13	9	0	**22**	0	2	8	0	**10**	0	**56**
Hourly Total	45	33	0	**78**	1	57	64	0	**121**	0	10	40	0	**50**	0	**249**
5:00PM	13	3	0	**16**	0	18	14	0	**32**	0	2	14	0	**16**	0	**64**
5:15PM	19	9	0	**28**	0	21	13	0	**34**	0	1	9	0	**10**	0	**72**
5:30PM	12	6	0	**18**	0	9	15	0	**24**	0	0	12	0	**12**	0	**54**
5:45PM	9	7	0	**16**	0	12	7	0	**19**	1	2	14	0	**16**	0	**51**
Hourly Total	53	25	0	**78**	0	60	49	0	**109**	1	5	49	0	**54**	0	**241**
6:00PM	9	8	0	**17**	0	13	11	0	**24**	2	0	15	0	**15**	0	**56**
6:15PM	15	2	0	**17**	0	8	10	0	**18**	1	2	13	0	**15**	0	**50**
6:30PM	8	5	0	**13**	0	10	7	0	**17**	0	4	9	0	**13**	0	**43**
6:45PM	8	2	0	**10**	2	16	8	0	**24**	0	1	8	0	**9**	0	**43**
Hourly Total	40	17	0	**57**	2	47	36	0	**83**	3	7	45	0	**52**	0	**192**
Total	248	141	0	**389**	7	301	264	0	**565**	14	38	206	0	**244**	0	**1198**
% Approach	63.8%	36.2%	0%	**-**	-	53.3%	46.7%	0%	**-**	-	15.6%	84.4%	0%	**-**	-	-
% Total	20.7%	11.8%	0%	**32.5%**	-	25.1%	22.0%	0%	**47.2%**	-	3.2%	17.2%	0%	**20.4%**	-	-
Lights	243	134	0	**377**	-	296	259	0	**555**	-	36	204	0	**240**	-	1172
% Lights	98.0%	95.0%	0%	**96.9%**	-	98.3%	98.1%	0%	**98.2%**	-	94.7%	99.0%	0%	**98.4%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	2	0	0	**2**	-	2	0	0	**2**	-	1	2	0	**3**	-	7
% Articulated Trucks and Single-Unit Trucks	0.8%	0%	0%	**0.5%**	-	0.7%	0%	0%	**0.4%**	-	2.6%	1.0%	0%	**1.2%**	-	0.6%
Buses	2	7	0	**9**	-	3	4	0	**7**	-	1	0	0	**1**	-	17
% Buses	0.8%	5.0%	0%	**2.3%**	-	1.0%	1.5%	0%	**1.2%**	-	2.6%	0%	0%	**0.4%**	-	1.4%
Bicycles on Road	1	0	0	**1**	-	0	1	0	**1**	-	0	0	0	**0**	-	2
% Bicycles on Road	0.4%	0%	0%	**0.3%**	-	0%	0.4%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	7	-	-	-	-	14	-	-	-	-	0	

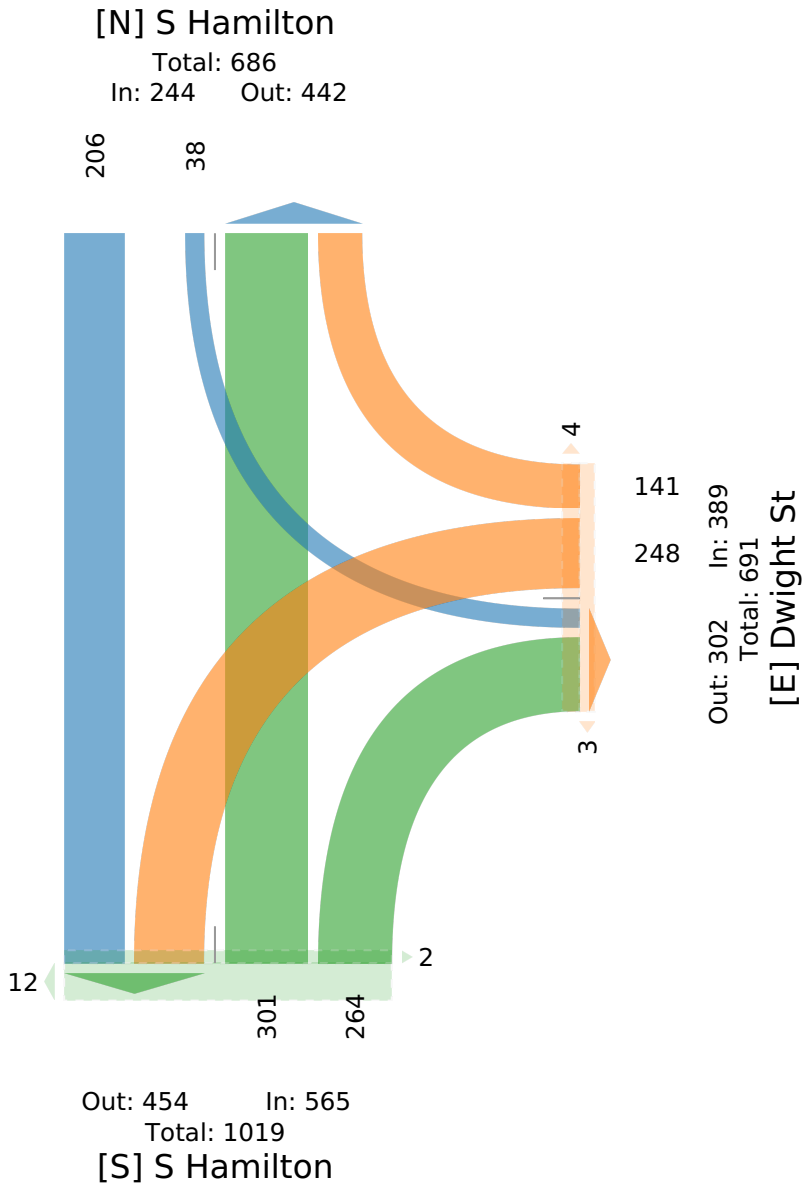
Leg	Dwight St					S Hamilton					S Hamilton					
Direction	Westbound					Northbound					Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
Full Length (2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

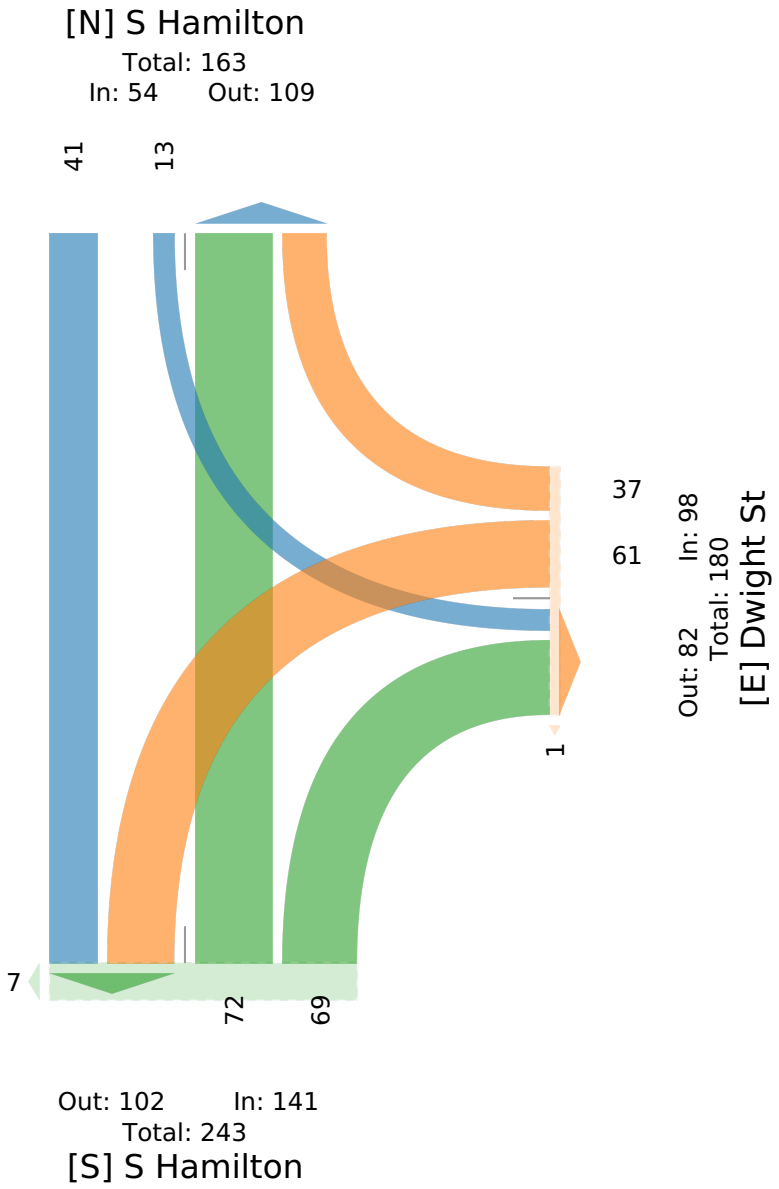
Leg Direction	Dwight St Westbound					S Hamilton Northbound					S Hamilton Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-10 2:30PM	17	7	0	**24**	0	6	18	0	**24**	2	6	11	0	**17**	0	**65**
2:45PM	19	8	0	**27**	0	33	24	0	**57**	1	1	16	0	**17**	0	**101**
3:00PM	13	10	0	**23**	0	15	17	0	**32**	1	2	9	0	**11**	0	**66**
3:15PM	12	12	0	**24**	1	18	10	0	**28**	3	4	5	0	**9**	0	**61**
Total	61	37	0	**98**	1	72	69	0	**141**	7	13	41	0	**54**	0	**293**
% Approach	62.2%	37.8%	0%	**-**	-	51.1%	48.9%	0%	**-**	-	24.1%	75.9%	0%	**-**	-	-
% Total	20.8%	12.6%	0%	**33.4%**	-	24.6%	23.5%	0%	**48.1%**	-	4.4%	14.0%	0%	**18.4%**	-	-
PHF	0.803	0.771	-	**0.907**	-	0.545	0.719	-	**0.618**	-	0.542	0.641	-	**0.794**	-	0.725
Lights	58	33	0	**91**	-	68	68	0	**136**	-	11	41	0	**52**	-	279
% Lights	95.1%	89.2%	0%	**92.9%**	-	94.4%	98.6%	0%	**96.5%**	-	84.6%	100%	0%	**96.3%**	-	95.2%
Articulated Trucks and Single-Unit Trucks	2	0	0	**2**	-	1	0	0	**1**	-	1	0	0	**1**	-	4
% Articulated Trucks and Single-Unit Trucks	3.3%	0%	0%	**2.0%**	-	1.4%	0%	0%	**0.7%**	-	7.7%	0%	0%	**1.9%**	-	1.4%
Buses	1	4	0	**5**	-	3	1	0	**4**	-	1	0	0	**1**	-	10
% Buses	1.6%	10.8%	0%	**5.1%**	-	4.2%	1.4%	0%	**2.8%**	-	7.7%	0%	0%	**1.9%**	-	3.4%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	7	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

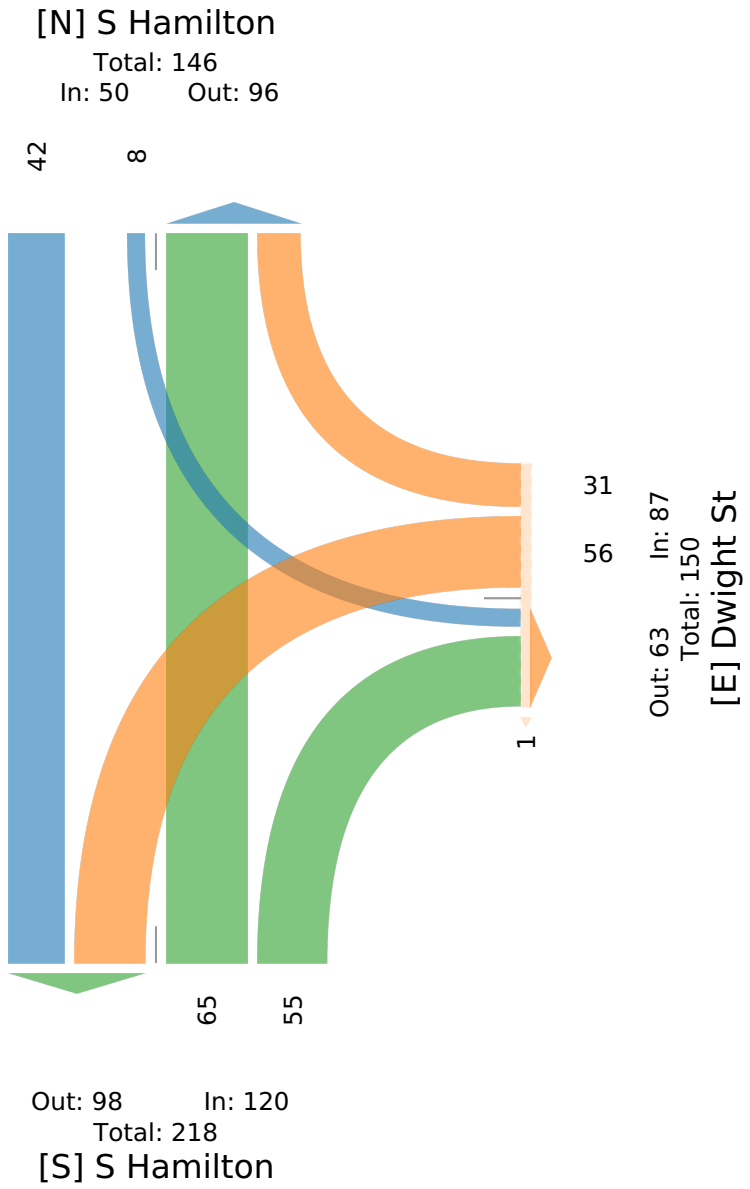
Leg Direction	Dwight St Westbound					S Hamilton Northbound					S Hamilton Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-10 4:30PM	10	9	0	**19**	1	13	19	0	**32**	0	3	11	0	**14**	0	**65**
4:45PM	14	10	0	**24**	0	13	9	0	**22**	0	2	8	0	**10**	0	**56**
5:00PM	13	3	0	**16**	0	18	14	0	**32**	0	2	14	0	**16**	0	**64**
5:15PM	19	9	0	**28**	0	21	13	0	**34**	0	1	9	0	**10**	0	**72**
Total	56	31	0	**87**	1	65	55	0	**120**	0	8	42	0	**50**	0	**257**
% Approach	64.4%	35.6%	0%	**-**	-	54.2%	45.8%	0%	**-**	-	16.0%	84.0%	0%	**-**	-	-
% Total	21.8%	12.1%	0%	**33.9%**	-	25.3%	21.4%	0%	**46.7%**	-	3.1%	16.3%	0%	**19.5%**	-	-
PHF	0.737	0.775	-	**0.777**	-	0.774	0.750	-	**0.875**	-	0.667	0.750	-	**0.781**	-	0.889
Lights	56	30	0	**86**	-	65	52	0	**117**	-	8	42	0	**50**	-	253
% Lights	100%	96.8%	0%	**98.9%**	-	100%	94.5%	0%	**97.5%**	-	100%	100%	0%	**100%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	1	0	**1**	-	0	2	0	**2**	-	0	0	0	**0**	-	3
% Buses	0%	3.2%	0%	**1.1%**	-	0%	3.6%	0%	**1.7%**	-	0%	0%	0%	**0%**	-	1.2%
Bicycles on Road	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	1.8%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St PM - TMC

Wed Jan 10, 2024
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148241, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St WEEKEND - TMC

Sat Jan 13, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148242, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

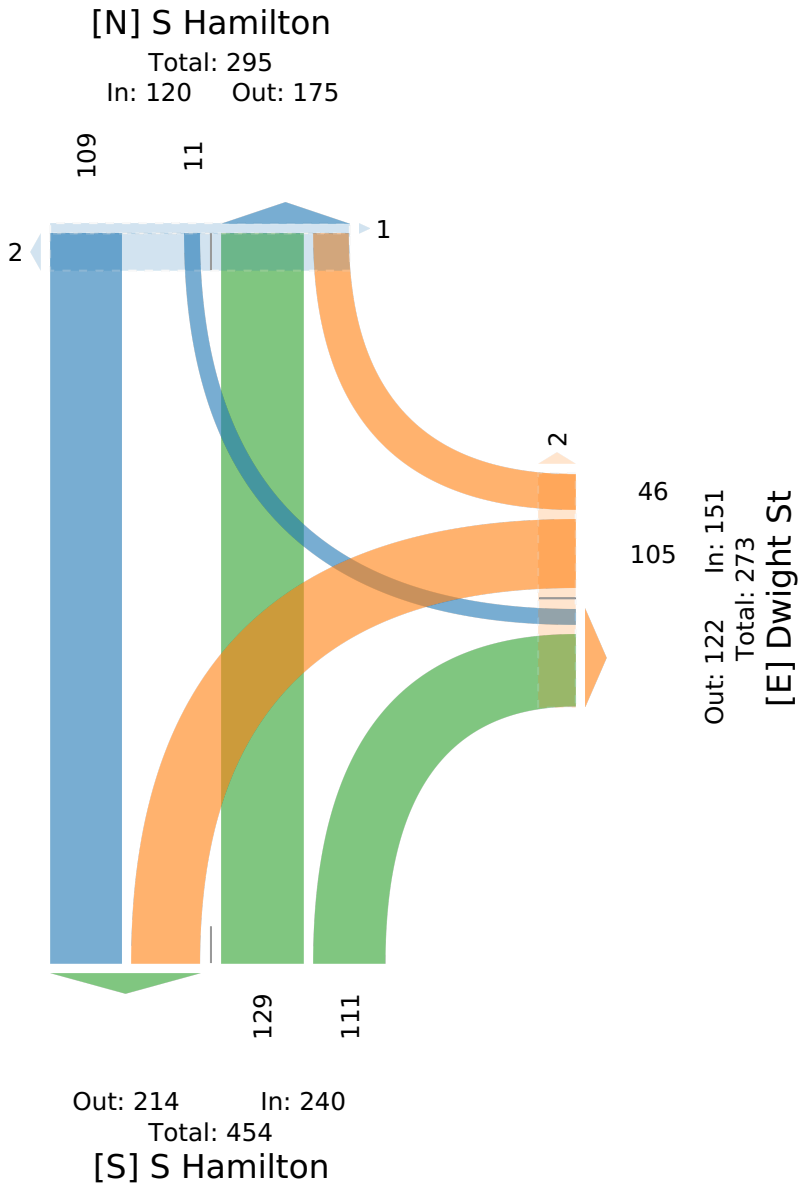
Leg Direction	Dwight St Westbound					S Hamilton Northbound					S Hamilton Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-13 11:00AM	14	4	0	**18**	0	13	9	0	**22**	0	1	12	0	**13**	0	**53**
11:15AM	12	6	0	**18**	0	7	3	0	**10**	0	0	8	0	**8**	0	**36**
11:30AM	7	1	0	**8**	0	16	7	0	**23**	0	0	5	0	**5**	0	**36**
11:45AM	4	4	0	**8**	0	8	10	0	**18**	0	1	6	0	**7**	0	**33**
Hourly Total	37	15	0	**52**	0	44	29	0	**73**	0	2	31	0	**33**	0	**158**
12:00PM	12	3	0	**15**	0	15	19	0	**34**	0	1	13	0	**14**	2	**63**
12:15PM	9	6	0	**15**	0	19	14	0	**33**	0	2	14	0	**16**	0	**64**
12:30PM	4	5	0	**9**	0	8	10	0	**18**	0	1	8	0	**9**	0	**36**
12:45PM	15	5	0	**20**	0	8	9	0	**17**	0	1	7	0	**8**	1	**45**
Hourly Total	40	19	0	**59**	0	50	52	0	**102**	0	5	42	0	**47**	3	**208**
1:00PM	4	1	0	**5**	0	7	7	0	**14**	0	2	10	0	**12**	0	**31**
1:15PM	10	5	0	**15**	0	9	7	0	**16**	0	2	3	0	**5**	0	**36**
1:30PM	7	5	0	**12**	2	11	12	0	**23**	0	0	10	0	**10**	0	**45**
1:45PM	7	1	0	**8**	0	8	4	0	**12**	0	0	13	0	**13**	0	**33**
Hourly Total	28	12	0	**40**	2	35	30	0	**65**	0	4	36	0	**40**	0	**145**
2:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	105	46	0	**151**	2	129	111	0	**240**	0	11	109	0	**120**	3	**511**
% Approach	69.5%	30.5%	0%	**-**	-	53.8%	46.3%	0%	**-**	-	9.2%	90.8%	0%	**-**	-	-
% Total	20.5%	9.0%	0%	**29.5%**	-	25.2%	21.7%	0%	**47.0%**	-	2.2%	21.3%	0%	**23.5%**	-	-
Lights	105	45	0	**150**	-	128	111	0	**239**	-	10	109	0	**119**	-	508
% Lights	100%	97.8%	0%	**99.3%**	-	99.2%	100%	0%	**99.6%**	-	90.9%	100%	0%	**99.2%**	-	99.4%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	1	0	0	**1**	-	1	0	0	**1**	-	3
% Articulated Trucks and Single-Unit Trucks	0%	2.2%	0%	**0.7%**	-	0.8%	0%	0%	**0.4%**	-	9.1%	0%	0%	**0.8%**	-	0.6%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St WEEKEND - TMC

Sat Jan 13, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148242, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St WEEKEND - TMC

Sat Jan 13, 2024

Midday Peak (WKND), Forced Peak (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1148242, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

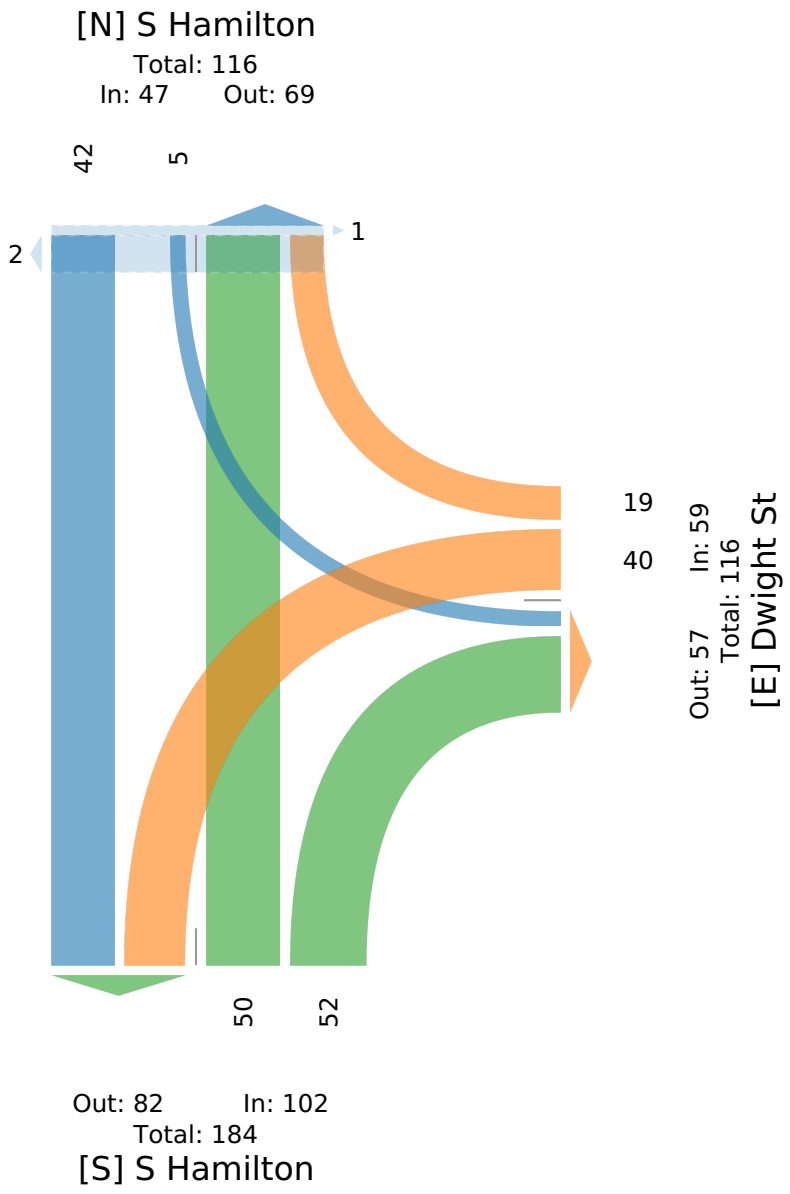
Leg Direction	Dwight St Westbound					S Hamilton Northbound					S Hamilton Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-13 12:00PM	12	3	0	**15**	0	15	19	0	**34**	0	1	13	0	**14**	2	**63**
12:15PM	9	6	0	**15**	0	19	14	0	**33**	0	2	14	0	**16**	0	**64**
12:30PM	4	5	0	**9**	0	8	10	0	**18**	0	1	8	0	**9**	0	**36**
12:45PM	15	5	0	**20**	0	8	9	0	**17**	0	1	7	0	**8**	1	**45**
Total	40	19	0	**59**	0	50	52	0	**102**	0	5	42	0	**47**	3	**208**
% Approach	67.8%	32.2%	0%	**-**	-	49.0%	51.0%	0%	**-**	-	10.6%	89.4%	0%	**-**	-	-
% Total	19.2%	9.1%	0%	**28.4%**	-	24.0%	25.0%	0%	**49.0%**	-	2.4%	20.2%	0%	**22.6%**	-	-
PHF	0.667	0.792	-	**0.738**	-	0.658	0.684	-	**0.750**	-	0.625	0.750	-	**0.734**	-	0.813
Lights	40	19	0	**59**	-	50	52	0	**102**	-	5	42	0	**47**	-	208
% Lights	100%	100%	0%	**100%**	-	100%	100%	0%	**100%**	-	100%	100%	0%	**100%**	-	100%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St WEEKEND - TMC

Sat Jan 13, 2024
Midday Peak (WKND), Forced Peak (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148242, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Dwight St WEEKEND - TMC

Sat Jan 13, 2024
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148242, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

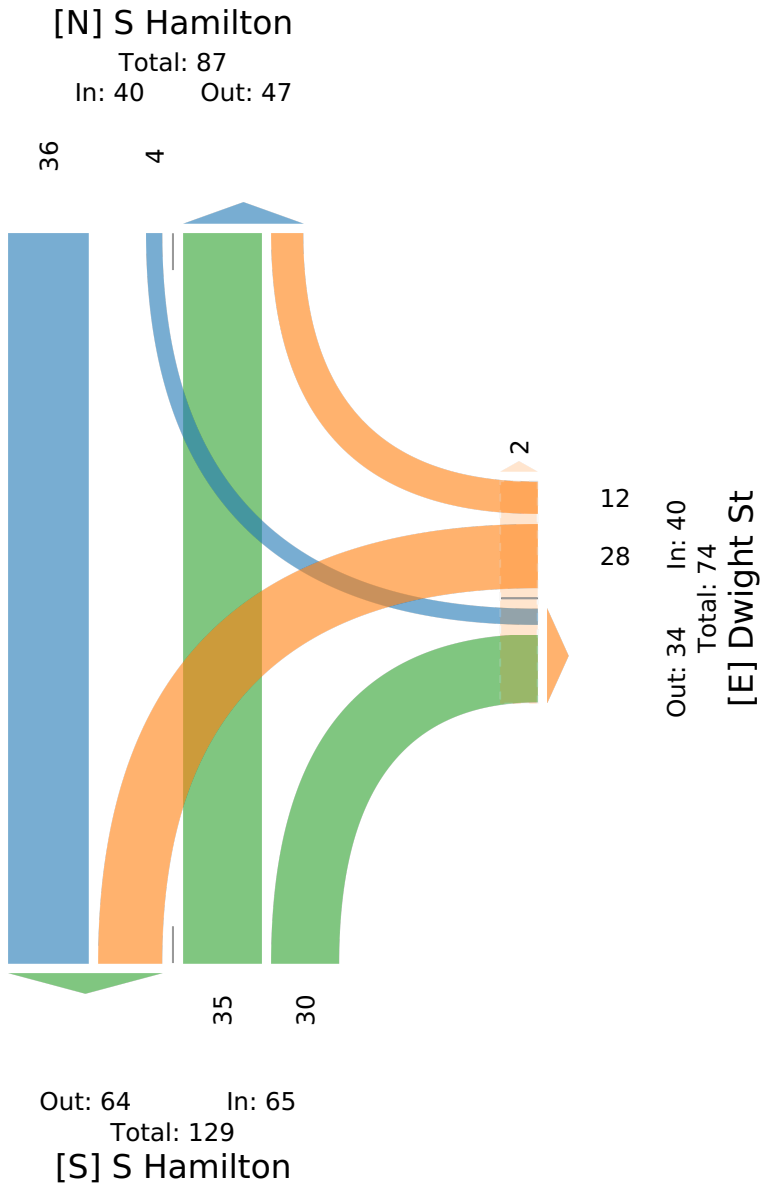
Leg Direction	Dwight St Westbound					S Hamilton Northbound					S Hamilton Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-01-13 1:00PM	4	1	0	**5**	0	7	7	0	**14**	0	2	10	0	**12**	0	**31**
1:15PM	10	5	0	**15**	0	9	7	0	**16**	0	2	3	0	**5**	0	**36**
1:30PM	7	5	0	**12**	2	11	12	0	**23**	0	0	10	0	**10**	0	**45**
1:45PM	7	1	0	**8**	0	8	4	0	**12**	0	0	13	0	**13**	0	**33**
Total	28	12	0	**40**	2	35	30	0	**65**	0	4	36	0	**40**	0	**145**
% Approach	70.0%	30.0%	0%	**-**	-	53.8%	46.2%	0%	**-**	-	10.0%	90.0%	0%	**-**	-	-
% Total	19.3%	8.3%	0%	**27.6%**	-	24.1%	20.7%	0%	**44.8%**	-	2.8%	24.8%	0%	**27.6%**	-	-
PHF	0.700	0.600	-	**0.667**	-	0.795	0.625	-	**0.707**	-	0.500	0.692	-	**0.769**	-	0.806
Lights	28	11	0	**39**	-	35	30	0	**65**	-	3	36	0	**39**	-	143
% Lights	100%	91.7%	0%	**97.5%**	-	100%	100%	0%	**100%**	-	75.0%	100%	0%	**97.5%**	-	98.6%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	0	0	0	**0**	-	1	0	0	**1**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	8.3%	0%	**2.5%**	-	0%	0%	0%	**0%**	-	25.0%	0%	0%	**2.5%**	-	1.4%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Dwight St WEEKEND - TMC

Sat Jan 13, 2024
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148242, Location: 41.694122, -73.92562, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton and Hooker Ave/Montgomery... - TMC

Wed Jan 10, 2024
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148253, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

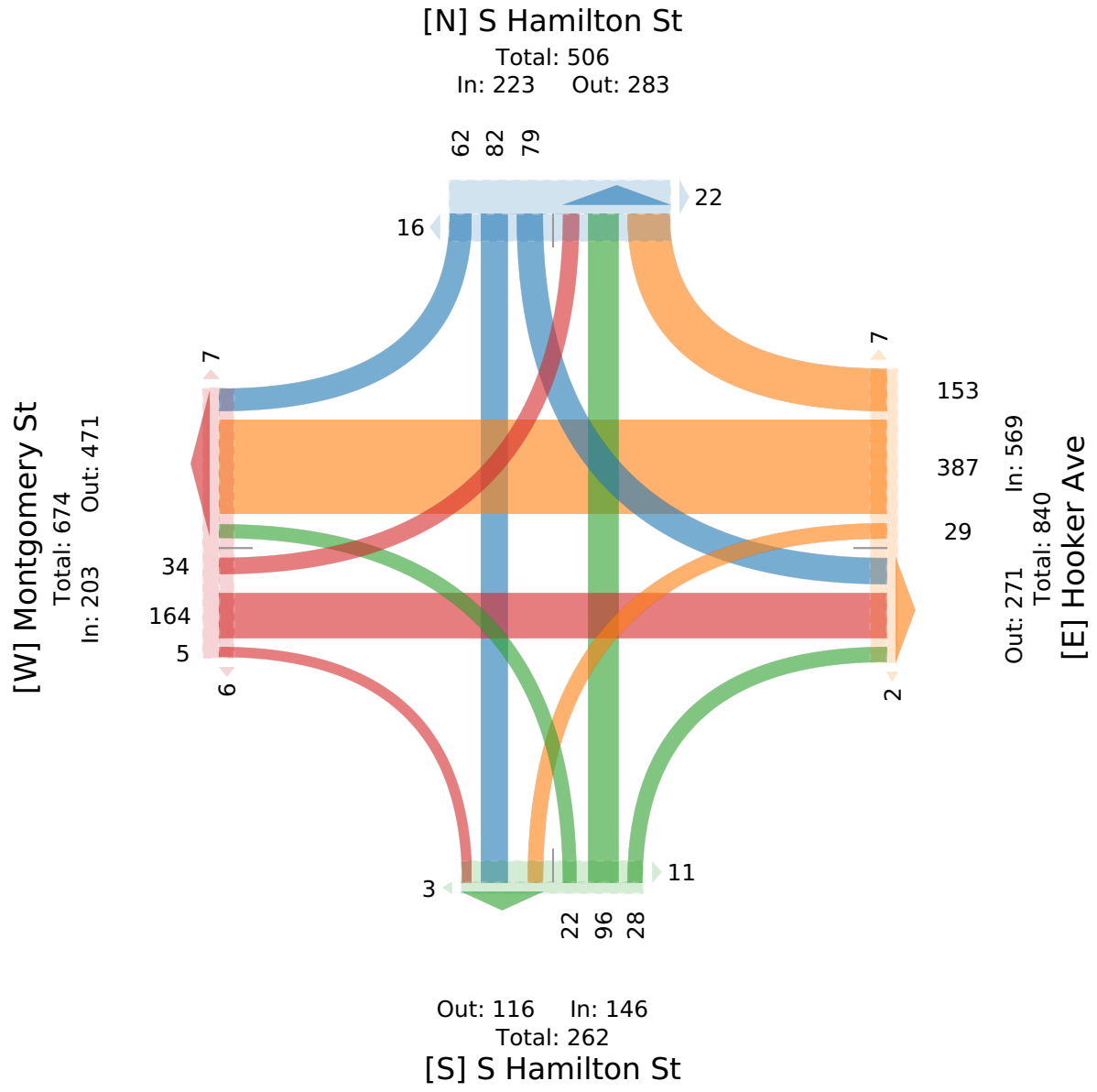
Leg Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton St Northbound						S Hamilton St Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-01-10 7:00AM	4	6	1	0	**11**	0	4	20	11	0	**35**	0	0	6	3	0	**9**	4	3	3	1	0	**7**	1	**62**
7:15AM	4	14	0	0	**18**	0	1	31	11	0	**43**	0	2	10	2	0	**14**	0	9	6	5	0	**20**	1	**95**
7:30AM	3	30	0	0	**33**	0	3	46	17	0	**66**	3	3	11	7	0	**21**	2	8	10	11	0	**29**	3	**149**
7:45AM	6	32	1	0	**39**	3	5	63	13	0	**81**	1	5	12	5	0	**22**	2	7	13	19	0	**39**	8	**181**
Hourly Total	17	82	2	0	**101**	3	13	160	52	0	**225**	4	10	39	17	0	**66**	8	27	32	36	0	**95**	13	**487**
8:00AM	7	23	1	0	**31**	1	6	59	30	0	**95**	0	8	15	4	0	**27**	4	16	16	10	0	**42**	15	**195**
8:15AM	6	23	1	0	**30**	3	4	56	27	0	**87**	1	1	14	1	0	**16**	1	13	10	8	0	**31**	5	**164**
8:30AM	2	19	0	0	**21**	4	4	57	22	0	**83**	1	0	16	2	0	**18**	0	10	13	3	0	**26**	2	**148**
8:45AM	2	17	1	0	**20**	2	2	55	22	0	**79**	3	3	12	4	0	**19**	1	13	11	5	0	**29**	3	**147**
Hourly Total	17	82	3	0	**102**	10	16	227	101	0	**344**	5	12	57	11	0	**80**	6	52	50	26	0	**128**	25	**654**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	34	164	5	0	**203**	13	29	387	153	0	**569**	9	22	96	28	0	**146**	14	79	82	62	0	**223**	38	**1141**
% Approach	16.7%	80.8%	2.5%	0%	**-**	-	5.1%	68.0%	26.9%	0%	**-**	-	15.1%	65.8%	19.2%	0%	**-**	-	35.4%	36.8%	27.8%	0%	**-**	-	-
% Total	3.0%	14.4%	0.4%	0%	**17.8%**	-	2.5%	33.9%	13.4%	0%	**49.9%**	-	1.9%	8.4%	2.5%	0%	**12.8%**	-	6.9%	7.2%	5.4%	0%	**19.5%**	-	-
Lights	33	155	5	0	**193**	-	26	372	145	0	**543**	-	22	93	25	0	**140**	-	73	80	58	0	**211**	-	1087
% Lights	97.1%	94.5%	100%	0%	**95.1%**	-	89.7%	96.1%	94.8%	0%	**95.4%**	-	100%	96.9%	89.3%	0%	**95.9%**	-	92.4%	97.6%	93.5%	0%	**94.6%**	-	95.3%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	1	5	0	0	**6**	-	0	0	1	0	**1**	-	3	1	0	0	**4**	-	12
% Articulated Trucks and Single-Unit Trucks	0%	0.6%	0%	0%	**0.5%**	-	3.4%	1.3%	0%	0%	**1.1%**	-	0%	0%	3.6%	0%	**0.7%**	-	3.8%	1.2%	0%	0%	**1.8%**	-	1.1%
Buses	1	8	0	0	**9**	-	2	10	8	0	**20**	-	0	2	2	0	**4**	-	3	1	4	0	**8**	-	41
% Buses	2.9%	4.9%	0%	0%	**4.4%**	-	6.9%	2.6%	5.2%	0%	**3.5%**	-	0%	2.1%	7.1%	0%	**2.7%**	-	3.8%	1.2%	6.5%	0%	**3.6%**	-	3.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	9	-	-	-	-	-	14	-	-	-	-	-	38	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton and Hooker Ave/Montgomery... - TMC

Wed Jan 10, 2024
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148253, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton and Hooker Ave/Montgomery... - TMC

Wed Jan 10, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148253, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

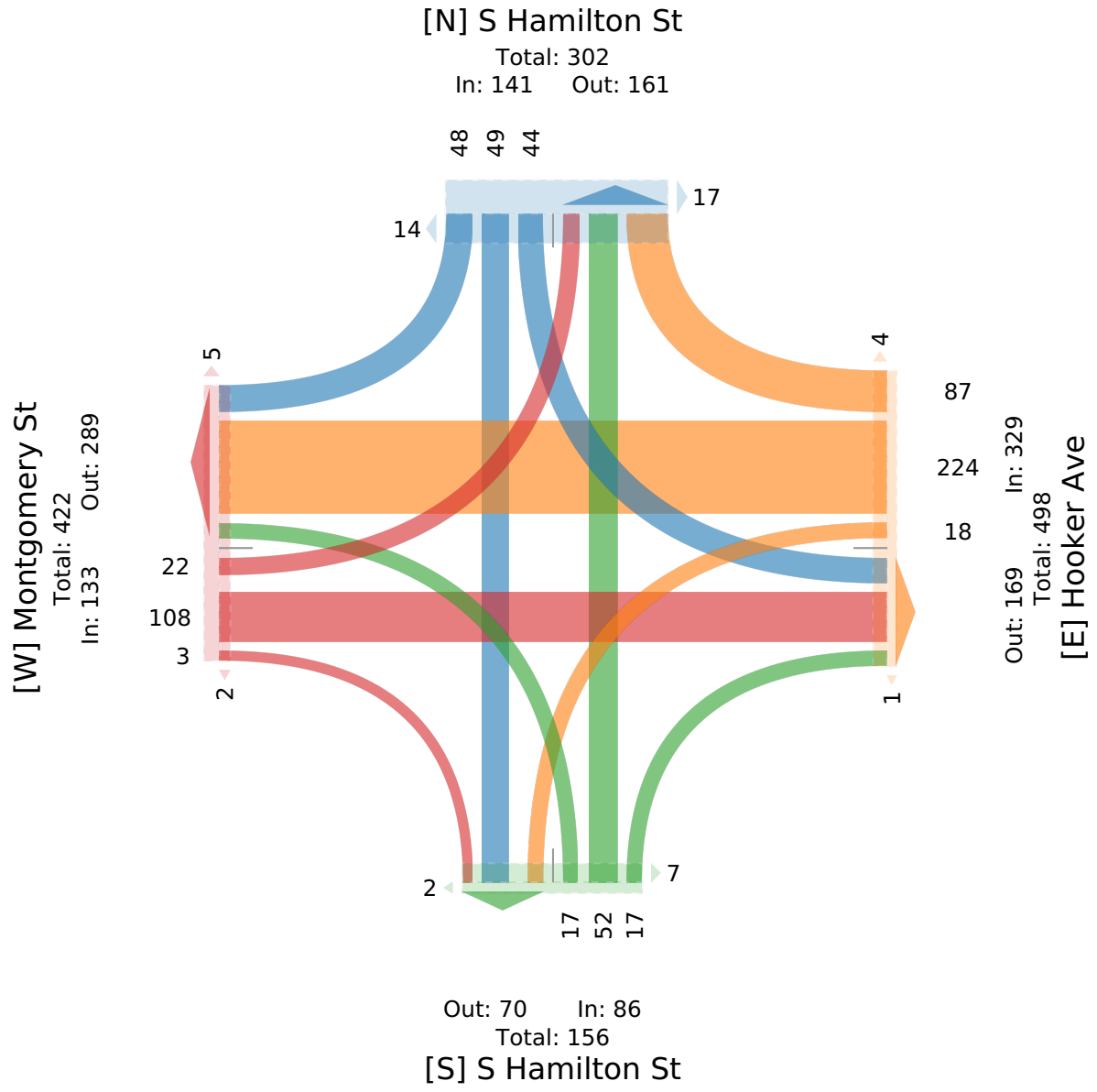
Leg Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton St Northbound						S Hamilton St Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-01-10 7:30AM	3	30	0	0	**33**	0	3	46	17	0	**66**	3	3	11	7	0	**21**	2	8	10	11	0	**29**	3	**149**
7:45AM	6	32	1	0	**39**	3	5	63	13	0	**81**	1	5	12	5	0	**22**	2	7	13	19	0	**39**	8	**181**
8:00AM	7	23	1	0	**31**	1	6	59	30	0	**95**	0	8	15	4	0	**27**	4	16	16	10	0	**42**	15	**195**
8:15AM	6	23	1	0	**30**	3	4	56	27	0	**87**	1	1	14	1	0	**16**	1	13	10	8	0	**31**	5	**164**
Total	22	108	3	0	**133**	7	18	224	87	0	**329**	5	17	52	17	0	**86**	9	44	49	48	0	**141**	31	**689**
% Approach	16.5%	81.2%	2.3%	0%	**-**	-	5.5%	68.1%	26.4%	0%	**-**	-	19.8%	60.5%	19.8%	0%	**-**	-	31.2%	34.8%	34.0%	0%	**-**	-	-
% Total	3.2%	15.7%	0.4%	0%	**19.3%**	-	2.6%	32.5%	12.6%	0%	**47.8%**	-	2.5%	7.5%	2.5%	0%	**12.5%**	-	6.4%	7.1%	7.0%	0%	**20.5%**	-	-
PHF	0.786	0.844	0.750	-	**0.853**	-	0.750	0.889	0.725	-	**0.866**	-	0.531	0.867	0.607	-	**0.796**	-	0.688	0.766	0.632	-	**0.839**	-	0.883
Lights	22	104	3	0	**129**	-	16	215	82	0	**313**	-	17	51	15	0	**83**	-	44	48	45	0	**137**	-	662
% Lights	100%	96.3%	100%	0%	**97.0%**	-	88.9%	96.0%	94.3%	0%	**95.1%**	-	100%	98.1%	88.2%	0%	**96.5%**	-	100%	98.0%	93.8%	0%	**97.2%**	-	96.1%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	0%	**0.8%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses	0	3	0	0	**3**	-	2	8	5	0	**15**	-	0	1	2	0	**3**	-	0	1	3	0	**4**	-	25
% Buses	0%	2.8%	0%	0%	**2.3%**	-	11.1%	3.6%	5.7%	0%	**4.6%**	-	0%	1.9%	11.8%	0%	**3.5%**	-	0%	2.0%	6.3%	0%	**2.8%**	-	3.6%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	31	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton and Hooker Ave/Montgomery... - TMC

Wed Jan 10, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148253, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
Full Length (2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg / Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton St Northbound						S Hamilton St Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-01-10 2:00PM	8	21	0	0	**29**	1	2	40	13	0	**55**	2	4	16	2	0	**22**	0	9	7	8	0	**24**	2	**130**
2:15PM	8	13	2	0	**23**	0	3	32	18	0	**53**	3	2	8	3	0	**13**	1	9	16	10	0	**35**	6	**124**
2:30PM	13	46	5	0	**64**	1	3	33	13	0	**49**	0	1	8	5	0	**14**	2	14	10	13	0	**37**	20	**164**
2:45PM	9	23	5	0	**37**	1	2	56	25	0	**83**	1	2	23	1	0	**26**	2	15	19	7	0	**41**	5	**187**
Hourly Total	38	103	12	0	**153**	3	10	161	69	0	**240**	6	9	55	11	0	**75**	5	47	52	38	0	**137**	33	**605**
3:00PM	10	18	2	0	**30**	0	5	70	18	0	**93**	4	2	19	3	0	**24**	7	9	12	9	0	**30**	8	**177**
3:15PM	6	30	0	0	**36**	2	2	48	19	0	**69**	5	2	17	2	0	**21**	3	11	7	5	0	**23**	22	**149**
3:30PM	2	34	0	0	**36**	3	2	42	16	0	**60**	4	0	16	2	0	**18**	1	7	11	5	0	**23**	14	**137**
3:45PM	11	24	0	0	**35**	1	5	46	21	0	**72**	2	2	12	4	0	**18**	2	6	14	9	0	**29**	8	**154**
Hourly Total	29	106	2	0	**137**	6	14	206	74	0	**294**	15	6	64	11	0	**81**	13	33	44	28	0	**105**	52	**617**
4:00PM	6	22	0	0	**28**	2	7	46	10	0	**63**	3	1	16	2	0	**19**	0	17	11	3	0	**31**	5	**141**
4:15PM	5	25	0	0	**30**	1	5	41	11	0	**57**	1	1	14	2	0	**17**	4	14	17	7	0	**38**	5	**142**
4:30PM	9	27	1	0	**37**	1	1	56	31	0	**88**	0	1	17	2	0	**20**	1	16	16	13	0	**45**	11	**190**
4:45PM	8	32	3	0	**43**	2	2	54	24	0	**80**	5	2	12	2	0	**16**	0	16	12	8	0	**36**	6	**175**
Hourly Total	28	106	4	0	**138**	6	15	197	76	0	**288**	9	5	59	8	0	**72**	5	63	56	31	0	**150**	27	**648**
5:00PM	16	42	2	0	**60**	4	6	47	25	0	**78**	3	2	18	5	0	**25**	4	23	8	9	0	**40**	6	**203**
5:15PM	6	27	0	0	**33**	4	1	49	17	0	**67**	1	2	15	2	0	**19**	1	20	17	8	0	**45**	4	**164**
5:30PM	15	27	0	0	**42**	4	2	35	10	0	**47**	0	1	15	1	0	**17**	2	17	18	11	0	**46**	5	**152**
5:45PM	15	33	1	0	**49**	3	2	30	11	0	**43**	3	1	18	1	0	**20**	2	14	23	14	0	**51**	1	**163**
Hourly Total	52	129	3	0	**184**	15	11	161	63	0	**235**	7	6	66	9	0	**81**	9	74	66	42	0	**182**	16	**682**
6:00PM	8	34	1	0	**43**	3	2	27	7	0	**36**	1	1	16	4	0	**21**	0	6	15	10	0	**31**	2	**131**
6:15PM	4	12	1	0	**17**	2	5	23	17	0	**45**	1	0	12	0	0	**12**	0	10	20	10	0	**40**	1	**114**
6:30PM	6	16	3	0	**25**	0	3	46	10	0	**59**	0	1	7	2	0	**10**	0	9	15	4	0	**28**	0	**122**
6:45PM	3	14	1	0	**18**	4	3	26	11	0	**40**	2	1	14	1	0	**16**	0	3	15	7	0	**25**	1	**99**
Hourly Total	21	76	6	0	**103**	9	13	122	45	0	**180**	4	3	49	7	0	**59**	0	28	65	31	0	**124**	4	**466**
Total	168	520	27	0	**715**	39	63	847	327	0	**1237**	41	29	293	46	0	**368**	32	245	283	170	0	**698**	132	**3018**
% Approach	23.5%	72.7%	3.8%	0%	**-**	-	5.1%	68.5%	26.4%	0%	**-**	-	7.9%	79.6%	12.5%	0%	**-**	-	35.1%	40.5%	24.4%	0%	**-**	-	-
% Total	5.6%	17.2%	0.9%	0%	**23.7%**	-	2.1%	28.1%	10.8%	0%	**41.0%**	-	1.0%	9.7%	1.5%	0%	**12.2%**	-	8.1%	9.4%	5.6%	0%	**23.1%**	-	-
Lights	166	505	27	0	**698**	-	59	827	315	0	**1201**	-	28	288	45	0	**361**	-	240	280	163	0	**683**	-	2943
% Lights	98.8%	97.1%	100%	0%	**97.6%**	-	93.7%	97.6%	96.3%	0%	**97.1%**	-	96.6%	98.3%	97.8%	0%	**98.1%**	-	98.0%	98.9%	95.9%	0%	**97.9%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	**3**	-	1	5	4	0	**10**	-	0	1	0	0	**1**	-	2	1	1	0	**4**	-	18
% Articulated Trucks and Single-Unit Trucks	0%	0.6%	0%	0%	**0.4%**	-	1.6%	0.6%	1.2%	0%	**0.8%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.8%	0.4%	0.6%	0%	**0.6%**	-	0.6%
Buses	2	12	0	0	**14**	-	3	15	6	0	**24**	-	1	3	1	0	**5**	-	2	1	6	0	**9**	-	52
% Buses	1.2%	2.3%	0%	0%	**2.0%**	-	4.8%	1.8%	1.8%	0%	**1.9%**	-	3.4%	1.0%	2.2%	0%	**1.4%**	-	0.8%	0.4%	3.5%	0%	**1.3%**	-	1.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	2	0	**2**	-	0	1	0	0	**1**	-	1	1	0	0	**2**	-	5
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0.6%	0%	**0.2%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%	0.4%	0%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	39	-	-	-	-	-	40	-	-	-	-	-	31	-	-	-	-	-	129	

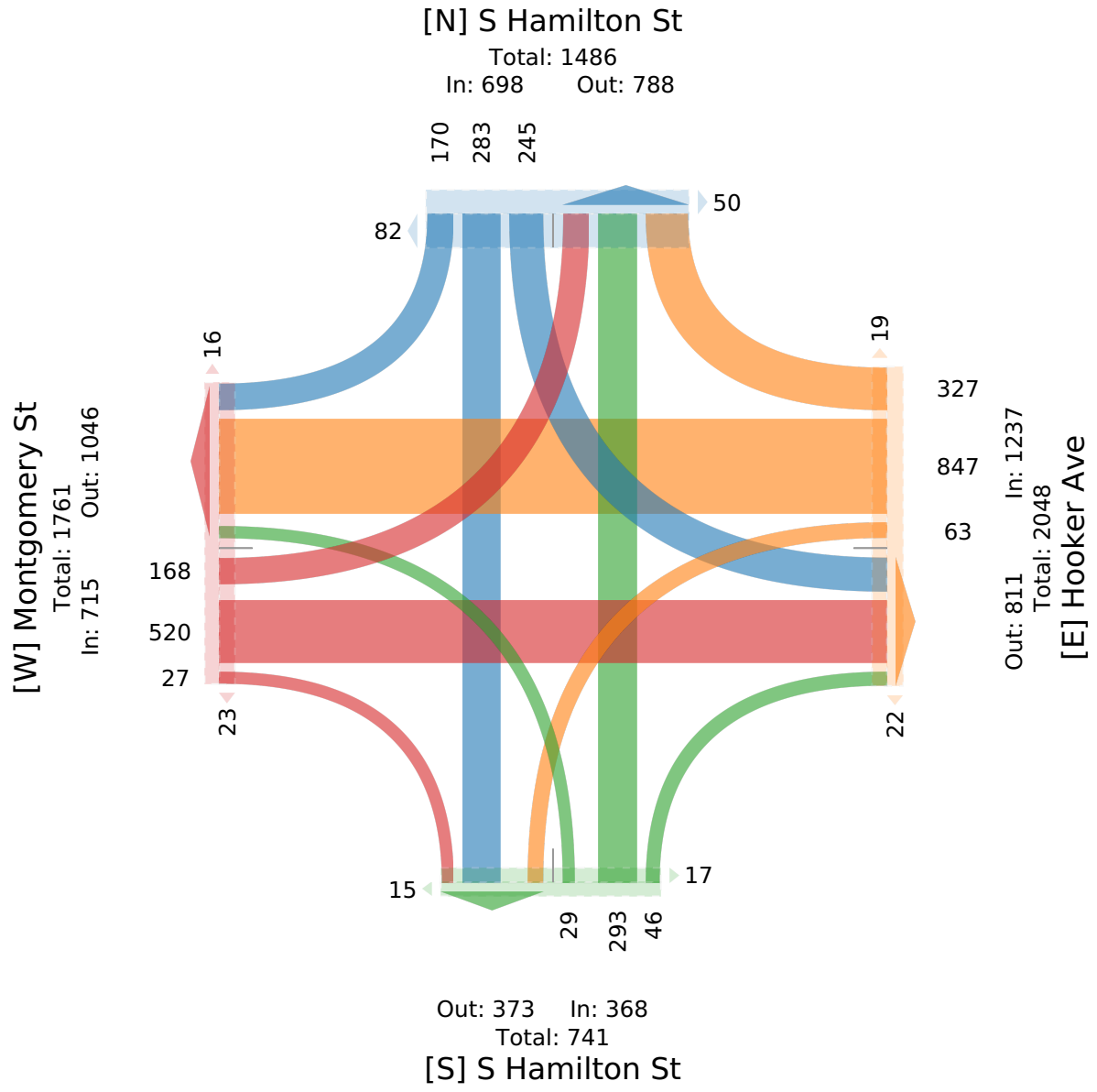
Leg	Montgomery St						Hooker Ave						S Hamilton St						S Hamilton St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	97.6%	-	-	-	-	-	96.9%	-	-	-	-	-	97.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	2.4%	-	-	-	-	-	3.1%	-	-	-	-	-	2.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
Full Length (2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
PM Peak, Forced Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

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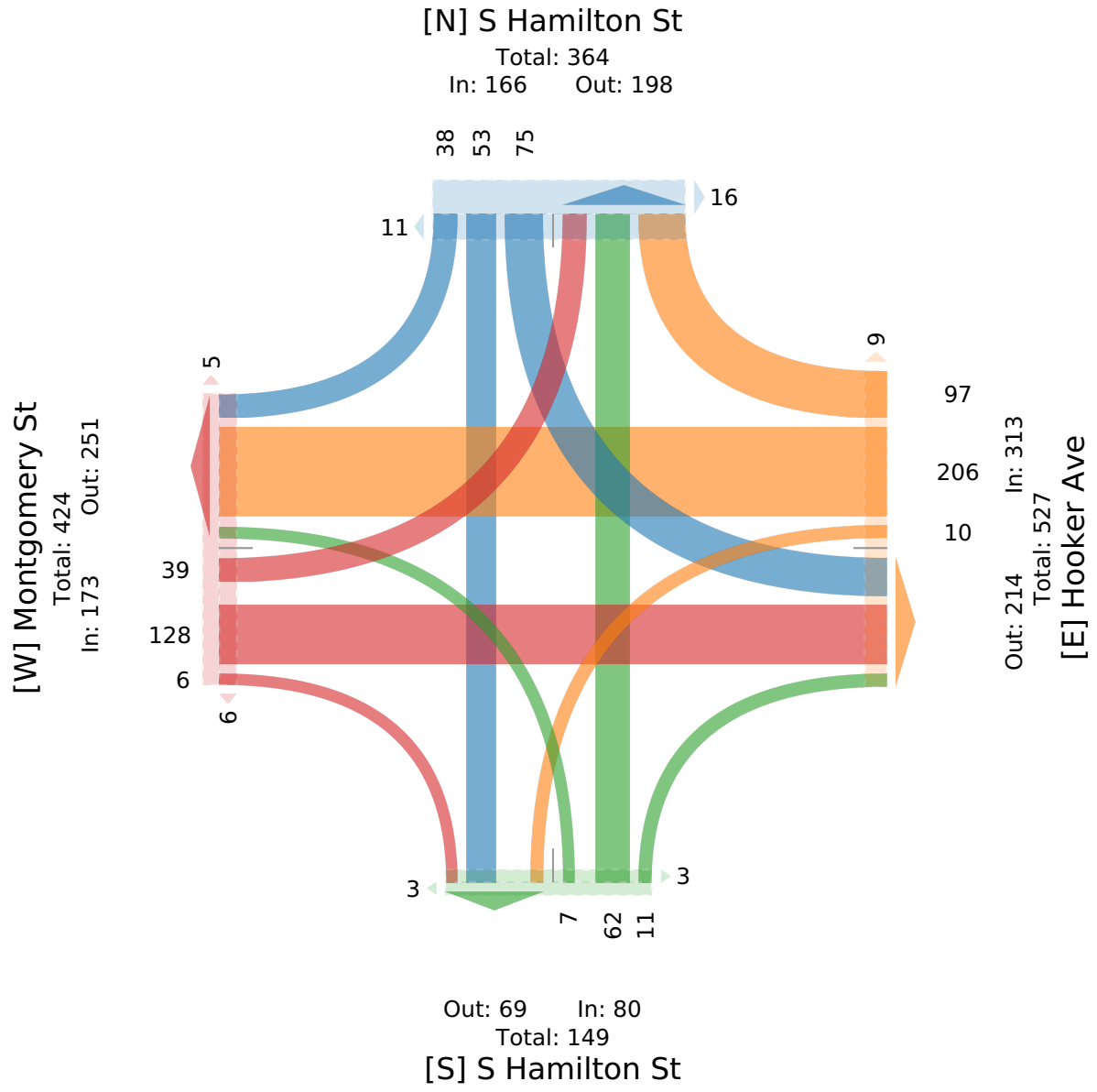
Leg Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton St Northbound						S Hamilton St Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-01-10 4:30PM	9	27	1	0	**37**	1	1	56	31	0	**88**	0	1	17	2	0	**20**	1	16	16	13	0	**45**	11	**190**
4:45PM	8	32	3	0	**43**	2	2	54	24	0	**80**	5	2	12	2	0	**16**	0	16	12	8	0	**36**	6	**175**
5:00PM	16	42	2	0	**60**	4	6	47	25	0	**78**	3	2	18	5	0	**25**	4	23	8	9	0	**40**	6	**203**
5:15PM	6	27	0	0	**33**	4	1	49	17	0	**67**	1	2	15	2	0	**19**	1	20	17	8	0	**45**	4	**164**
Total	39	128	6	0	**173**	11	10	206	97	0	**313**	9	7	62	11	0	**80**	6	75	53	38	0	**166**	27	**732**
% Approach	22.5%	74.0%	3.5%	0%	**-**	-	3.2%	65.8%	31.0%	0%	**-**	-	8.8%	77.5%	13.8%	0%	**-**	-	45.2%	31.9%	22.9%	0%	**-**	-	-
% Total	5.3%	17.5%	0.8%	0%	**23.6%**	-	1.4%	28.1%	13.3%	0%	**42.8%**	-	1.0%	8.5%	1.5%	0%	**10.9%**	-	10.2%	7.2%	5.2%	0%	**22.7%**	-	-
PHF	0.609	0.762	0.500	-	**0.721**	-	0.417	0.920	0.800	-	**0.897**	-	0.875	0.847	0.550	-	**0.790**	-	0.841	0.779	0.731	-	**0.917**	-	0.902
Lights	39	126	6	0	**171**	-	10	201	94	0	**305**	-	7	61	11	0	**79**	-	74	53	37	0	**164**	-	719
% Lights	100%	98.4%	100%	0%	**98.8%**	-	100%	97.6%	96.9%	0%	**97.4%**	-	100%	98.4%	100%	0%	**98.8%**	-	98.7%	100%	97.4%	0%	**98.8%**	-	98.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	2	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	2.1%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	2	0	0	**2**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	7
% Buses	0%	1.6%	0%	0%	**1.2%**	-	0%	1.9%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.6%	0%	**0.6%**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	1	0	0	**1**	-	1	0	0	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**0.3%**	-	0%	1.6%	0%	0%	**1.3%**	-	1.3%	0%	0%	0%	**0.6%**	-	0.4%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	8	-	-	-	-	-	6	-	-	-	-	-	27	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	88.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	11.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
PM Peak, Forced Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
Full Length (2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton St Northbound						S Hamilton St Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-01-10 2:00PM	8	21	0	0	**29**	1	2	40	13	0	**55**	2	4	16	2	0	**22**	0	9	7	8	0	**24**	2	**130**
2:15PM	8	13	2	0	**23**	0	3	32	18	0	**53**	3	2	8	3	0	**13**	1	9	16	10	0	**35**	6	**124**
2:30PM	13	46	5	0	**64**	1	3	33	13	0	**49**	0	1	8	5	0	**14**	2	14	10	13	0	**37**	20	**164**
2:45PM	9	23	5	0	**37**	1	2	56	25	0	**83**	1	2	23	1	0	**26**	2	15	19	7	0	**41**	5	**187**
Hourly Total	38	103	12	0	**153**	3	10	161	69	0	**240**	6	9	55	11	0	**75**	5	47	52	38	0	**137**	33	**605**
3:00PM	10	18	2	0	**30**	0	5	70	18	0	**93**	4	2	19	3	0	**24**	7	9	12	9	0	**30**	8	**177**
3:15PM	6	30	0	0	**36**	2	2	48	19	0	**69**	5	2	17	2	0	**21**	3	11	7	5	0	**23**	22	**149**
3:30PM	2	34	0	0	**36**	3	2	42	16	0	**60**	4	0	16	2	0	**18**	1	7	11	5	0	**23**	14	**137**
3:45PM	11	24	0	0	**35**	1	5	46	21	0	**72**	2	2	12	4	0	**18**	2	6	14	9	0	**29**	8	**154**
Hourly Total	29	106	2	0	**137**	6	14	206	74	0	**294**	15	6	64	11	0	**81**	13	33	44	28	0	**105**	52	**617**
4:00PM	6	22	0	0	**28**	2	7	46	10	0	**63**	3	1	16	2	0	**19**	0	17	11	3	0	**31**	5	**141**
4:15PM	5	25	0	0	**30**	1	5	41	11	0	**57**	1	1	14	2	0	**17**	4	14	17	7	0	**38**	5	**142**
4:30PM	9	27	1	0	**37**	1	1	56	31	0	**88**	0	1	17	2	0	**20**	1	16	16	13	0	**45**	11	**190**
4:45PM	8	32	3	0	**43**	2	2	54	24	0	**80**	5	2	12	2	0	**16**	0	16	12	8	0	**36**	6	**175**
Hourly Total	28	106	4	0	**138**	6	15	197	76	0	**288**	9	5	59	8	0	**72**	5	63	56	31	0	**150**	27	**648**
5:00PM	16	42	2	0	**60**	4	6	47	25	0	**78**	3	2	18	5	0	**25**	4	23	8	9	0	**40**	6	**203**
5:15PM	6	27	0	0	**33**	4	1	49	17	0	**67**	1	2	15	2	0	**19**	1	20	17	8	0	**45**	4	**164**
5:30PM	15	27	0	0	**42**	4	2	35	10	0	**47**	0	1	15	1	0	**17**	2	17	18	11	0	**46**	5	**152**
5:45PM	15	33	1	0	**49**	3	2	30	11	0	**43**	3	1	18	1	0	**20**	2	14	23	14	0	**51**	1	**163**
Hourly Total	52	129	3	0	**184**	15	11	161	63	0	**235**	7	6	66	9	0	**81**	9	74	66	42	0	**182**	16	**682**
6:00PM	8	34	1	0	**43**	3	2	27	7	0	**36**	1	1	16	4	0	**21**	0	6	15	10	0	**31**	2	**131**
6:15PM	4	12	1	0	**17**	2	5	23	17	0	**45**	1	0	12	0	0	**12**	0	10	20	10	0	**40**	1	**114**
6:30PM	6	16	3	0	**25**	0	3	46	10	0	**59**	0	1	7	2	0	**10**	0	9	15	4	0	**28**	0	**122**
6:45PM	3	14	1	0	**18**	4	3	26	11	0	**40**	2	1	14	1	0	**16**	0	3	15	7	0	**25**	1	**99**
Hourly Total	21	76	6	0	**103**	9	13	122	45	0	**180**	4	3	49	7	0	**59**	0	28	65	31	0	**124**	4	**466**
Total	168	520	27	0	**715**	39	63	847	327	0	**1237**	41	29	293	46	0	**368**	32	245	283	170	0	**698**	132	**3018**
% Approach	23.5%	72.7%	3.8%	0%	**-**	-	5.1%	68.5%	26.4%	0%	**-**	-	7.9%	79.6%	12.5%	0%	**-**	-	35.1%	40.5%	24.4%	0%	**-**	-	-
% Total	5.6%	17.2%	0.9%	0%	**23.7%**	-	2.1%	28.1%	10.8%	0%	**41.0%**	-	1.0%	9.7%	1.5%	0%	**12.2%**	-	8.1%	9.4%	5.6%	0%	**23.1%**	-	-
Lights	166	505	27	0	**698**	-	59	827	315	0	**1201**	-	28	288	45	0	**361**	-	240	280	163	0	**683**	-	2943
% Lights	98.8%	97.1%	100%	0%	**97.6%**	-	93.7%	97.6%	96.3%	0%	**97.1%**	-	96.6%	98.3%	97.8%	0%	**98.1%**	-	98.0%	98.9%	95.9%	0%	**97.9%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	**3**	-	1	5	4	0	**10**	-	0	1	0	0	**1**	-	2	1	1	0	**4**	-	18
% Articulated Trucks and Single-Unit Trucks	0%	0.6%	0%	0%	**0.4%**	-	1.6%	0.6%	1.2%	0%	**0.8%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.8%	0.4%	0.6%	0%	**0.6%**	-	0.6%
Buses	2	12	0	0	**14**	-	3	15	6	0	**24**	-	1	3	1	0	**5**	-	2	1	6	0	**9**	-	52
% Buses	1.2%	2.3%	0%	0%	**2.0%**	-	4.8%	1.8%	1.8%	0%	**1.9%**	-	3.4%	1.0%	2.2%	0%	**1.4%**	-	0.8%	0.4%	3.5%	0%	**1.3%**	-	1.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	2	0	**2**	-	0	1	0	0	**1**	-	1	1	0	0	**2**	-	5
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0.6%	0%	**0.2%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%	0.4%	0%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	39	-	-	-	-	-	40	-	-	-	-	-	31	-	-	-	-	-	129	

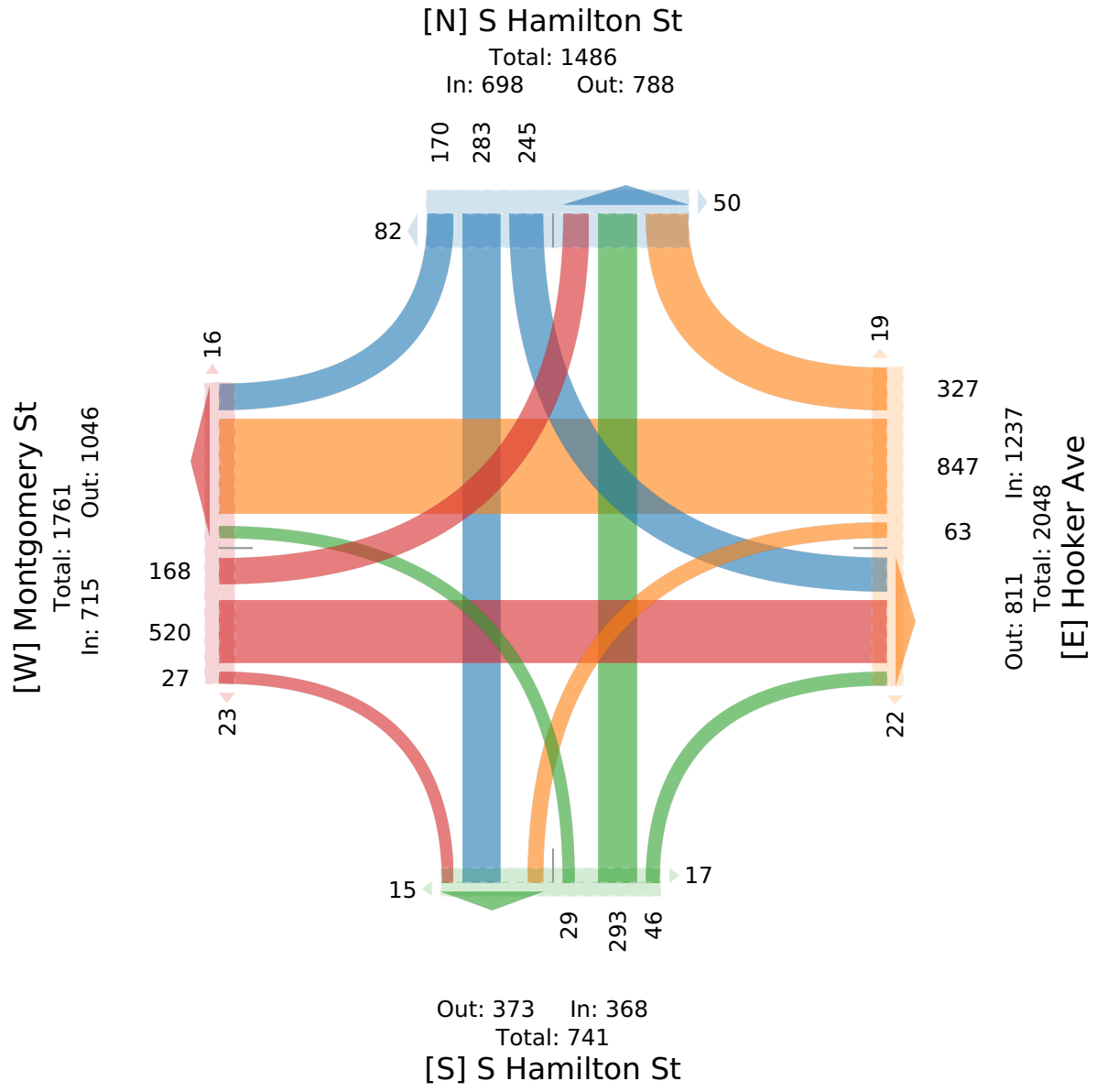
Leg	Montgomery St						Hooker Ave						S Hamilton St						S Hamilton St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	97.6%	-	-	-	-	-	96.9%	-	-	-	-	-	97.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	2.4%	-	-	-	-	-	3.1%	-	-	-	-	-	2.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
Full Length (2 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
Forced Peak (2:30 PM - 3:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

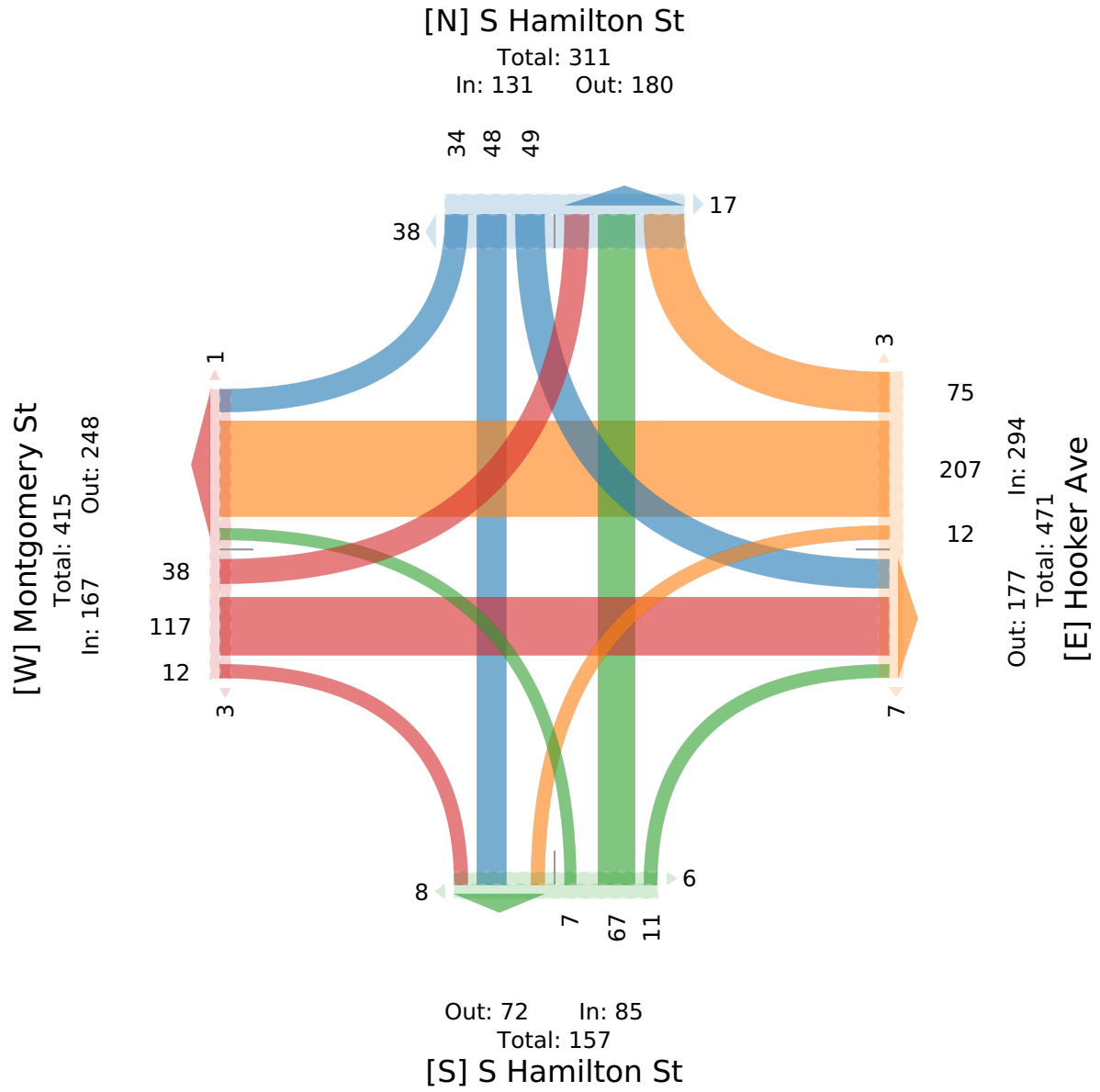
Leg Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton St Northbound						S Hamilton St Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-01-10 2:30PM	13	46	5	0	**64**	1	3	33	13	0	**49**	0	1	8	5	0	**14**	2	14	10	13	0	**37**	20	**164**
2:45PM	9	23	5	0	**37**	1	2	56	25	0	**83**	1	2	23	1	0	**26**	2	15	19	7	0	**41**	5	**187**
3:00PM	10	18	2	0	**30**	0	5	70	18	0	**93**	4	2	19	3	0	**24**	7	9	12	9	0	**30**	8	**177**
3:15PM	6	30	0	0	**36**	2	2	48	19	0	**69**	5	2	17	2	0	**21**	3	11	7	5	0	**23**	22	**149**
Total	38	117	12	0	**167**	4	12	207	75	0	**294**	10	7	67	11	0	**85**	14	49	48	34	0	**131**	55	**677**
% Approach	22.8%	70.1%	7.2%	0%	**-**	-	4.1%	70.4%	25.5%	0%	**-**	-	8.2%	78.8%	12.9%	0%	**-**	-	37.4%	36.6%	26.0%	0%	**-**	-	-
% Total	5.6%	17.3%	1.8%	0%	**24.7%**	-	1.8%	30.6%	11.1%	0%	**43.4%**	-	1.0%	9.9%	1.6%	0%	**12.6%**	-	7.2%	7.1%	5.0%	0%	**19.4%**	-	-
PHF	0.731	0.636	0.600	-	**0.652**	-	0.600	0.739	0.750	-	**0.790**	-	0.875	0.728	0.550	-	**0.817**	-	0.817	0.632	0.654	-	**0.799**	-	0.905
Lights	37	114	12	0	**163**	-	9	201	71	0	**281**	-	6	64	11	0	**81**	-	46	47	32	0	**125**	-	650
% Lights	97.4%	97.4%	100%	0%	**97.6%**	-	75.0%	97.1%	94.7%	0%	**95.6%**	-	85.7%	95.5%	100%	0%	**95.3%**	-	93.9%	97.9%	94.1%	0%	**95.4%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.0%	0%	0%	0%	**0.8%**	-	0.3%
Buses	1	2	0	0	**3**	-	3	6	4	0	**13**	-	1	3	0	0	**4**	-	2	1	2	0	**5**	-	25
% Buses	2.6%	1.7%	0%	0%	**1.8%**	-	25.0%	2.9%	5.3%	0%	**4.4%**	-	14.3%	4.5%	0%	0%	**4.7%**	-	4.1%	2.1%	5.9%	0%	**3.8%**	-	3.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	10	-	-	-	-	-	14	-	-	-	-	-	55	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
Forced Peak (2:30 PM - 3:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

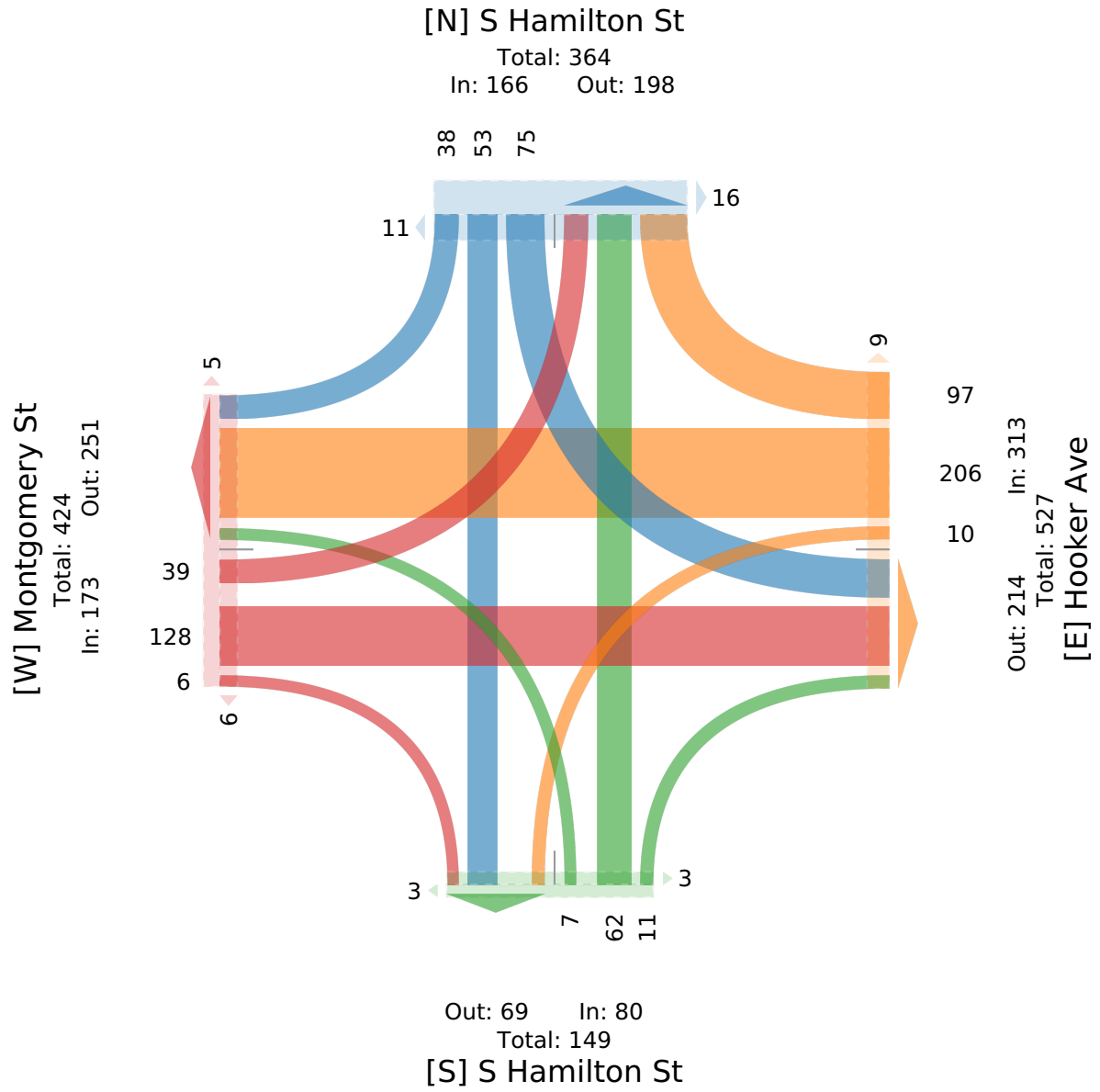
Leg Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton St Northbound						S Hamilton St Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-01-10 4:30PM	9	27	1	0	**37**	1	1	56	31	0	**88**	0	1	17	2	0	**20**	1	16	16	13	0	**45**	11	**190**
4:45PM	8	32	3	0	**43**	2	2	54	24	0	**80**	5	2	12	2	0	**16**	0	16	12	8	0	**36**	6	**175**
5:00PM	16	42	2	0	**60**	4	6	47	25	0	**78**	3	2	18	5	0	**25**	4	23	8	9	0	**40**	6	**203**
5:15PM	6	27	0	0	**33**	4	1	49	17	0	**67**	1	2	15	2	0	**19**	1	20	17	8	0	**45**	4	**164**
Total	39	128	6	0	**173**	11	10	206	97	0	**313**	9	7	62	11	0	**80**	6	75	53	38	0	**166**	27	**732**
% Approach	22.5%	74.0%	3.5%	0%	**-**	-	3.2%	65.8%	31.0%	0%	**-**	-	8.8%	77.5%	13.8%	0%	**-**	-	45.2%	31.9%	22.9%	0%	**-**	-	-
% Total	5.3%	17.5%	0.8%	0%	**23.6%**	-	1.4%	28.1%	13.3%	0%	**42.8%**	-	1.0%	8.5%	1.5%	0%	**10.9%**	-	10.2%	7.2%	5.2%	0%	**22.7%**	-	-
PHF	0.609	0.762	0.500	-	**0.721**	-	0.417	0.920	0.800	-	**0.897**	-	0.875	0.847	0.550	-	**0.790**	-	0.841	0.779	0.731	-	**0.917**	-	0.902
Lights	39	126	6	0	**171**	-	10	201	94	0	**305**	-	7	61	11	0	**79**	-	74	53	37	0	**164**	-	719
% Lights	100%	98.4%	100%	0%	**98.8%**	-	100%	97.6%	96.9%	0%	**97.4%**	-	100%	98.4%	100%	0%	**98.8%**	-	98.7%	100%	97.4%	0%	**98.8%**	-	98.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	2	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	2.1%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	2	0	0	**2**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	7
% Buses	0%	1.6%	0%	0%	**1.2%**	-	0%	1.9%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.6%	0%	**0.6%**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	1	0	0	**1**	-	1	0	0	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**0.3%**	-	0%	1.6%	0%	0%	**1.3%**	-	1.3%	0%	0%	0%	**0.6%**	-	0.4%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	8	-	-	-	-	-	6	-	-	-	-	-	27	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	88.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	11.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Wed Jan 10, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148258, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Sat Jan 13, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148259, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

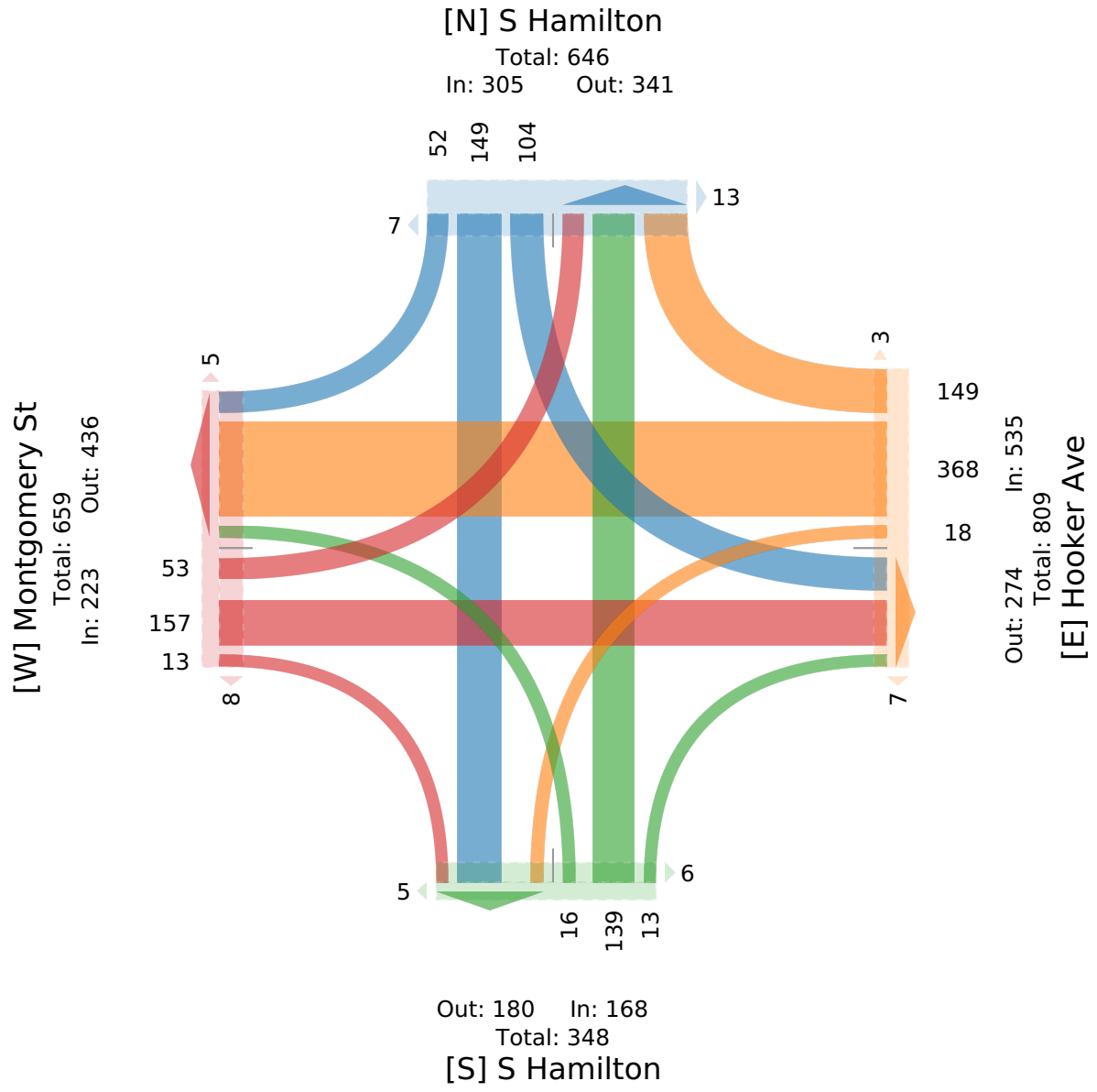
Leg / Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton Northbound						S Hamilton Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-01-13 11:00AM	8	4	2	0	**14**	0	2	33	10	0	**45**	1	2	13	1	0	**16**	2	9	12	0	0	**21**	1	**96**
11:15AM	1	11	0	0	**12**	3	2	24	9	0	**35**	0	1	9	2	0	**12**	2	9	12	3	0	**24**	0	**83**
11:30AM	2	20	1	0	**23**	2	0	36	10	0	**46**	0	2	17	0	0	**19**	1	6	8	2	0	**16**	0	**104**
11:45AM	8	10	0	0	**18**	1	0	32	6	0	**38**	2	1	11	1	0	**13**	0	11	11	6	0	**28**	0	**97**
Hourly Total	19	45	3	0	**67**	6	4	125	35	0	**164**	3	6	50	4	0	**60**	5	35	43	11	0	**89**	1	**380**
12:00PM	4	16	2	0	**22**	2	1	29	17	0	**47**	2	2	13	1	0	**16**	1	12	12	5	0	**29**	0	**114**
12:15PM	5	13	2	0	**20**	0	0	42	14	0	**56**	2	1	20	1	0	**22**	0	5	21	3	0	**29**	3	**127**
12:30PM	3	12	2	0	**17**	0	3	28	12	0	**43**	0	1	10	2	0	**13**	1	12	9	4	0	**25**	1	**98**
12:45PM	8	11	0	0	**19**	0	0	23	12	0	**35**	0	0	5	1	0	**6**	2	7	13	10	0	**30**	5	**90**
Hourly Total	20	52	6	0	**78**	2	4	122	55	0	**181**	4	4	48	5	0	**57**	4	36	55	22	0	**113**	9	**429**
1:00PM	6	21	2	0	**29**	0	2	36	11	0	**49**	3	4	10	1	0	**15**	1	12	18	8	0	**38**	2	**131**
1:15PM	4	11	1	0	**16**	2	3	21	20	0	**44**	0	0	11	2	0	**13**	0	7	7	1	0	**15**	1	**88**
1:30PM	2	17	0	0	**19**	3	4	32	14	0	**50**	0	2	11	1	0	**14**	0	8	11	6	0	**25**	5	**108**
1:45PM	2	11	1	0	**14**	0	1	32	14	0	**47**	0	0	9	0	0	**9**	1	6	15	4	0	**25**	2	**95**
Hourly Total	14	60	4	0	**78**	5	10	121	59	0	**190**	3	6	41	4	0	**51**	2	33	51	19	0	**103**	10	**422**
2:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	53	157	13	0	**223**	13	18	368	149	0	**535**	10	16	139	13	0	**168**	11	104	149	52	0	**305**	20	**1231**
% Approach	23.8%	70.4%	5.8%	0%	**-**	-	3.4%	68.8%	27.9%	0%	**-**	-	9.5%	82.7%	7.7%	0%	**-**	-	34.1%	48.9%	17.0%	0%	**-**	-	-
% Total	4.3%	12.8%	1.1%	0%	**18.1%**	-	1.5%	29.9%	12.1%	0%	**43.5%**	-	1.3%	11.3%	1.1%	0%	**13.6%**	-	8.4%	12.1%	4.2%	0%	**24.8%**	-	-
Lights	52	149	13	0	**214**	-	18	362	146	0	**526**	-	16	138	13	0	**167**	-	102	149	48	0	**299**	-	1206
% Lights	98.1%	94.9%	100%	0%	**96.0%**	-	100%	98.4%	98.0%	0%	**98.3%**	-	100%	99.3%	100%	0%	**99.4%**	-	98.1%	100%	92.3%	0%	**98.0%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	1	1	0	0	**2**	-	0	4	2	0	**6**	-	0	1	0	0	**1**	-	0	0	1	0	**1**	-	10
% Articulated Trucks and Single-Unit Trucks	1.9%	0.6%	0%	0%	**0.9%**	-	0%	1.1%	1.3%	0%	**1.1%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0%	1.9%	0%	**0.3%**	-	0.8%
Buses	0	7	0	0	**7**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	3	0	**3**	-	12
% Buses	0%	4.5%	0%	0%	**3.1%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	5.8%	0%	**1.0%**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	2	0	0	0	**2**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0.7%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	1.9%	0%	0%	0%	**0.7%**	-	0.2%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	10	-	-	-	-	-	11	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Sat Jan 13, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148259, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Sat Jan 13, 2024
Midday Peak (WKND), Forced Peak (12:15 PM - 1:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148259, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

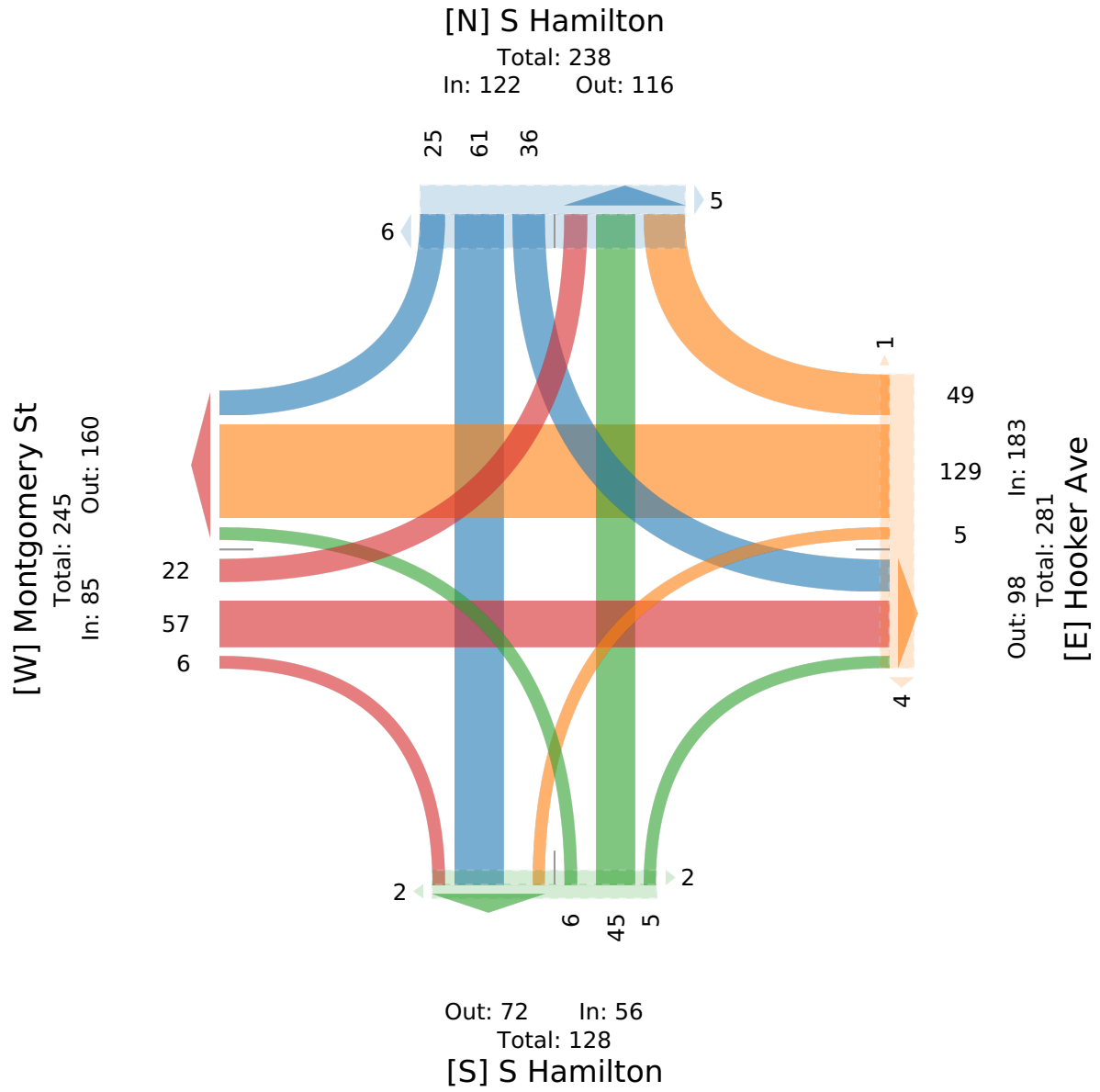
Leg Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton Northbound						S Hamilton Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-01-13 12:15PM	5	13	2	0	**20**	0	0	42	14	0	**56**	2	1	20	1	0	**22**	0	5	21	3	0	**29**	3	**127**
12:30PM	3	12	2	0	**17**	0	3	28	12	0	**43**	0	1	10	2	0	**13**	1	12	9	4	0	**25**	1	**98**
12:45PM	8	11	0	0	**19**	0	0	23	12	0	**35**	0	0	5	1	0	**6**	2	7	13	10	0	**30**	5	**90**
1:00PM	6	21	2	0	**29**	0	2	36	11	0	**49**	3	4	10	1	0	**15**	1	12	18	8	0	**38**	2	**131**
Total	22	57	6	0	**85**	0	5	129	49	0	**183**	5	6	45	5	0	**56**	4	36	61	25	0	**122**	11	**446**
% Approach	25.9%	67.1%	7.1%	0%	**-**	-	2.7%	70.5%	26.8%	0%	**-**	-	10.7%	80.4%	8.9%	0%	**-**	-	29.5%	50.0%	20.5%	0%	**-**	-	-
% Total	4.9%	12.8%	1.3%	0%	**19.1%**	-	1.1%	28.9%	11.0%	0%	**41.0%**	-	1.3%	10.1%	1.1%	0%	**12.6%**	-	8.1%	13.7%	5.6%	0%	**27.4%**	-	-
PHF	0.688	0.679	0.750	-	**0.733**	-	0.417	0.768	0.857	-	**0.813**	-	0.375	0.563	0.625	-	**0.636**	-	0.729	0.726	0.625	-	**0.818**	-	0.854
Lights	22	54	6	0	**82**	-	5	127	47	0	**179**	-	6	45	5	0	**56**	-	35	61	23	0	**119**	-	436
% Lights	100%	94.7%	100%	0%	**96.5%**	-	100%	98.4%	95.9%	0%	**97.8%**	-	100%	100%	100%	0%	**100%**	-	97.2%	100%	92.0%	0%	**97.5%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	1.8%	0%	0%	**1.2%**	-	0%	0.8%	2.0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	4.0%	0%	**0.8%**	-	0.9%
Buses	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	4
% Buses	0%	3.5%	0%	0%	**2.4%**	-	0%	0.8%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	4.0%	0%	**0.8%**	-	0.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	2
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	2.0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	2.8%	0%	0%	0%	**0.8%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Sat Jan 13, 2024
Midday Peak (WKND), Forced Peak (12:15 PM - 1:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148259, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Sat Jan 13, 2024
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148259, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

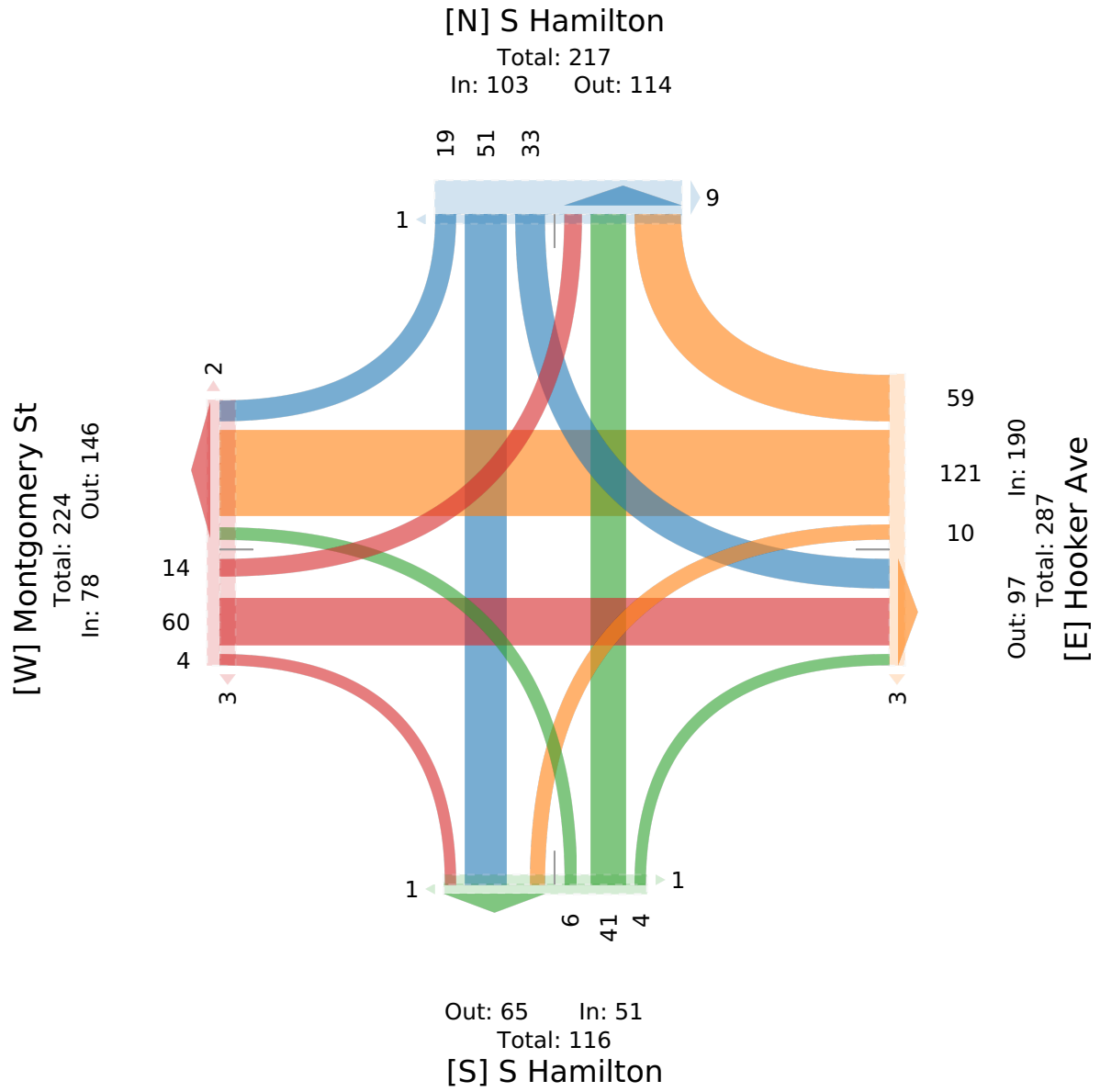
Leg Direction	Montgomery St Eastbound						Hooker Ave Westbound						S Hamilton Northbound						S Hamilton Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-01-13 1:00PM	6	21	2	0	**29**	0	2	36	11	0	**49**	3	4	10	1	0	**15**	1	12	18	8	0	**38**	2	**131**
1:15PM	4	11	1	0	**16**	2	3	21	20	0	**44**	0	0	11	2	0	**13**	0	7	7	1	0	**15**	1	**88**
1:30PM	2	17	0	0	**19**	3	4	32	14	0	**50**	0	2	11	1	0	**14**	0	8	11	6	0	**25**	5	**108**
1:45PM	2	11	1	0	**14**	0	1	32	14	0	**47**	0	0	9	0	0	**9**	1	6	15	4	0	**25**	2	**95**
Total	14	60	4	0	**78**	5	10	121	59	0	**190**	3	6	41	4	0	**51**	2	33	51	19	0	**103**	10	**422**
% Approach	17.9%	76.9%	5.1%	0%	**-**	-	5.3%	63.7%	31.1%	0%	**-**	-	11.8%	80.4%	7.8%	0%	**-**	-	32.0%	49.5%	18.4%	0%	**-**	-	-
% Total	3.3%	14.2%	0.9%	0%	**18.5%**	-	2.4%	28.7%	14.0%	0%	**45.0%**	-	1.4%	9.7%	0.9%	0%	**12.1%**	-	7.8%	12.1%	4.5%	0%	**24.4%**	-	-
PHF	0.583	0.714	0.500	-	**0.672**	-	0.625	0.840	0.738	-	**0.950**	-	0.375	0.932	0.500	-	**0.850**	-	0.727	0.708	0.594	-	**0.689**	-	0.810
Lights	14	58	4	0	**76**	-	10	119	58	0	**187**	-	6	41	4	0	**51**	-	32	51	18	0	**101**	-	415
% Lights	100%	96.7%	100%	0%	**97.4%**	-	100%	98.3%	98.3%	0%	**98.4%**	-	100%	100%	100%	0%	**100%**	-	97.0%	100%	94.7%	0%	**98.1%**	-	98.3%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.8%	1.7%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	4
% Buses	0%	3.3%	0%	0%	**2.6%**	-	0%	0.8%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	5.3%	0%	**1.0%**	-	0.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	3.0%	0%	0%	0%	**1.0%**	-	0.2%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-200 S Hamilton St and Hooker Ave/Montgom... - TMC

Sat Jan 13, 2024
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1148259, Location: 41.698926, -73.925187, Site Code: 123-200

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



National Data & Surveying Services

Intersection Turning Movement Count

Location: Hooker Ave/Crescent Rd & Dwight St/Hanscom Ave
City: Poughkeepsie
Control: Signalized

Project ID: 24-380005-001
Date: 1/10/2024

Data - Total

NS/EW Streets:	Hooker Ave/Crescent Rd					Hooker Ave/Crescent Rd					Dwight St/Hanscom Ave					Dwight St/Hanscom Ave								
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2			
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2U2	TOTAL
7:00 AM	8	23	0	0	0	0	8	3	0	0	4	0	4	0	1	0	4	0	0	0	0	0	0	55
7:15 AM	10	31	0	0	0	0	23	1	0	0	1	0	6	0	0	2	6	0	0	0	0	0	0	80
7:30 AM	11	39	0	0	0	0	33	4	0	0	2	0	10	0	0	1	6	1	0	0	0	1	1	109
7:45 AM	10	48	0	0	2	0	31	9	0	0	8	0	12	0	0	2	4	3	0	0	0	0	0	129
8:00 AM	13	57	0	0	0	0	36	9	0	1	4	0	10	0	0	1	5	2	0	1	0	0	2	141
8:15 AM	16	55	0	0	1	0	30	9	0	2	6	0	7	0	0	1	5	3	0	0	0	3	0	138
8:30 AM	21	65	0	0	0	0	34	7	0	2	11	0	1	0	1	0	4	4	0	0	0	1	0	151
8:45 AM	8	56	0	0	0	0	49	7	0	1	4	0	6	0	0	0	3	1	0	1	1	0	0	137
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2U2	TOTAL
TOTAL VOLUMES :	97	374	0	0	3	0	244	49	0	6	40	0	56	0	2	7	37	14	0	2	1	5	3	940
APPROACH %'s :	20.46%	78.90%	0.00%	0.00%	0.63%	0.00%	81.61%	16.39%	0.00%	2.01%	40.82%	0.00%	57.14%	0.00%	2.04%	11.67%	61.67%	23.33%	0.00%	3.33%	11.11%	55.56%	33.33%	
PEAK HR :	08:00 AM - 09:00 AM																							TOTAL
PEAK HR VOL :	58	233	0	0	1	0	149	32	0	6	25	0	24	0	1	2	17	10	0	2	1	4	2	567
PEAK HR FACTOR :	0.690	0.896	0.000	0.000	0.250	0.000	0.760	0.889	0.000	0.750	0.568	0.000	0.600	0.000	0.250	0.500	0.850	0.625	0.000	0.500	0.250	0.333	0.250	0.939
			0.849					0.820					0.893					0.861						

NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2			
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2U2	TOTAL
2:00 PM	5	38	0	0	0	0	37	5	0	1	0	0	1	0	0	0	3	0	0	0	0	1	0	91
2:15 PM	10	31	0	0	1	0	23	11	0	0	3	0	7	0	0	0	3	2	0	0	0	2	0	93
2:30 PM	14	34	0	0	0	0	41	6	0	0	7	0	16	0	0	1	2	1	0	0	0	2	1	125
2:45 PM	15	41	0	0	0	0	52	10	0	3	11	0	16	0	0	1	2	2	0	0	0	1	1	155
3:00 PM	14	63	0	0	0	0	43	8	0	2	6	0	14	0	0	3	2	1	0	1	0	1	0	158
3:15 PM	12	44	0	0	1	0	48	7	0	2	5	0	9	0	0	1	6	1	0	0	0	0	0	136
3:30 PM	13	43	0	0	1	0	37	4	0	1	7	0	6	0	1	1	4	0	0	1	0	2	0	121
3:45 PM	15	50	0	0	1	0	33	6	0	1	10	0	13	0	0	2	5	1	0	0	1	0	0	138
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2U2	TOTAL
TOTAL VOLUMES :	98	344	0	0	4	0	314	57	0	10	49	0	82	0	1	9	27	8	0	2	1	9	2	1017
APPROACH %'s :	21.97%	77.13%	0.00%	0.00%	0.90%	0.00%	82.41%	14.96%	0.00%	2.62%	37.12%	0.00%	62.12%	0.00%	0.76%	19.57%	58.70%	17.39%	0.00%	4.35%	8.33%	75.00%	16.67%	
PEAK HR :	02:30 PM - 03:30 PM																							TOTAL
PEAK HR VOL :	55	182	0	0	1	0	184	31	0	7	29	0	55	0	0	6	12	5	0	1	0	4	2	574
PEAK HR FACTOR :	0.917	0.722	0.000	0.000	0.250	0.000	0.885	0.775	0.000	0.583	0.659	0.000	0.859	0.000	0.000	0.500	0.500	0.625	0.000	0.250	0.000	0.500	0.500	0.908
			0.773					0.854					0.778					0.750						

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND2			
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2U2	TOTAL
4:00 PM	4	44	0	0	1	0	52	5	0	0	9	0	13	0	0	0	2	3	0	0	0	2	0	135
4:15 PM	18	43	0	0	1	0	44	4	0	0	4	0	13	0	0	1	2	0	0	0	0	0	1	131
4:30 PM	9	43	0	0	1	0	46	4	0	1	13	0	11	0	0	3	5	1	0	0	0	0	3	140
4:45 PM	15	65	0	0	0	0	53	7	0	1	4	0	5	0	0	1	3	0	0	1	0	0	0	155
5:00 PM	7	36	0	0	0	0	64	6	0	0	8	0	11	0	0	1	6	1	0	1	0	0	1	142
5:15 PM	16	46	0	0	1	0	59	10	0	1	7	0	8	0	0	0	4	2	0	0	0	1	0	155
5:30 PM	8	31	0	0	0	0	44	6	0	0	5	0	9	0	0	1	5	2	0	0	0	0	3	114
5:45 PM	5	37	0	0	0	0	49	7	0	0	3	0	5	0	0	1	3	2	0	0	0	0	2	114
6:00 PM	6	30	0	0	1	0	45	8	0	1	4	0	8	0	0	4	4	0	0	0	0	2	0	113
6:15 PM	6	28	0	0	0	0	25	8	0	0	5	0	7	0	0	1	3	0	0	1	0	0	0	84
6:30 PM	6	30	0	0	0	0	28	4	0	0	7	0	3	0	0	1	3	1	0	0	0	0	0	83
6:45 PM	6	20	0	0	0	0	30	3	0	0	5	0	3	0	0	1	2	2	0	0	1	0	0	73
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2U2	TOTAL
TOTAL VOLUMES :	106	453	0	0	5	0	539	72	0	4	74	0	96	0	0	15	42	14	0	3	1	5	10	1439
APPROACH %'s :	18.79%	80.32%	0.00%	0.00%	0.89%	0.00%	87.64%	11.71%	0.00%	0.65%	43.53%	0.00%	56.47%	0.00%	0.00%	20.27%	56.76%	18.92%	0.00%	4.05%	6.25%	31.25%	62.50%	
PEAK HR :	04:30 PM - 05:30 PM																							TOTAL
PEAK HR VOL :	47	190	0	0	2	0	222	27	0	3	32	0	35	0	0	5	18	4	0	2	0	1	4	592
PEAK HR FACTOR :	0.734	0.731	0.000	0.000	0.500	0.000	0.867	0.675	0.000	0.750	0.615	0.000	0.795	0.000	0.000	0.417	0.750	0.500	0.000	0.500	0.000	0.250	0.333	0.955
			0.747					0.900					0.698					0.806						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hooker Ave/Crescent Rd & Dwight St/Hanscom Ave
City: Poughkeepsie
Control: Signalized

Project ID: 24-380005-001
Date: 1/13/2024

Data - Total

NS/EW Streets:	Hooker Ave/Crescent Rd					Hooker Ave/Crescent Rd					Dwight St/Hanscom Ave					Dwight St/Hanscom Ave								
NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NORTHBOUND 2			
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2U2	TOTAL
11:00 AM	5	30	0	0	0	0	26	10	0	0	9	0	6	0	0	15	3	17	0	0	1	0	1	123
11:15 AM	7	27	0	0	0	0	21	8	0	0	1	0	2	0	0	3	3	0	0	0	0	0	0	72
11:30 AM	3	24	0	0	0	0	47	3	0	1	5	0	2	0	0	3	2	0	0	0	0	1	1	92
11:45 AM	3	30	0	0	0	0	31	4	0	0	5	0	5	0	0	4	2	5	0	0	0	1	1	91
12:00 PM	7	45	0	0	0	0	28	4	0	0	12	0	8	0	1	6	4	1	0	0	0	0	0	116
12:15 PM	7	36	0	0	1	0	31	2	0	1	10	0	5	0	0	9	6	3	0	0	0	2	1	114
12:30 PM	6	36	0	0	0	0	29	5	0	1	8	0	4	0	0	1	1	3	0	0	0	0	1	95
12:45 PM	6	23	0	0	0	0	28	9	0	1	3	0	6	0	0	1	3	0	0	0	0	0	0	80
1:00 PM	1	27	0	0	0	0	33	2	0	0	3	0	6	0	0	5	1	1	0	0	0	0	0	79
1:15 PM	7	32	0	0	1	0	20	4	0	2	2	0	7	0	0	0	4	1	0	1	0	0	0	81
1:30 PM	5	35	0	0	0	0	34	4	0	0	12	0	1	0	0	3	2	1	0	0	0	0	0	97
1:45 PM	4	28	0	0	0	0	18	1	0	2	2	0	2	0	0	2	2	2	0	0	0	0	0	63
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	N2L2	N2T2	N2U2	TOTAL
TOTAL VOLUMES :	61	373	0	0	2	0	346	56	0	8	72	0	54	0	1	52	33	34	0	1	1	4	5	1103
APPROACH %'s :	13.99%	85.55%	0.00%	0.00%	0.46%	0.00%	84.39%	13.66%	0.00%	1.95%	56.69%	0.00%	42.52%	0.00%	0.79%	43.33%	27.50%	28.33%	0.00%	0.83%	10.00%	40.00%	50.00%	
PEAK HR :	11:45 AM - 12:45 PM																							TOTAL
PEAK HR VOL :	23	147	0	0	1	0	119	15	0	2	35	0	22	0	1	20	13	12	0	0	0	3	3	416
PEAK HR FACTOR :	0.821	0.817	0.000	0.000	0.250	0.000	0.960	0.750	0.000	0.500	0.729	0.000	0.688	0.000	0.250	0.556	0.542	0.600	0.000	0.000	0.000	0.375	0.750	0.897
			0.822					0.971					0.690					0.625						

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Groups Printed- Pass Veh - Heavy Veh - School Bus

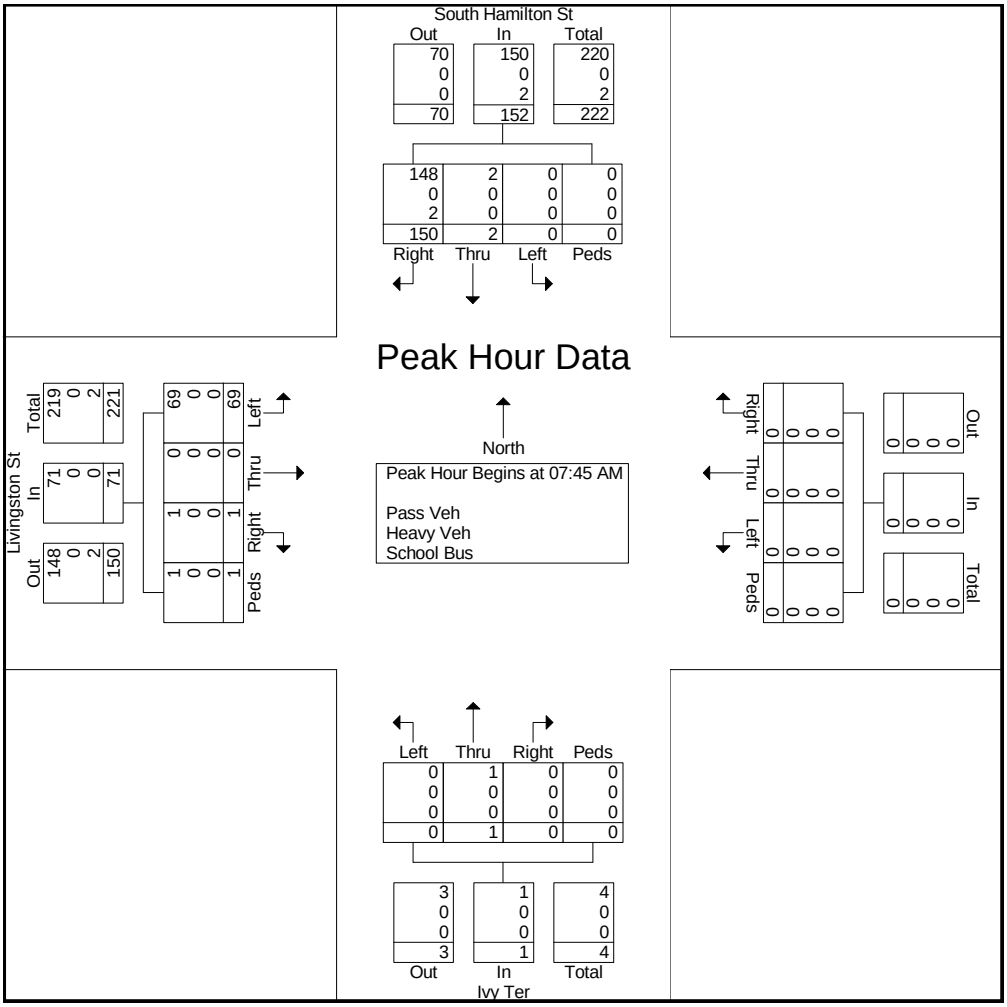
	South Hamilton St Southbound					Westbound					Ivy Ter Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	22
07:15 AM	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	30
07:30 AM	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	40
07:45 AM	47	1	0	0	48	0	0	0	0	0	0	0	0	0	0	1	0	24	0	25	73
Total	105	1	0	0	106	0	0	0	0	0	0	0	0	0	0	1	0	58	0	59	165
08:00 AM	34	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	45
08:15 AM	29	1	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	15	1	16	46
08:30 AM	40	0	0	0	40	0	0	0	0	0	0	1	0	0	1	0	0	19	0	19	60
08:45 AM	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	42
Total	129	1	0	0	130	0	0	0	0	0	0	1	0	0	1	0	0	61	1	62	193
Grand Total	234	2	0	0	236	0	0	0	0	0	0	1	0	0	1	1	0	119	1	121	358
Apprch %	99.2	0.8	0	0		0	0	0	0		0	100	0	0		0.8	0	98.3	0.8		
Total %	65.4	0.6	0	0	65.9	0	0	0	0	0	0	0.3	0	0	0.3	0.3	0	33.2	0.3	33.8	
Pass Veh	232	2	0	0	234	0	0	0	0	0	0	1	0	0	1	1	0	119	1	121	356
% Pass Veh	99.1	100	0	0	99.2	0	0	0	0	0	0	100	0	0	100	100	0	100	100	100	99.4
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% School Bus	0.9	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6

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	South Hamilton St Southbound					Westbound					Ivy Ter Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**47**	**1**	0	0	**48**	0	0	0	0	0	0	0	0	0	0	**1**	0	**24**	0	**25**	**73**
08:00 AM	34	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	45
08:15 AM	29	1	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	15	**1**	16	46
08:30 AM	40	0	0	0	40	0	0	0	0	0	0	**1**	0	0	**1**	0	0	19	0	19	60
Total Volume	150	2	0	0	152	0	0	0	0	0	0	1	0	0	1	1	0	69	1	71	224
% App. Total	98.7	1.3	0	0		0	0	0	0		0	100	0	0		1.4	0	97.2	1.4		
PHF	.798	.500	.000	.000	.792	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.719	.250	.710	.767
Pass Veh	148	2	0	0	150	0	0	0	0	0	0	1	0	0	1	1	0	69	1	71	222
% Pass Veh	98.7	100	0	0	98.7	0	0	0	0	0	0	100	0	0	100	100	0	100	100	100	99.1
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% School Bus	1.3	0	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9

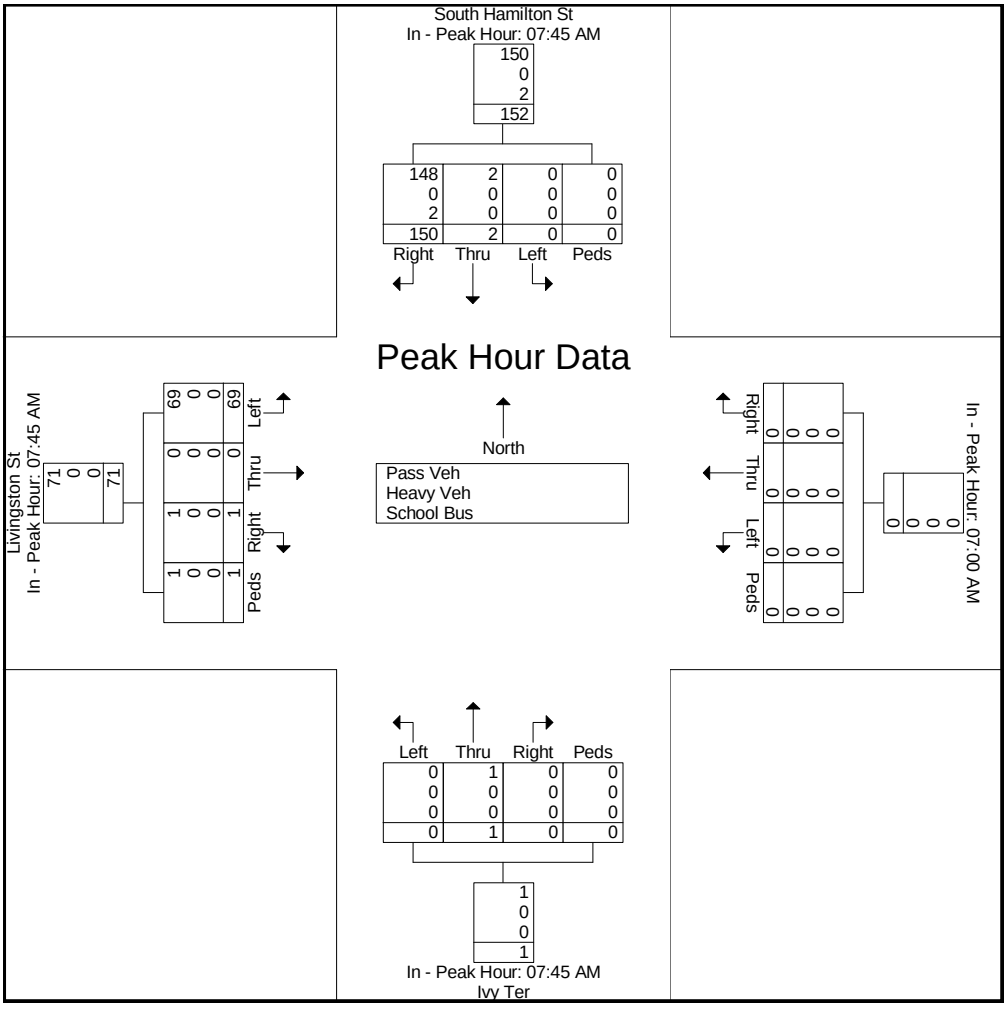


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	South Hamilton St Southbound					Westbound					Ivy Ter Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:00 AM					07:45 AM					07:45 AM					
+0 mins.	**47**	**1**	0	0	**48**	0	0	0	0	0	0	0	0	0	0	**1**	0	**24**	0	**25**	
+15 mins.	34	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	
+30 mins.	29	1	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	15	**1**	16	
+45 mins.	40	0	0	0	40	0	0	0	0	0	0	**1**	0	0	**1**	0	0	19	0	19	
Total Volume	150	2	0	0	152	0	0	0	0	0	0	1	0	0	1	1	0	69	1	71	
% App. Total	98.7	1.3	0	0		0	0	0	0		0	100	0	0		1.4	0	97.2	1.4		
PHF	.798	.500	.000	.000	.792	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.719	.250	.710	
Pass Veh	148	2	0	0	150	0	0	0	0	0	0	1	0	0	1	1	0	69	1	71	
% Pass Veh	98.7	100	0	0	98.7	0	0	0	0	0	0	100	0	0	100	100	0	100	100	100	
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School Bus	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% School Bus	1.3	0	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



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Groups Printed- Pass Veh - Heavy Veh - School Bus

	South Hamilton St Southbound					Westbound					South Hamilton St Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	15	0	0	0	15	0	0	0	0	0	3	0	0	1	4	0	0	17	0	17	36
02:15 PM	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	32
02:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
02:45 PM	25	2	0	0	27	0	0	0	0	0	0	1	0	0	1	1	0	27	0	28	56
Total	54	2	0	0	56	0	0	0	0	0	3	1	1	1	6	1	0	64	0	65	127
03:00 PM	24	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	28	0	28	53
03:15 PM	22	2	0	0	24	0	0	0	0	0	0	1	0	0	1	0	0	30	1	31	56
03:30 PM	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	29	0	29	48
03:45 PM	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	22	0	22	39
Total	82	3	0	0	85	0	0	0	0	0	0	1	0	0	1	0	0	109	1	110	196
Grand Total	136	5	0	0	141	0	0	0	0	0	3	2	1	1	7	1	0	173	1	175	323
Apprch %	96.5	3.5	0	0		0	0	0	0		42.9	28.6	14.3	14.3		0.6	0	98.9	0.6		
Total %	42.1	1.5	0	0	43.7	0	0	0	0	0	0.9	0.6	0.3	0.3	2.2	0.3	0	53.6	0.3	54.2	
Pass Veh	135	5	0	0	140	0	0	0	0	0	3	2	1	1	7	1	0	173	1	175	322
% Pass Veh	99.3	100	0	0	99.3	0	0	0	0	0	100	100	100	100	100	100	0	100	100	100	99.7
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% School Bus	0.7	0	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3

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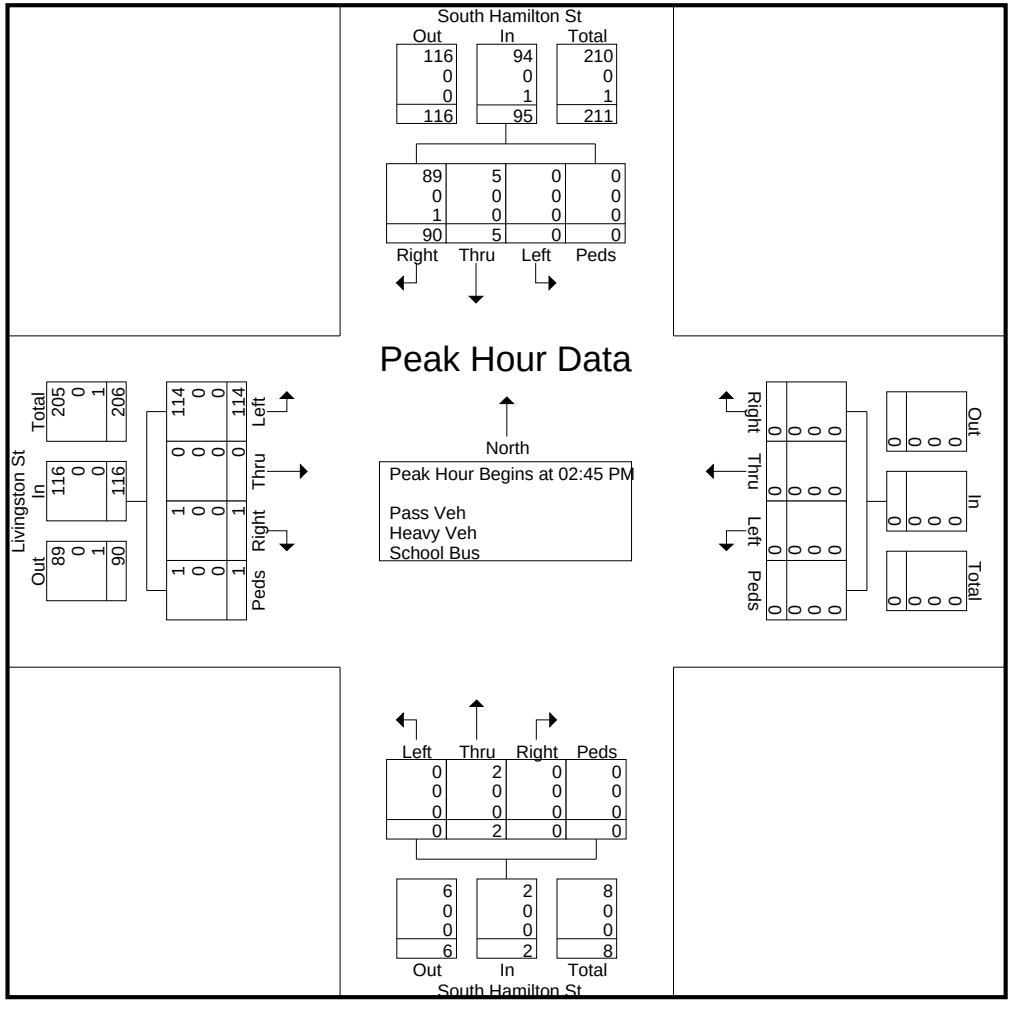
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	South Hamilton St Southbound					Westbound					South Hamilton St Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	**25**	**2**	0	0	**27**	0	0	0	0	0	0	**1**	0	0	**1**	**1**	0	27	0	28	**56**
03:00 PM	24	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	28	0	28	53
03:15 PM	22	2	0	0	24	0	0	0	0	0	0	1	0	0	1	0	0	**30**	**1**	**31**	56
03:30 PM	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	29	0	29	48
Total Volume	90	5	0	0	95	0	0	0	0	0	0	2	0	0	2	1	0	114	1	116	213
% App. Total	94.7	5.3	0	0		0	0	0	0		0	100	0	0		0.9	0	98.3	0.9		
PHF	.900	.625	.000	.000	.880	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.950	.250	.935	.951
Pass Veh	89	5	0	0	94	0	0	0	0	0	0	2	0	0	2	1	0	114	1	116	212
% Pass Veh	98.9	100	0	0	98.9	0	0	0	0	0	0	100	0	0	100	100	0	100	100	100	99.5
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% School Bus	1.1	0	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5

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Groups Printed- Pass Veh

	South Hamilton St Southbound					Westbound					South Hamilton St Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	23	1	0	0	24	0	0	0	0	0	0	0	0	0	0	1	0	35	0	36	60
04:15 PM	18	0	0	0	18	0	0	0	0	0	0	1	0	0	1	0	0	36	0	36	55
04:30 PM	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	38	1	39	57
04:45 PM	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	1	0	45	0	46	71
Total	84	1	0	0	85	0	0	0	0	0	0	1	0	0	1	2	0	154	1	157	243
05:00 PM	22	0	0	0	22	0	0	0	0	0	0	2	0	0	2	1	0	36	0	37	61
05:15 PM	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	27	1	28	46
05:30 PM	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	28	0	28	48
05:45 PM	24	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	45
Total	84	1	0	0	85	0	0	0	0	0	0	2	0	0	2	1	0	111	1	113	200
06:00 PM	16	2	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	38
06:15 PM	10	1	0	0	11	0	0	0	0	0	0	0	0	0	0	1	0	15	0	16	27
06:30 PM	17	1	0	0	18	0	0	0	0	0	0	0	0	0	0	1	0	21	0	22	40
06:45 PM	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	1	0	12	0	13	27
Total	57	4	0	0	61	0	0	0	0	0	0	0	0	0	0	3	0	68	0	71	132
Grand Total	225	6	0	0	231	0	0	0	0	0	0	3	0	0	3	6	0	333	2	341	575
Apprch %	97.4	2.6	0	0		0	0	0	0		0	100	0	0		1.8	0	97.7	0.6		
Total %	39.1	1	0	0	40.2	0	0	0	0	0	0	0.5	0	0	0.5	1	0	57.9	0.3	59.3	

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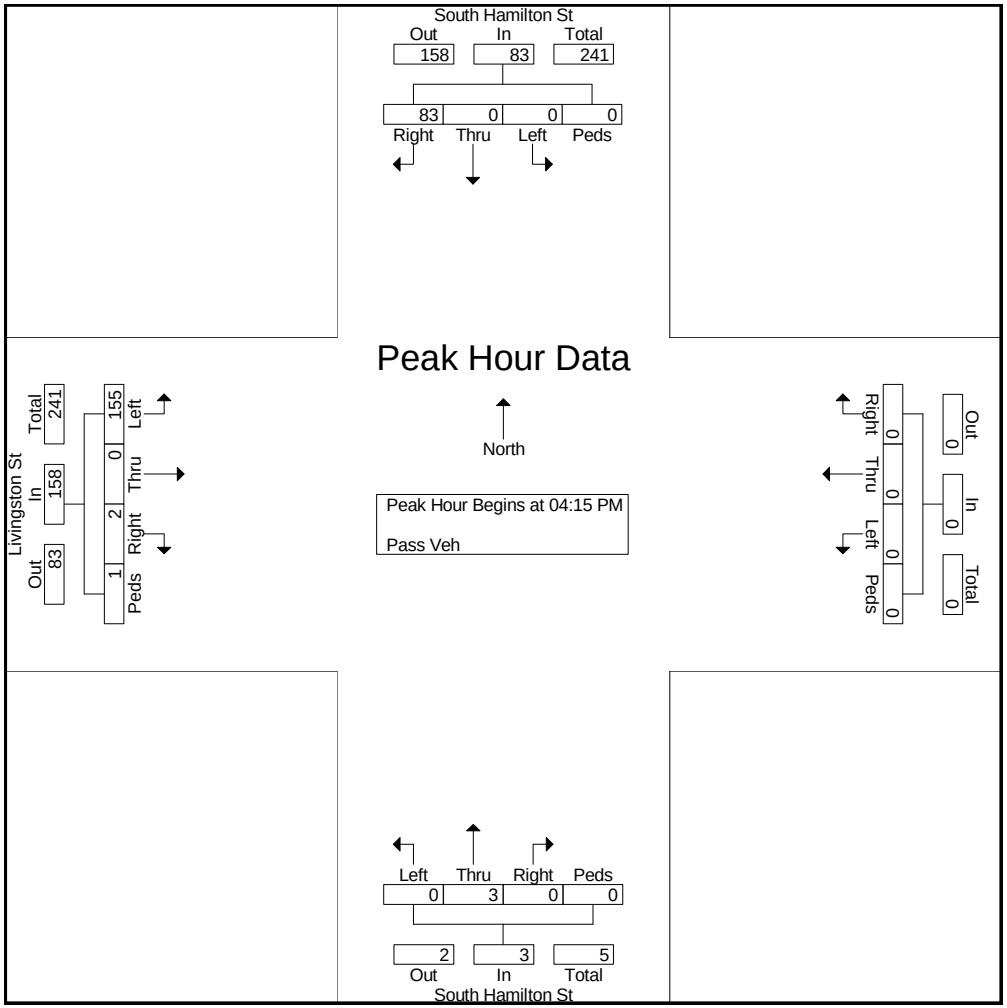
File Name : 123200_tmc_pm
Site Code : 00123200
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	South Hamilton St Southbound					Westbound					South Hamilton St Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	18	0	0	0	18	0	0	0	0	0	0	1	0	0	1	0	0	36	0	36	55
04:30 PM	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	38	**1**	39	57
04:45 PM	**25**	0	0	0	**25**	0	0	0	0	0	0	0	0	0	0	**1**	0	**45**	0	**46**	**71**
05:00 PM	22	0	0	0	22	0	0	0	0	0	0	**2**	0	0	**2**	1	0	36	0	37	61
Total Volume	83	0	0	0	83	0	0	0	0	0	0	3	0	0	3	2	0	155	1	158	244
% App. Total	100	0	0	0		0	0	0	0		0	100	0	0		1.3	0	98.1	0.6		
PHF	.830	.000	.000	.000	.830	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.500	.000	.861	.250	.859	.859

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White Plains, NY, 10601

File Name : 123200_tmc_pm
Site Code : 00123200
Start Date : 1/10/2024
Page No : 3



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2 William St, Suite 100
White Plains, NY, 10601

File Name : 123200_tmc_pm
Site Code : 00123200
Start Date : 1/10/2024
Page No : 4

	South Hamilton St Southbound					Westbound					South Hamilton St Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:45 PM					02:00 PM					02:00 PM					04:15 PM					
+0 mins.	**24**	**2**	0	0	**26**	0	0	0	0	0	**3**	0	0	**1**	**4**	0	0	36	0	36	
+15 mins.	24	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	38	**1**	39	
+30 mins.	22	2	0	0	24	0	0	0	0	0	0	0	**1**	0	1	**1**	0	**45**	0	**46**	
+45 mins.	19	0	0	0	19	0	0	0	0	0	0	**1**	0	0	1	1	0	36	0	37	
Total Volume	89	5	0	0	94	0	0	0	0	0	3	1	1	1	6	2	0	155	1	158	
% App. Total	94.7	5.3	0	0		0	0	0	0		50	16.7	16.7	16.7		1.3	0	98.1	0.6		
PHF	.927	.625	.000	.000	.904	.000	.000	.000	.000	.000	.250	.250	.250	.250	.375	.500	.000	.861	.250	.859	

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File Name : 123200_tmc_weekend
Site Code : 123200
Start Date : 1/13/2024
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Groups Printed- Pass Veh - Heavy Veh - School Bus

	South Hamilton St Southbound					Westbound					South Hamilton St Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	32
11:15 AM	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	28
11:30 AM	22	0	0	0	22	0	0	0	0	0	0	2	0	0	2	0	0	24	0	24	48
11:45 AM	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	1	0	25	0	26	46
Total	72	0	0	0	72	0	0	0	0	0	0	2	0	0	2	1	0	79	0	80	154
12:00 PM	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	25
12:15 PM	15	2	0	0	17	0	0	0	0	0	0	1	0	0	1	0	0	13	1	14	32
12:30 PM	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	1	0	13	1	15	34
12:45 PM	14	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	29
Total	57	3	0	0	60	0	0	0	0	0	0	1	0	0	1	1	0	56	2	59	120
01:00 PM	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	33
01:15 PM	14	1	0	0	15	0	0	0	0	0	0	0	1	0	1	0	0	15	0	15	31
01:30 PM	16	1	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	25	0	25	42
01:45 PM	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	1	0	17	0	18	34
Total	61	2	0	0	63	0	0	0	0	0	0	0	1	0	1	1	0	75	0	76	140
Grand Total	190	5	0	0	195	0	0	0	0	0	0	3	1	0	4	3	0	210	2	215	414
Apprch %	97.4	2.6	0	0		0	0	0	0		0	75	25	0		1.4	0	97.7	0.9		
Total %	45.9	1.2	0	0	47.1	0	0	0	0	0	0	0.7	0.2	0	1	0.7	0	50.7	0.5	51.9	
Pass Veh	190	5	0	0	195	0	0	0	0	0	0	3	1	0	4	3	0	209	2	214	413
% Pass Veh	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	100	0	99.5	100	99.5	99.8
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0.5	0.2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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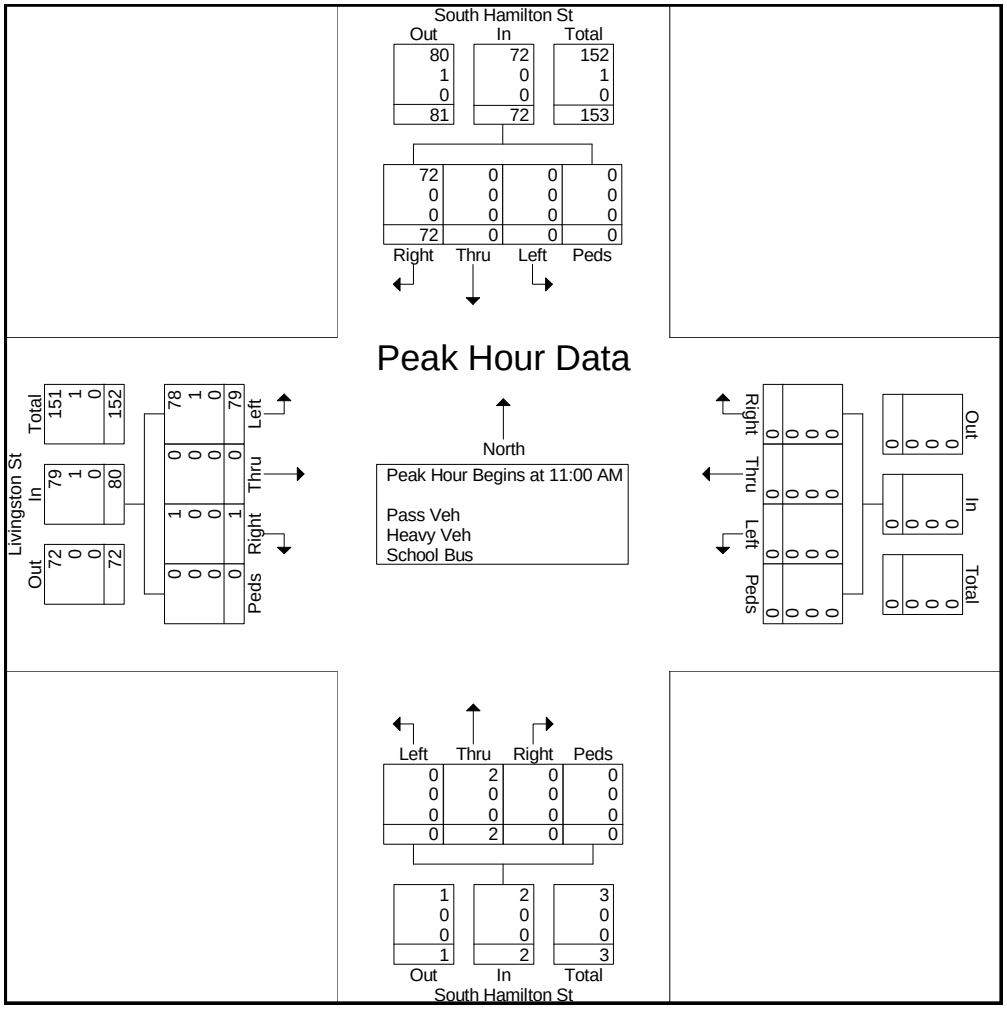
File Name : 123200_tmc_weekend
Site Code : 123200
Start Date : 1/13/2024
Page No : 2

	South Hamilton St Southbound					Westbound					South Hamilton St Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	32
11:15 AM	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	28
11:30 AM	**22**	0	0	0	**22**	0	0	0	0	0	0	**2**	0	0	**2**	0	0	24	0	24	**48**
11:45 AM	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	**1**	0	**25**	0	**26**	46
Total Volume	72	0	0	0	72	0	0	0	0	0	0	2	0	0	2	1	0	79	0	80	154
% App. Total	100	0	0	0		0	0	0	0		0	100	0	0		1.2	0	98.8	0		
PHF	.818	.000	.000	.000	.818	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.790	.000	.769	.802
Pass Veh	72	0	0	0	72	0	0	0	0	0	0	2	0	0	2	1	0	78	0	79	153
% Pass Veh	100	0	0	0	100	0	0	0	0	0	0	100	0	0	100	100	0	98.7	0	98.8	99.4
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	0	1.3	0.6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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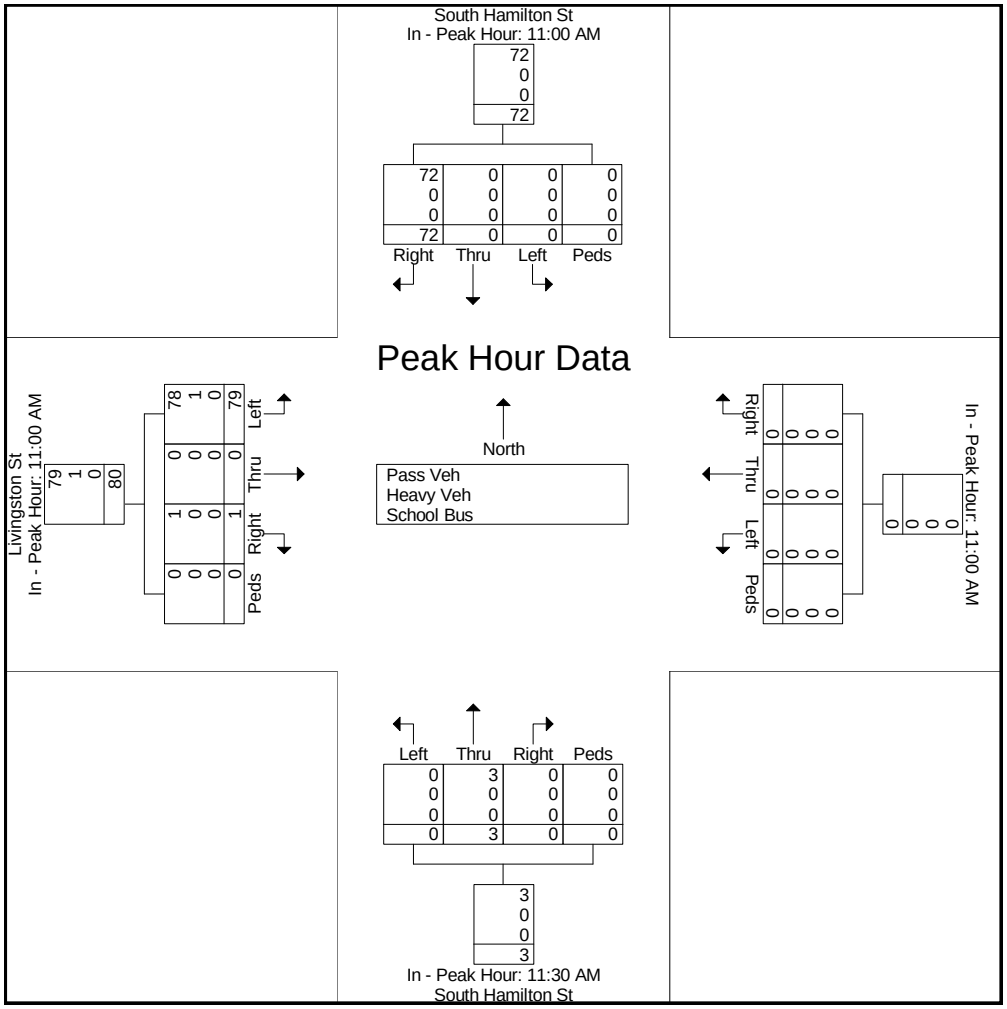
File Name : 123200_tmc_weekend
Site Code : 123200
Start Date : 1/13/2024
Page No : 4

	South Hamilton St Southbound					Westbound					South Hamilton St Northbound					Livingston St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:00 AM					11:30 AM					11:00 AM					
+0 mins.	15	0	0	0	15	0	0	0	0	0	0	**2**	0	0	**2**	0	0	17	0	17	
+15 mins.	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	
+30 mins.	**22**	0	0	0	**22**	0	0	0	0	0	0	0	0	0	0	0	0	24	0	24	
+45 mins.	20	0	0	0	20	0	0	0	0	0	0	1	0	0	1	**1**	0	**25**	0	**26**	
Total Volume	72	0	0	0	72	0	0	0	0	0	0	3	0	0	3	1	0	79	0	80	
% App. Total	100	0	0	0		0	0	0	0		0	100	0	0		1.2	0	98.8	0		
PHF	.818	.000	.000	.000	.818	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.790	.000	.769	
Pass Veh	72	0	0	0	72	0	0	0	0	0	0	3	0	0	3	1	0	78	0	79	
% Pass Veh	100	0	0	0	100	0	0	0	0	0	0	100	0	0	100	100	0	98.7	0	98.8	
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	0	1.2	
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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Prepared by National Data & Surveying Services

SPEED

Hooker Ave 350' N/O Dwight St

Day: Wednesday

Date: 1/10/2024

City: Poughkeepsie

Project #: NY24_380006_001

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4	0	0	0	0	1	2	2	0	0	0	0	0	0	5	0	0	2	1	2	2	2	0	0	0	0	0	0	9
1:00	0	0	0	1	3	0	1	0	0	0	0	0	0	5	0	0	0	1	2	0	3	1	0	0	0	0	0	7	0	0	0	2	5	0	4	1	0	0	0	0	0	12
2:00	0	0	0	1	2	2	0	0	0	0	0	0	0	5	0	0	1	1	0	0	0	1	0	0	0	0	0	3	0	0	1	2	2	2	0	1	0	0	0	0	0	8
3:00	0	0	0	3	0	0	1	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	1	0	0	0	0	3	0	0	0	3	2	0	1	0	1	0	0	0	0	7
4:00	0	0	3	2	2	3	2	0	0	0	0	0	0	12	0	0	0	2	5	0	1	0	2	0	0	0	0	10	0	0	3	4	7	3	3	0	2	0	0	0	0	22
5:00	0	0	4	15	11	7	0	1	0	0	0	0	0	38	0	0	1	5	11	6	6	0	0	0	0	0	0	29	0	0	5	20	22	13	6	1	0	0	0	0	0	67
6:00	0	0	7	29	30	9	2	0	0	0	0	0	0	77	0	0	0	6	14	22	6	1	0	0	0	0	0	49	0	0	7	35	44	31	8	1	0	0	0	0	0	126
7:00	1	10	39	52	43	19	5	0	0	0	0	0	0	169	5	3	11	27	29	25	14	3	2	0	0	0	0	119	6	13	50	79	72	44	19	3	2	0	0	0	0	288
8:00	11	26	65	98	53	16	3	0	0	0	0	0	0	272	5	14	28	49	54	28	7	1	0	0	0	0	0	186	16	40	93	147	107	44	10	1	0	0	0	0	0	458
9:00	3	21	36	71	40	14	1	1	0	0	0	0	0	187	0	1	3	37	48	28	5	0	0	0	0	0	0	122	3	22	39	108	88	42	6	1	0	0	0	0	0	309
10:00	1	13	19	49	38	14	7	0	0	0	0	0	0	141	0	3	7	19	42	22	5	0	1	0	0	0	0	99	1	16	26	68	80	36	12	0	1	0	0	0	0	240
11:00	2	7	31	58	39	17	3	0	0	0	0	0	0	157	2	6	4	34	43	31	7	1	0	0	0	0	0	128	4	13	35	92	82	48	10	1	0	0	0	0	0	285
12:00	0	7	21	51	62	15	0	0	0	0	0	0	0	156	0	3	6	34	72	31	9	1	0	0	0	0	0	156	0	10	27	85	134	46	9	1	0	0	0	0	0	312
13:00	3	5	22	70	54	13	3	1	0	0	0	0	0	171	0	2	17	62	56	26	5	1	0	1	0	0	0	170	3	7	39	132	110	39	8	2	0	1	0	0	0	341
14:00	6	19	37	61	35	17	0	0	0	0	0	0	0	175	5	16	24	52	63	22	4	0	0	0	0	0	0	186	11	35	61	113	98	39	4	0	0	0	0	0	0	361
15:00	3	22	44	96	56	18	3	0	0	0	0	0	0	242	1	4	21	63	65	27	6	0	0	0	0	0	0	187	4	26	65	159	121	45	9	0	0	0	0	0	0	429
16:00	4	26	54	78	43	18	1	0	0	0	0	0	0	224	3	11	27	76	82	27	3	1	0	0	0	0	0	230	7	37	81	154	125	45	4	1	0	0	0	0	0	454
17:00	5	9	43	70	44	9	0	0	0	0	0	0	0	180	1	4	16	90	86	31	1	0	0	0	0	0	0	229	6	13	59	160	130	40	1	0	0	0	0	0	0	409
18:00	0	1	19	55	50	12	1	0	0	0	0	0	0	138	3	5	19	47	60	25	11	0	0	0	0	0	0	170	3	6	38	102	110	37	12	0	0	0	0	0	0	308
19:00	0	1	13	38	27	12	0	1	0	0	0	0	0	92	0	2	2	18	35	17	2	0	0	0	0	0	0	76	0	3	15	56	62	29	2	1	0	0	0	0	0	168
20:00	0	2	7	34	31	6	0	1	0	0	0	0	0	81	0	0	5	21	27	17	4	0	0	0	0	0	0	74	0	2	12	55	58	23	4	1	0	0	0	0	0	155
21:00	0	0	10	23	22	3	1	0	0	0	0	0	0	59	0	0	3	9	18	12	1	5	1	5	0	0	0	54	0	0	13	32	40	15	2	5	1	5	0	0	0	113
22:00	0	0	2	12	12	5	0	1	0	0	0	0	0	32	1	0	5	10	12	10	3	0	0	0	0	0	0	41	1	0	7	22	24	15	3	1	0	0	0	0	0	73
23:00	0	1	1	13	9	1	2	0	0	0	0	0	0	27	0	0	1	4	6	4	0	0	0	0	0	0	0	15	0	1	2	17	15	5	2	0	0	0	0	0	0	42
Totals	39	170	479	981	707	230	36	6	0	0	0	0	0	2,648	26	74	201	667	833	413	105	16	7	6	0	0	0	2,348	65	244	680	1,648	1,540	643	141	22	7	6	0	0	0	4,996
% of Totals	1%	6%	18%	37%	27%	9%	1%	0%						100%	1%	3%	9%	28%	35%	18%	4%	1%	0%	0%				100%	1%	5%	14%	33%	31%	13%	3%	0%	0%	0%				100%

STATISTICS

00:00 - 12:00	18	77	206	380	262	101	25	2	0	0	0	0	0	1071	12	27	55	181	251	164	56	8	6	0	0	0	0	760	30	104	261	561	513	265	81	10	6	0	0	0	0	1831
%	1%	3%	8%	14%	10%	4%	1%	0%	0%	0%	0%	0%	0%	40%	0%	1%	2%	7%	9%	6%	2%	0%	0%	0%	0%	0%	0%	29%	1%	4%	10%	21%	19%	10%	3%	0%	0%	0%	0%	0%	0%	69%
Peak Hour	8:00	7:45	7:45	8:15	11:45	7:30	9:45	4:15	0:00	0:00	0:00	0:00	0:00	8:00	7:00	7:30	8:00	8:00	11:30	7:15	7:15	7:00	3:15	0:00	0:00	0:00	0:00	8:00	8:00	7:45	7:45	8:15	11:45	7:15	7:15	7:00	3:15	0:00	0:00	0:00	0:00	8:00
Peak Volume	11	28	71	102	62	21	8	1	0	0	0	0	0	272	5	15	28	49	68	32	17	3	2	0	0	0	0	186	16	43	95	150	127	51	21	3	2	0	0	0	0	458
12:00 - 24:00	21	93	273	601	445	129	11	4	0	0	0	0	0	1577	14	47	146	486	582	249	49	8	1	6	0	0	0	1588	35	140	419	1087	1027	378	60	12	1	6	0	0	0	3165
%	1%	4%	10%	23%	17%	5%	0%	0%	0%	0%	0%	0%	0%	60%	1%	2%	6%	18%	22%	9%	2%	0%	0%	0%	0%	0%	0%	60%	1%	5%	16%	41%	39%	14%	2%	0%	0%	0%	0%	0%	0%	120%
Peak Hour	14:15	15:45	16:15	15:30	12:00	13:30	12:30	13:00	12:00	12:00	12:00	12:00	12:00	15:00	14:00	14:00	16:15	16:45	16:30	15:30	12:15	20:30	20:30	20:15	12:00	12:00	12:00	16:15	14:15	14:15	16:15	16:45	16:30	12:15	12:15	20:30	20:30	20:15	12:00	12:00	12:00	16:30
Peak Volume	8	28	62	97	62	20	3	1	0	0	0	0	0	242	5	16	33	94	91	37	11	5	1	5	0	0	0	250	12	40	95	166	143	50	13	5	1	5	0	0	0	477
07:00 - 09:00	12	36	104	150	96	35	8	0	0	0	0	0	0	441	10	17	39	76	83	53	21	4	2	0	0	0	0	305	22	53	143	226	179	88	29	4	2	0	0	0	0	746
%	0%	1%	4%	6%	4%	1%	0%	0%	0%	0%	0%	0%	0%	17%	0%	1%	1%	3%	3%	2%	1%	0%	0%	0%	0%	0%	0%	12%	1%	2%	5%	9%	7%	3%	1%	0%	0%	0%	0%	0%	0%	28%
Peak Hour	8:00	7:45	7:45	8:00	8:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:30	8:00	8:00	8:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	8:00	8:00	7:45	7:45	8:00	8:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	11	28	71	98	53	21	5	0	0	0	0	0	0	272	5	15	28	49	54	32	17	3	2	0	0	0	0	186	16	43	95	147	107	51	21	3	2	0	0	0	0	458
16:00 - 18:00	9	35	97	148	87	27	1	0	0	0	0	0	0	404	4	15	43	166	168	58	4	1	0	0	0	0	0	459	13	50	140	314	255	85	5	1	0	0	0	0	0	863
%	0%	1%	4%	6%	3%	1%	0%	0%	0%	0%	0%	0%	0%	15%	0%	1%	2%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	17%	0%	2%	5%	12%	10%	3%	0%	0%	0%	0%	0%	0%	0%	33%
Peak Hour	16:30	16:00	16:15	16:00	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:00	16:15	16:45	16:30	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:30	16:00	16:15	16:45	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	8	26	62	78	54	20	1	0	0	0	0	0	0	227	4	11	33	94	91	31	3	1	0	0	0	0	0	250	12	37	95	166	143	46	4	1	0	0	0	0	0	477

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	22	28	28	34	38	2648
SOUTHBOUND	25	31	31	37	41	2348
TOTALS	23	30	30	36	39	4996

Prepared by National Data & Surveying Services

VOLUME

Hooker Ave 350' N/O Dwight St

Day: Wednesday
Date: 1/10/2024

City: Poughkeepsie
Project #: NY24_380006_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,648	2,348	0	0	4,996

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	2			2	12:00	40	42			82
0:15	1	1			2	12:15	40	40			80
0:30	2	1			3	12:30	40	34			74
0:45	1	1			2	12:45	36	40			76
1:00	1	4			5	13:00	44	41			85
1:15	3	3			6	13:15	39	36			75
1:30	0	0			0	13:30	47	49			96
1:45	1	0			1	13:45	41	44			85
2:00	2	0			2	14:00	40	43			83
2:15	1	1			2	14:15	37	36			73
2:30	1	0			1	14:30	45	51			96
2:45	1	2			3	14:45	53	56			109
3:00	1	1			2	15:00	71	57			128
3:15	0	1			1	15:15	52	46			98
3:30	1	1			2	15:30	60	40			100
3:45	2	0			2	15:45	59	44			103
4:00	2	2			4	16:00	49	50			99
4:15	3	1			4	16:15	50	49			99
4:30	3	3			6	16:30	60	61			121
4:45	4	4			8	16:45	65	70			135
5:00	5	4			9	17:00	51	70			121
5:15	6	7			13	17:15	51	49			100
5:30	18	8			26	17:30	43	56			99
5:45	9	10			19	17:45	35	54			89
6:00	20	12			32	18:00	33	48			81
6:15	17	13			30	18:15	40	63			103
6:30	14	13			27	18:30	29	30			59
6:45	26	11			37	18:45	36	29			65
7:00	33	15			48	19:00	25	27			52
7:15	36	27			63	19:15	21	17			38
7:30	43	37			80	19:30	20	13			33
7:45	57	40			97	19:45	26	19			45
8:00	62	45			107	20:00	19	23			42
8:15	70	46			116	20:15	24	22			46
8:30	79	53			132	20:30	17	14			31
8:45	61	42			103	20:45	21	15			36
9:00	51	31			82	21:00	16	17			33
9:15	41	20			61	21:15	16	17			33
9:30	40	35			75	21:30	15	14			29
9:45	55	36			91	21:45	12	6			18
10:00	35	24			59	22:00	7	9			16
10:15	32	24			56	22:15	11	15			26
10:30	42	22			64	22:30	5	7			12
10:45	32	29			61	22:45	9	10			19
11:00	44	28			72	23:00	9	3			12
11:15	34	36			70	23:15	12	3			15
11:30	30	30			60	23:30	2	4			6
11:45	49	34			83	23:45	4	5			9
TOTALS	1071	760	0	0	1831	TOTALS	1577	1588	0	0	3165
SPLIT %	58%	42%	0%	0%	37%	SPLIT %	50%	50%	0%	0%	63%

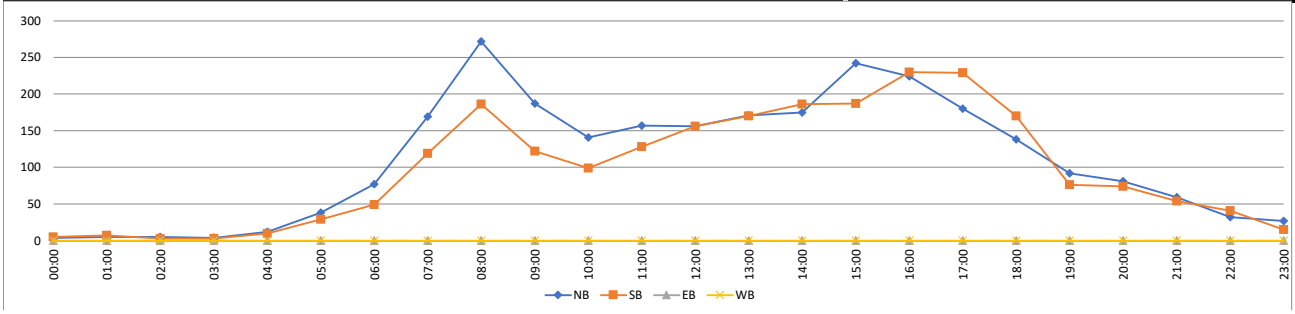
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	4	5			9
01:00	02:00	5	7			12
02:00	03:00	5	3			8
03:00	04:00	4	3			7
04:00	05:00	12	10			22
05:00	06:00	38	29			67
06:00	07:00	77	49			126
07:00	08:00	169	119			288
08:00	09:00	272	186			458
09:00	10:00	187	122			309
10:00	11:00	141	99			240
11:00	12:00	157	128			285
12:00	13:00	156	156			312
13:00	14:00	171	170			341
14:00	15:00	175	186			361
15:00	16:00	242	187			429
16:00	17:00	224	230			454
17:00	18:00	180	229			409
18:00	19:00	138	170			308
19:00	20:00	92	76			168
20:00	21:00	81	74			155
21:00	22:00	59	54			113
22:00	23:00	32	41			73
23:00	00:00	27	15			42

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1071	760			1831
Peak Hour	8:00	8:00			8:00
Peak Volume	272	186			458
Peak Hour Factor	0.861	0.877			0.867
Peak Period	12:00	to	00:00		
Volume	1577	1588			3165
Peak Hour	15:00	16:15			16:30
Peak Volume	242	250			477
Peak Hour Factor	0.852	0.893			0.883
Peak Period	07:00	to	09:00		
Volume	441	305			746
Peak Hour	8:00	8:00			8:00
Peak Volume	272	186			458
Peak Hour Factor	0.861	0.877			0.867
Peak Period	16:00	to	18:00		
Volume	404	459			863
Peak Hour	16:30	16:15			16:30
Peak Volume	227	250			477
Peak Hour Factor	0.873	0.893			0.883



Prepared by National Data & Surveying Services

SPEED

Hooker Ave 350' N/O Dwight St

Day: Thursday

Date: 1/11/2024

City: Poughkeepsie

Project #: NY24_380006_001

HOURLY BREAKDOWN

Time	NORTHBOUND 5	15	20	25	30	35	40	45	50	55	60	65	70	Total	SOUTHBOUND 5	15	20	25	30	35	40	45	50	55	60	65	70	Total	TOTALS 5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	1	6	2	2	0	0	0	0	0	0	0	11	0	0	0	2	4	3	1	0	0	0	0	0	0	10	0	0	1	8	6	5	1	0	0	0	0	0	0	21
1:00	0	1	0	1	2	3	0	0	0	0	0	0	0	7	0	0	0	2	3	3	0	0	0	0	0	0	0	8	0	1	0	3	5	6	0	0	0	0	0	0	0	15
2:00	0	0	0	3	3	2	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	8
3:00	0	0	1	1	3	1	0	0	0	0	0	0	0	6	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	1	1	4	2	0	0	0	0	0	0	0	8
4:00	0	0	2	1	4	5	1	0	0	0	0	0	0	13	0	0	0	2	6	5	2	0	0	0	0	0	0	15	0	0	2	3	10	10	3	0	0	0	0	0	0	28
5:00	1	0	1	10	11	6	2	1	0	0	0	0	0	32	0	0	1	6	14	11	4	0	0	0	0	0	0	36	1	0	2	16	25	17	6	1	0	0	0	0	0	68
6:00	0	1	9	30	40	15	1	0	0	0	0	0	0	96	0	0	4	9	18	15	6	0	0	0	0	0	0	52	0	1	13	39	58	30	7	0	0	0	0	0	0	148
7:00	17	17	40	58	42	17	1	2	0	0	0	0	0	194	0	2	10	29	61	48	14	0	0	0	0	0	0	164	17	19	50	87	103	65	15	2	0	0	0	0	0	358
8:00	26	55	68	47	27	8	0	0	0	0	0	0	0	231	2	5	17	48	67	35	10	1	0	0	0	0	0	185	28	60	85	95	94	43	10	1	0	0	0	0	0	416
9:00	2	9	38	49	40	14	4	0	0	0	0	0	0	156	1	2	8	25	44	40	8	0	0	0	0	0	0	128	3	11	46	74	84	54	12	0	0	0	0	0	0	284
10:00	0	5	21	54	47	18	3	1	0	0	0	0	0	149	0	5	3	17	38	43	16	2	0	0	0	0	0	124	0	10	24	71	85	61	19	3	0	0	0	0	0	273
11:00	3	5	22	67	43	9	2	0	0	0	0	0	0	151	0	2	7	23	77	35	10	1	0	0	0	0	0	155	3	7	29	90	120	44	12	1	0	0	0	0	0	306
12:00	1	4	28	58	34	13	1	0	0	0	0	0	0	139	0	0	3	25	56	52	17	1	1	0	0	0	0	155	1	4	31	83	90	65	18	1	1	0	0	0	0	294
13:00	0	4	44	49	49	12	3	3	0	0	0	0	0	164	0	2	3	32	48	45	17	2	2	0	0	0	0	151	0	6	47	81	97	57	20	5	2	0	0	0	0	315
14:00	18	26	55	55	53	9	1	0	0	0	0	0	0	217	5	12	19	34	72	47	17	1	0	0	0	0	0	207	23	38	74	89	125	56	18	1	0	0	0	0	0	424
15:00	2	12	32	83	48	11	4	1	0	0	0	0	0	193	0	4	7	43	79	61	21	0	1	0	0	0	0	216	2	16	39	126	127	72	25	1	1	0	0	0	0	409
16:00	13	39	85	65	31	8	1	1	0	0	0	0	0	243	2	8	14	40	90	61	12	1	0	0	0	0	0	228	15	47	99	105	121	69	13	2	0	0	0	0	0	471
17:00	6	8	48	69	35	7	1	0	0	0	0	0	0	174	1	0	5	37	73	67	13	0	0	0	0	0	0	196	7	8	53	106	108	74	14	0	0	0	0	0	0	370
18:00	1	6	26	47	35	9	2	0	0	0	0	0	0	126	0	1	5	18	40	28	16	1	0	0	0	0	0	109	1	7	31	65	75	37	18	1	0	0	0	0	0	235
19:00	0	7	22	32	20	10	2	1	0	0	0	0	0	94	0	1	0	11	36	31	9	4	0	0	0	0	0	92	0	8	22	43	56	41	11	5	0	0	0	0	0	186
20:00	1	2	7	27	23	10	2	2	0	0	0	0	0	74	1	0	1	11	24	18	7	3	0	0	0	0	0	65	2	2	8	38	47	28	9	5	0	0	0	0	0	139
21:00	0	1	8	17	13	4	1	0	0	0	0	0	0	44	0	0	1	4	17	12	2	2	1	0	0	0	0	39	0	1	9	21	30	16	3	2	1	0	0	0	0	83
22:00	0	2	3	21	14	9	2	0	0	0	0	0	0	51	0	0	4	3	8	9	2	0	0	0	0	0	0	26	0	2	7	24	22	18	4	0	0	0	0	0	0	77
23:00	0	1	4	4	7	0	3	1	0	0	0	0	0	20	0	0	0	4	8	14	3	0	1	0	0	0	0	30	0	1	4	8	15	14	6	1	1	0	0	0	0	50
Totals	91	205	565	854	626	202	37	13	0	0	0	0	0	2,593	12	44	112	425	884	684	207	19	6	0	0	0	0	2,393	103	249	677	1,279	1,510	886	244	32	6	0	0	0	0	4,986
% of Totals	4%	8%	22%	33%	24%	8%	1%	1%						100%	1%	2%	5%	18%	37%	29%	9%	1%	0%					100%	2%	5%	14%	26%	30%	18%	5%	1%	0%					100%

STATISTICS

00:00 - 12:00	49	93	203	327	264	100	14	4	0	0	0	0	0	1054	3	16	50	163	333	239	71	4	0	0	0	0	0	879	52	109	253	490	597	339	85	8	0	0	0	0	0	1933
%	2%	4%	8%	13%	10%	4%	1%	0%	0%	0%	0%	0%	0%	41%	0%	1%	2%	6%	13%	9%	3%	0%	0%	0%	0%	0%	0%	34%	2%	4%	10%	19%	23%	13%	3%	0%	0%	0%	0%	0%	0%	75%
Peak Hour	7:45	7:45	7:45	11:30	6:45	6:30	9:00	6:45	0:00	0:00	0:00	0:00	0:00	7:45	8:30	9:15	8:30	8:00	11:15	7:15	11:45	10:15	11:45	0:00	0:00	0:00	0:00	7:15	7:45	7:45	7:45	8:30	11:15	11:45	10:00	10:15	11:45	0:00	0:00	0:00	0:00	7:45
Peak Volume	39	60	78	69	53	24	4	2	0	0	0	0	0	243	3	6	20	48	83	57	18	3	1	0	0	0	0	196	41	64	94	98	126	67	19	4	1	0	0	0	0	437
12:00 - 24:00	42	112	362	527	362	102	23	9	0	0	0	0	0	1539	9	28	62	262	551	445	136	15	6	0	0	0	0	1514	51	140	424	789	913	547	159	24	6	0	0	0	0	3053
%	2%	4%	14%	20%	14%	4%	1%	0%	0%	0%	0%	0%	0%	59%	0%	1%	2%	10%	21%	17%	5%	1%	0%	0%	0%	0%	0%	58%	2%	5%	16%	30%	35%	21%	6%	1%	0%	0%	0%	0%	0%	118%
Peak Hour	13:45	16:00	16:00	14:45	14:15	12:30	14:45	12:45	12:00	12:00	12:00	12:00	12:00	16:00	14:00	14:00	14:00	16:30	15:30	16:30	14:30	18:45	12:15	12:00	12:00	12:00	12:00	16:30	14:00	16:00	16:00	14:45	14:15	15:30	15:00	13:00	12:15	12:00	12:00	12:00	12:00	16:15
Peak Volume	18	39	85	85	60	14	5	3	0	0	0	0	0	243	5	12	19	52	95	77	21	4	3	0	0	0	0	249	23	47	99	127	131	83	25	5	3	0	0	0	0	479
07:00 - 09:00	43	72	108	105	69	25	1	2	0	0	0	0	0	425	2	7	27	77	128	83	24	1	0	0	0	0	0	349	45	79	135	182	197	108	25	3	0	0	0	0	0	774
%	2%	3%	4%	4%	3%	1%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	1%	3%	5%	3%	1%	0%	0%	0%	0%	0%	0%	13%	2%	3%	5%	7%	8%	4%	1%	0%	0%	0%	0%	0%	0%	30%
Peak Hour	7:45	7:45	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:45	8:00	8:00	8:00	7:15	7:15	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:15	7:45	7:45	7:45	8:00	7:15	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	39	60	78	58	42	17	1	2	0	0	0	0	0	243	2	5	17	48	73	57	17	1	0	0	0	0	0	196	41	64	94	95	107	66	17	2	0	0	0	0	0	437
16:00 - 18:00	19	47	133	134	66	15	2	1	0	0	0	0	0	417	3	8	19	77	163	128	25	1	0	0	0	0	0	424	22	55	152	211	229	143	27	2	0	0	0	0	0	841
%	1%	2%	5%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	1%	3%	6%	5%	1%	0%	0%	0%	0%	0%	0%	16%	1%	2%	6%	8%	9%	6%	1%	0%	0%	0%	0%	0%	0%	32%
Peak Hour	16:15	16:00	16:00	17:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:30	16:00	16:30	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:00	16:00	16:30	16:30	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	14	39	85	69	38	8	1	1	0	0	0	0	0	243	3	8	14	52	90	77	14	1	0	0	0	0	0	249	16	47	99	112	127	83	15	2	0	0	0	0	0	479

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	21	28	27	34	38	2593
SOUTHBOUND	27	33	33	39	43	2393
TOTALS	23	31	30	37	41	4986

Prepared by National Data & Surveying Services

VOLUME

Hooker Ave 350' N/O Dwight St

Day: Thursday
Date: 1/11/2024

City: Poughkeepsie
Project #: NY24_380006_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,593	2,393	0	0	4,986

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	6			10	12:00	29	42			71
0:15	5	3			8	12:15	45	36			81
0:30	1	0			1	12:30	35	44			79
0:45	1	1			2	12:45	30	33			63
1:00	1	0			1	13:00	43	31			74
1:15	1	3			4	13:15	44	34			78
1:30	1	3			4	13:30	43	39			82
1:45	4	2			6	13:45	34	47			81
2:00	3	0			3	14:00	55	34			89
2:15	2	0			2	14:15	41	58			99
2:30	1	0			1	14:30	50	61			111
2:45	2	0			2	14:45	71	54			125
3:00	2	0			2	15:00	63	44			107
3:15	0	0			0	15:15	50	48			98
3:30	1	0			1	15:30	32	53			85
3:45	3	2			5	15:45	48	71			119
4:00	2	0			2	16:00	59	57			116
4:15	2	2			4	16:15	65	45			110
4:30	6	6			12	16:30	56	62			118
4:45	3	7			10	16:45	63	64			127
5:00	2	3			5	17:00	55	69			124
5:15	11	11			22	17:15	36	54			90
5:30	12	15			27	17:30	42	44			86
5:45	7	7			14	17:45	41	29			70
6:00	16	12			28	18:00	32	22			54
6:15	28	16			44	18:15	35	27			62
6:30	26	9			35	18:30	26	31			57
6:45	26	15			41	18:45	33	29			62
7:00	35	21			56	19:00	35	25			60
7:15	48	41			89	19:15	22	22			44
7:30	53	54			107	19:30	18	26			44
7:45	58	48			106	19:45	19	19			38
8:00	60	53			113	20:00	21	18			39
8:15	55	41			96	20:15	21	11			32
8:30	70	52			122	20:30	16	20			36
8:45	46	39			85	20:45	16	16			32
9:00	47	30			77	21:00	11	14			25
9:15	39	34			73	21:15	15	10			25
9:30	37	31			68	21:30	7	6			13
9:45	33	33			66	21:45	11	9			20
10:00	34	31			65	22:00	11	8			19
10:15	36	32			68	22:15	14	3			17
10:30	45	25			70	22:30	14	3			17
10:45	34	36			70	22:45	12	12			24
11:00	37	29			66	23:00	4	11			15
11:15	31	37			68	23:15	7	6			13
11:30	44	47			91	23:30	6	5			11
11:45	39	42			81	23:45	3	8			11
TOTALS	1054	879	0	0	1933	TOTALS	1539	1514	0	0	3053
SPLIT %	55%	45%	0%	0%	39%	SPLIT %	50%	50%	0%	0%	61%

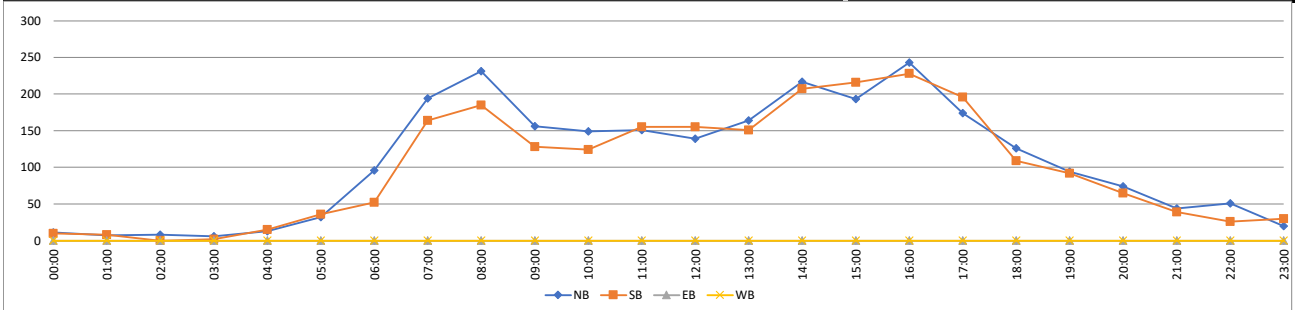
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	11	10			21
01:00	02:00	7	8			15
02:00	03:00	8	0			8
03:00	04:00	6	2			8
04:00	05:00	13	15			28
05:00	06:00	32	36			68
06:00	07:00	96	52			148
07:00	08:00	194	164			358
08:00	09:00	231	185			416
09:00	10:00	156	128			284
10:00	11:00	149	124			273
11:00	12:00	151	155			306
12:00	13:00	139	155			294
13:00	14:00	164	151			315
14:00	15:00	217	207			424
15:00	16:00	193	216			409
16:00	17:00	243	228			471
17:00	18:00	174	196			370
18:00	19:00	126	109			235
19:00	20:00	94	92			186
20:00	21:00	74	65			139
21:00	22:00	44	39			83
22:00	23:00	51	26			77
23:00	00:00	20	30			50

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1054	879			1933
Peak Hour	7:45	7:15			7:45
Peak Volume	243	196			437
Peak Hour Factor	0.868	0.907			0.895
Peak Period	12:00	to	00:00		
Volume	1539	1514			3053
Peak Hour	16:00	16:30			16:15
Peak Volume	243	249			479
Peak Hour Factor	0.935	0.902			0.943
Peak Period	07:00	to	09:00		
Volume	425	349			774
Peak Hour	7:45	7:15			7:45
Peak Volume	243	196			437
Peak Hour Factor	0.868	0.907			0.895
Peak Period	16:00	to	18:00		
Volume	417	424			841
Peak Hour	16:00	16:30			16:15
Peak Volume	243	249			479
Peak Hour Factor	0.935	0.902			0.943



Prepared by National Data & Surveying Services

SPEED

Hooker Ave 350' N/O Dwight St

Day: Friday

Date: 1/12/2024

City: Poughkeepsie

Project #: NY24_380006_001

HOURLY BREAKDOWN

Time	NORTHBOUND															SOUTHBOUND															TOTALS														
	5	15	20	25	30	35	40	45	50	55	60	65	70		Total	5	15	20	25	30	35	40	45	50	55	60	65	70		Total	5	15	20	25	30	35	40	45	50	55	60	65	70		Total
	15	20	25	30	35	40	45	50	55	60	65	70	99			15	20	25	30	35	40	45	50	55	60	65	70	99			15	20	25	30	35	40	45	50	55	60	65	70	99		
0:00	0	0	1	5	5	3	2	0	0	0	0	0	0		16	0	0	0	3	7	6	2	1	0	0	0	0	0		19	0	0	1	8	12	9	4	1	0	0	0	0	0		35
1:00	0	0	2	2	1	0	0	0	0	0	0	0	0		5	0	0	0	1	8	2	0	0	0	0	0	0	0		11	0	0	2	3	9	2	0	0	0	0	0	0	0		16
2:00	0	0	0	5	3	1	1	0	1	0	0	0	0		11	0	0	0	0	0	1	1	0	0	0	0	0	0		2	0	0	0	5	3	2	2	0	1	0	0	0	0		13
3:00	0	0	0	2	2	1	0	0	0	0	0	0	0		5	0	0	0	1	4	1	2	0	1	0	0	0	0		9	0	0	0	3	6	2	2	0	1	0	0	0	0		14
4:00	0	1	0	2	2	4	2	0	0	0	0	0	0		11	0	0	0	0	3	1	3	1	0	0	0	0	0		8	0	1	0	2	5	5	5	1	0	0	0	0	0		19
5:00	1	0	4	9	9	4	2	0	0	0	0	0	0		29	0	0	2	10	14	4	3	1	1	0	0	0	0		35	1	0	6	19	23	8	5	1	1	0	0	0	0		64
6:00	0	1	12	30	26	10	1	0	0	0	0	0	0		80	2	0	2	16	19	9	7	0	2	0	0	0	0		57	2	1	14	46	45	19	8	0	2	0	0	0	0		137
7:00	1	13	35	82	52	19	2	0	0	0	0	0	0		204	1	3	17	51	61	24	7	0	1	0	0	0	0		165	2	16	52	133	113	43	9	0	1	0	0	0	0		369
8:00	19	46	70	79	51	11	1	0	0	0	0	0	0		277	4	10	17	41	43	23	3	0	1	0	0	0	0		142	23	56	87	120	94	34	4	0	1	0	0	0	0		419
9:00	1	6	29	71	41	19	4	0	0	0	0	0	0		171	2	4	21	47	55	16	1	1	0	0	0	0	0		147	3	10	50	118	96	35	5	1	0	0	0	0	0		318
10:00	1	1	20	48	49	21	5	0	1	0	0	0	0		146	0	1	2	31	50	24	8	1	0	0	0	0	0		117	1	2	22	79	99	45	13	1	1	0	0	0	0		263
11:00	4	8	27	64	47	13	5	0	0	0	0	0	0		168	0	1	11	42	53	22	4	1	0	0	0	0	0		134	4	9	38	106	100	35	9	1	0	0	0	0	0		302
12:00	1	11	35	57	51	22	6	0	0	0	0	0	0		183	0	3	6	45	54	33	6	0	0	0	0	0	0		147	1	14	41	102	105	55	12	0	0	0	0	0	0		330
13:00	1	6	26	88	42	18	4	0	0	0	0	0	0		185	2	6	12	49	65	27	4	0	0	0	0	0	0		165	3	12	38	137	107	45	8	0	0	0	0	0	0		350
14:00	25	33	66	70	39	6	1	0	0	0	0	0	0		240	6	13	42	63	70	22	1	1	0	0	0	0	0		218	31	46	108	133	109	28	2	1	0	0	0	0	0		458
15:00	7	24	39	79	51	8	0	1	0	0	0	0	0		209	0	0	29	77	78	23	7	1	0	0	0	0	0		215	7	24	68	156	129	31	7	2	0	0	0	0	0		424
16:00	4	19	53	75	54	16	4	0	0	0	0	0	0		225	2	6	26	97	104	38	3	0	0	0	0	0	0		276	6	25	79	172	158	54	7	0	0	0	0	0	0		501
17:00	7	23	56	89	48	7	1	0	1	0	0	0	0		232	1	5	24	56	84	23	9	0	0	0	0	0	0		202	8	28	80	145	132	30	10	0	1	0	0	0	0		434
18:00	1	5	26	66	42	9	2	0	0	0	0	0	0		151	3	6	15	33	57	14	6	1	0	0	0	0	0		135	4	11	41	99	99	23	8	1	0	0	0	0	0		286
19:00	1	5	19	41	29	11	2	0	0	0	0	0	0		108	1	2	8	28	38	15	6	0	0	0	0	0	0		98	2	7	27	69	67	26	8	0	0	0	0	0	0		206
20:00	1	3	13	29	24	8	2	0	1	0	0	0	0		81	0	2	4	11	33	17	3	0	0	0	0	0	0		70	1	5	17	40	57	25	5	0	1	0	0	0	0		151
21:00	0	1	9	38	27	9	2	0	2	0	0	0	0		88	0	1	5	21	30	17	5	0	0	0	0	0	0		79	0	2	14	59	57	26	7	0	2	0	0	0	0		167
22:00	0	0	7	17	18	9	2	0	1	0	0	0	0		54	0	1	2	12	37	12	1	0	0	0	0	0	0		65	0	1	9	29	55	21	3	0	1	0	0	0	0		119
23:00	0	2	5	20	11	1	1	1	0	0	0	0	0		41	0	0	4	8	18	6	3	1	0	0	0	0	0		40	0	2	9	28	29	7	4	2	0	0	0	0	0		81
Totals	75	208	554	1,068	724	230	52	2	7	0	0	0	0		2,920	24	64	249	743	985	380	95	10	6	0	0	0	0		2,556	99	272	803	1,811	1,709	610	147	12	13	0	0	0	0		5,476
% of Totals	3%	7%	19%	37%	25%	8%	2%	0%	0%						100%	1%	3%	10%	29%	39%	15%	4%	0%	0%						100%	2%	5%	15%	33%	31%	11%	3%	0%	0%						100%

STATISTICS

00:00 - 12:00	27	76	200	399	288	106	25	0	2	0	0	0	0		1123	9	19	72	243	317	133	41	6	6	0	0	0	0		846	36	95	272	642	605	239	66	6	8	0	0	0	0		1969
%	1%	3%	7%	14%	10%	4%	1%	0%	0%	0%	0%	0%	0%		38%	0%	1%	2%	8%	11%	5%	1%	0%	0%	0%	0%	0%	0%		29%	1%	3%	9%	22%	21%	8%	2%	0%	0%	0%	0%	0%	0%		67%
Peak Hour	8:00	8:00	7:45	7:15	7:30	11:45	11:45	0:00	1:30	0:00	0:00	0:00	0:00		7:45	8:30	7:45	8:45	8:30	7:00	11:45	6:15	0:00	6:00	0:00	0:00	0:00	0:00		7:15	8:15	7:45	7:45	7:15	7:15	11:45	11:45	0:00	2:15	0:00	0:00	0:00	0:00		7:45
Peak Volume	19	46	71	90	59	24	8	0	1	0	0	0	0		280	6	12	23	57	61	33	9	1	2	0	0	0	0		174	24	56	88	142	117	57	14	1	2	0	0	0	0		451
12:00 - 24:00	48	132	354	669	436	124	27	2	5	0	0	0	0		1797	15	45	177	500	668	247	54	4	0	0	0	0	0		1710	63	177	531	1169	1104	371	81	6	5	0	0	0	0		3507
%	2%	5%	12%	23%	15%	4%	1%	0%	0%	0%	0%	0%	0%		62%	1%	2%	6%	17%	23%	8%	2%	0%	0%	0%	0%	0%	0%		59%	2%	6%	18%	40%	38%	13%	3%	0%	0%	0%	0%	0%	0%		120%
Peak Hour	14:30	14:30	16:45	13:15	12:15	12:00	12:15	14:30	21:00	12:00	12:00	12:00	12:00		14:30	13:30	13:45	14:00	16:15	16:45	16:00	17:15	14:00	12:00	12:00	12:00	12:00	12:00		16:15	14:00	14:30	14:00	16:30	16:00	12:00	17:15	14:30	21:00	12:00	12:00	12:00	12:00		16:30
Peak Volume	26	43	67	92	58	22	8	1	2	0	0	0	0		249	6	14	42	101	108	38	13	1	0	0	0	0	0		284	31	49	108	180	158	55	15	2	2	0	0	0	0		524
07:00 - 09:00	20	59	105	161	103	30	3	0	0	0	0	0	0		481	5	13	34	92	104	47	10	0	2	0	0	0	0		307	25	72	139	253	207	77	13	0	2	0	0	0	0		788
%	1%	2%	4%	6%	4%	1%	0%	0%	0%	0%	0%	0%	0%		16%	0%	0%	1%	3%	4%	2%	0%	0%	0%	0%	0%	0%	0%		11%	1%	2%	5%	9%	7%	3%	0%	0%	0%	0%	0%	0%	0%		27%
Peak Hour	8:00	8:00	7:45	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00		7:45	7:45	7:45	7:15	7:15	7:00	7:45	7:30	7:00	7:30	7:00	7:00	7:00	7:00		7:15	8:00	7:45	7:45	7:15	7:15	7:30	7:00	7:00	7:30	7:00	7:00	7:00	7:00		7:45
Peak Volume	19	46	71	90	59	19	2	0	0	0	0	0	0		280	5	12	22	52	61	30	8	0	2	0	0	0	0		174	23	56	88	142	117	46	9	0	2	0	0	0	0		451
16:00 - 18:00	11	42	109	164	102	23	5	0	1	0	0	0	0		457	3	11	50	153	188	61	12	0	0	0	0	0	0		478	14	53	159	317	290	84	17	0	1	0	0	0	0		935
%	0%	1%	4%	6%	3%	1%	0%	0%	0%	0%	0%	0%	0%		16%	0%	0%	2%	5%	6%	2%	0%	0%	0%	0%	0%	0%	0%		16%	0%	2%	5%	11%	10%	3%	1%	0%	0%	0%	0%	0%	0%		32%
Peak Hour	16:15	16:15	16:45	17:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00		16:45	16:00	16:30	16:15	16:15	16:45	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00		16:15	16:15	16:30	16:15	16:30	16:00	16:00	17:00	16:00	16:45	16:00	16:00	16:00	16:00		16:30
Peak Volume	8	31	67	89	54	16	4	0	1	0	0	0	0		245	2	9	31	101	108	38	9	0	0	0	0	0	0		284	10	38	93	180	158	54	10	0	1	0	0	0	0		524

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
NORTHBOUND	21	28	28	34	38	2920
SOUTHBOUND	25	31	31	36	40	2556
TOTALS	23	29	29	35	39	5476

Prepared by National Data & Surveying Services

VOLUME

Hooker Ave 350' N/O Dwight St

Day: Friday
Date: 1/12/2024

City: Poughkeepsie
Project #: NY24_380006_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,920	2,556	0	0	5,476

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	5	2			7	12:00	40	42			82
0:15	5	4			9	12:15	52	40			92
0:30	3	8			11	12:30	46	34			80
0:45	3	5			8	12:45	45	31			76
1:00	1	5			6	13:00	42	47			89
1:15	0	3			3	13:15	48	35			83
1:30	1	2			3	13:30	48	41			89
1:45	3	1			4	13:45	47	42			89
2:00	1	0			1	14:00	54	45			99
2:15	4	2			6	14:15	50	52			102
2:30	4	0			4	14:30	63	65			128
2:45	2	0			2	14:45	73	56			129
3:00	0	4			4	15:00	59	52			111
3:15	1	0			1	15:15	54	60			114
3:30	3	2			5	15:30	41	46			87
3:45	1	3			4	15:45	55	57			112
4:00	3	1			4	16:00	59	48			107
4:15	2	2			4	16:15	46	55			101
4:30	3	3			6	16:30	58	86			144
4:45	3	2			5	16:45	62	87			149
5:00	2	5			7	17:00	65	56			121
5:15	8	12			20	17:15	58	52			110
5:30	13	9			22	17:30	60	67			127
5:45	6	9			15	17:45	49	27			76
6:00	13	13			26	18:00	39	40			79
6:15	21	14			35	18:15	36	31			67
6:30	20	14			34	18:30	43	35			78
6:45	26	16			42	18:45	33	29			62
7:00	38	29			67	19:00	29	28			57
7:15	56	47			103	19:15	22	25			47
7:30	53	37			90	19:30	24	23			47
7:45	57	52			109	19:45	33	22			55
8:00	70	38			108	20:00	30	22			52
8:15	73	35			108	20:15	19	13			32
8:30	80	46			126	20:30	21	16			37
8:45	54	23			77	20:45	11	19			30
9:00	41	47			88	21:00	18	26			44
9:15	36	36			72	21:15	17	16			33
9:30	45	33			78	21:30	29	19			48
9:45	49	31			80	21:45	24	18			42
10:00	38	30			68	22:00	14	30			44
10:15	36	29			65	22:15	15	14			29
10:30	37	25			62	22:30	15	11			26
10:45	35	33			68	22:45	10	10			20
11:00	33	25			58	23:00	9	9			18
11:15	48	30			78	23:15	13	15			28
11:30	41	38			79	23:30	16	8			24
11:45	46	41			87	23:45	3	8			11
TOTALS	1123	846	0	0	1969	TOTALS	1797	1710	0	0	3507
SPLIT %	57%	43%	0%	0%	36%	SPLIT %	51%	49%	0%	0%	64%

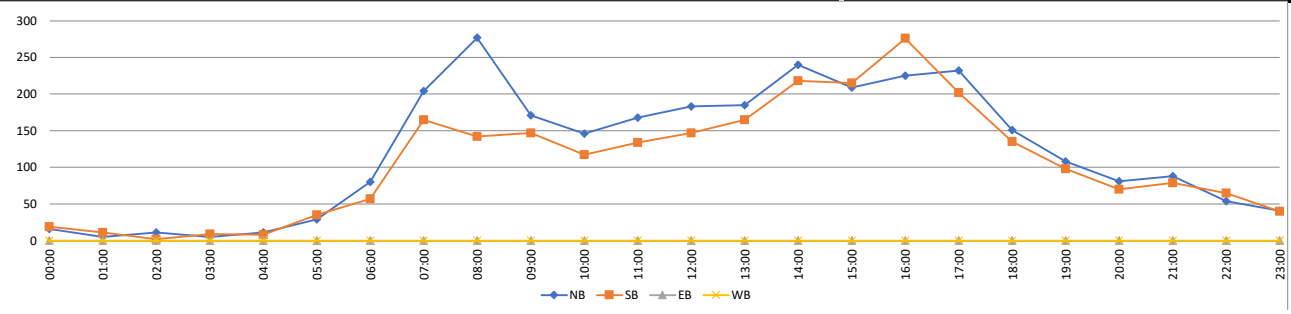
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	16	19			35
01:00	02:00	5	11			16
02:00	03:00	11	2			13
03:00	04:00	5	9			14
04:00	05:00	11	8			19
05:00	06:00	29	35			64
06:00	07:00	80	57			137
07:00	08:00	204	165			369
08:00	09:00	277	142			419
09:00	10:00	171	147			318
10:00	11:00	146	117			263
11:00	12:00	168	134			302
12:00	13:00	183	147			330
13:00	14:00	185	165			350
14:00	15:00	240	218			458
15:00	16:00	209	215			424
16:00	17:00	225	276			501
17:00	18:00	232	202			434
18:00	19:00	151	135			286
19:00	20:00	108	98			206
20:00	21:00	81	70			151
21:00	22:00	88	79			167
22:00	23:00	54	65			119
23:00	00:00	41	40			81

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1123	846			1969
Peak Hour	7:45	7:15			7:45
Peak Volume	280	174			451
Peak Hour Factor	0.875	0.837			0.895
Peak Period	12:00	to	00:00		
Volume	1797	1710			3507
Peak Hour	14:30	16:15			16:30
Peak Volume	249	284			524
Peak Hour Factor	0.853	0.816			0.879
Peak Period	07:00	to	09:00		
Volume	481	307			788
Peak Hour	7:45	7:15			7:45
Peak Volume	280	174			451
Peak Hour Factor	0.875	0.837			0.895
Peak Period	16:00	to	18:00		
Volume	457	478			935
Peak Hour	16:45	16:15			16:30
Peak Volume	245	284			524
Peak Hour Factor	0.942	0.816			0.879



Prepared by National Data & Surveying Services

SPEED

Hooker Ave 350' N/O Dwight St

Day: Saturday

Date: 1/13/2024

City: Poughkeepsie

Project #: NY24_380006_001

HOURLY BREAKDOWN

Time	NORTHBOUND 5	15	20	25	30	35	40	45	50	55	60	65	70	Total	SOUTHBOUND 5	15	20	25	30	35	40	45	50	55	60	65	70	Total	TOTALS 5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	1	2	6	10	4	0	1	0	0	0	0	0	24	0	0	2	5	11	3	0	0	0	0	0	0	0	21	0	1	4	11	21	7	0	1	0	0	0	0	0	45
1:00	0	0	1	4	3	1	1	0	0	0	0	0	0	10	0	0	1	4	3	2	0	0	0	0	0	0	0	10	0	0	2	8	6	3	1	0	0	0	0	0	0	20
2:00	0	0	2	1	0	1	2	0	0	0	0	0	0	6	0	0	0	1	5	2	1	0	0	0	0	0	0	9	0	0	2	2	5	3	3	0	0	0	0	0	0	15
3:00	0	1	1	1	6	2	0	0	0	0	0	0	0	11	0	0	0	2	1	4	0	0	0	0	0	0	0	7	0	1	1	3	7	6	0	0	0	0	0	0	0	18
4:00	0	0	1	4	2	4	0	1	0	0	0	0	0	12	0	0	0	3	3	5	2	0	0	0	0	0	0	13	0	0	1	7	5	9	2	1	0	0	0	0	0	25
5:00	0	0	1	2	8	3	1	0	0	0	0	0	0	15	0	0	0	4	2	6	2	0	0	0	0	0	0	14	0	0	1	6	10	9	3	0	0	0	0	0	0	29
6:00	0	0	4	19	15	6	0	1	0	0	0	0	0	45	0	0	0	9	11	4	2	0	1	0	0	0	0	27	0	0	4	28	26	10	2	1	1	0	0	0	0	72
7:00	0	2	9	14	22	9	7	1	0	0	0	0	0	64	1	1	2	16	19	10	0	0	0	0	0	0	0	49	1	3	11	30	41	19	7	1	0	0	0	0	0	113
8:00	1	5	23	37	29	15	1	3	0	0	0	0	0	114	2	1	6	9	19	21	6	0	0	0	0	0	0	64	3	6	29	46	48	36	7	3	0	0	0	0	0	178
9:00	2	1	13	23	30	14	12	1	0	0	0	0	0	96	1	2	4	12	29	30	19	3	0	0	0	0	0	100	3	3	17	35	59	44	31	4	0	0	0	0	0	196
10:00	0	1	19	35	50	26	12	7	0	0	0	0	0	150	1	0	6	16	52	32	10	5	0	0	0	0	0	122	1	1	25	51	102	58	22	12	0	0	0	0	0	272
11:00	0	7	20	45	54	31	11	5	0	0	0	0	0	173	1	2	8	26	44	44	13	2	1	0	0	0	0	141	1	9	28	71	98	75	24	7	1	0	0	0	0	314
12:00	0	5	25	48	56	27	11	5	0	0	0	0	0	177	0	1	8	18	57	42	10	1	0	0	0	0	0	137	0	6	33	66	113	69	21	6	0	0	0	0	0	314
13:00	0	3	21	40	48	24	10	4	0	0	0	0	0	150	1	0	4	18	43	38	13	1	1	0	0	0	0	119	1	3	25	58	91	62	23	5	1	0	0	0	0	269
14:00	0	5	24	43	51	27	12	6	0	0	0	0	0	168	0	5	8	25	55	35	12	0	0	0	0	0	0	140	0	10	32	68	106	62	24	6	0	0	0	0	0	308
15:00	0	4	24	48	55	27	12	5	0	0	0	0	0	175	1	1	11	29	47	32	9	3	2	0	0	0	0	135	1	5	35	77	102	59	21	8	2	0	0	0	0	310
16:00	0	5	20	40	46	23	5	2	0	0	0	0	0	141	0	2	7	48	64	27	8	1	0	0	0	0	0	157	0	7	27	88	110	50	13	3	0	0	0	0	0	298
17:00	0	5	20	36	44	27	7	4	0	0	0	0	0	143	0	0	4	21	49	38	9	1	1	0	0	0	0	123	0	5	24	57	93	65	16	5	1	0	0	0	0	266
18:00	0	3	16	26	32	16	7	3	0	0	0	0	0	103	1	1	5	21	34	20	9	2	0	0	0	0	0	93	1	4	21	47	66	36	16	5	0	0	0	0	0	196
19:00	0	2	13	21	25	13	5	2	0	0	0	0	0	81	0	0	2	19	18	26	8	1	0	0	0	0	0	74	0	2	15	40	43	39	13	3	0	0	0	0	0	155
20:00	0	2	8	16	23	10	7	2	0	0	0	0	0	68	0	2	4	8	27	17	4	0	1	0	0	0	0	63	0	4	12	24	50	27	11	2	1	0	0	0	0	131
21:00	0	1	11	20	24	13	4	2	0	0	0	0	0	75	1	1	2	7	12	16	7	1	0	0	0	0	0	47	1	2	13	27	36	29	11	3	0	0	0	0	0	122
22:00	0	1	9	19	22	6	6	1	0	0	0	0	0	64	0	0	1	4	23	14	2	0	0	0	0	0	0	44	0	1	10	23	45	20	8	1	0	0	0	0	0	108
23:00	0	0	7	15	15	8	2	0	0	0	0	0	0	47	0	0	0	3	8	14	3	0	0	0	0	0	0	28	0	0	7	18	23	22	5	0	0	0	0	0	0	75
Totals	**3**	**54**	**294**	**563**	**670**	**337**	**135**	**56**	**0**	**0**	**0**	**0**	**0**	**2,112**	**10**	**19**	**85**	**328**	**636**	**482**	**149**	**21**	**7**	**0**	**0**	**0**	**0**	**1,737**	**13**	**73**	**379**	**891**	**1,306**	**819**	**284**	**77**	**7**	**0**	**0**	**0**	**0**	**3,849**
% of Totals	0%	3%	14%	27%	32%	16%	6%	3%						100%	1%	1%	5%	19%	37%	28%	9%	1%	0%					100%	0%	2%	10%	23%	34%	21%	7%	2%	0%					100%

STATISTICS

00:00 - 12:00	3	18	96	191	229	116	47	20	0	0	0	0	0	720	6	6	29	107	199	163	55	10	2	0	0	0	0	577	9	24	125	298	428	279	102	30	2	0	0	0	0	1297
%	0%	1%	5%	9%	11%	5%	2%	1%	0%	0%	0%	0%	0%	34%	0%	0%	1%	5%	9%	8%	3%	0%	0%	0%	0%	0%	0%	27%	0%	1%	6%	14%	20%	13%	5%	1%	0%	0%	0%	0%	0%	61%
Peak Hour	9:00	11:00	11:45	11:45	11:45	10:15	11:30	10:00	0:00	0:00	0:00	0:00	0:00	11:45	7:30	11:15	10:30	10:45	10:00	11:15	9:15	10:00	6:00	0:00	0:00	0:00	0:00	11:15	7:45	11:15	11:30	10:45	11:45	11:00	8:45	10:00	6:00	0:00	0:00	0:00	0:00	11:30
Peak Volume	2	7	27	53	62	35	14	7	0	0	0	0	0	196	2	3	10	27	52	45	20	5	1	0	0	0	0	144	3	10	35	74	110	75	31	12	1	0	0	0	0	333
12:00 - 24:00	0	36	198	372	441	221	88	36	0	0	0	0	0	1392	4	13	56	221	437	319	94	11	5	0	0	0	0	1160	4	49	254	593	878	540	182	47	5	0	0	0	0	2552
%	0%	2%	9%	18%	21%	10%	4%	2%	0%	0%	0%	0%	0%	66%	0%	1%	3%	10%	21%	15%	4%	1%	0%	0%	0%	0%	0%	55%	0%	2%	12%	28%	42%	26%	9%	2%	0%	0%	0%	0%	0%	121%
Peak Hour	12:00	16:30	14:30	14:30	14:30	14:30	14:30	12:45	12:00	12:00	12:00	12:00	12:00	14:30	13:00	14:00	14:45	16:00	16:15	12:00	13:15	15:00	15:00	12:00	12:00	12:00	12:00	16:00	13:00	14:00	14:30	15:30	16:15	12:00	13:15	15:00	15:00	12:00	12:00	12:00	12:00	14:45
Peak Volume	0	6	27	49	59	30	14	6	0	0	0	0	0	189	1	5	15	48	73	42	15	3	2	0	0	0	0	157	1	10	41	91	119	69	25	8	2	0	0	0	0	325
07:00 - 09:00	1	7	32	51	51	24	8	4	0	0	0	0	0	178	3	2	8	25	38	31	6	0	0	0	0	0	0	113	4	9	40	76	89	55	14	4	0	0	0	0	0	291
%	0%	0%	2%	2%	2%	1%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	2%	4%	4%	3%	1%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:45	8:00	8:00	8:00	7:45	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	8:00	7:30	7:00	8:00	7:15	7:15	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:45	8:00	8:00	7:45	7:45	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	1	5	23	37	32	15	7	3	0	0	0	0	0	114	2	1	6	17	22	21	6	0	0	0	0	0	0	64	3	6	29	47	51	36	7	3	0	0	0	0	0	178
16:00 - 18:00	0	10	40	76	90	50	12	6	0	0	0	0	0	284	0	2	11	69	113	65	17	2	1	0	0	0	0	280	0	12	51	145	203	115	29	8	1	0	0	0	0	564
%	0%	0%	2%	4%	4%	2%	1%	0%	0%	0%	0%	0%	0%	13%	0%	0%	1%	3%	5%	3%	1%	0%	0%	0%	0%	0%	0%	13%	0%	1%	2%	7%	10%	5%	1%	0%	0%	0%	0%	0%	0%	27%
Peak Hour	16:00	16:30	16:00	16:15	16:00	17:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:15	17:00	17:00	16:30	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	17:00	17:00	17:00	16:30	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	6	20	41	46	27	7	4	0	0	0	0	0	143	0	2	7	48	73	38	9	2	1	0	0	0	0	157	0	7	27	88	119	65	16	5	1	0	0	0	0	298

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	24	31	31	38	43	2112
SOUTHBOUND	27	33	33	39	43	1737
TOTALS	26	32	32	39	43	3849

Prepared by National Data & Surveying Services

VOLUME

Hooker Ave 350' N/O Dwight St

Day: Saturday
Date: 1/13/2024

City: Poughkeepsie
Project #: NY24_380006_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,112	1,737	0	0	3,849

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	6	6			12	12:00	56	32			88
0:15	4	4			8	12:15	45	33			78
0:30	5	5			10	12:30	44	35			79
0:45	9	6			15	12:45	32	37			69
1:00	5	1			6	13:00	33	30			63
1:15	3	6			9	13:15	46	34			80
1:30	1	2			3	13:30	35	29			64
1:45	1	1			2	13:45	36	26			62
2:00	2	3			5	14:00	32	35			67
2:15	2	4			6	14:15	41	32			73
2:30	1	2			3	14:30	39	31			70
2:45	1	0			1	14:45	56	42			98
3:00	3	3			6	15:00	44	28			72
3:15	2	1			3	15:15	50	32			82
3:30	1	1			2	15:30	35	38			73
3:45	5	2			7	15:45	46	37			83
4:00	1	4			5	16:00	39	45			84
4:15	4	1			5	16:15	39	35			74
4:30	5	4			9	16:30	34	34			68
4:45	2	4			6	16:45	29	43			72
5:00	1	0			1	17:00	41	41			82
5:15	2	3			5	17:15	32	26			58
5:30	6	5			11	17:30	31	23			54
5:45	6	6			12	17:45	39	33			72
6:00	9	2			11	18:00	26	20			46
6:15	11	11			22	18:15	25	30			55
6:30	12	3			15	18:30	21	19			40
6:45	13	11			24	18:45	31	24			55
7:00	16	8			24	19:00	18	22			40
7:15	15	15			30	19:15	18	20			38
7:30	15	10			25	19:30	24	20			44
7:45	18	16			34	19:45	21	12			33
8:00	25	16			41	20:00	27	21			48
8:15	23	18			41	20:15	10	13			23
8:30	38	12			50	20:30	22	15			37
8:45	28	18			46	20:45	9	14			23
9:00	25	31			56	21:00	15	14			29
9:15	24	17			41	21:15	18	10			28
9:30	19	32			51	21:30	30	14			44
9:45	28	20			48	21:45	12	9			21
10:00	29	26			55	22:00	14	11			25
10:15	27	35			62	22:15	27	11			38
10:30	38	32			70	22:30	12	10			22
10:45	56	29			85	22:45	11	12			23
11:00	51	29			80	23:00	11	7			18
11:15	32	35			67	23:15	13	7			20
11:30	39	45			84	23:30	9	9			18
11:45	51	32			83	23:45	14	5			19
TOTALS	720	577	0	0	1297	TOTALS	1392	1160	0	0	2552
SPLIT %	56%	44%	0%	0%	34%	SPLIT %	55%	45%	0%	0%	66%

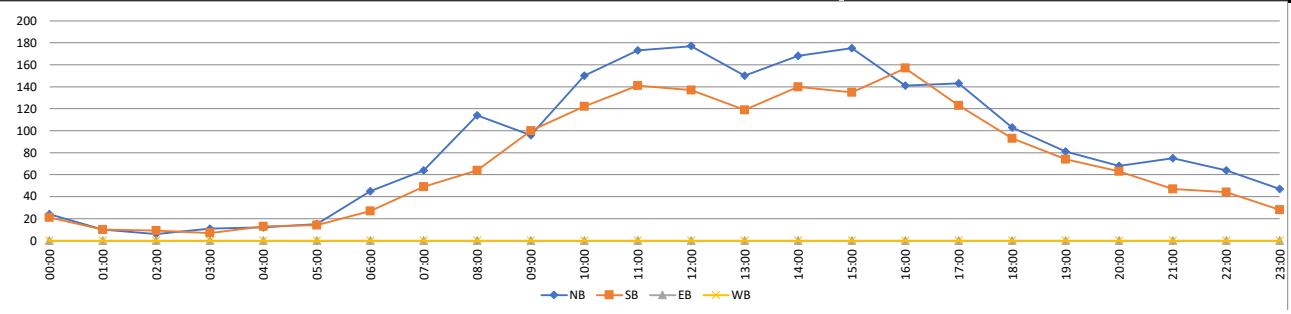
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	24	21			45
01:00	02:00	10	10			20
02:00	03:00	6	9			15
03:00	04:00	11	7			18
04:00	05:00	12	13			25
05:00	06:00	15	14			29
06:00	07:00	45	27			72
07:00	08:00	64	49			113
08:00	09:00	114	64			178
09:00	10:00	96	100			196
10:00	11:00	150	122			272
11:00	12:00	173	141			314
12:00	13:00	177	137			314
13:00	14:00	150	119			269
14:00	15:00	168	140			308
15:00	16:00	175	135			310
16:00	17:00	141	157			298
17:00	18:00	143	123			266
18:00	19:00	103	93			196
19:00	20:00	81	74			155
20:00	21:00	68	63			131
21:00	22:00	75	47			122
22:00	23:00	64	44			108
23:00	00:00	47	28			75

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	720	577			1297
Peak Hour	10:45	11:00			10:45
Peak Volume	178	141			316
Peak Hour Factor	0.795	0.783			0.929
Peak Period	12:00	to	00:00		
Volume	1392	1160			2552
Peak Hour	14:30	16:00			14:45
Peak Volume	189	157			325
Peak Hour Factor	0.844	0.872			0.829
Peak Period	07:00	to	09:00		
Volume	178	113			291
Peak Hour	8:00	8:00			8:00
Peak Volume	114	64			178
Peak Hour Factor	0.750	0.889			0.890
Peak Period	16:00	to	18:00		
Volume	284	280			564
Peak Hour	16:15	16:00			16:00
Peak Volume	143	157			298
Peak Hour Factor	0.872	0.872			0.887



Prepared by National Data & Surveying Services

SPEED

S Hamilton St 200' S/O Franklin St

Day: Wednesday

Date: 1/10/2024

City: Poughkeepsie

Project #: NY24_380006_002

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	1	1	0	0	0	0	0	3	0	2	1	0	2	0	1	1	0	0	0	0	0	7
1:00	0	0	1	0	4	1	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4	1	0	0	0	0	0	0	0	7
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	2
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
4:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	1	0	0	0	0	0	0	3	0	0	1	0	3	1	1	0	0	0	0	0	0	6
5:00	0	0	5	6	4	4	0	0	0	0	0	0	0	19	0	0	3	4	2	2	0	0	0	0	0	0	0	11	0	0	8	10	6	6	0	0	0	0	0	0	0	30
6:00	0	0	2	10	8	3	2	0	0	0	0	0	0	25	0	1	2	6	8	0	0	0	0	0	0	0	0	17	0	1	4	16	16	3	2	0	0	0	0	0	0	42
7:00	0	2	14	32	18	5	2	0	0	0	0	0	0	73	1	1	8	13	27	4	2	0	0	0	0	0	0	56	1	3	22	45	45	9	4	0	0	0	0	0	0	129
8:00	0	5	14	25	25	9	0	0	0	0	0	0	0	78	1	0	3	11	13	5	0	0	0	0	0	0	0	33	1	5	17	36	38	14	0	0	0	0	0	0	0	111
9:00	0	1	10	15	18	10	1	0	0	0	0	0	0	55	0	1	5	7	14	6	3	0	0	0	0	0	0	36	0	2	15	22	32	16	4	0	0	0	0	0	0	91
10:00	1	1	4	16	15	12	2	1	0	0	0	0	0	52	0	4	4	9	11	5	1	0	0	0	0	0	0	34	1	5	8	25	26	17	3	1	0	0	0	0	0	86
11:00	1	1	3	19	29	8	2	1	0	0	0	0	0	64	0	0	5	19	13	4	1	0	0	0	0	0	0	42	1	1	8	38	42	12	3	1	0	0	0	0	0	106
12:00	0	1	7	15	12	9	4	1	0	0	0	0	0	49	0	0	3	9	19	3	0	0	0	0	0	0	0	34	0	1	10	24	31	12	4	1	0	0	0	0	0	83
13:00	1	4	4	27	26	7	4	0	0	0	0	0	0	73	0	0	4	14	9	7	0	0	0	0	0	0	0	34	1	4	8	41	35	14	4	0	0	0	0	0	0	107
14:00	0	0	9	35	30	20	1	0	0	0	0	0	0	95	0	1	6	16	27	10	0	0	0	0	0	0	0	60	0	1	15	51	57	30	1	0	0	0	0	0	0	155
15:00	0	1	14	29	38	17	4	0	0	0	0	0	0	103	0	2	3	11	14	6	2	0	0	0	0	0	0	38	0	3	17	40	52	23	6	0	0	0	0	0	0	141
16:00	0	3	6	39	28	11	3	1	0	0	0	0	0	91	0	1	10	20	12	2	1	0	1	0	0	0	0	47	0	4	16	59	40	13	4	1	1	0	0	0	0	138
17:00	0	1	13	29	32	7	1	0	0	0	0	0	0	83	0	0	8	20	13	11	0	0	1	0	0	0	0	53	0	1	21	49	45	18	1	0	1	0	0	0	0	136
18:00	0	0	6	29	11	6	1	0	0	0	0	0	0	53	0	1	10	18	8	8	1	0	0	0	0	0	0	46	0	1	16	47	19	14	2	0	0	0	0	0	0	99
19:00	2	6	7	20	12	2	1	0	0	0	0	0	0	50	0	2	4	12	11	1	0	0	0	0	0	0	0	30	2	8	11	32	23	3	1	0	0	0	0	0	0	80
20:00	1	1	7	19	10	5	3	0	0	0	0	0	0	46	0	0	4	7	7	3	2	0	0	0	0	0	0	23	1	1	11	26	17	8	5	0	0	0	0	0	0	69
21:00	0	1	3	11	6	2	0	1	0	0	0	0	0	24	0	2	0	3	3	2	0	0	0	0	0	0	0	10	0	3	3	14	9	4	0	1	0	0	0	0	0	34
22:00	0	2	2	7	8	5	1	0	0	0	0	0	0	25	0	0	1	2	1	0	0	0	0	0	0	0	0	4	0	2	3	9	9	5	1	0	0	0	0	0	0	29
23:00	0	0	1	5	2	1	0	0	0	0	0	0	0	9	0	0	0	3	3	2	1	0	0	0	0	0	0	9	0	0	1	8	5	3	1	0	0	0	0	0	0	18
Totals	6	31	134	389	341	144	32	5	0	0	0	0	0	1,082	2	17	85	205	216	82	16	1	2	0	0	0	0	626	8	48	219	594	557	226	48	6	2	0	0	0	0	1,708
% of Totals	1%	3%	12%	36%	32%	13%	3%	0%						100%	0%	3%	14%	33%	35%	13%	3%	0%	0%						100%	0%	3%	13%	35%	33%	13%	3%	0%	0%					100%

STATISTICS

	NORTHBOUND														SOUTHBOUND														TOTALS													
00:00 - 12:00	2	11	55	124	126	52	9	2	0	0	0	0	0	381	2	8	32	70	89	27	9	1	0	0	0	0	0	238	4	19	87	194	215	79	18	3	0	0	0	0	0	619
%	0%	1%	5%	11%	12%	5%	1%	0%	0%	0%	0%	0%	0%	35%	0%	1%	3%	6%	8%	2%	1%	0%	0%	0%	0%	0%	0%	22%	0%	2%	8%	18%	20%	7%	2%	0%	0%	0%	0%	0%	0%	57%
Peak Hour	10:15	7:45	7:00	7:00	11:15	9:30	6:30	9:30	0:00	0:00	0:00	0:00	0:00	7:30	7:45	10:00	7:30	10:45	7:15	9:30	9:00	0:00	0:00	0:00	0:00	0:00	0:00	7:00	7:45	7:30	7:00	7:00	7:15	9:30	6:30	0:00	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	2	6	14	32	31	14	4	1	0	0	0	0	0	78	2	4	9	20	28	8	3	1	0	0	0	0	0	56	2	6	22	45	51	22	4	1	0	0	0	0	0	130
12:00 - 24:00	4	20	79	265	215	92	23	3	0	0	0	0	0	701	0	9	53	135	127	55	7	0	2	0	0	0	0	388	4	29	132	400	342	147	30	3	2	0	0	0	0	1089
%	0%	2%	7%	24%	20%	9%	2%	0%	0%	0%	0%	0%	0%	65%	0%	1%	5%	12%	12%	5%	1%	0%	0%	0%	0%	0%	0%	36%	0%	3%	12%	37%	32%	14%	3%	0%	0%	0%	0%	0%	0%	101%
Peak Hour	18:15	18:45	14:30	14:30	14:30	14:00	12:15	12:00	12:00	12:00	12:00	12:00	12:00	14:30	12:00	14:30	16:45	16:15	14:00	17:15	15:30	12:00	15:15	12:00	12:00	12:00	12:00	14:00	18:15	18:45	17:15	16:00	14:30	14:00	12:15	12:00	15:15	12:00	12:00	12:00	12:00	14:30
Peak Volume	2	6	15	42	42	20	7	1	0	0	0	0	0	124	0	3	11	22	27	14	3	0	1	0	0	0	0	60	2	8	22	59	60	30	7	1	1	0	0	0	0	170
07:00 - 09:00	0	7	28	57	43	14	2	0	0	0	0	0	0	151	2	1	11	24	40	9	2	0	0	0	0	0	0	89	2	8	39	81	83	23	4	0	0	0	0	0	0	240
%	0%	1%	3%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	1%	2%	4%	1%	0%	0%	0%	0%	0%	0%	0%	8%	0%	1%	4%	7%	8%	2%	0%	0%	0%	0%	0%	0%	0%	22%
Peak Hour	7:00	7:45	7:00	7:00	7:30	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:45	7:00	7:30	7:30	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:30	7:00	7:00	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	6	14	32	28	9	2	0	0	0	0	0	0	78	2	1	9	15	28	5	2	0	0	0	0	0	0	56	2	6	22	45	51	14	4	0	0	0	0	0	0	130
16:00 - 18:00	0	4	19	68	60	18	4	1	0	0	0	0	0	174	0	1	18	40	25	13	1	0	2	0	0	0	0	100	0	5	37	108	85	31	5	1	2	0	0	0	0	274
%	0%	0%	2%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	2%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	3%	10%	8%	3%	0%	0%	0%	0%	0%	0%	0%	25%
Peak Hour	16:00	16:00	17:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:45	16:15	16:45	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	17:00	16:00	16:45	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	0	3	13	39	37	11	3	1	0	0	0	0	0	93	0	1	11	22	13	11	1	0	1	0	0	0	0	53	0	4	21	59	50	18	4	1	1	0	0	0	0	141

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
NORTHBOUND	25	30	30	36	39	1082
SOUTHBOUND	24	30	30	35	39	626
TOTALS	25	30	30	36	39	1708

Prepared by National Data & Surveying Services

VOLUME

S Hamilton St 200' S/O Franklin St

Day: Wednesday
Date: 1/10/2024

City: Poughkeepsie
Project #: NY24_380006_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,082	626	0	0	1,708

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	1			3	12:00	17	5			22
0:15	1	0			1	12:15	12	10			22
0:30	0	1			1	12:30	9	14			23
0:45	1	1			2	12:45	11	5			16
1:00	2	1			3	13:00	20	10			30
1:15	1	0			1	13:15	15	12			27
1:30	0	0			0	13:30	14	8			22
1:45	3	0			3	13:45	24	4			28
2:00	0	0			0	14:00	18	16			34
2:15	0	1			1	14:15	12	16			28
2:30	1	0			1	14:30	41	17			58
2:45	0	0			0	14:45	24	11			35
3:00	0	0			0	15:00	34	9			43
3:15	0	1			1	15:15	25	9			34
3:30	0	0			0	15:30	22	7			29
3:45	1	0			1	15:45	22	13			35
4:00	1	1			2	16:00	22	9			31
4:15	2	0			2	16:15	23	15			38
4:30	0	1			1	16:30	21	10			31
4:45	0	1			1	16:45	25	13			38
5:00	3	3			6	17:00	24	10			34
5:15	5	3			8	17:15	19	12			31
5:30	5	3			8	17:30	18	17			35
5:45	6	2			8	17:45	22	14			36
6:00	2	1			3	18:00	10	16			26
6:15	6	4			10	18:15	14	13			27
6:30	8	5			13	18:30	20	7			27
6:45	9	7			16	18:45	9	10			19
7:00	17	9			26	19:00	20	6			26
7:15	20	13			33	19:15	4	10			14
7:30	20	15			35	19:30	11	6			17
7:45	16	19			35	19:45	15	8			23
8:00	17	9			26	20:00	14	8			22
8:15	25	9			34	20:15	14	5			19
8:30	17	9			26	20:30	15	4			19
8:45	19	6			25	20:45	3	6			9
9:00	12	8			20	21:00	6	3			9
9:15	13	10			23	21:15	7	2			9
9:30	14	11			25	21:30	4	4			8
9:45	16	7			23	21:45	7	1			8
10:00	13	7			20	22:00	9	1			10
10:15	16	10			26	22:15	5	2			7
10:30	15	7			22	22:30	8	0			8
10:45	8	10			18	22:45	3	1			4
11:00	15	12			27	23:00	1	2			3
11:15	20	10			30	23:15	4	0			4
11:30	16	13			29	23:30	3	5			8
11:45	13	7			20	23:45	1	2			3
TOTALS	381	238	0	0	619	TOTALS	701	388	0	0	1089
SPLIT %	62%	38%	0%	0%	36%	SPLIT %	64%	36%	0%	0%	64%

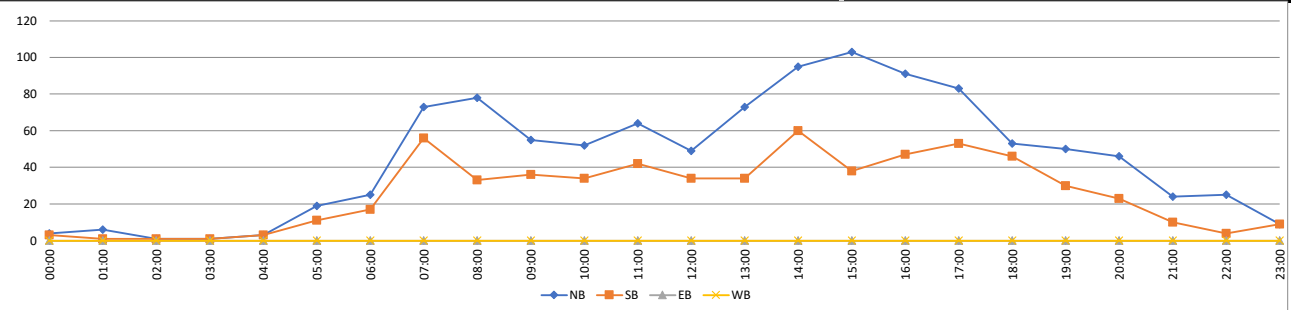
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	4	3			7
01:00	02:00	6	1			7
02:00	03:00	1	1			2
03:00	04:00	1	1			2
04:00	05:00	3	3			6
05:00	06:00	19	11			30
06:00	07:00	25	17			42
07:00	08:00	73	56			129
08:00	09:00	78	33			111
09:00	10:00	55	36			91
10:00	11:00	52	34			86
11:00	12:00	64	42			106
12:00	13:00	49	34			83
13:00	14:00	73	34			107
14:00	15:00	95	60			155
15:00	16:00	103	38			141
16:00	17:00	91	47			138
17:00	18:00	83	53			136
18:00	19:00	53	46			99
19:00	20:00	50	30			80
20:00	21:00	46	23			69
21:00	22:00	24	10			34
22:00	23:00	25	4			29
23:00	00:00	9	9			18

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	381	238			619
Peak Hour	7:30	7:00			7:30
Peak Volume	78	56			130
Peak Hour Factor	0.780	0.737			0.929
Peak Period	12:00	to	00:00		
Volume	701	388			1089
Peak Hour	14:30	14:00			14:30
Peak Volume	124	60			170
Peak Hour Factor	0.756	0.882			0.733
Peak Period	07:00	to	09:00		
Volume	151	89			240
Peak Hour	7:30	7:00			7:30
Peak Volume	78	56			130
Peak Hour Factor	0.780	0.737			0.929
Peak Period	16:00	to	18:00		
Volume	174	100			274
Peak Hour	16:15	17:00			16:15
Peak Volume	93	53			141
Peak Hour Factor	0.930	0.779			0.928



Prepared by National Data & Surveying Services

SPEED

S Hamilton St 200' S/O Franklin St

Day: Thursday
Date: 1/11/2024

City: Poughkeepsie
Project #: NY24_380006_002

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	2	3	1	1	0	0	0	0	0	0	7	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	3	4	1	1	0	0	0	0	0	0	9
1:00	0	0	1	1	3	0	0	0	0	0	0	0	0	5	0	0	2	1	0	1	0	0	0	0	0	0	0	4	0	0	3	2	3	1	0	0	0	0	0	0	0	9
2:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	4
3:00	0	0	2	1	0	0	1	0	0	0	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	3	1	0	1	1	0	0	0	0	0	0	6
4:00	0	0	0	1	2	1	0	0	0	0	0	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	2	3	1	0	0	0	0	0	0	0	6
5:00	0	1	5	4	2	1	1	0	0	0	0	0	0	14	0	0	2	0	4	0	1	0	0	0	0	0	0	7	0	1	7	4	6	1	2	0	0	0	0	0	0	21
6:00	0	1	9	7	3	7	1	0	0	0	0	0	0	28	0	0	2	4	9	1	1	0	0	0	0	0	0	17	0	1	11	11	12	8	2	0	0	0	0	0	0	45
7:00	0	4	12	21	17	5	4	0	0	0	0	0	0	63	0	1	6	15	22	9	2	0	0	0	0	0	0	55	0	5	18	36	39	14	6	0	0	0	0	0	0	118
8:00	2	1	21	19	27	6	2	0	0	0	0	0	0	78	1	3	5	13	16	3	3	0	0	0	0	0	0	44	3	4	26	32	43	9	5	0	0	0	0	0	0	122
9:00	2	3	9	24	17	8	2	0	0	0	0	0	0	65	0	1	1	9	9	11	1	0	0	0	0	0	0	32	2	4	10	33	26	19	3	0	0	0	0	0	0	97
10:00	1	2	9	26	17	10	4	0	0	0	0	0	0	69	0	1	9	7	13	3	1	0	0	0	0	0	0	34	1	3	18	33	30	13	5	0	0	0	0	0	0	103
11:00	1	1	7	23	17	10	1	0	0	0	0	0	0	60	0	2	4	15	12	6	2	0	0	0	0	0	0	41	1	3	11	38	29	16	3	0	0	0	0	0	0	101
12:00	0	2	8	23	17	5	2	0	0	0	0	0	0	57	0	2	2	12	18	5	1	0	0	0	0	0	0	40	0	4	10	35	35	10	3	0	0	0	0	0	0	97
13:00	1	5	6	28	18	8	0	0	0	0	0	0	0	66	1	1	2	7	11	7	2	0	0	0	0	0	0	31	2	6	8	35	29	15	2	0	0	0	0	0	0	97
14:00	4	4	13	40	26	4	1	0	0	0	0	0	0	92	1	2	9	23	17	1	2	0	0	0	0	0	0	55	5	6	22	63	43	5	3	0	0	0	0	0	0	147
15:00	0	3	13	39	27	11	1	0	0	0	0	0	0	94	0	0	9	24	18	11	2	0	0	0	0	0	0	64	0	3	22	63	45	22	3	0	0	0	0	0	0	158
16:00	1	2	8	30	31	17	1	0	0	0	0	0	0	90	1	1	4	15	24	7	1	0	0	0	0	0	0	53	2	3	12	45	55	24	2	0	0	0	0	0	0	143
17:00	1	4	10	28	28	7	2	0	0	0	0	0	0	80	0	0	4	17	14	3	2	0	0	0	0	0	0	40	1	4	14	45	42	10	4	0	0	0	0	0	0	120
18:00	0	6	9	29	15	4	0	0	0	0	0	0	0	63	1	2	3	12	9	4	1	0	0	0	0	0	0	32	1	8	12	41	24	8	1	0	0	0	0	0	0	95
19:00	0	2	8	13	10	1	1	0	0	0	0	0	0	35	0	1	1	9	10	5	0	0	0	0	0	0	0	26	0	3	9	22	20	6	1	0	0	0	0	0	0	61
20:00	2	1	4	19	13	2	0	0	0	0	0	0	0	41	0	0	2	2	7	1	0	0	0	0	0	0	0	12	2	1	6	21	20	3	0	0	0	0	0	0	0	53
21:00	0	0	5	8	5	2	2	0	0	0	0	0	0	22	0	0	3	3	7	0	0	0	0	0	0	0	0	13	0	0	8	11	12	2	2	0	0	0	0	0	0	35
22:00	1	2	1	4	5	0	1	0	0	0	0	0	0	14	0	5	0	1	2	0	0	0	0	0	0	0	0	8	1	7	1	5	7	0	1	0	0	0	0	0	0	22
23:00	0	0	6	12	3	1	0	0	0	0	0	0	0	22	0	0	2	4	0	1	0	0	0	0	0	0	0	7	0	0	8	16	3	2	0	0	0	0	0	0	0	29
Totals	16	44	167	403	307	111	28	0	0	0	0	0	0	1,076	5	22	73	195	224	81	22	0	0	0	0	0	0	622	21	66	240	598	531	192	50	0	0	0	0	0	0	1,698
% of Totals	1%	4%	16%	37%	29%	10%	3%							100%	1%	4%	12%	31%	36%	13%	4%							100%	1%	4%	14%	35%	31%	11%	3%							100%

STATISTICS

	NORTHBOUND														SOUTHBOUND														TOTALS													
00:00 - 12:00	6	13	76	130	109	49	17	0	0	0	0	0	0	400	1	8	32	66	87	36	11	0	0	0	0	0	0	241	7	21	108	196	196	85	28	0	0	0	0	0	0	641
%	1%	1%	7%	12%	10%	5%	2%	0%	0%	0%	0%	0%	0%	37%	0%	1%	3%	6%	8%	3%	1%	0%	0%	0%	0%	0%	0%	22%	1%	2%	10%	18%	18%	8%	3%	0%	0%	0%	0%	0%	0%	60%
Peak Hour	8:30	6:45	7:45	9:15	8:15	11:45	6:45	0:00	0:00	0:00	0:00	0:00	0:00	7:45	7:45	7:45	7:45	7:15	7:00	8:45	7:15	0:00	0:00	0:00	0:00	0:00	0:00	7:15	8:30	7:30	7:45	7:15	8:15	11:45	7:30	0:00	0:00	0:00	0:00	0:00	0:00	7:45
Peak Volume	3	4	24	29	30	13	4	0	0	0	0	0	0	83	1	4	9	18	22	12	4	0	0	0	0	0	0	61	4	6	33	41	45	20	8	0	0	0	0	0	0	132
12:00 - 24:00	10	31	91	273	198	62	11	0	0	0	0	0	0	676	4	14	41	129	137	45	11	0	0	0	0	0	0	381	14	45	132	402	335	107	22	0	0	0	0	0	0	1057
%	1%	3%	8%	25%	18%	6%	1%	0%	0%	0%	0%	0%	0%	63%	0%	1%	4%	12%	13%	4%	1%	0%	0%	0%	0%	0%	0%	35%	1%	4%	12%	37%	31%	10%	2%	0%	0%	0%	0%	0%	0%	98%
Peak Hour	13:45	18:30	14:45	14:15	16:30	16:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:30	13:45	22:00	14:45	14:45	16:30	15:00	14:15	12:00	12:00	12:00	12:00	12:00	12:00	14:45	13:45	18:30	14:45	14:15	16:30	16:00	15:15	12:00	12:00	12:00	12:00	12:00	12:00	14:45
Peak Volume	4	7	17	47	35	17	2	0	0	0	0	0	0	112	2	5	12	25	26	11	3	0	0	0	0	0	0	69	6	9	29	69	61	24	4	0	0	0	0	0	0	174
07:00 - 09:00	2	5	33	40	44	11	6	0	0	0	0	0	0	141	1	4	11	28	38	12	5	0	0	0	0	0	0	99	3	9	44	68	82	23	11	0	0	0	0	0	0	240
%	0%	0%	3%	4%	4%	1%	1%	0%	0%	0%	0%	0%	0%	13%	0%	0%	1%	3%	4%	1%	0%	0%	0%	0%	0%	0%	0%	9%	0%	1%	4%	6%	8%	2%	1%	0%	0%	0%	0%	0%	0%	22%
Peak Hour	7:45	7:00	7:45	7:15	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45	7:45	7:45	7:45	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:45	7:30	7:45	7:15	8:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	2	4	24	23	27	6	4	0	0	0	0	0	0	83	1	4	9	18	22	9	4	0	0	0	0	0	0	61	3	6	33	41	43	14	8	0	0	0	0	0	0	132
16:00 - 18:00	2	6	18	58	59	24	3	0	0	0	0	0	0	170	1	1	8	32	38	10	3	0	0	0	0	0	0	93	3	7	26	90	97	34	6	0	0	0	0	0	0	263
%	0%	1%	2%	5%	5%	2%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	1%	3%	4%	1%	0%	0%	0%	0%	0%	0%	0%	9%	0%	1%	2%	8%	9%	3%	1%	0%	0%	0%	0%	0%	0%	24%
Peak Hour	16:30	17:00	16:30	16:15	16:30	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:30	16:30	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:15	16:30	16:15	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	2	4	12	31	35	17	2	0	0	0	0	0	0	99	1	1	6	22	26	7	2	0	0	0	0	0	0	61	2	4	18	51	61	24	4	0	0	0	0	0	0	156

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
NORTHBOUND	23	29	29	35	39	1076
SOUTHBOUND	25	30	30	36	39	622
TOTALS	23	29	29	35	39	1698

Prepared by National Data & Surveying Services

VOLUME

S Hamilton St 200' S/O Franklin St

Day: Thursday
Date: 1/11/2024

City: Poughkeepsie
Project #: NY24_380006_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,076	622	0	0	1,698

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	0			4	12:00	18	11			29
0:15	1	1			2	12:15	13	10			23
0:30	2	1			3	12:30	18	10			28
0:45	0	0			0	12:45	8	9			17
1:00	3	2			5	13:00	10	7			17
1:15	0	2			2	13:15	11	9			20
1:30	1	0			1	13:30	24	7			31
1:45	1	0			1	13:45	21	8			29
2:00	1	0			1	14:00	15	11			26
2:15	0	1			1	14:15	18	16			34
2:30	1	0			1	14:30	30	12			42
2:45	1	0			1	14:45	29	16			45
3:00	2	0			2	15:00	23	15			38
3:15	1	1			2	15:15	30	17			47
3:30	1	0			1	15:30	23	21			44
3:45	0	1			1	15:45	18	11			29
4:00	0	0			0	16:00	15	9			24
4:15	1	0			1	16:15	28	8			36
4:30	1	2			3	16:30	24	21			45
4:45	2	0			2	16:45	23	15			38
5:00	3	2			5	17:00	24	13			37
5:15	4	1			5	17:15	21	12			33
5:30	5	2			7	17:30	14	9			23
5:45	2	2			4	17:45	21	6			27
6:00	6	2			8	18:00	16	11			27
6:15	4	4			8	18:15	16	5			21
6:30	10	7			17	18:30	14	8			22
6:45	8	4			12	18:45	17	8			25
7:00	14	9			23	19:00	7	8			15
7:15	14	16			30	19:15	9	7			16
7:30	19	14			33	19:30	9	6			15
7:45	16	16			32	19:45	10	5			15
8:00	16	15			31	20:00	13	1			14
8:15	19	4			23	20:15	8	6			14
8:30	32	14			46	20:30	13	1			14
8:45	11	11			22	20:45	7	4			11
9:00	17	7			24	21:00	8	2			10
9:15	15	8			23	21:15	3	4			7
9:30	12	13			25	21:30	3	5			8
9:45	21	4			25	21:45	8	2			10
10:00	19	9			28	22:00	4	2			6
10:15	16	6			22	22:15	7	4			11
10:30	16	9			25	22:30	0	0			0
10:45	18	10			28	22:45	3	2			5
11:00	13	12			25	23:00	3	3			6
11:15	10	16			26	23:15	6	1			7
11:30	15	4			19	23:30	6	2			8
11:45	22	9			31	23:45	7	1			8
TOTALS	400	241	0	0	641	TOTALS	676	381	0	0	1057
SPLIT %	62%	38%	0%	0%	38%	SPLIT %	64%	36%	0%	0%	62%

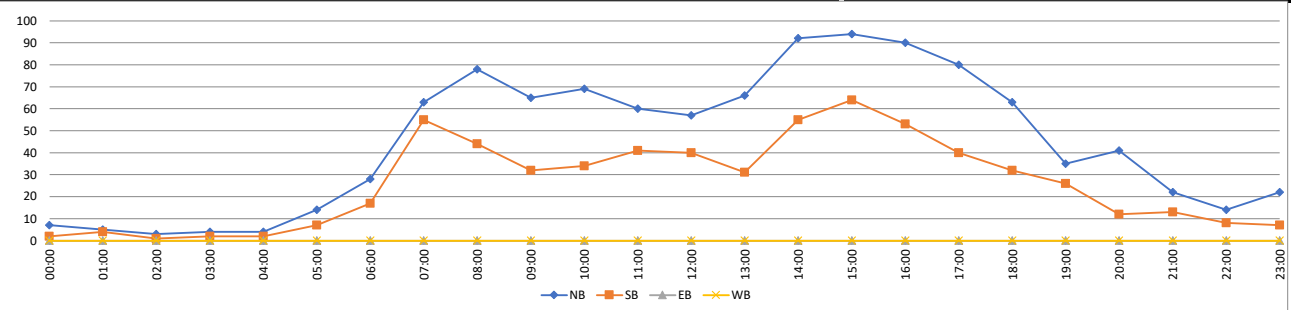
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	7	2			9
01:00	02:00	5	4			9
02:00	03:00	3	1			4
03:00	04:00	4	2			6
04:00	05:00	4	2			6
05:00	06:00	14	7			21
06:00	07:00	28	17			45
07:00	08:00	63	55			118
08:00	09:00	78	44			122
09:00	10:00	65	32			97
10:00	11:00	69	34			103
11:00	12:00	60	41			101
12:00	13:00	57	40			97
13:00	14:00	66	31			97
14:00	15:00	92	55			147
15:00	16:00	94	64			158
16:00	17:00	90	53			143
17:00	18:00	80	40			120
18:00	19:00	63	32			95
19:00	20:00	35	26			61
20:00	21:00	41	12			53
21:00	22:00	22	13			35
22:00	23:00	14	8			22
23:00	00:00	22	7			29

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	400	241			641
Peak Hour	7:45	7:15			7:45
Peak Volume	83	61			132
Peak Hour Factor	0.648	0.953			0.717
Peak Period	12:00	to	00:00		
Volume	676	381			1057
Peak Hour	14:30	14:45			14:45
Peak Volume	112	69			174
Peak Hour Factor	0.933	0.821			0.926
Peak Period	07:00	to	09:00		
Volume	141	99			240
Peak Hour	7:45	7:15			7:45
Peak Volume	83	61			132
Peak Hour Factor	0.648	0.953			0.717
Peak Period	16:00	to	18:00		
Volume	170	93			263
Peak Hour	16:15	16:30			16:15
Peak Volume	99	61			156
Peak Hour Factor	0.884	0.726			0.867



Prepared by National Data & Surveying Services

SPEED

S Hamilton St 200' S/O Franklin St

Day: Friday

Date: 1/12/2024

City: Poughkeepsie

Project #: NY24_380006_002

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	0	5	2	1	0	0	0	0	0	0	0	8	0	1	0	1	1	0	0	1	0	0	0	0	0	4	0	1	0	6	3	1	0	1	0	0	0	0	0	12
1:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4	0	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	1	3	2	1	0	0	0	0	0	0	0	7
2:00	0	0	3	1	0	0	0	0	0	0	0	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	3	2	1	0	0	0	0	0	0	0	0	6
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	3
4:00	0	0	0	0	3	0	0	0	1	0	0	0	0	4	0	1	1	0	0	1	0	0	0	0	0	0	0	3	0	1	1	0	3	1	0	0	1	0	0	0	0	7
5:00	0	2	4	6	2	1	0	1	0	0	0	0	0	16	0	0	2	3	0	0	0	0	0	0	0	0	0	5	0	2	6	9	2	1	0	1	0	0	0	0	0	21
6:00	1	2	7	9	7	2	0	1	0	0	0	0	0	29	2	1	0	11	7	1	0	0	0	0	0	0	0	22	3	3	7	20	14	3	0	1	0	0	0	0	0	51
7:00	0	4	16	40	26	4	5	0	0	0	0	0	0	95	0	3	12	19	23	2	1	1	0	0	0	0	0	61	0	7	28	59	49	6	6	1	0	0	0	0	0	156
8:00	1	3	14	24	25	12	1	0	0	0	0	0	0	80	1	1	4	10	15	12	4	0	0	0	0	0	0	47	2	4	18	34	40	24	5	0	0	0	0	0	0	127
9:00	0	1	9	18	24	7	5	1	1	0	0	0	0	66	0	0	4	5	15	6	2	0	0	0	0	0	0	32	0	1	13	23	39	13	7	1	1	0	0	0	0	98
10:00	1	0	10	30	19	7	0	0	0	0	0	0	0	67	0	1	5	8	15	7	0	0	0	0	0	0	0	36	1	1	15	38	34	14	0	0	0	0	0	0	0	103
11:00	1	3	12	26	33	8	3	0	0	0	0	0	0	86	1	1	4	15	15	4	1	0	0	0	0	0	0	41	2	4	16	41	48	12	4	0	0	0	0	0	0	127
12:00	0	4	12	28	32	8	3	0	0	0	0	0	0	87	0	5	6	10	17	5	0	0	0	0	0	0	0	43	0	9	18	38	49	13	3	0	0	0	0	0	0	130
13:00	0	2	7	27	22	11	2	1	0	0	0	0	0	72	1	2	8	6	18	6	2	0	0	0	0	0	0	43	1	4	15	33	40	17	4	1	0	0	0	0	0	115
14:00	0	3	22	39	42	10	1	0	0	0	0	0	0	117	0	2	5	34	25	4	0	0	0	0	0	0	0	70	0	5	27	73	67	14	1	0	0	0	0	0	0	187
15:00	1	1	14	33	33	13	3	1	0	0	0	0	0	99	0	2	7	19	27	5	1	0	0	0	0	0	0	61	1	3	21	52	60	18	4	1	0	0	0	0	0	160
16:00	2	1	21	32	32	14	2	1	0	0	0	0	0	105	0	0	9	17	18	8	1	0	0	0	0	0	0	53	2	1	30	49	50	22	3	1	0	0	0	0	0	158
17:00	0	0	11	30	23	4	1	1	0	0	0	0	0	70	0	0	5	24	13	2	0	0	0	0	0	0	0	44	0	0	16	54	36	6	1	1	0	0	0	0	0	114
18:00	0	5	6	28	15	6	1	1	2	0	0	0	0	64	1	2	7	16	14	1	0	0	0	0	0	0	0	41	1	7	13	44	29	7	1	1	2	0	0	0	0	105
19:00	0	1	5	21	13	4	0	1	0	0	0	0	0	45	0	1	6	17	8	4	2	0	0	0	0	0	0	38	0	2	11	38	21	8	2	1	0	0	0	0	0	83
20:00	0	2	6	10	3	5	0	0	0	0	0	0	0	26	0	0	4	11	4	1	1	0	0	0	0	0	0	21	0	2	10	21	7	6	1	0	0	0	0	0	0	47
21:00	0	1	3	15	11	4	2	0	0	0	0	0	0	36	0	2	4	11	3	2	0	0	0	0	0	0	0	22	0	3	7	26	14	6	2	0	0	0	0	0	0	58
22:00	1	2	5	6	9	5	0	0	0	0	0	0	0	28	0	0	1	1	2	2	1	0	0	0	0	0	0	7	1	2	6	7	11	7	1	0	0	0	0	0	0	35
23:00	0	0	3	11	4	2	1	0	0	0	0	0	0	21	0	0	2	4	3	2	1	0	0	0	0	0	0	12	0	0	5	15	7	4	2	0	0	0	0	0	0	33
Totals	**8**	**37**	**190**	**441**	**383**	**128**	**30**	**9**	**4**	**0**	**0**	**0**	**0**	**1,230**	**6**	**25**	**97**	**245**	**245**	**76**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**713**	**14**	**62**	**287**	**686**	**628**	**204**	**47**	**11**	**4**	**0**	**0**	**0**	**0**	**1,943**
% of Totals	1%	3%	15%	36%	31%	10%	2%	1%	0%					100%	1%	4%	14%	34%	34%	11%	2%	0%						100%	1%	3%	15%	35%	32%	10%	2%	1%	0%					100%

STATISTICS

	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
00:00 - 12:00	4	15	75	161	144	42	14	3	2	0	0	0	0	460	4	9	33	75	93	34	8	2	0	0	0	0	0	258	8	24	108	236	237	76	22	5	2	0	0	0	0	718
%	0%	1%	6%	13%	12%	3%	1%	0%	0%	0%	0%	0%	0%	37%	0%	1%	3%	6%	8%	3%	1%	0%	0%	0%	0%	0%	0%	21%	1%	2%	9%	19%	19%	6%	2%	0%	0%	0%	0%	0%	0%	58%
Peak Hour	5:30	7:15	7:30	7:15	11:00	8:00	6:45	5:30	3:45	0:00	0:00	0:00	0:00	7:30	5:45	11:45	7:00	7:00	7:00	8:00	8:00	0:00	0:00	0:00	0:00	0:00	0:00	7:00	5:45	11:45	7:30	7:15	7:00	8:00	8:45	5:30	3:45	0:00	0:00	0:00	0:00	7:15
Peak Volume	1	5	19	44	33	12	5	2	1	0	0	0	0	101	2	5	12	19	23	12	4	1	0	0	0	0	0	61	3	9	31	61	49	24	8	2	1	0	0	0	0	157
12:00 - 24:00	4	22	115	280	239	86	16	6	2	0	0	0	0	770	2	16	64	170	152	42	9	0	0	0	0	0	0	455	6	38	179	450	391	128	25	6	2	0	0	0	0	1225
%	0%	2%	9%	23%	19%	7%	1%	0%	0%	0%	0%	0%	0%	63%	0%	1%	5%	14%	12%	3%	1%	0%	0%	0%	0%	0%	0%	37%	0%	3%	15%	37%	32%	10%	2%	0%	0%	0%	0%	0%	0%	100%
Peak Hour	16:00	13:30	14:00	14:30	14:15	15:30	15:30	18:15	18:00	12:00	12:00	12:00	12:00	14:15	12:15	12:00	13:15	14:00	14:15	15:30	12:30	12:00	12:00	12:00	12:00	12:00	12:00	14:15	16:00	12:00	16:00	14:15	14:15	15:30	15:30	18:15	18:00	12:00	12:00	12:00	12:00	14:15
Peak Volume	2	5	22	46	45	17	4	2	2	0	0	0	0	125	1	5	10	34	30	10	2	0	0	0	0	0	0	76	2	9	30	77	75	27	6	2	2	0	0	0	0	201
07:00 - 09:00	1	7	30	64	51	16	6	0	0	0	0	0	0	175	1	4	16	29	38	14	5	1	0	0	0	0	0	108	2	11	46	93	89	30	11	1	0	0	0	0	0	283
%	0%	1%	2%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	1%	2%	3%	1%	0%	0%	0%	0%	0%	0%	0%	9%	0%	1%	4%	8%	7%	2%	1%	0%	0%	0%	0%	0%	0%	23%
Peak Hour	7:15	7:15	7:30	7:15	7:30	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:15	7:00	7:00	7:00	7:00	8:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:15	7:30	7:15	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	1	5	19	44	30	12	5	0	0	0	0	0	0	101	1	3	12	19	23	12	4	1	0	0	0	0	0	61	2	8	31	61	49	24	6	1	0	0	0	0	0	157
16:00 - 18:00	2	1	32	62	55	18	3	2	0	0	0	0	0	175	0	0	14	41	31	10	1	0	0	0	0	0	0	97	2	1	46	103	86	28	4	2	0	0	0	0	0	272
%	0%	0%	3%	5%	4%	1%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	1%	3%	3%	1%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	4%	8%	7%	2%	0%	0%	0%	0%	0%	0%	0%	22%
Peak Hour	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	2	1	21	35	32	14	2	1	0	0	0	0	0	105	0	0	9	24	18	9	1	0	0	0	0	0	0	53	2	1	30	56	50	22	3	1	0	0	0	0	0	158

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	24	29	30	35	39	1230
SOUTHBOUND	24	30	30	35	39	713
TOTALS	24	29	30	35	39	1943

Prepared by National Data & Surveying Services

VOLUME

S Hamilton St 200' S/O Franklin St

Day: Friday
Date: 1/12/2024

City: Poughkeepsie
Project #: NY24_380006_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,230	713	0	0	1,943

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	3			5	12:00	21	10			31
0:15	6	1			7	12:15	20	11			31
0:30	0	0			0	12:30	29	14			43
0:45	0	0			0	12:45	17	8			25
1:00	1	1			2	13:00	16	16			32
1:15	0	1			1	13:15	16	9			25
1:30	1	0			1	13:30	20	9			29
1:45	2	1			3	13:45	20	9			29
2:00	1	1			2	14:00	20	12			32
2:15	1	1			2	14:15	27	25			52
2:30	1	0			1	14:30	40	20			60
2:45	1	0			1	14:45	30	13			43
3:00	1	1			2	15:00	28	18			46
3:15	0	1			1	15:15	23	11			34
3:30	0	0			0	15:30	25	15			40
3:45	0	0			0	15:45	23	17			40
4:00	0	0			0	16:00	31	16			47
4:15	0	0			0	16:15	24	18			42
4:30	3	0			3	16:30	25	10			35
4:45	1	3			4	16:45	25	9			34
5:00	2	1			3	17:00	17	14			31
5:15	2	2			4	17:15	19	9			28
5:30	7	1			8	17:30	15	11			26
5:45	5	1			6	17:45	19	10			29
6:00	4	6			10	18:00	18	12			30
6:15	7	6			13	18:15	15	5			20
6:30	10	5			15	18:30	16	11			27
6:45	8	5			13	18:45	15	13			28
7:00	19	13			32	19:00	19	10			29
7:15	20	16			36	19:15	7	7			14
7:30	28	18			46	19:30	6	10			16
7:45	28	14			42	19:45	13	11			24
8:00	20	13			33	20:00	6	8			14
8:15	25	10			35	20:15	4	8			12
8:30	19	11			30	20:30	8	2			10
8:45	16	13			29	20:45	8	3			11
9:00	20	8			28	21:00	12	5			17
9:15	15	10			25	21:15	13	5			18
9:30	14	9			23	21:30	4	4			8
9:45	17	5			22	21:45	7	8			15
10:00	14	13			27	22:00	13	1			14
10:15	12	9			21	22:15	9	0			9
10:30	22	8			30	22:30	4	4			8
10:45	19	6			25	22:45	2	2			4
11:00	22	5			27	23:00	5	4			9
11:15	21	13			34	23:15	8	4			12
11:30	22	11			33	23:30	3	2			5
11:45	21	12			33	23:45	5	2			7
TOTALS	460	258	0	0	718	TOTALS	770	455	0	0	1225
SPLIT %	64%	36%	0%	0%	37%	SPLIT %	63%	37%	0%	0%	63%

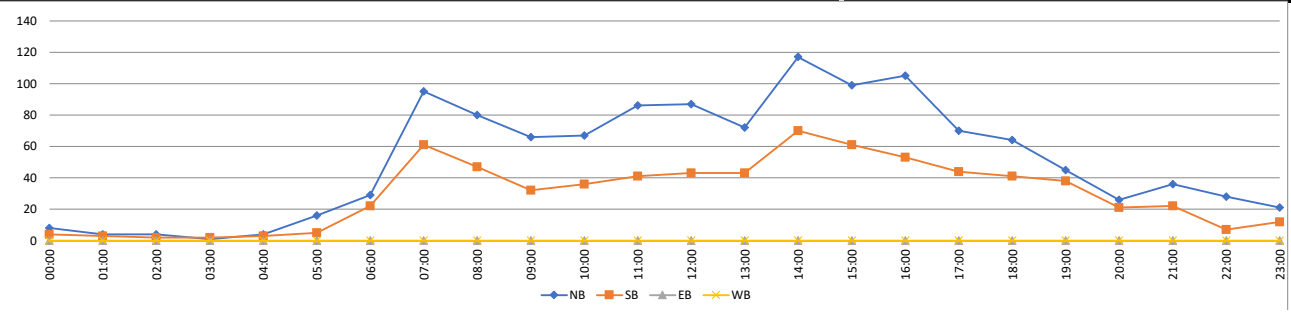
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	8	4			12
01:00	02:00	4	3			7
02:00	03:00	4	2			6
03:00	04:00	1	2			3
04:00	05:00	4	3			7
05:00	06:00	16	5			21
06:00	07:00	29	22			51
07:00	08:00	95	61			156
08:00	09:00	80	47			127
09:00	10:00	66	32			98
10:00	11:00	67	36			103
11:00	12:00	86	41			127
12:00	13:00	87	43			130
13:00	14:00	72	43			115
14:00	15:00	117	70			187
15:00	16:00	99	61			160
16:00	17:00	105	53			158
17:00	18:00	70	44			114
18:00	19:00	64	41			105
19:00	20:00	45	38			83
20:00	21:00	26	21			47
21:00	22:00	36	22			58
22:00	23:00	28	7			35
23:00	00:00	21	12			33

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	460	258			718
Peak Hour	7:30	7:00			7:15
Peak Volume	101	61			157
Peak Hour Factor	0.902	0.847			0.853
Peak Period	12:00	to	00:00		
Volume	770	455			1225
Peak Hour	14:15	14:15			14:15
Peak Volume	125	76			201
Peak Hour Factor	0.781	0.760			0.838
Peak Period	07:00	to	09:00		
Volume	175	108			283
Peak Hour	7:30	7:00			7:15
Peak Volume	101	61			157
Peak Hour Factor	0.902	0.847			0.853
Peak Period	16:00	to	18:00		
Volume	175	97			272
Peak Hour	16:00	16:00			16:00
Peak Volume	105	53			158
Peak Hour Factor	0.847	0.736			0.840



Prepared by National Data & Surveying Services

SPEED

S Hamilton St 200' S/O Franklin St

Day: Saturday
Date: 1/13/2024

City: Poughkeepsie
Project #: NY24_380006_002

HOURLY BREAKDOWN

Time	NORTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	SOUTHBOUND 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total	TOTALS 5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	2	5	0	0	1	0	0	0	0	0	0	8	1	0	2	5	3	1	0	0	0	0	0	0	0	12	1	0	4	10	3	1	1	0	0	0	0	0	0	20
1:00	0	0	1	3	2	0	0	0	0	0	0	0	0	6	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	2	4	2	0	0	0	0	0	0	0	0	8
2:00	0	0	2	2	0	0	1	0	0	0	0	0	0	5	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	4	2	0	0	1	0	0	0	0	0	0	7
3:00	0	1	0	0	2	1	1	0	0	0	0	0	0	5	0	2	1	0	0	1	0	0	0	0	0	0	0	4	0	3	1	0	2	2	1	0	0	0	0	0	0	9
4:00	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	1	1	3	0	1	0	0	0	0	0	0	0	6	0	1	1	4	0	1	0	0	1	0	0	0	0	8
5:00	0	2	1	3	0	0	0	0	0	0	0	0	0	6	0	0	1	1	0	1	0	0	0	0	0	0	0	3	0	2	2	4	0	1	0	0	0	0	0	0	0	9
6:00	0	0	0	4	3	0	0	0	0	0	0	0	0	7	0	0	1	2	2	1	0	0	0	0	0	0	0	6	0	0	1	6	5	1	0	0	0	0	0	0	0	13
7:00	0	1	4	16	7	3	1	1	0	0	0	0	0	33	0	2	0	6	13	6	2	0	1	0	0	0	0	30	0	3	4	22	20	9	3	1	1	0	0	0	0	63
8:00	1	0	1	8	8	3	1	0	0	0	0	0	0	22	1	0	3	7	7	2	2	0	0	0	0	0	0	22	2	0	4	15	15	5	3	0	0	0	0	0	0	44
9:00	0	0	4	8	18	2	0	1	0	0	0	0	0	33	0	1	6	9	7	2	3	0	0	0	0	0	0	28	0	1	10	17	25	4	3	1	0	0	0	0	0	61
10:00	0	3	8	18	18	4	1	0	0	0	0	0	0	52	0	2	7	15	14	3	0	0	0	0	0	0	0	41	0	5	15	33	32	7	1	0	0	0	0	0	0	93
11:00	0	1	7	20	26	5	0	0	0	0	0	0	0	59	1	0	2	13	11	4	3	0	0	0	0	0	0	34	1	1	9	33	37	9	3	0	0	0	0	0	0	93
12:00	0	1	9	22	20	4	1	0	0	0	0	0	0	57	0	2	6	12	18	4	2	0	0	0	0	0	0	44	0	3	15	34	38	8	3	0	0	0	0	0	0	101
13:00	1	1	8	14	17	3	0	2	0	0	0	0	0	46	0	2	4	13	14	3	0	0	1	0	0	0	0	37	1	3	12	27	31	6	0	2	1	0	0	0	0	83
14:00	0	1	16	23	8	7	2	0	0	0	0	0	0	57	1	0	6	11	9	6	1	0	0	0	0	0	0	34	1	1	22	34	17	13	3	0	0	0	0	0	0	91
15:00	0	2	11	24	25	9	1	0	0	0	0	0	0	72	0	2	5	16	7	7	0	0	1	0	0	0	0	38	0	4	16	40	32	16	1	0	1	0	0	0	0	110
16:00	1	0	11	20	10	7	1	1	1	0	0	0	0	52	0	1	3	7	9	3	1	0	0	0	0	0	0	24	1	1	14	27	19	10	2	1	1	0	0	0	0	76
17:00	2	5	10	26	13	6	2	0	0	0	0	0	0	64	3	2	6	13	5	9	1	0	0	0	0	0	0	39	5	7	16	39	18	15	3	0	0	0	0	0	0	103
18:00	2	4	13	25	5	3	0	0	0	0	0	0	0	52	0	2	8	12	3	3	0	0	0	0	0	0	0	28	2	6	21	37	8	6	0	0	0	0	0	0	0	80
19:00	2	2	5	11	11	1	1	0	0	0	0	0	0	33	0	1	9	9	5	3	0	0	0	0	0	0	0	27	2	3	14	20	16	4	1	0	0	0	0	0	0	60
20:00	0	5	4	12	10	6	0	1	0	0	0	0	0	38	0	2	3	7	3	1	0	1	0	0	0	0	0	17	0	7	7	19	13	7	0	2	0	0	0	0	0	55
21:00	2	1	11	9	4	0	2	0	0	0	0	0	0	29	1	0	1	6	6	5	0	0	0	0	0	0	0	19	3	1	12	15	10	5	2	0	0	0	0	0	0	48
22:00	0	0	3	8	2	3	0	0	0	0	0	0	0	16	0	0	2	3	4	0	0	1	0	0	0	0	0	10	0	0	5	11	6	3	0	1	0	0	0	0	0	26
23:00	0	0	8	3	7	1	1	0	0	0	0	0	0	20	0	0	2	4	3	0	0	0	0	0	0	0	0	9	0	0	10	7	10	1	1	0	0	0	0	0	0	29
Totals	11	30	139	285	216	68	17	6	2	0	0	0	0	774	8	22	82	175	143	66	15	2	3	0	0	0	0	516	19	52	221	460	359	134	32	8	5	0	0	0	0	1,290
% of Totals	1%	4%	18%	37%	28%	9%	2%	1%	0%					100%	2%	4%	16%	34%	28%	13%	3%	0%	1%					100%	1%	4%	17%	36%	28%	10%	2%	1%	0%					100%

STATISTICS

	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
00:00 - 12:00	1	8	30	88	84	18	6	2	1	0	0	0	0	238
%	0%	1%	4%	11%	11%	2%	1%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	7:15	10:00	11:45	11:15	11:15	11:30	0:00	6:15	3:30	0:00	0:00	0:00	0:00	11:15
Peak Volume	1	3	10	25	31	7	1	1	1	0	0	0	0	71
12:00 - 24:00	10	22	109	197	132	50	11	4	1	0	0	0	0	536
%	1%	3%	14%	25%	17%	6%	1%	1%	0%	0%	0%	0%	0%	69%
Peak Hour	17:15	17:00	14:30	16:45	15:00	15:30	14:00	13:00	15:45	12:00	12:00	12:00	12:00	14:30
Peak Volume	3	5	19	29	25	11	2	2	1	0	0	0	0	81
07:00 - 09:00	1	1	5	24	15	6	2	1	0	0	0	0	0	55
%	0%	0%	1%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	7%
Peak Hour	7:15	7:00	7:00	7:00	8:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	1	1	4	16	8	4	1	1	0	0	0	0	0	33
16:00 - 18:00	3	5	21	46	23	13	3	1	1	0	0	0	0	116
%	0%	1%	3%	6%	3%	2%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:45	17:00	16:00	16:45	16:45	16:15	16:30	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	2	5	11	29	13	8	2	1	1	0	0	0	0	64

SOUTHBOUND	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
00:00 - 12:00	3	8	27	62	57	22	10	0	1	0	0	0	0	190
%	0%	1%	3%	8%	7%	3%	1%	0%	0%	0%	0%	0%	0%	25%
Peak Hour	0:00	9:45	10:00	11:15	11:30	7:15	7:15	0:00	7:00	0:00	0:00	0:00	0:00	11:30
Peak Volume	1	3	7	17	16	8	4	0	1	0	0	0	0	48
12:00 - 24:00	5	14	55	113	86	44	5	2	2	0	0	0	0	326
%	1%	2%	7%	15%	11%	6%	1%	0%	0%	0%	0%	0%	0%	42%
Peak Hour	17:00	12:30	18:15	15:00	12:00	16:45	12:00	19:30	13:00	12:00	12:00	12:00	12:00	12:00
Peak Volume	3	3	12	16	18	10	2	1	1	0	0	0	0	44
07:00 - 09:00	1	2	3	13	20	8	4	0	1	0	0	0	0	52
%	0%	0%	0%	2%	3%	1%	1%	0%	0%	0%	0%	0%	0%	7%
Peak Hour	7:15	7:00	7:45	8:00	7:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:15
Peak Volume	1	2	3	7	13	8	4	0	1	0	0	0	0	31
16:00 - 18:00	3	3	9	20	14	12	2	0	0	0	0	0	0	63
%	0%	0%	1%	3%	2%	2%	0%	0%	0%	0%	0%	0%	0%	8%
Peak Hour	17:00	17:00	17:00	17:00	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	2	1	3	6	13	10	10	1	0	0	0	0	0	39

TOTALS	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
00:00 - 12:00	4	16	57	150	141	40	16	2	2	0	0	0	0	428
%	1%	2%	7%	19%	18%	5%	2%	0%	0%	0%	0%	0%	0%	55%
Peak Hour	7:15	9:45	10:00	11:15	11:15	11:30	7:15	6:15	3:30	0:00	0:00	0:00	0:00	11:15
Peak Volume	2	5	15	42	45	14	5	1	1	0	0	0	0	115
12:00 - 24:00	15	36	164	310	218	94	16	6	3	0	0	0	0	862
%	2%	5%	21%	40%	28%	12%	2%	1%	0%	0%	0%	0%	0%	111%
Peak Hour	17:15	18:15	14:15	16:45	12:00	14:15	12:00	13:00	13:00	12:00	12:00	12:00	12:00	14:30
Peak Volume	6	8	26	41	38	17	3	2	1	0	0	0	0	119
07:00 - 09:00	2	3	8	37	35	14	6	1	1	0	0	0	0	107
%	0%	0%	1%	5%	5%	2%	1%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:15	7:00	7:15	7:00	7:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	2	3	5	22	20	12	5	1	1	0	0	0	0	63
16:00 - 18:00	6	8	30	66	37	25	5	1	1	0	0	0	0	179
%	1%	1%	4%	9%	5%	3%	1%	0%	0%	0%	0%	0%	0%	23%
Peak Hour	17:00	17:00	17:00	16:45	16:15	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	5	7	16	41	21	16	3	1	1	0	0	0	0	103

Direction	Percentiles 15th	50th	Average	85th	95th	ADT
NORTHBOUND	23	29	29	34	39	774
SOUTHBOUND	23	29	29	36	40	516
TOTALS	23	29	29	35	39	1290

Prepared by National Data & Surveying Services

VOLUME

S Hamilton St 200' S/O Franklin St

Day: Saturday
Date: 1/13/2024

City: Poughkeepsie
Project #: NY24_380006_002

DAILY TOTALS	NB	SB	EB	WB	Total
	774	516	0	0	1,290

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	3			4	12:00	23	16			39
0:15	2	5			7	12:15	13	9			22
0:30	3	2			5	12:30	11	7			18
0:45	2	2			4	12:45	10	12			22
1:00	1	0			1	13:00	13	6			19
1:15	3	0			3	13:15	15	10			25
1:30	0	1			1	13:30	10	13			23
1:45	2	1			3	13:45	8	8			16
2:00	2	0			2	14:00	7	2			9
2:15	3	0			3	14:15	12	14			26
2:30	0	2			2	14:30	16	7			23
2:45	0	0			0	14:45	22	11			33
3:00	3	3			6	15:00	20	10			30
3:15	0	1			1	15:15	23	10			33
3:30	1	0			1	15:30	12	9			21
3:45	1	0			1	15:45	17	9			26
4:00	0	1			1	16:00	14	8			22
4:15	2	2			4	16:15	18	4			22
4:30	0	1			1	16:30	11	8			19
4:45	0	2			2	16:45	9	4			13
5:00	0	2			2	17:00	21	11			32
5:15	2	0			2	17:15	19	10			29
5:30	4	0			4	17:30	14	10			24
5:45	0	1			1	17:45	10	8			18
6:00	0	1			1	18:00	14	5			19
6:15	2	2			4	18:15	12	9			21
6:30	3	2			5	18:30	10	8			18
6:45	2	1			3	18:45	16	6			22
7:00	7	5			12	19:00	7	9			16
7:15	12	11			23	19:15	4	6			10
7:30	9	6			15	19:30	5	7			12
7:45	5	8			13	19:45	17	5			22
8:00	3	6			9	20:00	14	7			21
8:15	5	3			8	20:15	5	6			11
8:30	5	6			11	20:30	6	0			6
8:45	9	7			16	20:45	13	4			17
9:00	8	8			16	21:00	9	6			15
9:15	9	6			15	21:15	3	2			5
9:30	5	6			11	21:30	9	5			14
9:45	11	8			19	21:45	8	6			14
10:00	13	10			23	22:00	4	3			7
10:15	9	9			18	22:15	5	3			8
10:30	13	9			22	22:30	5	4			9
10:45	17	13			30	22:45	2	0			2
11:00	11	6			17	23:00	4	0			4
11:15	17	5			22	23:15	6	3			9
11:30	13	10			23	23:30	6	2			8
11:45	18	13			31	23:45	4	4			8
TOTALS	238	190	0	0	428	TOTALS	536	326	0	0	862
SPLIT %	56%	44%	0%	0%	33%	SPLIT %	62%	38%	0%	0%	67%

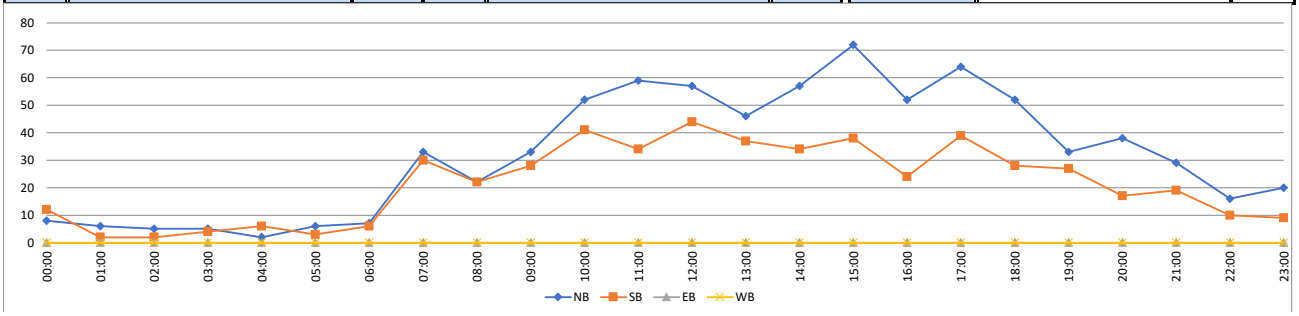
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	8	12			20
01:00	02:00	6	2			8
02:00	03:00	5	2			7
03:00	04:00	5	4			9
04:00	05:00	2	6			8
05:00	06:00	6	3			9
06:00	07:00	7	6			13
07:00	08:00	33	30			63
08:00	09:00	22	22			44
09:00	10:00	33	28			61
10:00	11:00	52	41			93
11:00	12:00	59	34			93
12:00	13:00	57	44			101
13:00	14:00	46	37			83
14:00	15:00	57	34			91
15:00	16:00	72	38			110
16:00	17:00	52	24			76
17:00	18:00	64	39			103
18:00	19:00	52	28			80
19:00	20:00	33	27			60
20:00	21:00	38	17			55
21:00	22:00	29	19			48
22:00	23:00	16	10			26
23:00	00:00	20	9			29

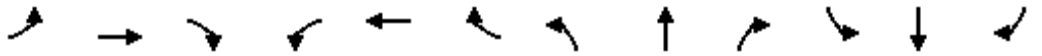
STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	238	190			428
Peak Hour	11:00	10:00			10:00
Peak Volume	59	41			93
Peak Hour Factor	0.819	0.788			0.775
Peak Period	12:00	to	00:00		
Volume	536	326			862
Peak Hour	14:30	12:00			14:30
Peak Volume	81	44			119
Peak Hour Factor	0.880	0.688			0.902
Peak Period	07:00	to	09:00		
Volume	55	52			107
Peak Hour	7:00	7:15			7:00
Peak Volume	33	31			63
Peak Hour Factor	0.688	0.705			0.685
Peak Period	16:00	to	18:00		
Volume	116	63			179
Peak Hour	17:00	17:00			17:00
Peak Volume	64	39			103
Peak Hour Factor	0.762	0.886			0.805



ATTACHMENT D
LEVEL OF SERVICE ANALYSIS

City of Poughkeepsie
Dutchess County, New York



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	108	3	18	224	87	14	52	17	44	49	48
Future Volume (vph)	22	108	3	18	224	87	14	52	17	44	49	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97		0.99			0.99	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.97			0.95	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1797	1820			1807	1477		1756			1717	
Flt Permitted	0.59	1.00			0.97	1.00		0.91			0.86	
Satd. Flow (perm)	1117	1820			1767	1477		1619			1502	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	25	123	3	20	255	99	16	59	19	50	56	55
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	25	126	0	0	275	99	0	94	0	0	161	0
Confl. Peds. (#/hr)	9		31	31		9	5		7	7		5
Heavy Vehicles (%)	0%	4%	0%	11%	4%	6%	0%	2%	12%	0%	2%	6%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	19.1	19.1			13.4	13.4		7.8			7.8	
Effective Green, g (s)	19.1	19.1			13.4	13.4		7.8			7.8	
Actuated g/C Ratio	0.52	0.52			0.36	0.36		0.21			0.21	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	591	942			641	536		342			317	
v/s Ratio Prot	0.00	c0.07										
v/s Ratio Perm	0.02				c0.16	0.07		0.06			c0.11	
v/c Ratio	0.04	0.13			0.43	0.18		0.27			0.51	
Uniform Delay, d1	4.4	4.6			8.9	8.0		12.2			12.9	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.5	0.2		0.4			1.3	
Delay (s)	4.4	4.7			9.3	8.2		12.6			14.1	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		4.6			9.0			12.6			14.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	36.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT
Lane Configurations												
Traffic Volume (vph)	25	0	24	1	2	2	17	10	1	58	233	149
Future Volume (vph)	25	0	24	1	2	2	17	10	1	58	233	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0	5.0				5.0	5.0
Lane Util. Factor		1.00				1.00	1.00				1.00	1.00
Frpb, ped/bikes		0.98				1.00	0.98				1.00	1.00
Flpb, ped/bikes		0.99				0.97	1.00				1.00	1.00
Frt		0.93				1.00	0.94				1.00	0.97
Flt Protected		0.98				0.95	1.00				0.99	1.00
Satd. Flow (prot)		1519				1757	1641				1804	1760
Flt Permitted		1.00				1.00	1.00				0.90	1.00
Satd. Flow (perm)		1557				1850	1641				1639	1760
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	27	0	26	1	2	2	18	11	1	62	248	159
RTOR Reduction (vph)	0	50	0	0	0	0	10	0	0	0	0	9
Lane Group Flow (vph)	0	4	0	0	0	4	19	0	0	0	311	190
Confl. Peds. (#/hr)	3		2	2	2	2		3	2	2		
Heavy Vehicles (%)	16%	0%	4%	0%	0%	0%	6%	10%	0%	5%	4%	5%
Turn Type	Perm	NA			Perm	Perm	NA		Perm	Perm	NA	NA
Protected Phases		1					1				3	3
Permitted Phases	1				1	1			3	3		
Actuated Green, G (s)		2.2				2.2	2.2				13.6	13.6
Effective Green, g (s)		2.2				2.2	2.2				13.6	13.6
Actuated g/C Ratio		0.07				0.07	0.07				0.43	0.43
Clearance Time (s)		5.0				5.0	5.0				5.0	5.0
Vehicle Extension (s)		3.0				3.0	3.0				3.0	3.0
Lane Grp Cap (vph)		109				129	114				709	762
v/s Ratio Prot							c0.01					0.11
v/s Ratio Perm		0.00				0.00					c0.19	
v/c Ratio		0.03				0.03	0.16				0.44	0.25
Uniform Delay, d1		13.6				13.6	13.7				6.2	5.7
Progression Factor		1.00				1.00	1.00				1.00	1.00
Incremental Delay, d2		0.1				0.1	0.7				0.4	0.2
Delay (s)		13.7				13.7	14.4				6.7	5.8
Level of Service		B				B	B				A	A
Approach Delay (s)		13.7					14.3				6.7	5.8
Approach LOS		B					B				A	A

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	31.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	SBR2	NEL2	NEL	NER2
Lane Configurations					
Traffic Volume (vph)	6	32	1	4	2
Future Volume (vph)	6	32	1	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	
Lane Util. Factor				1.00	
Frpb, ped/bikes				0.98	
Flpb, ped/bikes				0.96	
Frt				0.96	
Flt Protected				0.97	
Satd. Flow (prot)				1650	
Flt Permitted				0.97	
Satd. Flow (perm)				1650	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	6	34	1	4	2
RTOR Reduction (vph)	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	0	0
Confl. Peds. (#/hr)	2	2	2	2	3
Heavy Vehicles (%)	17%	0%	1%	0%	0%
Turn Type			Perm	Perm	
Protected Phases					
Permitted Phases			4	4	
Actuated Green, G (s)				0.6	
Effective Green, g (s)				0.6	
Actuated g/C Ratio				0.02	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				31	
v/s Ratio Prot					
v/s Ratio Perm				c0.00	
v/c Ratio				0.00	
Uniform Delay, d1				15.1	
Progression Factor				1.00	
Incremental Delay, d2				0.1	
Delay (s)				15.2	
Level of Service				B	
Approach Delay (s)				15.2	
Approach LOS				B	

Intersection Summary

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	27	50	48	8	39
Future Vol, veh/h	87	27	50	48	8	39
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	11	4	8	13	3
Mvmt Flow	92	28	53	51	8	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	82	0	0	107	0
Stage 1	82	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.31	-	-	4.23	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.399	-	-	2.317	-
Pot Cap-1 Maneuver	854	953	-	-	1418	-
Stage 1	941	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	950	-	-	1414	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.3
HCM LOS	A		

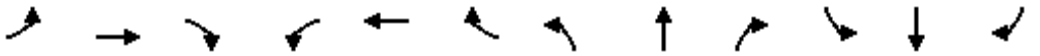
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	869	1414	-
HCM Lane V/C Ratio	-	-	0.138	0.006	-
HCM Control Delay (s)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	69	1	0	1	2	150
Future Vol, veh/h	69	1	0	1	2	150
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	90	1	0	1	3	195
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	1%
Vol Right, %	0%	1%	99%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1	70	152
LT Vol	0	69	0
Through Vol	1	0	2
RT Vol	0	1	150
Lane Flow Rate	1	91	197
Geometry Grp	1	1	1
Degree of Util (X)	0.002	0.112	0.19
Departure Headway (Hd)	4.211	4.433	3.468
Convergence, Y/N	Yes	Yes	Yes
Cap	840	808	1023
Service Time	2.288	2.464	1.529
HCM Lane V/C Ratio	0.001	0.113	0.193
HCM Control Delay	7.3	8	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.4	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	117	12	12	207	75	7	67	11	49	48	34
Future Volume (vph)	39	117	12	12	207	75	7	67	11	49	48	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	0.99			1.00	0.96		1.00			0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.98			0.97	
Flt Protected	0.95	1.00			1.00	1.00		1.00			0.98	
Satd. Flow (prot)	1757	1826			1813	1481		1761			1704	
Flt Permitted	0.61	1.00			0.98	1.00		0.96			0.84	
Satd. Flow (perm)	1127	1826			1784	1481		1697			1453	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	43	129	13	13	227	82	8	74	12	54	53	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	43	142	0	0	240	82	0	94	0	0	144	0
Confl. Peds. (#/hr)	14		55	55		14	4		10	10		4
Heavy Vehicles (%)	2%	2%	0%	25%	3%	5%	14%	5%	0%	6%	2%	6%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	19.7	19.7			13.0	13.0		7.6			7.6	
Effective Green, g (s)	19.7	19.7			13.0	13.0		7.6			7.6	
Actuated g/C Ratio	0.53	0.53			0.35	0.35		0.20			0.20	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	623	964			621	516		345			296	
v/s Ratio Prot	0.00	c0.08										
v/s Ratio Perm	0.03				c0.13	0.06		0.06			c0.10	
v/c Ratio	0.07	0.15			0.39	0.16		0.27			0.49	
Uniform Delay, d1	4.3	4.5			9.1	8.4		12.5			13.1	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.4	0.1		0.4			1.3	
Delay (s)	4.4	4.6			9.5	8.5		12.9			14.4	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		4.5			9.3			12.9			14.4	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	37.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	55	1	6	12	5	1	55	182	184	7
Future Volume (vph)	29	0	55	1	6	12	5	1	55	182	184	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0				5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00				1.00	1.00	
Frpb, ped/bikes		0.96			1.00	0.99				1.00	0.99	
Flpb, ped/bikes		1.00			0.93	1.00				1.00	1.00	
Frt		0.91			1.00	0.96				1.00	0.98	
Flt Protected		0.98			0.95	1.00				0.99	1.00	
Satd. Flow (prot)		1580			1670	1805				1800	1781	
Flt Permitted		0.88			0.95	1.00				0.87	1.00	
Satd. Flow (perm)		1412			1674	1805				1586	1781	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	31	0	59	1	6	13	5	1	59	194	196	7
RTOR Reduction (vph)	0	0	0	0	0	4	0	0	0	0	7	0
Lane Group Flow (vph)	0	90	0	0	7	14	0	0	0	254	229	0
Confl. Peds. (#/hr)	3		11	11	11		3	9	9			9
Heavy Vehicles (%)	3%	0%	3%	0%	0%	0%	0%	0%	7%	3%	3%	0%
Turn Type	Perm	NA		Perm	Perm	NA		Perm	Perm	NA	NA	
Protected Phases		1				1				3	3	
Permitted Phases	1			1	1			3	3			
Actuated Green, G (s)		4.2			4.2	4.2				12.4	12.4	
Effective Green, g (s)		4.2			4.2	4.2				12.4	12.4	
Actuated g/C Ratio		0.13			0.13	0.13				0.38	0.38	
Clearance Time (s)		5.0			5.0	5.0				5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0				3.0	3.0	
Lane Grp Cap (vph)		183			217	234				608	683	
v/s Ratio Prot						0.01					0.13	
v/s Ratio Perm		c0.06			0.00					c0.16		
v/c Ratio		0.49			0.03	0.06				0.42	0.33	
Uniform Delay, d1		13.1			12.3	12.3				7.3	7.0	
Progression Factor		1.00			1.00	1.00				1.00	1.00	
Incremental Delay, d2		2.1			0.1	0.1				0.5	0.3	
Delay (s)		15.1			12.3	12.4				7.8	7.3	
Level of Service		B			B	B				A	A	
Approach Delay (s)		15.1				12.4				7.8	7.3	
Approach LOS		B				B				A	A	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	32.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR2	NEL	NER2
Lane Configurations			
Traffic Volume (vph)	31	4	2
Future Volume (vph)	31	4	2
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		5.0	
Lane Util. Factor		1.00	
Frpb, ped/bikes		0.95	
Flpb, ped/bikes		0.97	
Frt		0.95	
Flt Protected		0.97	
Satd. Flow (prot)		1607	
Flt Permitted		0.97	
Satd. Flow (perm)		1607	
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	33	4	2
RTOR Reduction (vph)	0	6	0
Lane Group Flow (vph)	0	0	0
Confl. Peds. (#/hr)	9	3	9
Heavy Vehicles (%)	7%	0%	0%
Turn Type		Perm	
Protected Phases			
Permitted Phases		4	
Actuated Green, G (s)		0.7	
Effective Green, g (s)		0.7	
Actuated g/C Ratio		0.02	
Clearance Time (s)		5.0	
Vehicle Extension (s)		3.0	
Lane Grp Cap (vph)		34	
v/s Ratio Prot			
v/s Ratio Perm		c0.00	
v/c Ratio		0.00	
Uniform Delay, d1		15.5	
Progression Factor		1.00	
Incremental Delay, d2		0.0	
Delay (s)		15.5	
Level of Service		B	
Approach Delay (s)		15.5	
Approach LOS		B	

Intersection Summary

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	37	72	69	13	41
Future Vol, veh/h	61	37	72	69	13	41
Conflicting Peds, #/hr	2	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	11	6	1	15	0
Mvmt Flow	84	51	99	95	18	56

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	243	151	0	0	196	0
Stage 1	149	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.45	6.31	-	-	4.25	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.399	-	-	2.335	-
Pot Cap-1 Maneuver	739	872	-	-	1303	-
Stage 1	871	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	726	869	-	-	1301	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	1.9
HCM LOS	B		

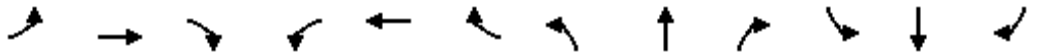
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	774	1301	-
HCM Lane V/C Ratio	-	-	0.173	0.014	-
HCM Control Delay (s)	-	-	10.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	114	1	0	1	5	90
Future Vol, veh/h	114	1	0	1	5	90
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	120	1	0	1	5	95
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.3	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	5%
Vol Right, %	0%	1%	95%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1	115	95
LT Vol	0	114	0
Through Vol	1	0	5
RT Vol	0	1	90
Lane Flow Rate	1	121	100
Geometry Grp	1	1	1
Degree of Util (X)	0.001	0.144	0.098
Departure Headway (Hd)	4.191	4.269	3.544
Convergence, Y/N	Yes	Yes	Yes
Cap	843	841	997
Service Time	2.272	2.287	1.615
HCM Lane V/C Ratio	0.001	0.144	0.1
HCM Control Delay	7.3	8	7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.5	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	128	6	10	206	97	7	62	11	75	53	38
Future Volume (vph)	39	128	6	10	206	97	7	62	11	75	53	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97		1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.98			0.97	
Flt Protected	0.95	1.00			1.00	1.00		1.00			0.98	
Satd. Flow (prot)	1799	1847			1858	1540		1847			1767	
Flt Permitted	0.61	1.00			0.98	1.00		0.96			0.81	
Satd. Flow (perm)	1154	1847			1833	1540		1775			1467	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	43	142	7	11	229	108	8	69	12	83	59	42
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	43	149	0	0	240	108	0	89	0	0	184	0
Confl. Peds. (#/hr)	6		27	27		6	11		9	9		11
Heavy Vehicles (%)	0%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	3%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	20.1	20.1			13.4	13.4		8.4			8.4	
Effective Green, g (s)	20.1	20.1			13.4	13.4		8.4			8.4	
Actuated g/C Ratio	0.52	0.52			0.35	0.35		0.22			0.22	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	630	964			637	536		387			320	
v/s Ratio Prot	0.00	c0.08										
v/s Ratio Perm	0.03				c0.13	0.07		0.05			c0.13	
v/c Ratio	0.07	0.15			0.38	0.20		0.23			0.57	
Uniform Delay, d1	4.6	4.8			9.4	8.8		12.4			13.5	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.4	0.2		0.3			2.5	
Delay (s)	4.6	4.9			9.8	9.0		12.7			15.9	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		4.8			9.5			12.7			15.9	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	38.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	0	35	2	5	18	4	2	47	190	222	27
Future Volume (vph)	32	0	35	2	5	18	4	2	47	190	222	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0				5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00				1.00	1.00	
Frpb, ped/bikes		0.99			1.00	1.00				1.00	1.00	
Flpb, ped/bikes		1.00			0.99	1.00				1.00	1.00	
Frt		0.93			1.00	0.97				1.00	0.98	
Flt Protected		0.98			0.95	1.00				0.99	1.00	
Satd. Flow (prot)		1696			1792	1841				1836	1848	
Flt Permitted		0.84			1.00	1.00				0.88	1.00	
Satd. Flow (perm)		1455			1886	1841				1638	1848	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	34	0	38	2	5	19	4	2	51	204	239	29
RTOR Reduction (vph)	0	0	0	0	0	4	0	0	0	0	1	0
Lane Group Flow (vph)	0	72	0	0	7	19	0	0	0	257	270	0
Confl. Peds. (#/hr)	2		1	1	1		2	1	1			1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
Turn Type	Perm	NA		Perm	Perm	NA		Perm	Perm	NA	NA	
Protected Phases		1				1				3	3	
Permitted Phases	1			1	1			3	3			
Actuated Green, G (s)		4.0			4.0	4.0				13.0	13.0	
Effective Green, g (s)		4.0			4.0	4.0				13.0	13.0	
Actuated g/C Ratio		0.12			0.12	0.12				0.40	0.40	
Clearance Time (s)		5.0			5.0	5.0				5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0				3.0	3.0	
Lane Grp Cap (vph)		177			230	225				651	734	
v/s Ratio Prot						0.01					0.15	
v/s Ratio Perm		c0.05			0.00					c0.16		
v/c Ratio		0.41			0.03	0.09				0.39	0.37	
Uniform Delay, d1		13.3			12.6	12.7				7.0	7.0	
Progression Factor		1.00			1.00	1.00				1.00	1.00	
Incremental Delay, d2		1.5			0.1	0.2				0.4	0.3	
Delay (s)		14.8			12.7	12.9				7.4	7.3	
Level of Service		B			B	B				A	A	
Approach Delay (s)		14.8				12.8				7.4	7.3	
Approach LOS		B				B				A	A	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	32.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR2	NEL	NER2
Lane Configurations			
Traffic Volume (vph)	3	1	4
Future Volume (vph)	3	1	4
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		5.0	
Lane Util. Factor		1.00	
Frpb, ped/bikes		0.97	
Flpb, ped/bikes		1.00	
Frt		0.89	
Flt Protected		0.99	
Satd. Flow (prot)		1630	
Flt Permitted		0.99	
Satd. Flow (perm)		1630	
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	3	1	4
RTOR Reduction (vph)	0	5	0
Lane Group Flow (vph)	0	0	0
Confl. Peds. (#/hr)	1		1
Heavy Vehicles (%)	0%	0%	0%
Turn Type		Perm	
Protected Phases			
Permitted Phases		4	
Actuated Green, G (s)		0.7	
Effective Green, g (s)		0.7	
Actuated g/C Ratio		0.02	
Clearance Time (s)		5.0	
Vehicle Extension (s)		3.0	
Lane Grp Cap (vph)		34	
v/s Ratio Prot			
v/s Ratio Perm		c0.00	
v/c Ratio		0.00	
Uniform Delay, d1		15.7	
Progression Factor		1.00	
Incremental Delay, d2		0.0	
Delay (s)		15.7	
Level of Service		B	
Approach Delay (s)		15.7	
Approach LOS		B	

Intersection Summary

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	31	65	55	8	42
Future Vol, veh/h	56	31	65	55	8	42
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	3	0	5	0	0
Mvmt Flow	63	35	73	62	9	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	170	105	0	0	136	0
Stage 1	105	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	825	947	-	-	1461	-
Stage 1	924	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	819	946	-	-	1460	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	1.2
HCM LOS	A		

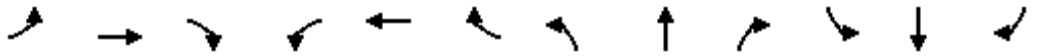
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	860	1460	-
HCM Lane V/C Ratio	-	-	0.114	0.006	-
HCM Control Delay (s)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	155	2	0	3	0	83
Future Vol, veh/h	155	2	0	3	0	83
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	180	2	0	3	0	97
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	7.4	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	1%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	157	83
LT Vol	0	155	0
Through Vol	3	0	0
RT Vol	0	2	83
Lane Flow Rate	3	183	97
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.216	0.1
Departure Headway (Hd)	4.416	4.264	3.727
Convergence, Y/N	Yes	Yes	Yes
Cap	815	842	967
Service Time	2.418	2.293	1.727
HCM Lane V/C Ratio	0.004	0.217	0.1
HCM Control Delay	7.4	8.5	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.8	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	57	6	5	129	49	6	45	5	36	61	25
Future Volume (vph)	22	57	6	5	129	49	6	45	5	36	61	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.99			0.97	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.99	
Satd. Flow (prot)	1801	1787			1850	1576		1863			1790	
Flt Permitted	0.66	1.00			0.99	1.00		0.95			0.88	
Satd. Flow (perm)	1245	1787			1828	1576		1774			1593	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	26	67	7	6	152	58	7	53	6	42	72	29
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	26	74	0	0	158	58	0	66	0	0	143	0
Confl. Peds. (#/hr)	4		11	11		4			5	5		
Heavy Vehicles (%)	0%	5%	0%	40%	1%	0%	0%	0%	0%	0%	0%	8%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	13.7	13.7			7.9	7.9		6.7			6.7	
Effective Green, g (s)	13.7	13.7			7.9	7.9		6.7			6.7	
Actuated g/C Ratio	0.45	0.45			0.26	0.26		0.22			0.22	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	575	805			475	409		390			351	
v/s Ratio Prot	0.00	c0.04										
v/s Ratio Perm	0.02				c0.09	0.04		0.04			c0.09	
v/c Ratio	0.05	0.09			0.33	0.14		0.17			0.41	
Uniform Delay, d1	4.7	4.8			9.1	8.6		9.6			10.1	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.0			0.4	0.2		0.2			0.8	
Delay (s)	4.7	4.8			9.5	8.8		9.8			10.9	
Level of Service	A	A			A	A		A			B	
Approach Delay (s)		4.8			9.3			9.8			10.9	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	30.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT
Lane Configurations												
Traffic Volume (vph)	35	0	22	1	20	0	13	2	1	23	147	119
Future Volume (vph)	35	0	22	1	20	0	13	2	1	23	147	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0	5.0				5.0	5.0
Lane Util. Factor		1.00				1.00	1.00				1.00	1.00
Frpb, ped/bikes		0.95				1.00	0.99				1.00	0.99
Flpb, ped/bikes		0.99				0.90	1.00				1.00	1.00
Frt		0.95				1.00	0.98				1.00	0.98
Flt Protected		0.97				0.95	1.00				0.99	1.00
Satd. Flow (prot)		1637				1622	1855				1840	1842
Flt Permitted		1.00				1.00	1.00				0.92	1.00
Satd. Flow (perm)		1687				1707	1855				1705	1842
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	39	0	24	1	22	0	14	2	1	26	163	132
RTOR Reduction (vph)	0	58	0	0	0	0	2	0	0	0	0	7
Lane Group Flow (vph)	0	6	0	0	0	22	14	0	0	0	190	144
Confl. Peds. (#/hr)	4		10	10	10	10		4	5	5		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	1%
Turn Type	Perm	NA			Perm	Perm	NA		Perm	Perm	NA	NA
Protected Phases		1					1				3	3
Permitted Phases	1				1	1			3	3		
Actuated Green, G (s)		2.1				2.1	2.1				5.6	5.6
Effective Green, g (s)		2.1				2.1	2.1				5.6	5.6
Actuated g/C Ratio		0.09				0.09	0.09				0.24	0.24
Clearance Time (s)		5.0				5.0	5.0				5.0	5.0
Vehicle Extension (s)		3.0				3.0	3.0				3.0	3.0
Lane Grp Cap (vph)		152				153	167				409	442
v/s Ratio Prot							0.01					0.08
v/s Ratio Perm		0.00				c0.01					c0.11	
v/c Ratio		0.04				0.14	0.08				0.46	0.33
Uniform Delay, d1		9.7				9.8	9.7				7.6	7.3
Progression Factor		1.00				1.00	1.00				1.00	1.00
Incremental Delay, d2		0.1				0.4	0.2				0.8	0.4
Delay (s)		9.8				10.2	9.9				8.4	7.7
Level of Service		A				B	A				A	A
Approach Delay (s)		9.8					10.1				8.4	7.7
Approach LOS		A					B				A	A

Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	23.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	SBR2	NEL	NER2
Lane Configurations				
Traffic Volume (vph)	2	15	3	3
Future Volume (vph)	2	15	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)			5.0	
Lane Util. Factor			1.00	
Frpb, ped/bikes			0.93	
Flpb, ped/bikes			0.98	
Frt			0.93	
Flt Protected			0.98	
Satd. Flow (prot)			1575	
Flt Permitted			0.98	
Satd. Flow (perm)			1575	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	17	3	3
RTOR Reduction (vph)	0	0	6	0
Lane Group Flow (vph)	0	0	0	0
Confl. Peds. (#/hr)	5	5	4	10
Heavy Vehicles (%)	0%	0%	0%	0%
Turn Type			Perm	
Protected Phases				
Permitted Phases			4	
Actuated Green, G (s)			0.6	
Effective Green, g (s)			0.6	
Actuated g/C Ratio			0.03	
Clearance Time (s)			5.0	
Vehicle Extension (s)			3.0	
Lane Grp Cap (vph)			40	
v/s Ratio Prot				
v/s Ratio Perm			c0.00	
v/c Ratio			0.00	
Uniform Delay, d1			11.1	
Progression Factor			1.00	
Incremental Delay, d2			0.0	
Delay (s)			11.1	
Level of Service			B	
Approach Delay (s)			11.1	
Approach LOS			B	

Intersection Summary

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	19	50	52	5	42
Future Vol, veh/h	40	19	50	52	5	42
Conflicting Peds, #/hr	3	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	23	62	64	6	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	161	94	0	0	126	0
Stage 1	94	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	835	968	-	-	1473	-
Stage 1	935	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	829	968	-	-	1473	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

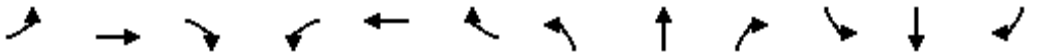
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	869	1473	-
HCM Lane V/C Ratio	-	-	0.084	0.004	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	79	1	0	2	2	72
Future Vol, veh/h	79	1	0	2	2	72
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	99	1	0	3	3	90
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.2	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	3%
Vol Right, %	0%	1%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	80	74
LT Vol	0	79	0
Through Vol	2	0	2
RT Vol	0	1	72
Lane Flow Rate	2	100	92
Geometry Grp	1	1	1
Degree of Util (X)	0.003	0.118	0.09
Departure Headway (Hd)	4.147	4.254	3.492
Convergence, Y/N	Yes	Yes	Yes
Cap	855	844	1016
Service Time	2.212	2.272	1.55
HCM Lane V/C Ratio	0.002	0.118	0.091
HCM Control Delay	7.2	7.8	6.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.4	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	109	3	18	226	88	14	53	17	44	49	48
Future Volume (vph)	22	109	3	18	226	88	14	53	17	44	49	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97		0.99			0.99	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.97			0.95	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1696	1753			1856	1564		1688			1669	
Flt Permitted	0.57	1.00			0.97	1.00		0.92			0.86	
Satd. Flow (perm)	1019	1753			1812	1564		1559			1450	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	28	138	4	23	286	111	18	67	22	56	62	61
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	28	142	0	0	309	111	0	107	0	0	179	0
Confl. Peds. (#/hr)	9		20	20		9	4		7	7		4
Heavy Vehicles (%)	6%	8%	0%	0%	2%	0%	13%	9%	0%	3%	7%	7%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	20.7	20.7			15.0	15.0		8.7			8.7	
Effective Green, g (s)	20.7	20.7			15.0	15.0		8.7			8.7	
Actuated g/C Ratio	0.53	0.53			0.38	0.38		0.22			0.22	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	547	920			689	595		344			320	
v/s Ratio Prot	0.00	c0.08										
v/s Ratio Perm	0.03				c0.17	0.07		0.07			c0.12	
v/c Ratio	0.05	0.15			0.45	0.19		0.31			0.56	
Uniform Delay, d1	4.6	4.8			9.1	8.1		12.8			13.6	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.5	0.2		0.5			2.1	
Delay (s)	4.6	4.9			9.6	8.3		13.4			15.8	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		4.9			9.2			13.4			15.8	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	39.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT
Lane Configurations												
Traffic Volume (vph)	25	0	24	1	2	2	17	10	1	59	235	150
Future Volume (vph)	25	0	24	1	2	2	17	10	1	59	235	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0	5.0				5.0	5.0
Lane Util. Factor		1.00				1.00	1.00				1.00	1.00
Frpb, ped/bikes		0.95				1.00	0.98				1.00	0.99
Flpb, ped/bikes		0.99				0.93	1.00				1.00	1.00
Frt		0.93				1.00	0.94				1.00	0.97
Flt Protected		0.98				0.95	1.00				0.99	1.00
Satd. Flow (prot)		1548				1683	1643				1862	1800
Flt Permitted		1.00				1.00	1.00				0.90	1.00
Satd. Flow (perm)		1587				1771	1643				1688	1800
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	27	0	26	1	2	2	19	11	1	65	258	165
RTOR Reduction (vph)	0	50	0	0	0	0	10	0	0	0	0	8
Lane Group Flow (vph)	0	4	0	0	0	4	20	0	0	0	324	199
Confl. Peds. (#/hr)	3		5	5	5	5		3	5	5		
Heavy Vehicles (%)	7%	0%	4%	0%	0%	0%	12%	0%	8%	0%	1%	2%
Turn Type	Perm	NA			Perm	Perm	NA		Perm	Perm	NA	NA
Protected Phases		1					1				3	3
Permitted Phases	1				1	1			3	3		
Actuated Green, G (s)		2.2				2.2	2.2				14.2	14.2
Effective Green, g (s)		2.2				2.2	2.2				14.2	14.2
Actuated g/C Ratio		0.07				0.07	0.07				0.44	0.44
Clearance Time (s)		5.0				5.0	5.0				5.0	5.0
Vehicle Extension (s)		3.0				3.0	3.0				3.0	3.0
Lane Grp Cap (vph)		108				121	112				746	796
v/s Ratio Prot							c0.01					0.11
v/s Ratio Perm		0.00				0.00					c0.19	
v/c Ratio		0.03				0.03	0.18				0.43	0.25
Uniform Delay, d1		14.0				14.0	14.1				6.2	5.6
Progression Factor		1.00				1.00	1.00				1.00	1.00
Incremental Delay, d2		0.1				0.1	0.8				0.4	0.2
Delay (s)		14.1				14.1	14.9				6.6	5.8
Level of Service		B				B	B				A	A
Approach Delay (s)		14.1					14.8				6.6	5.8
Approach LOS		B					B				A	A

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	32.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	SBR2	NEL2	NEL	NER2
Lane Configurations					
Traffic Volume (vph)	6	32	1	4	2
Future Volume (vph)	6	32	1	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	
Lane Util. Factor				1.00	
Frpb, ped/bikes				1.00	
Flpb, ped/bikes				0.89	
Frt				0.96	
Flt Protected				0.97	
Satd. Flow (prot)				1531	
Flt Permitted				0.97	
Satd. Flow (perm)				1531	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	7	35	1	4	2
RTOR Reduction (vph)	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	0	0
Confl. Peds. (#/hr)	5	5	5	5	
Heavy Vehicles (%)	2%	2%	2%	2%	2%
Turn Type			Perm	Perm	
Protected Phases					
Permitted Phases			4	4	
Actuated Green, G (s)				0.7	
Effective Green, g (s)				0.7	
Actuated g/C Ratio				0.02	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				33	
v/s Ratio Prot					
v/s Ratio Perm				c0.00	
v/c Ratio				0.00	
Uniform Delay, d1				15.4	
Progression Factor				1.00	
Incremental Delay, d2				0.1	
Delay (s)				15.4	
Level of Service				B	
Approach Delay (s)				15.4	
Approach LOS				B	

Intersection Summary

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	27	51	48	8	39
Future Vol, veh/h	88	27	51	48	8	39
Conflicting Peds, #/hr	2	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	10	6	8	0	3
Mvmt Flow	102	31	59	56	9	45

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	154	89	0	0	117	0
Stage 1	89	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.47	6.3	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.39	-	-	2.2	-
Pot Cap-1 Maneuver	826	947	-	-	1484	-
Stage 1	922	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	945	-	-	1481	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	1.3
HCM LOS	B		

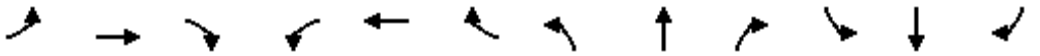
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	845	1481	-
HCM Lane V/C Ratio	-	-	0.158	0.006	-
HCM Control Delay (s)	-	-	10.1	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	1	0	1	2	152
Future Vol, veh/h	70	1	0	1	2	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	1	0	1	2	165
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	7.3	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	1%
Vol Right, %	0%	1%	99%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1	71	154
LT Vol	0	70	0
Through Vol	1	0	2
RT Vol	0	1	152
Lane Flow Rate	1	77	167
Geometry Grp	1	1	1
Degree of Util (X)	0.001	0.095	0.162
Departure Headway (Hd)	4.199	4.416	3.478
Convergence, Y/N	Yes	Yes	Yes
Cap	844	812	1023
Service Time	2.263	2.442	1.529
HCM Lane V/C Ratio	0.001	0.095	0.163
HCM Control Delay	7.3	7.9	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	118	12	12	209	76	7	68	11	49	48	34
Future Volume (vph)	39	118	12	12	209	76	7	68	11	49	48	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	0.99			1.00	0.96		1.00			0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.98			0.97	
Flt Protected	0.95	1.00			1.00	1.00		1.00			0.98	
Satd. Flow (prot)	1757	1826			1813	1481		1761			1704	
Flt Permitted	0.61	1.00			0.98	1.00		0.96			0.84	
Satd. Flow (perm)	1124	1826			1784	1481		1698			1452	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	43	130	13	13	230	84	8	75	12	54	53	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	43	143	0	0	243	84	0	95	0	0	144	0
Confl. Peds. (#/hr)	14		55	55		14	4		10	10		4
Heavy Vehicles (%)	2%	2%	0%	25%	3%	5%	14%	5%	0%	6%	2%	6%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	19.8	19.8			13.1	13.1		7.6			7.6	
Effective Green, g (s)	19.8	19.8			13.1	13.1		7.6			7.6	
Actuated g/C Ratio	0.53	0.53			0.35	0.35		0.20			0.20	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	623	966			624	518		345			295	
v/s Ratio Prot	0.00	c0.08										
v/s Ratio Perm	0.03				c0.14	0.06		0.06			c0.10	
v/c Ratio	0.07	0.15			0.39	0.16		0.28			0.49	
Uniform Delay, d1	4.3	4.5			9.1	8.4		12.6			13.2	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.4	0.1		0.4			1.3	
Delay (s)	4.4	4.6			9.5	8.5		13.0			14.5	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		4.5			9.3			13.0			14.5	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	37.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	56	1	6	12	5	1	56	184	186	7
Future Volume (vph)	29	0	56	1	6	12	5	1	56	184	186	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0				5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00				1.00	1.00	
Frpb, ped/bikes		0.96			1.00	0.99				1.00	0.99	
Flpb, ped/bikes		1.00			0.92	1.00				1.00	1.00	
Frt		0.91			1.00	0.96				1.00	0.98	
Flt Protected		0.98			0.95	1.00				0.99	1.00	
Satd. Flow (prot)		1579			1669	1805				1800	1782	
Flt Permitted		0.88			0.95	1.00				0.87	1.00	
Satd. Flow (perm)		1412			1673	1805				1586	1782	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	31	0	60	1	6	13	5	1	60	196	198	7
RTOR Reduction (vph)	0	0	0	0	0	4	0	0	0	0	7	0
Lane Group Flow (vph)	0	91	0	0	7	14	0	0	0	257	231	0
Confl. Peds. (#/hr)	3		11	11	11		3	9	9			9
Heavy Vehicles (%)	3%	0%	3%	0%	0%	0%	0%	0%	7%	3%	3%	0%
Turn Type	Perm	NA		Perm	Perm	NA		Perm	Perm	NA	NA	
Protected Phases		1				1				3	3	
Permitted Phases	1			1	1			3	3			
Actuated Green, G (s)		4.2			4.2	4.2				12.7	12.7	
Effective Green, g (s)		4.2			4.2	4.2				12.7	12.7	
Actuated g/C Ratio		0.13			0.13	0.13				0.39	0.39	
Clearance Time (s)		5.0			5.0	5.0				5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0				3.0	3.0	
Lane Grp Cap (vph)		181			215	232				617	694	
v/s Ratio Prot						0.01					0.13	
v/s Ratio Perm		c0.06			0.00					c0.16		
v/c Ratio		0.50			0.03	0.06				0.42	0.33	
Uniform Delay, d1		13.2			12.4	12.5				7.3	7.0	
Progression Factor		1.00			1.00	1.00				1.00	1.00	
Incremental Delay, d2		2.2			0.1	0.1				0.5	0.3	
Delay (s)		15.4			12.5	12.6				7.7	7.3	
Level of Service		B			B	B				A	A	
Approach Delay (s)		15.4				12.5				7.7	7.3	
Approach LOS		B				B				A	A	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	32.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR2	NEL	NER2
Lane Configurations			
Traffic Volume (vph)	31	4	2
Future Volume (vph)	31	4	2
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		5.0	
Lane Util. Factor		1.00	
Frpb, ped/bikes		0.95	
Flpb, ped/bikes		0.97	
Frt		0.95	
Flt Protected		0.97	
Satd. Flow (prot)		1606	
Flt Permitted		0.97	
Satd. Flow (perm)		1606	
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	33	4	2
RTOR Reduction (vph)	0	6	0
Lane Group Flow (vph)	0	0	0
Confl. Peds. (#/hr)	9	3	9
Heavy Vehicles (%)	7%	0%	0%
Turn Type		Perm	
Protected Phases			
Permitted Phases		4	
Actuated Green, G (s)		0.7	
Effective Green, g (s)		0.7	
Actuated g/C Ratio		0.02	
Clearance Time (s)		5.0	
Vehicle Extension (s)		3.0	
Lane Grp Cap (vph)		34	
v/s Ratio Prot			
v/s Ratio Perm		c0.00	
v/c Ratio		0.00	
Uniform Delay, d1		15.6	
Progression Factor		1.00	
Incremental Delay, d2		0.0	
Delay (s)		15.7	
Level of Service		B	
Approach Delay (s)		15.7	
Approach LOS		B	

Intersection Summary

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	37	73	70	13	41
Future Vol, veh/h	62	37	73	70	13	41
Conflicting Peds, #/hr	2	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	11	6	1	15	0
Mvmt Flow	85	51	100	96	18	56

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	244	152	0	0	198	0
Stage 1	150	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.45	6.31	-	-	4.25	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.399	-	-	2.335	-
Pot Cap-1 Maneuver	738	871	-	-	1300	-
Stage 1	870	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	725	868	-	-	1298	-
Mov Cap-2 Maneuver	725	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	773	1298	-
HCM Lane V/C Ratio	-	-	0.175	0.014	-
HCM Control Delay (s)	-	-	10.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	1	0	1	5	91
Future Vol, veh/h	115	1	0	1	5	91
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	121	1	0	1	5	96
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.3	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	5%
Vol Right, %	0%	1%	95%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1	116	96
LT Vol	0	115	0
Through Vol	1	0	5
RT Vol	0	1	91
Lane Flow Rate	1	122	101
Geometry Grp	1	1	1
Degree of Util (X)	0.001	0.145	0.1
Departure Headway (Hd)	4.194	4.271	3.546
Convergence, Y/N	Yes	Yes	Yes
Cap	842	841	996
Service Time	2.275	2.291	1.617
HCM Lane V/C Ratio	0.001	0.145	0.101
HCM Control Delay	7.3	8	7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.5	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	129	6	10	208	98	7	63	11	76	54	38
Future Volume (vph)	39	129	6	10	208	98	7	63	11	76	54	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97		1.00			0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.98			0.97	
Flt Protected	0.95	1.00			1.00	1.00		1.00			0.98	
Satd. Flow (prot)	1794	1866			1842	1560		1849			1772	
Flt Permitted	0.61	1.00			0.98	1.00		0.96			0.81	
Satd. Flow (perm)	1154	1866			1817	1560		1776			1472	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	140	7	11	226	107	8	68	12	83	59	41
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	42	147	0	0	237	107	0	88	0	0	183	0
Confl. Peds. (#/hr)	11		9	9		11	8		4	4		8
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%	0%	0%	0%	1%	1%	0%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	20.1	20.1			13.4	13.4		8.4			8.4	
Effective Green, g (s)	20.1	20.1			13.4	13.4		8.4			8.4	
Actuated g/C Ratio	0.52	0.52			0.35	0.35		0.22			0.22	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	630	974			632	542		387			321	
v/s Ratio Prot	0.00	c0.08										
v/s Ratio Perm	0.03				c0.13	0.07		0.05			c0.12	
v/c Ratio	0.07	0.15			0.38	0.20		0.23			0.57	
Uniform Delay, d1	4.6	4.8			9.4	8.8		12.4			13.4	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.4	0.2		0.3			2.4	
Delay (s)	4.6	4.8			9.8	9.0		12.7			15.9	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		4.8			9.5			12.7			15.9	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	38.5	Sum of lost time (s)	15.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	0	35	2	5	18	4	2	47	192	224	27
Future Volume (vph)	32	0	35	2	5	18	4	2	47	192	224	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0				5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00				1.00	1.00	
Frpb, ped/bikes		0.99			1.00	1.00				1.00	1.00	
Flpb, ped/bikes		1.00			0.99	1.00				1.00	1.00	
Frt		0.93			1.00	0.97				1.00	0.98	
Flt Protected		0.98			0.95	1.00				0.99	1.00	
Satd. Flow (prot)		1692			1778	1841				1836	1848	
Flt Permitted		0.84			1.00	1.00				0.88	1.00	
Satd. Flow (perm)		1451			1872	1841				1639	1848	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	34	0	38	2	5	19	4	2	51	206	241	29
RTOR Reduction (vph)	0	0	0	0	0	4	0	0	0	0	1	0
Lane Group Flow (vph)	0	72	0	0	7	19	0	0	0	259	272	0
Confl. Peds. (#/hr)	2		2	2	2		2	2	2			2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
Turn Type	Perm	NA		Perm	Perm	NA		Perm	Perm	NA	NA	
Protected Phases		1				1				3	3	
Permitted Phases	1			1	1			3	3			
Actuated Green, G (s)		4.0			4.0	4.0				13.2	13.2	
Effective Green, g (s)		4.0			4.0	4.0				13.2	13.2	
Actuated g/C Ratio		0.12			0.12	0.12				0.40	0.40	
Clearance Time (s)		5.0			5.0	5.0				5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0				3.0	3.0	
Lane Grp Cap (vph)		176			227	223				657	741	
v/s Ratio Prot						0.01					0.15	
v/s Ratio Perm		c0.05			0.00					c0.16		
v/c Ratio		0.41			0.03	0.09				0.39	0.37	
Uniform Delay, d1		13.4			12.7	12.8				7.0	6.9	
Progression Factor		1.00			1.00	1.00				1.00	1.00	
Incremental Delay, d2		1.5			0.1	0.2				0.4	0.3	
Delay (s)		14.9			12.8	13.0				7.4	7.2	
Level of Service		B			B	B				A	A	
Approach Delay (s)		14.9				13.0				7.4	7.2	
Approach LOS		B				B				A	A	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	32.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR2	NEL	NER2
Lane Configurations			
Traffic Volume (vph)	3	1	4
Future Volume (vph)	3	1	4
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		5.0	
Lane Util. Factor		1.00	
Frpb, ped/bikes		0.96	
Flpb, ped/bikes		0.99	
Frt		0.89	
Flt Protected		0.99	
Satd. Flow (prot)		1597	
Flt Permitted		0.99	
Satd. Flow (perm)		1597	
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	3	1	4
RTOR Reduction (vph)	0	5	0
Lane Group Flow (vph)	0	0	0
Confl. Peds. (#/hr)	2	2	2
Heavy Vehicles (%)	0%	0%	0%
Turn Type		Perm	
Protected Phases			
Permitted Phases		4	
Actuated Green, G (s)		0.7	
Effective Green, g (s)		0.7	
Actuated g/C Ratio		0.02	
Clearance Time (s)		5.0	
Vehicle Extension (s)		3.0	
Lane Grp Cap (vph)		33	
v/s Ratio Prot			
v/s Ratio Perm		c0.00	
v/c Ratio		0.00	
Uniform Delay, d1		15.8	
Progression Factor		1.00	
Incremental Delay, d2		0.0	
Delay (s)		15.8	
Level of Service		B	
Approach Delay (s)		15.8	
Approach LOS		B	

Intersection Summary

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	31	66	56	8	42
Future Vol, veh/h	57	31	66	56	8	42
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	66	36	77	65	9	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	181	113	0	0	145	0
Stage 1	113	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	813	945	-	-	1450	-
Stage 1	917	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	805	942	-	-	1446	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	953	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	848	1446	-
HCM Lane V/C Ratio	-	-	0.121	0.006	-
HCM Control Delay (s)	-	-	9.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	157	2	0	3	0	84
Future Vol, veh/h	157	2	0	3	0	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	2	0	3	0	91
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.4	7.4	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	1%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	159	84
LT Vol	0	157	0
Through Vol	3	0	0
RT Vol	0	2	84
Lane Flow Rate	3	173	91
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.206	0.095
Departure Headway (Hd)	4.425	4.288	3.742
Convergence, Y/N	Yes	Yes	Yes
Cap	813	836	963
Service Time	2.428	2.317	1.742
HCM Lane V/C Ratio	0.004	0.207	0.094
HCM Control Delay	7.4	8.4	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.8	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	58	6	5	130	49	6	45	5	36	62	25
Future Volume (vph)	22	58	6	5	130	49	6	45	5	36	62	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97		1.00			0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.99			0.97	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.99	
Satd. Flow (prot)	1795	1819			1896	1565		1861			1783	
Flt Permitted	0.66	1.00			0.99	1.00		0.95			0.88	
Satd. Flow (perm)	1244	1819			1872	1565		1770			1589	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	25	67	7	6	149	56	7	52	6	41	71	29
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	25	74	0	0	155	56	0	65	0	0	141	0
Confl. Peds. (#/hr)	11		9	9		11	8		4	4		8
Heavy Vehicles (%)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	13.6	13.6			7.8	7.8		6.6			6.6	
Effective Green, g (s)	13.6	13.6			7.8	7.8		6.6			6.6	
Actuated g/C Ratio	0.45	0.45			0.26	0.26		0.22			0.22	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	574	819			483	404		386			347	
v/s Ratio Prot	0.00	c0.04										
v/s Ratio Perm	0.02				c0.08	0.04		0.04			c0.09	
v/c Ratio	0.04	0.09			0.32	0.14		0.17			0.41	
Uniform Delay, d1	4.7	4.8			9.1	8.6		9.6			10.1	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.0			0.4	0.2		0.2			0.8	
Delay (s)	4.7	4.8			9.4	8.8		9.8			10.9	
Level of Service	A	A			A	A		A			B	
Approach Delay (s)		4.8			9.3			9.8			10.9	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	30.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	40.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT
Lane Configurations												
Traffic Volume (vph)	35	0	22	1	20	0	13	2	1	23	148	120
Future Volume (vph)	35	0	22	1	20	0	13	2	1	23	148	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0	5.0				5.0	5.0
Lane Util. Factor		1.00				1.00	1.00				1.00	1.00
Frpb, ped/bikes		0.95				1.00	0.99				1.00	1.00
Flpb, ped/bikes		0.99				0.90	1.00				1.00	1.00
Frt		0.95				1.00	0.98				1.00	0.98
Flt Protected		0.97				0.95	1.00				0.99	1.00
Satd. Flow (prot)		1635				1622	1855				1835	1844
Flt Permitted		1.00				1.00	1.00				0.92	1.00
Satd. Flow (perm)		1684				1708	1855				1704	1844
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	38	0	24	1	22	0	14	2	1	25	163	132
RTOR Reduction (vph)	0	57	0	0	0	0	2	0	0	0	0	7
Lane Group Flow (vph)	0	6	0	0	0	22	14	0	0	0	189	143
Confl. Peds. (#/hr)	4		10	10	10	10		4	5	5		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%
Turn Type	Perm	NA			Perm	Perm	NA		Perm	Perm	NA	NA
Protected Phases		1					1				3	3
Permitted Phases	1				1	1			3	3		
Actuated Green, G (s)		2.1				2.1	2.1				5.5	5.5
Effective Green, g (s)		2.1				2.1	2.1				5.5	5.5
Actuated g/C Ratio		0.09				0.09	0.09				0.24	0.24
Clearance Time (s)		5.0				5.0	5.0				5.0	5.0
Vehicle Extension (s)		3.0				3.0	3.0				3.0	3.0
Lane Grp Cap (vph)		152				154	167				403	437
v/s Ratio Prot							0.01					0.08
v/s Ratio Perm		0.00				c0.01					c0.11	
v/c Ratio		0.04				0.14	0.08				0.47	0.33
Uniform Delay, d1		9.6				9.7	9.7				7.6	7.3
Progression Factor		1.00				1.00	1.00				1.00	1.00
Incremental Delay, d2		0.1				0.4	0.2				0.9	0.4
Delay (s)		9.7				10.1	9.9				8.5	7.8
Level of Service		A				B	A				A	A
Approach Delay (s)		9.7					10.0				8.5	7.8
Approach LOS		A					B				A	A

Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	23.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	SBR2	NEL	NER2
Lane Configurations				
Traffic Volume (vph)	2	15	3	3
Future Volume (vph)	2	15	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)			5.0	
Lane Util. Factor			1.00	
Frpb, ped/bikes			0.93	
Flpb, ped/bikes			0.98	
Frt			0.93	
Flt Protected			0.98	
Satd. Flow (prot)			1576	
Flt Permitted			0.98	
Satd. Flow (perm)			1576	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	16	3	3
RTOR Reduction (vph)	0	0	6	0
Lane Group Flow (vph)	0	0	0	0
Confl. Peds. (#/hr)	5	5	4	10
Heavy Vehicles (%)	0%	0%	0%	0%
Turn Type			Perm	
Protected Phases				
Permitted Phases			4	
Actuated Green, G (s)			0.6	
Effective Green, g (s)			0.6	
Actuated g/C Ratio			0.03	
Clearance Time (s)			5.0	
Vehicle Extension (s)			3.0	
Lane Grp Cap (vph)			40	
v/s Ratio Prot				
v/s Ratio Perm			c0.00	
v/c Ratio			0.00	
Uniform Delay, d1			11.0	
Progression Factor			1.00	
Incremental Delay, d2			0.0	
Delay (s)			11.0	
Level of Service			B	
Approach Delay (s)			11.0	
Approach LOS			B	

Intersection Summary

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	19	51	53	5	42
Future Vol, veh/h	40	19	51	53	5	42
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	23	62	65	6	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	162	99	0	0	131	0
Stage 1	99	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	834	962	-	-	1467	-
Stage 1	930	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	827	958	-	-	1461	-
Mov Cap-2 Maneuver	827	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

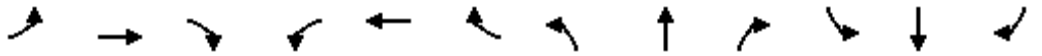
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	865	1461	-
HCM Lane V/C Ratio	-	-	0.083	0.004	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	80	1	0	2	2	73
Future Vol, veh/h	80	1	0	2	2	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	1	0	2	2	79
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.2	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	3%
Vol Right, %	0%	1%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	81	75
LT Vol	0	80	0
Through Vol	2	0	2
RT Vol	0	1	73
Lane Flow Rate	2	88	82
Geometry Grp	1	1	1
Degree of Util (X)	0.003	0.104	0.079
Departure Headway (Hd)	4.15	4.269	3.505
Convergence, Y/N	Yes	Yes	Yes
Cap	856	842	1013
Service Time	2.208	2.284	1.557
HCM Lane V/C Ratio	0.002	0.105	0.081
HCM Control Delay	7.2	7.8	6.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	109	5	18	226	88	20	62	17	44	52	48
Future Volume (vph)	22	109	5	18	226	88	20	62	17	44	52	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97		0.99			0.99	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.98			0.95	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1696	1750			1855	1563		1687			1671	
Flt Permitted	0.56	1.00			0.97	1.00		0.91			0.86	
Satd. Flow (perm)	991	1750			1809	1563		1549			1464	
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	28	138	6	23	286	111	25	78	22	56	66	61
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	28	144	0	0	309	111	0	125	0	0	183	0
Confl. Peds. (#/hr)	9		20	20		9	4		7	7		4
Heavy Vehicles (%)	6%	8%	0%	0%	2%	0%	13%	9%	0%	3%	7%	7%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	19.9	19.9			14.2	14.2		11.2			11.2	
Effective Green, g (s)	19.9	19.9			14.2	14.2		11.2			11.2	
Actuated g/C Ratio	0.48	0.48			0.35	0.35		0.27			0.27	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	491	847			625	540		422			398	
v/s Ratio Prot	0.00	c0.08										
v/s Ratio Perm	0.03				c0.17	0.07		0.08			c0.13	
v/c Ratio	0.06	0.17			0.49	0.21		0.30			0.46	
Uniform Delay, d1	5.9	6.0			10.6	9.5		11.8			12.4	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.6	0.2		0.4			0.8	
Delay (s)	6.0	6.1			11.2	9.7		12.2			13.3	
Level of Service	A	A			B	A		B			B	
Approach Delay (s)		6.0			10.8			12.2			13.3	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	41.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT
Lane Configurations												
Traffic Volume (vph)	25	0	26	1	2	2	17	10	1	65	235	150
Future Volume (vph)	25	0	26	1	2	2	17	10	1	65	235	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0	5.0				5.0	5.0
Lane Util. Factor		1.00				1.00	1.00				1.00	1.00
Frpb, ped/bikes		0.97				1.00	0.99				1.00	0.99
Flpb, ped/bikes		0.99				0.96	1.00				1.00	1.00
Frt		0.93				1.00	0.94				1.00	0.97
Flt Protected		0.98				0.95	1.00				0.99	1.00
Satd. Flow (prot)		1573				1731	1649				1861	1800
Flt Permitted		0.83				1.00	1.00				0.89	1.00
Satd. Flow (perm)		1343				1823	1649				1671	1800
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	27	0	29	1	2	2	19	11	1	71	258	165
RTOR Reduction (vph)	0	51	0	0	0	0	10	0	0	0	0	9
Lane Group Flow (vph)	0	6	0	0	0	4	20	0	0	0	330	198
Confl. Peds. (#/hr)	3		5	5	5	5		3	5	5		
Heavy Vehicles (%)	7%	0%	4%	0%	0%	0%	12%	0%	8%	0%	1%	2%
Turn Type	Perm	NA			Perm	Perm	NA		Perm	Perm	NA	NA
Protected Phases		1					1				3	3
Permitted Phases	1				1	1			3	3		
Actuated Green, G (s)		3.9				3.9	3.9				14.8	14.8
Effective Green, g (s)		3.9				3.9	3.9				14.8	14.8
Actuated g/C Ratio		0.11				0.11	0.11				0.43	0.43
Clearance Time (s)		5.0				5.0	5.0				5.0	5.0
Vehicle Extension (s)		3.0				3.0	3.0				3.0	3.0
Lane Grp Cap (vph)		152				206	186				718	774
v/s Ratio Prot							c0.01					0.11
v/s Ratio Perm		0.00				0.00					c0.20	
v/c Ratio		0.04				0.02	0.11				0.46	0.26
Uniform Delay, d1		13.6				13.6	13.7				7.0	6.3
Progression Factor		1.00				1.00	1.00				1.00	1.00
Incremental Delay, d2		0.1				0.0	0.3				0.5	0.2
Delay (s)		13.7				13.6	13.9				7.4	6.5
Level of Service		B				B	B				A	A
Approach Delay (s)		13.7					13.9				7.4	6.5
Approach LOS		B					B				A	A

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	34.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	SBR2	NEL2	NEL	NER2
Lane Configurations					
Traffic Volume (vph)	6	32	1	4	2
Future Volume (vph)	6	32	1	4	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	
Lane Util. Factor				1.00	
Frpb, ped/bikes				1.00	
Flpb, ped/bikes				0.88	
Frt				0.96	
Flt Protected				0.97	
Satd. Flow (prot)				1517	
Flt Permitted				0.97	
Satd. Flow (perm)				1517	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	7	35	1	4	2
RTOR Reduction (vph)	0	0	0	7	0
Lane Group Flow (vph)	0	0	0	0	0
Confl. Peds. (#/hr)	5	5	5	5	
Heavy Vehicles (%)	2%	2%	2%	2%	2%
Turn Type			Perm	Perm	
Protected Phases					
Permitted Phases			4	4	
Actuated Green, G (s)				0.7	
Effective Green, g (s)				0.7	
Actuated g/C Ratio				0.02	
Clearance Time (s)				5.0	
Vehicle Extension (s)				3.0	
Lane Grp Cap (vph)				30	
v/s Ratio Prot					
v/s Ratio Perm				c0.00	
v/c Ratio				0.00	
Uniform Delay, d1				16.5	
Progression Factor				1.00	
Incremental Delay, d2				0.1	
Delay (s)				16.6	
Level of Service				B	
Approach Delay (s)				16.6	
Approach LOS				B	

Intersection Summary

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	29	54	48	14	49
Future Vol, veh/h	88	29	54	48	14	49
Conflicting Peds, #/hr	2	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	10	6	8	0	3
Mvmt Flow	102	34	63	56	16	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	184	93	0	0	121	0
Stage 1	93	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.47	6.3	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.39	-	-	2.2	-
Pot Cap-1 Maneuver	794	943	-	-	1479	-
Stage 1	918	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	782	941	-	-	1476	-
Mov Cap-2 Maneuver	782	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	816	1476	-
HCM Lane V/C Ratio	-	-	0.167	0.011	-
HCM Control Delay (s)	-	-	10.3	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	15	78	5	5	47
Future Vol, veh/h	16	15	78	5	5	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	16	85	5	5	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	88	0	0	90	0
Stage 1	88	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	848	976	-	-	1518	-
Stage 1	940	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	845	976	-	-	1518	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.7
HCM LOS	A		

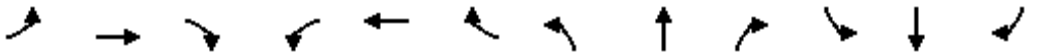
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1518	-
HCM Lane V/C Ratio	-	-	0.037	0.004	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	1	0	1	2	162
Future Vol, veh/h	73	1	0	1	2	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	1	0	1	2	176
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	7.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	1%
Vol Right, %	0%	1%	99%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1	74	164
LT Vol	0	73	0
Through Vol	1	0	2
RT Vol	0	1	162
Lane Flow Rate	1	80	178
Geometry Grp	1	1	1
Degree of Util (X)	0.001	0.099	0.172
Departure Headway (Hd)	4.21	4.434	3.481
Convergence, Y/N	Yes	Yes	Yes
Cap	841	808	1021
Service Time	2.28	2.462	1.536
HCM Lane V/C Ratio	0.001	0.099	0.174
HCM Control Delay	7.3	8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.3	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	118	15	12	209	76	9	72	11	49	53	34
Future Volume (vph)	39	118	15	12	209	76	9	72	11	49	53	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	0.99			1.00	0.96		1.00			0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.98			1.00	0.85		0.98			0.97	
Flt Protected	0.95	1.00			1.00	1.00		1.00			0.98	
Satd. Flow (prot)	1757	1818			1813	1481		1759			1709	
Flt Permitted	0.61	1.00			0.98	1.00		0.95			0.84	
Satd. Flow (perm)	1124	1818			1784	1481		1684			1459	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	43	130	16	13	230	84	10	79	12	54	58	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	43	146	0	0	243	84	0	101	0	0	149	0
Confl. Peds. (#/hr)	14		55	55		14	4		10	10		4
Heavy Vehicles (%)	2%	2%	0%	25%	3%	5%	14%	5%	0%	6%	2%	6%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	19.9	19.9			13.2	13.2		7.7			7.7	
Effective Green, g (s)	19.9	19.9			13.2	13.2		7.7			7.7	
Actuated g/C Ratio	0.53	0.53			0.35	0.35		0.20			0.20	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	623	962			626	519		344			298	
v/s Ratio Prot	0.00	c0.08										
v/s Ratio Perm	0.03				c0.14	0.06		0.06			c0.10	
v/c Ratio	0.07	0.15			0.39	0.16		0.29			0.50	
Uniform Delay, d1	4.3	4.5			9.2	8.4		12.6			13.2	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.4	0.1		0.5			1.3	
Delay (s)	4.4	4.6			9.6	8.5		13.1			14.6	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		4.6			9.3			13.1			14.6	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	37.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	59	1	6	12	5	1	58	184	186	7
Future Volume (vph)	29	0	59	1	6	12	5	1	58	184	186	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0				5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00				1.00	1.00	
Frpb, ped/bikes		0.96			1.00	0.99				1.00	0.99	
Flpb, ped/bikes		1.00			0.92	1.00				1.00	1.00	
Frt		0.91			1.00	0.96				1.00	0.98	
Flt Protected		0.98			0.95	1.00				0.99	1.00	
Satd. Flow (prot)		1576			1669	1805				1799	1782	
Flt Permitted		0.88			0.95	1.00				0.87	1.00	
Satd. Flow (perm)		1414			1673	1805				1580	1782	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	31	0	63	1	6	13	5	1	62	196	198	7
RTOR Reduction (vph)	0	0	0	0	0	4	0	0	0	0	7	0
Lane Group Flow (vph)	0	94	0	0	7	14	0	0	0	259	231	0
Confl. Peds. (#/hr)	3		11	11	11		3	9	9			9
Heavy Vehicles (%)	3%	0%	3%	0%	0%	0%	0%	0%	7%	3%	3%	0%
Turn Type	Perm	NA		Perm	Perm	NA		Perm	Perm	NA	NA	
Protected Phases		1				1				3	3	
Permitted Phases	1			1	1			3	3			
Actuated Green, G (s)		4.2			4.2	4.2				13.0	13.0	
Effective Green, g (s)		4.2			4.2	4.2				13.0	13.0	
Actuated g/C Ratio		0.13			0.13	0.13				0.40	0.40	
Clearance Time (s)		5.0			5.0	5.0				5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0				3.0	3.0	
Lane Grp Cap (vph)		180			213	230				624	704	
v/s Ratio Prot						0.01					0.13	
v/s Ratio Perm		c0.07			0.00					c0.16		
v/c Ratio		0.52			0.03	0.06				0.42	0.33	
Uniform Delay, d1		13.4			12.6	12.6				7.2	6.9	
Progression Factor		1.00			1.00	1.00				1.00	1.00	
Incremental Delay, d2		2.7			0.1	0.1				0.4	0.3	
Delay (s)		16.1			12.6	12.7				7.6	7.2	
Level of Service		B			B	B				A	A	
Approach Delay (s)		16.1				12.7				7.6	7.2	
Approach LOS		B				B				A	A	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	32.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR2	NEL	NER2
Lane Configurations			
Traffic Volume (vph)	31	4	2
Future Volume (vph)	31	4	2
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		5.0	
Lane Util. Factor		1.00	
Frpb, ped/bikes		0.94	
Flpb, ped/bikes		0.97	
Frt		0.95	
Flt Protected		0.97	
Satd. Flow (prot)		1605	
Flt Permitted		0.97	
Satd. Flow (perm)		1605	
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	33	4	2
RTOR Reduction (vph)	0	6	0
Lane Group Flow (vph)	0	0	0
Confl. Peds. (#/hr)	9	3	9
Heavy Vehicles (%)	7%	0%	0%
Turn Type		Perm	
Protected Phases			
Permitted Phases		4	
Actuated Green, G (s)		0.7	
Effective Green, g (s)		0.7	
Actuated g/C Ratio		0.02	
Clearance Time (s)		5.0	
Vehicle Extension (s)		3.0	
Lane Grp Cap (vph)		34	
v/s Ratio Prot			
v/s Ratio Perm		c0.00	
v/c Ratio		0.00	
Uniform Delay, d1		15.8	
Progression Factor		1.00	
Incremental Delay, d2		0.0	
Delay (s)		15.8	
Level of Service		B	
Approach Delay (s)		15.8	
Approach LOS		B	

Intersection Summary

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	40	78	70	15	45
Future Vol, veh/h	62	40	78	70	15	45
Conflicting Peds, #/hr	2	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	11	6	1	15	0
Mvmt Flow	85	55	107	96	21	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	263	159	0	0	205	0
Stage 1	157	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.45	6.31	-	-	4.25	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.399	-	-	2.335	-
Pot Cap-1 Maneuver	720	863	-	-	1293	-
Stage 1	864	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	705	860	-	-	1291	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	759	1291	-
HCM Lane V/C Ratio	-	-	0.184	0.016	-
HCM Control Delay (s)	-	-	10.8	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	6	110	8	8	55
Future Vol, veh/h	6	6	110	8	8	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	7	120	9	9	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	203	125	0	0	129	0
Stage 1	125	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	790	931	-	-	1469	-
Stage 1	906	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	785	931	-	-	1469	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.9
HCM LOS	A		

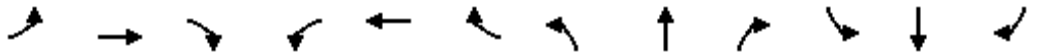
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	852	1469	-
HCM Lane V/C Ratio	-	-	0.015	0.006	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	120	1	0	1	5	95
Future Vol, veh/h	120	1	0	1	5	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	126	1	0	1	5	100
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	7.3	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	5%
Vol Right, %	0%	1%	95%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1	121	100
LT Vol	0	120	0
Through Vol	1	0	5
RT Vol	0	1	95
Lane Flow Rate	1	127	105
Geometry Grp	1	1	1
Degree of Util (X)	0.001	0.151	0.104
Departure Headway (Hd)	4.206	4.279	3.553
Convergence, Y/N	Yes	Yes	Yes
Cap	839	839	994
Service Time	2.291	2.299	1.627
HCM Lane V/C Ratio	0.001	0.151	0.106
HCM Control Delay	7.3	8.1	7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.5	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	129	11	10	208	97	10	68	11	76	63	38
Future Volume (vph)	39	129	11	10	208	97	10	68	11	76	63	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97		1.00			0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.98			0.97	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1794	1856			1842	1560		1850			1777	
Flt Permitted	0.61	1.00			0.98	1.00		0.94			0.82	
Satd. Flow (perm)	1154	1856			1817	1560		1757			1480	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	140	12	11	226	105	11	74	12	83	68	41
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	42	152	0	0	237	105	0	97	0	0	192	0
Confl. Peds. (#/hr)	11		9	9		11	8		4	4		8
Heavy Vehicles (%)	0%	1%	0%	0%	3%	0%	0%	0%	0%	1%	1%	0%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	20.3	20.3			13.6	13.6		8.7			8.7	
Effective Green, g (s)	20.3	20.3			13.6	13.6		8.7			8.7	
Actuated g/C Ratio	0.52	0.52			0.35	0.35		0.22			0.22	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	628	966			633	544		391			330	
v/s Ratio Prot	0.00	c0.08										
v/s Ratio Perm	0.03				c0.13	0.07		0.06			c0.13	
v/c Ratio	0.07	0.16			0.37	0.19		0.25			0.58	
Uniform Delay, d1	4.7	4.9			9.5	8.9		12.5			13.5	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.1			0.4	0.2		0.3			2.6	
Delay (s)	4.7	5.0			9.9	9.0		12.8			16.1	
Level of Service	A	A			A	A		B			B	
Approach Delay (s)		4.9			9.6			12.8			16.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	39.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	0	41	2	5	18	4	2	50	192	224	27
Future Volume (vph)	32	0	41	2	5	18	4	2	50	192	224	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0				5.0	5.0	
Lane Util. Factor		1.00			1.00	1.00				1.00	1.00	
Frpb, ped/bikes		0.98			1.00	1.00				1.00	1.00	
Flpb, ped/bikes		1.00			0.99	1.00				1.00	1.00	
Frt		0.92			1.00	0.97				1.00	0.98	
Flt Protected		0.98			0.95	1.00				0.99	1.00	
Satd. Flow (prot)		1685			1778	1841				1835	1848	
Flt Permitted		0.85			1.00	1.00				0.88	1.00	
Satd. Flow (perm)		1461			1872	1841				1631	1848	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	34	0	44	2	5	19	4	2	54	206	241	29
RTOR Reduction (vph)	0	0	0	0	0	4	0	0	0	0	1	0
Lane Group Flow (vph)	0	78	0	0	7	19	0	0	0	262	272	0
Confl. Peds. (#/hr)	2		2	2	2		2	2	2			2
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%
Turn Type	Perm	NA		Perm	Perm	NA		Perm	Perm	NA	NA	
Protected Phases		1				1				3	3	
Permitted Phases	1			1	1			3	3			
Actuated Green, G (s)		4.0			4.0	4.0				13.6	13.6	
Effective Green, g (s)		4.0			4.0	4.0				13.6	13.6	
Actuated g/C Ratio		0.12			0.12	0.12				0.41	0.41	
Clearance Time (s)		5.0			5.0	5.0				5.0	5.0	
Vehicle Extension (s)		3.0			3.0	3.0				3.0	3.0	
Lane Grp Cap (vph)		175			224	221				666	754	
v/s Ratio Prot						0.01					0.15	
v/s Ratio Perm		c0.05			0.00					c0.16		
v/c Ratio		0.45			0.03	0.09				0.39	0.36	
Uniform Delay, d1		13.6			12.9	13.0				6.9	6.8	
Progression Factor		1.00			1.00	1.00				1.00	1.00	
Incremental Delay, d2		1.8			0.1	0.2				0.4	0.3	
Delay (s)		15.4			13.0	13.2				7.3	7.1	
Level of Service		B			B	B				A	A	
Approach Delay (s)		15.4				13.2				7.3	7.1	
Approach LOS		B				B				A	A	

Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	33.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR2	NEL	NER2
Lane Configurations			
Traffic Volume (vph)	3	1	4
Future Volume (vph)	3	1	4
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		5.0	
Lane Util. Factor		1.00	
Frpb, ped/bikes		0.96	
Flpb, ped/bikes		0.99	
Frt		0.89	
Flt Protected		0.99	
Satd. Flow (prot)		1597	
Flt Permitted		0.99	
Satd. Flow (perm)		1597	
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	3	1	4
RTOR Reduction (vph)	0	5	0
Lane Group Flow (vph)	0	0	0
Confl. Peds. (#/hr)	2	2	2
Heavy Vehicles (%)	0%	0%	0%
Turn Type		Perm	
Protected Phases			
Permitted Phases		4	
Actuated Green, G (s)		0.7	
Effective Green, g (s)		0.7	
Actuated g/C Ratio		0.02	
Clearance Time (s)		5.0	
Vehicle Extension (s)		3.0	
Lane Grp Cap (vph)		33	
v/s Ratio Prot			
v/s Ratio Perm		c0.00	
v/c Ratio		0.00	
Uniform Delay, d1		16.0	
Progression Factor		1.00	
Incremental Delay, d2		0.0	
Delay (s)		16.0	
Level of Service		B	
Approach Delay (s)		16.0	
Approach LOS		B	

Intersection Summary

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	37	75	56	11	47
Future Vol, veh/h	57	37	75	56	11	47
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	66	43	87	65	13	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	205	123	0	0	155	0
Stage 1	123	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	788	933	-	-	1438	-
Stage 1	907	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	778	930	-	-	1434	-
Mov Cap-2 Maneuver	778	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	831	1434	-
HCM Lane V/C Ratio	-	-	0.132	0.009	-
HCM Control Delay (s)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	8	97	15	14	51
Future Vol, veh/h	8	8	97	15	14	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	9	105	16	15	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	198	113	0	0	121	0
Stage 1	113	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	795	945	-	-	1479	-
Stage 1	917	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	945	-	-	1479	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.6
HCM LOS	A		

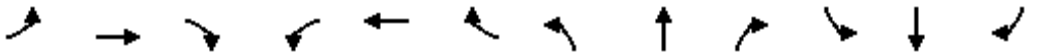
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	859	1479	-
HCM Lane V/C Ratio	-	-	0.02	0.01	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	166	2	0	3	0	89
Future Vol, veh/h	166	2	0	3	0	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	2	0	3	0	97
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	7.5	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	1%	100%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	168	89
LT Vol	0	166	0
Through Vol	3	0	0
RT Vol	0	2	89
Lane Flow Rate	3	183	97
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.218	0.101
Departure Headway (Hd)	4.455	4.298	3.765
Convergence, Y/N	Yes	Yes	Yes
Cap	808	835	958
Service Time	2.458	2.33	1.765
HCM Lane V/C Ratio	0.004	0.219	0.101
HCM Control Delay	7.5	8.5	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.8	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	58	6	5	130	49	8	47	5	36	67	25
Future Volume (vph)	22	58	6	5	130	49	8	47	5	36	67	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00	0.97		1.00			0.99	
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00			1.00	
Frt	1.00	0.99			1.00	0.85		0.99			0.97	
Flt Protected	0.95	1.00			1.00	1.00		0.99			0.99	
Satd. Flow (prot)	1795	1819			1896	1565		1860			1787	
Flt Permitted	0.66	1.00			0.99	1.00		0.93			0.88	
Satd. Flow (perm)	1244	1819			1872	1565		1748			1598	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	25	67	7	6	149	56	9	54	6	41	77	29
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	25	74	0	0	155	56	0	69	0	0	147	0
Confl. Peds. (#/hr)	11		9	9		11	8		4	4		8
Heavy Vehicles (%)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	6	1			5			3			3	
Permitted Phases	1			5		5	3			3		
Actuated Green, G (s)	13.6	13.6			7.8	7.8		6.7			6.7	
Effective Green, g (s)	13.6	13.6			7.8	7.8		6.7			6.7	
Actuated g/C Ratio	0.45	0.45			0.26	0.26		0.22			0.22	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	572	816			481	402		386			353	
v/s Ratio Prot	0.00	c0.04										
v/s Ratio Perm	0.02				c0.08	0.04		0.04			c0.09	
v/c Ratio	0.04	0.09			0.32	0.14		0.18			0.42	
Uniform Delay, d1	4.7	4.8			9.1	8.7		9.6			10.1	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	0.0	0.0			0.4	0.2		0.2			0.8	
Delay (s)	4.7	4.8			9.5	8.8		9.8			10.9	
Level of Service	A	A			A	A		A			B	
Approach Delay (s)		4.8			9.3			9.8			10.9	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	30.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	SBT
Lane Configurations												
Traffic Volume (vph)	35	0	25	1	20	0	13	2	1	25	148	120
Future Volume (vph)	35	0	25	1	20	0	13	2	1	25	148	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0				5.0	5.0				5.0	5.0
Lane Util. Factor		1.00				1.00	1.00				1.00	1.00
Frpb, ped/bikes		0.97				1.00	1.00				1.00	0.99
Flpb, ped/bikes		0.99				0.94	1.00				1.00	1.00
Frt		0.94				1.00	0.98				1.00	0.98
Flt Protected		0.97				0.95	1.00				0.99	1.00
Satd. Flow (prot)		1670				1703	1857				1833	1843
Flt Permitted		0.81				1.00	1.00				0.92	1.00
Satd. Flow (perm)		1397				1792	1857				1695	1843
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	38	0	27	1	22	0	14	2	1	27	163	132
RTOR Reduction (vph)	0	55	0	0	0	0	2	0	0	0	0	7
Lane Group Flow (vph)	0	11	0	0	0	22	14	0	0	0	191	143
Confl. Peds. (#/hr)	4		10	10	10	10		4	5	5		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%
Turn Type	Perm	NA			Perm	Perm	NA		Perm	Perm	NA	NA
Protected Phases		1					1				3	3
Permitted Phases	1				1	1			3	3		
Actuated Green, G (s)		3.9				3.9	3.9				4.7	4.7
Effective Green, g (s)		3.9				3.9	3.9				4.7	4.7
Actuated g/C Ratio		0.16				0.16	0.16				0.19	0.19
Clearance Time (s)		5.0				5.0	5.0				5.0	5.0
Vehicle Extension (s)		3.0				3.0	3.0				3.0	3.0
Lane Grp Cap (vph)		225				288	299				329	357
v/s Ratio Prot							0.01					0.08
v/s Ratio Perm		0.01				c0.01					c0.11	
v/c Ratio		0.05				0.08	0.05				0.58	0.40
Uniform Delay, d1		8.6				8.6	8.6				8.9	8.5
Progression Factor		1.00				1.00	1.00				1.00	1.00
Incremental Delay, d2		0.1				0.1	0.1				2.6	0.7
Delay (s)		8.7				8.7	8.6				11.5	9.3
Level of Service		A				A	A				B	A
Approach Delay (s)		8.7					8.7				11.5	9.3
Approach LOS		A					A				B	A

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	24.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	SBR2	NEL	NER2
Lane Configurations				
Traffic Volume (vph)	2	15	3	3
Future Volume (vph)	2	15	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)			5.0	
Lane Util. Factor			1.00	
Frpb, ped/bikes			0.93	
Flpb, ped/bikes			0.98	
Frt			0.93	
Flt Protected			0.98	
Satd. Flow (prot)			1570	
Flt Permitted			0.98	
Satd. Flow (perm)			1570	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	16	3	3
RTOR Reduction (vph)	0	0	6	0
Lane Group Flow (vph)	0	0	0	0
Confl. Peds. (#/hr)	5	5	4	10
Heavy Vehicles (%)	0%	0%	0%	0%
Turn Type			Perm	
Protected Phases				
Permitted Phases			4	
Actuated Green, G (s)			0.6	
Effective Green, g (s)			0.6	
Actuated g/C Ratio			0.02	
Clearance Time (s)			5.0	
Vehicle Extension (s)			3.0	
Lane Grp Cap (vph)			38	
v/s Ratio Prot				
v/s Ratio Perm			c0.00	
v/c Ratio			0.00	
Uniform Delay, d1			11.5	
Progression Factor			1.00	
Incremental Delay, d2			0.0	
Delay (s)			11.5	
Level of Service			B	
Approach Delay (s)			11.5	
Approach LOS			B	

Intersection Summary

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	22	56	53	5	45
Future Vol, veh/h	40	22	56	53	5	45
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	27	68	65	6	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	172	105	0	0	137	0
Stage 1	105	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	823	955	-	-	1459	-
Stage 1	924	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	816	951	-	-	1453	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	859	1453	-
HCM Lane V/C Ratio	-	-	0.088	0.004	-
HCM Control Delay (s)	-	-	9.6	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	70	8	7	47
Future Vol, veh/h	5	4	70	8	7	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	4	76	9	8	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	148	81	0	0	85	0
Stage 1	81	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	849	985	-	-	1524	-
Stage 1	947	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	845	985	-	-	1524	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	902	1524	-
HCM Lane V/C Ratio	-	-	0.011	0.005	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	85	1	0	2	2	76
Future Vol, veh/h	85	1	0	2	2	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	1	0	2	2	83
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	7.2	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	99%	0%
Vol Thru, %	100%	0%	3%
Vol Right, %	0%	1%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	86	78
LT Vol	0	85	0
Through Vol	2	0	2
RT Vol	0	1	76
Lane Flow Rate	2	93	85
Geometry Grp	1	1	1
Degree of Util (X)	0.003	0.111	0.083
Departure Headway (Hd)	4.163	4.275	3.514
Convergence, Y/N	Yes	Yes	Yes
Cap	852	840	1010
Service Time	2.226	2.293	1.57
HCM Lane V/C Ratio	0.002	0.111	0.084
HCM Control Delay	7.2	7.8	6.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.4	0.3

Lori Garcia

From: Zander McKernan <zandermckernan@gmail.com>
Sent: Saturday, January 4, 2025 1:48 PM
To: Lori Garcia
Subject: Opposition to O'Neill Project

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am writing to voice my opposition to the O'Neill Group project proposed for 102 South Hamilton Street.

A FULL Environmental Impact Study must be conducted. This apartment complex is far too large for the neighborhood. Our small, unlined streets cannot withstand the sudden influx of over 100 new residents and their cars. Nor can our streets withstand months or years of construction vehicles traveling the neighborhood.

This is a historic neighborhood, filled with homes and landmarks that will be damaged from the destructive construction of such a large complex. This is a neighborhood filled with lead pipes. The construction is also bound to damage these old fragile pipes, and risk the health of Poughkeepsie residents.

Additionally, the complex is completely out of place in this historic area. Poughkeepsie's South Side is considered one of the city's most beautiful and pristine neighborhoods. It is filled with homeowners dedicated to preserving Poughkeepsie's charm and legacy. Any and all plans for development of this site must be mindful of maintaining the aesthetic of this important historic neighborhood. The O'Neill project is another ugly and generic apartment complex that Poughkeepsie does not need.

Previous plans for smaller buildings on this site have already been successfully challenged. Precedent shows that this site is not fit for the proposed complex.

The O'Neill project is bad for Poughkeepsie. It is bad for our residents. It is bad for our homes. It is bad for our health. It will diminish the charm of our great city. The planning board must not go forward with this project. An Environmental Impact Study must be done for this and all future proposals for the site.

Sincerely,
Alexander McKernan
6 Loockerman Ave
Poughkeepsie, NY 12691

APPLICATION TO THE PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK

Application for Site Plan, Special Permit & Facade Approval

OFFICE USE ONLY

CODE: PLSF

ID #_____

FEE: _____
Total, from:
$500, plus
$_____
($150 per 1000 square feet of floor area), plus
$_____
($35 per number of required parking spaces), plus
$_____
($500 for special permit, if applicable)

I. **PROPERTY ADDRESS:** 47 & 51 Cannon Street, Poughkeepsie, NY 12601

II. **PROPERTY OWNER:** 47 Cannon St. LLC c/o James Sullivan
ADDRESS: P.O. Box 305

Pawling, NY 12564 (state and zip code)

PHONE NUMBER: 845-380-1448 (include area code)

III. **NAME OF APPLICANT:** James Sullivan

ADDRESS: P.O. Box 305

Pawling, NY 12564 (state and zip code)

PHONE NUMBER: 845-380-1448 (include area code)

EMAIL ADDRESS: JSullivanCorp@gmail.com

(If applicant is NOT the owner, proof of owner's consent to the application MUST be provided.)

IV. **CONSULTANT:** LRC Engineering & Surveying, DPC

ADDRESS: 85 Civic Center Plaza, Ste 204

Poughkeepsie, NY 12601 (state and zip code)

PHONE NUMBER: 845-243-2880 (include area code)

V. **PROPOSED USE or FAÇADE CHANGE** (Summarize proposed use or uses):

Proposed mixed-use residential

VI. **ZONING DISTRICT:** PID-UV

(Proceed to XVII for special permit & façade approval only)

Revised January 2018: Previous Editions Obsolete

PROJECT INFORMATION

New construction: X (yes) _____ (no)

Change of use: _____ (yes) X (no)

Expansion/addition: _____ (yes) X (no)

Alteration: _____ (yes) X (no)

Cost of Construction: $ TBD

LOT AND BULK INFORMATION:

Lot area: .63 (combined) (acres) 27,442.8 (square feet)

Building Footprint: 26,064 SF (proposed square feet for new construction)

N/A (existing square feet for change of use/expansion)

N/A (additional proposed square feet for expansion)

26,064 (total building footprint, square feet)

Lot Coverage: 94.7% (percentage, building coverage only)

Gross Floor Area: 124,120 (proposed square feet for new construction)

N/A (existing square feet for change of use/expansion)

N/A (additional proposed square feet for expansion)

124,120 (total gross floor area, square feet)

Building Height: 6 stories (stories) 68' (feet)

Floor Area Ratio: 4.52 (ratio of gross floor area divided by lot area)

VIII. PROJECT PARKING INFORMATION

A) Number of Off-Street Parking Spaces required: 108

B) Number of Off-Street Parking Spaces provided: 67

C) Waiver Requested: X (Yes) _____ (No)

Is municipal parking available within 600 feet? X (Yes) _____ (No)

If yes, name all such municipal facilities: Cannon Street Public Lot

(If a waiver is requested based on proximity to municipal facilities, a written request for such waiver, addressed to the City Planning Staff and the Chairman of the Planning Board, must be submitted with the application.)

If a private parking facility is to be utilized, is such facility within 600 feet?

X (Yes) (No)

If yes, provide the address of the facility, name of the property owner, number of spaces in the lot, number of spaces available for lease, and length of lease. Attach copy of lease. Additional information may be required by the Planning Board): on site parking to be provided

IX. RESIDENTIAL PROPOSALS

A) Type of Development: Multiple residence rental
(Townhouse, condominium, multiple residence rental, etc.)

B) Unit Breakdown:

Number of efficiency or "studio" units: 10

Number of one (1) bedroom units: 120

Number of two (2) bedroom unit's 10

Number with three or more bedrooms: 0

Total number of units: 140

C) Is funding public? ____Yes X ____No
If yes, describe funding source: _____

X. OFFICE PROPOSALS (____Medical/Dental____Professional____Business)

A) Number of Employees: _____
B) Number of doctors/dentists/medical practitioners: _____
C) Days/Hours of Operation: _____

XI. SERVICE BUSINESS PROPOSALS

A) Specify Business: _____
(e.g., laundromat, drycleaner, beauty parlor, travel agency, banks)

B) Number of Employees: _____

C) Number of Washing Machines (for laundromat): _____

D) Days/Hours of Operation: _____

XII. MERCANTILE PROPOSALS (Retail X Wholesale _____)

A) Type of Mercantile (specify): Community oriented retail

B) Number of Employees: 5

C) Days/Hours of Operation: 9AM - 7PM

XIII. STANDARD RESTAURANT/FAST FOOD RESTAURANT/COFFEE SHOP/DONUT SHOP/NIGHTCLUB/DISCOTHEQUE/BAR PROPOSALS

A) Specify Use: Restaurant / Artisninal Beverage Manufacturing

B) Number of seats (excluding bar stools and outdoor seating): 100

C) Meals served (i.e., breakfast, lunch, dinner): lunch/dinner

D) Type of Menu: gastropub

E) Days/Hours of Operation: Monday-Sunday 11AM - 11PM

F) Entertainment (live and/or recorded): live and recorded

G) Will the restaurant contain a bar/lounge?: X Yes _____ No

H) If yes, how many seats at the bar? 20

I) Is a drive-through window proposed? No

J) Is a walk-up window proposed? No

K) Is an outdoor seating area proposed? Yes

L) If yes, how many seats are proposed? 20

M) If yes, is outdoor cooking proposed? No

XIV. INDUSTRIAL/COMMERCIAL PROPOSALS (Automobile repair, taxi, motor vehicle sales, warehouse, manufacturing, animal hospital, research facilities, etc.)

A) Specify Use: _____

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

E) Number of work bays (if automobile repair): _____

F) Days/Hours of operation: _____

XV. EDUCATIONAL/INSTITUTIONAL/RECREATIONAL PROPOSALS (e.g., Museums, Theatres, Conference Centers, Hotels, Motels, Hospitals, Nursing Homes, Assisted Living Facilities, Nursery Schools, Private Schools, Day Care Centers, Places of Worship, Marinas, Membership Clubs, etc.)

A) Specify: _____

B) Number of shifts (if any): _____

C) Number of employees: _____
(If shifts are proposed, list number of employees per shift)

D) Number of beds (hospitals, nursing homes, etc): _____

E) Number of seats in largest assembly space: _____

F) Number of classrooms (schools): _____

G) Number of rental units (hotels, motels, etc.) _____

H) Number of boat slips/courts (e.g., tennis, handball, etc.), alleys: _____

I) Days/Hours of Operation: _____

XVI. PROPOSALS NOT MENTIONED ABOVE (Please be specific):

_____

_____

_____

_____

_____

XVII. APPLICANT CERTIFICATION

I, James J. Sullivan, certify that the this application has addressed the objectives outlined in the Zoning Ordinance with consideration given to the public health, safety and welfare; the comfort and convenience of the public in general or the residents or users of the proposed development and of the immediate neighborhood.

The applicant certifies that all information contained herein is accurate and complete as of the date of this application.

_____ 9/24/2024

Signature of Applicant Date

January 15, 2025

Joseph A. Chenier, CPESC, CPMSM
The City of Poughkeepsie Planning Department
62 Civic Center Plaza
Poughkeepsie, NY 12601

RE: 47-51 Cannon Street

Dear Mr. Chenier,

Please accept this letter and accompanying revised copies of the plan set and documents as our resubmission for the above referenced project. Below, please find our responses to comments received from The City of Poughkeepsie Department of Public Works & Engineering in a letter dated November 22, 2024:

1. Provide a report prepared by a design professional describing proposed sanitary sewer, storm sewer and water service connections. The report should verify the proposed services are sufficient for the new building. This should include fire suppression and will require coordination with the Fire Department.

   LRC Response: As a condition of approval, once the existing survey information has been compiled a report will be provided.

2. The water line at Cannon Street shown as 8" onsite plan is 6" per City records. Please revise.

   LRC Response: The existing water main on Cannon Street has been revised to be 6" existing main.

3. 2" ductile iron (DI) water service is shown. Typically services of this diameter are copper. Please verify DI will be installed.

   LRC Response: The ductile iron domestic service has been revised to be 2" copper pipe.

LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

85 Civic Center Plaza, Suite 204
Poughkeepsie, NY 12601
Tel: (845) 243-2880
Fax: (845) 265-8175

4. Provide drainage report to determine if the storm sewer system downstream of the connection point has the capacity for the increased flow from this project. Investigate connection to storm sewer via Liberty Street, not through the new Liberty Street parking lot drainage system. The drainage through the lot is very flat and has an overflow to the combined system at Cannon Street. Please indicate amount of flow to City system.

   LRC Response: As a condition of approval, once the existing survey information has been compiled a new storm connection via Liberty Street will be provided.

5. Provide inlet protection at catch basins adjacent to site. Inlet protection is to be provided at the 5 catch basins at Hurlihe Street at a minimum and onsite basins prior to demolition. Show the catch basins at Hurlihe Street on the site plan.

   LRC Response: The Site Grading Plan (SG-1) has been revised to include the requested approximate locations of the catch basins along Liberty Street (formerly Hurlihe) in the area of project construction. A total of (5) inlet protection devices have been provided for the existing structures.

6. Provide a stabilized construction entrance(s) as staging allows. Prevent tracking onto City ROW at all times and sweep as necessary.

   LRC Response: As noted above the Site Grading Plan (SG-1) has been updated to include erosion control measures. A stabilized construction entrance has been provided along with tracking notes. (See response to city comment #12)

7. Show 18" outlet at connecting storm manhole. Libert Street Parking Lot improvement drawings are available for reference.

   LRC Response: comment noted.

8. Show roof leaders on site plan.

   LRC Response: Roof leaders will be internal in the building and can exit the foundation at any location and the exiting location has been added to revised plans.

9. Show contours or spot elevations at a minimum on site plan.

   LRC Response: Future proposed spot elevations will be provided.

10. Show finished floor elevation at basement level.

LRC Response: The basement floor elevation (BFE=162.2) has been provided on the revised plans.

11. There is telecom and cable TV infrastructure on a wooden utility pole at the rear of 306 Main Street and attached to the rear of 316 Main Street. The City met with representatives of Verizon to review these facilities. Verizon representatives indicated these facilities will be replaced with new facilities servicing the proposed development. Verizon was advised that only one utility trench would be permitted. Verizon indicated they would coordinate the work with other cable and date providers. Additional conduits would be provided to be leased to the other companies. Provide an abandonment/replacement plan for this infrastructure. Verify that only one utility trench will be used for telecom and data infrastructure.

    LRC Response: Verizon only asked the applicant for a single utility trench. This request was not made by the applicant to service the development. The request was originated by Verizon to accommodate demolition at 316 Main St. and service the pole on Lucky Platt property. The applicant granted both Verizon and Spectrum a temporary easement across the property to fulfill their requirements. The abandonment / replacement plan for this infrastructure is to eventually grant and conduit easement through the basement of the development.

12. How will the project be staged considering the proposed zero to 8' set back?

    LRC Response: Since the parcel is a rather large parcel for the zone, the applicant is considering staging the project where half the project is excavated and having the foundations and first floor slab installed. The second half of the project would then be excavated and have the foundations, and first floor slab installed. Once the entire basement and first floor concrete structure is in place, the project will be predominantly self-contained. The applicant owns 34 Cannon St where field offices will be located. The applicant also owns a vacant parcel at 245 Church St that can be used in case of overflow. Finally, if the city parking administrator is amenable, a backup plan would be to rent a small portion of the Academy St lot or Liberty St lot for a small staging area.

13. Provide an estimate of costs for site work.

    LRC Response: The estimated sitework cost for 47-51 Cannon project is approximately 1.1 million.

We appreciate your efforts to review our revised plans and look forward to satisfying any outstanding concerns as soon as possible. Thank you for your time and effort.

Sincerely,

LRC Engineering and Surveying DPC.

Shawn Curran, Project Manager

November 19, 2024

Lori Garcia
The City of Poughkeepsie Planning Department
62 Civic Center Plaza, Second Floor
Poughkeepsie, NY 12601

RE: ZR24-371, 47-51 Cannon Street

Dear Ms. Garcia,

Please accept this letter and accompanying revised copies of the plan set and documents as our resubmission for the above referenced project. Below, please find our responses to comments received from our previous submission to The City of Poughkeepsie Planning Department on October 30, 2024:

1. We suggest that the Board and applicant consider some changes to the first-floor façade, for the following reasons:
    a. As proposed the first story appears more institutional (like a bank or government building) than commercial.

    LRC Response: We acknowledge this observation and have revised the design to introduce more commercial elements, including larger display windows and signage that enhance the retail appearance of the façade.

    b. In the renderings the windows appear to be heavily tinted. The site is south-facing and does need to take into account direct sunlight, but tinting the windows is not the preferred solution on an urban commercial street, where façade transparency is vital to the experience of people walking by. Use of awnings or overhangs and new street trees in tree wells along Cannon Street could help address the issue without darkening the windows.

    LRC Response: The rendering shows the tinting, but the windows will not be tinted or reflective. We are working with the rendering company to show that more accurately. We have also incorporated awnings and overhangs to manage

LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

85 Civic Center Plaza, Suite 204
Poughkeepsie, NY 12601
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direct sunlight while maintaining transparency. Additionally, we have included new street trees in the plan to provide natural shading.

c. The proposed color choices result in a building that is dark and somewhat top-heavy in appearance despite the pedestal-like first story. The Board and applicant could consider a darker tone for the first story and lighter tone for the upper stories.

LRC Response: While we have not had any feedback from the Architectural consultant, we have adjusted the color scheme to feature a darker tone for the first story and lighter tones for the upper stories, creating a more balanced and visually appealing building façade.

2. The Board and applicant could consider including a small central recess in the first story (shallower than the recess for the upper stories) to allow for an outdoor restaurant seating area. Outdoor seating was included in previous proposals for this site and could help bring additional activity to the Cannon St. neighborhood.

LRC Response: We have reintroduced a shallow central recess on the first story and also shallow recesses on the sides to accommodate an outdoor seating area, enhancing the street-level activity and pedestrian experience.

3. Some of the building's architectural bays appear oddly spaced. On the west (parking lot) side the gap between windows and changes in cladding material varies considerably, to the extent that one line of windows appears to directly up against the metal siding. We suggest slight adjustments to the cladding to provide more uniformity of bays.

LRC Response: We have made adjustments to the cladding and spacing of architectural bays to ensure a more uniform and cohesive appearance.

4. The front elevation (DWG-05) shows rows of five windows at the rear of the central recession, but the floor plans identify a "common outdoor area" at the end of the recesses. A rendering that more clearly shows the architecture of the recessed portion of the building may be helpful.

LRC Response: We have provided a detailed rendering that clearly illustrates the architecture of the recessed portion of the building, aligning with the common outdoor area depicted in the floor plans.

5. Any proposed building-mounted lighting should be shown, and spec sheets provided. Fixtures should be dark sky compliant. Best practice is a maximum color temperature of 3,000K.

LRC Response: We are working on the proposed building-mounted lighting fixtures in the revised plan, along with spec sheets. All fixtures will be dark sky compliant and adhere to the 3,000K color temperature recommendation.

6. We encourage the inclusion of regularly spaced street trees along Cannon Street, as we recently done along the neighboring parking lot.

LRC Response: As requested the project has provided several landscaping improvements added. Provided as part of the revised submission, street trees have been provided along

Cannon Street. Additionally, the applicant has added landscape planters for the front and rear portions along the project areas as indicated on the Site Plan sheet SP-1.

7. Show common tenant amenities – including a laundry room, bike storage room and package room – are not shown on the floor plans, though spaces on the basement and first floor are labeled with multiple potential uses. The Board and applicant could discuss locations for these features.

   LRC Response: We are working on a new parking system to accommodate more parking capacity. Once that is settled, specific locations for common tenant amenities, including a laundry room, bike storage room, and package room will be included on the revised floor plans. These features are interior but will be appropriately situated within the building layout.

We appreciate your efforts to review our revised plans and look forward to satisfying any outstanding concerns as soon as possible. Thank you for your time and effort.

Sincerely,

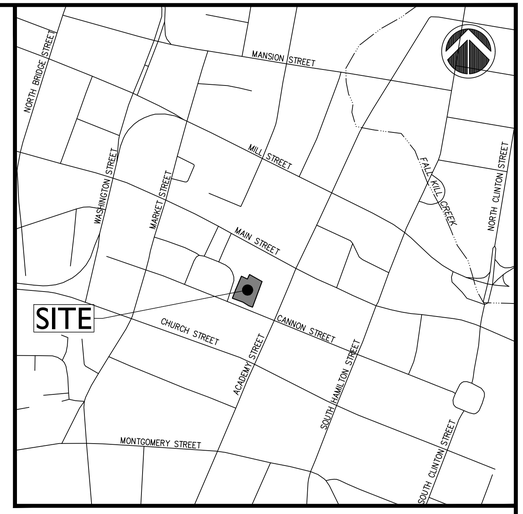
LRC Engineering and Surveying DPC.

Shawn Curran, Project Manager

SITE PLAN AMENDMENT
PROPOSED MIX USE DEVELOPMENT
47 & 51 CANNON STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK STATE
TAX MAP ID#:131300-6162-77-086045 & 131300-6162-77-092041

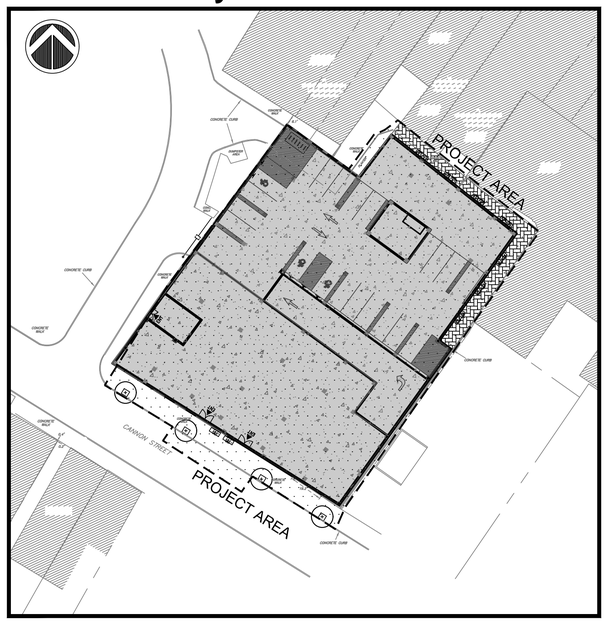


LOCATION MAP
SCALE: 1"=200'



VICINITY MAP
SCALE: 1"=500'

REVISED: JANUARY 15, 2025



OVERALL SITE PLAN
SCALE: 1"=40'

INDEX OF DRAWINGS

CV-1	COVER SHEET
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SG-1	SITE GRADING, DRAINAGE PLAN & EROSION CONTROL PLAN
UT-1	SITE UTILITY PLAN
DN-1	PROJECT DETAILS
DN-2	PROJECT DETAILS
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QP102	GROUND LEVEL AUTOMATED GARAGE LAYOUT
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7 OF 10	NORTH SIDE ELEVATION
RD-1	BUILDING RENDERINGS
RD-2	BUILDING RENDERINGS
RD-3	BUILDING RENDERINGS
10 OF 10	MATERIALS

CITY PLANNING BOARD
CITY OF POUGHKEEPSIE, NEW YORK
SITE PLAN APPROVAL
FILE NO:
PROJECT NAME:
PROJECT LOCATION:
APPLICANT:
OFFICIALLY APPROVED AT THE PLANNING BOARD
MEETING HELD THE _____DAY OF_____2_____
PLANNING CHAIR:
DESIGNEE:
DATE SIGNED:
CONDITION(S)

_____
FIRE CHIEF

_____
POLICE CHIEF

_____
BUILDING INSPECTOR

_____
CITY ENGINEER

_____
COMMISSIONER OF PUBLIC WORKS

GENERAL NOTES

1. ALL CONSTRUCTION SHALL COMPLY WITH CITY OF POUGHKEEPSIE REQUIREMENTS AND SPECIFICATIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS REQUIRED BY GOVERNMENT AGENCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL POST ALL BONDS, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
3. REFER TO OTHER PLANS AND DETAIL SHEETS FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS IN THE FIELD AND CONTACT THE SITE ENGINEER IF THERE ARE ANY QUESTIONS OR CONFLICTS REGARDING THE CONSTRUCTION DOCUMENTS AND/OR FIELD CONDITIONS SO THAT APPROPRIATE REVISIONS CAN BE MADE PRIOR TO BIDDING. ANY CONFLICT BETWEEN DRAWINGS AND THE SPECIFICATIONS SHALL BE CONFIRMED WITH THE LOCAL CONSTRUCTION MANAGER PRIOR TO BIDDING.
4. REFER TO THE DETAIL SHEETS FOR PAVEMENT, CURBING, AND SIDEWALK INFORMATION.
5. ALTERNATIVE METHODS AND PRODUCTS OTHER THAN THOSE SPECIFIED MAY BE USED IF REVIEWED AND APPROVED BY THE SITE ENGINEER, AND THE APPROPRIATE REGULATORY AGENCIES PRIOR TO INSTALLATION.
6. THE CONTRACTOR SHALL RESTORE ANY OF THE FOLLOWING IF THEY ARE NOTED TO REMAIN: UTILITY STRUCTURE, PIPE, UTILITY, PAVEMENT, CURBS, SIDEWALKS, OR LANDSCAPED AREAS DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL CONDITION OR BETTER TO THE SATISFACTION OF THE CITY OF POUGHKEEPSIE.
7. TRAFFIC CONTROL MEASURES SHALL BE UTILIZED IN ACCORDANCE WITH CITY OF POUGHKEEPSIE AND NYSDOT.
8. PAVEMENT MARKINGS SHALL BE FAST DRYING TYPE IN ACCORDANCE WITH CITY OF POUGHKEEPSIE SPECIFICATIONS.
9. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL PRODUCTS, MATERIALS AND PLANT SPECIFICATIONS TO THE SITE ENGINEER AND OWNER FOR REVIEW AND APPROVAL PRIOR TO FABRICATION OR DELIVERY TO THE SITE. ALLOW A MINIMUM OF 14 WORKING DAYS FOR REVIEW. APPROVED SHOP DRAWINGS WILL BE PROVIDED BY THE ENGINEER AND COPIED TO THE CITY OF POUGHKEEPSIE.
10. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC DEVICES FOR PROTECTION OF VEHICLES AND PEDESTRIANS CONSISTING OF DRUMS, BARRIERS, SIGNS, LIGHTS, FENCES AND UNIFORMED TRAFFIC MEN AS REQUIRED OR ORDERED BY THE ENGINEER OR REQUIRED BY THE LOCAL GOVERNING AUTHORITIES. CONTRACTOR SHALL MAINTAIN ALL TRAFFIC LANES AND PEDESTRIAN WALKWAYS AT ALL TIMES UNLESS WRITTEN APPROVAL FROM THE CITY AND GOVERNING AUTHORITIES IS GRANTED.
11. THE PROJECT DRAWINGS ARE GENERALLY DIAGRAMMATIC IN INDICATING THE PRESENCE OF EXISTING UNDERGROUND UTILITIES. INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND MUNICIPAL RECORD MAPS AND FIELD SURVEY AND IS NOT GUARANTEED TO BE CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR OF THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES AND SERVICES. WHEN THE UTILITIES ARE TO BE LEFT IN PLACE, THE CONTRACTOR SHALL PROVIDE ADEQUATE MEANS OF SUPPORT AND PROTECTION DURING THE EXCAVATION AND BACKFILLING OPERATIONS.
12. PRIOR TO DEMOLITION OR CONSTRUCTION THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" AT 1-800-962-7962 AT LEAST 72 HOURS BEFORE COMMENCEMENT OF WORK TO VERIFY ALL UTILITY LOCATIONS. CONTRACTOR SHALL NOT INTERRUPT EXISTING UTILITIES SERVICING FACILITIES OCCUPIED AND USED BY THE OWNER OR OTHERS DURING OCCUPIED HOURS.
13. IF ANY UNCHARTED OR INCORRECTLY CHARTED EXISTING PIPING OR OTHER UTILITY IS UNCOVERED DURING EXCAVATION, THE CONTRACTOR SHALL CONSULT THE SITE ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH THE WORK.
14. STORAGE OF FLAMMABLE AND HAZARDOUS MATERIALS SHALL BE IN COMPLIANCE WITH THE NYS FIRE AND BUILDING CODE.
15. CONTRACTOR TO PROVIDE SITE ENGINEER WITH SUBMITTALS. ONCE APPROVED, COPIES WILL BE SUPPLIED TO CITY ENGINEER AND APPROPRIATE CITY DEPARTMENTS.
16. NO HERBICIDES OR PESTICIDES WILL BE USED DURING THE OPERATION OF THE SITE.
17. A SPRINKLER SYSTEM SHALL BE INSTALLED IN THE BUILDING IN ACCORDANCE WITH NPFA AND THE NYS FIRE CODE 2020.

SITE PLANNER / CIVIL ENGINEER:

LRC GROUP
160 West Street, Suite E
Cromwell, CT 06416
Tel: 860.635.2877
85 Civic Center Plaza, Suite 204
Poughkeepsie NY 12601
Tel: 845.243.2880
1 International Blvd, Suite 400
Mahwah, NJ 07495
Tel: 908.603.5730
www.lrcconsult.com

- LAND PLANNING
- CIVIL ENGINEERING
- ENVIRONMENTAL SERVICES
- LAND SURVEYING
- LANDSCAPE ARCHITECTURE

LRC Engineering & Surveying, DPC
LRC Engineering and Surveying, LLC
LRC Environmental Services, Inc.

OWNER / APPLICANT:

47 CANNON ST, LLC
40 CANNON ST STE 2
POUGHKEEPSIE, NY 12601

SURVEYOR:

DECKER SURVEYING
JOHN H DECKER LS
292 FRALEIGH LANE
RED HOOK NY 12571
Phone No. (845) 758-4442
deckersurveying@frontiernet.net

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STATE OF NEW YORK
RODNEY E MORRISON
074194
LICENSED PROFESSIONAL ENGINEER

Rodney Morrison P.E. #074194

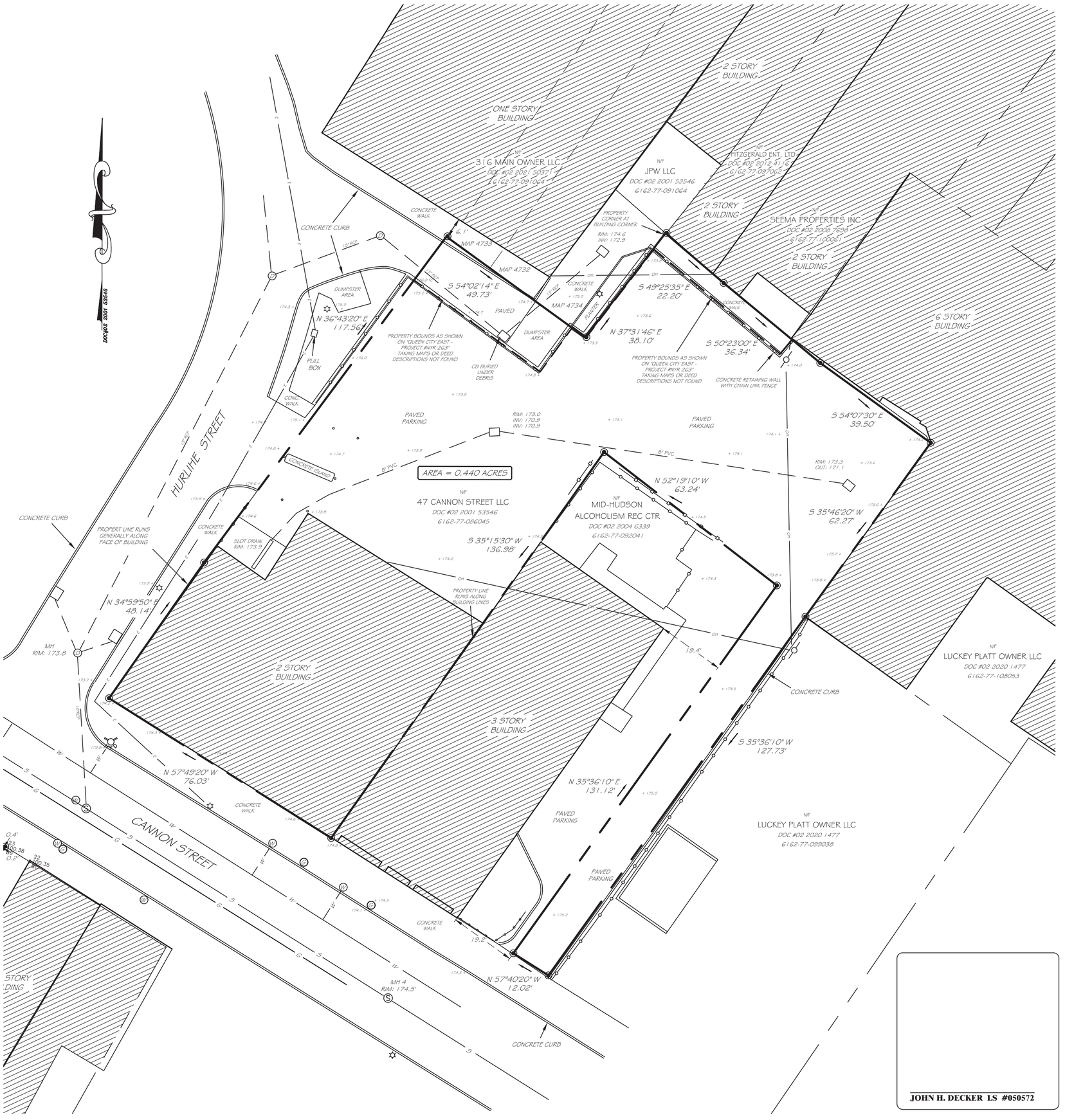
REVISION NOTE #2: 2025-01-15
REVISION NOTE #1: 2024-11-20
APPLICATION DATE: 2024-09-24

47 & 51 CANNON ST.
CITY OF POUGHKEEPSIE

COVER SHEET

Drawing No.
CV
SHEET 1 OF 18

X:\JOBS\Jobs 2021\21-2830-47 Cannon Street LLC\DWG\CV21283001.dwg 1/15/2025 3:17 PM SConnon



JOHN H. DECKER LS #050572

SURVEY NOTES

- UNDERGROUND UTILITIES SHOWN ARE TAKEN FROM FIELD OBSERVATIONS AND MAPS PROVIDED BY OWNER, EXACT LOCATION NOT VERIFIED

- POSSIBLE BOUNDARY OVERLAP IN NORTHERN PORTION OF PROPERTY - CONFLICTING BOUNDARY SHOWN ON A MAP ENTITLED "SITE IMPROVEMENTS CONTRACT NO.3A - QUEEN CITY EAST - PROJECT NO. NYR 263 FOR POUGHKEEPSIE URBAN RENEWAL AGENCY" (APRIL 1977)
TAKING MAPS OR DEEDS MAY EXIST BUT NOT FOUND TO DATE, SUBJECT TO A TITLE REPORT

- ELEVATIONS TAKEN FROM ABOVE REFERENCED MAP

LEGEND

- PROPERTY BOUNDS
- OH — OVERHEAD WIRES
- Ⓒ CLEANOUT
- Ⓖ GAS VALVE
- CHAINLINK FENCE
- WOOD GUIDERAIL
- BOLLARD
- HYDRANT
- UTILITY POLE
- PROPERTY CORNER
- Ⓦ WATER VALVE
- CATCH BASIN
- Ⓢ SEWER MANHOLE

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RED HOOK NY 12571
Phone No. (845) 758-4442
deckersurveying@frontiernet.net
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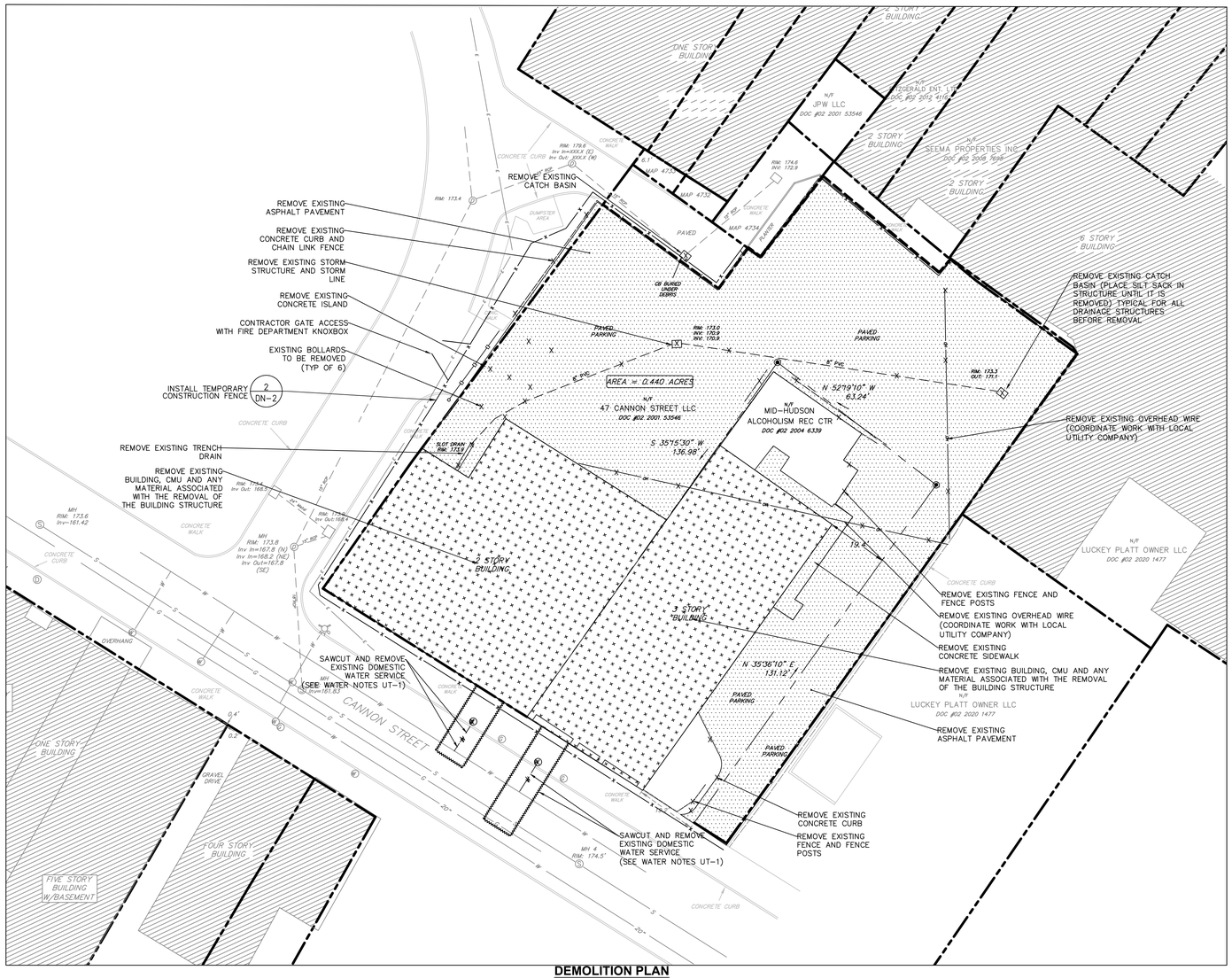
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BOUNDARY SURVEY

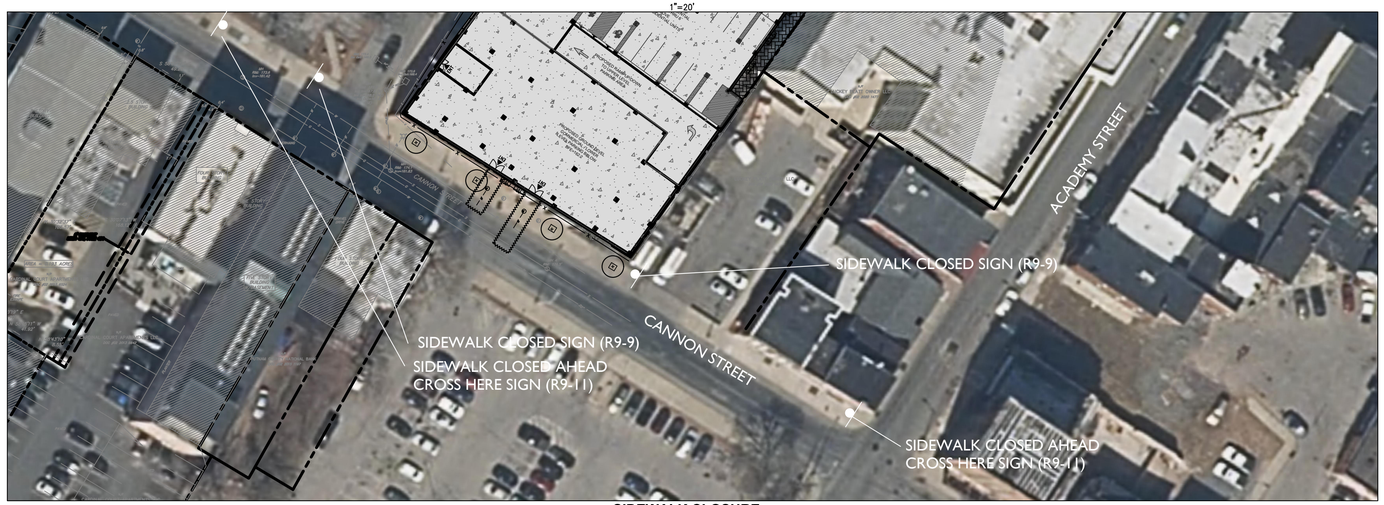
47 CANNON STREET LLC

CITY OF POUGHKEEPSIE
DECEMBER 26, 2021

DUTCHESS COUNTY, NEW YORK
1" = 20'



DEMOLITION PLAN
1"=20'

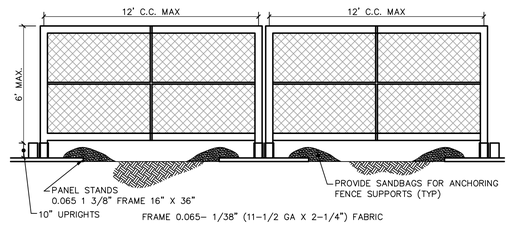


SIDEWALK CLOSURE
1"=40'

DEMOLITION LEGEND:

X X X X X X X	ITEM(S) TO BE REMOVED
	BUILDING / STRUCTURE TO BE REMOVED
	PAVEMENT / WALK TO BE REMOVED
	SAWCUT LINE
	INLET PROTECTION (SILT SACK)
	INSTALL IN DRAINAGE STRUCTURES THEN REMOVE AFTER DEMOLITION OF STRUCTURE

BEFORE UNDERTAKING ANY DIGGING, DRILLING, BLASTING OR DISTURBANCE TO THE GROUND IN ANYWAY, FOR ANY REASON, ALL INDIVIDUALS MUST CONTACT DIG SAFELY NEW YORK AT 811 OR WWW.CALL811.COM



1 TEMPORARY CHAIN LINK FENCE DETAIL
SCALE: 1/4"=1'-0"

DEMOLITION NOTES:

1. CONTRACTOR SHALL NOTIFY "DIG SAFELY NEW YORK" AT 1-800-962-7692 AT LEAST TWO FULL WORKING DAYS PRIOR TO COMMENCEMENT OF ANY WORK IN ACCORDANCE WITH UFPO CODE RULE 53, 16 NYCRR PART 753.
2. ANY ITEM THAT MAY CONFLICT WITH SITE DEVELOPMENT AND IS NOT IDENTIFIED ON THIS PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND DESIGN ENGINEER AS SOON AS POSSIBLE.
3. ADDITIONAL UNDERGROUND FACILITIES MAY BE PRESENT WITHIN THE LIMITS OF THE PROPOSED WORK. THE CONTRACTOR SHALL CONTACT ANY AND ALL PERSONNEL RESPONSIBLE FOR DETERMINING THE LOCATIONS.
4. PRIOR TO DEMOLISHING ANY BUILDINGS/STRUCTURES, THE CONTRACTOR SHALL PERFORM A PRE-DEMOLITION SURVEY IN ACCORDANCE WITH STATE AND FEDERAL REGULATIONS. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS BY THE AUTHORITY HAVING JURISDICTION.
5. CONFORM TO APPLICABLE CODE FOR DEMOLITION OF STRUCTURES, SAFETY OF ADJACENT STRUCTURES, DUST CONTROL, RUNOFF CONTROL, AND HAULING, DISPOSAL AND STORAGE OF DEBRIS.
6. PROVIDE, ERECT, AND MAINTAIN TEMPORARY BARRIERS AND SECURITY DEVICES.
7. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATIONS. DO NOT INTERRUPT EXISTING UTILITIES SERVING OPERATING FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY OWNER AND AUTHORITIES HAVING JURISDICTION.
8. WHEN DISTURBED, EXISTING FACILITIES SHALL BE REPAIRED OR REPLACED IN KIND AND IN ACCORDANCE WITH THE REQUIREMENTS OR THE DIRECTION OF THE AUTHORITY HAVING JURISDICTION. ASSOCIATED COSTS SHALL BE BORNE BY THE CONTRACTOR.
9. NOTIFY ADJACENT OWNERS OF WORK THAT MAY AFFECT THEIR PROPERTY, POTENTIAL NOISE, UTILITY OUTAGE, OR DISRUPTION. COORDINATE WITH OWNER.
10. PREVENT MOVEMENT OR SETTLEMENT OF ADJACENT STRUCTURES. PROVIDE BRACING AND SHORING.
11. LOCATE AND IDENTIFY ALL EXISTING UTILITIES WITHIN THE CONSTRUCTION AREA. DISCONNECT AND SEAL OR CAP OFF UTILITY SERVICES THAT WILL BE AFFECTED BY THIS PROJECT. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS. VERIFY THAT UTILITIES HAVE BEEN DISCONNECTED AND CAPPED.
12. DEMOLISH AND REMOVE COMPONENTS IN AN ORDERLY AND CAREFUL MANNER.
13. PROTECT EXISTING FEATURES THAT ARE NOT TO BE DEMOLISHED.
14. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESS WAY.
15. MAINTAIN EGRESS AND ACCESS AT ALL TIMES. DO NOT CLOSE OR OBSTRUCT ROADWAYS, OR SIDEWALKS WITHOUT PERMITS.
16. CEASE OPERATIONS IMMEDIATELY IF ADJACENT STRUCTURES APPEAR TO BE IN DANGER. NOTIFY AUTHORITY HAVING JURISDICTION.
17. ROUGH GRADE AND COMPACT AREAS AFFECTED BY DEMOLITION TO MAINTAIN SITE GRADES AND CONTOURS.
18. FIELD VERIFY EXISTING CONDITIONS AND CORRELATE WITH REQUIREMENTS INDICATED ON DEMOLITION PLAN TO DETERMINE EXTENT OF SELECTIVE DEMOLITION REQUIRED.
19. MAINTAIN EXISTING UTILITIES TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATION.
20. CONDUCT SELECTIVE DEMOLITION OPERATIONS AND REMOVE DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH WORK.
21. CONDUCT DEMOLITION OPERATIONS TO PREVENT INJURY TO PEOPLE AND DAMAGE TO ADJACENT BUILDINGS AND FACILITIES TO REMAIN. ENSURE SAFE PASSAGE OF PEOPLE AROUND SELECTIVE DEMOLITION AREA.
22. USE WATER MIST, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS TO LIMIT THE SPREAD OF DUST AND DIRT. COMPLY WITH GOVERNING ENVIRONMENTAL PROTECTION REGULATIONS. DO NOT USE WATER WHEN IT MAY DAMAGE EXISTING CONSTRUCTION, SUCH AS ICE, FLOODING, OR POLLUTION.
23. REMOVE, TRANSPORT AND REMOVE DEBRIS IN A MANNER THAT WILL PREVENT SPILLAGE ON ADJACENT SURFACES AND AREAS AND MEET ALL APPROPRIATE DISPOSAL AND TRUCKING LAWS.
24. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, DIRT AND DEBRIS CAUSED BY SELECTIVE DEMOLITION OPERATIONS. RETURN ADJACENT AREAS TO CONDITION EXISTING BEFORE START OF SELECTIVE DEMOLITION.
25. PROMPTLY DISPOSE OF DEMOLISHED MATERIALS. ALL DEBRIS RESULTING FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF OFF-SITE AT A FACILITY APPROVED TO RECEIVE THE DEBRIS. DO NOT ALLOW DEMOLISHED MATERIALS TO ACCUMULATE ON-SITE. DO NOT BURN DEMOLISHED MATERIALS ON-SITE.
26. NO BLASTING IS PROPOSED FOR THE PROJECT.
27. A MINIMUM OF TEN FEET OF EXISTING PIPE SHALL BE REMOVED AROUND ALL EXISTING MANHOLES, WHERE NEW PIPES ARE PROPOSED TO CONNECT.
28. IF ANY STORM DRYWELLS OR PREVIOUSLY UNIDENTIFIED UNDERGROUND STRUCTURES ARE IDENTIFIED AND EXHIBIT A SEWAGE/SEPTIC ODOR NOTIFY SITE ENGINEER AND TREAT AS SANITARY WASTE FOR DISPOSAL.

GRAPHIC SCALE
20 10 0 20
SCALE IN FEET

GRAPHIC SCALE
40 20 0 40
SCALE IN FEET

STATE OF NEW YORK RODNEY E. MORRISON LICENSED PROFESSIONAL ENGINEER 074154

No.	Revisions	
1.	REVISED PER COMMENTS	2024-11-20
2.	REVISED PER CONDITIONS OF APPROVAL	2025-01-15

LRC GROUP
• Land Planning
• Civil Engineering
• Environmental Services
• Land Surveying
• Landscape Architecture
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Cromwell, CT 06416
Tel: 860.635.2877
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1 International Blvd, Suite 400
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Tel: 908.603.5730
www.lrcconsult.com
LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

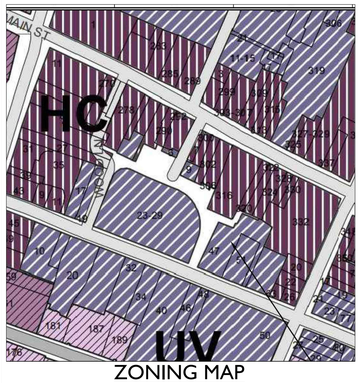
DEMOLITION PLAN / SIDEWALK CLOSURE

MUTLI USE DEVELOPMENT

47 & 51 CANNON STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	DM21283001.dwg	Sheet No.	
Drawn	SMC	Project No.	21-2830	DM-1	
Checked	KFC	Date	2024-09-24		
Approved	REM	Scale	NOTED	SHEET 3 OF 18	

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ZONING MAP

SCALE: 1"=100'

GROUND LEVEL PARKING

1"=20'



SUBLEVEL PARKING

1"=20'

ALL EXISTING EASEMENTS ARE SHOWN ON EXISTING CONDITIONS SURVEY AND THIS PLAN AS PROVIDED BY SITE SURVEYOR.

NO WATER COURSES, MARCHES, WOODED AREAS, ROCK OUTCROPS ARE PRESENT ON THE SUBJECT PARCEL.

NO EASEMENTS OR DEED RESTRICTIONS, COVENANTS OR RIGHTS OF WAY ARE PROPOSED AS PART OF THIS PROJECT.

TREES SHOWN ARE APPROXIMATE AND WILL BE FIELD LOCATED BY THE SURVEYOR PRIOR TO APPROVAL.

OWNER / APPLICANT:

47 CANNON ST, LLC
40 CANNON ST
POUGHKEEPSIE, NY 12601

OPEN SPACE:

OPEN SPACE CALCULATIONS:

REQUIRED PER CITY CODE=(27,442.8 PARCEL) X .15 (15% LOT AREA)=4,116.42 SF REQUIRED

ROOF TOP AREA=18,000 SF

TOTAL OPEN SPACE=18,000 SF

BIKE RACK:

REQUIRED:

MULTI-FAMILY (0.5 BEDROOM)
RESTAURANT (2 SPACES MINIMUM)
MULTI-FAMILY 39 SPACES
(41 SPACES TOTAL)

PROPOSED:

INTERIOR RACKS 41
TOTAL 41

LEGEND

- PROPOSED ASPHALT
- PROPOSED PAVERS
- PROPOSED CONCRETE
- PROPOSED SIGN
- PROPOSED GATE ACCESS

ZONING SUMMARY TABLE

TAX MAP IDENTIFICATION	131300-6162-77-086045 & 131300-6162-77-092041	
PARCEL SIZE	0.63 Acres (Combined 47 & 51)	
ZONING DISTRICT	PID - UV Poughkeepsie Innovation District Urban Village	
PROPOSED USE	MULTI-USE DEVELOPMENT	
ITEM	REQUIRED	PROPOSED
MINIMUM HEIGHT	3 Stories	6 Stories
MAXIMUM HEIGHT	6 Stories	6 Stories
MINIMUM LOT COVERAGE	50% (Bldg)	94.7%*
FRONT YARD (MIN/MAX)	0 ft / 6 ft	0 Feet
SIDE YARD (MIN/MAX)	0 ft / 10 ft	0 Feet
REAR YARD	8 ft	0 Feet
MINIMUM OPEN SPACE	15% (4,128 SF required)	65.6%
PARKING SETBACKS (MIN)	40 ft	2.5 Feet*
FRONTAGE OCCUPANCY	80-100%	100%

*DENOTES VARIANCE REQUIRED

PARKING SUMMARY CHART

PARCEL SIZE	0.63 ACRES (COMBINED 47 & 51 CANNON)
TAX MAP IDENTIFICATION	131300-6162-77-086045 & 131300-6162-092041

PARKING SUMMARY

ITEM	REQUIRED	PROVIDED
PARKING REQUIREMENTS: MULTI FAMILY (140 UNITS) 0.5 SPACES PER UNIT PLUS 1 PER VISIT SPACE PER 10 UNITS	84 REQUIRED	46 LOWER LEVEL 21 GROUND FLOOR (INCLUDES 3 ADA SPACES) 67 TOTAL SPACES
RESTAURANT / BAR/ TAVERN 6000 SF 1 SPACE PER 250 OF GFA (GROSS FLOOR AREA)	24 REQUIRED	
GENERAL RETAIL 4000 SF	0 REQUIRED	
	108 REQUIRED	
HANDICAP SPACES	5 REQUIRED *	3 PROPOSED
MIN. PARKING DIMENSIONS	9'x20'	9'x20'
MIN. AISLE WIDTH (ONE WAY TRAFFIC)	20'	18'

* PER ADA TABLE 208.2

SIGN LEGEND

NO.	LEGEND	QTY.
A	RESERVED PARKING	3
B	NO PARKING ANYTIME	2
C	RAMP DOWN	1

	CODE	QTY.	BOTANICAL NAME	COMMON NAME	ROOT	SIZE	SIZE	COMMENTS
Grasses/ Shrubs								
	ECW	8	ECHINACAEA P. 'POW WOW WHITE'	POW WOW WHITE CONEFLOWER	CONT.	#1	16-24" ht.	15" o.c.; White
	MSS	6	MISCANTHUS SINENSIS 'STRICTUS'	JAPANESE SILVER GRASS	POT	#2	3' o.c.;	6' Blades, 9' Plumes
	MSP	2	MISCANTHUS SIN. 'PURPURASCNES'	FLAME/SILVER GRASS	POT	#2	3' o.c.;	4-5' Blades, 6' Plumes
	POK	6	PENNISETUM ORIENTALE 'KARLEY ROSE'	ORIENTAL FOUNTAIN GRASS	CONT.	#2	36" ht.	2' o.c.; Lt. Pink tassels
	STC	10	SEDUM TELEPHIUM 'CARL'	CARL STONECROP	CONT.	#1	12-24" ht.	Magenta Pink Bloom
	SPP	10	STOKESIA 'PEACHIES PICK'	PEACHIE'S PICK STOKES ASTER	CONT.	#1	18" ht.	18" o.c.; Lavender Blue
Tree	PA	4	PLATANUS ACERIFOLIA	LONDON PLANE TREE	B&B	3-3.5" cal.		

GRAPHIC SCALE
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SCALE IN FEET

STATE OF NEW YORK
RODNEY E MORRISON
LICENSED PROFESSIONAL ENGINEER
074194

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1.	2024-11-20 REVISED PER COMMENTS
2.	2025-01-15 REVISED PER CONDITIONS OF APPROVAL

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- Environmental Services
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- Landscape Architecture

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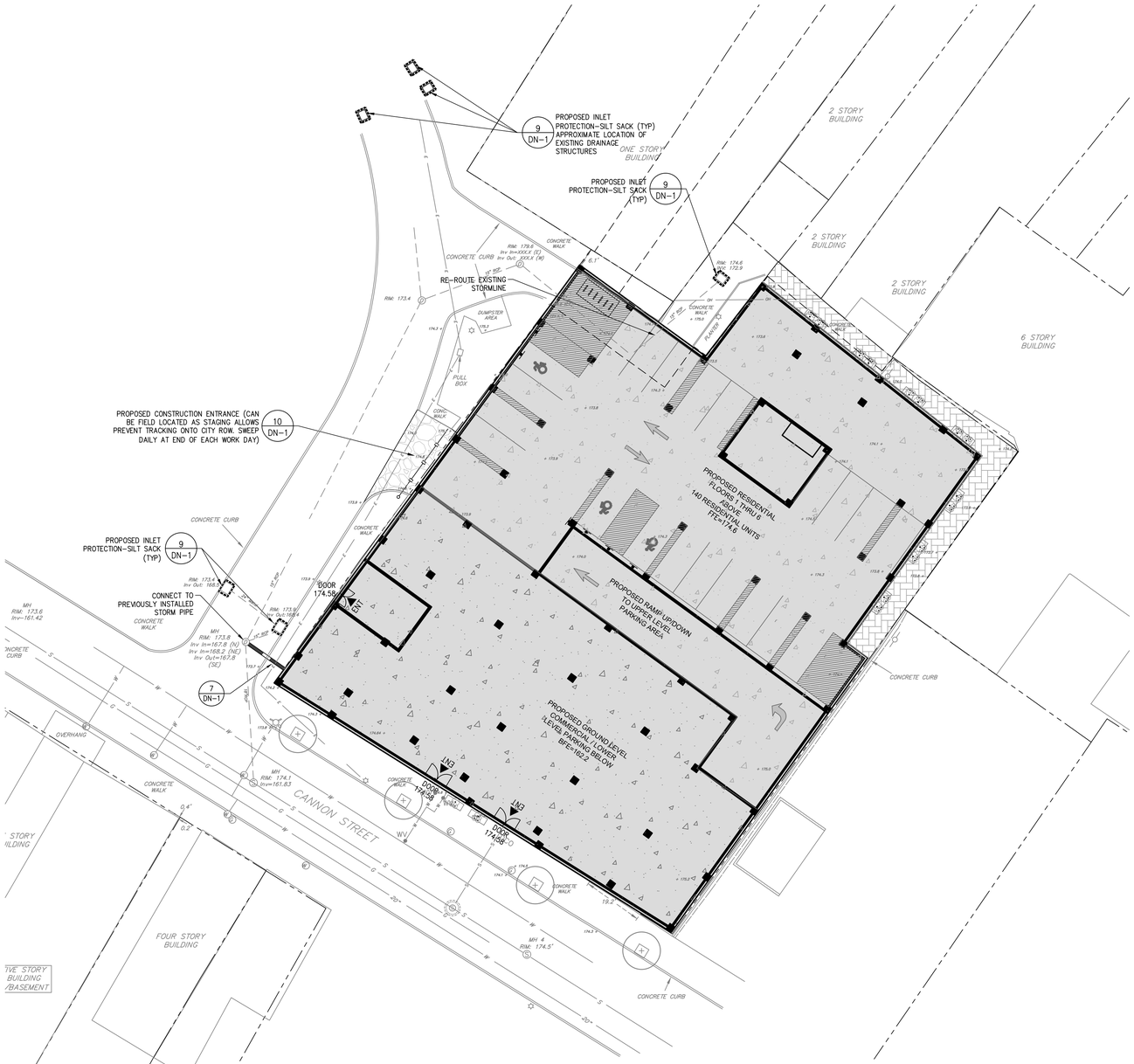
SITE PLAN

MUTLI USE DEVELOPMENT

47 & 51 CANNON STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	SP21283001.dwg	Sheet No.	
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CITY OF POUGHKEEPSIE EROSION AND SILTATION CONTROL NOTES

1. All unvegetated areas in excess of 10% per direction of the Engineer, shall have temporary seeding of fast germinating rye, 10 to 15 #'s per 1,000 sq. ft.
2. Graded areas – upper elevations: Provide temporary drainage swales, 1% grade min., to direct runoff away from construction sites. Discharge areas to be acceptable to the Engineer.
3. Graded areas – lower elevations: Provide drainage swales, 1% min. grades, with staked and secured hay bale siltation. Location of hay bales and discharge areas per approval of Engineer.
4. Permanent seeded areas for erosion control: Mixture of perennial rye and blue and red fescue grasses (50/50), 15 to 25 #'s per 1,000 sq. ft., mulching at 5#'s per 1,000 sq. ft., fertilizer – 5.10.5 at 5#'s per 1,000 sq. ft. (if determined necessary by Engineer), with pegging and netting for grades in excess of 15%.
5. All permanent drainage interceptor swales to be seeded per Item 4 also.
6. All erosion control shall be in accordance with the latest "Urban Erosion and Sediment Control Guidebook" of the Dutchess County Soil and Water Conservation District.
7. All areas shall be seeded and mulched as soon as possible.
8. Grade as needed and feasible to permit the use of conventional equipment for seed bed preparation, seeding and mulch application.
9. Scarify all compacted soils prior to applying topsoil.
10. Apply topsoil per Standard #6 Table 6.1 of the Soil Erosion Control Guide Book.
11. Seed mix shall be as follows:
    Ky. Blue grass 20 lbs/ac.
    Creeping Red Fescue 40 lbs/ac.

COMPACTION AND BACKFILL NOTES

UNLESS OTHERWISE SPECIFIED OR APPROVED BY THE SITE ENGINEER, ALL SITE SUBGRADE AND BACKFILL FOR ALL STRUCTURES INCLUDING, BUT NOT LIMITED TO, PARKING LOT SUBGRADE, ROAD SUBGRADE, CONCRETE PADS AND SIDEWALKS, WATER LINES AND STRUCTURES, SEWER LINES AND STRUCTURES, STORM LINES AND STRUCTURES, TRASH PADS/ENCLOSURES, AND SITE ELECTRICAL AND CONDUIT, SHALL BE COMPACTED IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD FOR CONSTRUCTION AND MATERIALS, DATED JANUARY 1, 2022 AND ALL ADDENDA THERETO.

GRADING AND DRAINAGE NOTES

1. ANY DEMOLISHED OR CLEARED MATERIALS MUST BE REMOVED AND DISPOSED OF OFF SITE. ANY BURNING ON SITE SHALL BE SUBJECT TO LOCAL ORDINANCES. THESE INCLUDE ANY OBJECTS NOTED ON THE PLANS, INCLUDING BUT NOT LIMITED TO, TREES, STUMPS, FENCES, WALLS, ETC.
2. CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN THE RIGHT-OF-WAY PRIOR TO EXCAVATION. ALL UTILITIES MUST BE LOCATED AND MARKED OUT PRIOR TO THE START OF ANY SITE GRADING.
3. SITE GRADING SHALL NOT PROCEED UNTIL ALL EROSION CONTROL MEASURES HAVE BEEN INSTALLED AND INSPECTED.
4. CONTRACTOR TO FIELD VERIFY ALL EXISTING UTILITIES PRIOR TO THE START OF ANY CONSTRUCTION

LEGEND

	PROPERTY LINE
160	EXISTING MAJOR CONTOUR
162	EXISTING MINOR CONTOUR
×163.25	EXISTING SPOT GRADE
×163.25	PROPOSED SPOT GRADE
	PROPOSED STORM LINE
	EXISTING STORM LINE
	EXISTING CURB CATCH BASIN
	EXISTING CURBLESS CATCH BASIN
	EXISTING STORM MANHOLE
	PROPOSED CONSTRUCTION ENTRANCE
	PROPOSED INLET PROTECTION (SILT SACKS)

EROSION AND SEDIMENT CONTROL PLAN

1. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATION OF THE NEW YORK STATE EROSION & SEDIMENT CONTROL "BLUE BOOK" 2016.
2. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION WHENEVER POSSIBLE.
3. ALL CONTROL MEASURES SHALL BE MAINTAINED IN EFFECTIVE CONDITION THROUGHOUT THE CONSTRUCTION PERIOD.
4. ADDITIONAL CONTROL MEASURES SHALL BE INSTALLED DURING THE CONSTRUCTION PERIOD IF NECESSARY OR REQUIRED.
5. SEDIMENT REMOVED FROM CONTROL STRUCTURES WILL BE DISPOSED OF IN A MANNER WHICH IS CONSISTENT WITH THE INTENT OF THIS PLAN.
6. DUST CONTROL AND ANTI-TRACKING MAINTENANCE TO BE ADDRESSED AND RESOLVED ON A DAILY BASIS.

OPERATION AND MAINTENANCE OF SEDIMENTATION AND EROSION CONTROL MEASURES

1. INLET PROTECTION
   ALL INLET PROTECTION DEVICES SHALL BE INSPECTED DAILY BY THE QUALIFIED INSPECTOR TO ENSURE THAT SEDIMENT IS NOT ENTERING ANY STORM DRAIN INLETS. PROTECTION DEVICES ARE TO BE REPAIRED AND/OR REPLACED IF NOT FUNCTIONING AS DESIGNED.
2. STABILIZED CONSTRUCTION ENTRANCE
   THE ACCESS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY OR STREETS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL AGGREGATE. ALL SEDIMENT SPILLED, DROPPED, OR WASHED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY. WHEN NECESSARY, WHEELS MUST BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERCOURSES.

GRAPHIC SCALE
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SCALE IN FEET

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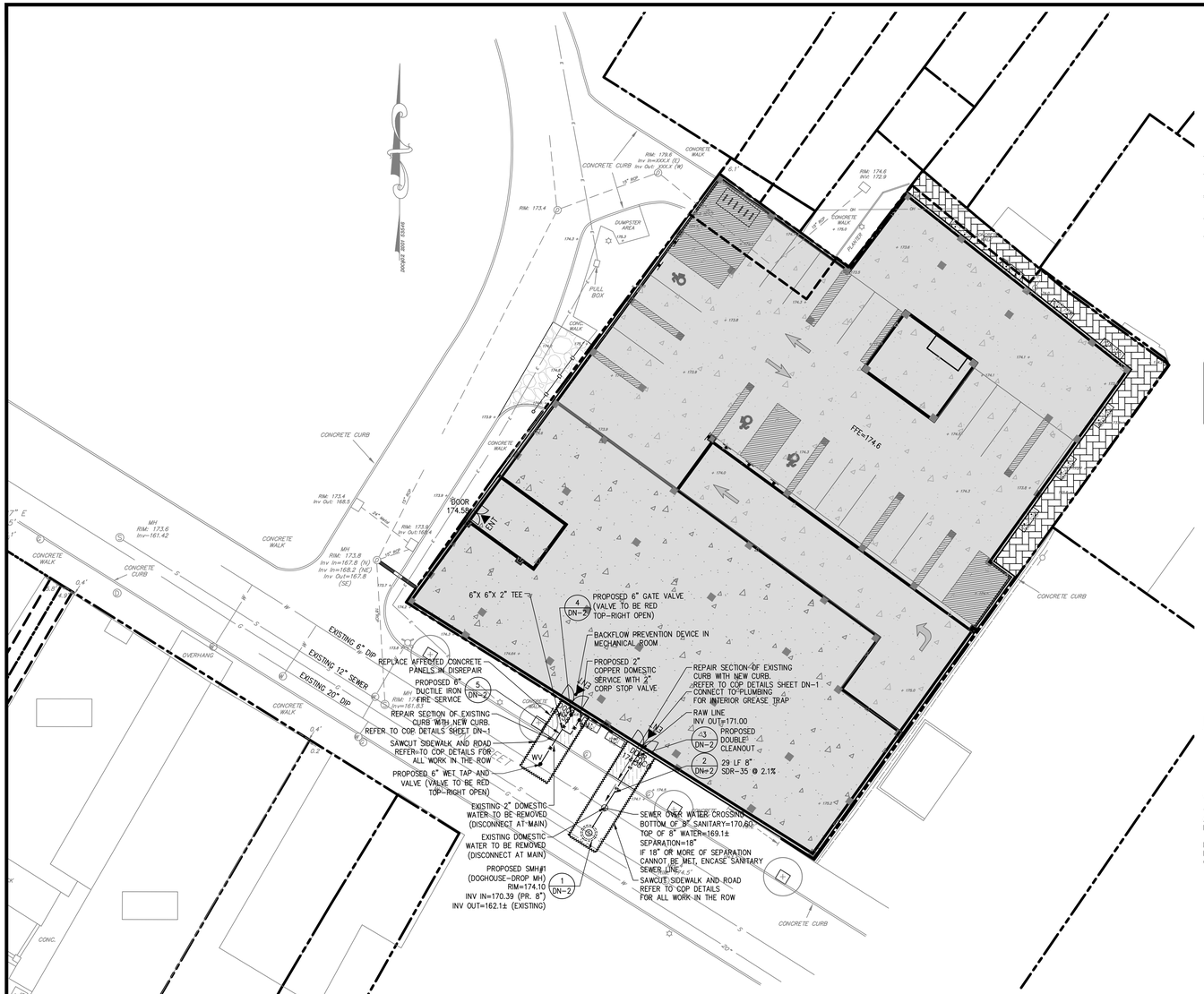
SITE GRADING, DRAINAGE PLAN & EROSION CONTROL PLAN

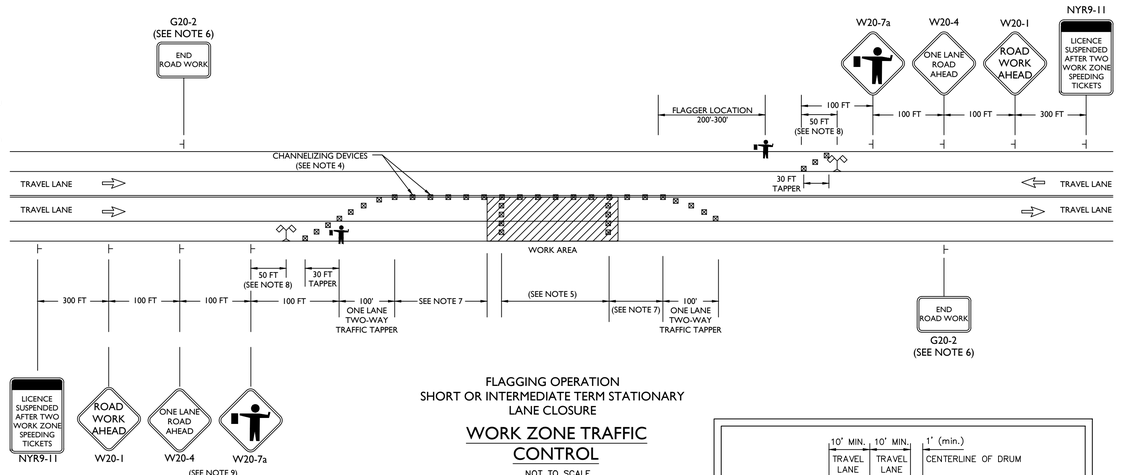
MUTLI USE DEVELOPMENT

47 & 51 CANNON STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

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FLAGGING OPERATION
SHORT OR INTERMEDIATE TERM STATIONARY LANE CLOSURE

WORK ZONE TRAFFIC CONTROL

NOT TO SCALE

CONTRACTOR NOTES

1. BACKFLOW PREVENTION IS REQUIRED FOR BOTH THE FIRE AND DOMESTIC WATER SERVICE CONNECTIONS.
2. TAPPING SLEEVE VALVE AND CURB VALVE IN THE STREET ARE TO BE RIGHT OPEN PER CITY OF POUGHKEEPSIE DPW REQUIREMENTS.

LEGEND

- PROPOSED SANITARY SERVICE
- PROPOSED WATER SERVICE
- PROPOSED DOUBLE SANITARY CLEANOUT
- PROPOSED WATER SHUT OFF VALVE
- PROPOSED SANITARY MANHOLE
- PROPOSED SAWCUT LINE

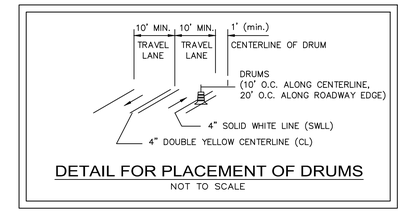
NOTE:

1. PROPOSED GRADING TO MATCH EXISTING GRADES AT PROPERTY LINE AND ADJOINERS. MAINTAIN EXISTING STORM DRAINAGE PATTERNS TO PROPOSED DRYWELLS.

WATER NOTES:

ALL EXISTING WATER SERVICES TO REMAIN WILL BE EXCAVATED AT MAIN TRENCH TO VERIFY MATERIAL TYPES. IF LEAD BASE JOINTS ARE ENCOUNTERED, IT WILL BE REMOVED BY THE CONTRACTOR.

FINAL CERTIFICATION OF WATER SERVICE MATERIAL TO BE SUPPLIED TO CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT AND CITY OF POUGHKEEPSIE BUILDING DEPARTMENT PRIOR TO ISSUANCE OF ANY CERTIFICATION OF OCCUPANCY AND WILL ALSO BE A CONDITION OF ANY ISSUED CITY OF POUGHKEEPSIE BUILDING PERMIT.

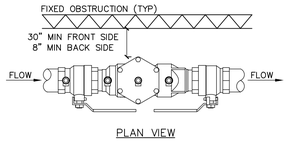


DETAIL FOR PLACEMENT OF DRUMS

NOT TO SCALE

NOTES:

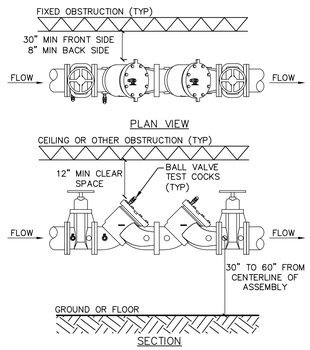
1. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
2. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
3. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
5. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
6. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
7. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
8. THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7 a) AND THE FLAGGER.
9. FLAGGER SIGN (W20-7 a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
10. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
11. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.



NOTES:

1. ASSEMBLY TO BE INSTALLED HORIZONTALLY.
2. WATTS SERIES LF007 2" DOUBLE CHECK VALVE OR APPROVED EQUAL.
3. DCV TO BE INSTALLED IN MECHANICAL SPACE AND MUST MEET ALL CLEARANCES AS OUTLINED ABOVE.
4. ASSEMBLY TO BE TESTED BY A LICENSED BACKFLOW PREVENTION DEVICE TESTER AFTER INSTALLATION AND PRIOR TO ACTIVATION OF NEW WATER SUPPLY. THE RESULTS MUST BE SUBMITTED TO THE CITY OF POUGHKEEPSIE AS PART OF THE ENGINEER'S CERTIFICATION.
5. ASSEMBLY MUST BE TESTED ANNUALLY BY A LICENSED BACKFLOW PREVENTION TESTER. COPIES OF THE TEST RESULTS MUST BE SUBMITTED TO THE OWNER, CITY OF POUGHKEEPSIE WATER DEPARTMENT,

DOMESTIC DOUBLE CHECK VALVE DETAIL
SCALE: N.T.S.



NOTES:

1. ASSEMBLY TO BE INSTALLED HORIZONTALLY.
2. WATTS SERIES LF709 6" DOUBLE CHECK VALVE OR APPROVED EQUAL.
3. DCV TO BE INSTALLED IN MECHANICAL SPACE AND MUST MEET ALL CLEARANCES AS OUTLINED ABOVE.
4. ASSEMBLY TO BE TESTED BY A LICENSED BACKFLOW PREVENTION DEVICE TESTER AFTER INSTALLATION AND PRIOR TO ACTIVATION OF NEW WATER SUPPLY. THE RESULTS MUST BE SUBMITTED TO THE CITY OF POUGHKEEPSIE AS PART OF THE ENGINEER'S CERTIFICATION.
5. ASSEMBLY MUST BE TESTED ANNUALLY BY A LICENSED BACKFLOW PREVENTION TESTER. COPIES OF THE TEST RESULTS MUST BE SUBMITTED TO THE OWNER, CITY OF POUGHKEEPSIE WATER DEPARTMENT.

FIRE SUPPLY DOUBLE CHECK VALVE DETAIL
SCALE: N.T.S.

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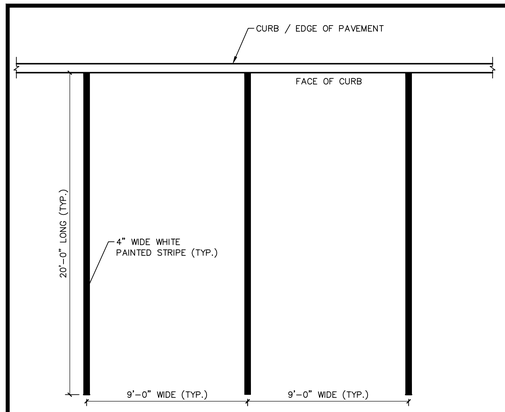
SITE UTILTY PLAN

MUTLI USE DEVELOPMENT

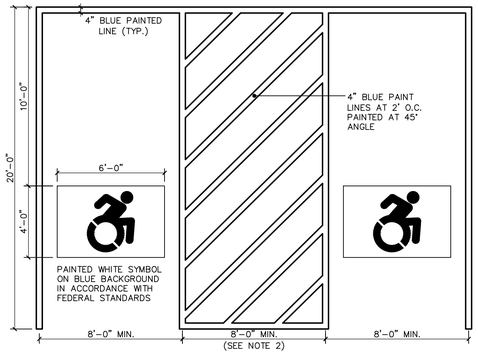
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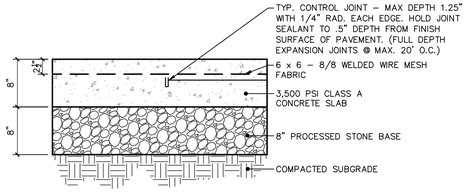


1 PARKING SPACE STRIPE DETAIL
SCALE: 1/4" = 1'-0"

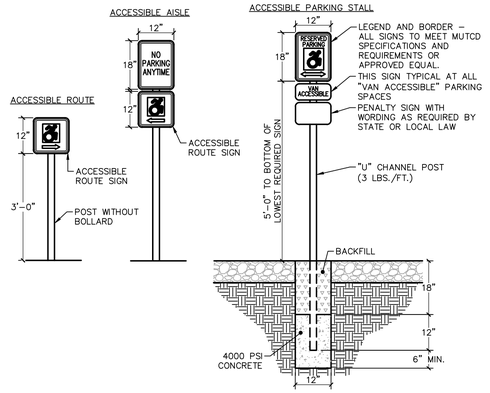


NOTES:
1. SEE SITE PLAN FOR ACCESSIBLE SPACE LOCATION AND DIMENSIONS.
2. PROVIDE 2 COATS OF PAINT ON ALL SURFACES.

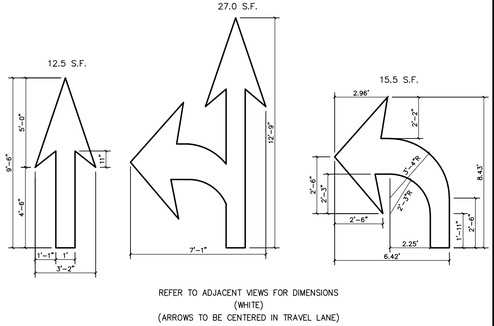
2 TYPICAL ACCESSIBLE PARKING SPACE DETAIL
SCALE: 1/4"=1'-0"



3 HEAVY DUTY CONCRETE SECTION DETAIL
SCALE: 1" = 1'-0"

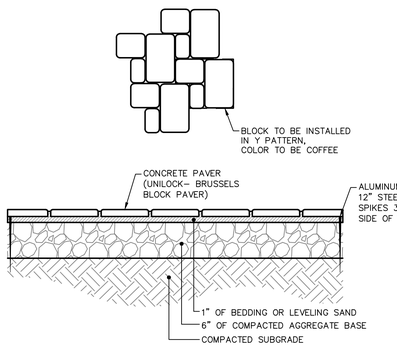


4 ACCESSIBLE PARKING & ACCESS SIGNS
SCALE: 1/2" = 1'-0"



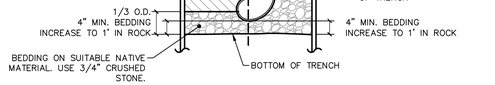
REFER TO ADJACENT VIEWS FOR DIMENSIONS (WHITE)
(ARROWS TO BE CENTERED IN TRAVEL LANE)

5 PAVEMENT ARROW DETAIL
SCALE: 1/4"=1'-0"

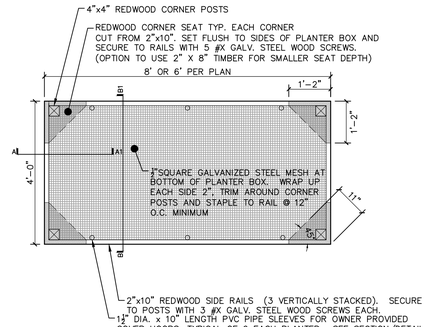


NOTES:
1. INSTALL PER MANUFACTURERS SPECIFICATIONS.
2. DIMENSIONS WILL VARY BY MANUFACTOR. PRODUCT TO MATCH DETAIL OR APPROVED EQUIVALENT.

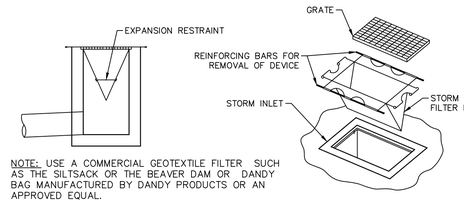
6 CONCRETE PAVER DETAIL
SCALE: 1" = 1'-0"



7 TYPICAL STORM SEWER TRENCH SECTION DETAIL
SCALE: 1/4" = 1'-0"

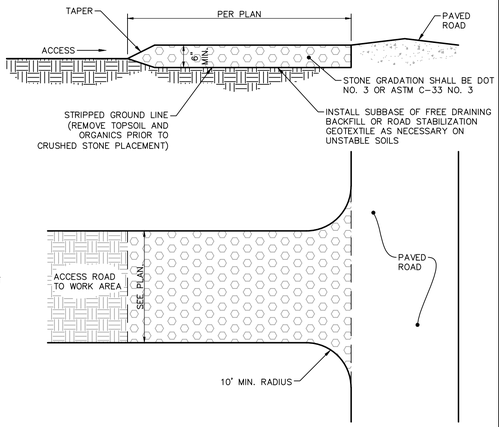


8 RAISED WOOD PLANTER
SCALE: 1/2" = 1'-0"



NOTE: USE A COMMERCIAL GEOTEXTILE FILTER SUCH AS THE SILTSACK OR THE BEAVER DAM OR DANDY BAG MANUFACTURED BY DANDY PRODUCTS OR AN APPROVED EQUAL.

9 SILT SACK DETAIL
SCALE: N.T.S.



10 CONSTRUCTION ENTRANCE DETAIL
SCALE: 1/16" = 1'-0"



No.	Revisions
1.	2024-11-20 REVISED PER COMMENTS
2.	2025-01-15 REVISED PER CONDITIONS OF APPROVAL

LRC GROUP
- Land Planning
- Civil Engineering
- Environmental Services
- Land Surveying
- Landscape Architecture

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Poughkeepsie NY 12601
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1 International Blvd, Suite 400
Mahwah, NJ 07495
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LRC Engineering & Surveying, DPC
LRC Engineering & Surveying, LLC
LRC Environmental Services, Inc.

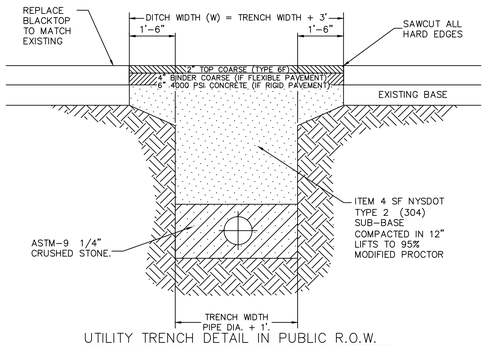
PROJECT DETAILS

MUTLI USE DEVELOPMENT

47 & 51 CANNON STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	DN21283001.dwg	Sheet No.
Drawn	SMC	Project No.	21-2830	DN-1
Checked	KFC	Date	2024-09-24	SHEET 7 OF 18
Approved	REM	Scale		

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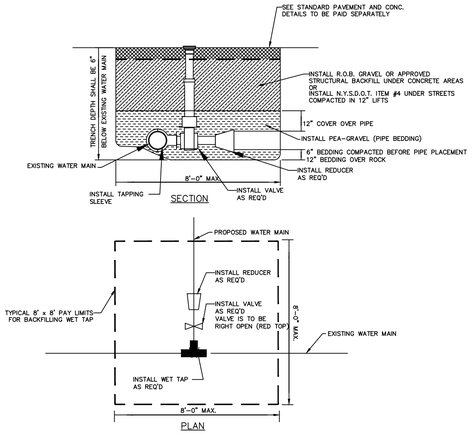


UTILITY TRENCH DETAIL IN PUBLIC R.O.W.

NOTES:

1. DITCH WIDTH SHALL EXTEND A MINIMUM OF ONE AND ONE-HALF FT. FROM THE EDGES OF THE TRENCH.
2. REPLACED BASE MATERIAL OVER TRENCH SHALL BE ITEM 4 COMPACTED IN 12" LIFTS.
3. PIPE BEDDING SHALL BE A MINIMUM OF 6" ABOVE AND BELOW PIPE
4. ALL JOINTS SHALL BE MECHANICALLY SAWED.
5. ALL JOINTS SHALL BE SQUARED TO THE EXISTING EDGE OF CURB AND/OR PAVEMENT, AND TACK COATED PER DETAIL.
6. ROAD SURFACE REPLACEMENT SHALL BE MINIMUM OF SIX INCHES OF ASPHALTIC CONCRETE.
7. ASPHALT PAVEMENT TO BE PLACED IN TWO LIFTS AS SHOWN.

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	FILE NO.: FLEXPAVE.DWG DATE: 9-9-04 SCALE: AS NOTED DRAWN BY: ENGINEERING	TRENCH AND PAVEMENT DETAIL	

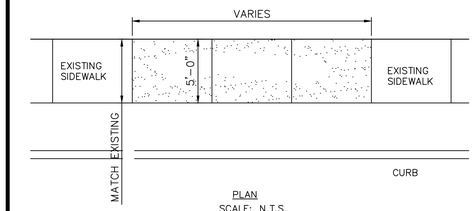


NOTE: ALL BACKFILL TO BE PLACED IN 1' LIFTS AND COMPACTED TO 95% OF MODIFIED PROCTOR (ASTM 1557)

TAPPING SLEEVE & VALVE

SCALE: N.T.S.

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 80 WASHINGTON STREET POUGHKEEPSIE, NY 12602	FILE NO.: DATE: 3-6-00 SCALE: AS NOTED DRAWN BY: JP	TAPPING SLEEVE & VALVE	1 PAGE NO.



NOTES:

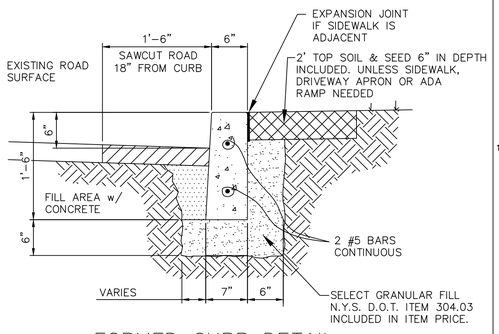
1. WHERE MATERIAL IS NOT USED THE CITY OF POUGHDEEPSIE WILL BE CREDITED IN AREAS WHERE MORE THAN THE SPECIFIED AMOUNT OF MATERIAL IS USED. MAJOR GRADE CHANGES WILL BE APROVED BY THE CITY ENGINEERING DEPT. AND WILL BE PAYED UNDER APROPRIATE ITEMS.

SECTION

SIDEWALK DETAIL REPLACE & NEW

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	PROJECT: 001-DET DATE: 5-16-00 SCALE: AS NOTED DRAWN BY: JP	SIDEWALK DETAIL	

DETAILS PROVIDED BY THE CITY OF POUGHKEEPSIE. FOR ALL WORK TO BE PERFORMED IN THE CITY ROW.



FORMED CURB DETAIL

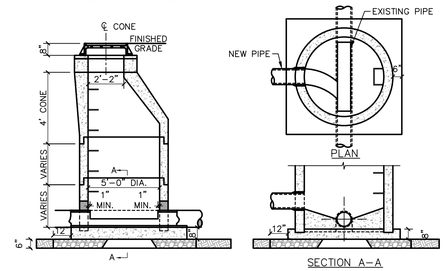
SCALE: 1"-1'-0"

CITY OF POUGHKEEPSIE ENGINEERING DEPARTMENT 62 CIVIC CENTER PLAZA POUGHKEEPSIE, NY 12602	FILE NO.: 001-DET DATE: 3-6-00 SCALE: AS NOTED DRAWN BY: JP	FORMED CURB DETIAL	1 PAGE NO.

DETAILS PROVIDED BY THE CITY OF POUGHKEEPSIE. FOR ALL WORK TO BE PERFORMED IN THE CITY ROW.

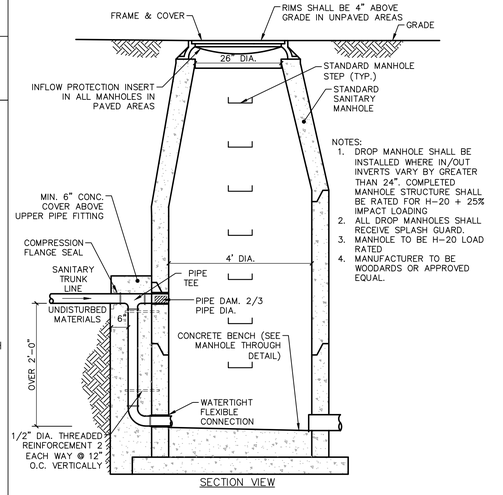
NOTES:

1. INVERT SHALL BE FILLETED.
2. REINFORCEMENT FOR MANHOLE AND SLAB TOP SHALL BE DESIGNED BY A LICENSED CONNECTICUT STATE PROFESSIONAL ENGINEER PRIOR TO CONSTRUCTION. SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW. STRUCTURE SHALL BE DESIGNED FOR HS20-44 VEHICULAR LOADING PLUS 25% IMPACT.
3. CONCRETE TO TEST 4000 P.S.I. AT 28 DAYS IN CONFORMANCE WITH A.S.T.M. C-478.
4. BENCH SHALL BE BUILT FOR FLOW BETWEEN INLET AND OUTLET.
5. EACH MANHOLE EXTERIOR SHALL RECEIVE TWO BITUMINOUS COATS.



1 DOGHOUSE SANITARY SEWER MANHOLE DETAIL

SCALE: 1/4"=1'-0"

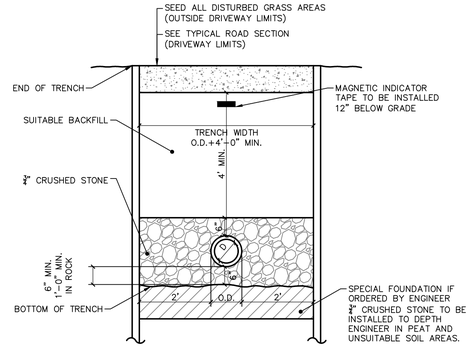


NOTES:

1. DROP MANHOLE SHALL BE INSTALLED WHERE IN/OUT INVERTS VARY BY GREATER THAN 24", COMPLETED MANHOLE STRUCTURE SHALL BE RATED FOR H-20 + 25% IMPACT LOADING
2. ALL DROP MANHOLES SHALL RECEIVE SPLASH GUARD.
3. MANHOLE TO BE H-20 LOAD RATED
4. MANUFACTURER TO BE WOODARDS OR APPROVED EQUAL.

1 SANITARY SEWER DROP MANHOLE DETAIL

SCALE: 1/2" = 1'-0"



NOTES:

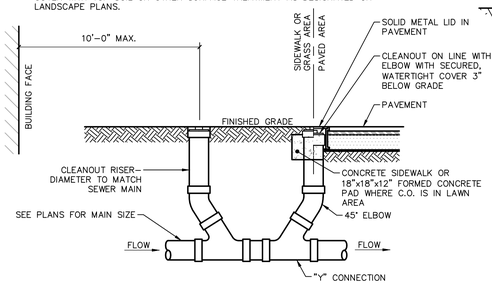
1. IF COVER IS LESS THAN 4 FEET, INSULATION IS REQUIRED.
2. SEE THIS SHEET FOR SUBGRADE AND BACKFILL PLACEMENT AND COMPACTION REQUIREMENTS.

2 SANITARY SEWER TRENCH DETAIL

SCALE: 1/2" = 1'-0"

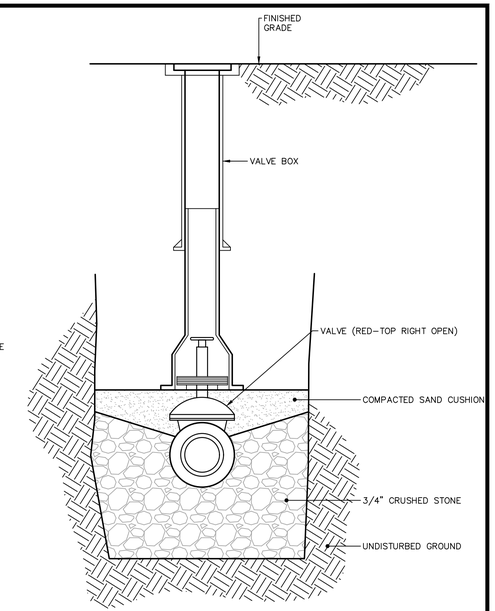
NOTES:

1. DOUBLE CLEANOUT TO BE INSTALLED ON ALL SEWER LATERALS WITHIN 10 FEET OF BUILDING FACE.
2. ANY LOCATIONS WITHIN PAVED AREAS SHALL HAVE COVERS THAT ARE H-20 LOAD RATED. ALL COVERS WHETHER IN PAVEMENT OR GRASS SHALL BE LABELED "SEWER".
3. ALL RISERS ARE TO MATCH THE SIZE OF THE SANITARY LINE.
4. IN LAWN AREAS INSTALL CONCRETE COLLAR 3 INCHES BELOW GRADE. COVER WITH TOP SOIL OR OTHER SURFACE TREATMENT AS DESIGNATED ON LANDSCAPE PLANS.



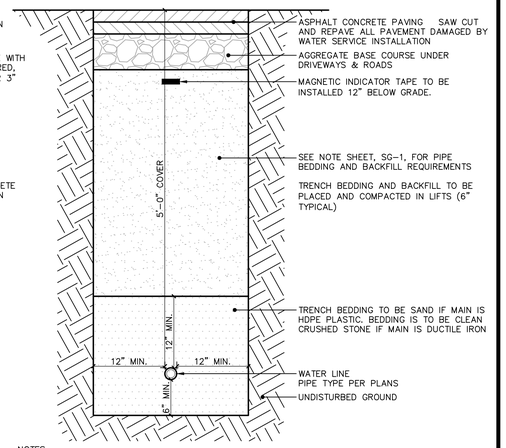
3 DOUBLE SANITARY SEWER CLEANOUT DETAIL

SCALE: N.T.S.



4 VALVE AND VALE BOX DETAIL

SCALE: 1" = 1'-0"



NOTES:

1. SEE NOTE SHEET SG-1 FOR SUBGRADE AND BACKFILL PLACEMENT AND COMPACTION REQUIREMENTS.
2. SEE WATER NOTES ON SHEET SG-1 FOR ADDITION DETAILS

5 WATER MAIN TRENCH DETAIL

SCALE: 1" = 1'-0"



No.	Revisions
1.	2024-11-20 REVISED PER COMMENTS
2.	2025-01-15 REVISED PER CONDITIONS OF APPROVAL

LRC GROUP
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LRC Engineering & Surveying, DPC
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LRC Environmental Services, Inc.

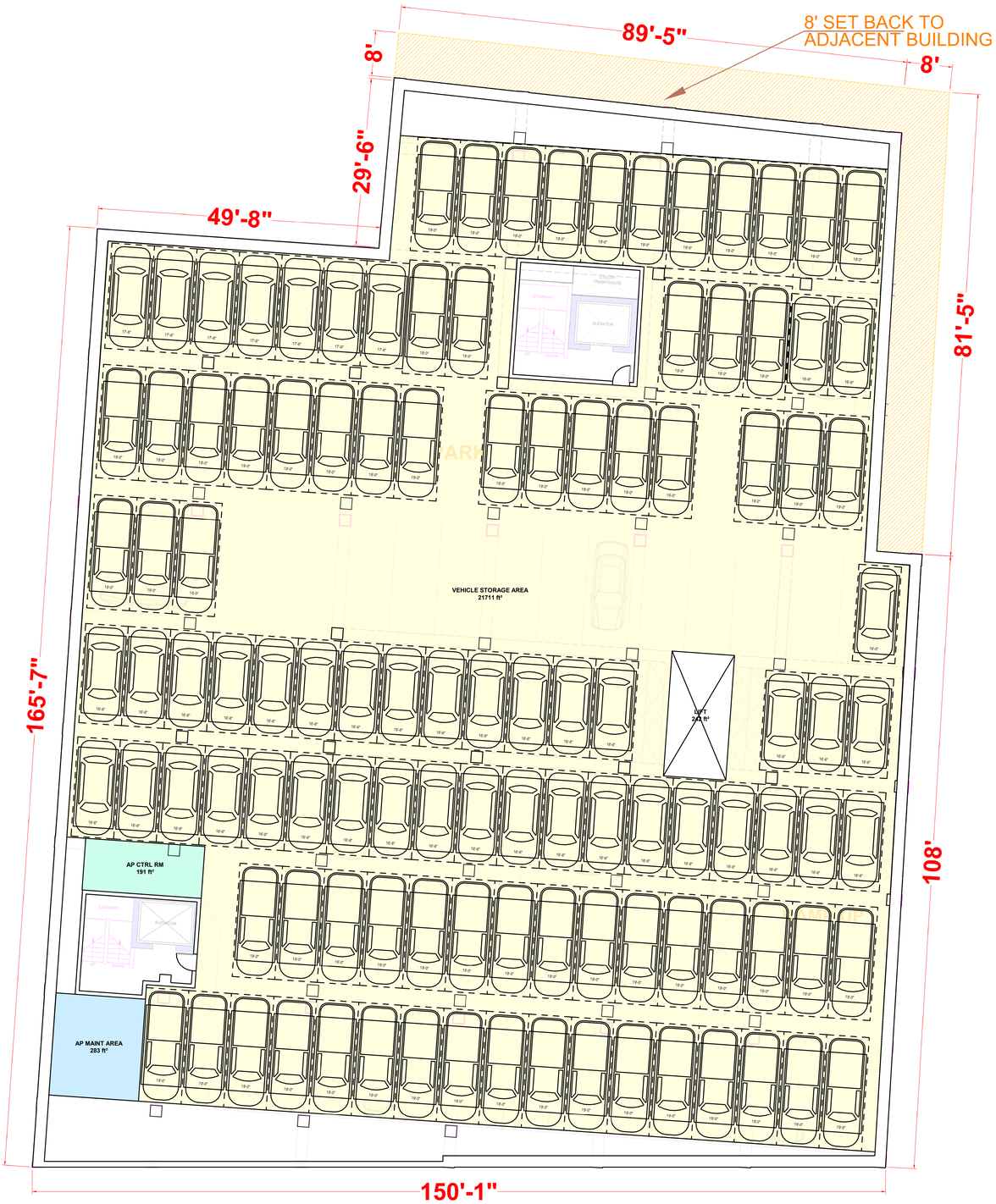
PROJECT DETAILS

MUTLI USE DEVELOPMENT

47 & 51 CANNON STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

Design/Calcs	SMC	CAD File	DN2128302.dwg	Sheet No.	DN-2
Drawn	SMC	Project No.	21-2830		
Checked	KFC	Date	2024-09-24		
Approved	REM	Scale		SHEET	8 OF 18

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BASEMENT LAYOUT

1 BASEMENT
1/8" = 1'-0"

Project:

James J Sullivan Corporation - Single Lift Concept

47 Cannon St
Poughkeepsies, NY

Supplier:

VOLLEY AUTOMATION
576 ECCLES AVENUE
SOUTH SAN FRANCISCO, CA 94080
(510) 992-4040

Architect:

Issued For:

No.	Description:	Date:
A	CONCEPT FOR REVIEW	1/9/2025

Key Plan:

Seal & Signature:

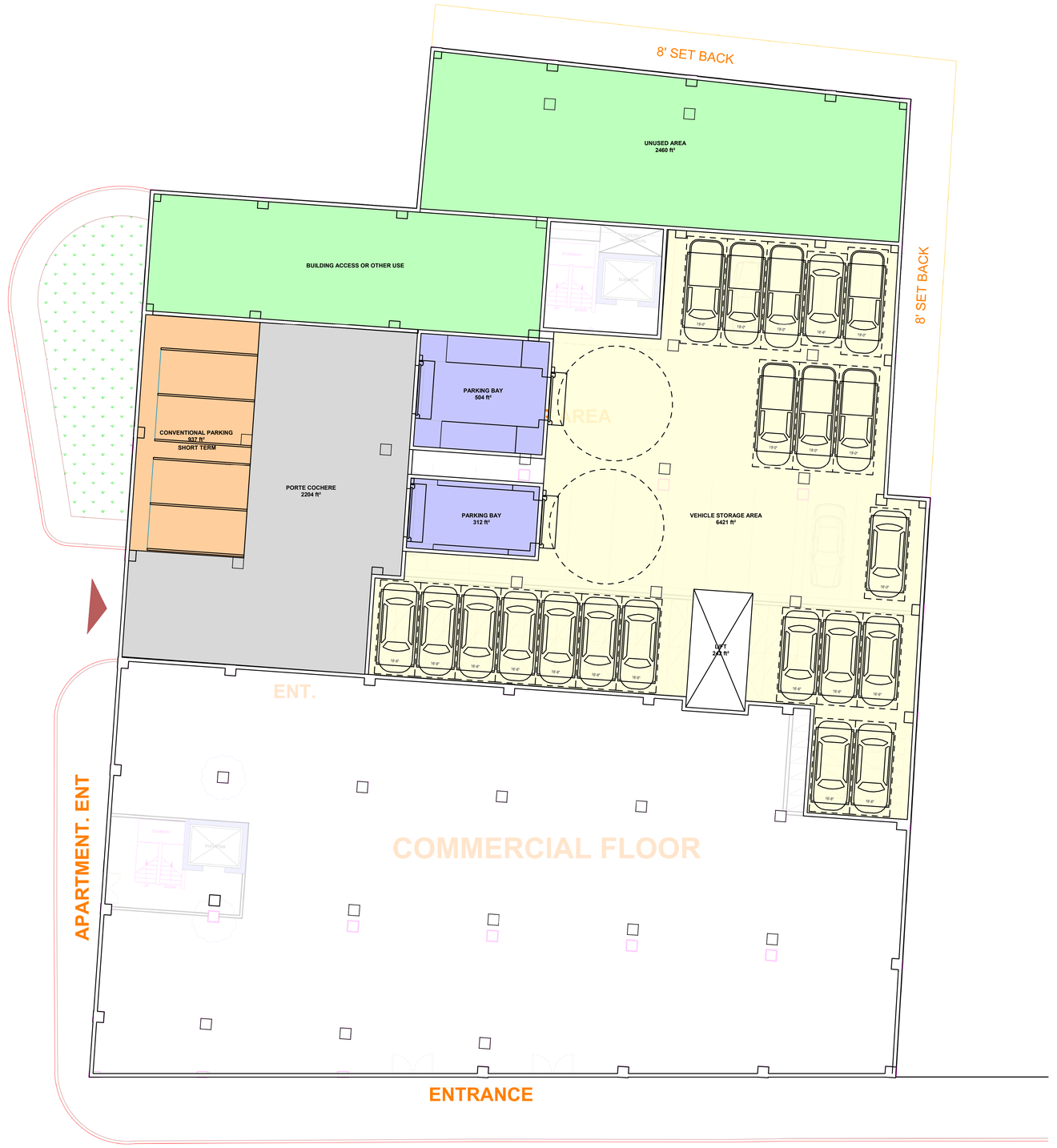
NOT FOR CONSTRUCTION

Sheet Name:

BASEMENT - AUTOMATED GARAGE LAYOUT

Project No.:	Sheet No.:
Drawn: -	QP101
Checked: -	
Scale: DO NOT SCALE	

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LEVEL 1 FLOOR PLAN

1 GROUND LEVEL
1/8" = 1'-0"

Project:

James J Sullivan Corporation - Single Lift Concept

47 Cannon St
Poughkeepsies, NY

Supplier:

VOLLEY AUTOMATION
576 ECCLES AVENUE
SOUTH SAN FRANCISCO, CA 94080
(510) 992-4040

Architect:

Issued For:

No.	Description:	Date:
A	CONCEPT FOR REVIEW	1/9/2025

Key Plan:

Seal & Signature:

NOT FOR CONSTRUCTION

Sheet Name:

GROUND LEVEL - AUTOMATED GARAGE LAYOUT

Project No.:	-	Sheet No.:
Drawn:	-	QP102
Checked:	-	
Scale:	DO NOT SCALE	

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ROOF LEVEL

DEVELOPED BY

CLIENT

JAMES J SULLIVAN CORPORATION

PROJECT

PLANNING BOARD DESIGN OF
47 CANNON ST
POUGHKEEPSIE, NY 12601

OWNER

JAMES J SULLIVAN CORPORATION
Phone: 845-380-1448 | Email: JSullivanCorp@gmail.com

PROJECT NO.

4751

SHEET NAME

ROOF TOP
OPEN SPACE

DATE

10-SEPTEMBER-24

SHEET NO.

DWG-03 OF 10

DRAWN BY.

JJS

CHECKED BY.

JJS



WEST SIDE ELEVATION

FIRST FLOOR TRANSPARENCY 1804 SQ FT
UPPER FLOORS TRANSPARENCY 2837 SQ FT



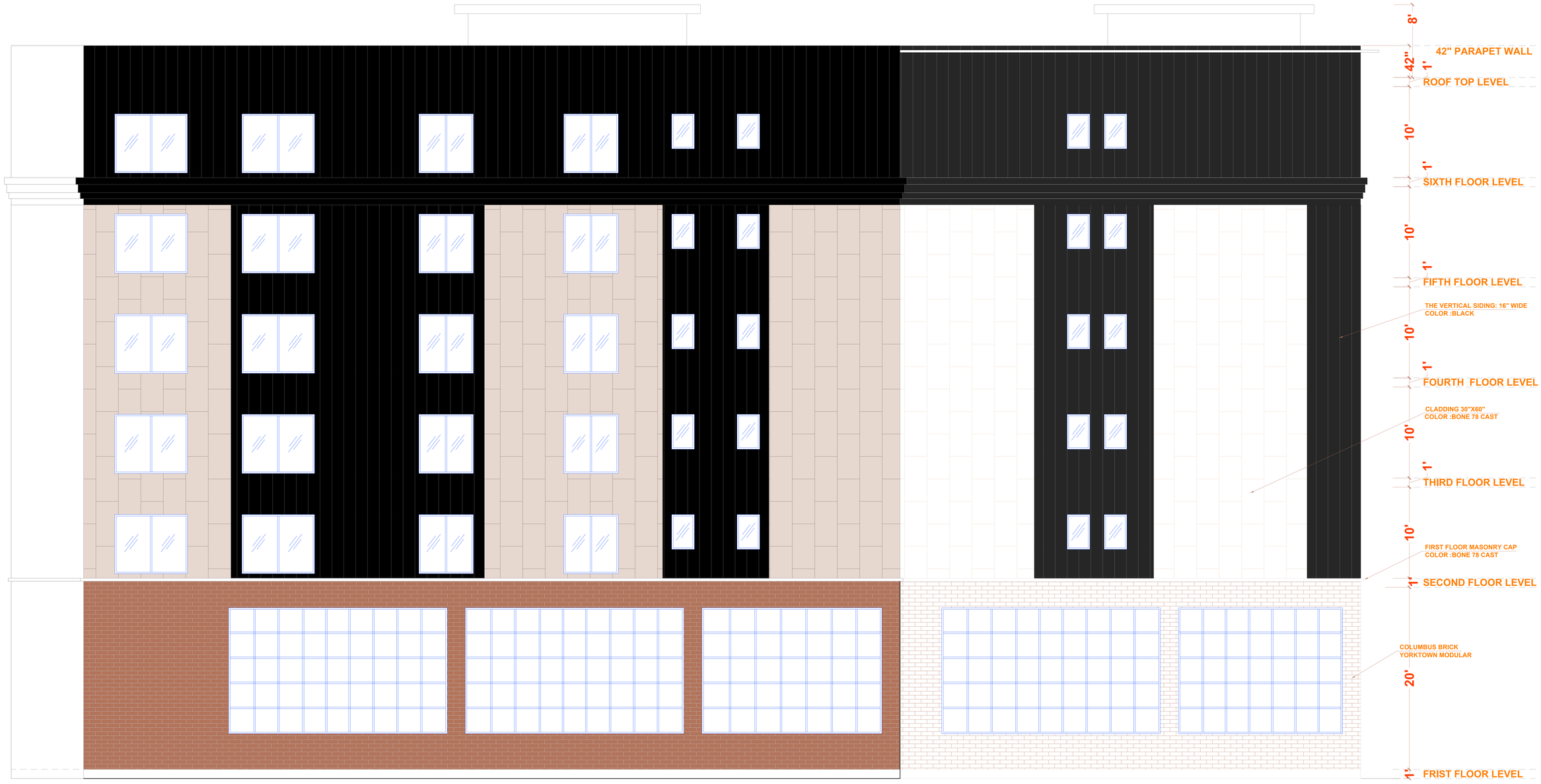
SOUTH SIDE ELEVATION

FIRST FLOOR TRANSPARENCY 1772 SQ FT
UPPER FLOORS TRANSPARENCY 2091 SQ FT



EAST SIDE ELEVATION

FIRST FLOOR TRANSPARENCY 800 SQ FT
UPPER FLOORS TRANSPARENCY 2030 SQ FT



NORTH SIDE ELEVATION

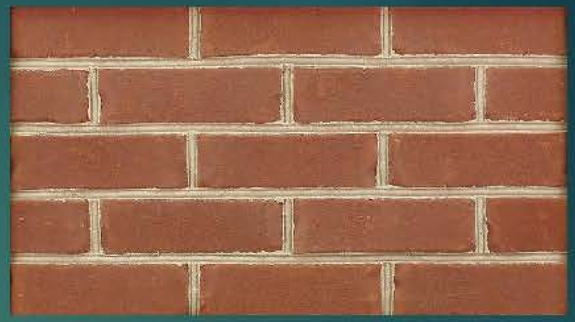
FIRST FLOOR TRANSPARENCY 1100 SQ FT
UPPER FLOORS TRANSPARENCY 1252 SQ FT



Aluminum Juliet
Balcony Matte Black



Brise Soleil –
Matte Black Aluminum



Columbus Brick
Yorktown Modular

47 Cannon Street – Multi-Use Building

Exterior
Finishes



Vertical Metal Siding



Limestone Cladding

EXTERIOR FINISHES

DEVELOPED BY

CLIENT
JAMES J SULLIVAN CORPORATION

PROJECT
PLANNING BOARD DESIGN OF
47 CANNON ST
POUGHKEEPSIE, NY 12601

OWNER
JAMES J SULLIVAN CORPORATION
Phone: 845-380-1448 | Email: JSullivanCorp@gmail.com

PROJECT NO.
4751

SHEET NAME
MATERIALS

DATE
10-SEPTEMBER-24

SHEET NO.
DWG-10 OF 10

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JJS

CHECKED BY.
JJS






BAKE


BAKE
BAKE


BAKE





WEST SIDE ELEVATION

FIRST FLOOR TRANSPARENCY 1804 SQ FT
UPPER FLOORS TRANSPARENCY 2837 SQ FT



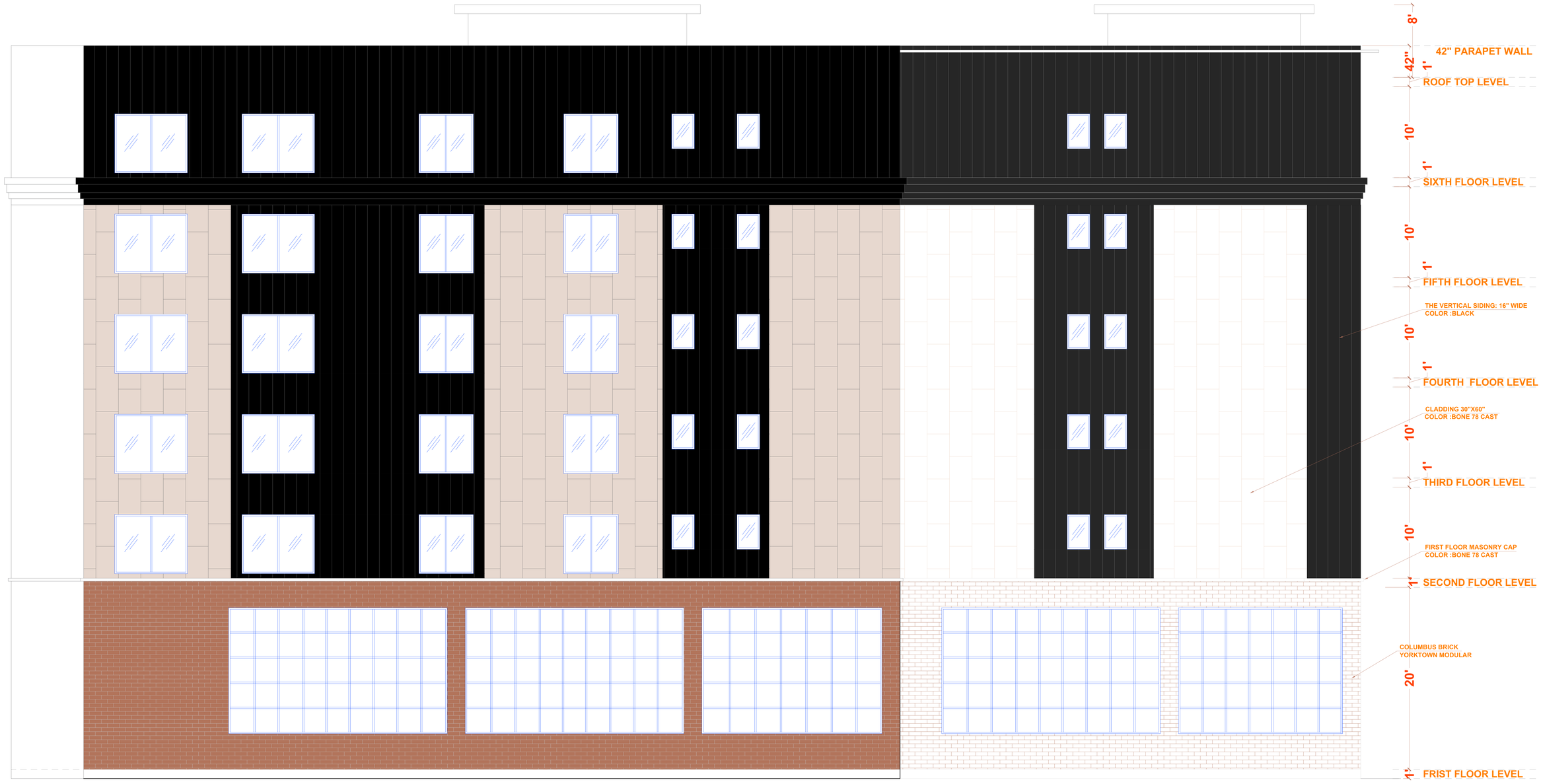
SOUTH SIDE ELEVATION

FIRST FLOOR TRANSPARENCY 1772 SQ FT
UPPER FLOORS TRANSPARENCY 2091 SQ FT



EAST SIDE ELEVATION

FIRST FLOOR TRANSPARENCY 800 SQ FT
UPPER FLOORS TRANSPARENCY 2030 SQ FT



NORTH SIDE ELEVATION

FIRST FLOOR TRANSPARENCY 1100 SQ FT
UPPER FLOORS TRANSPARENCY 1252 SQ FT

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: 47 Cannon St. LLC		
Project Location (describe, and attach a general location map): 47 & 51 Cannon Street, Poughkeepsie, NY 12601 Tax ID:131300-6162-77-086045-0000 & 131300-6162-77-092041-0000		
Brief Description of Proposed Action (include purpose or need): Proposed redevelopment of 47 Cannon Street (086045) and 51 Cannon Street (092041) into a 26,064 SF 6-story building. The building will consist of 140 residential units, 6,000 SF restaurant with artisinal beverage space, 4,000 SF of retail on the ground floor with underground parking beneath the building.		
Name of Applicant/Sponsor: 47 Cannon St. LLC c/o James Sullivan	Telephone: 845-380-1448 E-Mail: JSullivanCorp@gmail.com	
Address: P.O Box 305		
City/PO: Pawling	State: NY	Zip Code: 12564
Project Contact (if not same as sponsor; give name and title/role): Kenneth Casamento	Telephone: 845-243-2880 E-Mail: kcasamento@lrcconsult.com	
Address: 85 Civic Center Plaza, Ste. 204		
City/PO: Poughkeepsie	State: NY	Zip Code: 12601
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Planning Board - site plan approval	October 2024
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☑Yes ☐No	Poughkeepsie Industrial Development Agency	TBD
e. County agencies ☑Yes ☐No	DC 239M	TBD
f. Regional agencies ☐Yes ☑No		
g. State agencies ☑Yes ☐No	OPRHP-SHPO	TBD
h. Federal agencies ☐Yes ☑No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
PID-UV Poughkeepsie Innovation District Urban Village

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☑ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? City of Poughkeepsie School District

b. What police or other public protection forces serve the project site?
City of Poughkeepsie Police Department

c. Which fire protection and emergency medical services serve the project site?
City of Poughkeepsie Fire Department

d. What parks serve the project site?
N/A

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Mixed use development with residential and commercial components

b. a. Total acreage of the site of the proposed action? 0.63 acres
b. Total acreage to be physically disturbed? 0.63 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.63 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				140
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: 68' height; 150' width; and 180' length

iii. Approximate extent of building space to be heated or cooled: 124,120 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

_____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: 20,950 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑Yes ☐No

If Yes:

- Name of district or service area: City of Poughkeepsie
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☑No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☐No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑Yes ☐No

If Yes:

i. Total anticipated liquid waste generation per day: 20,950 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: City of Poughkeepsie
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No

- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☑ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☑ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑ Yes ☐ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

temporary for construction equipments

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

TBD _____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Central Hudson Gas & Electric _____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 6:30AM-9PM
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: 24 hours
- Saturday: 24 hours
- Sunday: 24 hours
- Holidays: TBD

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

Ambient noise levels will be exceeded during the construction period but limited to ordinance hours between 6:30AM-9PM weekdays

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Safety and security lights mounted to building.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: TBD tons per _____ (unit of time)
- Operation : Household/Retail waste tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: remnant construction materials
- Operation: recycling operation - comply w/ city and county regulations

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: state and/or federal disposal facilty
- Operation: state and/or federal disposal facility

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

_____

_____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

_____

_____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

_____

_____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

_____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

_____

_____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)

☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

_____

_____

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.621	0.63	+0.009
• Forested	0	0	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0	0	0
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: Lawn	0.009	0	-0.009

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities:

young children magnet elementary school, Clinton Elementary, Hudson River Healthcare, Inc. Community Family Development, Humble Life Daycare.

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: *See Part F ☑ Yes ☐ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☑ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): *See Part F

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

*See Part F

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? unknown feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

Ur - Urban land	100 %
	%
	%

d. What is the average depth to the water table on the project site? Average: unknown feet

e. Drainage status of project site soils:

☐	Well Drained:	% of site
☑	Moderately Well Drained:	100 % of site
☐	Poorly Drained	% of site

f. Approximate proportion of proposed action site with slopes:

☑	0-10%:	100 % of site
☐	10-15%:	% of site
☐	15% or greater:	% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☑ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:
birds, rabbit
chipmunk, deer
squirrel

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:
i. Species and listing (endangered or threatened): See Part F

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☑ Archaeological Site ☑ Historic Building or District

ii. Name: See Part F

iii. Brief description of attributes on which listing is based:

Information obtained from the EAF Mapper.

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Walkway Over the Hudson

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): Pedestrian Walkway Bridge

iii. Distance between project and resource: <1 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

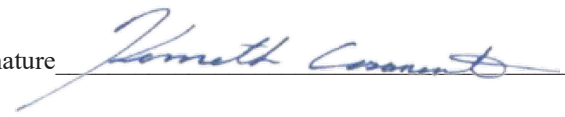
Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

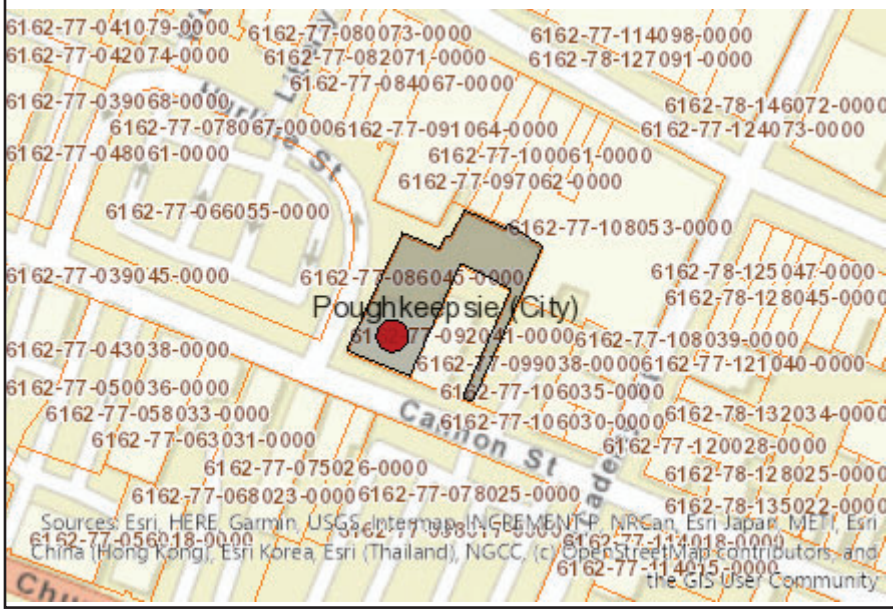
G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Kenneth Casamento Date 9/24/2024

Signature  Title As Agent for Applicant

PRINT FORM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	314071, C314125, B00148, C314126, C314126A, 314122, C314130, C314134
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No

E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Eligible property:Enquirer Building, Eligible property:INSURANCE AND TRAVEL STORE (KEY BANK), Eligible property:Wallace Company Department Store, Collingwood Opera House and Office Building, Farmer's and Manufacturer's Bank, Luckey, Platt & Company Department Store, New York State Armory, Lady Washington Hose Company, Main Mall Row, Poughkeepsie Savings Bank, Main Mall Row Historic District Boundary Expansion, Church Street Row, Wallace Company Department Store
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

Part F – 47 Cannon Street

E.1. h. *i.* Is any portion of the site listed on the NYSDEC Spill Incidents database or Environmental Site Remediation database?

The EAF Map indicates the following on the Environmental Site Remediation database: 314071, C314125, B00148, C314126, C314126A, 314122, C314130, C314134. The subject property is not within or near one of the remedial sites that would adversely impact the proposed project. See Appendix C for Environmental Site Remediation Database Reports.

E.2.o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas as identified as habitat for an endangered or threatened species?

The EAF Mapper does not indicate any endangered or threatened species, however, the IPac report in Appendix B indicates the presence of Indiana and Northern Long-eared Bat. Minimal tree removal is expected for this project. Any tree removal will take place at the appropriate timeframe indicated by the NYSDEC.

E.3.e.*ii.* Names of Historic/ Archeological resource:

Eligible property: Enquirer Building, Eligible property: INSURANCE AND TRAVEL STORE (KEY BANK), Eligible property: Wallace Company Department Store, Collingwood Opera House and Office Building, Farmer's and Manufacturer's Bank, Luckey, Platt & Company Department Store, New York State Armory, Lady Washington Hose Company, Main Mall Row, Poughkeepsie Savings Bank, Main Mall Row Historic District Boundary Expansion, Church Street Row, Wallace Company Department Store

APPENDIX A

Parcel Number
131300-6162-77-086045-0000

Parcel Location
47 Cannon St

Municipality
Poughkeepsie City

Owner Name
47 Cannon St LLC *(P)*

Primary Owner Mailing Address
PO Box 38
Chelsea, NY 12512



Parcel Details

Lot Size (acres):	0.39 Ac	**Split Town:**	-
Filed Map:	-	**Agri. District:**	None
File Lot #:	-	**School District:**	(131300) Poughkeepsie City SD
Land Use Class:	(464) Office bldg.		

Assessment Information (Current)

Land:	Total:	County Taxable:	Town Taxable:	School Taxable:	Village Taxable:
$110,000	$343,200	$343,200	$343,200	$343,200	$0

Tax Code:	Roll Section:	Uniform %:	Full Market Value:
N (Non-Homestead)	1 (Taxable)	100	$343,200

Tentative Roll:	Final Roll:	Valuation Date:
5/1/2024	7/1/2024	7/1/2023

Last Sale / Transfer

Sale Price:	Sale Date:	Deed Book:	Deed Page:	Sale Condition:	No. Parcels:
$350,000	9/16/2021	22021	53546	D	1

Site Information

Site 1

Water Supply:	Sewer Type:	Desirability:	Zoning Code: *	Used As:
(3) Comm/public	(3) Comm/public	(3) Normal		(E03) Profssnl off

Commercial / Industrial / Utility Building Information

Site 1, Section 1, No. 1

Year Built:	No. Stories:	Gross Floor Area:	Boeck Model:	
1983	0	10,810	(0223) 2-4 sty office load sup	

Air Cond. %:	Sprinkler %:	Alarm %:	No. Elevators:	Basement SF:
0	0	0	0	3,600

Number Identical:	Condition Code:	Constr. Qual:

0	-

Commercial Rental Information

Site 1, Use 1

Used As:			Unit Code:	Total Rent Area:	Total Units:
(E03) Profssnl off			-	10,810	0
Area 1 Bed. Apts.:	**Area 2 Bed. Apts.:**	**Area 3 Bed. Apts.:**	**No. 1 Bed. Apts:**	**No. 2 Bed. Apts:**	**No. 3 Bed. Apts:**
0	0	0	0	0	0

Special District Information

Special District: GP000

Special District Name:	Primary Units:	Ad Valorem Value:
Greater Pok Lib Dist	0	$343,200

ABSOLUTELY NO ACCURACY OR COMPLETENESS GUARANTEE IS IMPLIED OR INTENDED. ALL INFORMATION ON THIS MAP IS SUBJECT TO CHANGE BASED ON A COMPLETE TITLE SEARCH OR FIELD SURVEY.

***Please see the Dutchess County Zoning Map for the most up-to-date zoning information.**

This report was produced using ParcelAccess on 8/9/2024. Developed and maintained by OCIS - Dutchess County, NY.

Parcel Number
131300-6162-77-092041-0000

Parcel Location
51 Cannon St

Municipality
Poughkeepsie City

Owner Name
Mental Health America of *(P)*

Primary Owner Mailing Address
253 Mansion St
Ste 201
Poughkeepsie, NY 12601



Parcel Details

Lot Size (acres):	0.19 Ac (c)	**Split Town:**	-
Filed Map:	-	**Agri. District:**	None
File Lot #:	-	**School District:**	(131300) Poughkeepsie City SD
Land Use Class:	(464) Office bldg.		

Assessment Information (Current)

Land:	Total:	County Taxable:	Town Taxable:	School Taxable:	Village Taxable:
$71,000	$785,900	$0	$0	$0	$0

Tax Code:	Roll Section:	Uniform %:	Full Market Value:
N (Non-Homestead)	8 (Wholly Exempt)	100	$785,900

Tentative Roll:	Final Roll:	Valuation Date:
5/1/2024	7/1/2024	7/1/2023

Last Sale / Transfer

Sale Price:	Sale Date:	Deed Book:	Deed Page:	Sale Condition:	No. Parcels:
$900,000	6/19/2024	22024	51923	J	1

Site Information

Site 1

Water Supply:	Sewer Type:	Desirability:	Zoning Code: *	Used As:
(3) Comm/public	(3) Comm/public	(1) Poor		(Z34) Benev assoc

Commercial / Industrial / Utility Building Information

Site 1, Section 1, No. 1

Year Built:	No. Stories:	Gross Floor Area:	Boeck Model:	
1960	0	8,160	(0223) 2-4 sty office load sup	
Air Cond. %:	**Sprinkler %:**	**Alarm %:**	**No. Elevators:**	**Basement SF:**
0	0	0	0	2,720
Number Identical:	**Condition Code:**	**Constr. Qual:**		

0		-

Commercial Rental Information

Site 1, Use 1

Used As:			Unit Code:	Total Rent Area:	Total Units:
(Z34) Benev assoc			-	8,160	0
Area 1 Bed. Apts.:	**Area 2 Bed. Apts.:**	**Area 3 Bed. Apts.:**	**No. 1 Bed. Apts:**	**No. 2 Bed. Apts:**	**No. 3 Bed. Apts:**
0	0	0	0	0	0

Exemption Information

Exemption: 25230

Exemption Name:	Amount:
NP Mental Imp	$785,900

ABSOLUTELY NO ACCURACY OR COMPLETENESS GUARANTEE IS IMPLIED OR INTENDED. ALL INFORMATION ON THIS MAP IS SUBJECT TO CHANGE BASED ON A COMPLETE TITLE SEARCH OR FIELD SURVEY.

***Please see the Dutchess County Zoning Map for the most up-to-date zoning information.**

This report was produced using ParcelAccess on 8/9/2024. Developed and maintained by OCIS - Dutchess County, NY.

APPENDIX B

IPaC resource list

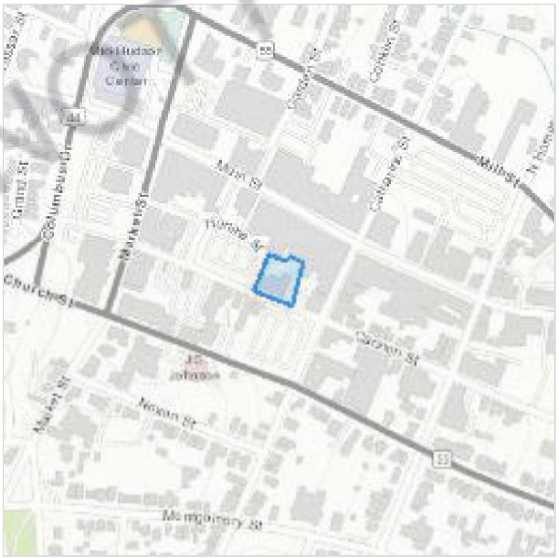
This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

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Location

Dutchess County, New York



Local office

New York Ecological Services Field Office

(607) 753-9334
(607) 753-9699
fw5es_nyfo@fws.gov

3817 Luker Road
Cortland, NY 13045-9385

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

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Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

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For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the

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probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

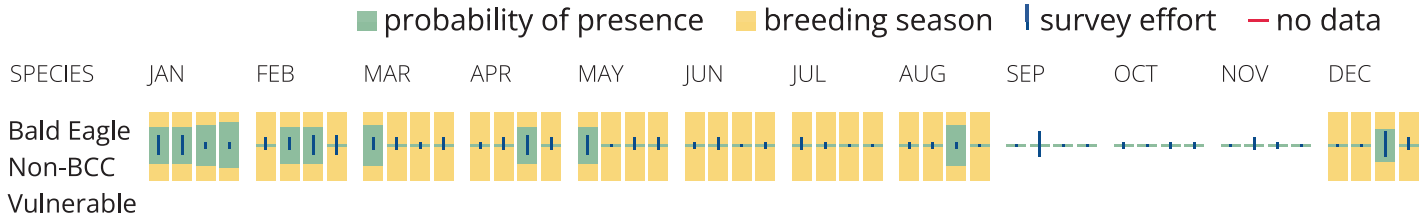
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km

grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply). To see a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

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Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/ documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31

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Belted Kingfisher *Megaceryle alcyon* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 15 to Jul 25
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Blue-winged Warbler *Vermivora cyanoptera* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 1 to Jun 30
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Canada Warbler *Cardellina canadensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Aug 10
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere

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Prairie Warbler Setophaga discolor This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Red-headed Woodpecker Melanerpes erythrocephalus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rose-breasted Grosbeak Pheucticus ludovicianus This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 15 to Jul 31
Wood Thrush Hylocichla mustelina This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

NOT FOR CONSULTATION

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey

events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

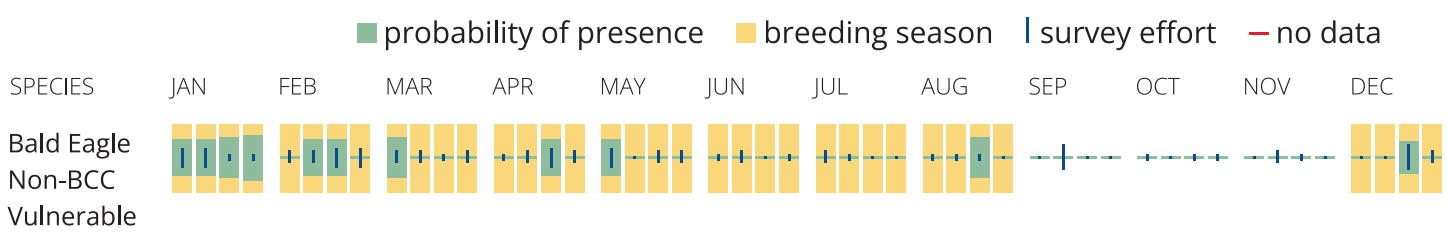
Breeding Season (▬)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

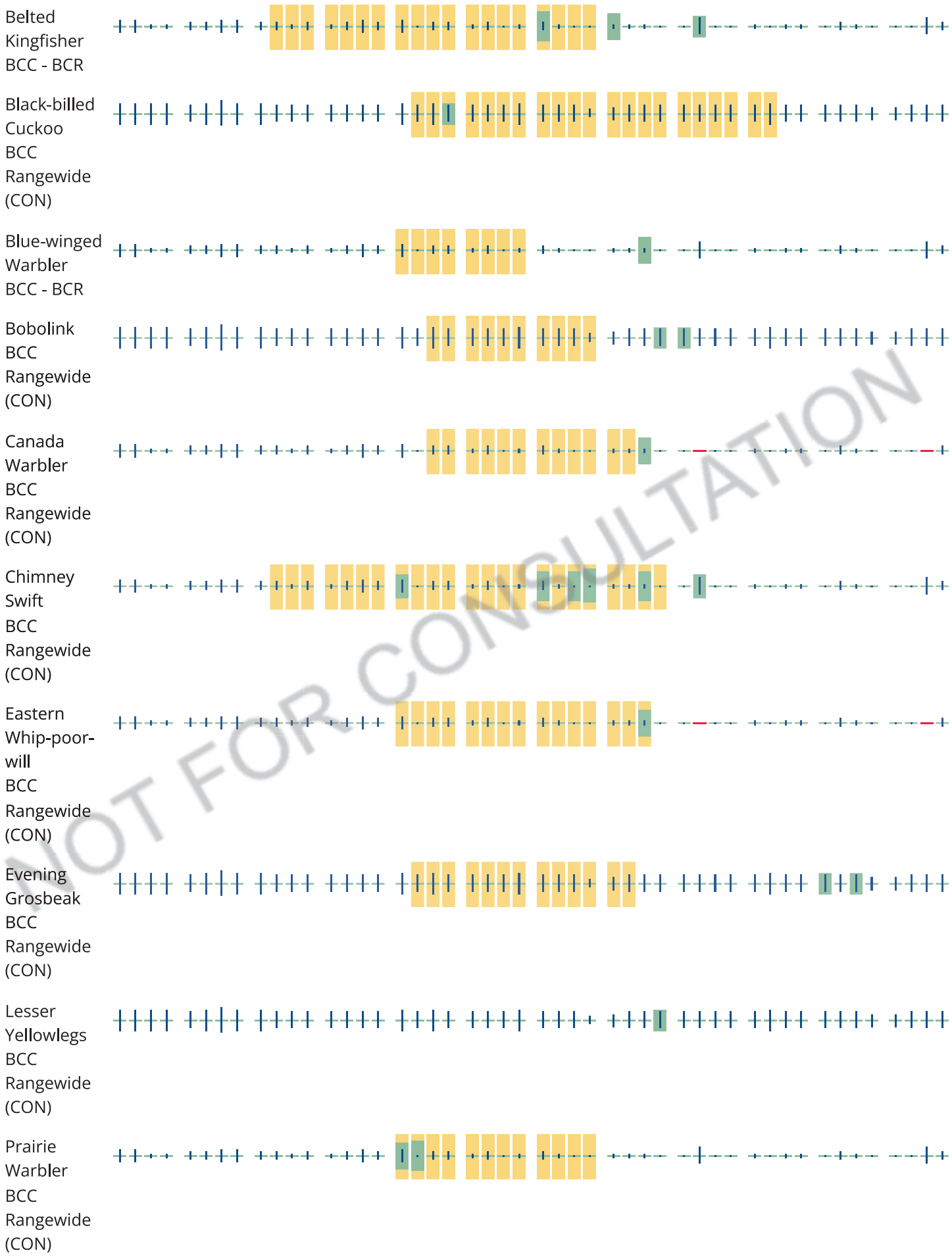
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

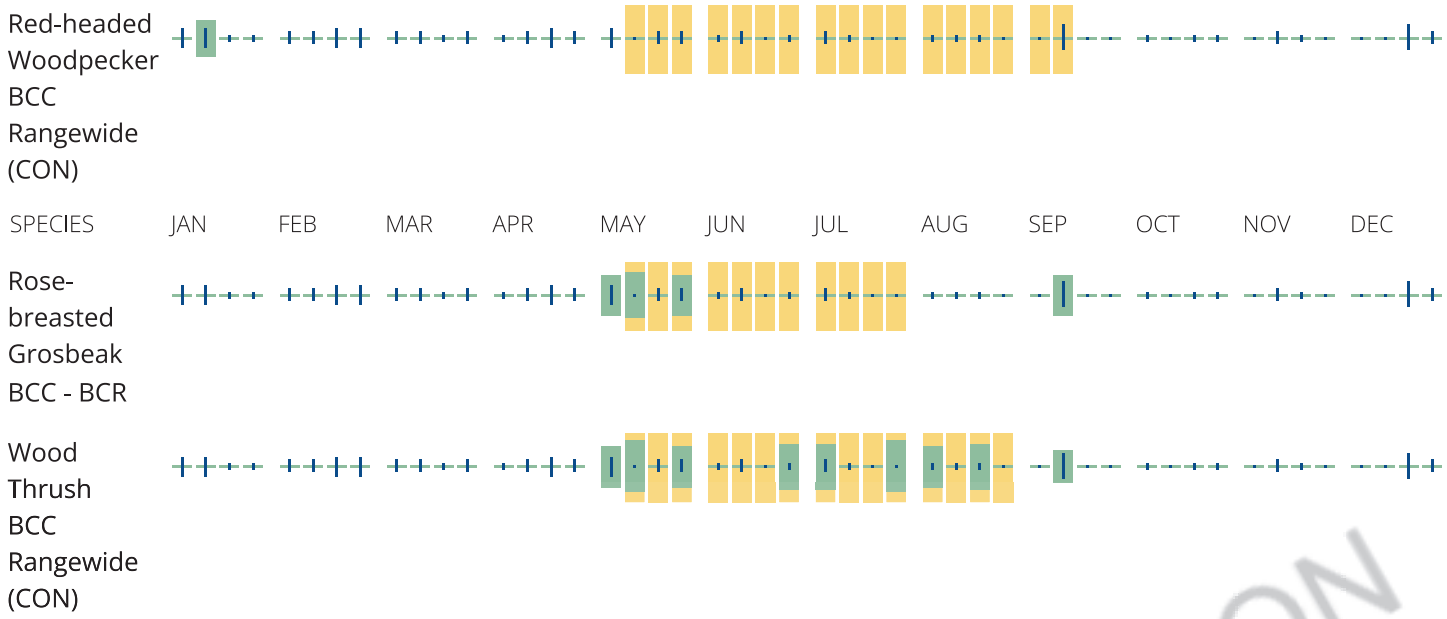
Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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NOT FOR CONSULTATION



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

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What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that

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may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

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Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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APPENDIX C

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at DECInfoLocator

Administrative Information

Site Name: Wallace Campus
Site Code: C314134
Program: Brownfield Cleanup Program
Classification: A
EPA ID Number:

Location

DEC Region: 3
Address: 319, 325, 327-329 & 331 Main Street
City: Poughkeepsie Zip: 12601
County: Dutchess
Latitude: 41.703661111
Longitude: -73.925775
Site Type:
Estimated Size: 2.48 Acres

Site Owner(s) and Operator(s)

Current Owner Name: Key Main LLC
Current Owner(s) Address: 80 Washington Street, Suite 400
Poughkeepsie,NY, 12601
Current Owner Name: IIC Properties Inc.
Current Owner(s) Address: 14 Catherine Street
Poughkeepsie,NY, 12601
Current Owner Name: Wallace Campus Manager LLC
Current Owner(s) Address: 48-02 25th Ave, Suite 400
Astoria,NY, 11103

Site Document Repository

Name: Adriance Memorial Library

Address: 93 Market Street
Poughkeepsie,NY 12601

Site Description

Location: The site consists of the entirety of the contiguous parcels known as 319 Main Street (Block 77, Lot 114098); 325 Main Street (Block 77, Lot 109079), 327-329 Main Street (Block 7, Lot 109077), and 331 Main Street (Block 78, Lot 127091), City of Poughkeepsie, New York. The site is a 2.48-acre commercial property, which is abutted by Mill Street to the north and Main Street to the south. Site Features: The southern portion of 319 Main Street currently contains a two-story building (former restaurant and club), 325 and 327-329 Main Street lots each contain a four-story building with rear two-story sections (former bookstore and residence, and active office building, respectively), and the southern/central portions of 331 Main Street contain a four-story building with a three-story section to the east, utilized for offices and light manufacturing. The remaining northern portions of 319 and 331 Main Street contain paved parking areas, walkways, and yards. Current Zoning and Land Use: The site tax lots are zoned C-2, central commercial district (residential use is excluded), and portions of the site fall within the Poughkeepsie Innovation District (PID) Historic Core and Urban Village Zones.The site consists of a several vacant and active commercial and light manufacturing uses, located on four tax lots. Past Use of the Site: The site, first developed prior to 1887, has primarily been a commercial site with some limited residential use. The most significant commercial uses are generally associated with 331 Main Street, including automotive repair, machining operations, furniture finishing, laundry activities, and use of gasoline USTs. A limited Phase II Subsurface Investigation performed in 2013 for the northeastern portion of 331 Main Street did not document any storage tanks or contaminated soil, but elevated levels of lead were found in groundwater at 331 Main Street. The buildings at 319 Main Street and 325 Main Street are currently vacant; 327-329 Main Street building is currently in use as an office building and 331 Main Street is in use as an office building and for light manufacturing. Site Geology and Hydrogeology: State geological data indicate that local soils are likely to be derived from glacial till deposits, which overlie metamorphic bedrock. Soils observed during subsurface investigations generally consisted of variable-texture fill (unsorted sand containing debris, primarily brick and concrete, with some coal and ash) to approximately 1 to 7 feet bgs, underlain by sands with gravel to depths of 15 feet bgs, with two borings showing layers of clayey-silt below 12 feet bgs. Soils generally below 8 feet bgs appeared to be native, undisturbed material. Bedrock was not encountered. Groundwater was documented in wells at approximately 15 to 17 feet below the casings and direction of flow was determined to be easterly.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

acetone
benzo(a)anthracene
benzo(a)pyrene
benzo(b)fluoranthene
benzo(k)fluoranthene
chrysene
copper
indeno(1,2,3-cd)pyrene
lead
manganese
mercury
methylene chloride
nickel
perfluorooctane sulfonic acid
perfluorooctanoic acid
sodium
zinc

Site Environmental Assessment

Soil and groundwater samples were analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), pesticides, metals, cyanide, and the emerging contaminants per-and poly fluoroalkyl substances (PFAS) and 1,4-dioxane. Soil vapor samples were analyzed for VOCs. Based on investigations conducted to date, the primary contaminants of concern include SVOCs and metals in soil, typical of historic fill. Soil - A total of 29 soil samples were collected during the remedial investigation from 19 borings extending 20 feet below ground surface (bgs). Bedrock was encountered at depths ranging from 41 to 62 feet bgs according to a 2020 geotechnical report. Several constituents were identified at concentrations that exceed their Unrestricted Soil Cleanup Objectives (USCOs). The following is a list of those compounds and the maximum exceedance: Acetone 0.065 parts per million (ppm) vs USCO of 0.05 ppm, methylene chloride 0.051 vs USCO of 0.05 ppm, benzo(a)anthracene 5.96 ppm vs USCO of 1 ppm, benzo(a)pyrene 5.15 ppm vs USCO of 1 ppm, benzo(k)fluoranthene 3.62 ppm vs USCO of 0.8 ppm, benzo(b)fluoranthene 3.24 ppm vs USCO of 1 ppm, chrysene 6.67 ppm vs USCO of 1 ppm, dibenzo(a,h)anthracene 0.964 ppm vs USCO of 0.33 ppm, indeno(1,2,3-cd)pyrene 2.72 ppm vs USCO of 0.5 ppm,

copper 330 ppm vs USCO of 50 ppm, lead 1,530 ppm vs USCO of 63 ppm, manganese 1,670 ppm vs USCO of 1,600, mercury 3.33 ppm vs USCO of 0.18 ppm, nickel 33.8 ppm vs USCO of 30 ppm, zinc 960 ppm vs USCO of 109 ppm. There was a minimal USCO exceedance for manganese and thus manganese is not a contaminant of concern at this site. Acetone and methylene chloride were detected at a concentration above USCO in one sample. However, acetone and methylene chloride are common laboratory artifacts, and they are not considered contaminants of concern at this site. Pesticides, cyanide, and PCBs and 1,4-dioxane were non-detect in all soil samples. PFOA, PFOS, and other PFAS compounds were detected in on-site soils but were all below their unrestricted use guidance values and thus are not considered contaminants of concern for this site. Soil contamination is not expected to migrate off-site. Groundwater - A total of 3 groundwater wells were installed in overburden groundwater and analyzed for VOCs, SVOCs, PCBs, pesticides, metals and cyanide as well as the emerging contaminants PFAS and 1,4-dioxane. The metals manganese and sodium were detected in at least one groundwater sample in exceedance of groundwater standards. However, these metals are naturally occurring and/or typically related to road salt application and are therefore not considered contaminants of concern at this site. VOCs, SVOCs, PCBs, pesticides, cyanide, and 1,4-dioxane were non-detect or below standards. While lead was detected in groundwater (unfiltered sample) in the 2013 Phase 2 investigation, it was not detected in filtered or unfiltered groundwater samples during the Remedial Investigation and is therefore not considered a contaminant of concern in groundwater. For per- and polyfluoroalkyl substances (PFAS), perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS) were reported in the most upgradient monitoring well at concentrations of 30.2 and 10.8 parts per trillion (ppt), respectively, exceeding the 10 ppt screening levels for groundwater for each. Perfluorobutanesulfonic acid (PFBS) was detected in the same well at 1,600 ppt exceeding the 100 ppt screening level. These data indicate that the site is not a source of PFAS to groundwater. PFAS was not detected in other wells on the site, though over time, the PFAS-contaminated groundwater flowing onto the site has the potential of migrating off-site. Soil Vapor - A total of 4 sub-slab soil vapor and 4 co-located indoor air samples and 2 additional soil vapor samples were collected from locations throughout the site. Low levels of the chlorinated solvents 1,1,1-trichloroethane with a maximum detection of 0.475 micrograms per cubic meter (ug/m3), tetrachloroethene with a maximum detection of 0.542 ug/m3, carbon tetrachloride with a maximum detection of 0.61 ug/m3, and vinyl chloride with a maximum detection of 0.877 ug/m3 were detected in on-site soil vapor and/or indoor air. Based on the 2006 Guidance for Evaluating Soil Vapor Intrusion in NYS, with updates, no further action is needed to address potential exposures via soil vapor intrusion in all cases. Off-site migration of soil vapor contamination is not a concern.

Site Health Assessment

People who dig below the ground surface may come into contact with contaminants in subsurface soil. Contaminated groundwater at the site is not used for drinking or other purposes and the site is served by a public water supply that obtains water from a different source not affected by this contamination. Volatile organic compounds in the groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. Environmental sampling indicates soil vapor intrusion is not a concern for on-site or off-site locations.

For more Information: E-mail Us

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NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at DECInfoLocator

Administrative Information

Site Name: CH - Bayeaux Street Poughkeepsie MGP
Site Code: 314071
Program: State Superfund Program
Classification: C
EPA ID Number:

Location

DEC Region: 3
Address: Main Street and North Perry Street
City: Poughkeepsie Zip: 12601
County: Dutchess
Latitude: 41.706217571
Longitude: -73.932790146
Site Type:
Estimated Size: 1.2 Acres

Site Owner(s) and Operator(s)

Current Owner Name: ADMIRAL HALSEY SENIOR VILLAGE INCORPORATED
Current Owner(s) Address: MAIN STREET AND NORTH PERRY STREET
POUGHKEEPSIE,NY, 12601

Site Description

Site was given a class of R. Decision was made on 3/12/07 to classify as N. Reclassified to C. This was the site of a small MGP on Main Street and North Perry Street in Poughkeepsie. A senior citizens housing development occupies the site today. The site is included in a multi-site

Consent Order #D3-0134-89-05 1/12/90. A Site Assessment (PSA) was performed in 1990. No significant MGP waste material was found, and an NFA letter was sent on 03/12/07. As DER's experience with MGP sites grew, a few data gaps were identified in the original PSA. Central Hudson completed additional investigation work in 2006 to more completely cover the full footprint of the site with borings and test pits. The additional work confirmed the original conclusion that no significant MGP waste was present at the site. A letter stating this conclusion was issued on 03/12/07.

Site Environmental Assessment

The 1990 PSA found little evidence of MGP wastes in the subsurface. Additional work conducted in 2006 addressed potential data gaps in the original PSA. This second round of work also failed to detect significant levels of contamination.

Site Health Assessment

No contact with site-related contaminants is expected.

For more Information: E-mail Us

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Environmental Site Remediation Database Search Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at DECInfoLocator

Administrative Information

Site Name: HRH Lead Abatement Site
Site Code: 314122
Program: State Superfund Program
Classification: A
EPA ID Number:

Location

DEC Region: 3
Address: 55 Garden Street
City: Poughkeepsie Zip: 12601
County: Dutchess
Latitude: 41.705761
Longitude: -73.925741
Site Type:
Estimated Size: 0.17 Acres

Site Owner(s) and Operator(s)

Current Owner Name: HRH Neighborhood Development Fund Company
Current Owner(s) Address: 313 Miller Street
Poughkeepsie,NY, 12601

Site Description

Location: The site is located at 55 Garden Street in the City of Poughkeepsie, Dutchess County. Site Features: The 0.17 acre site includes a single family home with small front and rear yards. Current Zoning and Land Use: The site is currently zoned and in use as a single

family residence. Past Use of the Site: The site was a single family residence that was abated for lead paint as part of a rehabilitation project. Site Geology and Hydrogeology:

Site Environmental Assessment

The primary contaminant associated with the site is lead, which resulted from the abatement of lead paint as part of the rehabilitation of the structure. All lead resulting from the abatement was containerized and properly disposed off-site.

For more Information: E-mail Us

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Environmental Site Remediation Database Search Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at DECInfoLocator

Administrative Information

Site Name: "400 Block" Restoration Area
Site Code: B00148
Program: Environmental Restoration Program
Classification: C
EPA ID Number:

Location

DEC Region: 3
Address: 413-441 Main St
City: Poughkeepsie Zip: 12601
County: Dutchess
Latitude: 41.70237425
Longitude: -73.92231127
Site Type:
Estimated Size: 1.7 Acres

Institutional And Engineering Controls

Control Type:
Deed Restriction

Control Elements:
Landuse Restriction
Cover System
Alternate Water Supply
Soil Management Plan
Vapor Mitigation

Site Owner(s) and Operator(s)

Current Owner Name: CITY OF POUGHKEEPSIE

Current Owner(s) Address: CITY HALL, P.O. BOX 3000
POUGHKEEPSIE,NY, 12601

Site Description

Location: The “400 Block” Restoration Area Site is located at 413-441 Main Street, in Poughkeepsie, Dutchess County, New York on an irregularly shaped 1.7-acre parcel. The Site is located on the northern side of Main Street and the southern side of Mill Street. Site Features: The property contains three, 3-story structures that occupy the entirety of the property’s southern frontage along Main Street. The southern portion of the property is developed with multi-story brick and wood structures, in which portions of these buildings are partially collapsed. These structures are currently vacant. Historically, these buildings were used for retail, commercial and residential purposes. The central western portion of the property is comprised of an unpaved parking area with overgrown trees and grass. A concrete loading dock extends south from a multi-story brick building located in the north-western portion of the property. An unpaved vacant lot comprised of overgrown lawn is located in the eastern portion of the property. All structures contain ground floor residential and retail commercial uses. The Site is served by storm sewers, sanitary sewers and public water. No surface water is present at the Site. Fall Kill Creek is located approximately 200 feet north of the Site, and the Hudson River is located approximately 1 mile west of the Site. Current Zoning and Land Use: The Site’s general location is in an urban setting and is presently zoned as commercial land. The surrounding parcels are currently used for a combination of residential and commercial purposes. Manufacturing uses prior to World War II include the production of carriage mountings, fur hats, clothing, sheet metal and brass. During the period 1950-1980, portions of the Site were used for automotive repair, a machine shop, wholesale electrical supply, clothing manufacture, and residences. Past Use of the Site: In 1979, several parcels along Mill Street were acquired by Lomasney Combustion Inc. for the installation and service of oil-fired boilers. This operation included the storage and use of fuel oils, machine lubricants, hydraulic oils, and, possibly, waste oils. This operation may have also been associated with the handling of mercury switches and thermostats, as well as other electrical equipment containing PCBs. These activities continued until 1986. In 1998 the Site was acquired by the City of Poughkeepsie for construction of multi-family homes. A preliminary environmental site assessment was conducted on behalf of the City of Poughkeepsie in 1998. This assessment identified the presence of unregistered above ground storage and underground petroleum storage tanks, and the potential for asbestos- and lead- containing building materials. Test pits and soil borings confirmed the presence of subsurface petroleum

contamination in the area of underground storage tanks, and identified lead, cadmium, PCBs, and Polycyclic Aromatic Hydrocarbons (PAHs) in the soil floor of the Lomasney Building. Site Geology and Hydrogeology: The upper layer of Site soils was found to be urban fill consisting of sand, silt, and cobbles, but also including cinders, coal, and brick fragments. At depths ranging from 4 to 6 feet, a thin layer of organic soil was encountered, followed by a layer of silt containing varying amounts of clay and sand. Shale bedrock was encountered at depths ranging from 13 to 17 feet beneath the Site. Groundwater is generally found at depths ranging from 3 to 6 feet beneath the Site, flowing in a westerly direction towards the Hudson River.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

Site Environmental Assessment

Remediation at the site is complete. Prior to the remediation the primary contaminants of concern at the site are PCBs, mercury and PAH's in the soil, soil vapor and groundwater. Remedial actions have successfully achieved soil cleanup objectives for commercial use. Residual contamination in the soil, soil vapor, and groundwater are being managed under a Site Management Plan.

Site Health Assessment

Soil removal actions have been completed to remove contaminated material found in surface soils. A cover system, consisting of building foundation, clean soils, concrete or asphalt, is in place to prevent contact with any remaining underlying contamination. People are not drinking the contaminated groundwater because the area is served by a public water supply that is not affected by this contamination. An active sub-slab depressurization system (systems that ventilate/remove the air beneath the building) is no longer needed in one on-site commercial and one residential building since soil vapor intrusion is longer a potential concern.

For more Information: E-mail Us

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NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at DECInfoLocator

Administrative Information

Site Name: Queen City Lofts
Site Code: C314125
Program: Brownfield Cleanup Program
Classification: C
EPA ID Number:

Location

DEC Region: 3
Address: 178-188 Main Street and 11 South Bridge Street
City: Poughkeepsie Zip: 12601
County: Dutchess
Latitude: 41.704788889
Longitude: -73.932219444
Site Type:
Estimated Size: 1.051 Acres

Institutional And Engineering Controls

Control Type:
Environmental Easement

Control Elements:
Landuse Restriction
Cover System
Soil Management Plan
Ground Water Use Restriction
Monitoring Plan
IC/EC Plan
Site Management Plan
Building Use Restriction

Site Owner(s) and Operator(s)

Current Owner Name: The QCL on Main Limited Partnership
Current Owner(s) Address: 34 Clayton Boulevard
Baldwin Place,NY, 10505

Site Document Repository

Name: Poughkeepsie Public Library District
Address: 93 Market Street
Poughkeepsie,NY 12601

Site Description

Location: The site consists of a portion of one tax lot located at 178-188 Main Street, City of Poughkeepsie, Dutchess County, New York. The site is an irregular shaped, approximately 1.051 acre parcel, which has 236 feet of frontage on the southern side of Main Street and 190 feet of frontage on the eastern side of South Bridge Street. Site Features: The property currently contains a four story mixed use building with restricted residential and commercial uses and an asphalt parking lot. The ground generally slopes from the northwest corner of the site to the southeast. Current Zoning and Land Use: The site is zoned C-2 (Commercial with allowances for mixed-used buildings). Past Use of the Site: The site was used for various industrial, commercial, and residential purposes, including a machine shop and laundry facility, from as early as 1887 until the early to mid-1980s when most of the former on-site structures were demolished. In 1973 a fire gutted several of the existing buildings on the site. Site Geology and Hydrogeology: Soils have been reworked by excavation and the construction and demolition of prior buildings on the site. They consist of well drained brown to gray sands, which overlie brown loamy clays. Shallow groundwater in the vicinity of the property follows overall surficial topography and flows to the southwest, toward the Hudson River. Groundwater was encountered between 10 and 12 feet below the ground.

Summary of Project Completion Dates

Projects associated with this site are listed in the Project Completion Dates table and are grouped by Operable Unit (OU). A site can be divided into a number of operable units depending on the complexity of the site and the number of issues associated with a site. Sites are often divided into operable units based on the media to be addressed (such as groundwater or contaminated soil), geographic area, or other factors.

Project Completion Dates

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

1,2,4-trimethylbenzene
benzo(a)anthracene
ethylbenzene
lead
mercury
n-propylbenzene
xylene (mixed)

Site Environmental Assessment

Nature and Extent of Contamination: Remediation at the site is complete. Remedial actions have successfully achieved soil cleanup objectives for restricted residential use. Residual contamination in the soil, groundwater, and soil vapor is being managed under a Site Management Plan. Prior to remediation, the primary contaminants of concern were mercury, lead, and benzo(a)anthracene in soil, lead and ethylbenzene in groundwater, and tetrachloroethene in soil vapor.

Site Health Assessment

Measures are in place to control the potential for coming in contact with remaining residual contamination in subsurface soil, groundwater and soil vapor.

For more Information: E-mail Us

Refine This Search

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at DECInfoLocator

Administrative Information

Site Name: 19, 21, & 23 Academy Street
Site Code: C314126
Program: Brownfield Cleanup Program
Classification: A
EPA ID Number:

Location

DEC Region: 3
Address: 19, 21, & 23 Academy Street
City: Poughkeepsie Zip: 12601
County: Dutchess
Latitude: 41.701983333
Longitude: -73.925652778
Site Type:
Estimated Size: 0.216 Acres

Site Owner(s) and Operator(s)

Current Owner Name: PoK 23 Acad, LLC
Current Owner(s) Address: 333 Park Avenue South, Suite 4E
New York,NY, 10010
Current Owner Name: PoK Academy, LLC
Current Owner(s) Address: 93 Fourth Ave #1289
New York,NY, 10276

Site Document Repository

Name: Poughkeepsie Public Library
Address: 93 Market Street
Poughkeepsie,NY 12601

Site Description

Location: The site is located in an urban area at 19, 21 and 23 Academy Street in the City of Poughkeepsie, Dutchess County. The site is an irregular-shaped, 0.216-acre parcel which has 90 feet of frontage on the eastern side of Academy Street. Site Features: The site currently contains two, multi-story, commercial, residential and mixed-use (commercial and residential) buildings with a small, rear gravel parking lot, located at 21 and 23 Academy Street. 23 Academy Street also has an existing excavation for a future elevator base and utilities. Both buildings are currently vacant but are undergoing extensive renovation activities. The structure formerly on 19 Academy Street was damaged, torn down, and the parcel is currently vacant with a grassy surface. Current Zoning and Land Use: The site properties are zoned C-2, Central Commercial District and consists of two vacant buildings that were previously utilized for commercial and residential uses. Past Uses of the Site: The site was developed sometime prior to 1887 and has a long history of commercial uses, including the operation of a garage and machine shop, dry cleaning and printing facilities, paint storage area, and tire vulcanization. The portion of the site at 21 Academy Street is listed on the was formerly in the Environmental Protection Agency's Resource Conservation and Recovery Act identified by generator number NYD106619604 as a site formerly handling halogenated solvents (likely due to historical dry-cleaning operations). Site Geology and Hydrogeology: Subsurface soils generally consist of sandy fill to a depth of 4 to 5 feet below ground surface (bgs), overlying native variable texture sands and underlying silts. Soil under the basement slabs (to a depth of 2 feet, corresponding to approximately 12 feet below the sidewalks) consisted of sand overlying silt or silty clay. Competent or weathered bedrock was encountered from approximately 32 to 39 feet bgs during installation of monitoring wells (MW-02D, MW-03D, MW-07D and MW-09D). Wet to saturated soil was generally encountered in soil borings in the 9 to 15 feet bgs interval. Depth to groundwater (from top of well casings) during groundwater sampling ranged from approximately 10 to 13 feet bgs, with groundwater elevations ranging from 162.51 (MW-03D) to 165.11 (MW-10) feet above mean sea level (amsl). The direction of groundwater flow, based on static depth to water during sampling in September 2021, has been inferred to be east-southeast.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

arsenic

benzo(a)anthracene
benzo(a)pyrene
benzo(b)fluoranthene
benzo(k)fluoranthene
chrysene
cis-1,2-dichloroethene
copper
dibenz[a,h]anthracene
indeno(1,2,3-cd)pyrene
lead
mercury
perfluorooctane sulfonic acid
perfluorooctanoic acid
tetrachloroethene (PCE)
trichloroethene (TCE)

Site Environmental Assessment

Soil and groundwater samples were analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), pesticides, metals, cyanide, and the emerging contaminants per-and poly fluoroalkyl substances (PFAS) and 1,4-dioxane. Soil vapor samples were analyzed for VOCs. Based on investigations conducted to date, the primary contaminants of concern include VOCs, SVOCs, metals, and PFAS in soil; VOCs and PFAS in the groundwater; and VOCs in soil vapor. Soil - A total of 14 soil samples were collected during the remedial investigation from overburden beneath the site. Several constituents were identified at concentrations that exceed their Restricted Residential Soil Cleanup Objectives (RRSCOs). The following is a list of those compounds and their maximum exceedances: tetrachloroethene (PCE) 160 parts per million (ppm) (RRSCO of 19 ppm), benzo(a)anthracene 10.2 ppm (RRSCO of 1 ppm), benzo(a)pyrene 18.1 ppm (RRSCO of 1 ppm), benzo(k)fluoranthene 14.8 ppm (RRSCO of 3.9 ppm), benzo(b)fluoranthene 16.6 ppm (RRSCO of 1 ppm), chrysene 12 ppm (RRSCO of 3.9 ppm, dibenzo(a,h)anthracene 4.08 ppm (RRSCO of 0.33 ppm), indeno(1,2,3-cd)pyrene 10.2 ppm (RRSCO of 0.5 ppm), copper 424 ppm (RRSCO of 270 ppm), lead 1,960 ppm (RRSCO of 400 ppm), mercury 7.94 ppm (RRSCO of 0.81 ppm), arsenic 21 ppm (RRSCO of 16 ppm). PCE also exceeded the protection of groundwater (PGW) SCO of 1.3 ppm PCE breakdown products were not found in on-site soils above PGWSCOs. PCBs and Pesticides were found in on-site soils above their unrestricted soil cleanup objectives (USCOs), but below the RRSCOs. Cyanide was detected but below the USCOs in on-site soils and 1,4-dioxane was not detected.

Perfluorooctanesulfonic acid (PFOS) was detected in soil samples collected throughout the site at levels typically below 1 part per billion (ppb); however, two samples exceeded the anticipated protection of groundwater PFOS guidance value of 3.7 ppb, at concentrations of 44.9 and 100 ppb. Perfluorooctanoic acid (PFOA) was also detected in samples collected throughout the site with a maximum detection of 2.97 ppb compared to the anticipated PGW guidance value of 1.1 ppb. Data does not indicate any off-site impacts in soil. Groundwater – A total of twelve monitoring wells were installed during the remedial investigation. The following VOCs were identified exceeding their groundwater standards: PCE at 950 ppb (Ambient Water Quality Standards (AWQS) of 5 ppb), trichloroethene (TCE) at 32 ppb (AWQS of 5 ppb), cis-1,2-dichlorothene (cis-1,2-DCE) at 31 ppb (AWQS of 5 ppb), chloroethane at 5.5 ppb (AWQS of 5 ppb), and chloromethane at 15 ppb (AWQS of 5 ppb). The concentrations of sodium, manganese, and magnesium appear to be background levels with no distinction between upgradient and downgradient monitoring wells. These compounds are typically naturally occurring or related to road salt application. For PFAS, perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS) were reported at concentrations of up to 120 and 101 parts per trillion (ppt), respectively, exceeding the groundwater standard of 6.7 ppt and 2.7 ppt, respectively. SVOCs, 1,4-dioxane, PCBs, and pesticides were detected in various monitoring wells, but below standards. Groundwater is migrating off-site based on samples collected in off-site monitoring wells containing levels of VOCs in exceedance of their groundwater standards. Soil Vapor - Three soil vapor and four sub-slab soil vapor samples were collected from locations across the site. Elevated levels of chlorinated VOCs (CVOCs) were detected in all samples. The following is a list of compounds and their maximum detections: PCE 42,700 micrograms per cubic meter (ug/m3), TCE 3,330 ug/m3, and cis-1,2-DCE 730 ug/m3. Soil vapor impacts extend off-site as evidenced from soil vapor intrusion sampling associated with the off-site State Superfund project (C314126A).

Site Health Assessment

People will not come into contact with contaminated soil since the site is covered with buildings and pavement. People are not drinking the contaminated groundwater because the area is served by a public water supply that is not affected by this contamination. Volatile organic compounds in the groundwater and/or soil may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings, is referred to as soil vapor intrusion. The site is vacant so inhalation of site contaminants in indoor air via soil vapor intrusion in not a current concern. However, the potential exists for inhalation of site contaminants due to soil vapor intrusion for any future on-

site development. Environmental sampling indicates soil vapor intrusion is a concern for off-site buildings. Additional off-site sampling for soil vapor intrusion is recommended.

For more Information: E-mail Us

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NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at DECInfoLocator

Administrative Information

Site Name: 19, 21, & 23 Academy Street - Off-site
Site Code: C314126A
Program: Brownfield Cleanup Program
Classification: A
EPA ID Number:

Location

DEC Region: 3
Address: 19, 21, & 23 Academy Street
City: Poughkeepsie Zip: 12601
County: Dutchess
Latitude: 41.701936521
Longitude: -73.92576556
Site Type:
Estimated Size: 0 Acres

Site Owner(s) and Operator(s)

Site Description

The area of concern subject to this work is considered off-site from BCP site C360141 and reflects the investigation and possible remediation of contamination that may have migrated from that site. Below is the current status of on-site information. Location: The site is located in an urban area at 19, 21 and 23 Academy Street in the City of Poughkeepsie, Dutchess County. The site is an irregular-shaped, 0.216-acre parcel which has 90 feet of frontage on the eastern side of Academy Street. Site Features: The site currently contains two, multi-story,

commercial, residential and mixed-use (commercial and residential) buildings. Both buildings are currently vacant. The buildings located at 23 Academy Street are undergoing extensive renovation activities. Current Zoning and Land Use: The site properties are zoned C-2, Central Commercial District and consists of three vacant buildings that were previously utilized for commercial and residential uses. Past Uses of the Site: The site was developed sometime prior to 1887 and has a long history of commercial uses, including the operation of a garage and machine shop, dry cleaning and printing facilities, paint storage area, and tire vulcanization. The portion of the Site at 21 Academy Street is listed on the RCRIS database as a site formerly handling halogenated solvents (likely due to historical dry cleaning operations). Site Geology and Hydrogeology: Soils on the subject properties are likely to be derived from glacial till deposits which overlie the Austin Glen Formation (consisting of greywacke and shale). The Urban Land soil series is likely to be located on the property. Subsurface soils consist of brown, variable texture sand and silty sand with gravel overlaying light brown and gray, wet, dense silty clay. Brick inclusions were observed in the 0 to 5 feet below surface grade (bsg) interval in the northeastern and west-central portions of the Site. Generally, soils deeper than 10 feet bsg appeared to be native, undisturbed material. Groundwater ranged between 10.5 to 13 feet bsg. Shallow groundwater flow in the vicinity of the property is inferred to be to the south. There are no surface water bodies, wet areas, or regulated wetlands on the property.

Site Environmental Assessment

The area of concern subject to this work is considered off-site from BCP site C360141 and reflects the investigation and possible remediation of contamination that may have migrated from that site. Below is the current status of on-site information and will be modified to show the off-site data once the site characterization is complete. Soil and groundwater samples were analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), pesticides, metals, cyanide, and the emerging contaminants per-and poly fluoroalkyl substances (PFAS) and 1,4-dioxane. Soil vapor samples were analyzed for VOCs. Based on investigations conducted to date, the primary contaminants of concern include VOCs, SVOCs, metals, and PFAS in soil and VOCs and PFAS in the groundwater, and VOCs in soil vapor. Soil - A total of 14 soil samples were collected during the remedial investigation into overburden beneath the site. Several constituents were identified at concentrations that exceed their Restricted Residential Soil Cleanup Objectives (RRSCOs). The following is a list of those compounds and the

exceedance ranges: tetrachloroethene (PCE) 160 parts per million (ppm) vs RRSCO of 19 ppm, benzo(a)anthracene 3.79-10.2 ppm vs RRSCO of 1 ppm, benzo(a)pyrene 3.42-18.1 ppm vs RRSCO of 1 ppm, benzo(k)fluoranthene 4.75-14.8 ppm vs RRSCO of 3.9 ppm, benzo(b)fluoranthene 2.9-16.6 ppm vs RRSCO of 1 ppm, chrysene 4.89-12 ppm vs RRSCO of 3.9 ppm, dibenzo(a,h)anthracene 0.71-4.08 ppm vs RRSCO of 0.33 ppm, indeno(1,2,3-cd)pyrene 2.2-10.2 ppm vs RRSCO of 0.5 ppm, copper 424 ppm vs RRSCO of 270 ppm, lead 587-1,960 ppm vs RRSCO of 400 ppm, mercury 2.79-7.94 ppm vs RRSCO of 0.81 ppm, arsenic 21 ppm vs RRSCO of 16 ppm. Emerging contaminants were detected in soil samples collected from the site. Perfluorooctanesulfonic acid (PFOS) was detected in samples collected throughout the site at lower levels typically below 1 parts per billion (ppb) with two samples showing eleveated concentrations of 44.9 and 100 ppb at the rear of the former drycleaner in the area of the PCE soil contaminaton. Perfluorooctanoic acid (PFOA) was detected in the same manner as PFOS described above at 2.97 ppb. Other PFAS compounds from the list of 21 analyzed were also elevated in the same two samples as compared to the other 15 samples that were analyzed for PFAS. It is not expected that on-site soils will migrate off-site. Groundwater - Six additional monitoring wells were installed on-site bringing the total to four on-site and eight off-site, but adjacent to the border. Several constituents were identified at concentrations that exceed their groundwater standard. The following is a list of those compounds and exceedance ranges: PCE 18-950 ppb vs groundwater standard (GA) of 5 ppb, trichloroethene (TCE) 5.2-32 ppb vs GA of 5 ppb, cis-1,2-dichlorothene (cis-1,2-DCE) 6.7-31 ppb vs GA of 5 ppb, chloroethane 5.5 ppb vs GA of 5 ppv, and chloromethane 15 ppb vs GA of 5 ppb. For PFAS, perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS) were reported at concentrations of up to 120 and 101 parts per trillion (ppt), respectively, exceeding the 10 ppt screening levels for groundwater for each. Other PFAS compounds of the 21 analyzed were seen at elevated levels which exceed the screening level for any one PFAS compound other than PFOA and PFOS above 100 ppt including the following: Perfluorobutanoic acid (PFBA) 278 ppt, Perfluoroheptanoic acid (PFHpA) 190 ppt, Perfluorohexanoic acid (PFHxA) 670 ppt, Perfluoropentanoic acid (PFPeA) 680 ppt. On-site groundwater is migrating off-site based on samples from off-site, downgradient monitoring wells showing levels of VOCs in exceedance of their groundwater standards. Soil Vapor - A total of seven soil vapor samples were collected from locations throughout the site. Elevated levels of chlorinated VOCs (CVOCs) were detected in sub-slab samples. The following is a list of compounds and their detected ranges: PCE 75-42,700 micrograms per cubic meter (ug/m3), TCE 29.8-3,330 ug/m3. cis-1,2-DCE 30-730 ug/m3. Elevated levels of these compounds in the sub-slab pose a soil vapor intrusion risk to the on-site structures. Soil vapor

impacts extend extend off-site as evidenced from off-site soil vapor intrusion sampling associated with the off-site State Superfund project.

Site Health Assessment

As information for this site becomes available, it will be reviewed by the NYSDOH to determine if site contamination presents public health exposure concerns.

For more Information: E-mail Us

Refine This Search

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Document Repository

Site-related documents are available for review through the DECInfo Locator on line at DECInfoLocator

Administrative Information

Site Name: Crannell Square
Site Code: C314130
Program: Brownfield Cleanup Program
Classification: C
EPA ID Number:

Location

DEC Region: 3
Address: 35 Catharine Street
City: Poughkeepsie Zip: 12601
County: Dutchess
Latitude: 41.703861111
Longitude: -73.924555556
Site Type:
Estimated Size: 1.109 Acres

Site Owner(s) and Operator(s)

Current Owner Name: Crannell Square Housing Development Fund Company, Inc.
Current Owner(s) Address: c/o Hudson River Housing, Inc., 313 Mill Street
Poughkeepsie,NY, 12601
Current Owner Name: Crannell Square Limited Partnership
Current Owner(s) Address: 57 Route 6, Suite 207
Baldwin Place,NY, 10505

Site Document Repository

Name: Poughkeepsie Public Library
Address: 93 Market Street
Poughkeepsie,NY 12601

Site Description

Location: The site is located at 35 Catharine Street in the City of Poughkeepsie, Dutchess County, New York, on a 1.109-acre parcel. The site is a portion of tax lot parcel: Section 6162, Block 78, Lot 157094. The site is a rectangular, with approximately 235 feet of frontage on the southern side of Mill Street (Route 44/55 arterial) and approximately 220 feet of frontage on the eastern side of Catharine Street. The site approximately 0.85 miles east of the Hudson River. Site Features: The site is currently being redeveloped into a multi-story apartment complex with a planned parking lot and landscaped areas. A majority of the structure has already been erected. Current Zoning and Land Use: The site is zoned C-2 (Central Commercial District). C-2 zoning allows for multiple dwellings in new structures at urban density (R-6), provided that the first floor is devoted to retail or service use. Currently, the site is used as a municipal parking lot. The surrounding properties are zoned for commercial uses. Past Use of the Site: The site has been used for commercial and residential purposes from as early as 1887 until circa 1960 when all former on-site structures were demolished. Previous uses included: an automotive repair facility, large private garage, warehouse, school, a hotel and multiple dwellings. Notable past commercial uses at adjoining properties and in the surrounding area include manufacturing and automotive repair facilities. The site was developed by the city as a municipal parking lot by 1963. Site Geology and Hydrogeology: Site soils consist of a fill layer extending to 4 feet below ground surface (bgs), overlying brown medium sands to a depth of approximately 10 feet bgs. Soils greater than 10 feet bgs generally consist of native clayey silt. No bedrock was encountered during the investigation of the site, which included borings to a depth of 20 feet bgs. Groundwater depth ranges from 13.3 to 15.4 feet below grade. Groundwater generally flows to the northeast. No waterbodies or wet areas are on the site or in the immediate vicinity of the site.

Summary of Project Completion Dates

Projects associated with this site are listed in the Project Completion Dates table and are grouped by Operable Unit (OU). A site can be divided into a number of operable units depending on the complexity of the site and the number of issues associated with a site. Sites are often divided into operable units based on the media to be addressed (such as groundwater or contaminated soil), geographic area, or other factors.

Project Completion Dates

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

arsenic
benzo(a)anthracene
benzo(a)pyrene
benzo(b)fluoranthene
benzo(k)fluoranthene
carbon tetrachloride
chloroform
chrysene
dibenz[a,h]anthracene
indeno(1,2,3-cd)pyrene
lead
mercury
tetrachloroethene (PCE)
trichloroethene (TCE)

Site Environmental Assessment

Remediation at the site is complete. Prior to remediation, the primary contaminants of concern included SVOCs and metals in soil, and VOCs in soil vapor. Remedial actions have successfully achieved soil cleanup objectives for unrestricted use. Prior to Completion of Remediation: Soil and groundwater samples were analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), metals, total petroleum hydrocarbons (TPH), pesticides, and the emerging contaminants per-and-polyfluoroalkyl substances (PFAS) and 1,4-dioxane. Soil vapor samples were analyzed for VOCs. Based on investigations conducted to date, the primary contaminants of concern include metals and polycyclic aromatic hydrocarbons (PAHs) in soil and VOCs in groundwater and soil vapor. Soil: A total of 44 soil samples were collected at 16 locations at depths ranging from 0 to 20 feet below ground surface (bgs). Several SVOCs and metals were identified in soils at concentrations that exceed their restricted residential soil cleanup objectives (RRSCOs) and unrestricted soil cleanup objectives (USCOs) including benzo[a]anthracene, benzo[a]pyrene, benzo[b]fluoranthene, benzo[k]fluoranthene, chrysene, dibenzo(a,h)anthracene, indeno(1,2,3-c,d)pyrene, lead, mercury, and arsenic. The highest concentration of an SVOC encountered was chrysene at a concentration of 7.77 parts per million (ppm) at a depth of 5 feet bgs compared to the RRSCO of 3.9 ppm. The highest concentrations of metals encountered were 3,110 ppm of lead at 3 feet bgs, compared to the RRSCO of 400, 3.94 ppm of mercury at 4 feet bgs compared to the RRSCO of 0.81 ppm, and

32.2 ppm of arsenic at 15 feet bgs compared to the RRSCO of 16. Metal exceedances were generally encountered within the top 5 feet bgs, with some deeper exceedances of arsenic extending up to 20 feet bgs. PFAS were detected in soil samples throughout the site to depths of 20 feet bgs. The greatest concentration of total PFAS encountered in soil was 1.54 parts per billion (ppb) at the 0-5 feet bgs interval. There were no VOCs, PCBs or pesticides detected in site soils. There is no indication that site-related soil contamination extends off-site. Groundwater: Groundwater samples were collected from six monitoring wells located throughout the site. The VOC chloroform was detected in one monitoring well in exceedance of groundwater standards at a concentration of 13 parts per billion (ppb), compared to the groundwater quality standard of 7 ppb; this is a common by-product of chlorination and may be indicative of leaking water lines in the area. The only other VOCs detected in groundwater were at trace levels as follows: carbon tetrachloride in one well at an estimated concentration 0.32 ppb, and trichloroethene (TCE) in one well as an estimated concentration of 0.29 ppb, compared to their groundwater standard of 5 ppb for each. The laboratory reported these concentrations as estimated values because they are detected below the laboratory's contract required quantitation limit and therefore can only be confirmed as present, but not quantified. One SVOC, benzo(b) fluoranthene was detected at 0.01 ppb compared to a standard of 0.002 ppb. For metals, magnesium, manganese, and/or sodium were detected in several overburden wells across the site above their respective groundwater standards, while there was one marginal detection each for cobalt (total 6.7 ppb compared to a standard of 5 ppb), and thallium (total 0.73 ppb compared to a standard of 0.5 ppb). The SVOC and metals are considered to represent typical urban background conditions (associated with presence of historic fill), are naturally occurring, or are due to road salt application. No exceedances were found above the 10 parts per trillion (ppt) screening level for either perfluorooctanoic acid (PFOA) or perfluorooctanesulfonic acid (PFOS). The highest detection of PFOS and PFOA were 9.14 ppt and 6.04 ppt, respectively in one well at the southeast corner of the site. Based on the soil data and the northeasterly groundwater flow direction, and there is no apparent on-site source for PFOA/PFOS in site groundwater. Overall, groundwater quality appears to reflect typical urban background conditions and is likely of similar condition in off-site areas. As such, there is no concern for off-site migration. Soil Vapor: Nine soil vapor samples were collected across the site under the parking lot area. Trace to low level VOC contamination was noted in site soil vapor, with levels up to 5.3 micrograms per cubic meter (ug/m3) of tetrachloroethylene (PCE), 0.67 ug/m3 of trichloroethene (TCE), and 0.51 ug/m3 of carbon tetrachloride.

Site Health Assessment

People are not drinking the contaminated groundwater because the area is served by a public water supply that is not affected by site related contamination. Direct contact with any contaminated soils is not a concern because all soil contamination at the site was removed and replaced with clean fill. In addition, soil vapor intrusion is no longer expected to be a potential concern for on-site or offsite buildings.

For more Information: E-mail Us

Refine This Search

APPENDIX D



APPENDIX E

National Flood Hazard Layer FIRMette

FEMA

73°55'56"W 41°42'22"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

73°55'18"W 41°41'55"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

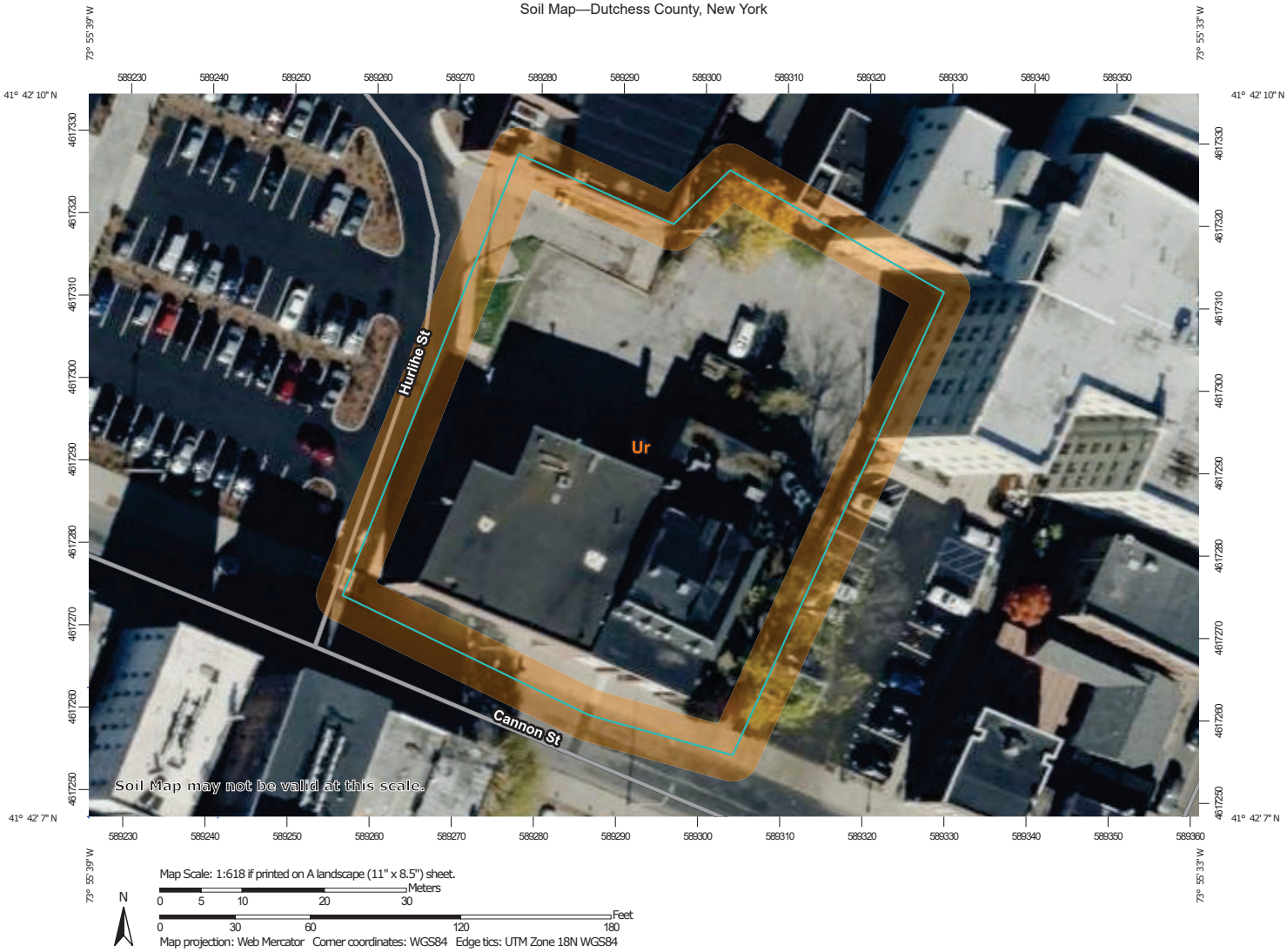
This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/10/2024 at 1:34 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX F

Soil Map—Dutchess County, New York



Map Scale: 1:618 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 5 10 20 30

Feet
0 30 60 120 180

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Dutchess County, New York
Survey Area Data: Version 20, Sep 5, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Oct 21, 2022—Oct 27, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ur	Urban land	0.8	100.0%
Totals for Area of Interest		**0.8**	**100.0%**

Dutchess County, New York

Ur—Urban land

Map Unit Setting

National map unit symbol: 9rjb
Mean annual precipitation: 41 to 47 inches
Mean annual air temperature: 45 to 50 degrees F
Frost-free period: 115 to 195 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Typical profile

H1 - 0 to 6 inches: variable

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8s
Hydric soil rating: Unranked

Minor Components

Udorthents, smoothed

Percent of map unit: 5 percent
Hydric soil rating: No

Udorthents, wet substratum

Percent of map unit: 3 percent
Hydric soil rating: No

Unnamed soils, undisturbed

Percent of map unit: 1 percent
Hydric soil rating: Unranked

Rock outcrop

Percent of map unit: 1 percent
Hydric soil rating: Unranked

Data Source Information

Soil Survey Area: Dutchess County, New York
Survey Area Data: Version 20, Sep 5, 2023

APPENDIX G

Environmental Resource Mapper



September 10, 2024

1:4,514

0 0.04 0.09 0.17 mi

0 0.05 0.1 0.2 km

New York State, Maxar, Esri, HERE, Garmin, iPC

NYS Department of Environmental Conservation
Not a legal document

APPENDIX H

Environmental Resource Mapper



September 10, 2024

1:2,257

0 0.02 0.04 0.08 mi

0 0.03 0.07 0.13 km

New York State, Maxar, Microsoft, Esri, HERE, Garmin, iPC

NYS Department of Environmental Conservation
Not a legal document

November 27, 2024

City of Poughkeepsie Planning Board
Attn: Anne Saylor, Chairman
63 Civic Center Plz
Poughkeepsie, NY 12601

cc: Lori Garcia

RE: 2024-060: 47-51 Cannon Street

MASS DESIGN GROUP

1 Chandler Street #101
Boston, MA 02118

289 Main Street #101
Poughkeepsie, NY 12601

hello@massdesigngroup.org
+1 857 233 5788
+1 845 473 4003

massdesigngroup.org

Dear City of Poughkeepsie Planning Board,

On Friday November 22, 2024, Christopher Kroner and Heather McArthur from MASS convened with Lori Garcia, Tyler Maegerle and Jim Sullivan for a preliminary architectural workshop regarding the new application for development at 47-51 Cannon Street. MASS would like to raise the following preliminary comments to assist the Planning Board's review as the applicant continues to refine the application. Also, we were able to preview a series of updated renderings which appear to be beyond the current submission, but were also shown at the November 26th planning board meeting, so some of those elements are added to this memo.

We also understand that this application is the next iteration on a previously discussed and approved application for 47 Cannon Street (2022), and there were a number of preceding choices from that much discussed project process that the applicant could reference to make the new submission more appealing.

MASSING

1. *Englarged Scope*
   The owner has purchased the adjacent property at 51 Cannon, which has allowed for a larger footprint to the building than the previous version. The proposed massing is a U-Shaped configuration which references 40 Cannon across the street. We are thrilled to see two (2) proposed commercial units on the ground floor with covered parking in the first level.
2. *Reduce Stacked Stripes*
   The current mixed use massing has a tall first floor with a series of residential floors stacked above at 10' floor to floor. This design has horizontal banding at every floorline, which we would encourage the developer to remove. This 'stacking' has been something the planning board has asked other applicants to reduce, to help create more visual continuity to the vertical facades from floor to floor.
3. *Ground Floor Masonry Cap*
   The previous design kept the light colored masonry cap atop of the ground floor brick, while this version allows the dark colored residential massing to dominate proud of the brick masonry. The current massing appears heavy above, and we would encourage the developer to return to the previous light colored masonry cap as the transition between ground floor commercial and upstairs residential, and set back the residential massing if possible.
4. *Central Lobby Canopy*
   The split U-shaped massing shows an arched canopy extension from the lobby space, and we would encourage the applicant to extend the language of the suspended canopy above the commercial units instead of creating an arch,

unless the height was needed for some particular purpose. We understand the lobby is to have skylights; we find this to be satisfactory, provided that the building ultimately meets NYS energy code requirements.

5. *Bulkhead at Roof*
   We find the bulkhead to be very visible at the roofline, and one suggestion we would recommend is to change the materiality to be the Limestone (light color) material instead of the dark, and we would ask the design team to consider any visual continuity between the west entry at ground level and the vertical stair volume with bulkhead to integrate that volume into the project more. If there could be glazing incorporated at that staircase, it may help to create understanding of the building's layout from street level.
6. *Roof*
   We understand the roof to be occupiable, with possible dog park and other amenities. While we appreciate and enjoy the number of noted amenities on the roof, we don't see any mechanical spaces. Could any other details about the intended roof be added to the drawings (namely, mechanical systems, guardrail areas, tieoffs for window cleaning).

ARCHITECTURAL DETAILS, MATERIALS, AND METHODS

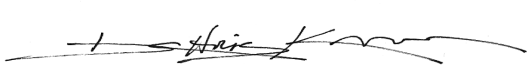
1. *Entryway Insets*
   To reference the County Board of Elections building, the design includes recessed entrances off Cannon street that extend the sidewalk inward to the building. The applicant has mentioned that the insets shall be a white metal panel, but we would encourage limestone to reference the original building. The applicant has suggested that they may make efforts to reuse the existing building's facade materials, which is very encouraging.
2. *Light Color*
   It was explained that the light colored material of the facade is derived from the limestone of the original county elections building facade. The applicant is deciding between aluminum panels, or thin stone (if budget allowed), and MASS also suggested UHPC (Ultra High Performance Concrete) Panels, such as those supplied by Tacktl, which have both exposed and concealed fastening systems as an alternative for cost savings.
3. *Dark Color*
   The dark material is understood to be painted steel, and likely will be vertically striped, in a standing seam configuration, which conceptually is supportable to give the building visual height, and we await an updated visual to comment.
4. *Canopies*
   One of the favorite characteristics of the previously approved iteration was the canopy overhangs, which this version has revisited We would encourage the applicant to have the overhang wrap the corner as they had in the previous application, and to also allow the canopy to split windows into lower (as a sunshade and covering) and clerestory sections (as a lightshelf). Also, we question the need for the overhang at the vehicular garage entry, and would suggest that they prioritize the areas of the commercial units as pedestrian ways.
5. *Brise Soleil*
   Referencing the conversations from 2022, MASS still appreciates the developer's incorporation of a contemporary brise soleil, as a modern take on the cornice as a point for the planning board to review. This new proposal has a very articulated stacked cornice line, whereas in the previously approved

application, the brise soleil acted as the cornice by aligning with the top of the parapet. We would recommend trying that strategy again, as it will also help the upper floors to appear taller. If needed, the penthouse level floor-to-roof dimension could grow to help the top floor.

6. *Meshes/Louvers at Garage*
   The drawings need to clarify that there are to be metal meshes or louvers at the lower level garage area openings. In the workshop we suggest that the developer consider an architectural woven metal (suggested those provided by GKD Metal Fabrics, but many companies can provide these*)* to help give some personality to ground floor openings.
7. *Juliet Balconies*
   We see the incorporation of Juliet balconies again, and perhaps the metal meshes of the garage could be found again in the balustrades on upper levels. Alternatively, the hardware that suspends the canopies (either steel rods or cables) might inform and relate to the balustrades chosen for the balconies.
8. *Windows*
   Please clarify the type of any operable window.
   The small south facing windows appear to be located in showers, and seem to be out of proportion with facade. Can these be removed?
9. *Parking*
   We are very curious about the new parking strategy to help get the required count on site, and appreciate the video that describes the mechanism under consideration. A garage door may be a necessity to help manage security and access, but we don't currently see one in the drawings.
10. *Trees*
    We are excited to see street trees being added in front of this project, and we understand that the applicant looks to extend the species along the sidewalk of the Cannon Street parking lot. They have identified these as London Planetrees (aka Eastern Sycamore, aka Platanus X Acerifolia), which are a common street tree choice. We would recommend that this selection be reviewed by the Shade Tree Commission.

We look forward to the evolution of the design of this inventive and ambitious project in Downtown Poughkeepsie.

Sincerely,



Chris Kroner
Principal
ckroner@mass-group.org

THE CITY OF POUGHKEEPSIE

DEPARTMENT OF PUBLIC WORKS & ENGINEERING

SITE PLAN REVIEW
Form **#1**

1. Date: November 22, 2024

2. Name of Site Plan: Site Plan Amendment

3. Address or Location: 47-51 Cannon Street

4. Owner: 47 Cannon Street, LLC

5. Engineer/ Architect: LRC

6. Yes ☐ No ☐ The site plan as forwarded by the Planning Department is acceptable and will be signed off on with no condition(s).

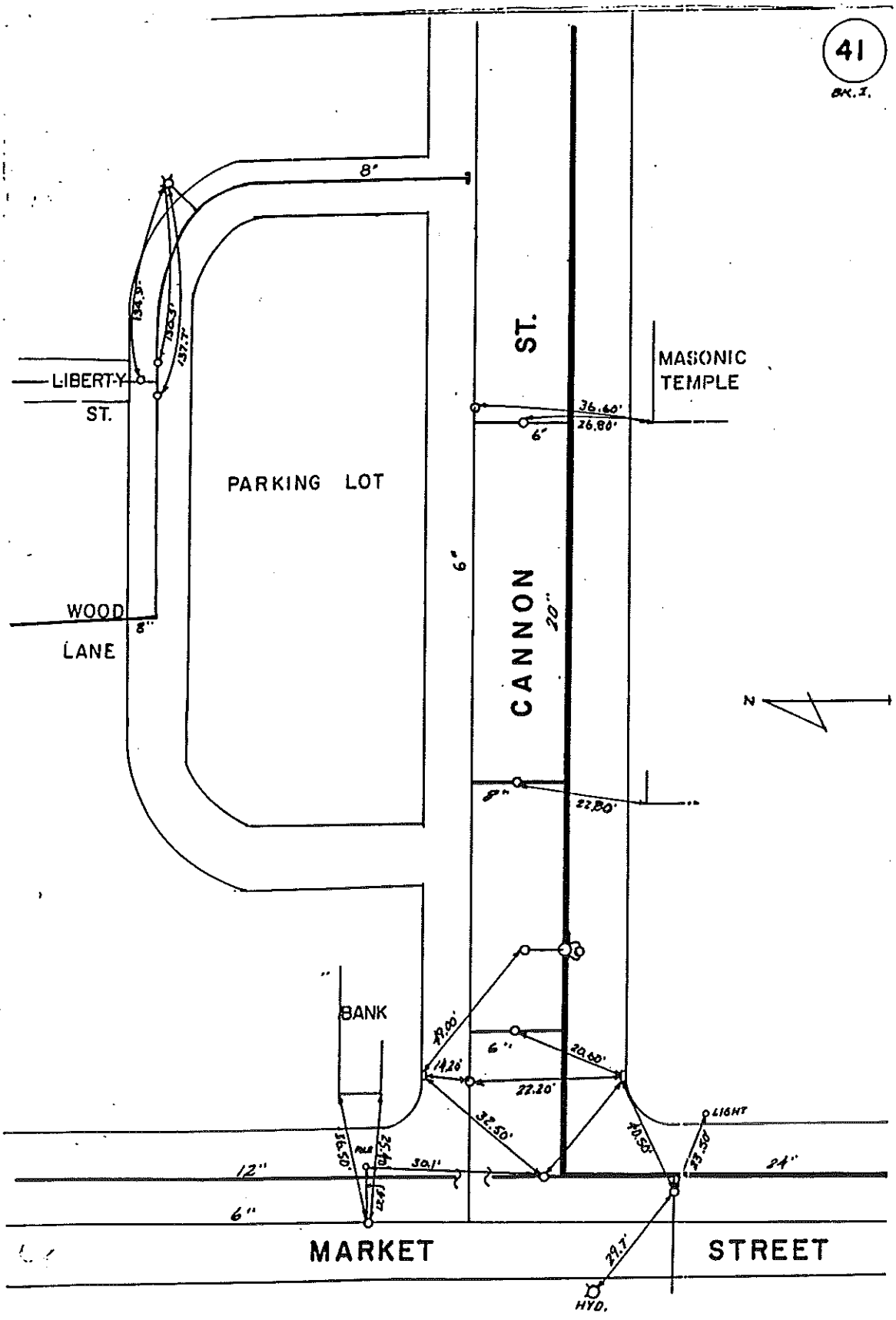
7. Yes ☐ No ☐ The site plan as forwarded by the Planning Department is acceptable and has been signed off on with no condition(s).

8. Yes ☒ No ☐ The applicant should be notified that the Dept. of Public Works / Engineering requires the following comment(s) be addressed:
   1. Provide a report prepared by a design professional describing proposed sanitary sewer, storm sewer and water service connections. The report should verify the proposed services are sufficient for the new building. This should include fire suppression and will require coordination with the Fire Department.
   2. The water line at Cannon Street shown as 8" on site plan is 6" per City records. Please revise.
   3. 2" ductile iron (DI) water service is shown. Typically services of this diameter are copper. Please verify DI will be installed.
   4. Provide drainage report to determine if the storm sewer system downstream of the connection point has the capacity for the increased flow from this project. Investigate connection to storm sewer via Liberty Street, not through the new Liberty Street parking lot drainage system. The drainage through the lot is very flat and has an overflow to the combined system at Cannon Street. Please indicate amount of flow to City system.
   5. Provide inlet protection at catch basins adjacent to site. Inlet protection is to be provided at the 5 catch basins at Hurlihe Street at a minimum and onsite basins prior to demolition. Show the catch basins at Hurlihe Street on the site plan.
   6. Provide a stabilized construction entrance(s) as staging allows. Prevent tracking onto City ROW at all times and sweep as necessary.
   7. Show 18" outlet at connecting storm manhole. Liberty Street Parking Lot Improvement drawings are available for reference.
   8. Show roof leaders on site plan.
   9. Show contours or spot elevations at a minimum on site plan.
   10. Show finished floor elevation at basement level.
   11. There is telecom and cable TV infrastructure on a wooden utility pole at the rear of 306 Main Street and attached to the rear of 316 Main Street. The City met with representatives of Verizon to review these facilities. Verizon representatives indicated these facilities will be replaced with new facilities servicing the proposed development.

Verizon was advised that only one utility trench would be permitted. Verizon indicated they would coordinate the work with other cable and data providers. Additional conduits would be provided to be leased to the other companies. Provide an abandonment / replacement plan for this infrastructure. Verify that only one utility trench will be used for telecom and data infrastructure.

12. How will the project be staged considering the proposed zero to 8' set back?
13. Provide an estimate of costs for site work.

Joseph A. Chenier, CPESC, CPMSM
Assistant Civil Engineer


41
BK. I.
8"
LIBERTY ST.
PARKING LOT
WOOD LANE
8"
6"
CANNON ST.
20"
MASONIC TEMPLE
36.60'
26.80'
6"
N
8"
22.80'
BANK
19.00'
14.26'
6"
20.60'
22.20'
32.50'
40.58'
LIGHT
33.50'
24"
12"
6"
MARKET STREET
39.7'
HYD.

FEB 77

CITY OF POUGHKEEPSIE
ENGINEERING DEPARTMENT

LIBERTY STREET PARKING IMPROVEMENTS

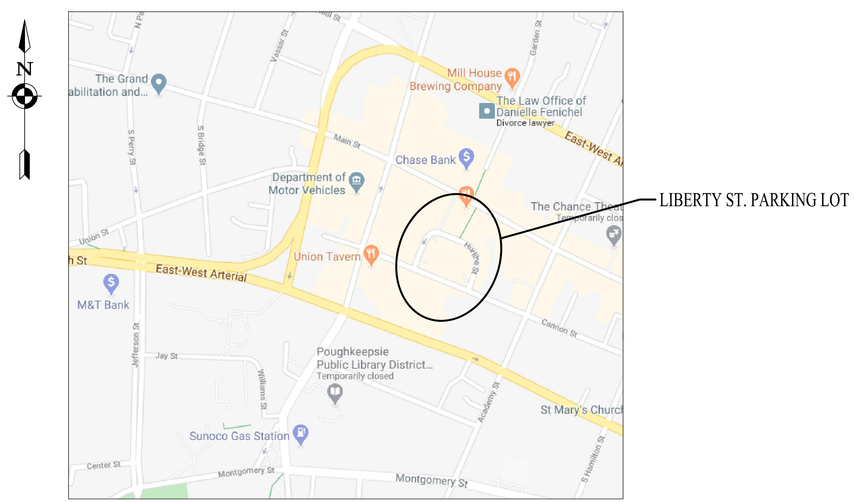
OWNER CERTIFICATION:

DECEMBER 15, 2020

23-29 CANNON STREET

CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK STATE

CHRIS GENT, COMMISSIONER OF PUBLIC WORKS DATE



LOCATION MAP
NOT TO SCALE

DRAWING INDEX

G000	TITLE SHEET
G001	NOTES
L010	EXISTING CONDITIONS
C100	DEMOLITION PLAN
C200	SITE PLAN
C201	GRADING AND EROSION CONTROL PLAN
C202	UTILITY PLAN
C800	SITE DETAILS
C801	STRIPING AND SIGN DETAILS
C802	UTILITY AND STORM WATER DETAILS
C803	EROSION CONTROL DETAILS
C804	STORMCRETE DETAILS
D000	EXISTING & PROPOSED DRAINAGE CONDITIONS PLAN
E100	LIGHTING PLAN
E800	LIGHTING DETAILS
L200	PLANTING PLAN
L800	PLANTING DETAILS

CPLteam.com
ARCHITECTURE ▪ ENGINEERING ▪ PLANNING

9 ELKS LANE
POUGHKEEPSIE, NEW YORK 12601
TEL (845) 454-3411
FAX (845) 473-1962

REVISIONS				
NO.	DATE	BY	CHKED	DESCRIPTION

STATE OF NEW YORK · GREG W. BOLNEY · 079922 · LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS
50 CANNON ST., POUGHKEEPSIE, NY 12601
CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

SCALE NTS

SHEET TITLE
TITLE SHEET

PROJECT NUMBER
12422.02

G
000
DRAWING NUMBER

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT, ENGINEER OR LAND SURVEYOR, TO ALTER IN ANY WAY AN ITEM BEARING THE SEAL OF AN ARCHITECT, ENGINEER OR LAND SURVEYOR. THE ALTERING PARTY SHALL AFFIX TO THE SEAL AND THE NOTATION ALTERED BY" FOLLOWED BY HER SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Drawing Name: S:\Projects\Poughkeepsie_C_General\12422.11 - Liberty St Parking Lot\D Design\08 CAD\Cover Notes and Details_Rebid.dwg Date last accessed: 12/15/2020 3:39 PM Date last plotted: 12/15/2020 3:41 PM Plotted By: Shauncy Maloy

Plotted By: Shauncy Maloy
Date last plotted: 12/15/2020 3:41 PM
Date last accessed: 12/15/2020 3:39 PM
Drawing Name: S:\Projects\Poughkeepsie_C_General\12422.11 - Liberty St Parking Lot\D Design\08 CAD\Cover Notes and Details_Rebid.dwg

GENERAL NOTES

1. ALL PRIME CONTRACTORS TO REFERENCE PROJECT LOGISTIC DRAWINGS.
2. ALL PRIME CONTRACTORS ARE RESPONSIBLE FOR SECURING THE PROJECT SITE AT THE END OF EACH WORK DAY. ALL MAN AND EQUIPMENT GATES TO REMAIN CLOSED DURING THE WORK DAY, TO PREVENT PATRONS AND STAFF FROM ENTERING THE CONSTRUCTION WORK AREAS. IF TEMPORARY CONSTRUCTION FENCING IS REMOVED TO ACCESS ACTIVE WORK AREAS, IT MUST BE IMMEDIATELY RESTORED UPON COMPLETION OF WORK OR AT THE END OF THE WORK DAY.
3. THE LOCATIONS, SIZES AND ELEVATIONS OF EXISTING UTILITIES ARE BASED ON INFORMATION COMPILED BY THE ENGINEER FROM DRAWINGS OF RECORDS AND INFORMATION FURNISHED BY THE VARIOUS UTILITIES, WITH FIELD CHECKING WHERE NECESSARY AND POSSIBLE. THE ACCURACY OF THIS INFORMATION IS NOT GUARANTEED AND MAY BE APPROXIMATE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THIS INFORMATION VERIFIED AND LOCATED PRIOR TO CONSTRUCTION. NO CONSTRUCTION EXCAVATION, BORING, OR BLASTING SHALL BE DONE WITHOUT CERTIFICATION OF THE DEPTH AND LOCATION OF UTILITIES. CALL DIG SAFELY NEW YORK (UPPO) AT 1-(800)-962-7962 AT LEAST 48 HOURS PRIOR TO COMMENCING WORK.
4. THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES, SERVICES, SEWERS AND LATERALS AHEAD OF PIPE LAYING OR OTHER WORK OPERATIONS SO THAT IF MINOR ADJUSTMENTS MUST BE MADE IN ELEVATION AND/OR ALIGNMENT, DUE TO INTERFERENCE, THESE CHANGES CAN BE MADE IN ADVANCE OF THE WORK.
5. SAFE AND CONTINUOUS THROUGH TRAFFIC AND INGRESS AND EGRESS FOR ADJACENT OWNER DRIVEWAYS, SERVICE ROADS AND PUBLIC STREETS SHALL BE MAINTAINED THROUGHOUT THE PERIOD OF CONSTRUCTION.
6. THE OWNER WILL OBTAIN ALL EASEMENTS OR PERMITS OUTLINED IN THE PROJECT SPECIFICATIONS.
7. THE CONTRACTOR SHALL LOCATE, FLAG AND PRESERVE SURVEY MONUMENTS AND PROPERTY CORNER MARKERS.
8. THE CONTRACTOR SHALL HAVE A LICENSED SURVEYOR REESTABLISH ANY PROPERTY CORNERS OR SURVEY MONUMENTS DISTURBED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
9. CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL TREES, FENCES AND OTHER OBSTACLES WITHIN THE ROW AND EASEMENT.
10. UTILITY POLES SHALL BE SUPPORTED, WHERE NECESSARY, AT NO ADDITIONAL COST TO THE OWNER.
11. CONTRACTOR SHALL RETAIN THE SERVICES OF A QUALIFIED TREE EXPERT TO REMOVE, WHERE NECESSARY, BRANCHES WHICH INTERFERE WITH THE CONSTRUCTION OPERATIONS, OR REPAIR TREES HAVING SUFFERED DAMAGE BY CONSTRUCTION ACTIVITIES. COST TO BE INCLUDED IN THE VARIOUS BID ITEMS OF THE CONTRACT.
12. CONTRACTOR TO PROTECT NEW OR EXISTING WORK, SHEETING OR SHORING (IF REQUIRED DURING CONSTRUCTION) AT NO EXTRA COST TO THE OWNER.
13. WHEREVER MAILBOXES, POSTS, FENCES, SHRUBBERY, ETC. ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION, THEY SHALL BE REMOVED AND RESET AS ORDERED BY THE ENGINEER. COST TO BE INCLUDED IN THE VARIOUS BID ITEMS OF THE CONTRACT.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER DISPOSAL OF EXCAVATED MATERIAL FROM THE SITE.
15. THE CONTRACTOR SHALL CONFORM TO ALL CONDITIONS OF ANY APPLICABLE EASEMENTS OR PERMITS.
16. MATERIALS, EQUIPMENT, AND VEHICLES ARE NOT TO BE STORED OR PARKED WITHIN THE RIGHT-OF-WAY.

SEDIMENT AND EROSION CONTROL NOTES

1. SEDIMENT FROM THE SITE SHALL BE PREVENTED FROM DISCHARGING TO ANY SURFACE WATER OR STORMWATER PIPING SYSTEM BY THE INSTALLATION OF EROSION AND SEDIMENTATION CONTROL MEASURES AND PRACTICES PRIOR TO OR CONCURRENT WITH LAND DISTURBING ACTIVITIES.
2. ALL SLOPES GREATER THAN 1:4 SHALL BE STABILIZED WITH JUTE MESH.
3. CONTRACTOR SHALL APPOINT A PERSON TO BE RESPONSIBLE FOR ALL EROSION AND SEDIMENT CONTROL MEASURES. THIS PERSON SHALL BE TRAINED IN ACCORDANCE WITH NYSDEC REQUIREMENTS FOR EROSION AND SEDIMENT CONTROL ACTIVITIES.
4. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE IN ACCORDANCE WITH DETAIL. COORDINATE LOCATION WITH OWNER PRIOR TO ANY ON-SITE ACTIVITIES.
5. PROVIDE AND MAINTAIN INLET PROTECTION ON ALL EXISTING AND NEW CATCH BASINS, MANHOLES AND INLETS UNTIL DRAINAGE AREAS ARE STABILIZED. USE COMPOST FILTER SOCK IN PLACE OF FILTER FABRIC IN PAVED AREAS.
6. PROVIDE AND MAINTAIN SILT FENCE AROUND PERIMETER OF ALL WORK AREAS, EXCAVATED SOIL STOCKPILES, AND BETWEEN DISTURBED AREAS AND DRAINAGE WAYS OR WATER BODIES. COORDINATE LOCATIONS WITH OWNER AS WORK PROGRESSES AND AREAS ARE STABILIZED. SILT FENCE TO BE INSTALLED AND ENTRENCHED (MIN 6" BELOW GROUND ELEVATION). SILT SOCK MAY USED ON PAVED OR GRAVEL AREAS.
7. ALL EXPOSED SUBGRADE AREAS INTENDED FOR PAVEMENT SHALL BE STABILIZED WITH SUBBASE STONE WITHIN THREE (3) DAYS OF EXCAVATION / PAVEMENT REMOVALS.
8. EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY SOIL DISTURBANCE ACTIVITIES, INCLUDING GRADING OR FILLING OPERATIONS AND INSTALLATION OF PROPOSED STRUCTURES OR UTILITIES.
9. CONTRACTOR SHALL MAINTAIN EROSION CONTROL MEASURES AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED.
10. ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES AND PRACTICES, WHETHER TEMPORARY OR PERMANENT, SHALL BE MAINTAINED AT ALL TIMES UNTIL CONSTRUCTION IS COMPLETED AND THE WORK AREAS ARE STABILIZED.
11. CONSTRUCT TEMPORARY SILT FENCING ALONG BOTTOM EDGE OF ALL SLOPES AND/OR AS SHOWN, AS DESIGNATED, OR AS DIRECTED BY OWNERS REPRESENTATIVE.
12. CONSTRUCT TEMPORARY STONE CHECK DAMS ALONG DITCH LINES AS SPECIFIED AND/OR AS SHOWN, AS DESIGNATED, OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
13. ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE INSPECTED AND MAINTAINED WEEKLY. CONTRACTOR SHALL KEEP ON FILE A RECORD OF THE REQUIRED INSPECTION REPORTS.
14. ALL DISTURBED AREAS,EXPOSED SLOPES AND SWALES SHALL BE VEGETATED (TEMPORARY SEEDED) WITHIN 14 CALENDAR DAYS FOLLOWING COMPLETION OF ANY PHASE OF GRADING.
15. JUTE MESH OR OTHER STABILIZATION FABRIC SHALL BE APPLIED TO ANY SLOPES GREATER THAN 1V:4H IMMEDIATELY UPON COMPLETION OF GRADING ACTIVITIES. MESH OR OTHER MEASURE SHALL BE ADEQUATELY SECURED.
16. TEMPORARY SEEDING SHALL BE SEEDED RYE GRASS AT A RATE OF FIVE (5) LBS PER 1,000 SQUARE FEET OF AREA. CONTINUALLY REAPPLY TEMPORARY SEEDING AT FIRST SIGN OF EROSION OR DETERIORATION OF THE SURFACE GRADE.
17. PERMANENT GROUND COVER SHALL BE INSTALLED ON ALL DISTURBED AREAS WITHIN 5 WORKING DAYS FOLLOWING COMPLETION OF CONSTRUCTION OR DEVELOPMENT.
18. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED COMPLETELY UPON FINAL STABILIZATION. COORDINATE TIMING OF REMOVAL WITH OWNER'S REPRESENTATIVE.
19. CONTRACTOR SHALL FLUSH CLEAN ALL EXISTING AND NEW STORM PIPING WITHIN PROJECT LIMITS AFTER FINAL STABILIZATION IS COMPLETE.
20. WALKWAYS TO BE KEPT FREE AND CLEAR OR DEBRIS, REFUSE AND SILT AT ALL TIMES.
21. DEBRIS, VEGETATION AND OTHER SPOILS REMOVED AS PART OF THE CONSTRUCTION ACTIVITIES SHALL BE DISPOSED OF AT UPLAND LOCATIONS ABOVE THE REACH OF HIGH WATER AND IN ACCORDANCE WITH LOCAL LAWS AND REGULATIONS. SEDIMENT DISPOSAL IN WATER BODY, WETLANDS, FLOODWAYS OR THE 100-YEAR FLOODPLAIN IS STRICTLY PROHIBITED.
22. DURING CONSTRUCTION, NO WET OR FRESH CONCRETE OR LEACHATE SHALL BE ALLOWED TO ESCAPE INTO ANY WETLANDS OR WATERS OF NEW YORK STATE, NOR SHALL WASHINGS FROM READY-MIX CONCRETE TRUCKS, MIXERS OR OTHER DEVICES BE ALLOWED TO ENTER ANY WETLAND OR WATERS, ONLY WATERTIGHT OR WATERPROOF FORMS SHALL BE USED. WET CONCRETE SHALL NOT BE POURED TO DISPLACE WATER WITHIN THE FORMS.
23. CONTRACTOR TO CONSTRUCT A TEMPORARY CONCRETE WASHOUT AREA ADJACENT TO EACH WORK AREA ENTRANCE.
24. THE CONTROL OF DUST ORIGINATING FROM THE CONSTRUCTION OPERATIONS IS CONSIDERED A CRITICAL RESPONSIBILITY OF THE CONTRACTOR. THE ENGINEER WILL BE THE FINAL JUDGE OF THE ADEQUACY OF THE CONTRACTOR'S DUST CONTROL EFFORTS. WORK MAY BE SUSPENDED BY THE ENGINEER UNTIL ADEQUATE DUST CONTROL IS ATTAINED.

DEMOLITION NOTES

1. AT THE COMMENCEMENT OF EXTERIOR DEMOLITION WORK OR ANY OTHER EXTERIOR WORK, THE GENERAL CONTRACTOR SHALL PROVIDE TEMPORARY ENCLOSURE FENCE IN ACCORDANCE WITH SPECIFICATION SECTION 01500. THE GENERAL CONTRACTOR SHALL MAINTAIN AND ADJUST THE TEMPORARY FENCING THROUGHOUT THE DURATION OF DEMOLITION AND CONSTRUCTION ACTIVITIES UNTIL ALL EXTERIOR ACTIVITIES ARE COMPLETED OR UNTIL DIRECTED OTHERWISE BY THE OWNER'S REPRESENTATIVE.
2. WHEN REMOVING PAVEMENT OR CURBS THAT ARE ADJACENT TO PAVEMENT, CURBING OR STRUCTURES THAT ARE TO REMAIN, FULL DEPTH SAW CUT THE PAVEMENT TO BE REMOVED UNLESS SEPARATED BY AN EXISTING ISOLATION JOINT.
3. PROTECT ALL UTILITIES, EXISTING DEVICES & ROAD SIGNS THAT ARE TO REMAIN.
4. STORE ON-SITE AND REUSE PARKING/BUILDING/STREET SIGNS WHEREVER POSSIBLE. REUSED SIGNS TO BE MOUNTED TO NEW SIGN POSTS. PROPERLY DISPOSE OF ALL REMAINING SIGNS AND POSTS THAT WERE NOT REUSED.
5. REMOVE & PROPERLY DISPOSE OF ALL TREES, BRUSH & DEBRIS WITHIN LIMITS OF DISTURBANCE AS DESIGNATED (CLEARING AND GRUBBING SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL ORGANIC MATERIAL, INCLUDING STUMPS AND ROOT SYSTEMS UNDER PROPOSED PAVEMENT). ALL TREES TO REMAIN ARE TO BE PROTECTED FROM DAMAGE.
6. REMOVE & STOCK PILE ON SITE ALL TOP SOIL WITHIN AREA OF DISTURBANCE FOR LATER USE. EXCESS TOPSOIL TO BE STOCKPILED AT DESIGNATED LOCATION. THE TOPSOIL PILE LOCATION SHALL BE SURROUNDED WITH SILT FENCE AND SEEDED WITH LAWN GRASS SEED MIXTURE.
7. COORDINATE WITH OWNER'S REPRESENTATIVE TO INSPECT GROUND DURING TOPSOIL REMOVAL & CLEARING AND GRUBBING PROCESS. POT HOLES RESULTING FROM TREE ROOT REMOVAL SHOULD BE BACKFILLED & COMPACTED WITH STRUCTURAL BACKFILL AS DIRECTED BY OWNER'S REPRESENTATIVE.
8. PROOF ROLL THE NEWLY EXPOSED SUBGRADE IN THE PRESENCE OF OWNER'S REPRESENTATIVE. UNDERCUT UNSUITABLE SUBGRADE AS DIRECTED BY OWNER'S REPRESENTATIVE.
9. PROTECT TREES, UTILITY POLES, GUY WIRES, POSTS, EDGE OF CONCRETE WALKS & CURB, AND ROOT SYSTEMS TO REMAIN AS NOTED, OR AS REQUIRED, FROM DAMAGE DURING CONSTRUCTION. CONTRACTOR SHALL REPAIR OR REPLACE AS NECESSARY ANY ITEM DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
10. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING ROOTS DURING CONSTRUCTION. ROOTS SHALL BE CLEAN CUT AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
11. ALL UNDERGROUND UTILITIES AND THEIR LOCATION SHOWN HEREON ARE APPROXIMATE. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL EXISTING UTILITIES AND VERIFY THEIR LOCATIONS AND DEPTHS PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS TO EXISTING UTILITIES IF DAMAGED BY WORK.
12. CONTRACTOR TO COORDINATE ALL WORK DONE RELATED TO UTILITY POLES AND OVERHEAD LINES WITH UTILITY PROVIDERS.
13. CONTRACTOR SHALL REMOVE ALL EXISTING UNDERGROUND UTILITIES DESIGNATED, AND FILL EXCAVATION AREA WITH STRUCTURAL FILL AND COMPACTED IN 6" LIFTS.

FOUNDATION / SUBGRADE PREPARATION NOTES

1. CONTRACTOR SHALL REMOVE AND DISPOSE OF OFF-SITE ALL ASPHALT, MILLING AND SUBBASE STONE DESIGNATED FOR REMOVAL.
2. CLEAR, GRUB AND STRIP TOPSOIL FROM THE PROPOSED BUILDING AND PAVEMENT AREAS.
3. REMOVE IN-PLACE FILLS WITHIN THE BUILDING FOOTPRINT. REMOVAL SHALL EXTEND A MINIMUM OF 5 FEET OUTSIDE OF THE PROPOSED BUILDING LIMITS.
4. STRUCTURAL FILL TO BE CONDITION TO WITHIN 2% OF OPTIMUM MOISTURE CONTENT AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR (ASTM D-1557).
5. STRUCTURAL FILL TO BE PLACED IN LIFTS NOT TO EXCEED 8 INCHES IN LOOSE THICKNESS.
6. PAVEMENT SUBGRADES TO BE COMPACTED TO WITHIN 2% OF OPTIMUM MOISTURE CONTENT AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR (ASTM D-1557). PRIOR TO APPLYING THE SUBBASE COURSE, CONTRACTOR TO PROOF ROLL THE SUBGRADE AND REMOVE/REPLACE/RECOMPACT ANY AREAS THAT RUT, WEAVE, QUAKE OR ROLL.
7. COORDINATE WITNESSING OF ALL PROOF ROLLING FOR BUILDINGS AND PAVEMENT AREAS WITH OWNER'S REPRESENTATIVE.

PHASING OF CONSTRUCTION NOTES

1. CONTRACTOR SHALL MAINTAIN ABOUT 40% OF PARKING AT ALL TIMES DURING DEMO AND CONSTRUCTION.
2. A SUGGESTED PHASE LINE HAS BEEN PROVIDED ON THE PLANS.
3. DEMOLITION AND AND CONSTRUCTION ON PHASE ONE SIDE OF THE PHASE PLAN IS TO BE COMPLETED TO INCLUDE PAVEMENT, TEMPORARY STRIPING, CURBS, ELECTRICAL CONDUIT, AND STORM SEWER TO A POINT WHERE THE PHASE 1 SITE CAN BE USED FOR PARKING BEFORE DEMOLITION OF PHASE 2 PARKING CAN BEGIN.
4. PHASE 1 PARKING SHALL BE PUT IN TO USE FOR THE PUBLIC DURING PHASE 2 DEMOLITION AND CONSTRUCTION.
5. STAGING AND STORAGE AREAS SHALL NOT IMPEDE THE USE OF THE 40% PARKING THAT IS TO REMAIN IN USE.
6. THE ABOVE PHASING PLAN IS A SUGGESTED PLAN ONLY AND IS INCOMPLETE. THE CONTRACTOR IS TO PROVIDE A DETAILS PHASING PLAN TO THE CITY ENGINEER FOR APPROVAL PRIOR TO BEGINNING WORK .

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

1. MAINTAIN AND PROTECT TRAFFIC ON ALL OF THE EXISTING ROADWAYS WHERE WORK IS BEING PERFORMED UNDER THIS CONTRACT. TRAFFIC SHALL BE MAINTAINED AND PROTECTED FOR THE DURATION OF THE CONTRACT, INCLUDING THE PERIODS WHEN CONSTRUCTION OPERATIONS ARE NOT IN PROGRESS. TRAFFIC ALONG NYS HIGHWAYS SHALL BE MAINTAINED IN ACCORDANCE WITH THE NYSDOT SPECIFICATIONS FOR MAINTENANCE AND PROTECTION OF TRAFFIC.
2. ALL SIGNS SHALL BE IN PLACE PRIOR TO COMMENCING WORK ON THE PROJECT. SIGNS SHALL BE COVERED AND UNCOVERED AS NECESSARY OR AS ORDERED BY THE ENGINEER TO PREVENT CONFLICTING WARNINGS. ALSO, ONLY THE SIGNS THAT RELATE TO THE WORK AREAS IN PROGRESS SHALL BE IN PLACE.
3. COMPETENT FLAGGERS SHALL BE USED WHEN CONSTRUCTION OPERATIONS ARE IN POTENTIAL CONFLICT WITH PUBLIC TRAFFIC AND/OR AS DIRECTED BY THE ENGINEER.
4. WHEN THE ROADWAY IS REDUCED TO ONE TRAVEL LANE, TWO-WAY TRAFFIC RIGHT-OF-WAY SHALL BE CONTROLLED BY FLAGGERS ON EACH END OF THE WORK AREA. DURING PEAK HOURS, TWO 10 FOOT TRAVEL LANES MUST BE MAINTAINED TO PROVIDE FOR BI-DIRECTIONAL TRAFFIC FLOW.
5. THE SHOULDER ON STATE HIGHWAYS SHALL NOT BE USED TO ROUTE TRAFFIC.
6. MATERIALS, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED ON ANY ROADWAY WITHOUT PRIOR WRITTEN APPROVAL FROM THE AUTHORITY HAVING JURISDICTION OVER THE ROAD.
7. SAFE AND CONTINUOUS THROUGH TRAFFIC AND INGRESS AND EGRESS FOR ADJACENT OWNER DRIVEWAYS, SERVICE ROADS AND PUBLIC STREETS SHALL BE MAINTAINED THROUGHOUT THE PERIOD OF CONSTRUCTION.
8. THERE SHALL BE NO DISRUPTION TO MAIL DELIVERY THROUGHOUT CONSTRUCTION. COORDINATION WITH PROPERTY OWNERS AND/OR THE POSTAL SERVICE MAY BE REQUIRED.
9. THERE SHALL BE NO DISRUPTION TO SCHOOL BUS ACCESS THROUGHOUT CONSTRUCTION. COORDINATION WITH BUS OPERATORS MAY BE REQUIRED.

RESTORATION NOTES:

1. ALL DISTURBED AREAS SHALL BE RESTORED TO MATCH PRE EXISTING CONDITIONS.
5. RESTORE ASPHALT AND CONCRETE PAVEMENT AREAS PER SECTIONS PROVIDED ON THESE PLANS. ASPHALT COURSE DEPTHS SHOWN ON THE PLANS ARE COMPACTED DEPTHS.
6. RESTORE LAWN AREAS WITH 4" TOPSOIL, SEED, AND MULCH.
7. RESTORE OTHER LANDSCAPED AREAS WITH A MINIMUM 4" TOPSOIL, FABRIC, AND MULCH TO MATCH PRE EXISTING CONDITIONS.
8. RESTORE ALL DISTURBED UTILITIES TO MATCH PRE EXISTING CONDITIONS. PAYMENT WILL BE MADE FOR THE SANITARY SEWER LATERAL REPLACEMENT ONLY WHEN APPROVED BY THE ENGINEER. PAYMENT WILL NOT BE MADE FOR GAS SERVICES WHICH SHALL BE MAINTAINED AT ALL TIMES. PAYMENT WILL ALSO NOT BE MADE FOR UTILITY RESTORATION/REPLACEMENT DUE TO CONTRACTOR NEGLIGENCE.
9. PROVIDE NEW PAVEMENT STRIPING WITHIN DISTURBED AREAS TO MATCH EXISTING STRIPING LAYOUT AND COLOR(S). PAVEMENT STRIPING SHALL BE IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATIONS.
10. THE CONTRACTOR SHALL TEMPORARILY RESTORE ALL EXCAVATIONS IN TRAVELED AREAS INCLUDING ROADS, DRIVEWAYS, SIDEWALKS, AND PARKING AREAS WITH A MINIMUM 2" OF ASPHALT PAVEMENT OR (COLD-PATCH) IF MORE THAN ONE WEEK WILL PASS BETWEEN BACKFILLING AND FINAL RESTORATION.
11. PROTECT TREES AND OTHER PLANTS FROM DAMAGE UNLESS THEIR REMOVAL IS REQUIRED FOR CONSTRUCTION OR AOBE. NO TREE SHALL BE REMOVED THAT IS NOT IMPACTED BY THE WORK. ALL TREES TO BE REMOVED SHALL BE REPLACED WITH A NEW TREE OF THE SAME SPECIES AS PART OF THE RESTORATION WORK. NEW TREES SHALL BE A MINIMUM CALIPER OF 3" DIAMETER AT BREAST HEIGHT (DBH). THE LOCATION AND/OR SPECIES OF NEW TREES MAY VARY AOBE.
12. WHERE REQUIRED, A QUALIFIED TREE EXPERT SHALL BE EMPLOYED TO REMOVE BRANCHES WHICH INTERFERE WITH THE CONSTRUCTION OPERATIONS, OR REPAIR TREES HAVING SUFFERED DAMAGE BY CONSTRUCTION ACTIVITIES.
13. CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL FENCES, STAIRS, RAILINGS, MAILBOXES, SHRUBBERY, AND OTHER EXISTING IMPROVEMENTS WITHIN THE ROW AND EASEMENT. WHEREVER THESE ITEMS ARE IN CONFLICT WITH PROPOSED CONSTRUCTION, THEY SHALL BE REMOVED AND RESET AS ORDERED BY THE ENGINEER.
14. CONFORM TO CITY OF POUGHKEEPSIE STANDARDS AND NYSDOT STANDARD SPECIFICATIONS AND STANDARD SHEETS.

STORM SEWER GENERAL NOTES:

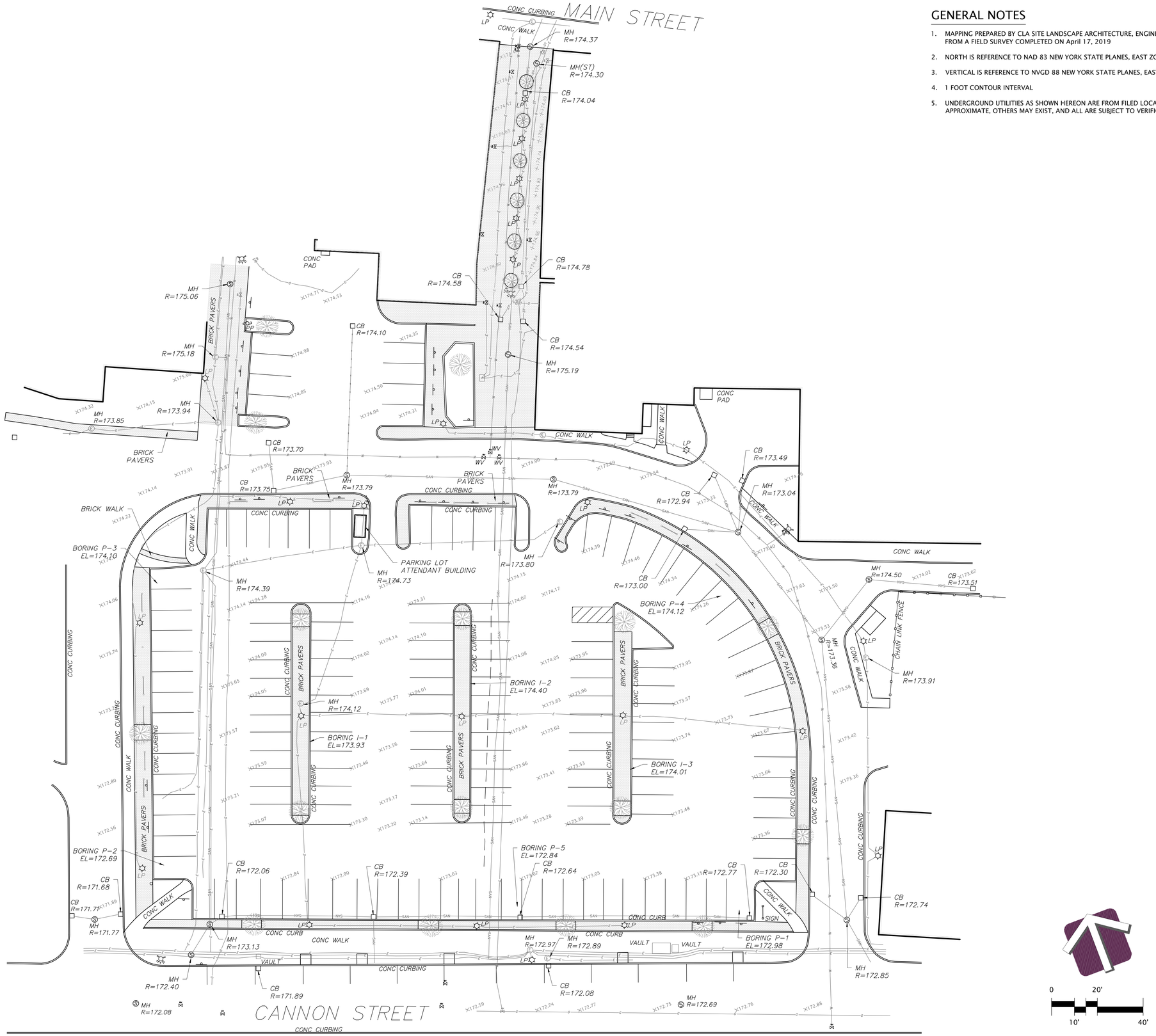
1. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH NYSDEC, USACE, OSHA, LIVINGSTON COUNTY, AND LOCAL COMMUNITY REQUIREMENTS.
2. THE APPROXIMATE LOCATION OF THE PROPOSED STORM SEWER IS INDICATED ON THE PLANS, HOWEVER THE ACTUAL LOCATION WILL BE GOVERNED BY THE ACTUAL LOCATION OF THE UNDERGROUND UTILITIES OR OTHER CONTROLLING FACTORS AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
3. HIGHWAY DRAINAGE SHALL BE MAINTAINED THROUGHOUT THE PERIOD OF CONSTRUCTION. THE ROADS SHALL BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
4. ALL EXISTING UTILITY LINES AND SERVICE LATERALS NEAR OR CROSSING THE NEW STORM SEWER SHALL BE PROTECTED, PRESERVED AND SUPPORTED AS NECESSARY AT THE CONTRACTOR'S EXPENSE.
5. THE CONTRACTOR SHALL INCLUDE ALL COSTS FOR STORM SEWER ABANDONMENT WORK IN THE APPROPRIATE PAYMENT ITEMS, INCLUDING ABANDONING, REMOVAL, AND PROPER DISPOSAL OF EXISTING STORM SEWER PIPES, STRUCTURES, LATERALS, AND APPURTENANCES, IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND AS SHOWN ON THE PLANS.
6. FOR AVOIDANCE OF UNRESTRICTED GROUNDWATER FLOW ALONG PIPES AND TRENCHES, INCIDENTAL MIGRATION OF SOIL PARTICLES AND POTENTIAL RESULTANT SETTLEMENT, FLOOR SLABS OF MANHOLES AND CATCH BASINS SHALL BE PLACED ON COMPACTED SELECT FILL MATERIAL FOUNDATIONS, AND COHESIVE SOIL SHALL BE USED TO BACKFILL THE SPACE BETWEEN MANHOLES/CATCH BASINS AND TRENCH SIDES. COHESIVE SOILS SHALL ALSO BE USED TO BACKFILL SEWER TRENCHES FOR DISTANCES OF AT LEAST 2 FEET AND UP TO 5 FEET UPSTREAM AND DOWNSTREAM FROM EACH STRUCTURE (MANHOLE OR CATCH BASIN), MEASURED FROM THE OUTSIDE FACE OF THE STRUCTURE.
7. IF THE NATURAL SUBSOIL CONSISTS OF COHESIVE SOIL MATERIAL, THEN THAT SOIL MAY BE USED FOR BACKFILL AS DESCRIBED PREVIOUSLY. IF IN THE OPINION OF THE ENGINEER, THE MATERIAL REMOVED FROM THE EXCAVATION IS COHESIONLESS OR GRANULAR IN CONTENT, AND IS UNABLE TO ACT AS A BARRIER TO FLOW OF WATER, THEN AN APPROVED COHESIVE SOIL SHALL BE USED.
8. COHESIVE SOILS THAT ARE PLACED TO FORM BARRIERS AT STRUCTURES SHALL BE INSTALLED IN 6-INCH LIFTS/LAYERS, AND SHALL BE COMPACTED BY MECHANICAL TAMPERS SUITABLE FOR CONDITIONS AND ABLE TO ACHIEVE 90% MODIFIED PROCTOR DENSITY.
9. THE CONTRACTOR SHALL INCLUDE THE COHESIVE SOIL STOCK PILING, LABOR, AND MATERIALS REQUIRED TO INSTALL THE COHESIVE SOIL BARRIERS IN THE MANHOLE AND CATCH BASIN PAYMENT ITEMS.

GRADING NOTES

1. ALL PROPOSED SPOT ELEVATIONS FINISH GRADES UNLESS OTHERWISE NOTED.
2. ALL PROPOSED SPOT ELEVATIONS AT CURB LINES ARE BOTTOM OF CURB UNLESS OTHERWISE NOTED.
3. GRADE TO DRAIN AT ALL CATCH BASINS, FIELD DRAINS, AREA DRAINS, AND INLETS.
4. FINISH GRADES SHALL SLOPE AWAY FROM ALL BUILDINGS AND STRUCTURES FOR A MINIMUM OF 10 FEET UNLESS DIRECTED TO A STORMWATER COLLECTION STRUCTURE.
5. ADJUST ALL MH RIMS, CLEAN OUTS, VALVE COVERS, HAND HOLES, AND ALL OTHER UTILITY STRUCTURES TO FINISH GRADES.
6. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL FINAL GRADES, ELEVATIONS, AND INVERTS.
7. IN ALL DISTURBED AREAS THAT DO NOT CALL FOR PAVEMENT, LANDSCAPING OR OTHER SPECIFIC SURFACE FINISH, THE CONTRACTOR SHALL PLACE A MINIMUM OF 4" TOPSOIL AND GRADE TO EXISTING OR PROPOSED GRADES, AND SEED WITH LAWN GRASS.
8. IF REQUIRED ADJUST ELEVATIONS OF ALL BURIED UTILITY LINES, UNITS & DEVICES TO PROVIDE MINIMUM REQUIRED COVER FOR FINISHED GRADE ELEVATIONS (COORDINATE WITH UTILITY PROVIDERS).

WATER MAIN GENERAL NOTES:

1. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH NYSDOH, OSHA, DUTCHESS COUNTY DOH, AND CITY OF POUGHKEEPSIE REQUIREMENTS.
2. PROVIDE ALL NECESSARY DOCUMENTATION TO SECURE WORK PERMITS WITHIN ALL RIGHTS OF WAY. COPIES OF ALL PERMITS SHALL BE FURNISHED TO THE ENGINEER PRIOR TO COMMENCING WORK.
3. THE LOCATIONS, SIZES AND ELEVATIONS OF EXISTING UTILITIES ARE BASED ON INFORMATION COMPILED BY THE ENGINEER FROM DRAWINGS OF RECORDS AND INFORMATION FURNISHED BY THE VARIOUS UTILITIES, WITH FIELD SURVEY VERIFICATION WHERE NECESSARY AND POSSIBLE. THE ACCURACY OF THIS INFORMATION IS NOT GUARANTEED AND SHALL BE CONSIDERED APPROXIMATE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THIS INFORMATION VERIFIED AND LOCATED PRIOR TO CONSTRUCTION. NO CONSTRUCTION EXCAVATION, OR BORING SHALL BE DONE WITHOUT CERTIFICATION OF THE DEPTH AND LOCATION OF UTILITIES. CALL DIG SAFELY NY AT 811 AT LEAST 48 HOURS PRIOR TO COMMENCING WORK.
4. WATER TIGHT CONDITIONS MAY NOT EXIST WHEN EXISTING VALVES ARE CLOSED.
5. THE CITY OF POUGHKEEPSIE RESERVES THE RIGHT OF FIRST REFUSAL OF ANY AND ALL REMOVED MATERIALS INCLUDING VALVES, FITTINGS, HYDRANTS, ETC. ALL EXISTING HYDRANTS TO BE REMOVED SHALL BE DELIVERED TO THE THE CITY OF POUGHKEEPSIE DEPARTMENT OF PUBLIC WORKS YARD.
6. THE USE OF EXISTING FIRE HYDRANTS FOR ANY REASON IS PROHIBITED WITHOUT PRIOR APPROVAL OF THE ENGINEER. THIS INCLUDES NEWLY INSTALLED FIRE HYDRANTS THAT HAVE BEEN PLACED INTO SERVICE.
7. LOCATE, FLAG AND PRESERVE SURVEY MONUMENTS AND PROPERTY CORNER MARKERS. A LICENSED SURVEYOR SHALL REESTABLISH ANY PROPERTY CORNERS OR SURVEY MONUMENTS DISTURBED DURING CONSTRUCTION.
8. HAVE ALL EQUIPMENT, MANPOWER, AND MATERIALS REQUIRED ON SITE AND READY FOR USE PRIOR TO COMMENCING ANY SHUT-DOWN OR REMOVING ANY EXISTING FACILITIES FROM SERVICE. NOTIFY ALL AFFECTED CUSTOMERS OF ANY SHUTDOWN AT LEAST 48 HOURS IN ADVANCE. SHUTDOWNS SHALL BE LIMITED TO 4 CONSECUTIVE HOURS. IT MAY BE NECESSARY TO SCHEDULE SHUTDOWNS AT NIGHT, WEEKENDS, OR OTHER OFF HOURS SO AS TO NOT AFFECT SCHOOLS, BUSINESSES, OR OTHER CUSTOMERS; AS DETERMINED BY THE ENGINEER. SHUTDOWN REQUESTS SHALL BE SUBMITTED TO THE ENGINEER A MINIMUM OF 3 BUSINESS DAYS IN ADVANCE.
9. NOTIFY THE APPROPRIATE FIRE STATION(S) 48 HOURS IN ADVANCE OF TAKING ANY FIRE HYDRANT OUT OF SERVICE. ANY FIRE HYDRANTS NOT IN SERVICE SHALL BE BAGGED IN BURLAP OR PLASTIC.
10. THE APPROXIMATE LOCATION OF THE PROPOSED WATER MAIN IS INDICATED ON THE PLANS. HOWEVER, THE ACTUAL LOCATION WILL BE GOVERNED BY THE ACTUAL LOCATION OF THE UNDERGROUND UTILITIES OR OTHER CONTROLLING FACTORS AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
11. EXPOSE EXISTING UTILITIES, SERVICES, SEWERS AND LATERALS AHEAD OF PIPE LAYING OR OTHER WORK OPERATIONS SO THAT IF MINOR ADJUSTMENTS MUST BE MADE IN ELEVATION AND/OR ALIGNMENT, DUE TO INTERFERENCE, THESE CHANGES CAN BE MADE IN ADVANCE OF THE WORK. EXISTING WAR SERVICES WERE LOCATED WHERE POSSIBLE BUT IT SHALL NOT BE ASSUMED THAT THEY ARE ALL SHOWN. EXISTING SANITARY SEWER LATERALS WERE NOT LOCATED. WATER SERVICES AND SANITARY SEWER LATERALS ARE NOT SHOWN IN PROFILE VIEWS.
12. PROVIDE TEMPORARY BYPASSES FOR EXISTING WATER SERVICES AS NECESSARY WHERE IT IS NOT POSSIBLE FOR THE EXISTING MAIN TO REMAIN IN SERVICE WHILE THE NEW MAIN IS BEING INSTALLED. WHERE TEMPORARY BYPASSES ARE REQUIRED, PROVIDE A PROPOSED BYPASS PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTING THE BYPASS. THE COST OF ANY NECESSARY TEMPORARY BYPASSES SHALL BE INCLUDED IN THE PAY ITEMS FOR THE RESPECTIVE WATER MAIN. NO ADDITIONAL PAYMENTS WILL BE MADE FOR TEMPORARY BYPASSES.
13. MINIMUM COVER ON ALL NEW WATER MAIN SHALL BE FIVE (5) FEET, MEASURED FROM FINISH GROUND SURFACE EXCEPT AS OTHERWISE NOTED



GENERAL NOTES

1. MAPPING PREPARED BY CLA SITE LANDSCAPE ARCHITECTURE, ENGINEERING & PLANNING , P.C. FROM A FIELD SURVEY COMPLETED ON April 17, 2019
2. NORTH IS REFERENCE TO NAD 83 NEW YORK STATE PLANES, EAST ZONE
3. VERTICAL IS REFERENCE TO NVGD 88 NEW YORK STATE PLANES, EAST ZONE
4. 1 FOOT CONTOUR INTERVAL
5. UNDERGROUND UTILITIES AS SHOWN HEREON ARE FROM FILED LOCATION, THEIR LOCATION IS APPROXIMATE, OTHERS MAY EXIST, AND ALL ARE SUBJECT TO VERIFICATION BY OTHERS.

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Revision	Description	Drawn	Checked	Date
1	Additional Topo added	BKM	PAL	03/30/20

LIBERTY STREET PARKING IMPROVEMENTS

City of Poughkeepsie
Dutchess County, New York

EXISTING CONDITION

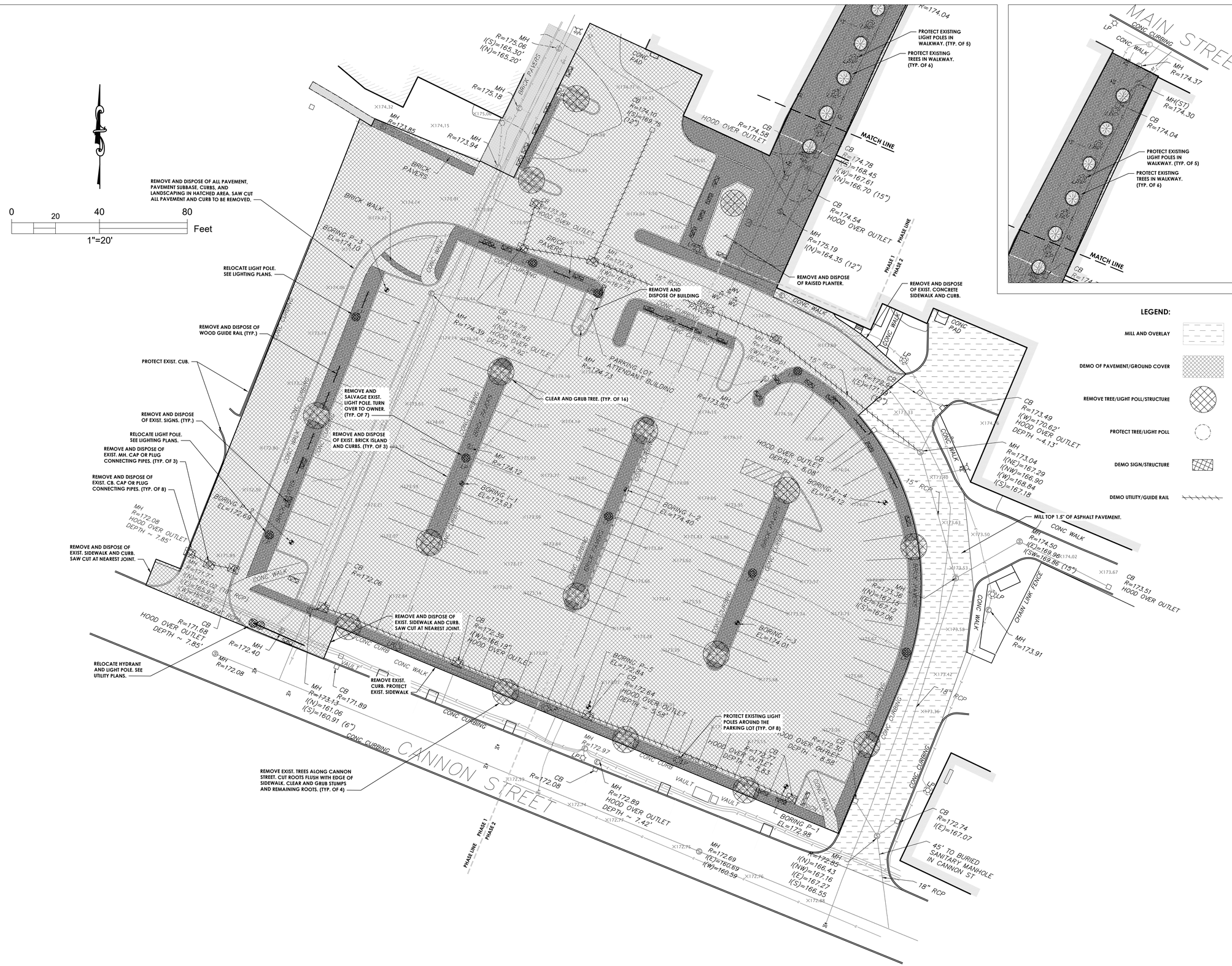
PRELIMINARY
NOT FOR CONSTRUCTION

SEAL

Date: May 09, 2019
Drawn By: BKM
Checked By: PAL
Proj. No.: 331-926
Sheet No.: 1 of 1

L-010

Drawing Name: S:\Projects\Poughkeepsie_C_General\12422.11 - Liberty St Parking Lot\D Design\08 CAD\Liberty St_Rebid.dwg Date last accessed: 12/15/2020 3:39 PM Plotted By: Shauncy Maloy



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NO.	DATE	BY	CHKED	DESCRIPTION

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GREG W. BONNEY
079892
LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS

50 CANNON ST., POUGHKEEPSIE, NY 12601

CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

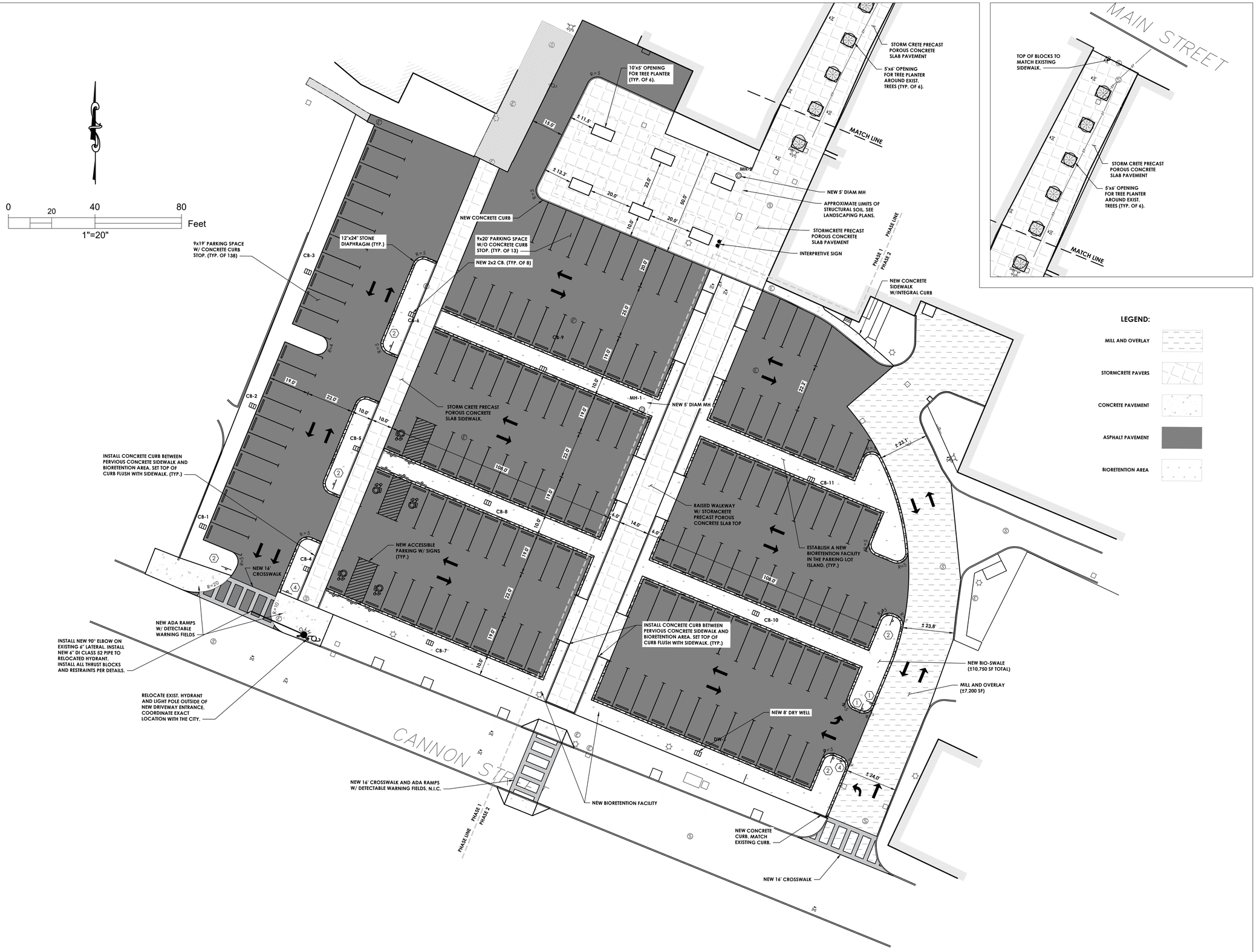
SCALE 1" = 20'

SHEET TITLE
DEMOLITION PLAN

PROJECT NUMBER
12422.02

C
100
DRAWING NUMBER

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LIBERTY STREET PARKING IMPROVEMENTS

50 CANNON ST., POUGHKEEPSIE, NY 12601

CITY OF POUGHKEEPSIE — DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
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SCALE 1" = 20'

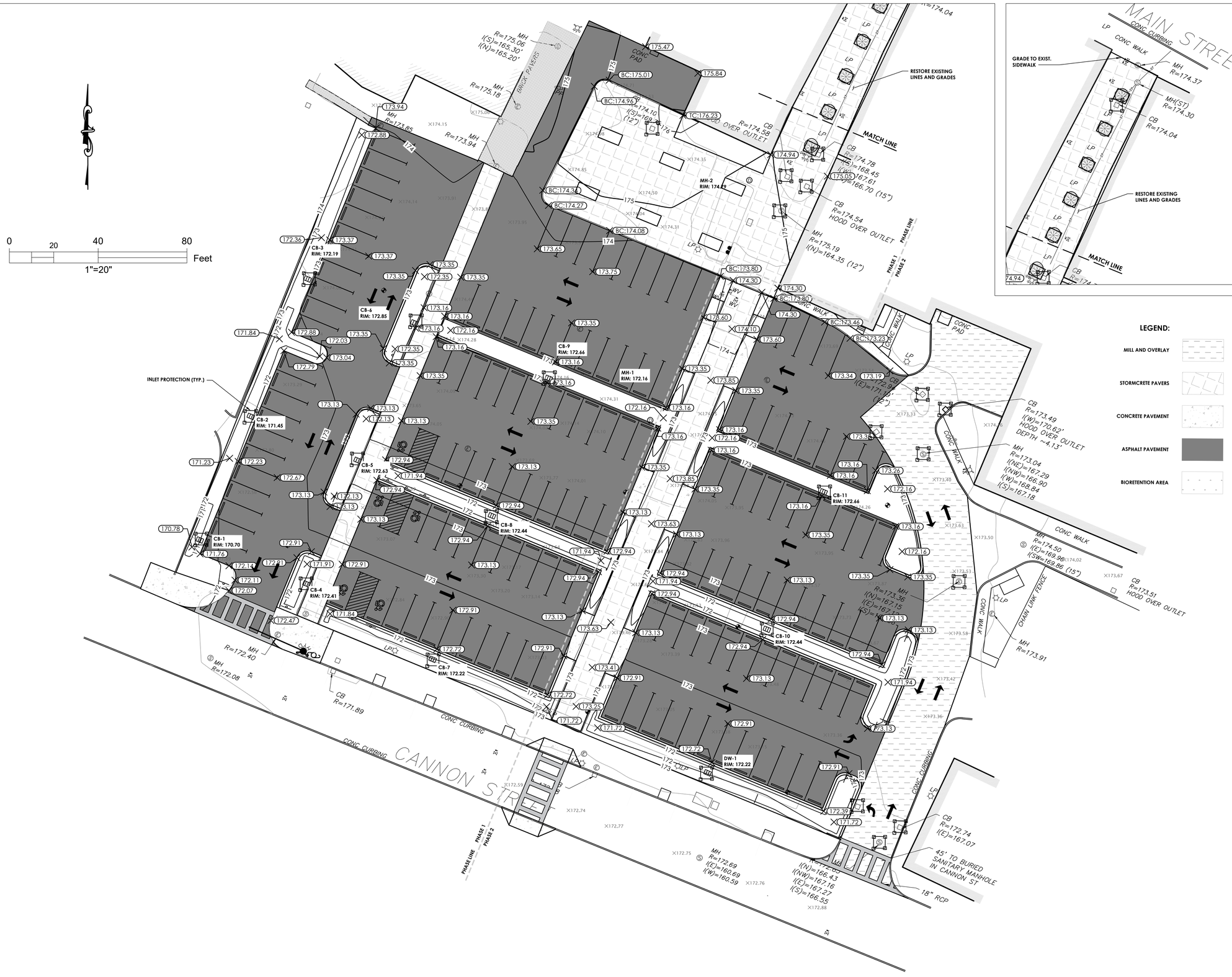
SHEET TITLE
SITE PLAN

PROJECT NUMBER
12422.02

C
200
DRAWING NUMBER

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LIBERTY STREET PARKING IMPROVEMENTS

50 CANNON ST., POUGHKEEPSIE, NY 12601

CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

SCALE 1" = 20'

SHEET TITLE

GRADING AND EROSION CONTROL PLAN

PROJECT NUMBER
12422.02

C
201
DRAWING NUMBER

IT IS A VIOLATION OF NEW YORK STATE EDUCATION LAW ARTICLE 145 FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT, ENGINEER OR LAND SURVEYOR, TO ALTER IN ANY WAY ANY ITEM ON THIS PLAN AND THE ENGINEER OR SURVEYOR'S SEAL AND THE NOTATION ALTERED BY" FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

ALL DRAWINGS, SPECIFICATIONS AND COPIES THEREOF FURNISHED BY THE COMMISSIONER'S REGULATIONS FOR ANY PERSONAL USE OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY WERE PREPARED AND PUBLISHED ARE AND SHALL REMAIN THE PROPERTY OF THE ENGINEER. THE ASSIGNED PART SHALL NOT BE COPIED, DISCLOSED TO OR USED BY ANY PERSON OTHER THAN THE AUTHORIZED EMPLOYEES OF THE OWNER FOR THE SPECIFIC PROJECT FOR WHICH THEY WERE PREPARED AND PUBLISHED WITHOUT THE PRIOR WRITTEN CONSENT OF THE ENGINEER. ANY UNAUTHORIZED USE OF THESE PLANS AND SPECIFICATIONS SHALL BE AT THE OWNER'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO THE ENGINEER AND THE OWNER SHALL INDEMNIFY AND HOLD HARMLESS THE ENGINEER AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

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0 20 40 80 Feet

1"=20"

MH R=175.06 I(S)=165.30' I(N)=165.20'
MH R=175.18
MH R=173.85
MH R=173.94
CONC PAD
DRIVE PATHS
PP
CB R=174.10 I(S)=169.75 (12")
CONNECT NEW 8" PIPE TO EXISTING CB. INV: 169.75
CONNECT TO EXIST. CB INV: 166.91
CB R=174.88
HOOD OVER OUTLET
97 LF 8" SICPP @ 1% SLOPE
31 LF 15" SICPP @ 0.5% SLOPE
MH-2 RIM: 174.29 INV(E): 167.06 INV(S): 167.06 INV(W): 169.28
MATCH LINE
CB R=174.78 I(E)=168.45 I(W)=167.61 I(N)=166.70 (15")
CB R=174.54 HOOD OVER OUTLET
MH R=175.19 I(N)=164.35 (12")
PHASE 1
PHASE 2
R=174.04
MAIN STREET
CONC CURBING
CONC WALK
MH R=174.37
MH(ST) R=174.30
CB R=174.04
MATCH LINE
CB R=174
CB-3 RIM: 172.19 INV(E): 168.45 INV(S): 168.45
49 LF 8" SICPP @ 0.5% SLOPE
CB-6 RIM: 172.85 INV(E): 168.20 INV(S): 168.20 NV(W): 168.20
65 LF 8" SICPP @ 0.5% SLOPE
63 LF 12" SICPP @ 0.5% SLOPE
CB-9 RIM: 172.66 INV(E): 167.88 INV(S): 167.88 INV(W): 167.88
MH-1 RIM: 172.16 INV(N): 167.64 INV(E): 167.64 INV(W): 167.64
42 LF 12" SICPP @ 0.5% SLOPE
112 LF 15" SICPP @ 0.5% SLOPE
WV
WV
WV
CONC WALK
CONC WALK
CONC PAD
LP
CB-2 RIM: 171.45 INV(N): 168.78 INV(S): 168.78
CB-5 RIM: 172.63 INV(N): 168.53 INV(S): 168.53
48 LF 8" SICPP @ 0.5% SLOPE
68 LF 8" SICPP @ 0.5% SLOPE
CB-8 RIM: 172.44 INV(N): 168.20 INV(S): 168.20
82 LF 15" SICPP @ 0.5% SLOPE
CB-11 RIM: 172.66 INV(N): 168.02 INV(S): 168.02
CB R=172.66 I(E)=171.32 (12")
CB R=173.49 I(W)=170.62' HOOD OVER OUTLET DEPTH ~4.13'
MH R=173.04 I(NE)=167.29 I(NW)=166.90 I(W)=168.84 I(S)=167.18
CONC WALK
CB-1 RIM: 170.70 INV(N): 169.12
48 LF 8" SICPP @ 0.5% SLOPE
CB-4 RIM: 172.41 INV(N): 168.87
68 LF 8" SICPP @ 0.5% SLOPE
CB-7 RIM: 172.22 INV(N): 168.54
68 LF 15" SICPP @ 0.5% SLOPE
CB-10 RIM: 172.44 INV(N): 168.37 INV(S): 168.37
MH R=173.36 I(N)=167.15 I(E)=167.12 I(S)=167.06
CONC WALK
MH R=174.50 I(E)=169.96 I(SW)=169.86 (15")
CB R=173.51 HOOD OVER OUTLET
CHAIN LINK FENCE
LP
MH R=173.91
INSTALL NEW 90° ELBOW ON EXISTING 6" LATERAL. INSTALL NEW 6" DI CLASS 52 PIPE TO RELOCATED HYDRANT. INSTALL ALL THRUST BLOCKS AND RESTRAINTS PER DETAILS.
MH R=172.40
MH R=172.08
CB R=171.89
RELOCATE EXIST. HYDRANT AND LIGHT POLE OUTSIDE OF NEW DRIVEWAY ENTRANCE. COORDINATE EXACT LOCATION WITH THE CITY.
CONC CURBING
CONC CURBING
CANNON ST
LP
DW-1 RIM: 172.22 INV(N): 168.71 INV(E): 165.62
81 LF 18" SICPP @ 1% SLOPE
CONNECT NEW 15" PIPE TO EXISTING MANHOLE. INV: 166.43
CONC CURBING
CB R=172.74 I(E)=167.07
DISCONNECT EXIST. 18" RCP AND CONNECT NEW 18" PVC RISER . SEE DETAIL ON SHEET G/802.
45° TO BURIED SANITARY MANHOLE IN CANNON ST
18" RCP
PHASE LINE
PHASE 1
PHASE 2
MH R=172.69 I(E)=160.69 I(W)=160.59
I(N)=166.43 I(NW)=166.16 I(E)=167.27 I(S)=166.55

LEGEND:

- MILL AND OVERLAY
- STORMCRETE PAVERS
- CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- BIORETENTION AREA

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9 ELKS LANE
POUGHKEEPSIE, NEW YORK 12601
TEL (845) 454-3411
FAX (845) 473-1962

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NO.	DATE	BY	CHKED	DESCRIPTION

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STATE OF NEW YORK
GREG W. BOLNER
087922
LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS

50 CANNON ST., POUGHKEEPSIE, NY 12601

CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

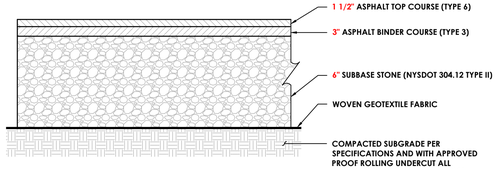
SCALE 1" = 20'

SHEET TITLE
UTILITY PLAN

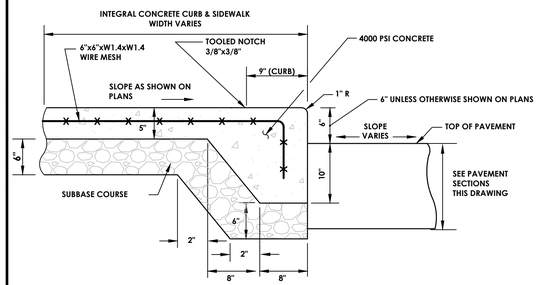
PROJECT NUMBER
12422.02

C
202
DRAWING NUMBER

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STANDARD DUTY ASPHALT PAVEMENT SECTION
N.T.S.

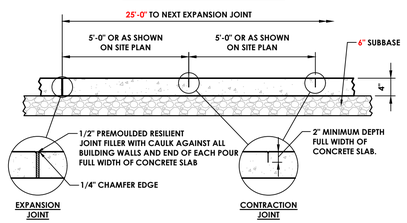


NOTES
1. SCORE SIDEWALK TO CREATE 5'x5' BLOCKS, UNLESS NOTED OTHERWISE ON PLANS.
2. PROVIDE EXPANSION JOINT EVERY 20' MAX.

CONCRETE SIDEWALK AND INTEGRAL CURB SECTION
N.T.S.

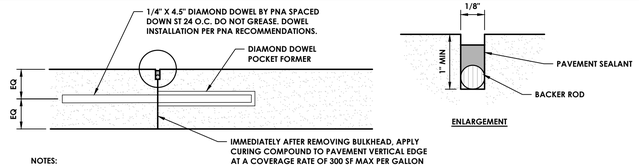


CROSS-SECTIONAL VIEW



SIDE VIEW

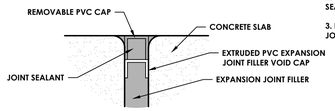
TYPICAL CONCRETE SIDEWALK
N.T.S.



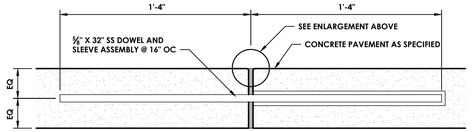
ENLARGEMENT

NOTES:

1. ENSURE JOINTS ARE CLEAN AND DRY PRIOR TO THE APPLICATION OF THE JOINT SEALANT.
2. INSTALL CLOSED CELL BACKER ROD AFTER JOINTS HAVE BEEN CLEANED AND DRIED IN ACCORDANCE WITH SEALANT MANUFACTURER'S REQUIREMENTS.
3. INSTALL BACKER ROD AT CONSISTENT AND UNIFORM DEPTH. JOINT SEALANT APPLICATION SHALL BE IN STRICT COMPLIANCE WITH SEALANT MANUFACTURER'S REQUESTS.



ENLARGEMENT

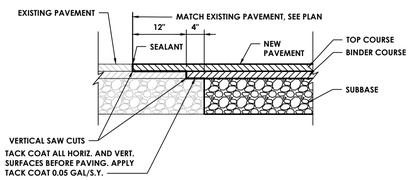


NOTES:

1. EXPANSION JOINTS AND ISOLATION JOINTS SHALL BE LOCATED WHERE SHOWN ON THE LAYOUT PLAN.
2. ISOLATION JOINTS SHALL NOT INCLUDE THE DOWEL AND SLEEVE ASSEMBLY.
3. ISOLATION JOINTS SHALL BE PROVIDED WHERE THE CONCRETE PAVEMENT ABUTS A RIGID STRUCTURE.
4. EXPANSION AND ISOLATION JOINTS SHALL BE ½" WIDE AND FILLED WITH A RESILIENT PREMOLDED NON-EXTRUDING FIBER EXPANSION JOINT FILLER, RECESSED AND SEALED. RECESS FORMED WITH EXTRUDED PVC CAP WITH REMOVABLE TOP TO RECEIVE JOINT SEALANT, COLOR TO MATCH CONCRETE.

EXPANSION/ISOLATION JOINT

PAVEMENT JOINTS
N.T.S.

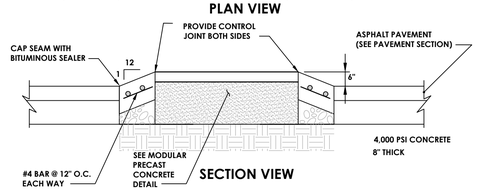


NOTES:

1. PAVEMENT COURSES TO MATCH EXISTING IN DEPTH FOR WIDTH OF SHEAR STEP AND SHALL TRANSITION TO THE APPROPRIATE ASPHALT COURSE DEPTHS AND TYPES AS SPECIFIED.
2. EXISTING PAVEMENT SHALL BE SAW CUT TO OBTAIN A STRAIGHT AND NEAT EDGE FOR PAVING. FINAL SAW CUT SHALL BE MADE PRIOR TO PAVING AND AFTER SUBBASE STONE IS PLACED.

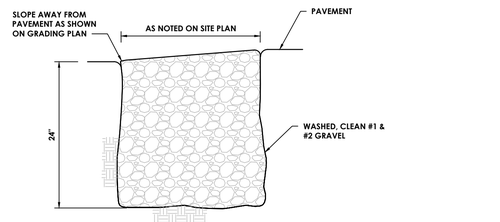
STANDARD DUTY PAVEMENT JOINT
N.T.S.

PLAN VIEW

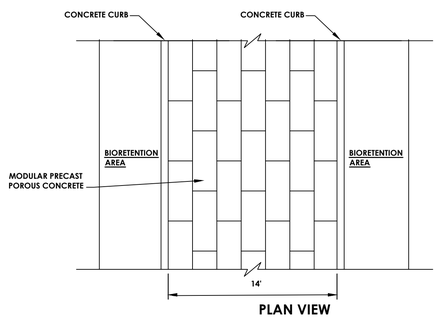


SECTION VIEW

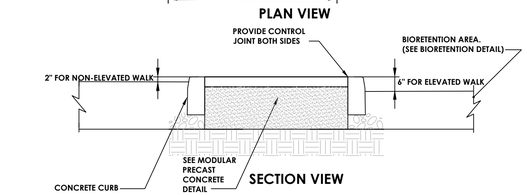
ELEVATED CROSSWALK
N.T.S.



STONE DIAPHRAGM
N.T.S.

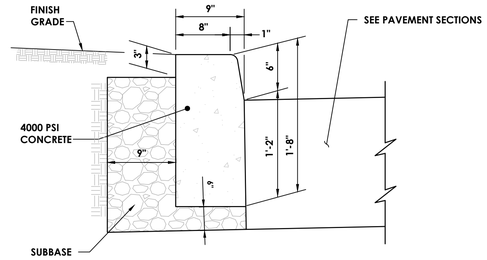


PLAN VIEW



SECTION VIEW

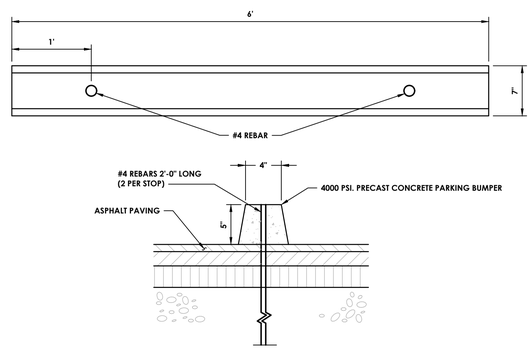
POROUS CONCRETE TO BIO TRANSITION
N.T.S.



1. CONTRACTION JOINTS TO BE AT 10 FOOT INTERVALS AND SHALL BE FORMED OR SAW CUT TO A DEPTH OF 1/2 INCH BELOW THE SURFACE OF THE CURB.
2. EXPANSION JOINTS TO BE AT 50 FOOT INTERVALS AND SHALL BE FORMED WITH 3/4 INCH WIDE PREMOLDED BITUMINOUS JOINT FILLER. THE FILLER MATERIAL SHALL BE CUT TO CONFORM TO THE CROSS SECTION OF THE CURB.
3. EXPANSION JOINTS AND FORMED CONTRACTION JOINTS ARE TO BE EDGED WITH CONCRETE FINISHING TOOLS.
4. CONCRETE SEALING AGENT SHALL BE APPLIED THE SAME DAY THAT CURBS ARE CONSTRUCTED.

CONCRETE CURB
N.T.S.

SIDEWALK RAMP TYPE '4'
N.T.S.



6' PRECAST CONC. PARKING BUMPER
N.T.S.

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REVISIONS				
NO.	DATE	BY	CHKED	DESCRIPTION

STATE OF NEW YORK · GREG W. BOLNER · 078922-1 · LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS
50 CANNON ST., POUGHKEEPSIE, NY 12601
CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

SCALE NTS

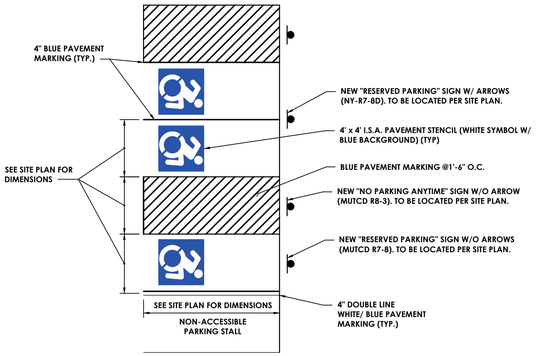
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Date last accessed: 12/15/2020 3:39 PM
Drawing Name: S:\Projects\Poughkeepsie_C_General\12422.11 - Liberty St Parking Lot\D Design\08 CAD\Cover Notes and Details_Rebid.dwg



TYPICAL ACCESSIBLE PARKING STRIPING

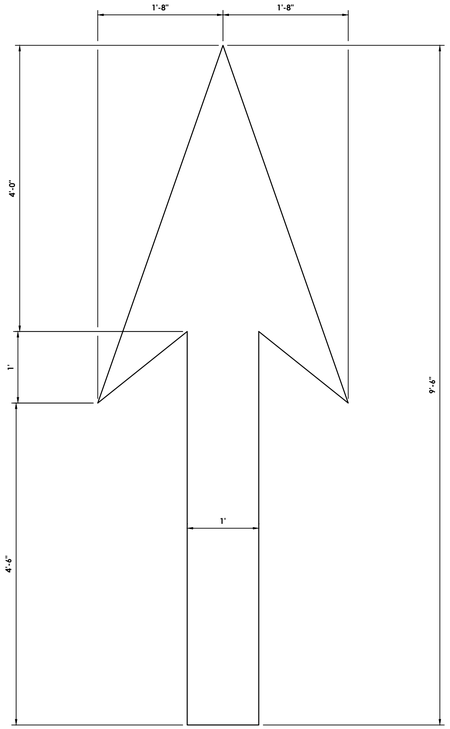
N.T.S.

SIGN TABLE

	SIGN	SIZE	LETTER	MUTCD #	BACKGROUND	LEGEND	QUANTITY
1	ALL TRAFFIC	18" X 24"	SEE MUTCD	R3-14R	WHITE (RETROREFLECTIVE)	BLACK (RETROREFLECTIVE)	1
				R3-14L			1
2	STOP STOP SIGN	30" X 30"	SEE MUTCD	R1-1	RED (RETROREFLECTIVE)	WHITE (RETROREFLECTIVE)	5
3	BUSES ONLY BUSES ONLY SIGNS	18" X 24"	SEE MUTCD	N/A	WHITE (RETROREFLECTIVE)	BLACK (RETROREFLECTIVE)	
4	DO NOT ENTER DO NOT ENTER	30" X 30"	SEE MUTCD	R5-1	WHITE (RETROREFLECTIVE)	WHITE (RETROREFLECTIVE)	2
5	ONE WAY	36" X 12"	SEE MUTCD	R6-1R	WHITE (RETROREFLECTIVE)	BLACK (RETROREFLECTIVE)	
				R6-1			
6	NO PARKING	18" X 24"	SEE MUTCD	R8-3	WHITE (RETROREFLECTIVE)	RED (RETROREFLECTIVE)	3
7	NO PARKING ANY TIME NO PARKING ANY TIME	18" X 24"	SEE MUTCD	R7-1	WHITE (RETROREFLECTIVE)	RED (RETROREFLECTIVE)	
8	FIRE LANE NO PARKING NO STANDING NO EXCEPTIONS	18" X 24"	SEE NYS FIRE CODE APPENDIX D		WHITE (RETROREFLECTIVE)	RED (RETROREFLECTIVE)	
9	RESERVED PARKING	18" X 24"	SEE MUTCD	R7-8	WHITE (RETROREFLECTIVE)	BLUE (RETROREFLECTIVE)	
10	RESERVED PARKING	12" X 18"	SEE MUTCD	R7-8	WHITE (RETROREFLECTIVE)	GREEN, BLUE (RETROREFLECTIVE)	5
11	RESERVED PARKING	12" X 18"	SEE MUTCD	R7-8	WHITE (RETROREFLECTIVE)	GREEN, BLUE (RETROREFLECTIVE)	

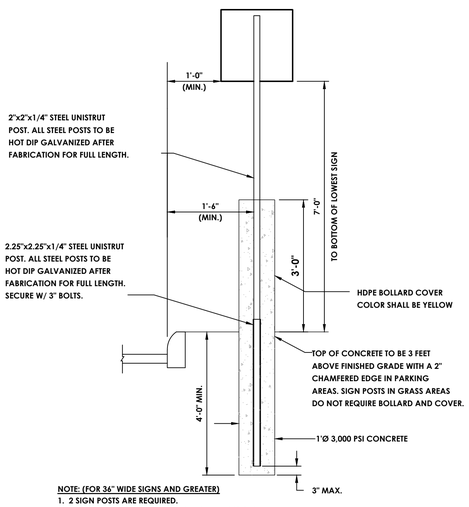
ROAD SIGN TABLE

N.T.S.



STRAIGHT ARROW

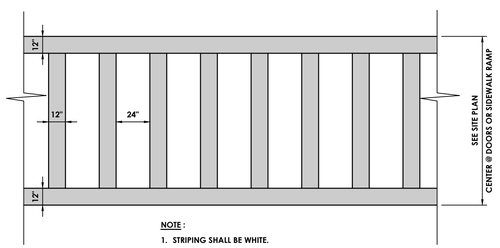
N.T.S.



NOTE: (FOR 36" WIDE SIGNS AND GREATER)
1. 2 SIGN POSTS ARE REQUIRED.
2. POSTS WILL BE CENTERED AND SPACED AT 20" C-C

TYPICAL SIGN POST

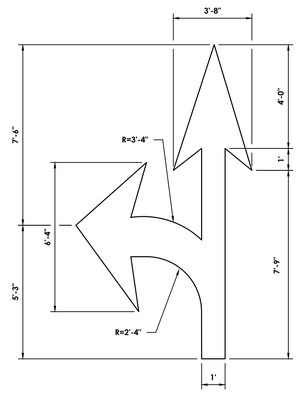
N.T.S.



NOTE :
1. STRIPING SHALL BE WHITE.

CROSSWALK STRIPING

N.T.S.



WHITE TURNING/STRAIGHT ARROW

N.T.S.

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REVISIONS				
NO.	DATE	BY	CHKED	DESCRIPTION

GREG M. BOLNER — STATE OF NEW YORK — 078922 — LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS
50 CANNON ST., POUGHKEEPSIE, NY 12601
CITY OF POUGHKEEPSIE — DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

SCALE NTS

SHEET TITLE
STRIPING AND SIGN DETAILS

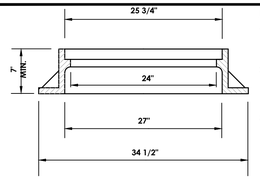
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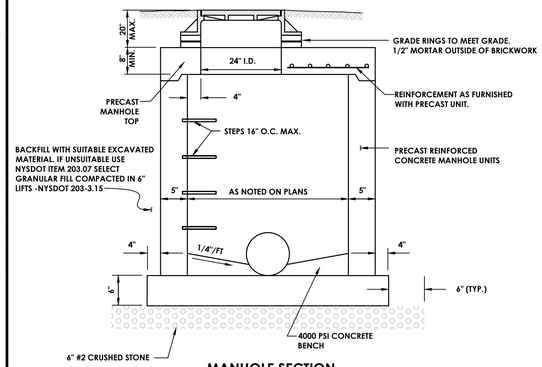
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NOTES:

1. MANHOLE STEPS ARE REQUIRED FOR ANY STRUCTURE DEEPER THAN 4 FT.
2. MANHOLE TOP SLABS, FRAMES AND COVERS SHALL BE DESIGNED FOR USE UNDER H - 20 LOADING.
3. MANHOLE FRAME AND GRATE/COVER TO BE: INLET M.H.: NEENAH MODEL R-2556 OR APPROVED EQUAL. SOLID M.H.: NEENAH MODEL R-1642 TYPE F OR APPROVED EQUAL.

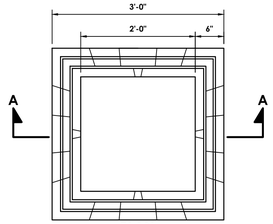
MANHOLE FRAME



MANHOLE SECTION

PRECAST STORM MANHOLE

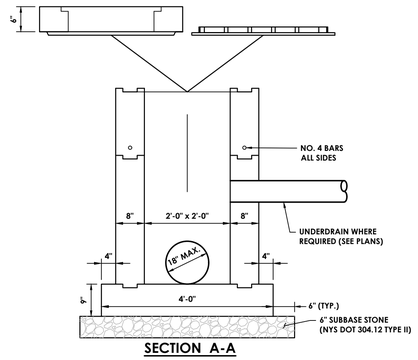
N.T.S.



PLAN

NOTES:

1. FRAME AND GRATE FRAME 2'- 4 15/16" x 3'-1 1/2" GRATE 2'- 3 11/16" x 3'- 0 1/2" RECTANGULAR FRAME AND GRATE ASSEMBLY TYPE 11 N.Y.S.D.O.T. STANDARD SHEETS 655-4R1, 655-5R1 AND 655-6R1.
2. REINFORCEMENT SHALL HAVE A COVER OF 2" UNLESS OTHERWISE SHOWN.
3. ALL CONCRETE FOR CATCH BASINS SHALL BE 4000 PSI CAST-IN-PLACE CONCRETE OR PRECAST CONCRETE.
4. FILL WITH CEMENT MORTAR AND SEAL WITH ASPHALT EMULSION TACK COAT BETWEEN FRAME AND CURB.
5. DESIGN LOADING: AASHTO H-20
6. THE INTERIOR AND EXTERIOR OF CATCH BASIN SHALL BE COATED WITH TWO COATS OF KOPPERS SUPER SERVICE BLACK OR APPROVED EQUAL.
7. WATER TIGHT GROUT ALL CONNECTIONS. USE NON-SHRINK GROUT.
8. PROVIDE A 12" DEEP SUMP.



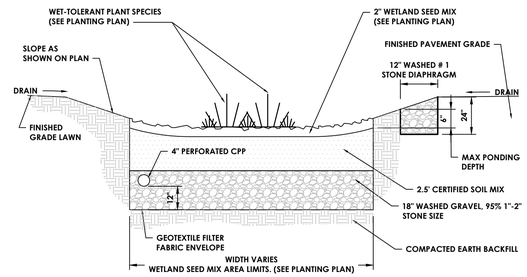
SECTION A-A

2'x2' CATCH BASIN

N.T.S.

BIORETENTION CERTIFIED SOIL MIX

85-90% SAND (50% BETWEEN #10 AND #40 SIEVE)
10-15% FINES (<200 SIEVE)
3-5% ORGANIC CONTENT

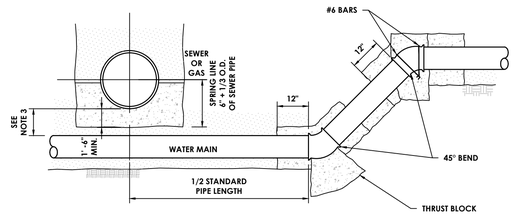


NOTES:

1. SOIL TO BE TESTED IN ACCORDANCE WITH NEW YORK STATE STORMWATER MANAGEMENT DESIGN MANUAL
2. INSTALL 4" PERF. CPP ALONG THE EDGE OF THE BIORETENTION AS NEEDED TO AVOID CONFLICT WITH STORM STRUCTURES, STORM PIPING, AND TREE PLANTINGS.
3. CONNECT 4" PERF. CPP TO STORM PIPE W/ AN INSERT-A-TEE OR CORE AND GROUT INTO CONCRETE STRUCTURES USING NON-SHRINK GROUT.
4. THE INVERT OF THE 4" PERF. CPP SHALL BE A MIN. OF 12" ABOVE THE BOTTOM OF THE WASHED STONE SECTION TO MAINTAIN WATER STORAGE CAPACITY AND PROMOTE INFILTRATION.

BIORETENTION

N.T.S.



NOTES:

1. ONE STANDARD FULL LENGTH OF WATER MAIN (10 FEET MINIMUM) SHALL BE CENTERED UNDER THE SEWER/GAS PIPE SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER/GAS PIPE AS POSSIBLE.
2. THRUST RESTRAINT SHALL BE PROVIDED AT ALL BENDS.
3. THERE SHALL BE 18" MINIMUM VERTICAL SEPARATION BETWEEN SEWER AND WATER MAINS.
4. THERE SHALL BE 24" MINIMUM VERTICAL SEPARATION BETWEEN GAS AND WATER MAINS AND SHALL CONSIST OF SAND OR SELECT FILL.
5. WARNING TAPE, IN ACCORDANCE WITH A.P.W.A. UNIFORM COLOR CODE SHALL BE PLACED ABOVE UTILITY 12" BELOW GROUND, FOR A DISTANCE OF 25 FEET ON EITHER SIDE OF CROSSING.
6. WHERE THE WATER MAIN PASSES UNDER A SEWER PIPE, THERE SHALL BE A 6" MINIMUM OF CONCRETE BEDDING FOR THE SEWER PIPE.
7. WATER MAIN SHALL BE WRAPPED IN A POLYETHYLENE TUBE, WHICH MEETS ANSI/AWWA C105, FOR A DISTANCE OF 50 FEET ON EITHER SIDE OF THE PIPELINE CROSSING.
8. DUCTILE IRON WATER PIPE SHALL INCLUDE NITRILE GASKETS WITHIN 50 FEET OF THE PIPELINE CROSSING OR ANY WHERE WITHIN 25 FEET OF HORIZONTAL OFFSET LOCATIONS.
9. SEWER LINE CROSSING SPECIFICS MUST ALSO BE OBSERVED WHEN CROSSING GAS LINES.

SEWER OR GAS / WATER MAIN CROSSING AND RELOCATION

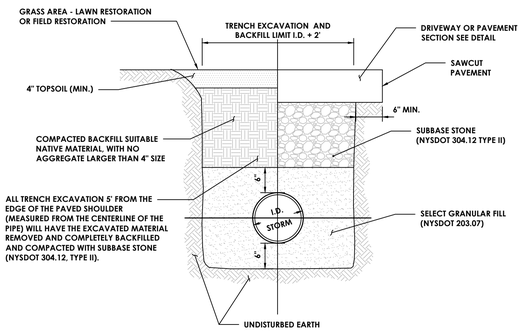
N.T.S.

NOTES:

1. STEPS FOR DRAINAGE STRUCTURES SHALL CONFORM TO N.Y.S.D.O.T. MATERIAL SPECIFICATION 725-02.01. THE COST OF THE STEPS SHALL BE INCLUDED IN THE PRICE BID FOR THE MANHOLES.
2. STEPS TO BE PLACED IN STRUCTURES GREATER THAN 4 FEET IN DEPTH.

MANHOLE STEP

N.T.S.

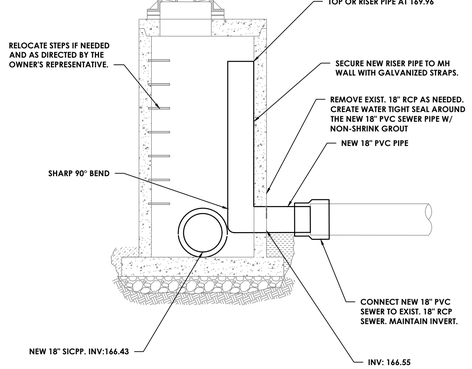


NOTES:

1. CONTRACTOR TO PROVIDE SAFE EXCAVATION; SLOPE TRENCH WALLS, USE TRENCH BOX, OR SHEETING & BRACING PER OSHA SPECIFICATIONS. TRENCH BOX OR SHEETING AND BRACING TO BE LIFTED ABOVE THE SPRING LINE OR PIPE BEFORE BACKFILLING ABOVE SPRING LINE.
2. PAVEMENT BACKFILL AND RESTORATION REQUIREMENTS SHALL APPLY TO WORK PERFORMED UNDER PROPOSED ROADWAYS.
3. ALL WORK FOR STORM SEWER TRENCHING SHALL BE INCLUDED. THIS WORK INCLUDES, BUT IS NOT LIMITED TO TRENCHING, EXCAVATION AND ALL BACKFILL. NO ADDITIONAL PAYMENTS WILL BE MADE FOR BACKFILL.

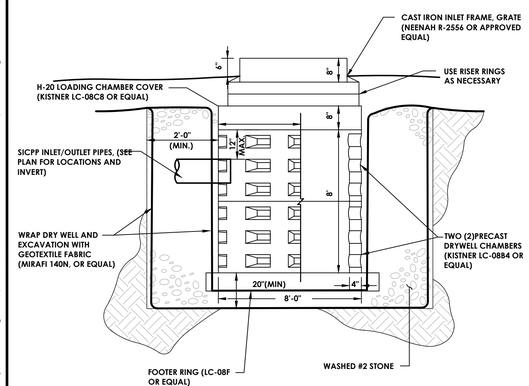
STORM SEWER TRENCH

N.T.S.



EXIST. MANHOLE MODIFICATIONS

N.T.S.



PRECAST DRYWELL

N.T.S.

REINSTALL EXIST. HYDRANT. IF DAMAGED, INSTALL NEW AMERICAN DARLING B-62-B HYDRANT OR APPROVED EQUAL PAINTED RED

LOCATE GUARD VALVE BEHIND CURB AND MIN. 2'-0" IN FRONT OF HYDRANT.

30# ROOFING FELT

15"±

5'-0" MIN BREAKLINE ADJUSTABLE TO GRADE WITH 6" INCREMENTAL RISER KITS

NEW 6" GATE VALVE AND VALVE BOX PER DETAIL

MEGALUG RESTRAINT AT ALL JOINTS. ROD FROM ELBOW TO VALVE. ROD FROM VALVE TO HYDRANT. USE 6" DIP, CLASS 52

CONCRETE THRUST BLOCK

UNDISTURBED EARTH

MIN. 8 CF (2'x2'x2') OF NYSDOT CRUSHED NO. 2 STONE FOR DRAINAGE

VARIES

VARIES

NEW 90° ELBOW

SOLID CONCRETE BUILDING BLOCK (8"x8"x16" MIN.)

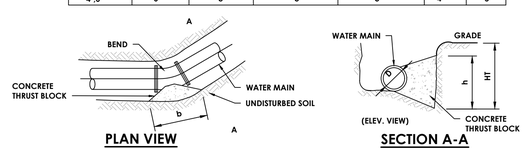
NOTES:

1. NEW OR REPLACEMENT HYDRANT ON EXISTING CAST IRON MAIN REQUIRES TRANSITION COUPLINGS AND SPOOLS FROM TEE (ROCKWELL 441 OR EQUAL).
2. ALL JOINTS TO BE FULLY RESTRAINED WITH RODS. SUBSTITUTIONS SHALL BE APPROVED BY ENGINEER.

HYDRANT

N.T.S.

MINIMUM AREA OF BEARING FACE OF CONCRETE THRUST BLOCK (IN SQ.FT.) BLOCKS TO BE POURED AGAINST UNDISTURBED SOIL						
PIPE SIZE	90° BEND	45° BEND	22-1/2° BEND	11-1/4° BEND	TEE/ TS&V	PLUG
4",6"	6	3	3	3	4	5



PLAN VIEW

SECTION A-A

NOTES:

1. NO CONCRETE IS TO ENCOMPASS ANY BOLTS OR BELL ENDS WHERE POSSIBLE.
2. THRUST BLOCKS ARE TO EXTEND TO UNDISTURBED SOIL (INCLUDING ALL PITS).
3. MEGALUGS ARE TO BE USED IN ADDITION TO THRUST BLOCKS AT ALL FITTINGS.
4. BLOCK HEIGHT (h) SHOULD BE EQUAL TO OR LESS THAN ONE-HALF THE TOTAL DEPTH TO THE BOTTOM OF THE BLOCK, (HT), BUT NOT LESS THAN PIPE DIAMETER (D).
5. BLOCK HEIGHT (h) SHOULD BE TWO TIMES THE BLOCK WIDTH (b).

HORIZONTAL THRUST BLOCK

N.T.S.

CPLteam.com
ARCHITECTURE ▪ ENGINEERING ▪ PLANNING
9 ELKS LANE
POUGHKEEPSIE, NEW YORK 12601
TEL (845) 454-3411
FAX (845) 473-1962

REVISIONS				
NO.	DATE	BY	CHKD	DESCRIPTION

STATE OF NEW YORK — GREGG W. BONNER — 078992-1 — LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS
50 CANNON ST., POUGHKEEPSIE, NY 12601
CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

SCALE NTS

SHEET TITLE
UTILITY AND STORM WATER DETAILS

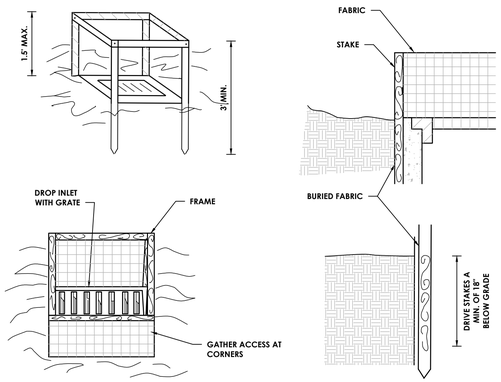
PROJECT NUMBER
12422.02

C
802
DRAWING NUMBER

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW AND THE COMMISSIONER'S REGULATIONS FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED DESIGNER, BROKER OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF ANY PERSON ALTERS A SEALED, THE ALTERING PARTY SHALL AFFIX TO THE SEAL AND THE NOTATION 'ALTERED' FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Plotted By: Shauncy Maloy
Date last plotted: 12/15/2020 3:42 PM
Date last accessed: 12/15/2020 3:39 PM
Drawing Name: S:\Projects\Poughkeepsie_C_General\12422.11 - Liberty St Parking Lot\D Design\08 CAD\Cover Notes and Details_Rebid.dwg

2"X4" WOOD FRAME



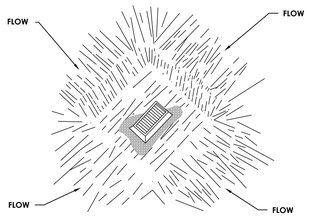
CONSTRUCTION SPECIFICATIONS

1. FILTER FABRIC SHALL HAVE AN EOS OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
3. STAKE MATERIALS WILL BE STANDARD 2" x 4" WOOD OR EQUIVALENT. METAL WITH A MINIMUM LENGTH OF 3 FEET.
4. SPACE STAKES EVENLY AROUND INLET 3 FEET APART AND DRIVE A MINIMUM 18 INCHES DEEP. SPANS GREATER THAN 3 FEET MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
5. FABRIC SHALL BE EMBEDDED 1 FOOT MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
6. A 2" x 4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.

*MAXIMUM DRAINAGE AREA 1 ACRE

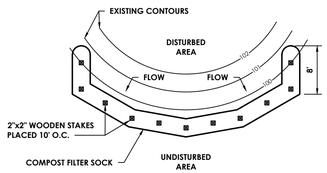
FILTER FABRIC DROP INLET PROTECTION

N.T.S.

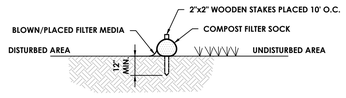


DIA. (IN.)	SLOPE %						
	2	5	10	20	25	33	50
8	225*	200	100	50	20	-	-
12	250	225	125	65	50	40	25
18	275	250	150	70	55	45	30
24	350	275	200	130	100	60	35
32	450	325	275	150	120	75	50

* LENGTH IN FEET



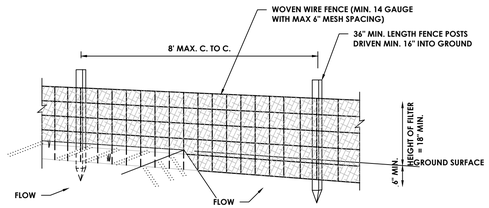
PLAN VIEW



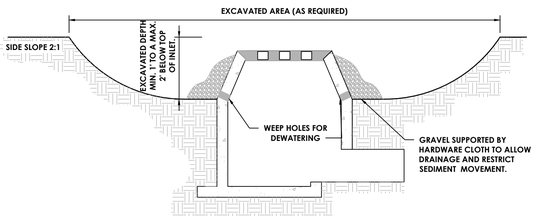
SECTION VIEW

COMPOST FILTER SOCK

N.T.S.



PERSPECTIVE VIEW



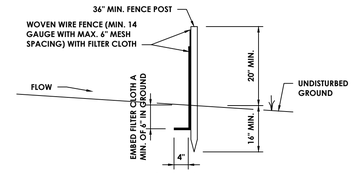
CONSTRUCTION NOTES:

1. CLEAR THE AREA OF ALL DEBRIS THAT WILL HINDER EXCAVATION.
2. GRADE APPROACH TO THE INLET UNIFORMLY AROUND THE BASIN.
3. WEEP HOLES SHALL BE PROTECTED BY GRAVEL.
4. UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREA, SEAL WEEP HOLES, FILL EXCAVATION WITH STABLE SOIL TO FINAL GRADE, COMPACT IT PROPERLY AND STABILIZE WITH PERMANENT SEEDING.

*MAXIMUM DRAINAGE AREA 1 ACRE

EXCAVATED DROP INLET PROTECTION

N.T.S.



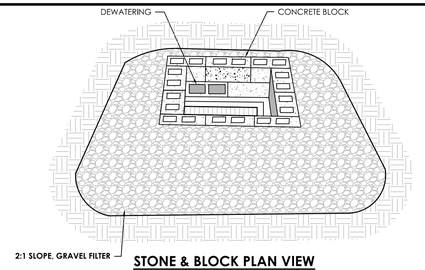
SECTION

CONSTRUCTION SPECIFICATIONS

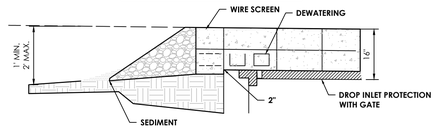
1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIRES OR STAPLES. POSTS SHALL BE STEEL EITHER "T" OR "U" TYPE OR HARDWOOD.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP OF MID SECTION. FENCE SHALL BE WOVEN WIRE. 6" MAXIMUM MESH OPENING.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N OR APPROVED EQUAL.
4. PREFABRICATED UNITS SHALL MEET THE MINIMUM REQUIREMENTS SHOWN.
5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE

SILT FENCE

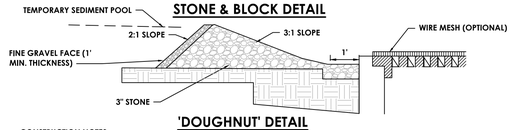
N.T.S.



STONE & BLOCK PLAN VIEW



STONE & BLOCK DETAIL



'DOUGHNUT' DETAIL

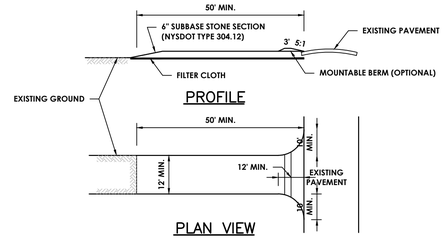
CONSTRUCTION NOTES:

1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2 INCHES MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.
2. HARDWARE CLOTH OR 1/2" WIRE MESH SHALL BE PLACED OVER BLOCK OPENINGS TO SUPPORT STONE.
3. USE CLEAN STONE OR GRAVEL 1/2 - 3/4 INCH IN DIAMETER PLACED 2 INCHES BELOW TOP OF THE BLOCK ON A 2:1 SLOPE OR FLATTER.
4. FOR STONE STRUCTURES ONLY, A 1 FOOT THICK LAYER OF THE FILTER STONE WILL BE PLACED AGAINST THE 3 INCH STONE AS SHOWN ON THE DRAWINGS.

*MAXIMUM DRAINAGE AREA 1 ACRE

STONE & BLOCK DROP INLET PROTECTION

N.T.S.

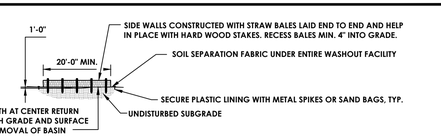


CONSTRUCTION NOTES:

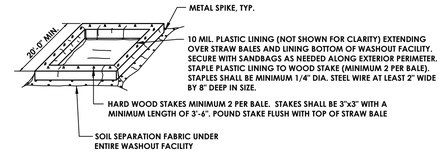
1. STONE SIZE - USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH - NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY)
3. THICKNESS - NOT LESS THAN SIX (6) INCHES
4. WIDTH - TWELVE (12) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE.
5. GEOTEXTILE - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ACCESS SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5% SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE/DRIVEWAY

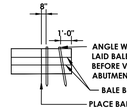
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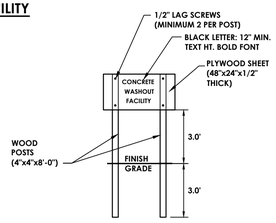
PROFILE OF FACILITY



ISOMETRIC VIEW OF FACILITY



BALE PROFILE



SIGN

CONCRETE TRUCK WASHOUT

N.T.S.

CPLteam.com
ARCHITECTURE ■ ENGINEERING ■ PLANNING

9 ELKS LANE
POUGHKEEPSIE, NEW YORK 12601
TEL (845) 454-3411
FAX (845) 473-1962

REVISIONS			
NO.	DATE	BY	CHKED	DESCRIPTION

STATE OF NEW YORK · GREG W. BOLNER · 078922 · LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS

50 CANNON ST., POUGHKEEPSIE, NY 12601

CITY OF POUGHKEEPSIE — DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

SCALE NTS

SHEET TITLE
EROSION CONTROL DETAILS

PROJECT NUMBER
12422.02

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DRAWING NUMBER

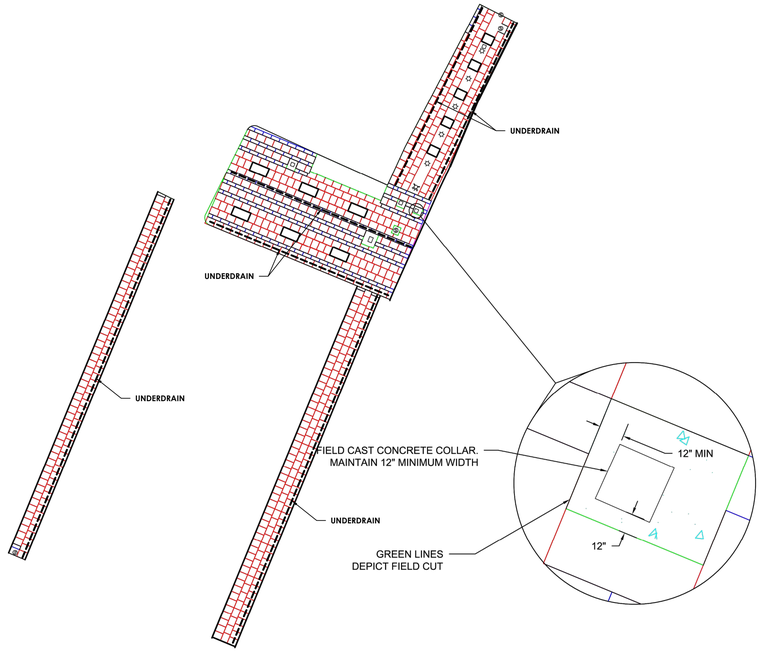
IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT, ENGINEER OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE SEAL OF AN ARCHITECT, ENGINEER OR LAND SURVEYOR IS ALTERED, THE ALTERING PARTY SHALL AFFIX TO THE ITEM THEIR SEAL AND THE NOTATION "ALTERED" FOLLOWED BY THEIR SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Plotted By: Shauncy Maloy
Date last plotted: 12/15/2020 3:42 PM
Date last accessed: 12/15/2020 3:39 PM
Drawing Name: S:\Projects\Poughkeepsie_C_General\12422.11 - Liberty St Parking Lot\D Design\08 CAD\Cover Notes and Details_Rebid.dwg

REQUIRED STORMCRETE® SLAB QUANTITIES
(FOR AREAS SHOWN BELOW)

5' X 4' STORMCRETE® SLABS	(610)
5' X 2' STORMCRETE® SLABS	(152)
4'X2.5' STORMCRETE® SLABS	(10)

(QUANTITIES MAY INCLUDE ADDITIONAL SLABS TO COVER UNFORESEEN CONDITIONS)



888.357.1161
www.stormcrete.com
Porous Technologies, LLC
163 Thadeus Street
South Portland, ME 04106

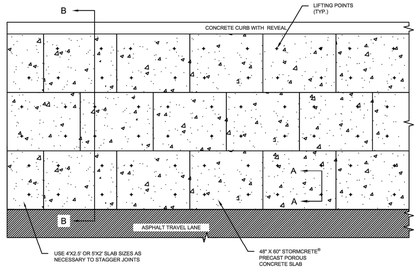
STORMCRETE® PATENT PENDING

ACADEMY AND LIBERTY STREET PARKING LOTS POUGHKEEPSIE, NY

DATE:	06-29-2020
DRAWN BY:	TJC
CHECKED BY:	KJM
SCALE:	NTS

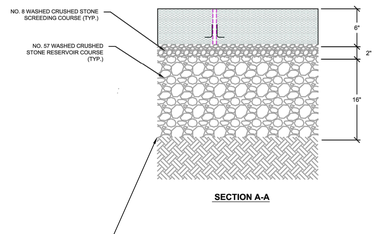
LAYOUT AND MATERIALS

DWG NO. D1



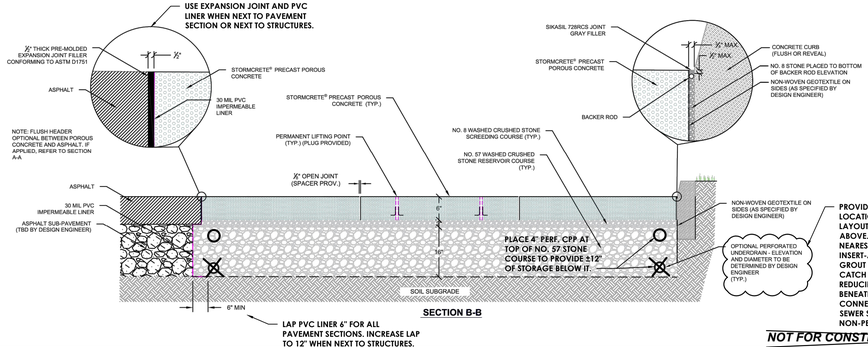
TYPICAL STORMCRETE® SLAB LAYOUT

NOTE: PANELS MAY BE CONFIGURED OR FIELD CUT AS SPECIFIC SITE CONDITIONS WARRANT

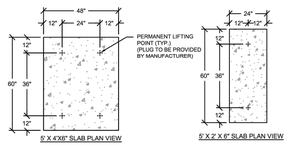


SECTION A-A

PLACE CRUSHED STONE DIRECTLY ON SUBSOIL. DO NOT USE LINER THAT MAY INHIBIT INFILTRATION.

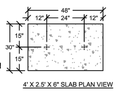


SECTION B-B



5' X 4'X6" SLAB PLAN VIEW

5' X 2' X 6" SLAB PLAN VIEW



4' X 2.5' X 6" SLAB PLAN VIEW

SLAB DIMENSIONS

NOTES:
1. PRECAST POROUS CONCRETE SHALL BE THE STORMCRETE® SYSTEM AS MANUFACTURED BY POROUS TECHNOLOGIES, LLC WWW.STORM-CRETE.COM (888) 357-1161
2. STORMCRETE® PRECAST POROUS CONCRETE SHALL HAVE A CONCRETE AVERAGE UNIT WEIGHT OF 124 LB/CF (+/- 4%) AND A VOID RATIO OF 15-25% WHEN TESTED IN CONFORMANCE WITH *ASTM D1754/1754M-12 STANDARD TEST METHOD FOR DENSITY AND VOID CONTENT OF HARDENED PERVIOUS CONCRETE.*
3. WASHED CRUSHED STONE RESERVOIR AND SCREEDING COURSE GRADATIONS AND THICKNESS TO BE BASED ON SUBSURFACE CONDITIONS, DEPTH OF FREEZING, TRAFFIC LOADINGS, AND STORM WATER DETENTION/RETENTION REQUIREMENTS AS SPECIFIED BY DESIGN PROFESSIONAL.
4. ADJACENT MATERIAL SHALL NOT BE ALLOWED TO COME INTO DIRECT CONTACT WITH SIDES OF SLAB. PLACE ½" MOLDED BITUMINOUS EXPANSION JOINT MATERIAL IN CONFORMANCE WITH *ASTM D1751, STANDARD SPECIFICATION FOR PREFORMED EXPANSION JOINT FILLER FOR CONCRETE PAVING AND STRUCTURAL CONSTRUCTION (NONEXTRUDING AND RESILIENT BITUMINOUS TYPES).*
5. PRECAST POROUS CONCRETE SLABS SHALL BE REINFORCED WITH ULTRA-THIN MONOFILAMENT HOMOPOLYMER POLYPROPYLENE FIBERS EQUIVALENT TO MASTERFIBER 100 MANUFACTURED BY BASF CORPORATION., OR APPROVED EQUAL.
6. ½" GALV. COIL THREAD LIFTING INSERT SHALL BE MANUFACTURED BY A.L.P. SUPPLY PART NUMBER CI6312134P, OR EQUAL
7. SLABS SHALL BE CUT WITH A DIAMOND BLADE MASONRY SAW. CUT UNITS SHALL BE NO NARROWER THAN 18" AND CUTTING SHALL OCCUR SO THAT A MINIMUM OF 8" IS MAINTAINED BETWEEN LIFTERS EMBEDDED IN SLABS AND CUT EDGES.
8. SLAB LAYOUTS SHALL BE PLANNED SO AS TO MINIMIZE OR ELIMINATE LOCATIONS WHERE UTILITY STRUCTURES INTERSECT WITH SLAB JOINTS. WHOLE AND HALF SLABS SHALL BE USED IN COMBINATION WITH CAST IN PLACE COLLARS TO SURROUND UTILITIES.
9. STORMCRETE® PRECAST POROUS CONCRETE SLABS SHALL HAVE A MINIMUM INFILTRATION RATE OF 250 IN./HR. WHEN TESTED IN ACCORDANCE WITH ASTM C1701 - INFILTRATION RATE OF IN PLACE PERVIOUS CONCRETE.
10. REFER TO MANUFACTURER'S HANDLING AND INSTALLATION INSTRUCTIONS FOR ADDITIONAL PRODUCT SPECIFIC INFORMATION.

PROVIDE 4" PERF. CPP IN THE LOCATIONS SHOWN ON THE LAYOUT AND MATERIAL DETAIL ABOVE. CONNECT TO THE NEAREST STORM SEWER WITH AN INSERT-A-TEE OR CORE AND GROUT INTO THE NEAREST CATCH BASIN. TO AVOID REDUCING THE STORAGE BENEATH THE PERF. CPP, CONNECTIONS TO THE STORM SEWER SHOULD BE MADE WITH NON-PERF. PIPE.

NOT FOR CONSTRUCTION - FOR INFORMATIONAL PURPOSES ONLY

STORM CRETE
When it Rains...It's Porous™
www.stormcrete.com

888.357.1161
www.stormcrete.com
Porous Technologies, LLC
163 Thadeus Street
South Portland, ME 04106

GENERAL DETAIL LIBERTY STREET PARKING

DATE:	05/04/2020
DRAWN BY:	TJC
CHECKED BY:	KJM
SCALE:	NTS

DETAILS AND NOTES

DWG NO. D1

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ARCHITECTURE ▪ ENGINEERING ▪ PLANNING
9 ELKS LANE
POUGHKEEPSIE, NEW YORK 12601
TEL (845) 454-3411
FAX (845) 473-1962

REVISIONS

NO.	DATE	BY	CHKED	DESCRIPTION

STATE OF NEW YORK · GREGG W. BOLTNER · 078922-1 · LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS

50 CANNON ST., POUGHKEEPSIE, NY 12601

CITY OF POUGHKEEPSIE DUTCHESS COUINTY, NY

DATE	DRAWN	CHECKED
12/15/2020	SM	GB

SCALE NTS

SHEET TITLE
STORMCRETE DETAILS

PROJECT NUMBER 12422.02

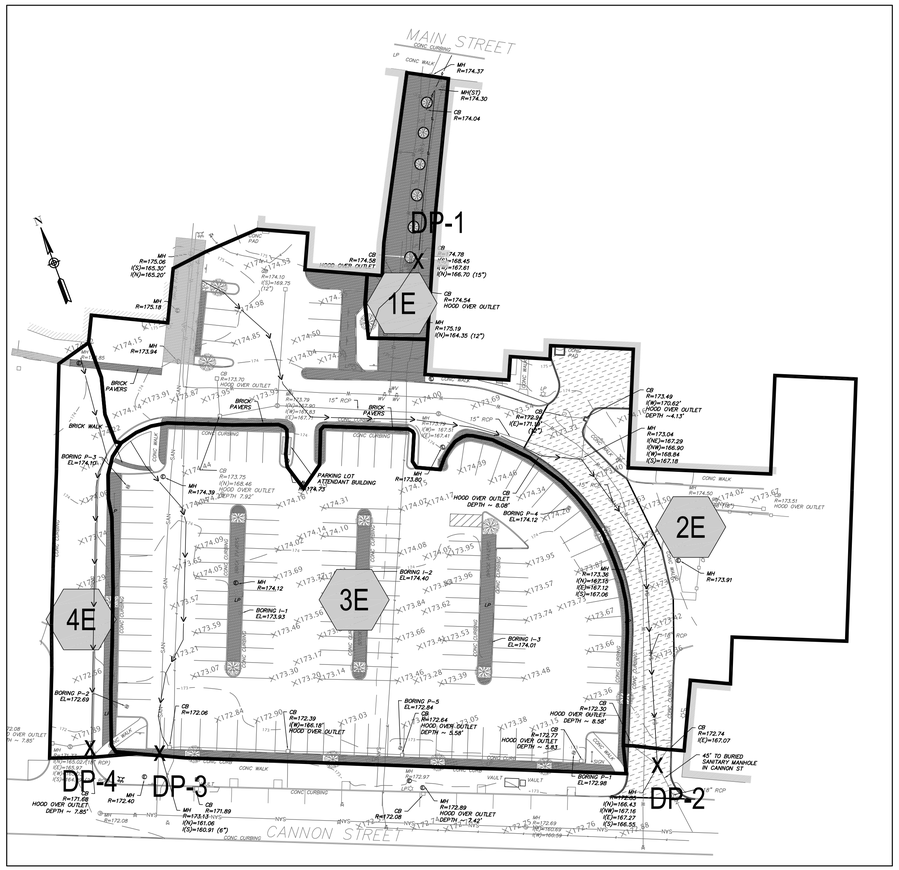
C 804
DRAWING NUMBER

THE ACCEPTANCE OF THESE PLANS AND SPECIFICATIONS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR CORRECTING ANY ERRORS, OMISSIONS OR DISCREPANCIES THAT MAY EXIST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THE CONSULTANT SHALL BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE PLANS. ALL WORK SHALL COMPLY WITH ALL APPLICABLE LAWS, ORDINANCES, CODES, RULES AND REGULATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER EXECUTION OF THE WORK. ALL WORK SHALL BE PERFORMED IN A WORKMANLIKE MANNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PUBLIC AND PRIVATE PROPERTY AND SHALL REPAIR OR REPLACE ALL DAMAGED PROPERTY AS DIRECTED BY THE OWNER AND THE AUTHORITY HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY FACILITIES AND CONTROLS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY FACILITIES AND CONTROLS.

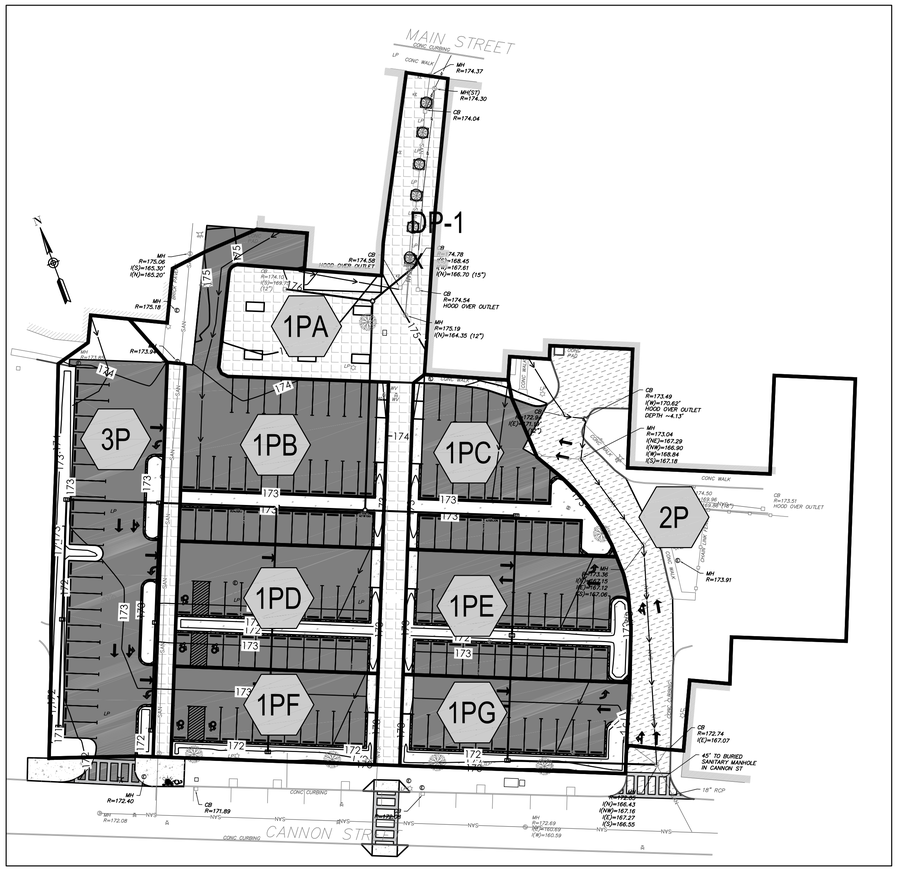
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Plotted By: Shauncy Maloy
Date last plotted: 12/15/2020 3:42 PM
Date last accessed: 12/15/2020 3:39 PM
Drawing Name: S:\Projects\Poughkeepsie_C_General\12422.11 - Liberty St Parking Lot\D Design\08 CAD\Cover Notes and Details_Rebid.dwg



1 C000 EXISTING CONDITIONS
SCALE: 1'-0" = 40'-0"



2 C000 PROPOSED CONDITIONS
SCALE: 1'-0" = 40'-0"

Design Storm	Exist. Condition Peak Discharge (CFS)	Prop. Condition Peak Discharge (CFS)
1-Year	3.94	1.23
10-Year	7.22	3.32
25-Year	9.05	4.93
50-Year	10.75	6.93
100-Year	12.77	10.62

LEGEND

1A SUBCATCHMENT SYMBOL

Tc FLOW PATH

40 0 40 80 120
SCALE: 1" = 40'

Drainage Area	Area of Bioretenion (SF)	Surface Storage (CF)	Storage in Bioretention Soil (CF)	Storage In Stone (CF)	Stone Diaphragm (LF)	Storage in Stone Diaphragm (CF)	Pervious Pavers (SF)	Storage Under Pavers (CF)	Total Storage (CF)
1PA	-	-	-	-	-	-	14,100	5,640	5,640
1PB	1,084	542	678	434	256	205	-	-	1,858
1PC	1,444	722	903	578	308	246	-	-	2,449
1PD	1,084	542	678	434	256	205	-	-	1,858
1PE	1,570	785	981	628	357	286	-	-	2,680
1PF	1,062	531	664	425	128	102	-	-	1,722
1PG	1,415	708	884	566	184	147	-	-	2,305
2P	-	-	-	-	-	-	-	-	-
3P	998	499	624	399	161	129	-	-	1,651
								Sum =	20,162

Area (Acers)	WQv Required (AF)	WQv Provided (AF)	Min RRv Required (AF)	RRv Provided (AF)	WQv Provided-RRV Provided (AF)	WQv Applied (AF)
1.99	0.19	0.28	0.04	0.13	0.15	0.06

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STATE OF NEW YORK
GREG W. BOLLER
078922-1
LICENSED PROFESSIONAL ENGINEER

LIBERTY STREET PARKING IMPROVEMENTS
50 CANNON ST., POUGHKEEPSIE, NY 12601
DUTCHESS COUNTY, NY
CITY OF POUGHKEEPSIE

DATE	DRAWN	CHECKED
12/15/2020	RJA	GWB

SCALE AS NOTED

SHEET TITLE
EXISTING & PROPOSED DRAINAGE CONDITIONS PLAN

PROJECT NUMBER
12422.02

D
C000
DRAWING NUMBER

ITEM BEARING THE SEAL OF AN ARCHITECT, ENGINEER OR SURVEYOR ALTERED, THE ALTERING PARTY SHALL AFFIX TO THE ITEM THEIR SEAL AND THE NOTATION 'ALTERED BY' FOLLOWED BY THEIR SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.
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Drawing Name: S:\Projects\Poughkeepsie_C_General\12422.11 - Liberty St Parking Lot\D Design\08 CAD\Stormwater.dwg
Date last accessed: 8/10/2020 2:56 PM
Date last plotted: 12/15/2020 3:55 PM
Plotted By: Shauncy Maloy



UTILITY LEGEND

- EXISTING LIGHT FIXTURES TO REMAIN
- EXISTING PULL BOX
- PROPOSED PULL BOX
- EXISTING LIGHT FIXTURES TO BE RELOCATED
- PROPOSED LIGHT FIXTURES
- EXISTING UNDERGROUND ELECTRIC LINE
- PROPOSED UNDERGROUND ELECTRIC LINE

LUMINAIRE SCHEDULE

SYMBOL	LABEL	ARRANGEMENT	LLF	MANUFACTURER*	DESCRIPTION*	OVERALL MOUNTING HEIGHT
	L-1 TO L-7	DOUBLE	0.810	SPRING CITY ELECTRICAL MFG.	ABDWST-12-3.63-LT-LE020-EVX-1HC-30-CR3-YCLF-HS-CU	17' - 6 1/8" PHOTOMETRIC CENTER
	L-8 TO L-18	SINGLE	0.810	SPRING CITY ELECTRICAL MFG.	ABDWST-12-3.63-LT-LE020-EVX-1HC-30-CR3-YCLF-HS-CU	38 5/16" PHOTOMETRIC CENTER

POLE SCHEDULE

LABEL	MANUFACTURER*	DESCRIPTION*	OVERALL MOUNTING HEIGHT
L-1 TO L-7	SPRING CITY ELECTRICAL MFG.	SSH2F-G11-05.50-14.00-TN3.50-7.00-CU	14'

NOTES

1. COORDINATE UTILITY CONDUIT LOCATIONS WITH CITY TO AVOID CONFLICTS.
2. ALL ELECTRICAL WORK SHALL BE PERFORMED BY A LICENSED ELECTRICIAN AND MEET CITY OF POUGHKEEPSIE, ANSI (AMERICAN NATIONAL STANDARDS INSTITUTE), NFPA (NATIONAL FIRE PROTECTION ASSOCIATION), AND NEC (NATIONAL ELECTRIC CODE) STANDARDS. IN ADDITION, THE WORK WILL NEED TO BE IN CONFORMANCE WITH THE NEW YORK STATE UNIFORM FIRE PREVENTION AND BUILDING CODE.
3. PROVIDE STREET L's AT ALL CONDUIT BENDS, TYP.
4. THE EXISTING LIGHT POLES TO BE RELOCATED SHALL INCLUDE NEW BASES AS PER NYSDOT LIGHT POLE FOUNDATION STANDARDS, STANDARD SHEET 670-01. THE RELOCATED POLE SHALL ASSUME A 24-INCH DIAMETER CONCRETE FOUNDATION AT A DEPTH OF 6 FEET. THE FINAL FOUNDATION DEPTH SHALL BE FIELD VERIFIED AND ADJUSTMENTS ADDRESSED VIA CHANGE ORDER.

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LIBERTY STREET PARKING IMPROVEMENTS
50 CANNON ST., POUGHKEEPSIE, NY 12601
CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/16/20	EM	PL

SCALE 1" = 20'

SHEET TITLE
LIGHTING PLAN

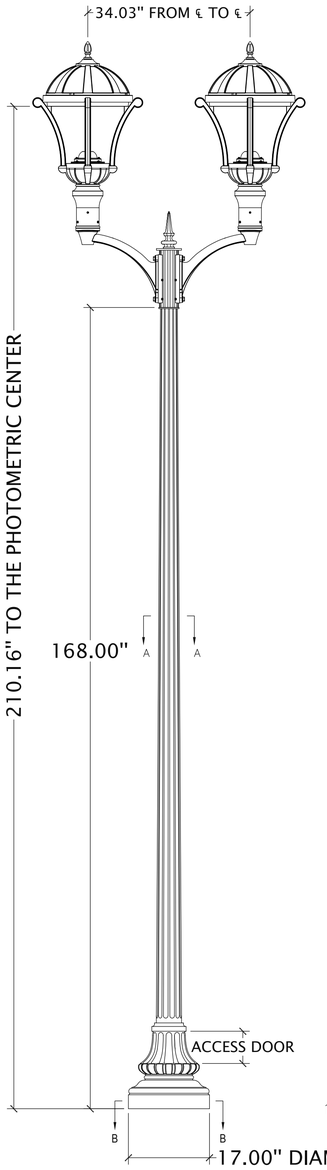
PROJECT NUMBER
12422.02

E
100
DRAWING NUMBER

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Drawing Name: Z:\01_Project_Files\331-19-926 CPL Liberty and Academy Parking Lots\03_CAD\Re-Bid Drawings - Incorporating Addendum\331-926 E-100 Lighting Plan 2020-12-17.dwg
Date last accessed: 12/17/2020 1:23 PM
Date last plotted: 12/17/2020 1:45 PM
Plotted By: Scott Miller

Drawing Name: Z:\01_Project _Files\331-19-926 CPL Liberty and Academy Parking Lots\03_CAD\Re-Bid Drawings - Incorporating Addendums\331-926 E-800 Lighting Details 2020-12-17.dwg Date last accessed: 12/16/2020 2:32 PM Date last plotted: 12/17/2020 1:45 PM Plotted By: Scott Miller



LUMINAIRE SPECIFICATIONS

STYLE:	RICHMOND LED LUMINAIRE
HEIGHT:	39 1/8"
WIDTH:	23 1/8" DIAMETER
MATERIAL:	CAST ALUMINUM ALLOY A.N.S.I. 356, PER A.S.T.M.
FINISH:	POWDER COAT – RIVER TEXTURE GLOSS BLACK
LAMPING:	80 WATT LED
VOLTAGE:	ELECTRONIC WIRED AT 120-277 VOLTS
COLOR TEMP:	3000K (WARM WHITE)
DISTRIBUTION:	TYPE III (ASYMMETRIC DISTRIBUTION)
PANEL:	CLEAR GLASS PANEL
SURGE:	10kV
CATALOG NO.	ALMRCH-LE080-EVX-2F2-30-CR3-GPLO-FBR-CU

CROSS ARM SPECIFICATIONS

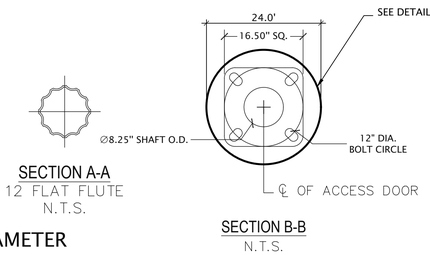
STYLE:	VINEYARD TWIN CROSS ARM WITH FLUTED CENTER PROVISION AND EDGEWATER FINIAL
WIDTH:	17" FROM ℄ OF POST TO ℄ OF LUMINAIRE
MATERIAL:	5" DIA. FLUTED ALUMINUM EXTRUSION WITH WELDED CAST ALUMINUM ALLOY ANSI 356 PER A.S.T.M. B26-95
FINISH:	POWDER COAT – RIVER TEXTURE GLOSS BLACK
TENON:	4" DIA. X 4" HIGH (TO ACCEPT LUMINAIRE)
CATALOG NO.:	AARVNY-M_-2S-17.00-TN4.00-4.00-FED-CU

BASE SPECIFICATIONS

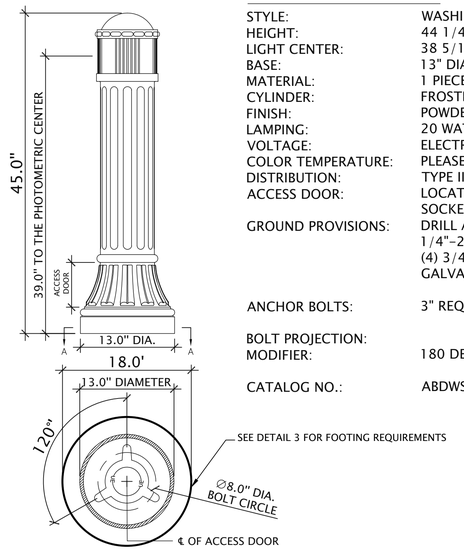
STYLE:	WASHINGTON
HEIGHT:	18"
BASE:	17" DIAMETER WRAP BASE
MATERIAL:	CAST DUCTILE IRON PER A536-84 GRADE 65-45-12
FINISH:	POWDER COAT – RIVER TEXTURE GLOSS BLACK
ACCESS DOOR:	LOCATED IN BASE SECURED WITH TAMPER PROOF HEX SOCKET SECURITY MACHINE SCREWS
CATALOG NO.:	DWBWSH-17-CU

SHAFT SPECIFICATIONS

STYLE:	12 FLAT FLUTE
HEIGHT:	14'-0"
MAX HEIGHT:	17' 6 1/8"
BASE:	5 1/2" SHAFT O.D
MATERIAL:	STEEL MONOTUBE CONSTRUCTION
FINISH:	POWDER COAT – RIVER TEXTURE GLOSS BLACK
GROUND STUD PROVISIONS:	DRILL AND TAP INSIDE WALL OF BASE OPPOSITE ACCESS DOOR TO ACCOMMODATE A 1/4"-20 GROUND STUD (STUD SUPPLIED BY OTHERS) TO BE DETERMINED BASED ON LOADING REQUIREMENTS (FUL
ANCHOR BOLTS:	GALVANIZED WITH 1 GALVANIZED NUT AND 1 GALVANIZED WASHER PER BOLT)
BOLT PROJECTION:	3" REQUIRED
TENON:	3 1/2" DIA. X 7" HIGH (TO ACCEPT CROSS ARM)
CATALOG NO.:	SSH2F-G11-05.50-14.00-TN3.50-7.00-CU



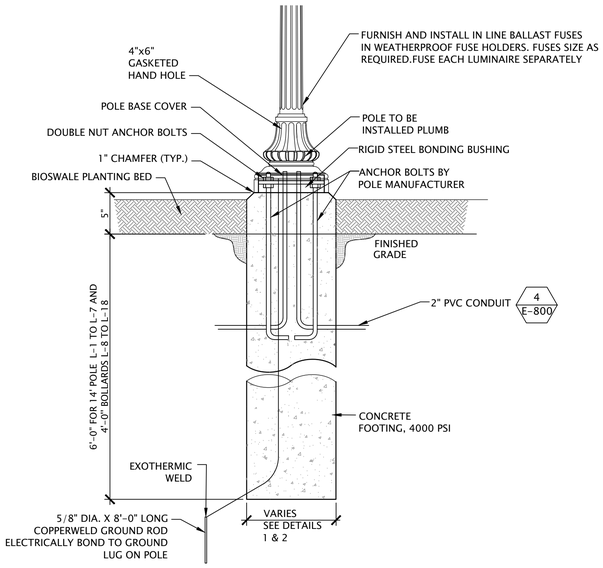
1 E-800 DOUBLE LUMINAIRE LIGHT FIXTURE AND POLE
SCALE: NOT TO SCALE



BOLLARD SPECIFICATIONS

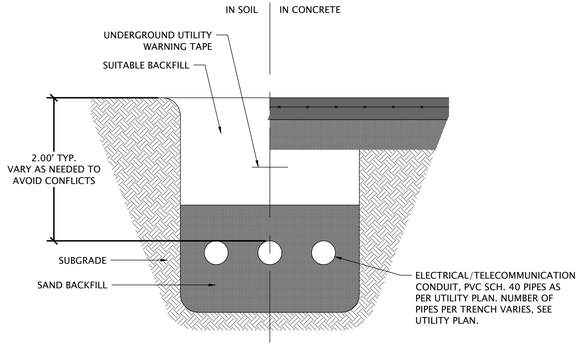
STYLE:	WASHINGTON TAMPA LIGHTED LED BOLLARD
HEIGHT:	44 1/4"
LIGHT CENTER:	38 5/16"
BASE:	13" DIAMETER
MATERIAL:	1 PIECE, CAST ALUMINUM ALLOY ANSI 356 PER A.S.T.M. B26-95
CYLINDER:	FROSTED ACRYLIC
FINISH:	POWDER COAT – RIVER TEXTURE GLOSS BLACK
LAMPING:	20 WATT LED SYSTEM
VOLTAGE:	ELECTRONICALLY WIRED AT 120 -277 VOLTS
COLOR TEMPERATURE:	PLEASE SELECT COLOR TEMPERATURE BELOW
DISTRIBUTION:	TYPE III (ASYMMETRIC DISTRIBUTION)
ACCESS DOOR:	LOCATED IN BASE SECURED WITH TAMPER PROOF FLAT HEAD SOCKET SECURITY MACHINE SCREWS
GROUND PROVISIONS:	DRILL AND TAP OPPOSITE ACCESS DOOR TO ACCOMMODATE A 1/4"-20 GROUND STUD (GROUND STUD SUPPLIED BY OTHERS) (4) 3/4" X 24 " + 3" HOOK (FULLY GALVANIZED WITH 1 GALVANIZED NUT AND 1 GALVANIZED WASHER PER BOLT)
ANCHOR BOLTS:	3" REQUIRED
BOLT PROJECTION MODIFIER:	180 DEGREE HOUSE SIDE SHIELD
CATALOG NO.:	ABDWST-12-3.63-LT-LE020-EVX-1HC-30-CR3-YCLF-HS-CU

2 E-800 BOLLARD WITH LED LIGHT
SCALE: NOT TO SCALE

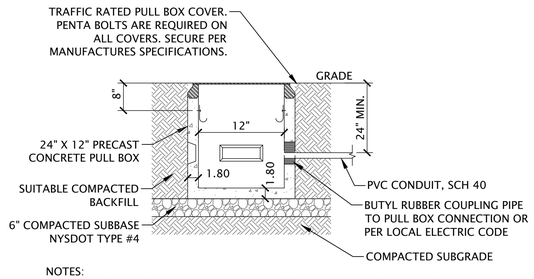


NOTES:
1. THE EXISTING LIGHT POLES TO BE RELOCATED SHALL INCLUDE NEW BASES AS PER NYSDOT LIGHT POLE FOUNDATION STANDARDS, STANDARD SHEET 670-01. THE RELOCATED POLE SHALL ASSUME A 24-INCH DIAMETER CONCRETE FOUNDATION AT A DEPTH OF 6 FEET. THE FINAL FOUNDATION DEPTH SHALL BE FIELD VERIFIED AND ADJUSTMENTS ADDRESSED VIA CHANGE ORDER.

3 E-800 LIGHT POLE AND BOLLARD FOUNDATION
SCALE: NOT TO SCALE



4 E-800 LIGHTING CONDUIT DETAIL
SCALE: NOT TO SCALE



NOTES:
1. STRUCTURE BEDDING SHALL BE COMPACTED NYSDOT #4 CRUSHED STONE MIXTURE.
2. PROVIDE SAFE OPERATION SHEETING IF NEEDED.
3. SUPPLY GROUNDING PER LOCAL ELECTRICAL CODES.

5 E-800 PULL BOX DETAIL
SCALE: NOT TO SCALE

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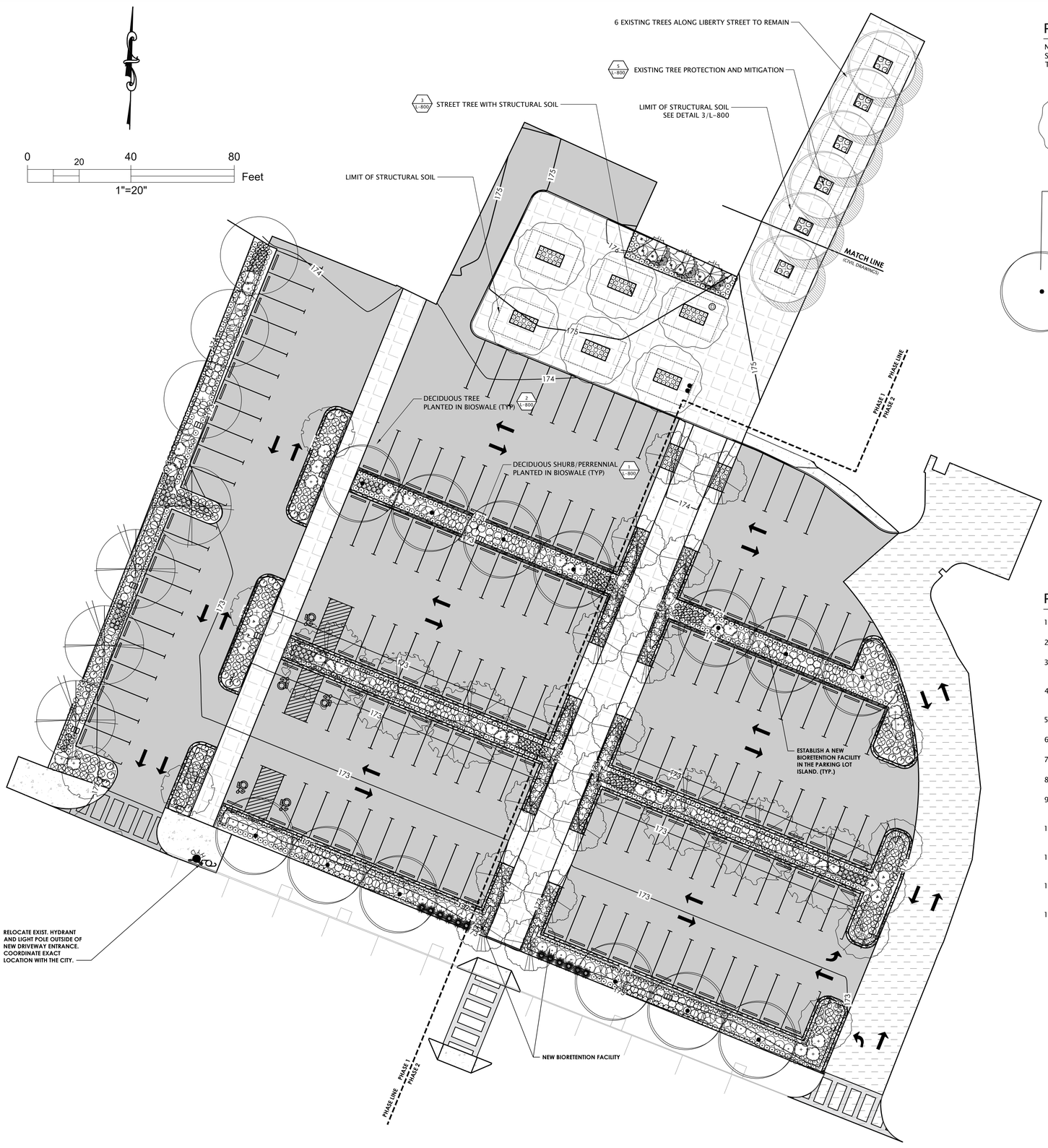
SCALE 1" = 20'

SHEET TITLE
LIGHTING DETAILS

PROJECT NUMBER
12422.02

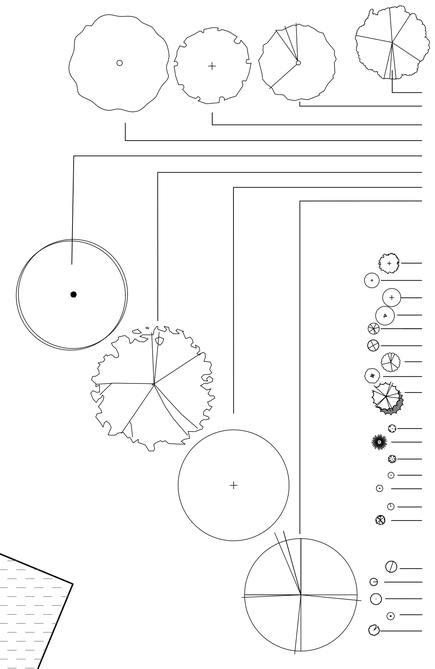
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800
DRAWING NUMBER

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PLANTING LEGEND:

NOTE:
SEE L-800 FOR PLANTING NOTES, SCHEDULE, AND KEY TO CORRESPONDING PLANT SYMBOLS.



SYM	QTY	Botanical Name
		TREES
CB	18	Carpinus betulus 'Fastigiata'
CO	5	Celtis occidentalis
EU	4	Eucommia ulmoides
G	6	Gingko 'Autumn Gold'
NS	13	Nyssa sylvatica
QP	6	Quercus palustris
QW	3	Quercus phellos
Z	4	Zelkova serrata 'Halka'
		SHRUBS
AM	38	Aronia melanocarpa 'Autumn Magic'
CA	24	Clethra alnifolia 'Hummingbird'
IG	30	Ilex glabra 'Shamrock'
IVJ	6	Ilex verticillata 'Jim Dandy'
IVR	68	Ilex verticillata 'Nana' Red Sprite
RA	164	Rhus aromatica
RP	39	Rosa palustris 'Swamp Rose'
RR	11	Rosa radrazz 'Knockout'
JC	3	Juniperus chinensis 'Torulosa'
		HERBACEOUS PERENNIALS
C	32	Coreopsis 'Red Shift'
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LS	128	Liriope Spicata
NF	134	Napeta x fassenii 'Walkers Low'
RF	53	Rudbeckia fulgida var. sullivantii 'Goldstrum'
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		ORNAMENTAL GRASSES
CA	88	Calamagrostis x acutiflora 'Karl Foerster'
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PV	64	Panicum virgatum 'Heavy Metal'
PAL	742	Pennisetum alopecuroides 'Little Bunny'
SS	48	Schizachyrium scoparium 'The Blues'

PLANTING/LANDSCAPING NOTES

1. ALL PLANTS ARE TO MEET THE MINIMUM STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMAN.
2. THE CONTRACTOR SHALL TAKE EVERY PRECAUTION TO AVOID DAMAGE TO ANY VEGETATION TO REMAIN.
3. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND FIELD VERIFYING THE LOCATION OF ALL UTILITIES AND AVOIDING ALL UTILITIES TO REMAIN DURING THE CONSTRUCTION PROCESS.
4. PLANTS SHALL BE DELIVERED ONLY WHEN THEY CAN BE INSTALLED IN A REASONABLE TIMEFRAME. ALL PLANTS ARE SUBJECTED TO INSPECTION AT DELIVERY BY THE LANDSCAPE ARCHITECT.
5. ALL PLANTING BEDS AND AREAS OF GROUND COVER SHALL BE WOOD MULCHED TO A DEPTH OF 3".
6. SEE SPECIFICATIONS FOR BIORETENTION/PLANTING SOIL SPECIFICATION.
7. PLANTS SHALL BE THE SIZE (HEIGHT, DIAMETER, OR CALIPER) AND TYPE NOTED ON THE PLANTING SCHEDULE.
8. THE LOCATION OF ALL PLANTING TO BE VERIFIED BY LANDSCAPE ARCHITECT.
9. THE CONTRACTOR SHALL GUARANTEE ALL PLANTED MATERIALS HEALTH, AS DETERMINED BY THE LANDSCAPE ARCHITECT, FOR A MINIMUM OF ONE (1) YEAR TIME.
10. THE CONTRACTOR SHALL MAINTAIN ALL WORK INCLUDING WATERING AND PROTECTION FROM TRAFFIC UNTIL FINAL ACCEPTANCE OF THE PROJECT.
11. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ALL ITEMS DAMAGED OUTSIDE CONSTRUCTION LIMITS OR DISTURBED ON SITE WHICH ARE NOT PART OF THE IDENTIFIED WORK OF THIS CONTRACT.
12. ALL MEDIANS WITHIN THE PARKING LOT ARE BIOSWALES. THE BIOSWALES HAVE BEEN DESIGNED AS CONCAVE PLANTERS THAT WILL RECEIVE RUNOFF DIRECTLY FROM THE PARKING LOT.
13. THE LANDSCAPE AREA WEST OF THE PARKING LOT IS NOT A BIORETENTION FACILITY AND DOES NOT REQUIRE THE BIORETENTION SOIL MIX, THE UNDERDRAIN PIPE, THE WASHED GRAVEL, OR THE STONE DIAPHRAGM REQUIRED FOR THE BIORETENTION FACILITIES.

CLASite
LANDSCAPE ARCHITECTURE ■ ENGINEERING ■ PLANNING, PC
Designs that Build

CPLteam.com
ARCHITECTURE ■ ENGINEERING ■ PLANNING
9 ELKS LANE
POUGHKEEPSIE, NEW YORK 12601
TEL (845) 454-3411
FAX (845) 473-1962

LIBERTY STREET PARKING IMPROVEMENTS
50 CANNON ST., POUGHKEEPSIE, NY 12601
CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/16/20	EM	PL

SCALE 1" = 20'

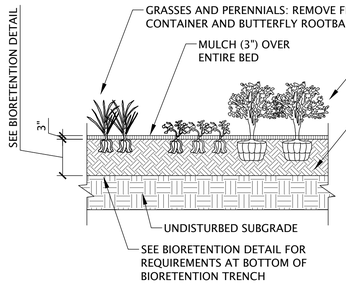
SHEET TITLE
PLANTING PLAN

PROJECT NUMBER
12422.02

L
200
DRAWING NUMBER

IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW AND THE COMMISSIONER'S REGULATIONS FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT, ENGINEER OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE SEAL OF AN ARCHITECT, ENGINEER OR LAND SURVEYOR IS ALTERED, THE ALTERING PARTY SHALL AFFIX TO THE ITEM THEIR SEAL AND THE NOTATION 'ALTERED BY' FOLLOWED BY THEIR SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

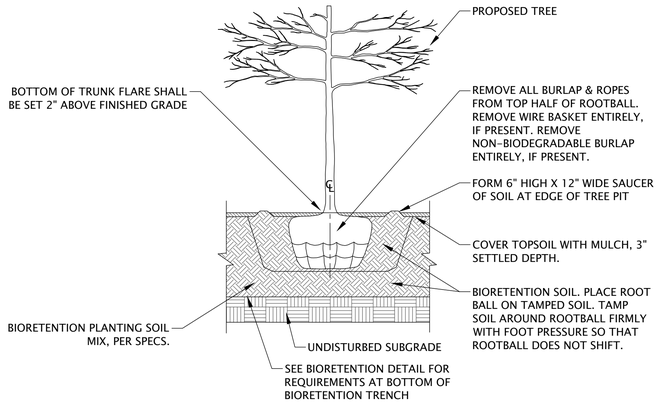
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Date last plotted: 12/17/2020 1:45 PM
Date last accessed: 12/17/2020 1:23 PM
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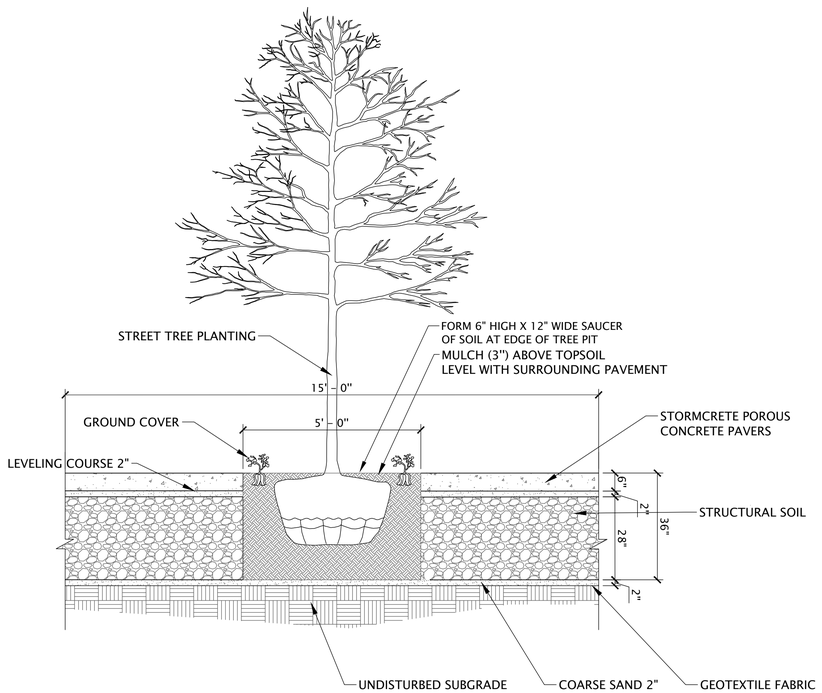
NOTES:

1. SET ALL PLANTS TO SAME LEVEL AS PREVIOUSLY GROWING.
2. PRUNE OUT ALL DEAD WOOD & SHAPE PLANTS AS REQUIRED.
3. ALL PLANTS TO BE PLANTED IN CONTINUOUS BEDS. NOT IN INDIVIDUAL PITS.

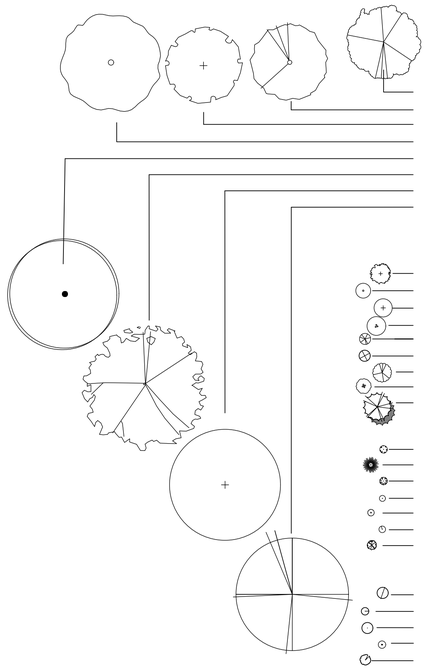
1 L-800 SHRUB & PERENNIAL PLANTING
SCALE: NOT TO SCALE



2 L-800 TREE PLANTING IN NON-PAVED AREA
SCALE: NOT TO SCALE

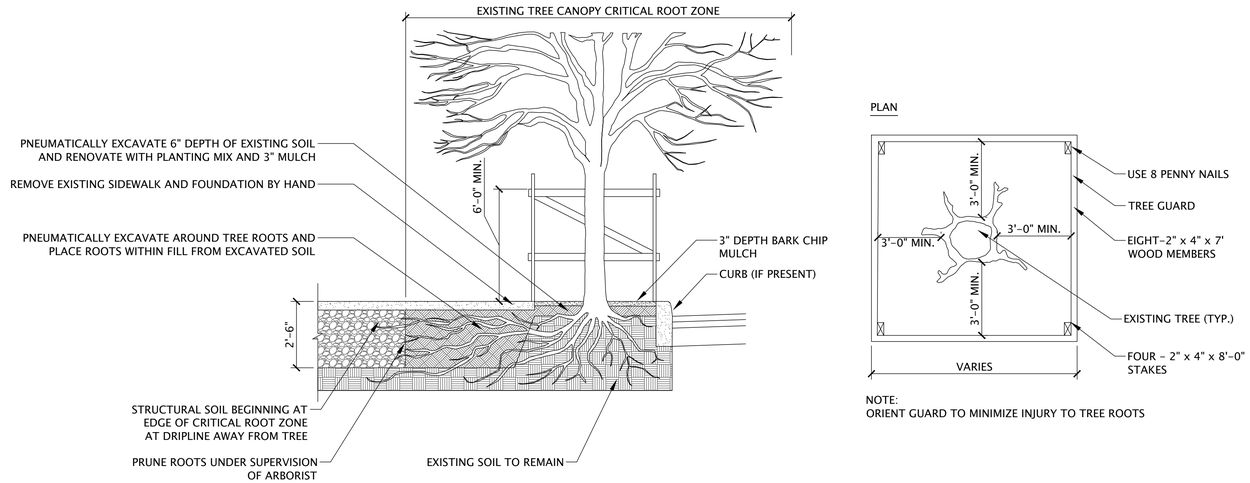


3 L-800 STREET TREE WITH STRUCTURAL SOIL IN PLAZA
SCALE: NOT TO SCALE



SYM	QTY	Botanical Name	Common Name	PLANT SIZE/NOTES	SPACING
		TREES			
CB	18	Carpinus betulus 'Fastigiata'	European Hornbeam 'Fastigiata'	2-1/2" CAL B&B	AS SHOWN
CO	5	Celtis occidentalis	Hackberry	2-1/2" CAL B&B	AS SHOWN
EU	4	Eucommia ulmoides	Hardy Rubber Tree	2-1/2" CAL B&B	AS SHOWN
G	6	Gingko 'Autumn Gold'	Gingko bilboa 'Autumn Gold	2-1/2" CAL B&B	AS SHOWN
NS	13	Nyssa sylvatica	Blackgum	2-1/2" CAL B&B	AS SHOWN
QP	6	Quercus palustris	Pin Oak	2-1/2" CAL B&B	AS SHOWN
QW	3	Quercus phellos	Willow Oak	2-1/2" CAL B&B	AS SHOWN
Z	4	Zelkova serrata 'Halka'	Japanese Zelkova 'Halka'	2-1/2" CAL B&B	AS SHOWN
		SHRUBS			
AM	38	Aronia melanocarpa 'Autumn Magic'	Autumn Magic Black Chokeberry	#3 CONTAINER	48" O.C.
CA	24	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	#3 CONTAINER	36" O.C.
IG	30	Ilex glabra 'Shamrock'	Shamrock Inkberry	#3 CONTAINER	36" O.C.
IVJ	6	Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	#3 CONTAINER	48" O.C.
IVR	68	Ilex verticillata 'Nana' Red Sprite	Red Sprite Winterberry	#3 CONTAINER	24" O.C.
RA	164	Rhus aromatica	Gro-Lo Sumac	#3 CONTAINER	36" O.C.
RP	39	Rosa palustris 'Swamp Rose'	Swamp Rose	#3 CONTAINER	36" O.C.
RR	11	Rosa radrazz 'Knockout'	Shrub Rose 'Knockout'	#3 CONTAINER	36" O.C.
JC	3	Juniperus chinensis 'Torulosa'	Hollywood Juniper	#3 CONTAINER	AS SHOWN
		HERBACEOUS PERENNIALS			
C	32	Coreopsis 'Red Shift'	Tickseed 'Redshift'	#1 CONTAINER	18" O.C.
EP	12	Echinacea purpurea 'Kim's Knee High'	Purple Coneflower 'Kim's Knee High'	#1 CONTAINER	18" O.C.
LC	68	Lobelia cardinalis	Cardinal Flower	#1 CONTAINER	18" O.C.
LS	128	Liriope Spicata	Creeping Liriopie	#1 CONTAINER	18" O.C.
NF	134	Napeta x fassenii 'Walkers Low'	Walker's Low Catmint	#1 CONTAINER	18" O.C.
RF	53	Rudbeckia fulgida var. sullivantii 'Goldstrum'	Black-eyed Susan 'Goldstrum'	#1 CONTAINER	18" O.C.
RS	53	Rudbeckia subtomentosa 'Henry Eilers'	Sweet Coneflower 'Henry Eilers'	#1 CONTAINER	18" O.C.
		ORNAMENTAL GRASSES			
CA	88	Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass 'Karl Forester'	#1 CONTAINER	36'' O.C.
ID	24	Carex 'Ice Dance'	Sedge 'Ice Dance'	#1 CONTAINER	18" O.C.
PV	64	Panicum virgatum 'Heavy Metal'	Switch Grass 'Heavy Metal'	#1 CONTAINER	36" O.C.
PAL	742	Pennisetum alopecuroides 'Little Bunny'	Fountain Grass 'Little Bunny'	#1 CONTAINER	24" O.C.
SS	48	Schizachyrium scoparium 'The Blues'	Little Bluestem	#1 CONTAINER	24" O.C.

4 L-800 PLANTING SCHEDULE



NOTE:
ORIENT GUARD TO MINIMIZE INJURY TO TREE ROOTS

NOTES:

1. NO PROTECTIVE DEVICES, SIGNS, UTILITY BOXES OR OTHER OBJECTS SHALL BE NAILED OR FASTENED IN ANY WAY TO THE TREE AND NO MATERIALS OR EQUIPMENT SHOULD BE STOCKPILED WITHIN 12 FEET OF A TREE.
2. ALL CONTACT BETWEEN EQUIPMENT AND OVERHEAD TREE LIMBS SHOULD BE AVOIDED. BENDING OR BREAKING OF LIMBS IS PROHIBITED. IF CLEARANCE PRUNING IS PROPOSED, IT SHALL NOT TAKE PLACE WITHOUT THE WRITTEN PERMISSION OF THE CITY OF POUGHKEEPSIE.
3. PNEUMATIC EXCAVATION
4. BACKFILLING WITH PNEUMATICALLY EXCAVATED SOIL
5. BACKFILLING WITH PLANTING SOIL MIX

5 L-800 EXISTING TREE MITIGATION DETAIL (TYP)
SCALE: NOT TO SCALE

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ARCHITECTURE ■ ENGINEERING ■ PLANNING
9 ELKS LANE
POUGHKEEPSIE, NEW YORK 12601
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LIBERTY STREET PARKING IMPROVEMENTS
50 CANNON ST., POUGHKEEPSIE, NY 12601
CITY OF POUGHKEEPSIE DUTCHESS COUNTY, NY

DATE	DRAWN	CHECKED
12/16/20	EM	PL
SCALE	NTS	

SHEET TITLE
PLANTING DETAILS

PROJECT NUMBER
12422.02

L
800
DRAWING NUMBER

CLAS Site
LANDSCAPE ARCHITECTURE ■ ENGINEERING ■ PLANNING, PC
Designs that Build

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Dutchess County Department of Planning and Development

Fax Info Only		
	To	Date #pgs
	Co./Dept.	From
	Fax #	Phone #

239 Planning/Zoning Referral - Exemption Communities

Please Fill in this section

Municipality: **City of Poughkeepsie**

Referring Agency: **Planning Board**

Tax Parcel Numbers(s): **0860450000, 0920410000**

Project Name: **47-51 Cannon**

Applicant: **James Sullivan**

Address of Property: **47-51 Cannon**

**Exempt Actions:*
239 Review is NOT Required**

- Administrative Amendments (fees, procedures, penalties, etc.)
- Special Permits for residential uses (accessory apts, home occupations, etc.)
- Use Variances for residential uses
- Area Variances for residential uses
- Renewals/Extension of Site Plans or Special Permits that have no changes from previous approvals

No Authority to review these Actions

- Subdivisions / Lot Line Adjustments
- Interpretations

☐ Exempt Action submitted for informal review

Actions Requiring 239 Review

- ☐ Comprehensive/Master Plans
- ☐ Zoning Amendments (standards, uses, definitions, district regulations, etc.)
- ☐ Other Local Laws associated with zoning (wetlands, historic preservation, affordable housing, architectural review, etc.)
- ☐ Rezonings involving all map changes
- ☐ Architectural Review
- ☑ Site Plans (all)
- ☐ Special Permits for all non-residential uses
- ☐ Use Variances for all non-residential uses
- ☐ Area Variances for all non-residential uses
- ☐ Other (Describe):

Parcels within 500 feet of:

- ☑ State Road:
- ☐ County Road:
- ☐ State Property (with recreation area or public building)
- ☑ County Property (with recreation area or public building)
- ☐ Municipal Boundary
- ☐ Farm operation in an Agricultural District

Date Response Requested:

Entered By: **Maegerle, Tyler**

These actions are only exempt in municipalities that signed an intermunicipal agreemment with Dutchess County to that effect.

For County Office Use Only

Response From Dutchess County Department of Planning and Development

No Comments:

- ☐ Matter of Local Concern
- ☐ No Jurisdiction
- ☐ No Authority
- ☐ Withdrawn
- ☐ Incomplete - municipality must resubmit to County
- ☐ Exempt from 239 Review
- ☐ None

Comments Attached:

- ☑ Local Concern with Comments
- ☐ Conditional
- ☐ Denial
- ☐ Incomplete with Comments- municipality must resubmit to County
- ☐ Informal Comments Only (Action Exempt from 239 Review)

Date Submitted: **10/24/2024**	Notes:	☑ Major Project
Date Received: **10/25/2024**		Referral #: **ZR24-371**
Date Requested:		
Date Required: **11/22/2024**	☐ Also mailed hard copy	Reviewer:
Date Transmitted: **11/12/2024**		

SUE SERINO
COUNTY EXECUTIVE

EOIN WRAFTER, AICP
COMMISSIONER

DUTCHESS COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & DEVELOPMENT

November 12, 2024

To: Planning Board, City of Poughkeepsie
Re: ZR24-371, 47-51 Cannon St
Parcels: 086045, 092041

The Dutchess County Department of Planning and Development has reviewed the subject referral within the framework of General Municipal Law (Article 12B, §239-l/m).

ACTION
The applicant is seeking site plan approval for a new 6-story, 140-unit apartment building with ground floor restaurant and retail.

COMMENTS

1. We suggest that the Board and applicant consider some changes to the first-floor façade, for the following reasons:
   a. As proposed the first story appears more institutional (like a bank or government building) than commercial.
   b. In the renderings the windows appear to be heavily tinted. This site is south-facing and does need to take into account direct sunlight, but tinting the windows is not the preferred solution on an urban commercial street, where façade transparency is vital to the experience of people walking by. Use of awnings or overhangs and new street trees in tree wells along Cannon Street could help address this issue without darkening the windows.
   c. The proposed color choices result in a building that is dark and somewhat top-heavy in appearance despite the pedestal-like first story. The Board and applicant could consider a darker tone for the first story and lighter tones for the upper stories.

2. The Board and applicant could consider including a small central recess in the first story (shallower than the recess for the upper stories) to allow for an outdoor restaurant seating area. Outdoor seating was included in previous proposals for this site and could help bring additional activity to the Cannon St neighborhood.

3. Some of the building's architectural bays appear oddly spaced. On the west (parking lot) side the gap between windows and changes in cladding material varies considerably, to the extent that one line of windows appears to butt directly up against the metal siding. We suggest slight adjustments to the cladding to provide more uniformity of bays.

4. The front elevation (DWG-05) shows rows of five windows at the rear of the central recession, but the floor plans identify a "common outdoor area" at the end of the recesses. A rendering that more clearly shows the architecture of the recessed portion of the building may be helpful.

5. Any proposed building-mounted lighting should be shown, and spec sheets provided. Fixtures should be dark sky compliant. Best practice is a maximum color temperature of 3,000K.

(ZR24-371, cont.)

6. We encourage the inclusion of regularly spaced street trees along Cannon Street, as was recently done along the neighboring parking lot.

7. Some common tenant amenities – including a laundry room, bike storage room and package room – are not shown on the floor plans, though spaces on the basement and first floor are labeled with multiple potential uses. The Board and applicant could discuss locations for these features.

RECOMMENDATION
The Department recommends that the Board rely upon its own study of the facts in the case with due consideration of the above comments.

Eoin Wrafter, AICP
Commissioner
By



Dylan Tuttle, Senior Planner

THE CITY OF POUGHKEEPSIE
PLANNING BOARD
62 CIVIC CENTER PLAZA, 2ND FLOOR
POUGHKEEPSIE, NY 12601
47-51 CANNON STREET
JANUARY 28, 2024
DRAFT APPROVAL

Present: **Excused:** **Absent:**

WHEREAS, the Planning Board has received an application from James Sullivan for the proposed construction of a 6-story mixed use building at 47-51 Cannon Street, with first floor restaurant/artisanal beverage production and 140 dwelling units on the upper stories. The proposal includes the demolition of two existing buildings and combining two lots of record into a single lot of record, File #2024-060; and,

WHEREAS, this application has been classified as an Unlisted Action for the purposes of SEQRA; and,

WHEREAS, the action is more fully detailed on a site plan and elevations prepared by Rodney E. Morrison, PE, dated 1/15/25, and supplemental documentation; and,

WHEREAS, the proposed use requires one hundred and eight (108) off-street parking spaces while sixty seven (67) are provided on the site, which is fully developed; and,

WHEREAS, the remaining forty one (41) required parking spaces not provide on-site will be provided via fee in lieu of off-street parking as outlined in Section 19-6.2(7)(e) of the Zoning Ordinance, a total of $205,000; and,

WHEREAS, the Planning Board declared its intent to serve as SEQRA Lead Agency and conduct a coordinated review on 10/22/24; and,

WHEREAS, upon completion of the project, prior to the issuance of the final certificate of occupancy, an as-built site plan set shall be submitted to the Planning Department for certification of compliance with Planning Board approval; and,

WHEREAS, at the November 26th, 2024 meeting the Planning Board as Lead Agency of the coordinated SEQRA review adopted a Negative Declaration in accordance with Article 8 of the Environmental Conservation Law and 6 NYCRR 617 and City Code 19-6.4 and 19-4.17; and,

NOW THEREFORE BE IT FURTHER RESOLVED that the Board grant site plan approval relative to the proposed construction of a 6-story mixed use building at 47-51 Cannon Street, with first floor restaurant/artisanal beverage production and 140 dwelling units on the upper stories, with the following conditions:

- All City department comments are satisfied to those departments' satisfaction.

Motion:
Second:
Carried:

_____
Planning Board Chair

_____
Date