COMMON COUNCIL MEETING

Common Council Chambers
Monday, March 4, 2019
6:30 p.m.

I. ROLL CALL

II. REVIEW OF MINUTES:

Common Council Meeting of December 3, 2018

III. READING OF ITEMS by the City Chamberlain of any resolutions not listed on the printed agenda.

IV. PUBLIC PARTICIPATION: Three (3) minutes per person up to 45 minutes of public comment on any agenda and non-agenda item.

V. CHAIRWOMAN'S COMMENTS AND PRESENTATIONS:

VI. MAYOR'S COMMENTS:

VII. MOTIONS AND RESOLUTIONS:

1. R19-33, fixing the compensation for Common Council Members and for the Councilmember At-Large.

2. R19-34, fixing the compensation for the Mayor.

3. Resolution R19-35, approving a bond resolution for the Washington Street Bridge and the Garden Street Bridge.

4. Resolution R19-36, declaring the Common Council's intent to be lead agency and circulating to other involved agencies with regard to a project known as Market Street two-way conversion.

5. Resolution R19-37, authorizing a settlement with the Town of Poughkeepsie regarding the joint-water project.

6. Resolution R19-38, approving the allocation of funds from community development and improvement funds to the 1st ward, 2nd ward, 4th ward and 8th ward.

VIII. ORDINANCES AND LOCAL LAWS:

1. Ordinance O-19-1, approving the rezoning of 27 High Street.

IX. PRESENTATION OF PETITIONS AND COMMUNICATIONS:

1. **FROM COMMISSIONER OF FINANCE BRADY,** a communication regarding the acceptance of the LSLRO grant.

2. **CHAIRWOMAN FINNEY,** a communication regarding the proposed rezoning of 27 High Street.

3. **FROM KOBY TIGERSHTROM,** a notice of personal injuries sustained on December 8, 2019.

4. **FROM CAROLYN REYNOLDS,** a notice of personal injuries sustained on January 21, 2019.

5. **FROM ALAINA LASSITER,** a notice of property damage sustained.

6. **FROM PAUL MANISCALCO,** a notice of personal injuries sustained on November 16, 2018.

7. **FROM LORENZO ANGELINO,** a notice of intent for Thailicious Catering, Inc., located at 138 South Avenue, to obtain a liquor license.

8. **FROM HAYDEE'S MARKET,** located at 92 Pershing Avenue, a notice of intent to renew their liquor license.

X. UNFINISHED BUSINESS:

XI. NEW BUSINESS:

XII. ADJOURNMENT:

RESOLUTION FIXING THE COMPENSATION FOR THE COMMON COUNCIL
(R-19-33)

INTRODUCED BY CHAIRWOMAN FINNEY:

WHEREAS, pursuant to Section 2.01 of the Charter, the Common Council is empowered to fix the compensation for council members, with due consideration given to the recommendations, as may be made, by the Salary Review Commission; and

WHEREAS, pursuant to Section 2.01 of the Charter, the council member elected at-large shall be compensated at no less than 1.5 times the level of a council member elected to represent a ward; and

WHEREAS, pursuant to Section 4.02 of the Charter, the Salary Review Commission is directed to review and recommend the salary for elected officials, and to deliver a report by January 1, 2019; and

WHEREAS, the Salary Review Commission has communicated the following recommendations to the Common Council for the compensation to be fixed for council members;

Council Member: $14,400 annually

NOW, THEREFORE,

BE IT RESOLVED, after due consideration of the recommendations made by the Salary Review Commission, the Common Council hereby fixes the compensation for council members at the following:

Council Member: $15,000 annually

Council Member At-Large: $22,500 annually

SECONDED BY _____.

RESOLUTION FIXING THE COMPENSATION FOR THE OFFICE OF THE MAYOR (R-19-34)

INTRODUCED BY CHAIRWOMAN FINNEY:

WHEREAS, pursuant to Section 3.01 of the Charter, the Common Council is empowered to fix the compensation for the mayor, with due consideration given to the recommendations, as may be made, by the Salary Review Commission, but in no event shall such compensation be less than $72,000 annually; and

WHEREAS, pursuant to Section 4.02 of the Charter, the Salary Review Commission is directed to review and recommend the salary for elected officials, and to deliver a report by January 1, 2019; and

WHEREAS, the Salary Review Commission has communicated the following recommendations to the Common Council for the compensation to be fixed for the office of the mayor;

Mayor: $83,000 annually

NOW, THEREFORE,

BE IT RESOLVED, after due consideration of the recommendations made by the Salary Review Commission, the Common Council hereby fixes the compensation for the office of the mayor at the following:

Mayor: $83,000 annually

SECONDED BY _____.

RESOLUTION
R19-35
EXTRACT OF MINUTES
[Bridge Projects; Washington Street and Garden Street]

A regular meeting of the Common Council of the City of Poughkeepsie, Dutchess County, New York was convened in public session at the Council Chambers, City Hall, Poughkeepsie, New York on _____, 2019 at 6:30 o'clock p.m., local time.

The meeting was called to order by _____, and, upon roll being called, the following members were:

PRESENT:

Council Chair Ann Finney
Councilmember Sarah Brannen
Councilmember Natasha Cherry
Councilmember Yvonne Flowers
Councilmember Lorraine Johnson
Councilmember Randall A. Johnson II
Councilmember Matthew McNamara
Councilmember Christopher D. Petsas
Councilmember Sarah A. Salem

ABSENT:

The following persons were ALSO PRESENT:

Commissioner of Finance William Brady

The following resolution was offered by Councilmember Cherry, seconded by Councilmember_____, to wit;

BOND RESOLUTION DATED _____, 2019

A RESOLUTION AUTHORIZING THE RECONSTRUCTION OF WASHINGTON STREET BRIDGE AND GARDEN STREET BRIDGE AND AUTHORIZING THE ISSUANCE OF SERIAL BONDS OF THE CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $8,552,480 PURSUANT TO THE LOCAL FINANCE LAW TO FINANCE THE COST THEREOF, AND DELEGATING CERTAIN POWERS IN CONNECTION THEREWITH TO THE COMMISSIONER OF FINANCE

BE IT RESOLVED, by the Common Council of the City of Poughkeepsie, Dutchess County, New York (the "City") (by the favorable vote of not less than two-thirds of all of the members of the Common Council) as follows:

SECTION 1. The reconstruction of the Washington Street bridge, including related improvements, is hereby authorized at an estimated maximum cost of $4,668,480, and said amount is hereby appropriated therefor. It is hereby determined that said purpose is an object or purpose described in subdivision 10 of paragraph a of Section 11 of the Local Finance Law, and that the period of probable usefulness of said purpose is twenty years.

SECTION 2. The reconstruction of the Garden Street bridge, including related improvements, is hereby authorized at an estimated maximum cost of $3,884,000, and said amount is hereby appropriated therefor. It is hereby determined that said purpose is an object or purpose described in subdivision 10 of paragraph a of Section 11 of the Local Finance Law, and that the period of probable usefulness of said purpose is twenty years.

SECTION 3. The City has determined that the aforesaid purposes constitutes Type II Actions as defined under the State Environmental Quality Review Regulations, 6 NYCRR Part 617, which have been determined under SEQR not to have a significant impact on the environment.

SECTION 4. The City plans to finance the total cost of said purposes by the issuance of serial bonds of the City in an amount not to exceed $8,552,480, hereby authorized to be issued therefor pursuant to the Local Finance Law. Such amount includes $4,668,480 for the Washington Street Bridge project and $3,884,000 for the Garden Street Bridge project. The City expects to redeem a portion of the obligations from State and Federal transportation grants in the amount of $3,968,208 for the Washington Street Bridge project and $3,107,200 for the Garden Street Bridge project.

SECTION 5. Current funds are not required to be provided prior to the issuance of the bonds authorized by this resolution or any notes issued in anticipation of said bonds.

SECTION 6. The proceeds of the bonds herein authorized and any bond anticipation notes issued in anticipation of said bonds may be applied to reimburse the City for expenditures made after the effective date of this resolution for the purpose for which said bonds are authorized. This resolution shall constitute a statement of official intent for purposes of Section 1.150-2 of the Treasury Regulations.

SECTION 7. Each of the bonds authorized by this resolution and any bond anticipation notes issued in anticipation of said bonds, shall contain the recital of validity prescribed by Section 52.00 of the Local Finance Law. The faith and credit of the City are hereby irrevocably pledged for the payment of the principal of and interest on said bonds as the same respectively become due and payable. An annual appropriation shall be made in each year sufficient to pay the principal of and interest on said bonds becoming due and payable in such year. There shall annually be levied on all the taxable real property of the City a tax sufficient to pay the principal of and interest on said bonds as the same become due and payable.

SECTION 8. Subject to the terms and contents of this resolution and the Local Finance Law, and pursuant to the provisions of Sections 30.00, 50.00 and 56.00 to 63.00, inclusive, of said Law, the power to authorize bond anticipation notes in anticipation of the issuance of the serial bonds authorized by this resolution and the renewals of said notes and the power to prescribe the terms, form and contents of said serial bonds and said bond anticipation notes (including without limitation the date, denominations, maturities, interest payment dates, consolidation with other issues, and redemption rights), the power to determine to issue said bonds providing for

substantially level or declining debt service, and the power to sell and deliver said serial bonds and any bond anticipation notes issued in anticipation of the issuance of such bonds, is hereby delegated to the Commissioner of Finance, the Chief Fiscal Officer of the City. The Commissioner of Finance is hereby authorized to sign any serial bonds issued pursuant to this resolution and any bond anticipation notes issued in anticipation of the issuance of said serial bonds, and the Chamberlain is hereby authorized to affix the corporate seal of the City to any of said serial bonds or any bond anticipation notes and to attest such seal.

SECTION 9. The Commissioner of Finance is further authorized to take such actions and execute such documents as may be necessary to ensure the continued status of the interest on the bonds authorized by this resolution, and any notes issued in anticipation thereof, as excludable from gross income for federal income tax purposes pursuant to Section 103 of the Internal Revenue Code of 1986, as amended (the "Code") and, to the extent applicable, to designate the bonds authorized by this resolution and any notes issued in anticipation thereof as "qualified tax-exempt bonds" for purposes of Section 265(b)(3)(B)(i) of the Code.

SECTION 10. The validity of said serial bonds or of any bond anticipation notes issued in anticipation of the sale of said serial bonds may be contested only if:

(1) Such obligations are authorized for an object or purpose for which the City is not authorized to expend money; or

(2) The provisions of law which should be complied with at the date of the publication of this resolution are not substantially complied with;

and an action, suit or proceeding contesting such validity is commenced within twenty days after the date of such publication; or

(3) Such obligations are authorized in violation of the provisions of the Constitution of New York.

SECTION 11. The Chamberlain is hereby authorized and directed to publish this resolution, or a summary thereof, together with a notice in substantially the form provided by Section 81.00 of the Local Finance Law, in the Poughkeepsie Journal, a newspaper having a general circulation in the City and hereby designated as the official newspaper of the City for such publication.

SECTION 12. This resolution shall take effect immediately.

The question of the adoption of the foregoing resolution was duly put to vote on a roll call, which resulted as follows:

Council Chair Ann Finney	VOTING ___
Councilmember Sarah Brannen	VOTING ___
Councilmember Natasha Cherry	VOTING ___
Councilmember Yvonne Flowers	VOTING ___
Councilmember Lorraine Johnson	VOTING ___
Councilmember Randall A. Johnson II	VOTING ___
Councilmember Matthew McNamara	VOTING ___
Councilmember Christopher D. Petsas	VOTING ___
Councilmember Sarah A. Salem	VOTING ___

The foregoing resolution was thereupon declared duly adopted.

Approved: _____, 2019

_____
Robert G. Rolison
Mayor

CERTIFICATE OF RECORDING OFFICER

The undersigned hereby certifies that:

(1) She is the duly qualified and acting Chamberlain of the City of Poughkeepsie, Dutchess County, New York (hereinafter called the "City") and the custodian of the records of the City, including the minutes of the proceedings of the Common Council, and is duly authorized to execute this certificate.

(2) Attached hereto is a true and correct copy of a resolution duly adopted at a meeting of the Common Council held on the _____ day of _____, 2019 and entitled:

BOND RESOLUTION DATED _____, 2019

A RESOLUTION AUTHORIZING THE RECONSTRUCTION OF WASHINGTON STREET BRIDGE AND GARDEN STREET BRIDGE AND AUTHORIZING THE ISSUANCE OF SERIAL BONDS OF THE CITY OF POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $8,552,480 PURSUANT TO THE LOCAL FINANCE LAW TO FINANCE THE COST THEREOF, AND DELEGATING CERTAIN POWERS IN CONNECTION THEREWITH TO THE COMMISSIONER OF FINANCE

(3) Said meeting was duly convened and held and said resolution was duly adopted in all respects in accordance with law and the regulations of the City. To the extent required by law or said regulations, due and proper notice of said meeting was given. A legal quorum of members of the Common Council was present throughout said meeting, and a legally sufficient number of members (two-thirds of the Common Council) voted in the proper manner for the adoption of the resolution. All other requirements and proceedings under law, said regulations or otherwise incident to said meeting and the adoption of the resolution, including any publication, if required by law, have been duly fulfilled, carried out and otherwise observed.

(4) The seal appearing below constitutes the official seal of the City and was duly affixed by the undersigned at the time this certificate was signed.

IN WITNESS WHEREOF, the undersigned has hereunto set her hand this ___ day of _____, 2019.

-SEAL-

_____
Deanne Flynn
City Chamberlain

Executive Summary–Not a part of the Resolution

This New Bond Resolution for Bridge Projects--**Washington Street and Garden Street** includes:

Purpose	Capital Budget Items	PPU (Max. Period for Financing)	Total Cost	Other Funds	Bonds Authorized
Section 1:	Reconstruction of Washington Street Bridge	20 years	$4,668,480	*	$4,668,480
Section 2:	Reconstruction of Garden Street Bridge	20 years	$3,884,000	**	$3,884,000
	TOTAL		$8,552,480		$8,552,480

*Statewide Transportation Improvement Program Grant; PIN 875983; City Match 15% for Washington Street

**Statewide Transportation Improvement Program Grant: PIN 876196; City Match 20% for Garden Street

RESOLUTION
R19-36

INTRODUCED BY COUNCILMEMBERS SALEM AND PETSAS

WHEREAS, the City of Poughkeepsie Common Council is considering action on a proposed street direction change for Civic Center Plaza between Mill Street and Main Street, and Market Street between Main Street and Church Street in the City of Poughkeepsie, Dutchess County, New York; and

WHEREAS, the City of Poughkeepsie recently completed a study of Market Street entitled the Poughkeepsie City Center Connectivity Project, which examined alternatives for improving pedestrian safety and traffic circulation within the Central Business District and included the short-term recommendation of making Market Street/Civic Center Plaza between Mill Street and Church Street two way; and

WHEREAS, the City of Poughkeepsie Common Council endorses the recommendations from the Poughkeepsie City Center Connectivity study; and

WHEREAS, a Full Environmental Assessment Form (EAF) Part 1, dated 2/15/19, has been prepared to address the potential environmental impacts of the action; and

WHEREAS, after comparing the thresholds contained in 6 NYCRR 617.4, the Common Council has determined that the proposed action is a Type 1 action; and

WHEREAS, after examining the EAF, the Common Council has determined that the only other involved and/or federal agencies on this matter is the New York State Department of Transportation Region 8, but that the City Planning Board and Dutchess County Department of Planning and Development are Interested Agencies under SEQR because of their non-binding review responsibilities; and

NOW THEREFORE,

BE IT RESOLVED, that the Common Council hereby declares itself Lead Agency for the environmental review of this action and directs the City Chamberlain to circulate said declaration to other involved and interested agencies; and

BE IT FURTHER RESOLVED, that a Determination of Significance will be made at such time as all information has been reviewed by the Common Council to enable it to determine whether the action will or will not have significant effect on the environment.

SECONDED BY COUNCILMEMBER _____.

City Of Poughkeepsie
Building, Planning and Zoning Department
62 Civic Center Plaza
Poughkeepsie, NY 12601
Phone: (845) 451-4055 Fax: (845) 451-4059

MEMORANDUM

To: Common Council

From: Paul Hesse, Community Development Coordinator

Date: 2/19/2019

Re: Market Street Two-Way Conversion SEQRA Analysis and Lead Agency Declaration

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Attached to this memorandum are SEQRA documents related to the proposed conversion of Market Street, between Church and Mill Streets, to two-way, including a Full Environmental Assessment Form Part 1 and Narrative as well as several appendices that support the Full EAF. I propose that the Common Council declare itself Lead Agency for the environmental review of this project and circulate said declaration to other involved agencies. A resolution will be prepared for a future Council meeting.

Converting Market Street to two-way has a number of benefits, both in terms of safety and mobility but also in terms of economic development. As we know, Market Street is a primary north-south connection, intersecting with Main Street through the heart of the city's downtown. This is a busy corridor for both motorists and non-motorists, which can result in conflict and crashes. When consulting crash data from NYS Department of Transportation, from 2012 through 2016 there were 121 crashes on Market Street between Church and Mill Streets, inclusive of the arterial intersections. Sixteen of those crashes involved pedestrians. Twenty-three crashes were within 100 feet of the Main Street intersection, with smaller groupings near the Bardavon Theater and the Cannon Street intersection. Because this area is crash-prone, and because the city has embraced the concept of walkability and pedestrian safety, converting Market Street to two-way with enhanced pedestrian amenities is a singular way to address both pedestrian-involved and vehicle-only crashes through traffic calming and a reduction in illegal speeding.

In terms of improved mobility and access, this project will make access to and through the city center easier and safer than ever, not only for motorists but also for pedestrians, bicyclists, transit users and persons with limited mobility. The two-way conversion to Market Street with enhanced pedestrian and bicyclist amenities is in the spirit of complete streets, giving equal consideration to motorists and non-motorists alike. This project will leverage a recently awarded Pedestrian Safety Action Plan grant to the city for $2.4 million to upgrade key locations throughout the city that see the greatest number of pedestrian-involved crashes, including Market Street. This three-block corridor is one of the busiest pedestrian areas in the city, primarily due to the concentration of employers, services, restaurants and retail, and transit. Improvements to the corridor will make it easier for non-motorists to access the transit hub,

making transit a more viable option for those who choose not to use a car and a more enjoyable experience for those who use transit due to economic circumstance or mobility impairment. Prioritizing pedestrian safety will only increase pedestrian activity, adding to the vitality of the already busy district. And finally, a two-way conversion to the street will help reduce vehicle miles traveled and emissions by addressing the city's complicated downtown one-way loop system, which includes the Arterials, Columbus Drive and Market Street. This one-way system can be intimidating for first-time or infrequent visitors to Poughkeepsie, often resulting in unnecessary circling around downtown in an attempt to find parking or locate a destination. Making Market Street two-way helps make the downtown street network more logical and more easily navigable.

Lastly, in terms of economic benefits, two-way streets are generally understood to be better for local businesses that depend on pass-by traffic because signal timing forces drivers to stop more frequently than on one-way streets, giving greater exposure to businesses. A two-way street can also reduce confusion for drivers who might otherwise become frustrated when trying to get to their destination. Two-way streets allow visitors to arrive at their destination from the most logical approach. Finally, the traffic calming aspects of two-way streets make the area not only safer but generally more pleasant for pedestrians, bicyclists and other non-motorists, which can improve the viability of local businesses and increase the value of real estate. Communities that embrace the concept walkability are known to be more attractive to residents and commercial tenants alike, supporting the local economy. Converting Market Street to two-way while enhancing pedestrian amenities throughout the corridor will be a major advance in the city's goal to make Poughkeepsie's downtown the preeminent commercial district in the Mid-Hudson Valley.

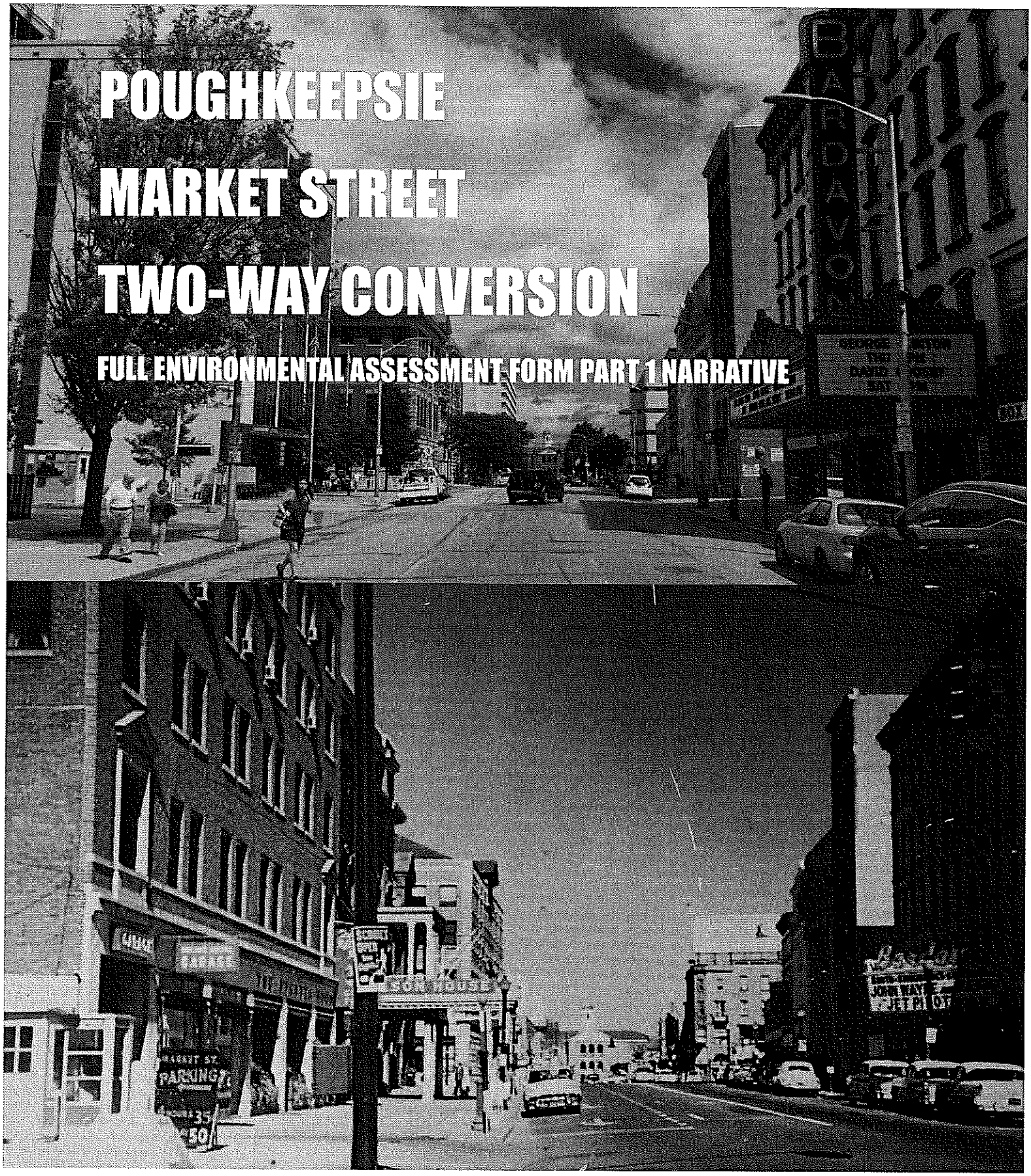
Please don't hesitate to reach out to myself or Natalie Quinn, Planning Director, if there are any questions.

Sincerely,

Paul Hesse
Community Development Coordinator

POUGHKEEPSIE MARKET STREET TWO-WAY CONVERSION

FULL ENVIRONMENTAL ASSESSMENT FORM PART 1 NARRATIVE



Prepared by City of Poughkeepsie Planning Staff
Issued: February 19, 2019

Introduction

Market Street, between Church and Mill Streets, faces a number of problems, including but not limited to deteriorated road surface conditions, one-way directionality and street design that leads to excessive speeding and disorientation for new or infrequent visitors, and a high propensity for vehicle and pedestrian conflicts. The Market Street Two-Way Conversion project aims to address each of these issues by converting Market Street to a narrowed bi-directional street, including one drive lane in each direction, turning pockets at each intersection and curb extensions in key locations. The street will be repaved and restriped, along with new signals and new signage.

A two-way conversion to Market Street has been extensively considered over the last 20 years, most recently through the Poughkeepsie City Center Connectivity Project (PCCCP). The PCCCP focused on Market Street as a potential model for complete streets-style interventions and conversion to bi-directionality that might be replicated on other downtown streets. Making these improvements to Market Street would not only address safety issues in this busy pedestrian area of the city, but it would also create a less confusing driving experience, resulting in fewer vehicle miles traveled and reducing greenhouse gas emissions.

The purpose of this Full Environmental Assessment Form (FEAF) is to help the city evaluate the proposed projects and whether there will be any environmental impacts that require additional analysis.

Poughkeepsie City Center Connectivity Project

Project Background

The Poughkeepsie City Center Connectivity Project (PCCCP) is a long-term transportation planning initiative closely linked with the city's broader efforts to revitalize its downtown and promote economic development. Two of the most important transportation challenges in Poughkeepsie's City Center are (1) the current configuration of Market Street, and (2) the routing of traffic through City Center to and from the Mid-Hudson Bridge.

Market Street is currently a one-way northbound commercial street that serves the City Center, and intersects with Mill Street (westbound) and Church Street (eastbound) arterials. The intersection of Market Street and Main Street serves as the center of Poughkeepsie's civic, cultural, and commercial life. Market Street also serves numerous County offices, City Hall, the Bardavon Opera House, the Civic Center, and the Transit Hub. Despite its importance as an anchor to Poughkeepsie's City Center, Market Street currently primarily serves as a vehicular throughway between two major regional arterials, and offers limited appeal to pedestrians, bicyclists, and transit-riders. Part of the issue is the prevalence of one-way streets in Poughkeepsie's City Center, which serves to prioritize the expedient flow of vehicular travel over other modes of transportation. This is compounded by the perception of poor pedestrian safety at arterial intersections and the overall

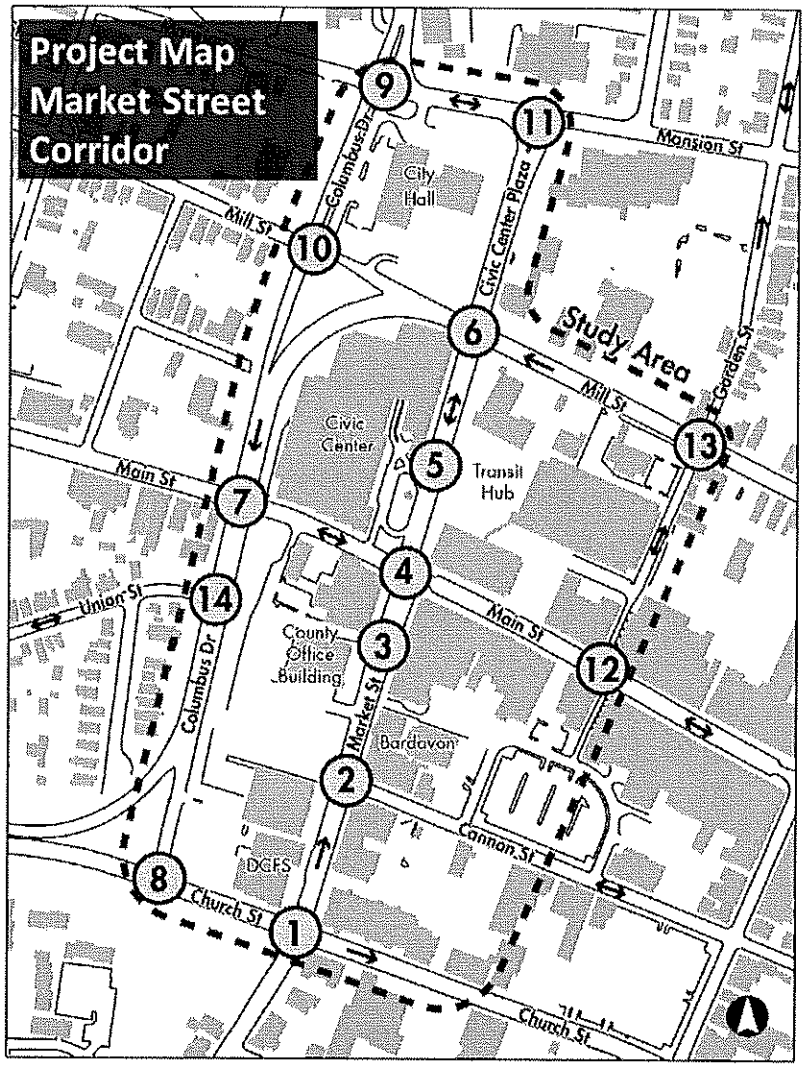


Figure 1: Study Area for the City Center Connectivity Project

walking experience. While only one component of the City's transportation system, Market Street is significant in its potential to act as a central catalyst for supporting local investment, economic growth, and multimodal linkages.

Sam Schwartz Engineering, in partnership with Street Plans Collaborative, was hired by the City of Poughkeepsie with a Cleaner Greener Communities Grant provided the New York State Energy Research and Development Agency (NYSERDA) to spearhead a complete streets initiative for downtown streets. This included preparation of a comprehensive existing conditions analysis, scenario development, preferred alternative selection, impact analysis, financial analysis, the design and installation of an interim ("soft") demonstration project along Market Street, and an extensive public outreach process. The fundamental goal of the PCCCP is to provide short-and long-term recommendations that are action-oriented, informed by the local community and the demonstration project, and accompanied by a realistic implementation plan to serve as catalyst for longer-term change.

Project Features

The project proposes to allow southbound vehicular traffic on Market Street/Civic Center Plaza, from Mill Street to Church Street. One drive lane will allow traffic in each direction, turning pockets will be created at each intersection for vehicles making left turns, and on-street parallel parking will be maintained. Signal head replacement at several intersections will be required to control southbound traffic, and upgrades to electrical controllers, inductive-loop traffic detectors, and ADA curb ramps are also proposed. Lastly, in conjunction with the city's Pedestrian Safety Action Plan grant, curb extensions at Market Street mid-block pedestrian crossings are proposed.

Market Street Two-way Traffic Analysis

Sam Schwartz Engineering developed a scenario for a two-way Market Street that considers allowing two-way traffic along Market Street from Church Street to the south and Mill Street / Civic Center Plaza to the north. There are many land uses along this section of Market street, including driveways, stop-controlled intersections and signalized intersections.

In an effort to estimate the number of vehicles that would travel southbound on a potential two-way Market Street, the potential users of this new travel pattern were first identified. Vehicles traveling south on Washington Street and traveling westbound on Mill Street were the starting point. Market Street is used to access local land uses and could be a conduit for some through traffic. The 2016 Existing PM Peak Hour traffic volumes were used as a base for the following assumptions:

1. 50% of the southbound left turn movement at the intersection of Columbus Drive and Main Street would be diverted to Market Street southbound.
2. 50% of the southbound left turn movement at the intersection of Columbus Drive and Church Street would be diverted to Market Street southbound.
3. Most of diverted vehicles would travel along Market Street with some turning onto Main Street, Cannon Street, and other driveways.
4. 50% of vehicles exiting the County Building and other driveways would turn onto Market Street southbound as a preferred movement with the exception of the Financial Plaza parking garage driveway. Due to the ge ometry of the Financial Plaza parking garage intersection which is offset from the hotel pick-up/drop-off driveway and is unsignalized, vehicles exiting this driveway would be prohibited from turning left for south bound travel along Market Street.
5. 60% of traffic flow would continue southbound at the intersection of Market Street and Church Street, 40% would turn left onto Church Street eastbound.

The 2016 Proposed Traffic Volumes – Two-Way Market Street (PM Peak Hour) and the assumptions described above are illustrated in the following two pages:

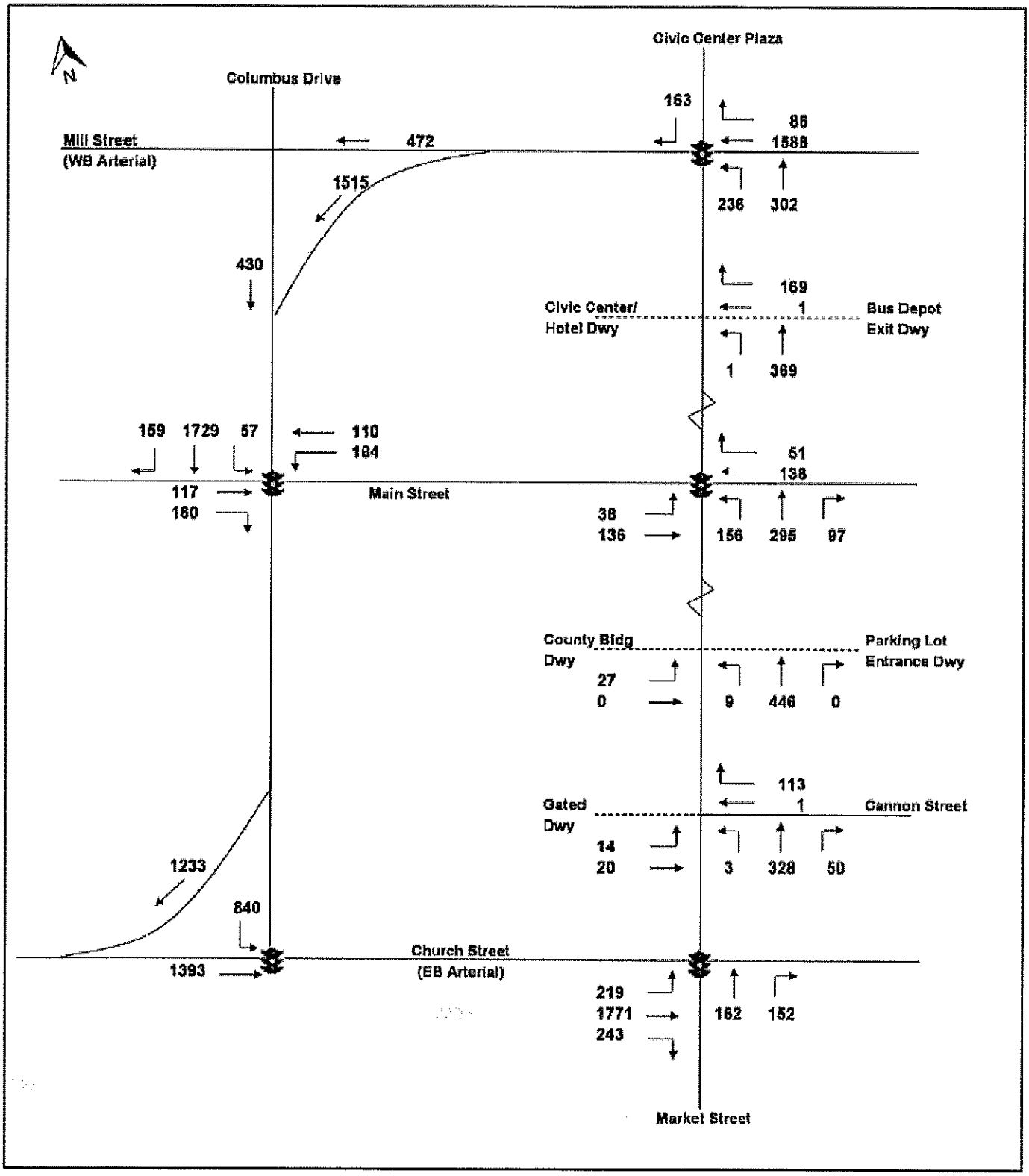


Figure 2: Traffic Volumes Existing Condition Weekday Evening Peak Hour

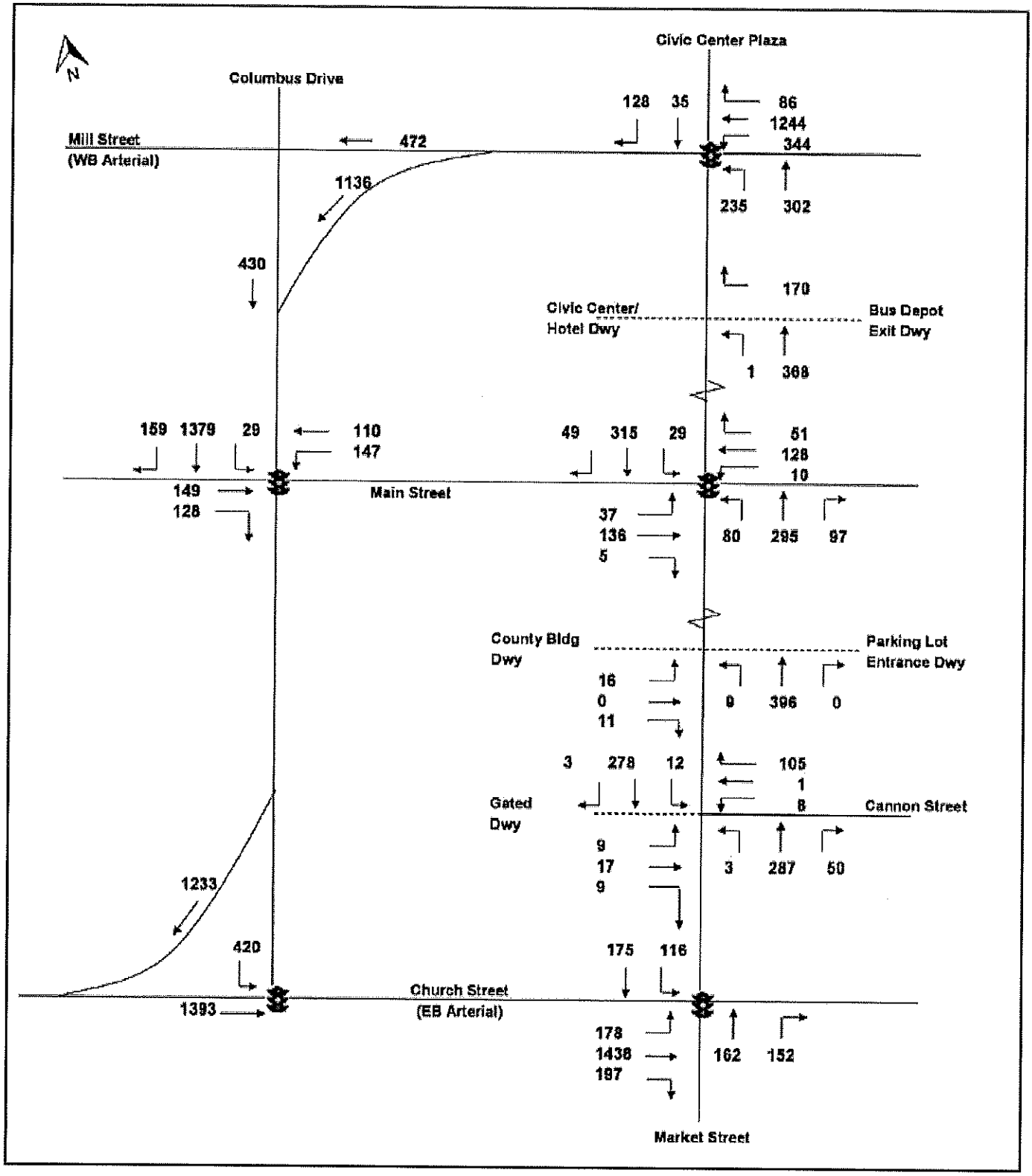


Figure 3: Traffic Volumes Proposed Condition Weekday With Two-way Market Street Evening Peak Hour

Future Conditions

The proposed scenario provides for a two-way Market Street from Church Street to Mill Street/Civic Center Plaza, approximately three blocks in length and includes four signalized intersections. The 2016 Existing PM Peak Hour traffic volumes were modified based on the assumptions above to produce the 2016 Scenario 1 PM Peak Hour traffic volumes. The proposed layout and operation of each intersection is provided below. Level of Service (LOS) tables and signal phasing plans are included as appendices.

Intersection 1 – Market Street and Church Street

Existing Condition

Church Street intersects Market Street to form a four-leg signalized intersection. The eastbound Church Street approach provides a shared left-turn/through lane, through lane, and shared through/right-turn lane. The northbound Market Street approach provides for one shared through/right-turn lane. Ladder-type painted crosswalks, pedestrian signals, and pushbuttons are provided for all approach crossings.

Proposed Two-Way Market Street Scenario

In the proposed two-way condition, the northbound Market Street approach and eastbound Church Street approach would remain similar to the existing condition. The proposed southbound Market Street approach would provide for an exclusive left-turn lane and exclusive through lane. New traffic signal heads would be required to accommodate the proposed southbound Market Street approach. The traffic signal cycle length would remain similar to the existing condition and there would be a new lead southbound approach signal phase in advance of the northbound/southbound signal phase. The existing ladder-type crosswalks would remain similar to the existing condition and new countdown pedestrian signals and audible pushbuttons would be provided for all approaches. A curb extension would also be installed on the southeast corner. There would not be a significant change in the LOS for the intersection or any of the lane groups. The overall intersection would continue to operate at LOS C. See Figure 4 below which shows the intersection of Market Street and Church Street in a two-way Market Street scenario.

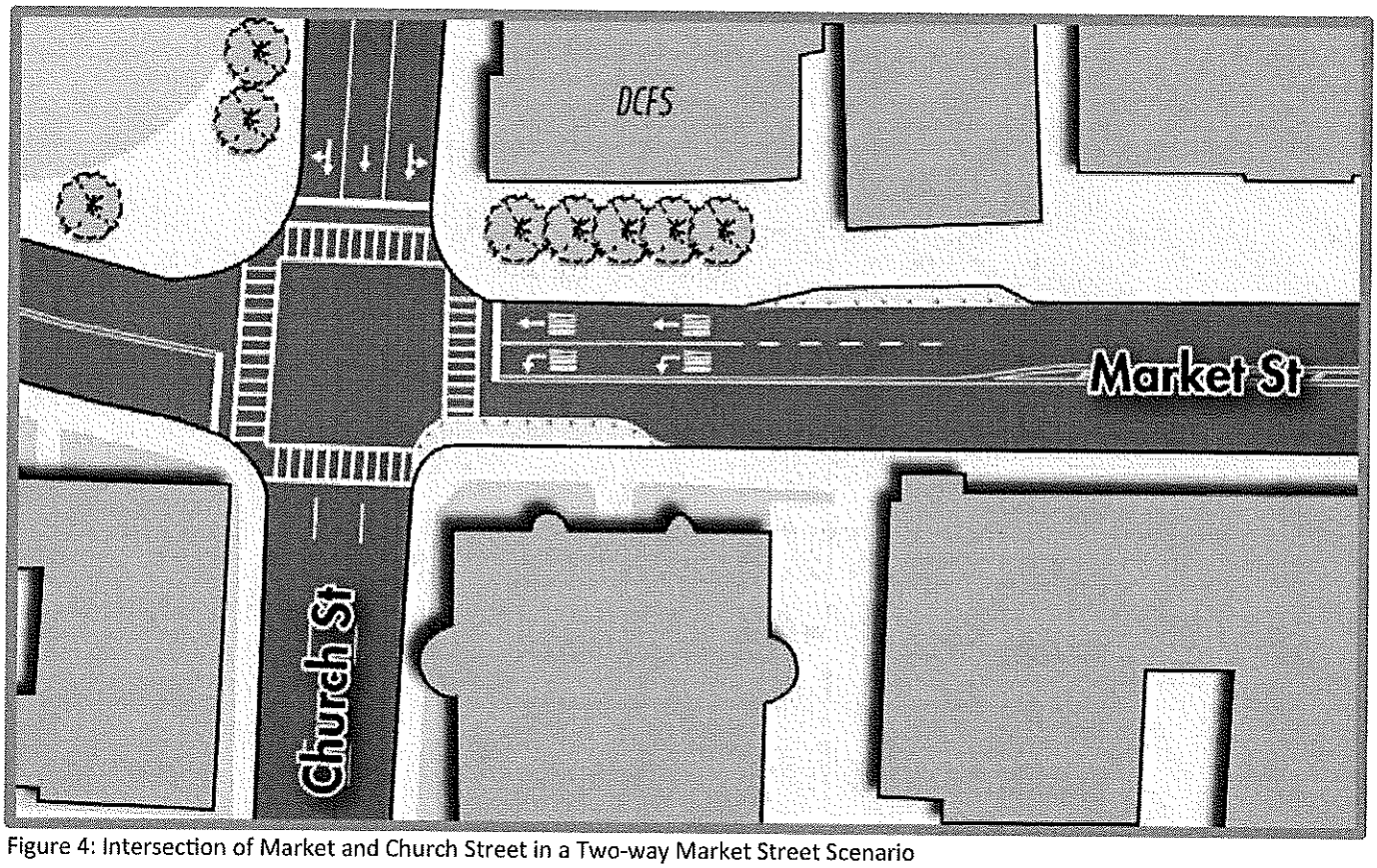


Figure 4: Intersection of Market and Church Street in a Two-way Market Street Scenario

Intersection 2 – Market Street and Cannon Street

Existing Condition

The intersection of Market Street and Cannon Street is currently signalized. The northbound Market Street approach provides for a shared left-turn/through lane and shared through/right-turn lane. The eastbound approach is formed by a gated driveway which provides access to/from a parking area. Cannon Street forms the westbound approach and provides for a shared through/right-turn lane. Ladder-type painted crosswalks are provided along all approaches. Field observations indicate that only one traffic signal assembly is present at this intersection which provides for a single red-yellow-green signal for each approach. Additionally, pedestrian signal heads are not provided at the intersection.

Proposed Two-Way Market Street Scenario

The proposed northbound and southbound Market Street approaches would each provide for one shared left-turn/through/right-turn lane. The eastbound driveway and westbound Cannon Street approaches would each provide a single lane to accommodate left-turn, through, and right-turn movements. New traffic signal equipment would be installed to provide additional signal heads for the northbound and southbound Market Street approaches, and a span wire signal is recommended for consistency with the adjacent traffic signals. The traffic signal cycle length and signal phasing would remain similar to the existing condition. Pedestrian crosswalks, countdown pedestrian signals, and audible pushbuttons would be provided on all approaches. Additionally, curb extensions would be provided on all intersection corners to reduce pedestrian crossing distances. There would not be a significant change in the LOS for the intersection or any of the lane groups. The overall intersection would continue to operate at LOS B. Figure 5 below shows the intersection of Market Street and Cannon Street in a two-way scenario.

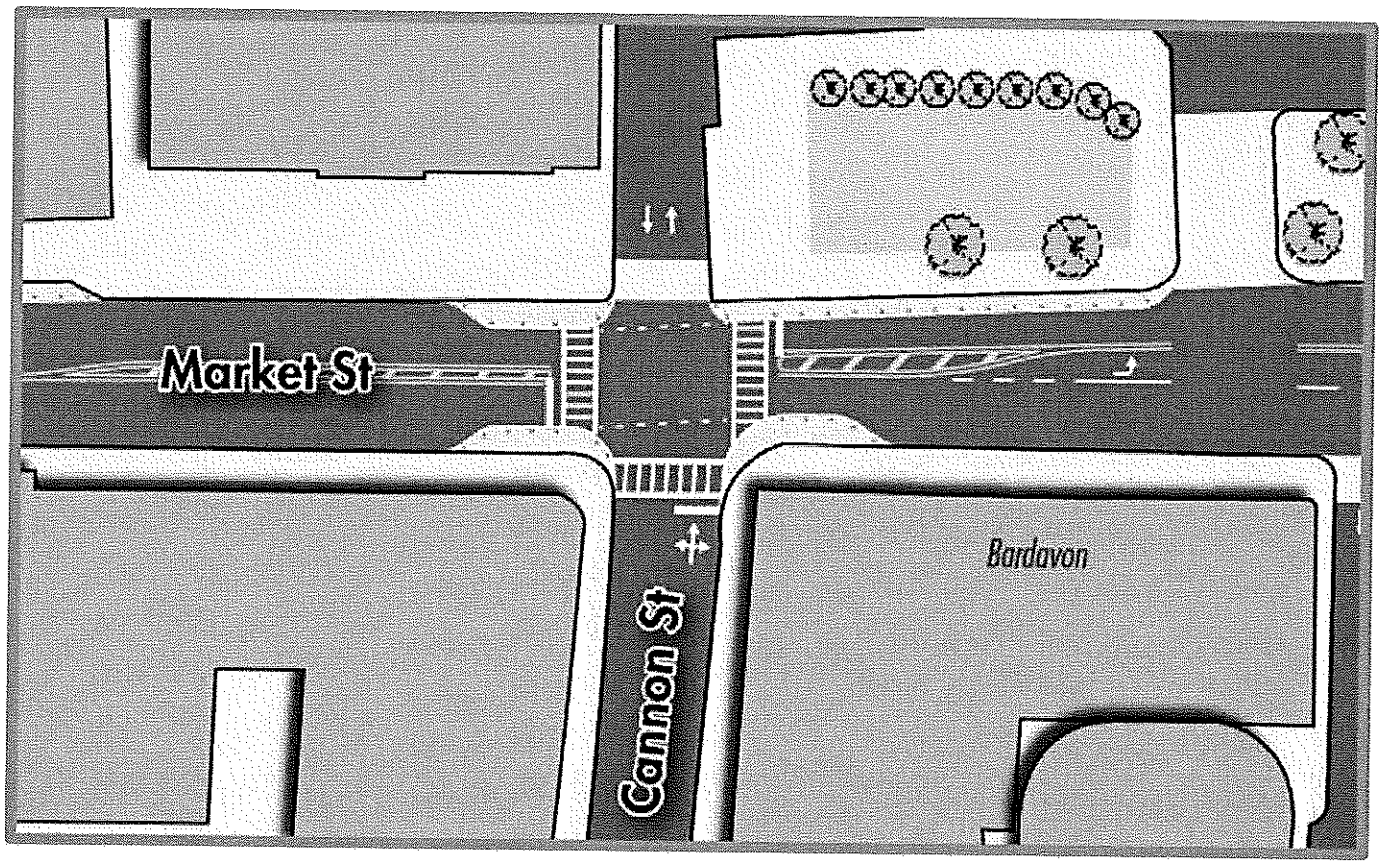


Figure 5: Intersection of Market and Cannon Street in a Two-way Market Street Scenario

Intersection 3 – Market Street and County Office Building Driveway

Existing Condition

The intersection of Market Street and the County Office Building driveway is an unsignalized, three-leg intersection. The northbound Market Street approach provides for a shared left-turn/through lane and through lane. The County Office Building ingress/egress driveway forms the eastbound approach and provides for left-turn movements only from the driveway. No crosswalks are provided at this intersection.

Proposed Two-Way Market Street Scenario

The proposed northbound Market Street approach would provide for two exclusive through lanes. The southbound Market Street approach would provide one exclusive through lane. The eastbound County Building driveway approach would continue to be one-way and provide for shared left-turn/right-turn movements and continue to operate under stop control. Pedestrian crosswalks would be provided for all approaches and curb extensions provided on all corners. There would not be a significant change in the LOS for the intersection or any of the lane groups. The overall intersection would continue to operate at LOS A. Figure 6 below shows the intersection of Market Street and the County Office Building Driveway in a two-way Market Street scenario.

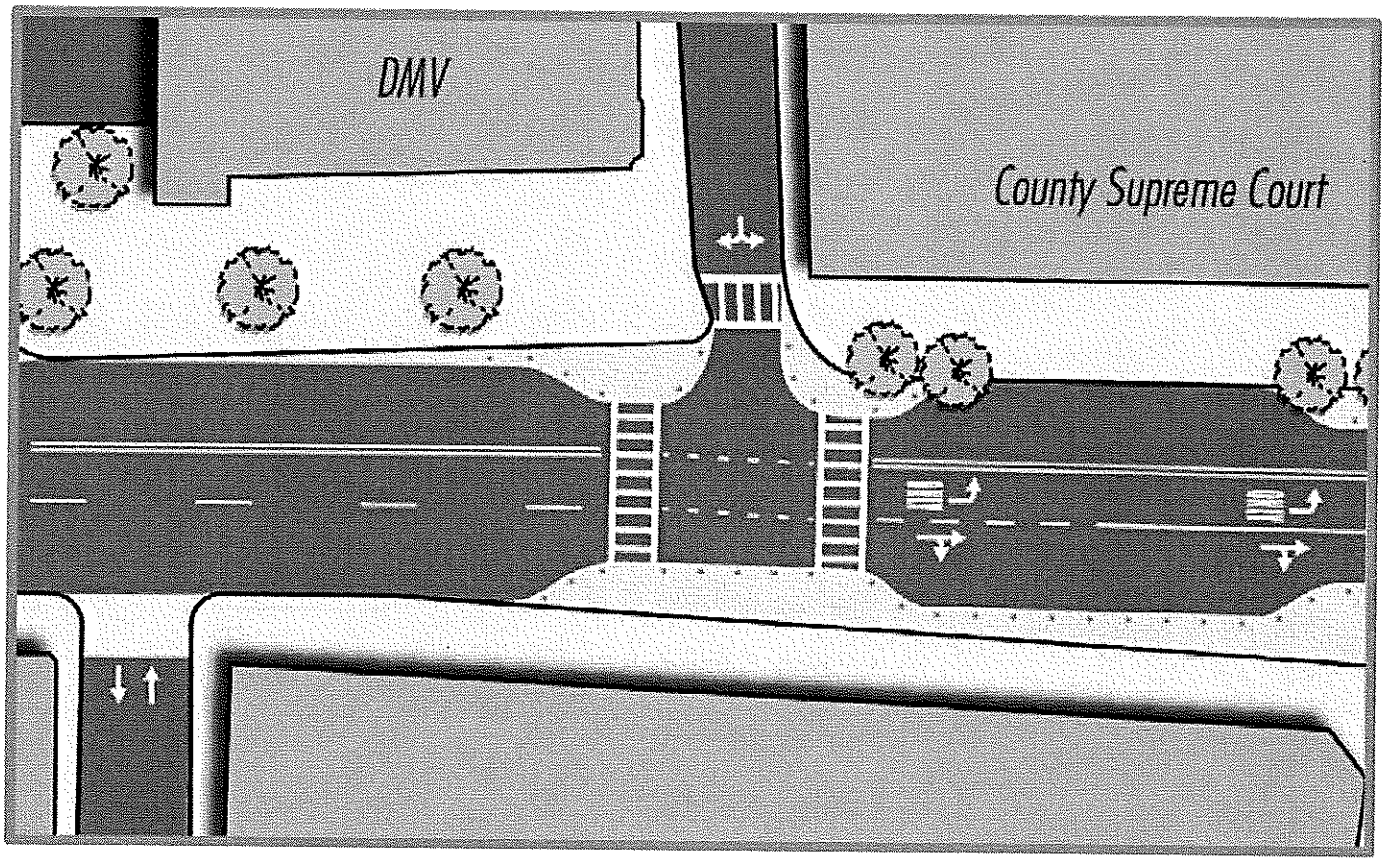


Figure 6: Intersection of Market and County Office Building Driveway in a Two-way Market Street Scenario

Intersection 4 – Market Street at Main Street

Existing Condition

Main Street intersects Market Street to form a four-leg signalized intersection. The northbound Market Street approach provides for an exclusive left-turn lane, through lane, and shared through/right-turn lane. At this intersection, the northbound Market Street approach lanes are slightly offset from the receiving lanes requiring vehicles to perform a

"jog" maneuver when traveling northbound through the intersection. The eastbound Main Street approach provides a through lane and left-turn lane, however it is less than 40 feet long and functionally acts as a combined through and left -turn lane. The westbound Main Street approach provides for one shared through/right-turn lane. "No Turn on Red" signage is posted along the northbound Market Street and westbound Main Street approaches. Ladder-type painted crosswalks, pedestrian signals, and pushbuttons are provided on all approaches and curb extensions are provided on the westbound Main Street approach.

Proposed Two-Way Market Street Scenario

The proposed northbound Market Street approach would provide for an exclusive left-turn lane and shared through/ right-turn lane. The southbound Market Street approach would provide for an exclusive left-turn lane and a shared through/right-turn lane. The eastbound Main Street approach would provide for an exclusive left-turn lane and shared through/right turn lane. The westbound Main Street approach would provide for one shared left-turn/through/right-turn lane. New traffic signal equipment would be installed to accommodate the southbound Market Street approach. The traffic signal cycle length and signal phasing would remain similar to the existing condition, however the green signal time for eastbound and westbound Main Street would increase by 5 seconds. This shift in green signal time would seek to reduce potential vehicle queues on Main Street. Ladder-type crosswalks, pedestrian countdown signal heads, and audible pushbuttons would be installed on all approaches. Additionally, curb extensions would be provided on all intersection corners and the existing curb extensions along the westbound Main Street approach would be further extended along Market Street. There would not be a significant change in the LOS for the intersection or any of the lane groups and the westbound Main Street approach would improve from LOS D to C. The overall intersection would decrease from LOS B to an acceptable LOS C. Figure 7 below shows the intersection of Market Street and Main Street in a two-way Market Street scenario.

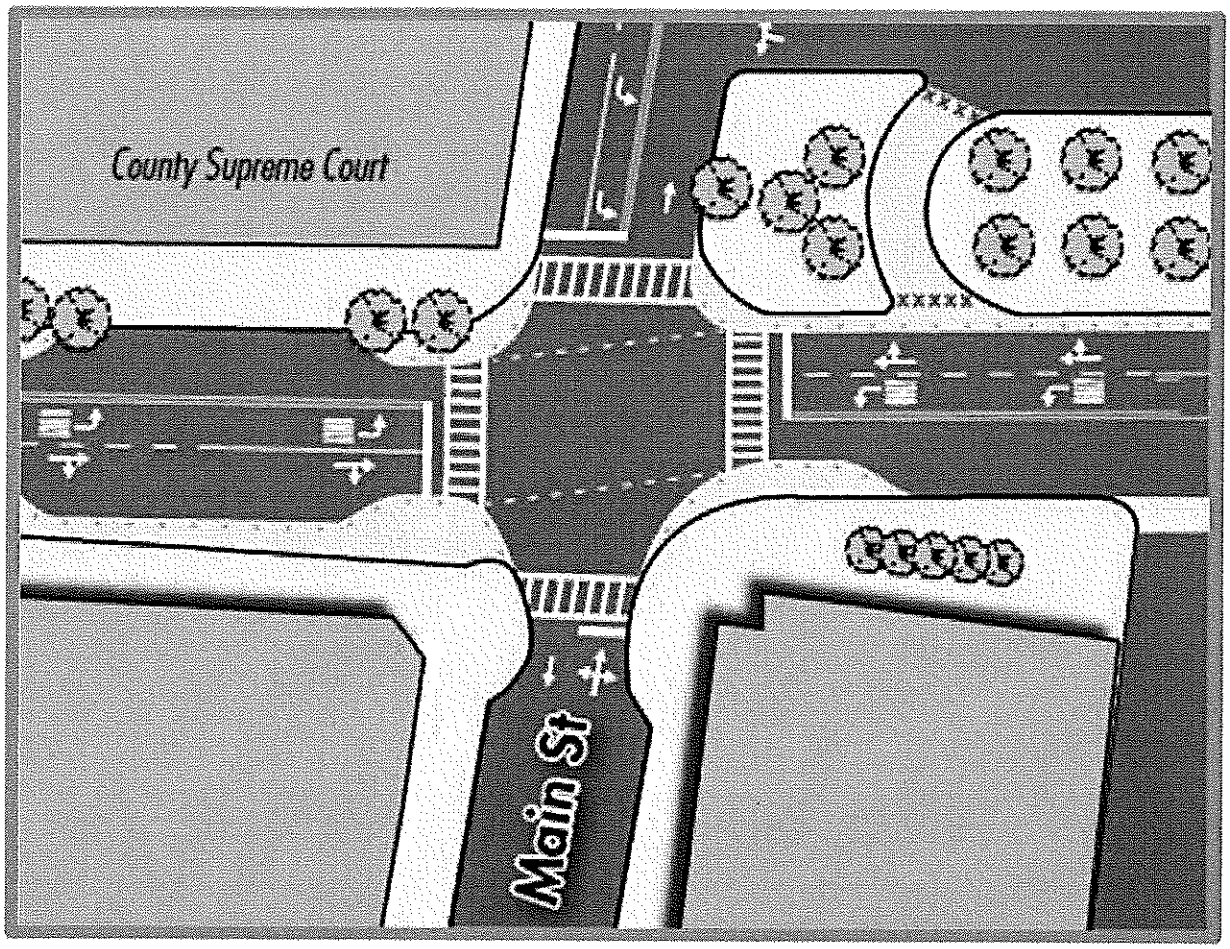


Figure 7: Intersection of Market and Main Street in a Two-way Market Street Scenario

Intersection 5 – Civic Center Plaza at Hotel and Transit Hub Driveways

Existing Condition

The Civic Center Plaza intersection with the hotel ingress driveway and transit hub egress driveway is unsignalized. The northbound Civic Center Plaza approach provides for a shared left-turn/through lane, a through lane, and a shared through/right-turn lane. The eastbound approach is formed by the hotel entrance driveway and is one-way in the westbound direction. The transit hub egress driveway forms the westbound intersection approach and provides for right-turn only movements. The hotel ingress and transit hub egress driveways are slightly offset. On-street metered parking is available along Civic Center Plaza in front of One Civic Plaza and the transit hub. Crosswalks are provided along the northbound Civic Center Plaza and hotel ingress driveway approaches. A third crosswalk is located along Civic Center Plaza between the hotel ingress and transit hub egress driveways. This crosswalk is oriented at a skewed angle which increases pedestrian crossing distance. The crosswalk types at this intersection are variable and include parallel line, ladder, and continental styles.

Proposed Two-Way Market Street Scenario

The proposed northbound and southbound Civic Center Plaza approaches would each provide one shared through/right-turn lane. Vehicles traveling along Civic Center Plaza and seeking to turn left into either the hotel driveway or transit hub driveway would do so via a center left-turn lane. It should be noted that southbound Civic Center Plaza left-turns into the transit hub would be prohibited for buses only due to the limited vehicle storage space available along southbound Civic Center Plaza. The driveway entrances to the Civic Center parking garage and hotel port cochere would remain as one-way inbound. The Civic Center/hotel driveway which currently exits onto northbound Civic Center Plaza would be closed to accommodate southbound travel on Market Street and all exiting movements would be made via the existing Main Street exit where left- and right-turn movements would be permitted. The existing egress driveway from the transit hub parking garage would continue to operate as a dual right-turn out movement similar to the existing condition due to the offset nature of the intersection. The LOS at this intersection would be similar to the existing condition. This option needs to be explored further with the operators of the hotel and Civic Center. Ladder-type crosswalks would be provided along the hotel and Civic Center ingress driveways. For pedestrians crossing Civic Center Plaza, a ladder-type crosswalk would be provided between the transit hub ingress and egress driveways and curb extensions would be constructed on both sides of the street to minimize pedestrian crossing distances and reduce the overall street width. Figure 8 below shows the intersection of Civic Center Plaza and the hotel/transit hub driveways in a two-way Market Street scenario.

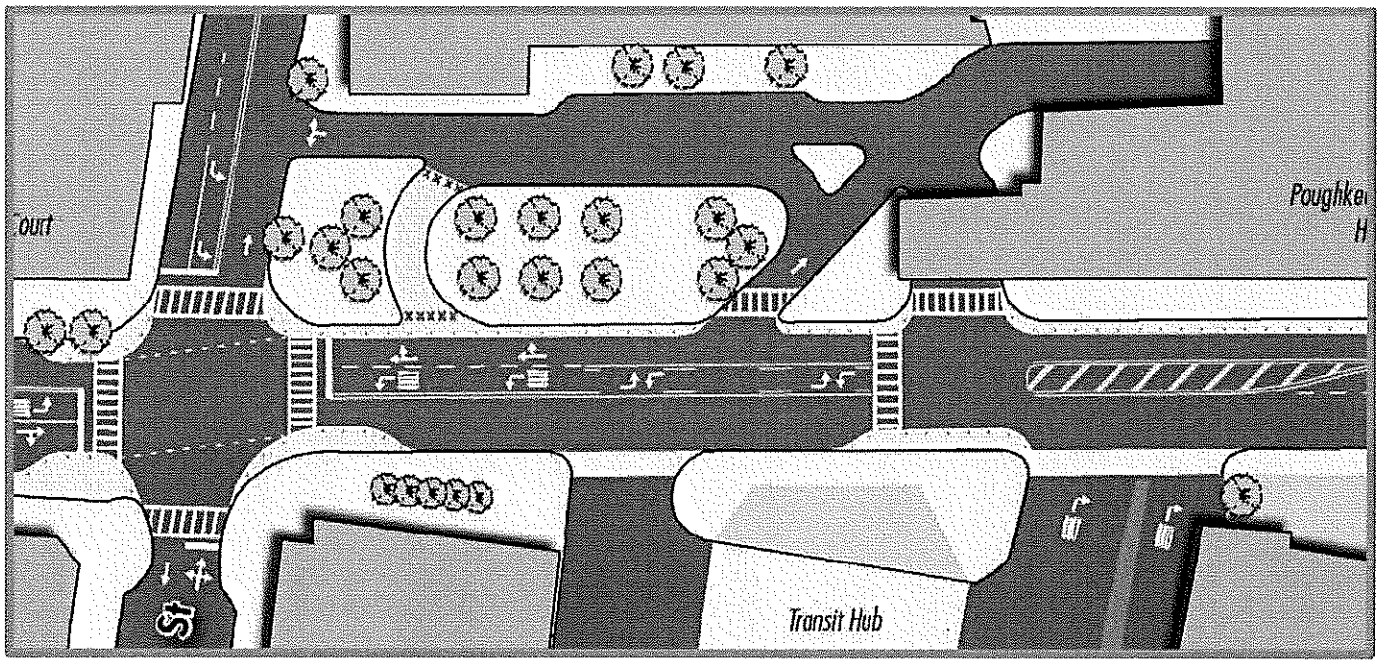


Figure 8: Intersection of Civic Center Plaza and hotel/transit hub driveways in a Two-way Market Street Scenario

Intersection 6 – Civic Center Plaza at Mill Street

Existing Condition

Civic Center Plaza intersects Mill Street to form a four-leg signalized intersection. The northbound Civic Center Plaza approach provides for an exclusive left-turn lane, shared left-turn/through lane and through lane. Parking is permitted on the east-side of the northbound Civic Center Plaza approach. No on-street parking is provided along the west-side of Civic Center Plaza. The southbound Civic Center Plaza approach provides for an exclusive right-turn lane and is signed as "No Turn on Red'. The westbound Mill Street approach provides for two through lanes and a shared through/right-turn lane. Crosswalks are provided on all legs of the intersection, except for the western leg which is signed as "No Pedestrian Crossing". This is likely due to the northbound Civic Center Plaza approach signal phase which provides dual left-turn movements for vehicles.

Proposed Two-Way Market Street Scenario

The proposed northbound Civic Center Plaza approach would provide for an exclusive left-turn lane and exclusive through lane. The southbound Civic Center Plaza approach would provide for an exclusive through lane and exclusive right-turn lane. The westbound Mill Street would provide for a shared left turn/ through lane, exclusive through lane, and shared through/right-turn lane. New traffic signal equipment would be installed to accommodate a southbound Civic Center Plaza. The traffic signal would be modified to provide for a northbound Civic Center Plaza left-turn lead phase while the overall signal cycle length would remain similar to the existing condition. With the changes to the signal phasing, the northbound Civic Center Plaza left-turn lane would degrade to LOS E and the through movement would improve from LOS C to B. The southbound Civic Center Plaza approach would significantly improve from LOS F to LOS E/ D. Pedestrian crosswalks, countdown pedestrian signal heads, and audible pushbuttons would be would be provided along all approaches. This is a significant improvement as compared to the existing condition in which pedestrian crosswalks are provided on only three of the four intersection approaches. The overall intersection LOS would remain similar to the existing condition. Figure 9 below shows the intersection of Civic Center Plaza and Mill Street in a two-way Market Street scenario.

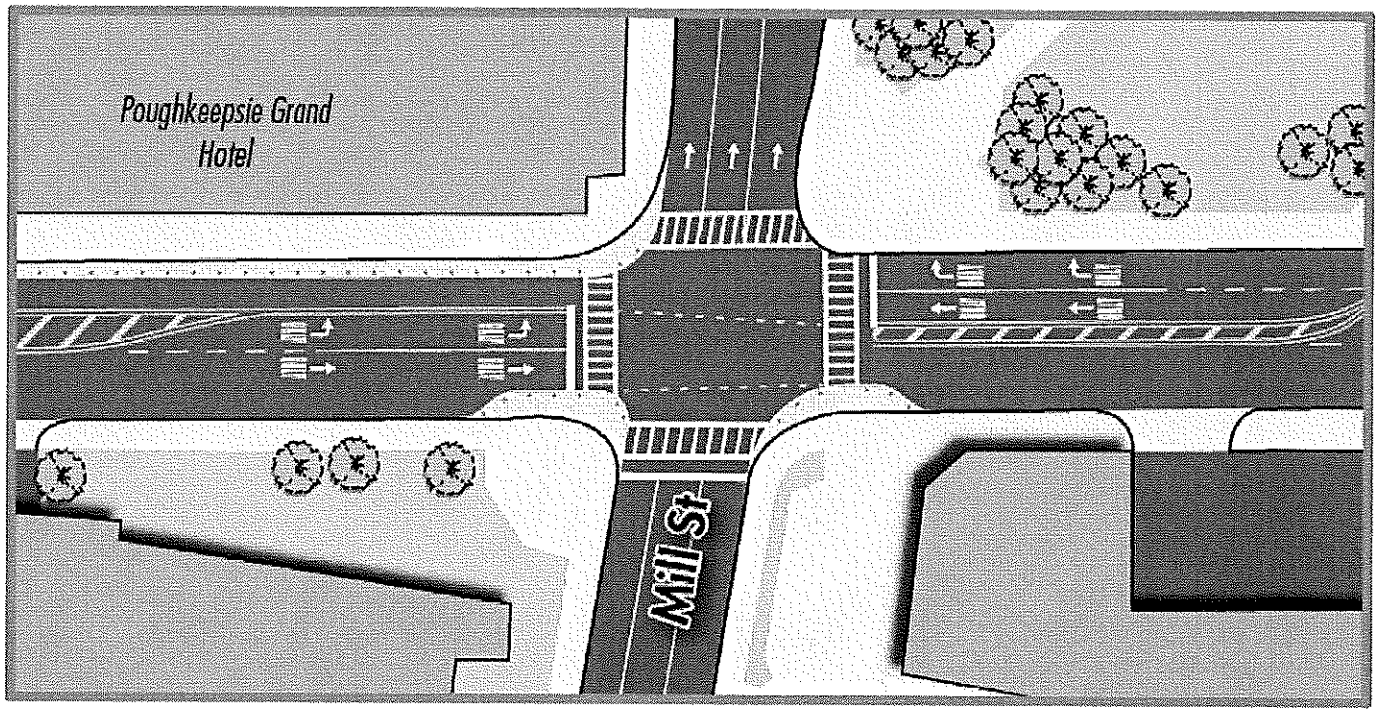


Figure 9: Intersection of Civic Center Plaza and Mill Street in a Two-way Market Street Scenario

Intersection 7 – Columbus Drive at Main Street

Existing Condition

Main Street intersects Columbus Drive to form a four-leg, signalized intersection. The southbound Columbus Drive approach provides a shared left-turn/through lane, two exclusive through lanes, and a shared through/right-turn lane. On -street parking is not permitted along Columbus Drive in the vicinity of the intersection, however on-street parking is provided along Main Street. The eastbound Main Street approach provides for a shared through/right-turn lane and is signed as "No Turn on Red". The westbound Main Street approach provides for a shared left-turn/through lane. Crosswalks are provided on all intersection approaches, however observations indicate that they are faded and barely visible.

Proposed Two-Way Market Street Scenario

The westbound Main Street approach would be reconfigured to provide an exclusive left-turn lane and exclusive through lane. The creation of the exclusive left-turn lane would not necessarily require the removal of parking because of the existing No Parking zone and hydrant along this approach. Pedestrian operations would continue similar to the existing condition and new pedestrian countdown signals and audible pushbuttons would be installed. The overall intersection would remain unchanged at LOS C, however the westbound Main Street approach would improve significantly from LOS F to LOS B/C with the proposed exclusive left-turn lane.

Intersection 8 – Columbus Drive at Church Street

Existing Condition

The intersection of Columbus Drive at Church Street is a signalized, three-leg intersection. The southbound Columbus Drive approach provides two lanes for left-turn only movements to Church Street. The eastbound Church Street approach provides for three exclusive through lanes. No turns are permitted from the eastbound Church Street approach. Crosswalks are provided on all intersection approaches. No parking is provided on either the Columbus Drive or Church Street approaches.

Proposed Two-Way Market Street Scenario

In a two-way Market Street scenario, no changes are proposed at this intersection and the overall intersection would remain at LOS B.

Land Use Plans and Zoning

Converting Market Street/Civic Center Plaza to a two-way street between Church and Mill Streets has been extensively considered, is compatible with a number of local plans, and it supports recently adopted zoning for parcels immediately adjacent to this corridor.

City of Poughkeepsie Comprehensive Plan (1998)

Within the context of addressing the Main Mall, pages 5-7 and 5-8 of the Comprehensive Plan discuss the importance of addressing problematic one-way streets within the downtown, stating, "Further, there is a distinct need to make the traffic pattern convenient and logical for first time visitors. T his includes eliminating many of the one-way traffic patterns as well as re-opening Main Street." Elsewhere, the Plan cites earlier attempts to connect the Main Mall with cross-town traffic through the elimination of one-way traffic on Academy/Catharine Streets and that those attempts have been successful in increasing traffic flow. The Plan states that, "Clearly there is a need for flow-through traffic in this area." The Comprehensive Plan, here, is referring directly to the 1997 City of Poughkeepsie Transportation Strategy, discussed below.

City of Poughkeepsie Transportation Strategy (1997)

This document stresses the importance of clarity and convenient access rather than higher speeds, particularly within the City Center. Among other items, the Strategy recommends that the city "Restore two-way circulation with on-street parking on Main, Market, Catherine [sic]/Academy, and Hamilton Streets." (Page 2) The Strategy goes on to describe the problem with one-way street networks, stating, "The most mentioned City Center [complaint] throughout the process is the confusion caused by the one-way street system surrounding the Main Mall. [. . .] The general sense of disorientation and the many diversions discourage impulse stops and mystify outside visitors. The convenience of just going around the block or having three choices at every intersection cannot be overstated. Standard two-way streets with curbside parking may not move traffic as swiftly, but for a downtown commercial area clear access and parking near the store are critical." (Page 15)

Poughkeepsie City Center Revitalization Plan (2014)

While a two-way Market Street was widely discussed in the late 1990s and evaluated by multiple design and engineering firms throughout the 2000s, interest in the concept began to build in 2014 with the Poughkeepsie City Center Revitalization Plan (PCCRP). The PCCRP considered a number of transportation-related interventions within the downtown core that would complement other economic development efforts. One of those transportation interventions was looking at Market Street as a model "complete street," including converting the street to two-way. The Plan states, "Given this density and variety of anchor destinations [along the corridor], Market Street should be designed to flourish as a vibrant multi-modal urban corridor. Instead, Market Street serves as a vehicular through-way between two hazardous intersections with arterials [sic] roads and offering limited appeal to pedestrians, bicyclists, and transit-riders." (Page 13) The Plan goes on to say, "Part of the problem is the one-way directionality that serves to prioritize the expedient flow of northbound vehicles over all other modes of transportation." (Page 13) The Plan proposes to make Market Street not only a two-way street, calming traffic and relieving confusion for motorists, but also, where possible, adding pedestrian, bicycle and transit amenities to make the street truly accommodating for all users.

Moving Dutchess 2 (2016) and Walk Bike Dutchess (2014)

The Dutchess County Transportation Council (DCTC), Dutchess County's Metropolitan Planning Organization, prepares the county-wide transportation plan. *Moving Dutchess 2* (2014), the Dutchess County Transportation Council's sixth Metropolitan Transportation Plan, includes over 170 recommendations to preserve and improve the county's transportation system over the next 20 years, including transportation-related issues in the City of Poughkeepsie. Page 160 of the plan recommends that the city redesign Market Street to allow for two-way traffic between Church Street and Mill Street. *Walk Bike Dutchess*, the county's bicycle and pedestrian plan, also endorses the concept of converting Market Street to two-way. The plan states that one-way Market Street "contributes to driver confusion and excess circulation, and the three wide lanes contribute to higher speeds and often a failure to yield to people at crosswalks. [. . .] The excess street capacity could be used to make the street more pedestrian and bicycle-friendly." (Pages 140-141)

Zoning (2019)

This section of Market Street/Civic Center Plaza is within the Poughkeepsie Innovation District (PID). One of the goals of the PID zoning district is to better connect the PID, which is the city's traditional downtown, with other parts of the city through an integrated transit network with multi-modal connections. With the region's primary bus hub being located within this section of Market Street/Civic Center Plaza, and with Market Street being the primary entry street for people coming downtown, a two-way street will better facilitate the circulation of vehicles and therefore make this part of the city easier to get to.

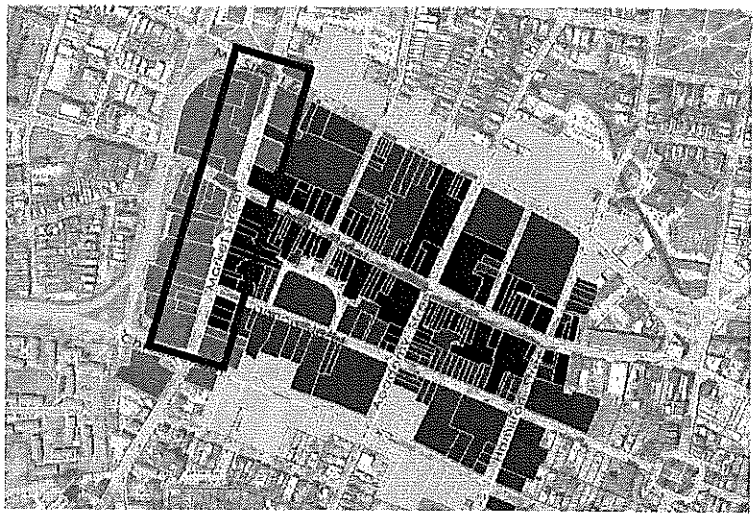


Figure 10: Market Street within the Poughkeepsie Innovation District

Appendices

A. Full Environmental Assessment Form—Part 1

B. Conceptual Plan Set for Market Street Two-Way

C. LOS Summary for Existing and Two-Way Market Street Scenario

D. Existing and Proposed Signal Phasing

E. Poughkeepsie City Center Connectivity Project Final Report

Appendix A

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: City of Poughkeepsie Market Street Two-Way Conversion		
Project Location (describe, and attach a general location map): City of Poughkeepsie, Market Street between Mill Street and Church Street		
Brief Description of Proposed Action (include purpose or need): Market Street, between Church and Mill Streets, faces a number of problems, including but not limited to deteriorated road surface conditions, one-way directionality and street design that leads to excessive speeding and disorientation for new or infrequent visitors, and a high propensity for vehicle and pedestrian conflicts. The Market Street Two-Way Conversion project aims to address each of these issues by converting Market Street to a narrowed bi-directional street, including one drive lane in each direction, turning pockets at each intersection and curb extensions in key locations. The street will be repaved and restriped, along with new signals and new signage. A two-way conversion to Market Street has been extensively considered over the last 20 years, most recently through the Poughkeepsie City Center Connectivity Project (PCCCP). The PCCCP focused on Market Street as a potential model for complete streets-style interventions and conversion to bi-directionality that might be replicated on other downtown streets. Making these improvements to Market Street would not only address safety issues in this busy pedestrian area of the city, but it would also create a less confusing driving experience, resulting in fewer vehicle miles traveled and reducing greenhouse gas emissions. The purpose of this Full Environmental Assessment Form (FEAF) is to help the city evaluate the proposed projects and whether there will be any environmental impacts that require additional analysis.		
Name of Applicant/Sponsor: City of Poughkeepsie Common Council	Telephone: 845-451-4225 E-Mail: dflynn@cityofpoughkeepsie.com	
Address: 62 Civic Center Plaza		
City/PO: Poughkeepsie	State: NY	Zip Code: 12601
Project Contact (if not same as sponsor; give name and title/role): Paul Hesse, Community Development Coordinator	Telephone: 845-451-4106 E-Mail: phesse@cityofpoughkeepsie.com	
Address: 62 Civic Center Plaza		
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 Counsel, Town Board, or Village Board of Trustees ☑Yes☐No	Poughkeepsie Common Council local ordinance Poughkeepsie Common Council bonding auth.	Projected March 2019 Projected March 2019
b. City, Town or Village Planning Board or Commission ☐Yes☐No		
c. City, Town or Village Zoning Board of Appeals ☐Yes☐No		
d. Other local agencies ☐Yes☐No		
e. County agencies ☐Yes☐No		
f. Regional agencies ☐Yes☐No		
g. State agencies ☑Yes☐No	NYSDOT Highway Work Permit	Projected February 2020
h. Federal agencies ☑Yes☐No	FHWA CMAQ grant application	Projected award date of March 2019

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 - Poughkeepsie Innovation District (Civic Corridor subdistrict)

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, Dutchess County Sheriffs Office, New York State Police

c. Which fire protection and emergency medical services serve the project site?
City of Poughkeepsie Fire Department and area mutual aid departments

d. What parks serve the project site?
Hulme 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)? This is a transportation project involving a traffic direction change.

b. a. Total acreage of the site of the proposed action? 1.3 acres
b. Total acreage to be physically disturbed? 0.0 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.3 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: 6 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 _____
ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length
iii. Approximate extent of building space to be heated or cooled: _____ 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)

_____

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: 24 hrs/day
- Saturday: 24 hrs/day
- Sunday: 24 hrs/day
- Holidays: 24 hrs/day

ii. During Operations:

- Monday - Friday: 24 hrs/day
- Saturday: 24 hrs/day
- Sunday: 24 hrs/day
- Holidays: 24 hrs/day

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	1.3	1.3	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:

Admiral Halsey; Interfaith Towers; Grand Rehabilitation Center; Hudson River Housing on Noxon St; MARC on Cannon St.; Early Childhood Center 269 Mill Street; ~~Poughkeepsie Child Development Center 260 Mill Street~~

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, 314122, C314126

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? >5 ft; varies 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: NA _____ %
_____ %
_____ %

d. What is the average depth to the water table on the project site? Average: >5ft 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%: 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:
Squirrels and other rodents Birds

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: County Courthouse; First Baptist Church; Bardavon Theater; YMCA; NYS Armory; Amrita Club

iii. Brief description of attributes on which listing is based:

Buildings including on state or national registers due to their architectural importance and/or their role in Poughkeepsie's history.

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: Hudson River

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): Scenic river

iii. Distance between project and resource: <1 mi 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

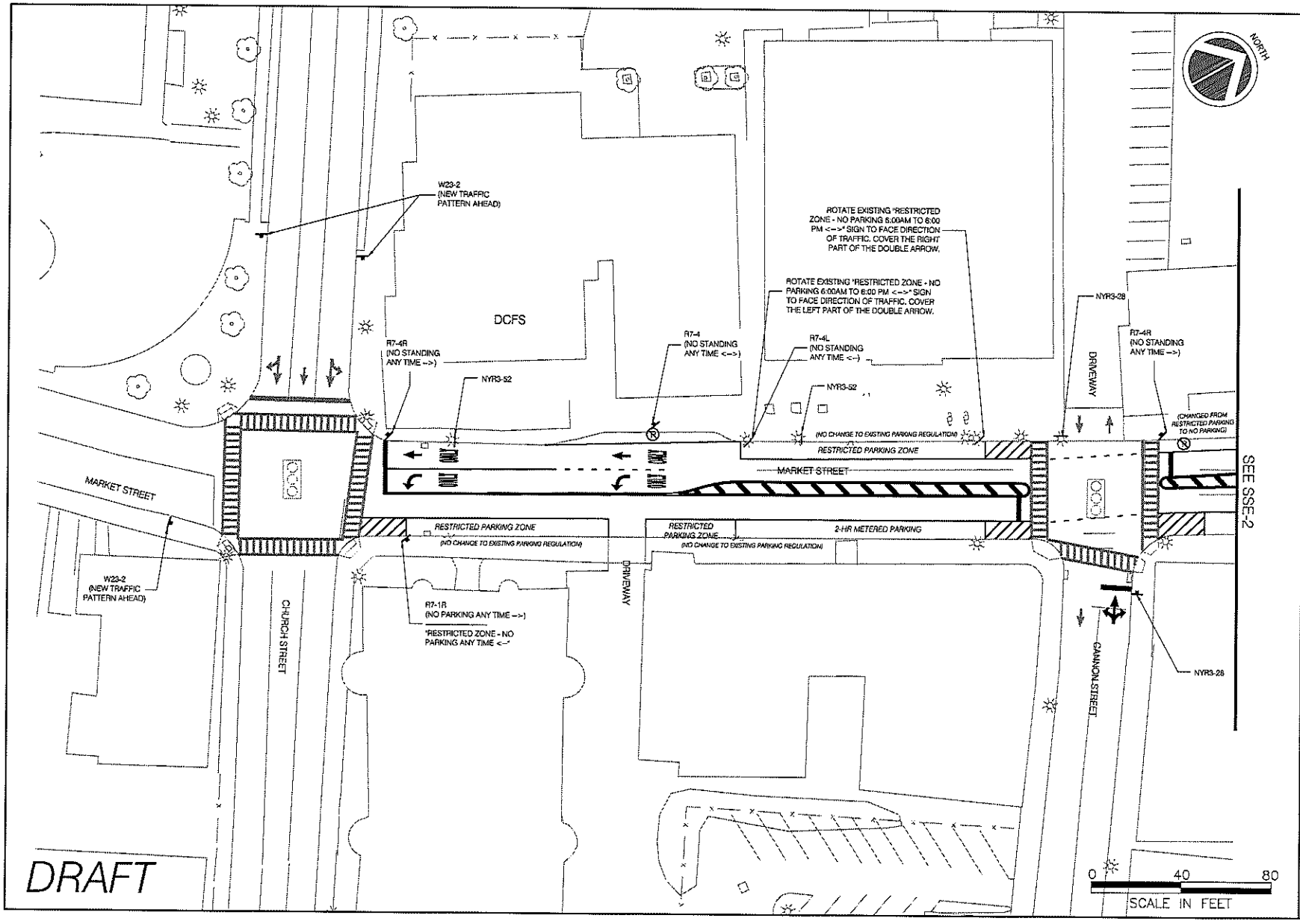
I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Paul Hesse Date 2/15/19

Signature _____ Title Community Development Coord.

PRINT FORM

Appendix B



CLIENT:

THE CITY OF POUGHKEEPSIE

PREPARED BY:

Sam Schwartz Engineering DPC

322 EIGHTH AVE, 5TH FL.
NEW YORK, NY 10001

PREPARED BY:

NO:	DATE:	REVISION:	APPROVED:

PROJECT:

POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:

PROPOSED SIGNING PLAN TWO-WAY MARKET STREET DEMONSTRATION

DRAWN BY: JC

CHECKED BY: JS

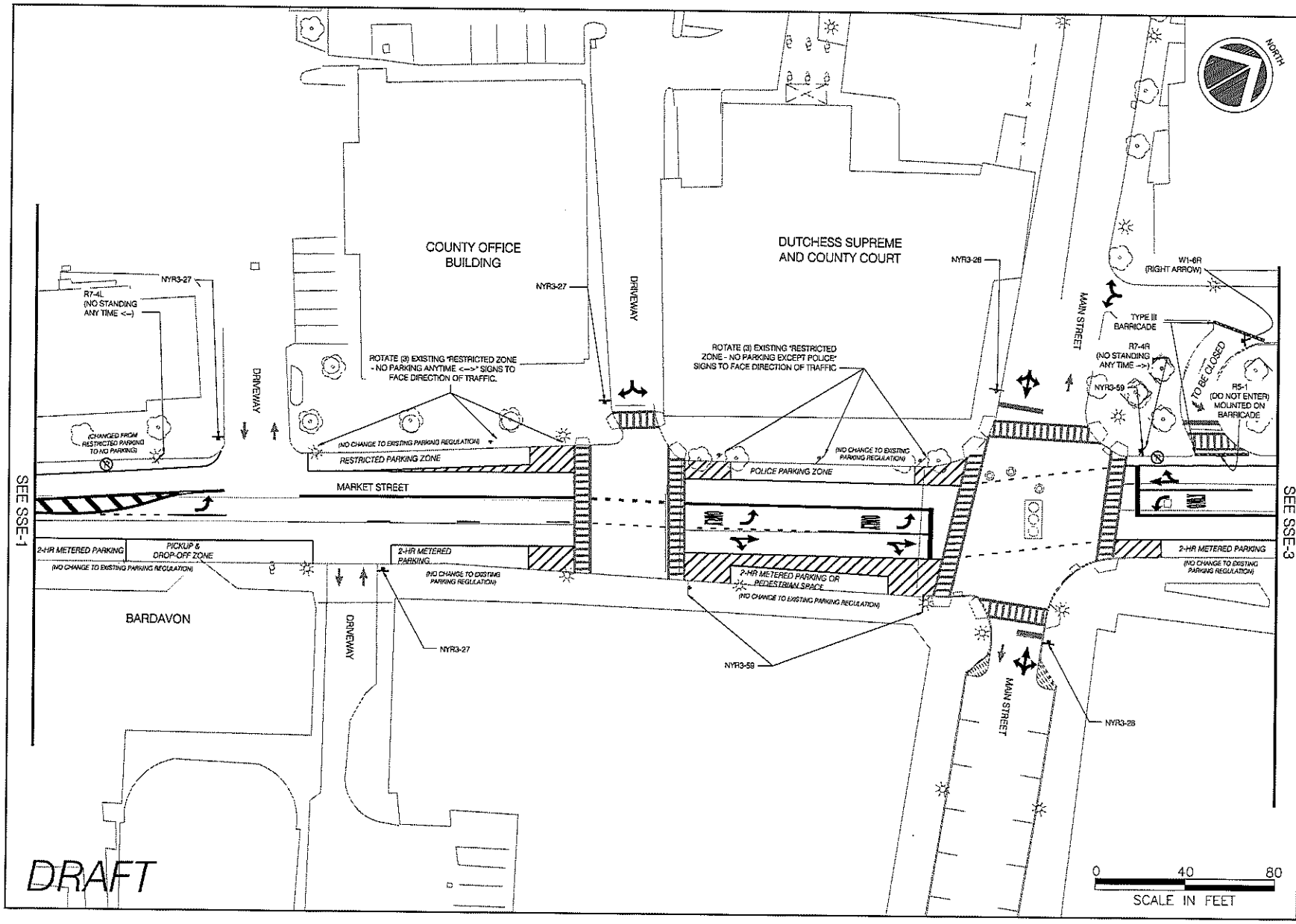
SCALE: 1" = 40'

PROJECT NUMBER: 15-01-1970

DATE: SEPTEMBER 6, 2016

DRAWING NUMBER: SSE-1

SHEET: OF: 1



CLIENT:

THE CITY OF POUGHKEEPSIE

PREPARED BY:

Sam Schwartz Engineering DPC

322 EIGHTH AVE, 5TH FL.
NEW YORK, NY 10001

PREPARED BY:

NO:	DATE:	REVISION:	APPROVED:

PROJECT:

POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:

PROPOSED SIGNING PLAN TWO-WAY MARKET STREET DEMONSTRATION

DRAWN BY: JC

CHECKED BY: JS

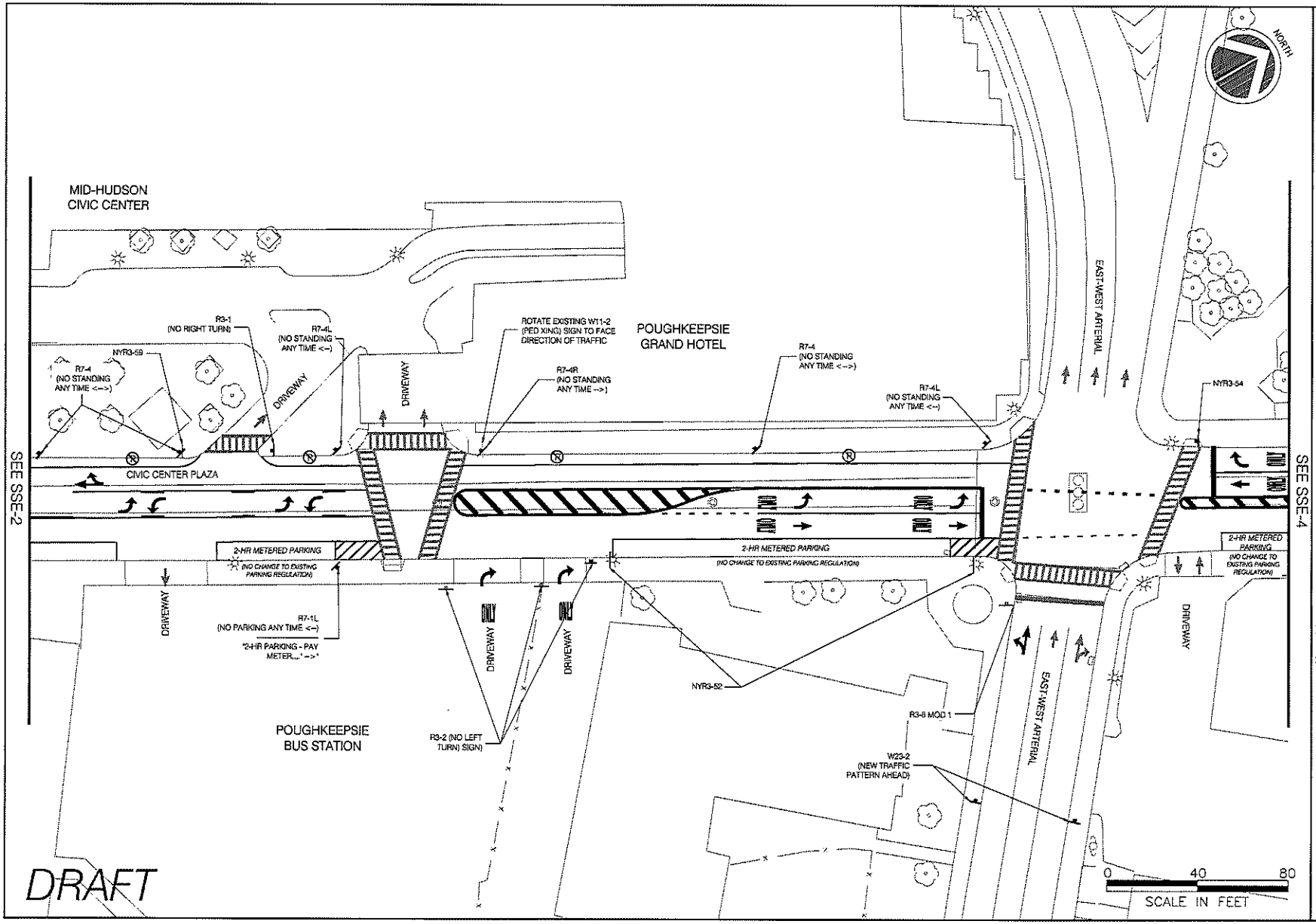
SCALE: 1" = 40'

PROJECT NUMBER: 16-01-1970

DATE: SEPTEMBER 6, 2016

DRAWING NUMBER: SSE-2

SHEET: OF: 1



CLIENT:

THE CITY OF
POUGHKEEPSIE

PREPARED BY:

Sam
Schwartz
Engineering
DPC

322 EIGHTH AVE, 5TH FL.
NEW YORK, NY 10001

PREPARED BY:

NO:	DATE:	REVISION:	APPROVED:

PROJECT:

POUGHKEEPSIE
CITY CENTER
CONNECTIVITY PROJECT

DRAWING TITLE:

PROPOSED SIGNING PLAN
TWO-WAY MARKET
STREET DEMONSTRATION

DRAWN BY: JC

CHECKED BY: JS

SCALE: 1" = 40'

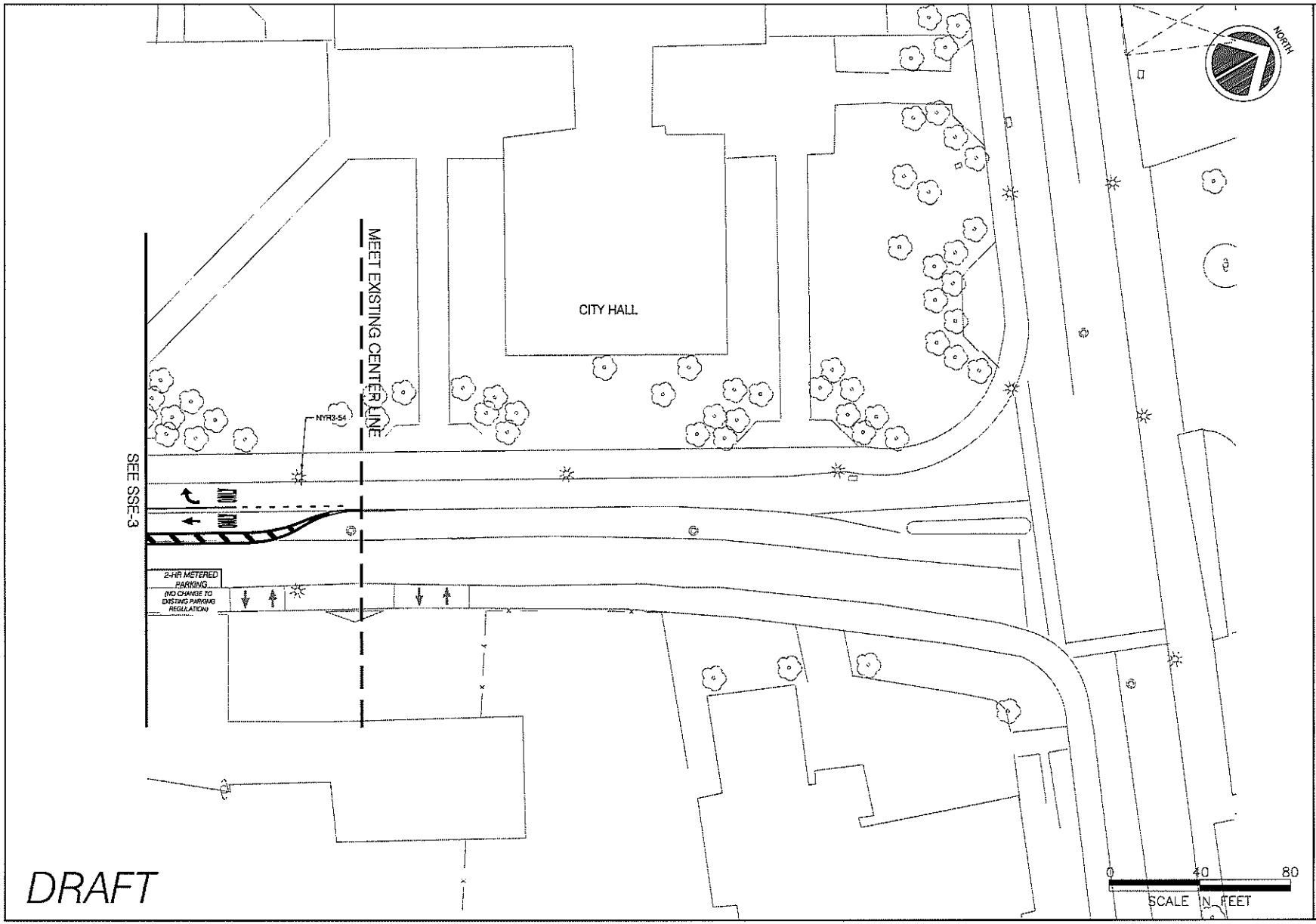
PROJECT NUMBER: 16-01-1970

DATE: SEPTEMBER 6, 2016

DRAWING NUMBER:

SSE-3

SHEET: OF: 1



DRAFT

CLIENT:
THE CITY OF POUGHKEEPSIE

PREPARED BY:
Sam Schwartz Engineering DPC
322 EIGHTH AVE, 5TH FL
NEW YORK, NY 10001

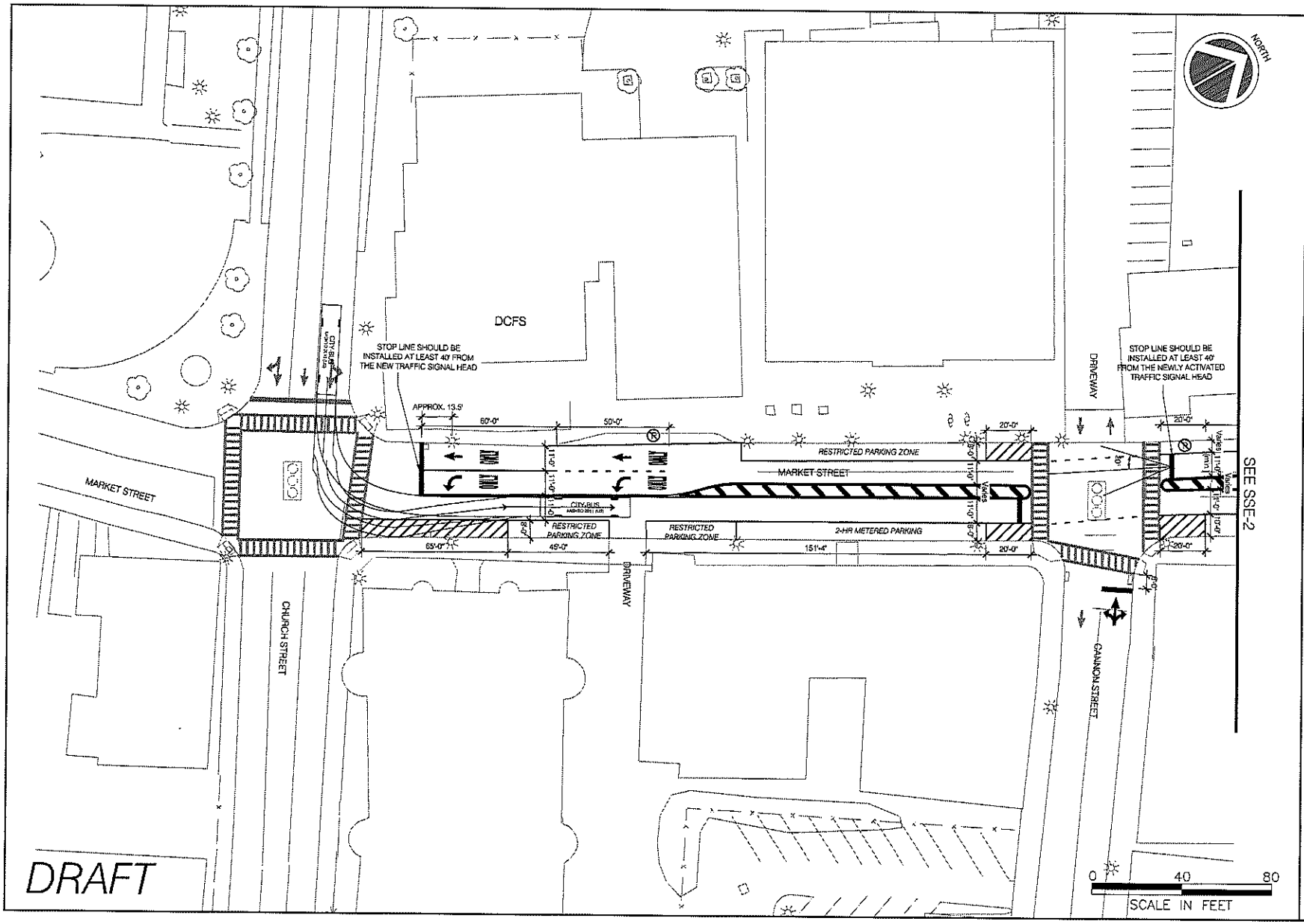
PREPARED BY:

NO.	DATE:	REVISION:	APPROVED:

PROJECT:
POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:
PROPOSED SIGNING PLAN TWO-WAY MARKET STREET DEMONSTRATION

DRAWN BY: JC
CHECKED BY: JS
SCALE: 1" = 40'
PROJECT NUMBER: 16-01-1970
DATE: SEPTEMBER 6, 2016
DRAWING NUMBER: SSE-4
SHEET: OF: 1



CLIENT:

THE CITY OF POUGHKEEPSIE

PREPARED BY:

Sam Schwartz Engineering DPC

322 EIGHTH AVE, 5TH FL.
NEW YORK, NY 10001

PREPARED BY:

NO.	DATE:	REVISION:	APPROVED:

PROJECT:

POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:

PROPOSED STRIPING PLAN TWO-WAY MARKET STREET DEMONSTRATION

DRAWN BY: JC

CHECKED BY: JS

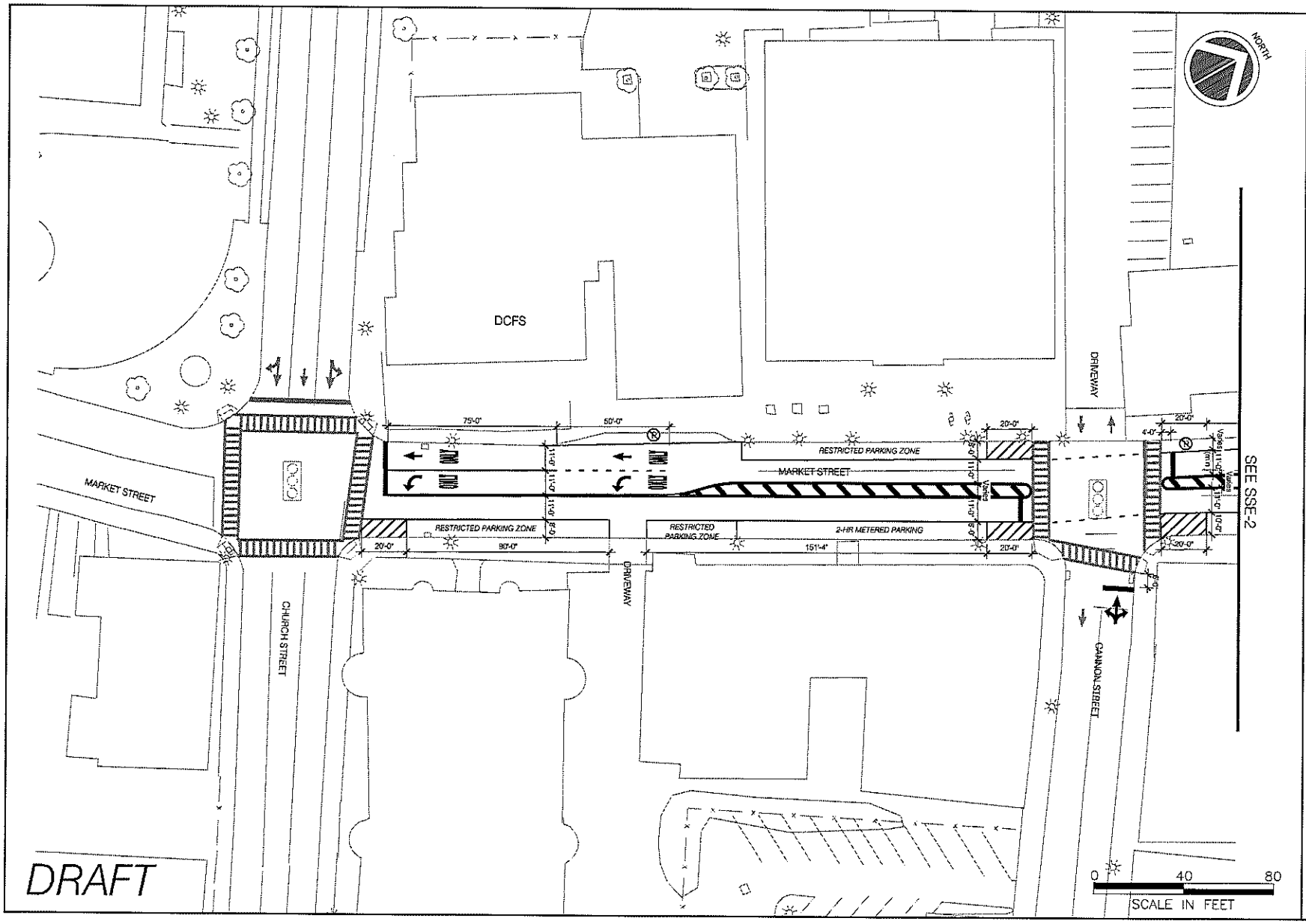
SCALE: 1" = 40'

PROJECT NUMBER: 15-01-1970

DATE: SEPTEMBER 6, 2016

DRAWING NUMBER: SSE-5

SHEET: OF: 1



CLIENT:

THE CITY OF POUGHKEEPSIE

PREPARED BY:

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322 EIGHTH AVE, 5TH FL.
NEW YORK, NY 10001

PREPARED BY:

NO:	DATE:	REVISION:	APPROVED:

PROJECT:

POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:

PROPOSED STRIPING PLAN TWO-WAY MARKET STREET DEMONSTRATION

DRAWN BY: JC

CHECKED BY: JS

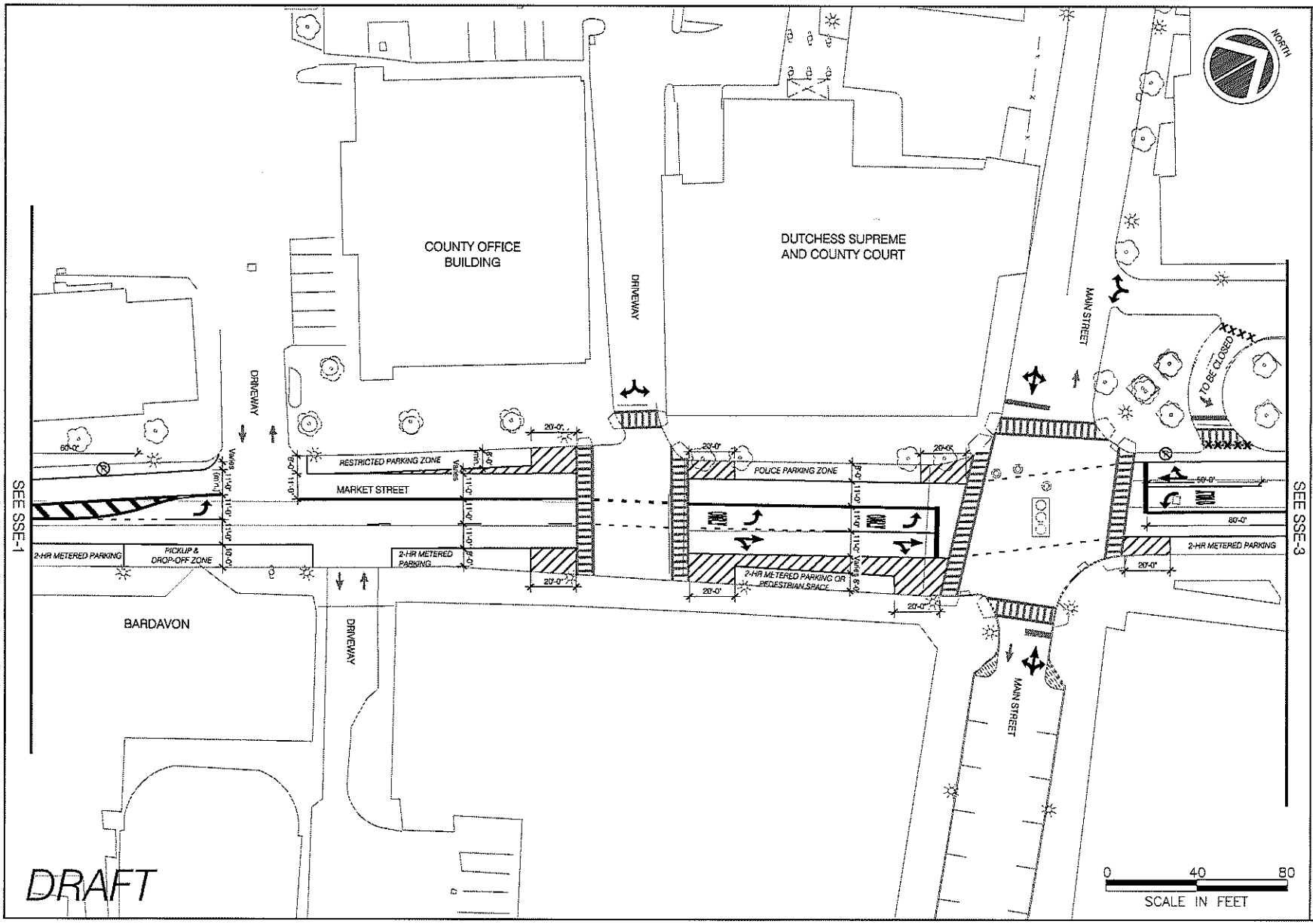
SCALE: 1" = 40'

PROJECT NUMBER: 16-01-1970

DATE: SEPTEMBER 8, 2016

DRAWING NUMBER: SSE-1

SHEET: OF: 1



CLIENT:

THE CITY OF POUGHKEEPSIE

PREPARED BY:

Sam Schwartz Engineering D.P.C.

322 EIGHTH AVE, 5TH FL.
NEW YORK, NY 10001

PREPARED BY:

NO:	DATE:	REVISION:	APPROVED:

PROJECT:

POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:

PROPOSED STRIPING PLAN TWO-WAY MARKET STREET DEMONSTRATION

DRAWN BY: JC

CHECKED BY: JS

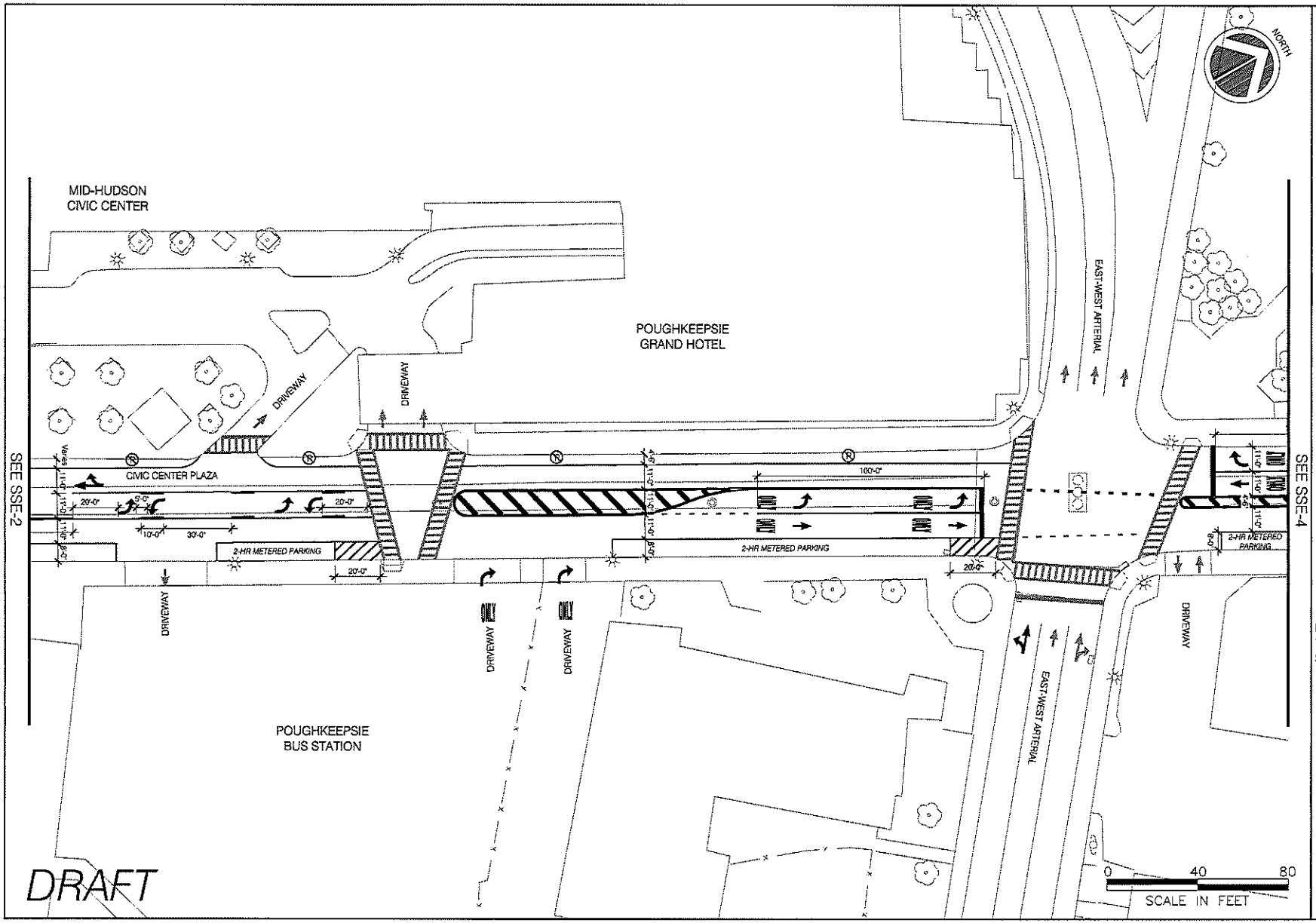
SCALE: 1" = 40'

PROJECT NUMBER: 16-01-1970

DATE: SEPTEMBER 6, 2016

DRAWING NUMBER: SSE-2

SHEET: OF: 1



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PREPARED BY:

NO:	DATE:	REVISION:	APPROVED:

PROJECT:

POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:

PROPOSED STRIPING PLAN
TWO-WAY MARKET STREET DEMONSTRATION

DRAWN BY: JC

CHECKED BY: JS

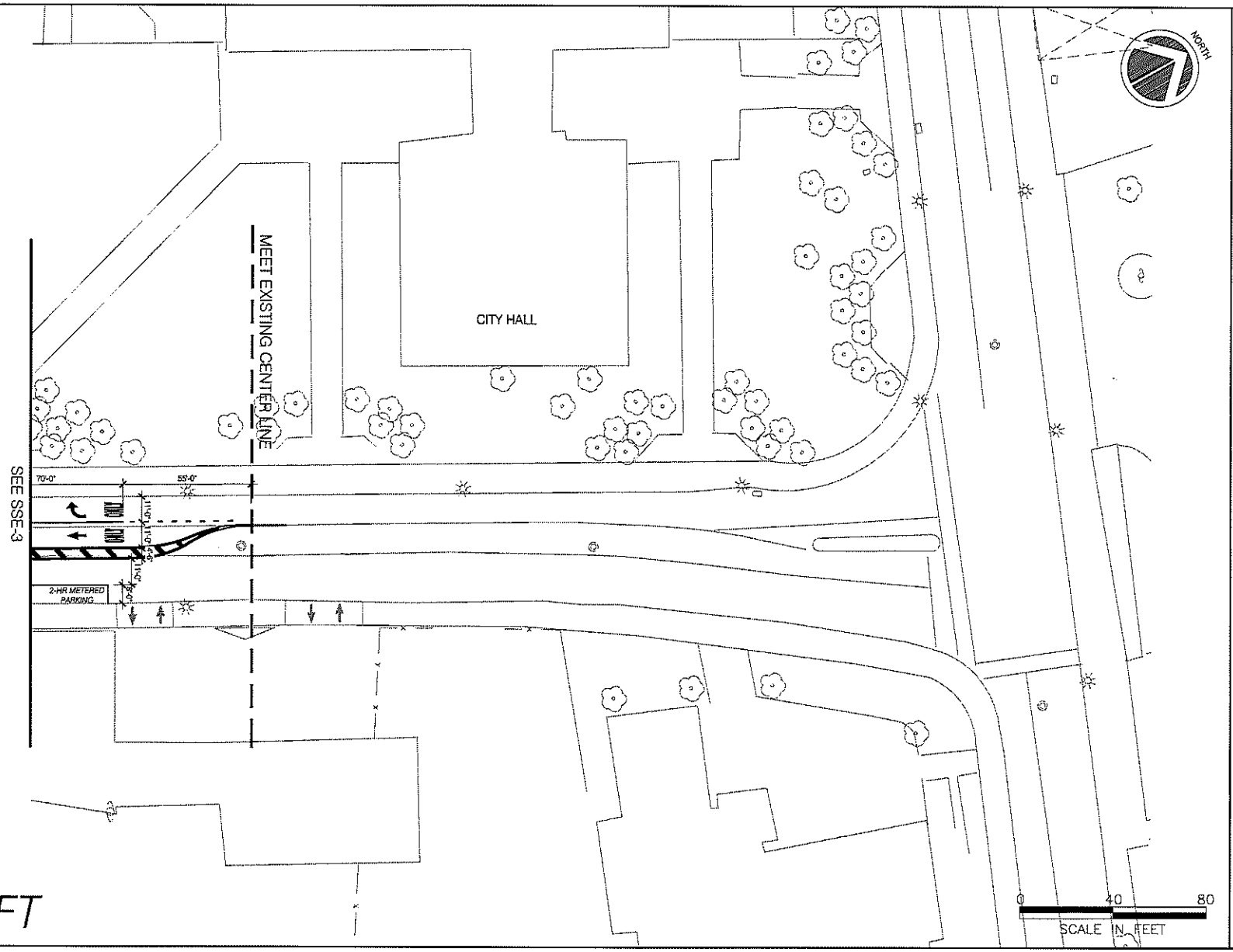
SCALE: 1" = 40'

PROJECT NUMBER: 16-01-1970

DATE: SEPTEMBER 6, 2016

DRAWING NUMBER: SSE-3

SHEET: OF: 1



DRAFT

CLIENT:

THE CITY OF POUGHKEEPSIE

PREPARED BY:

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NEW YORK, NY 10001

PREPARED BY:

NO:	DATE:	REVISION:	APPROVED:

PROJECT:

POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:

PROPOSED STRIPING PLAN TWO-WAY MARKET STREET DEMONSTRATION

DRAWN BY: JC

CHECKED BY: JS

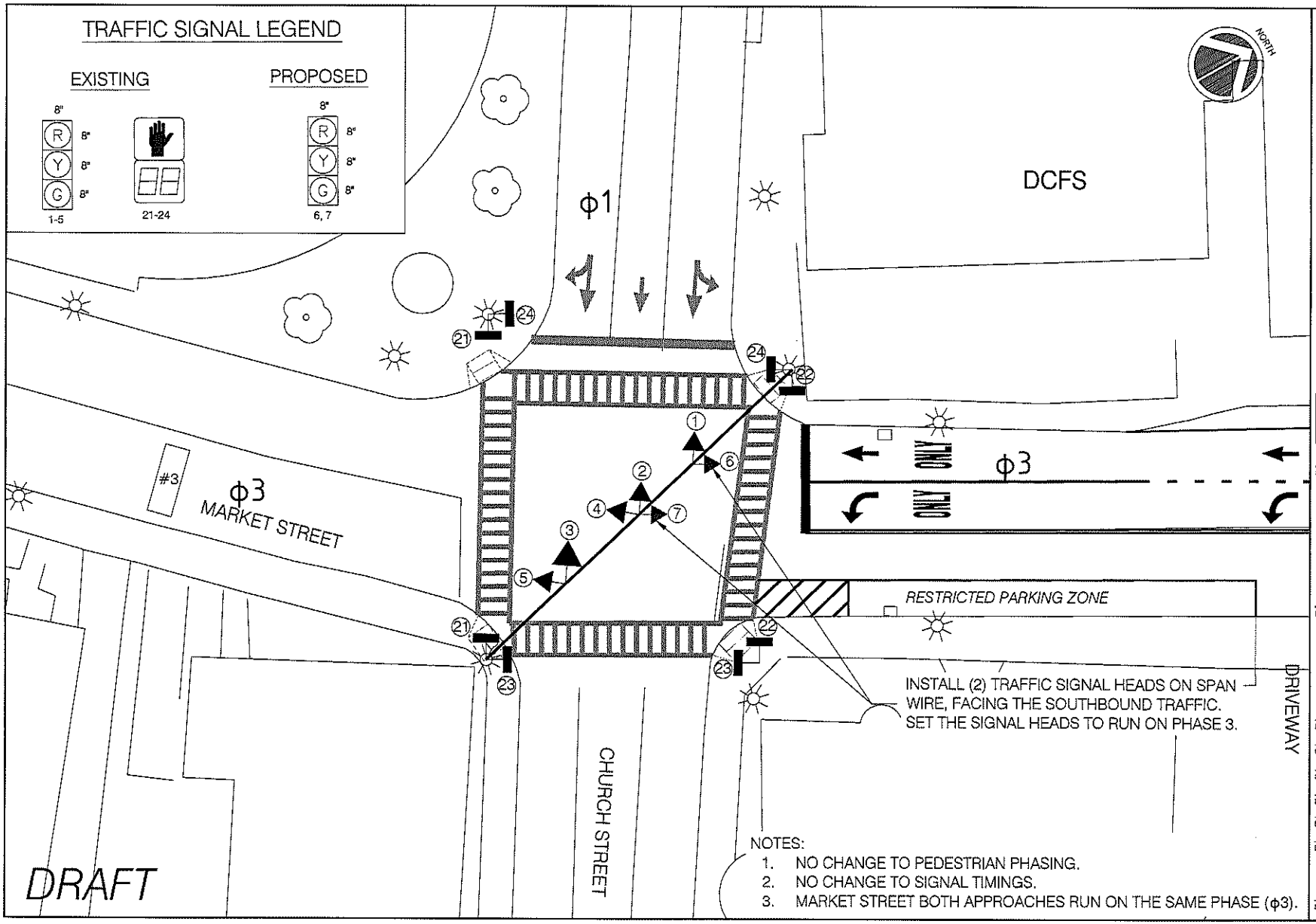
SCALE: 1" = 40'

PROJECT NUMBER: 16-01-1970

DATE: SEPTEMBER 6, 2016

DRAWING NUMBER: SSE-4

SHEET: OF: 1



CLIENT:
THE CITY OF POUGHKEEPSIE

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NEW YORK, NY 10001

PREPARED BY:

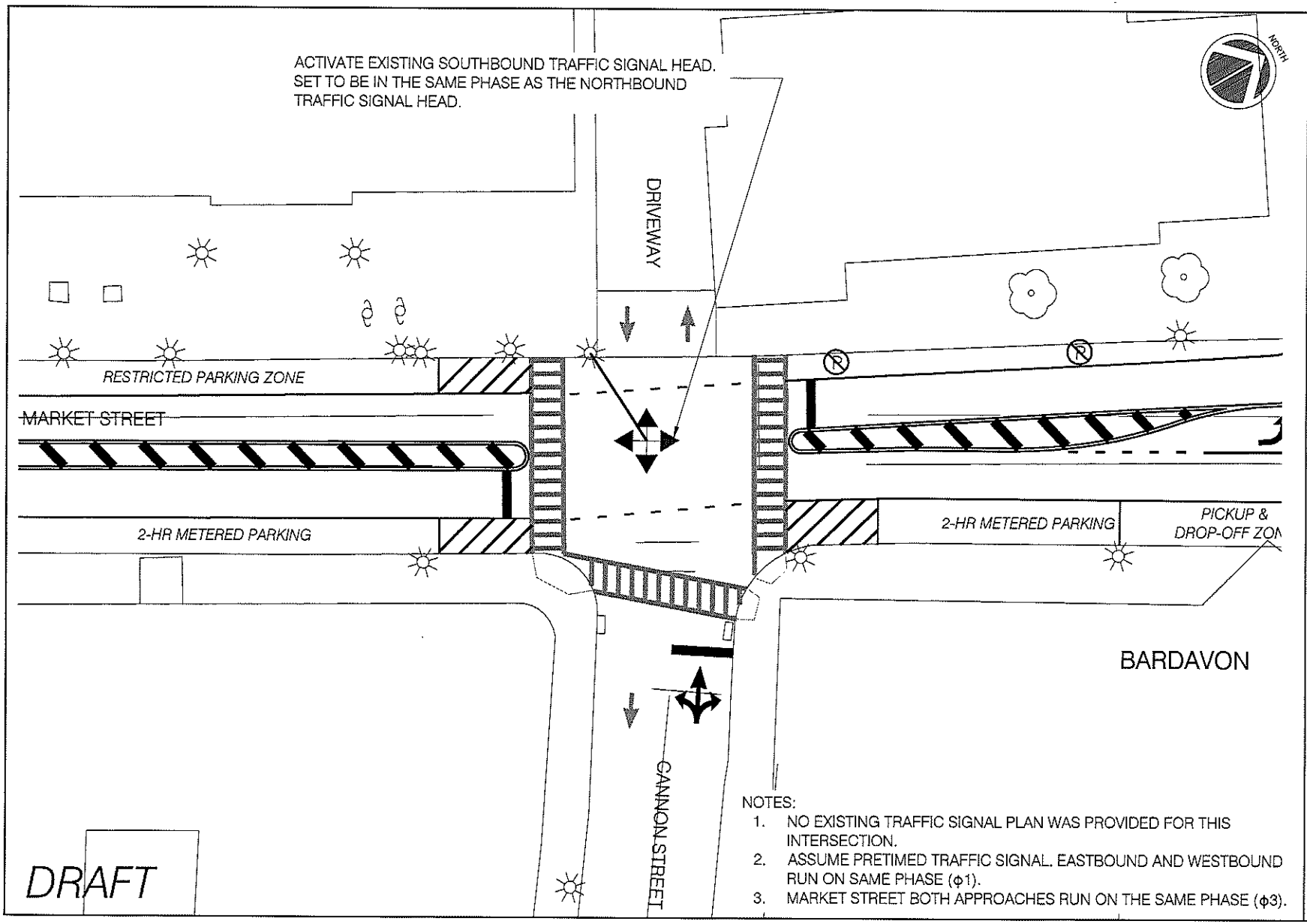
NO:	DATE:	REVISION:	APPROVED:

PROJECT:
POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:
PROPOSED TRAFFIC SIGNAL MODIFICATION
TWO-WAY MARKET STREET DEMONSTRATION

CHURCH ST & MARKET ST

DRAWN BY: JC
CHECKED BY: JS
SCALE: N.T.S.
PROJECT NUMBER: 16-01-1970
DATE: SEPTEMBER 6, 2016
DRAWING NUMBER: SSE-1
SHEET: OF: 1



NOTES:

1. NO EXISTING TRAFFIC SIGNAL PLAN WAS PROVIDED FOR THIS INTERSECTION.
2. ASSUME PRETIMED TRAFFIC SIGNAL. EASTBOUND AND WESTBOUND RUN ON SAME PHASE ($\phi 1$).
3. MARKET STREET BOTH APPROACHES RUN ON THE SAME PHASE ($\phi 3$).

CLIENT:
THE CITY OF POUGHKEEPSIE

PREPARED BY:
Sam Schwartz Engineering DPC
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NEW YORK, NY 10001

PREPARED BY:

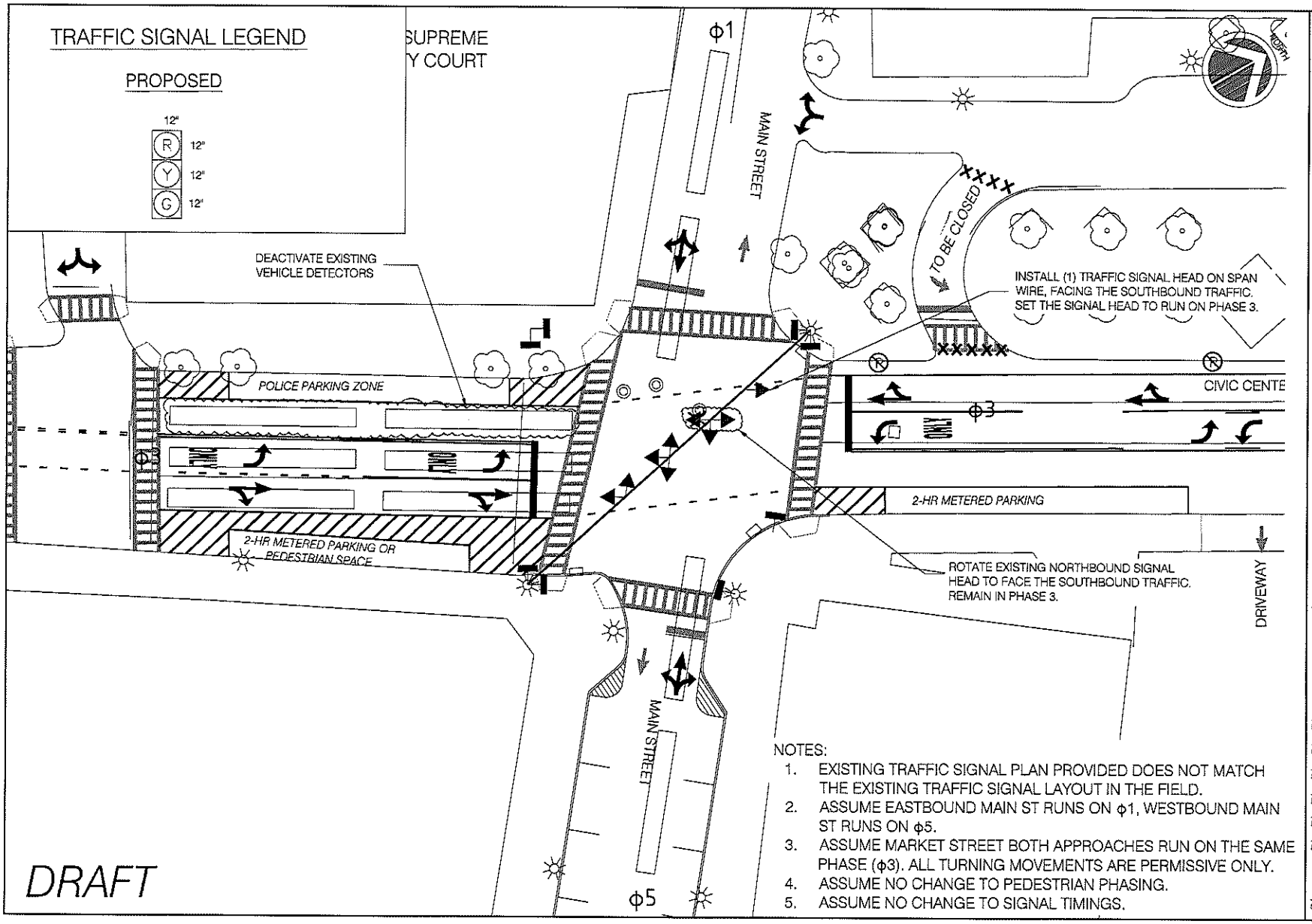
NO:	DATE:	REVISION:	APPROVED:

PROJECT:
POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:
PROPOSED TRAFFIC SIGNAL MODIFICATION
TWO-WAY MARKET STREET DEMONSTRATION

CANNON ST & MARKET ST

DRAWN BY: JC
CHECKED BY: JS
SCALE: N.T.S.
PROJECT NUMBER: 16-01-1970
DATE: SEPTEMBER 6, 2016
DRAWING NUMBER: SSE-2
SHEET: OF: 1



NOTES:

1. EXISTING TRAFFIC SIGNAL PLAN PROVIDED DOES NOT MATCH THE EXISTING TRAFFIC SIGNAL LAYOUT IN THE FIELD.
2. ASSUME EASTBOUND MAIN ST RUNS ON ϕ1, WESTBOUND MAIN ST RUNS ON ϕ5.
3. ASSUME MARKET STREET BOTH APPROACHES RUN ON THE SAME PHASE (ϕ3). ALL TURNING MOVEMENTS ARE PERMISSIVE ONLY.
4. ASSUME NO CHANGE TO PEDESTRIAN PHASING.
5. ASSUME NO CHANGE TO SIGNAL TIMINGS.

CLIENT:
THE CITY OF POUGHKEEPSIE

PREPARED BY:
Sam Schwartz Engineering DPC
322 EIGHTH AVE, 5TH FL.
NEW YORK, NY 10001

PREPARED BY:

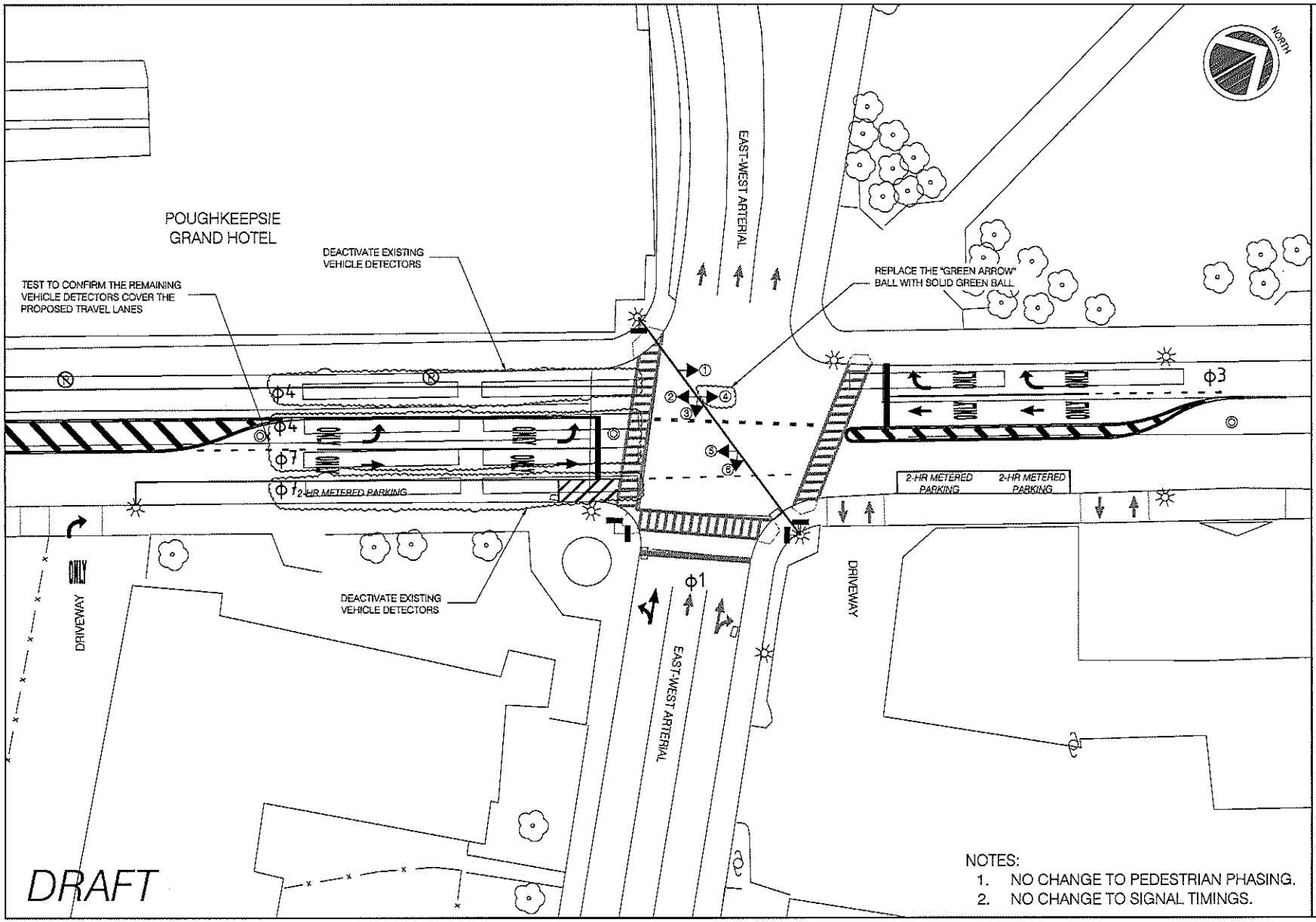
NO:	DATE:	REVISION:	APPROVED:

PROJECT:
POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:
PROPOSED TRAFFIC SIGNAL MODIFICATION
TWO-WAY MARKET STREET DEMONSTRATION

MAIN ST & MARKET ST

DRAWN BY: JC
CHECKED BY: JS
SCALE: N.T.S.
PROJECT NUMBER: 16-01-1970
DATE: SEPTEMBER 6, 2016
DRAWING NUMBER: SSE-3
SHEET: OF: 1



NOTES:
1. NO CHANGE TO PEDESTRIAN PHASING.
2. NO CHANGE TO SIGNAL TIMINGS.

CLIENT:
THE CITY OF POUGHKEEPSIE

PREPARED BY:
Sam Schwartz Engineering DPC
322 EIGHTH AVE, 5TH FL.
NEW YORK, NY 10001

PREPARED BY:

NO:	DATE:	REVISION:	APPROVED:

PROJECT:
POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

DRAWING TITLE:
PROPOSED TRAFFIC SIGNAL MODIFICATION
TWO-WAY MARKET STREET DEMONSTRATION

WB ARTERIAL & MARKET ST

DRAWN BY: JC
CHECKED BY: JS
SCALE: N.T.S.
PROJECT NUMBER: 16-01-1970
DATE: SEPTEMBER 6, 2016
DRAWING NUMBER: SSE-4
SHEET: OF: 1

Appendix C

Poughkeepsie Center City Connectivity

Level of Service Summary

			2016 Existing			
			PM			
			LOS	Delay (s)	v/c	Queues (ft)
Intersection 1: Market Street & Church Street - Signalized						
Market Street	NB	TR	D	49.0	0.86	268
Church Street	EB	LTR	C	21.4	0.90	605
Overall Intersection			C	25.1	-	-
Intersection 2: Market Street & Cannon Street/Driveway - Signalized						
Market Street	NB	LTR	A	5.8	0.26	49
Driveway	EB	LT	B	19.7	0.15	29
Cannon Street	WB	TR	C	29.2	0.58	26
Overall Intersection			B	13.1	-	-
Intersection 3: Market Street & County Office Building Driveway - Unsignalized						
Overall Intersection			A	-	-	-
Intersection 4: Market Street & Main Street - Signalized						
Market Street	NB	L	A	8.2	0.27	47
		TR	A	7.9	0.31	52
Main Street	EB	LT	C	21.2	0.49	97
	WB	TR	D	49.0	0.85	199
Overall Intersection			B	19.4	-	-
Intersection 5: Civic Center Plaza & Hotel Driveway/Transit Hub Exit Driveway - Unsignalized						
Transit Hub Exit Dwy	WB	TR	C	19.9	-	
Intersection 6: Civic Center Plaza & Mill Street - Signalized						
Civic Center Plaza	NB	L	C	25.4	0.64	59
		LT	C	32.5	0.74	169
	SB	R	F	162.8	1.19	213
Mill Street	WB	TR	C	30.1	0.89	476
Overall Intersection			D	41.0	-	-
Intersection 7: Columbus Drive & Main Street - Signalized						
Columbus Drive	SB	LTR	B	12.4	0.70	205
Main Street	EB	TR	C	33.1	0.65	206
	WB	LT	F	172.6	1.26	370
Overall Intersection			C	33.0	-	-
Intersection 8: Columbus Drive & Church Street - Signalized						
Columbus Drive	SB	L	C	20.3	0.86	192
Church Street	EB	T	B	14.1	0.55	240
Overall Intersection			B	16.4	-	-

Note: 95th percentile queue length (feet) is reported

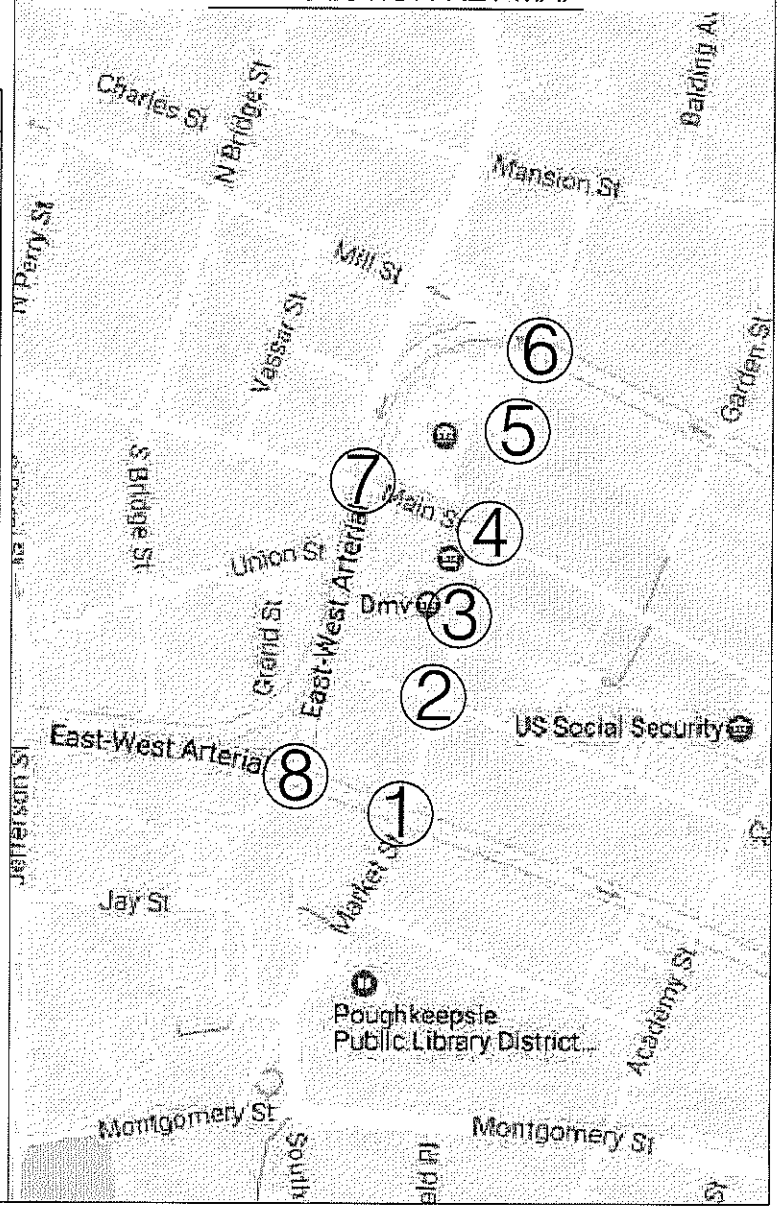
			Scenario 1 - Two-way Market Street				
			PM				Notes
			LOS	Delay (s)	v/c	Queues (ft)	
Intersection 1: Market Street & Church Street - Signalized							
Market Street	NB	TR	D	49.8	0.87	285	Added SB phasing. Adjusted signal phase settings and timings.
	SB	L	C	28.1	0.54	85	
		T	C	20.6	0.30	122	
Church Street	EB	LTR	C	21.5	0.82	379	
Overall Intersection			C	25.7	-	-	
Intersection 2: Market Street & Cannon Street/Driveway - Signalized							
Market Street	NB	LTR	B	12.4	0.50	148	Added SB phasing. Adjusted signal phase settings and timings.
	SB	LTR	A	5.1	0.40	53	
Driveway	EB	LTR	B	13.0	0.1	22	
Cannon Street	WB	LTR	C	20.4	0.43	22	
Overall Intersection			B	12.0	-	-	
Intersection 3: Market Street & County Office Building Driveway - Unsignalized							
Overall Intersection			A	0.8	0.26	-	
Intersection 4: Market Street & Main Street - Signalized							
Market Street	NB	L	B	18.4	0.37	55	Added SB phasing. Adjusted signal phase settings and timings.
		TR	C	23.4	0.73	199	
	SB	L	B	15.0	0.15	25	
		TR	B	20.0	0.60	191	
Main Street	EB	LTR	B	13.6	0.36	78	
	WB	LTR	C	23.0	0.64	162	
Overall Intersection			C	20.4	-	-	
Intersection 5: Civic Center Plaza & Hotel Driveway/Transit Hub Exit Driveway - Unsignalized							
Market Street	NB	LT	A	0.1	0.00	0	
	SB	LR	A	0.0	0.24	0	
Transit Hub Exit Dwy	WB	R	C	19.6	0.58	91	
Overall Intersection			A	5.5	0.58	-	
Intersection 6: Civic Center Plaza & Mill Street - Signalized							
Civic Center Plaza	NB	L	E	55.6	0.91	180	Added SB phasing. Adjusted signal phase settings and timings.
		T	B	17.1	0.40	178	
	SB	T	D	41.0	0.23	51	
		R	E	63.3	0.88	105	
Mill Street	WB	LTR	D	36.1	0.94	471	
Overall Intersection			D	38.7	-	-	
Intersection 7: Columbus Drive & Main Street - Signalized							
Columbus Drive	SB	LTR	C	24.3	0.68	257	Added exclusive left turn signal for Main St WB. Adjusted ped timing (walk time = 7s, FDW = 22s) for the south crosswalk. Adjusted existing signal timing
Main Street	EB	TR	D	45.9	0.81	210	
	WB	L	B	17.9	0.44	82	
		T	C	25.6	0.26	89	
Overall Intersection			C	26.7	-	-	
Intersection 8: Columbus Drive &Church Street - Signalized							
Columbus Drive	SB	L	C	24	0.70	89	No change to existing traffic signal.
Church Street	EB	T	A	7.2	0.46	182	
Overall Intersection			B	11.1	-	-	

Appendix D

EXISTING AND PROPOSED SIGNAL TIMING COMPARISON

INTERSECTION	EXISTING CONDITION			S1 CONDITION		
① MARKET STREET AND CHURCH STREET	54s	36s	90s	52s	8s	30s / 90s
② MARKET STREET AND CANNON STREET	40s	20s	60s	35s	25s	60s
③ MARKET STREET AND COUNTY BUILDING	STOP			STOP		
④ MARKET STREET AND MAIN STREET	35s	25s	60s	28s	30s	60s
⑤ MARKET STREET AND HOTEL/CIVIC CENTER	STOP			STOP		
⑥ MARKET STREET AND WB ARTERIAL/MILL STR	44s	18s	28s / 90s	42s	28s	20s / 90s
⑦ COLUMBUS DRIVE AND MAIN STREET	54s	36s	90s	40s	14s	36s / 90s
⑧ COLUMBUS DRIVE AND EB ARTERIAL	36s	54s	90s	36s	54s	90s

INTERSECTION KEY MAP



Appendix E

POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT

December 2017

NEW YORK STATE OF OPPORTUNITY. | NYSERDA

Sam Schwartz Transportation Consultants

STREETPLANS

The Poughkeepsie City Center Connectivity Project is funded by the New York State Energy Research and Development Agency (NYSERDA) Cleaner Greener Communities Grant under the New York State Consolidated Funding Application process. The City of Poughkeepsie received authorization funding for this project in 2014.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
PROJECT OVERVIEW	6
EXISTING CONDITION	16
MARKET STREET CONNECT DEMONSTRATION PROJECT	28
CIRCULATION SCENARIO DEVELOPMENT	38
RECOMMENDATIONS	48
IMPLEMENTATION	62

EXECUTIVE SUMMARY

The Poughkeepsie City Center Connectivity Project (PCCCP) is a long-term transportation planning initiative closely linked with the city's broader efforts to revitalize its downtown and promote economic development. The overarching purpose of this effort is to identify smaller projects, that when taken as a whole, address some of the harm caused by urban renewal by making travel to, from, and within City Center easier, safer, and more enjoyable.

The recommendations made in this report are divided into three timelines: short, medium, and long-term; and are shaped by a few guiding principles, with a special focus given to the implementation of near-term projects:

- Implementable: move beyond the planning fatigue and focus limited resources on actionable solutions.
- Under City's Jurisdiction: work within the areas that the City has direct jurisdiction, leaving larger moves for the longer-term.
- Low-Cost: use designs and materials that are relatively inexpensive, providing the flexibility to get improvements built.
- Catalyze Change: invest in the near-term projects that have the greatest potential to catalyze positive change, spur other investments, and that visibly reflect Poughkeepsie's renaissance.

The primary and long-term recommendation of the PCCCP is to convert downtown streets to accommodate two-way traffic, which would increase circulation options, create a more resilient grid, and help to transform City Center streets into truly urban streets. This long-term recommendation (Option D: Two-Way Streets for Downtown) is based on a thorough technical analysis and enjoys broad community support.

The conversion of City Center streets to two-way is ambitious in its scope and range, and would likely require years of planning, millions of dollars of investment, and the sustained support of NYSDOT and other local and state agencies. Therefore, a phased approach that focuses on Market Street is recommended so that can it can be implemented by the City, will be relatively affordable, and can become an important catalyst for future investments.

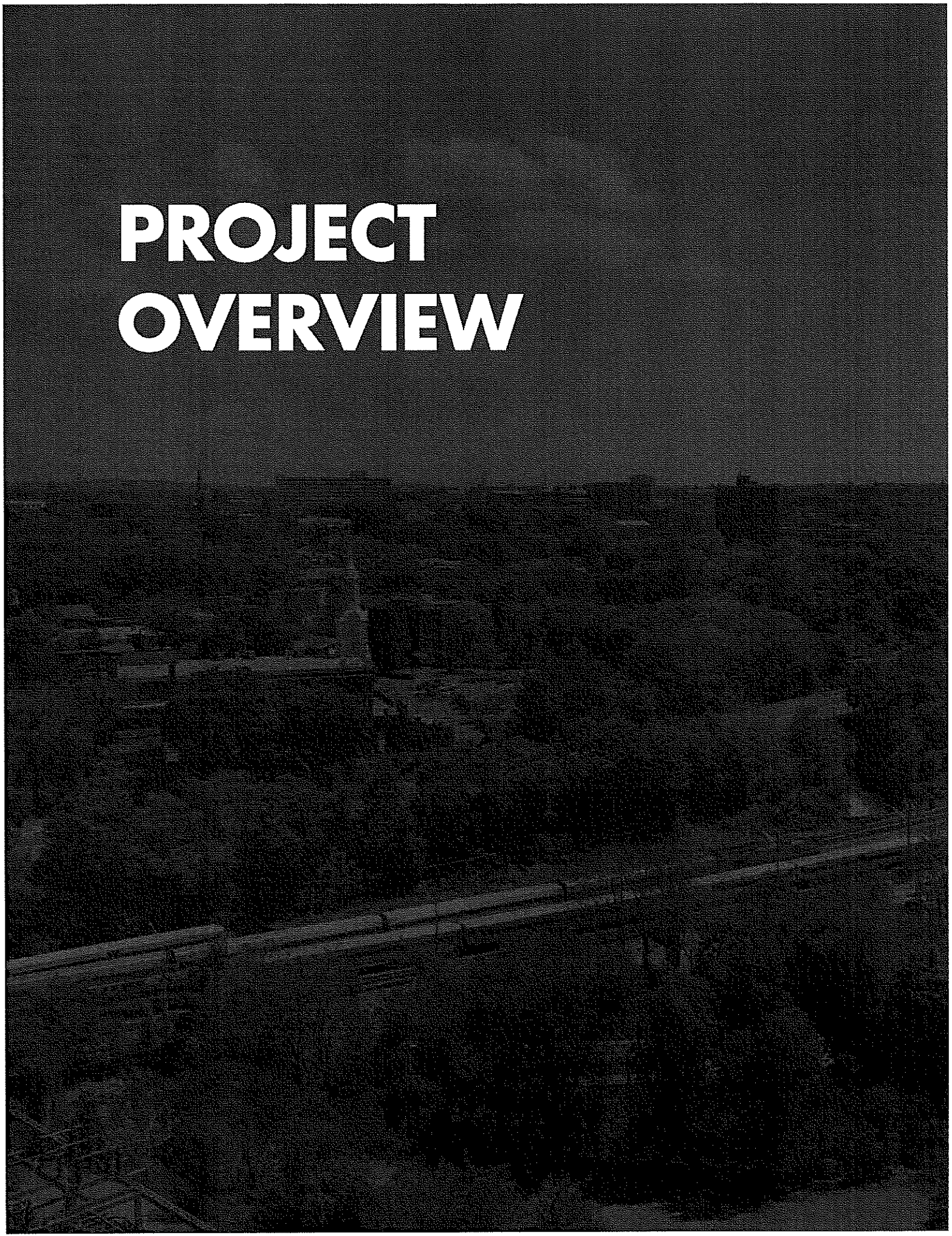
The City will be able to convert Market Street into a two-way corridor in the near-term using interim materials such as lane marking paint, textured epoxy paint, planters or other attractive barriers, and flexible bollards. The impact and effectiveness of this interim project would be closely monitored during the implementation period while the design of the two-way Market Street could evolve to address community feedback and technical constraints. By encouraging community involvement throughout the interim period, this project could build local support and serve as a catalyst for the mid- and long-term preferred alternatives.

Implementing a two-way Market Street would require City Council approval, the sustained support of stakeholders, reliable allocation of funding sources, strong leadership, and extensive public outreach, and would include the following steps:

1. Council Approval
2. NYSDOT Support
3. Identify Funding
4. Establish a Project Manager
5. Community Engagement
6. Design the Interim Project
7. Create Communication and Operational Strategies
8. Implementation of the Interim Two-Way Market Street
9. Collect Feedback

The PCCCP is a product of robust visioning, inclusive community outreach, and innovative and contextual transportation planning that reflects the community and key stakeholder interests. The final preferred alternative is translated into immediate actions that provide momentum to the City of Poughkeepsie as it continues to revitalize and grow as the livable economic and cultural heart of Dutchess County.

PROJECT OVERVIEW



PROJECT BACKGROUND

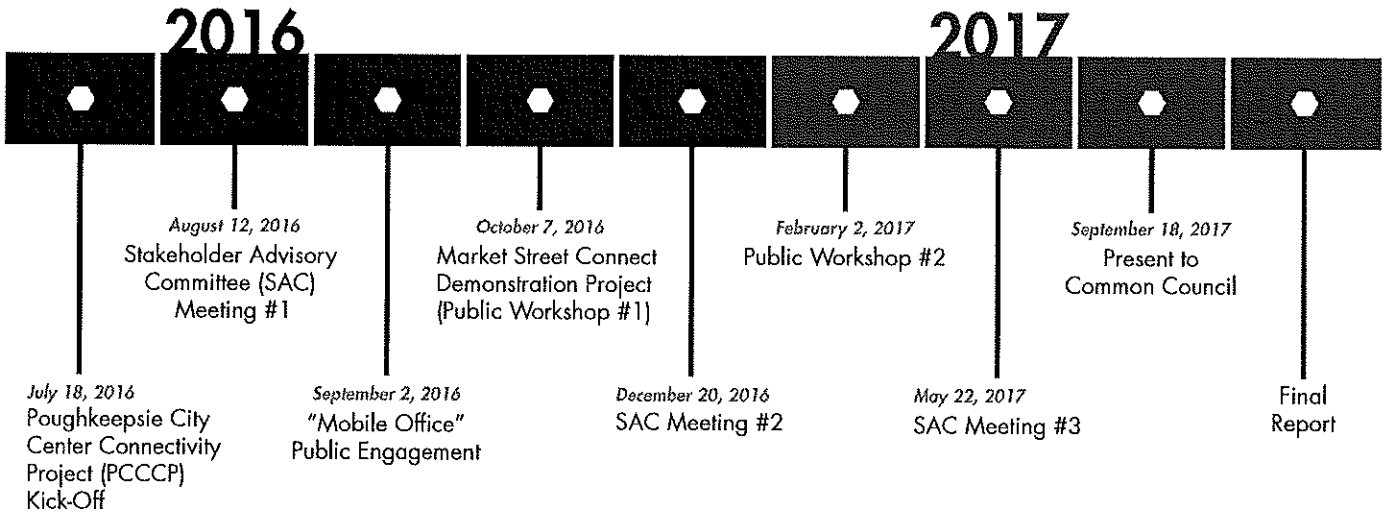
The Poughkeepsie City Center Connectivity Project (PCCCP) is a long-term transportation planning initiative closely linked with the city's broader efforts to revitalize its downtown and promote economic development. Two of the most important transportation challenges in Poughkeepsie's City Center are (1) the current configuration of Market Street, and (2) the routing of traffic through City Center to and from the Mid-Hudson Bridge.

Market Street is currently a one-way northbound commercial street that serves the City Center, and intersects with Mill Street (westbound) and Church Street (eastbound) arterials. The intersection of Market Street and Main Street serves as the center of Poughkeepsie's civic, cultural, and commercial life. Market Street also serves numerous County offices, City Hall, the Bardavon Opera House, the Civic Center, and the Transit Hub. Despite its importance as an anchor to Poughkeepsie's City Center, Market Street currently primarily serves as a vehicular throughway between two major regional arterials, and offers limited appeal to pedestrians, bicyclists, and transit-riders. Part of the issue is the prevalence of one-way streets in Poughkeepsie's City Center, which serves to prioritize the expedient flow of vehicular travel over other modes of transportation. This is compounded by the perception of poor pedestrian safety at arterial intersections and the overall walking experience. While only one component of the City's transportation system, Market Street is significant in its potential to act as a central catalyst for supporting local investment, economic growth, and multimodal linkages.

Sam Schwartz, in partnership with Street Plans Collaborative, was hired by the City of Poughkeepsie with a Cleaner Greener Communities Grant provided the New York State Energy Research and Development Agency (NYSERDA) to spearhead a complete streets initiative for downtown streets. This included preparation of a comprehensive existing conditions analysis, scenario development, preferred alternative selection, impact analysis, financial analysis, the design and installation of an interim ("soft") demonstration project along Market Street, and an extensive public outreach process. The fundamental goal of the PCCCP is to provide short-and long-term recommendations that are action-oriented, informed by the local community and the demonstration project, and accompanied by a realistic implementation plan to serve as catalyst for longer-term change.

PROJECT TIMELINE

The PCCCP was developed over the course of a yearlong process, beginning in July 2016. As shown in the timeline below a robust, multifaceted public and stakeholder involvement strategy was integrated throughout the planning process. While this report represents the culmination of the plan development, implementation of the plan will occur in phases over the coming years.



GOALS

Based on feedback from the first SAC meeting and coordination with the consultant team, five goals (or priorities) were developed that reflect the spectrum of issues and concerns of Poughkeepsie residents, workers, business owners, and visitors. These five priorities are listed below and served as the underlining principles to develop alternative scenario options.

SAFETY

- Create safer streets by reducing speeding (calm traffic) and accommodating all road users.

WALKING

- Improve the quality of sidewalks to make them more comfortable to walk along.
- Enhance the safety of pedestrian crossings – and add new crossings where there is a need – to make it easier to walk to and from City Center.
- Create new walking connections around City Center to make walking more convenient.

DRIVING

- Provide more options for drivers to get in, out, and around City Center.

BICYCLING

- Begin building out a network of convenient, comfortable bike routes so that people of all ages and abilities can use their bikes to get to work, run errands, have fun, and get exercise.

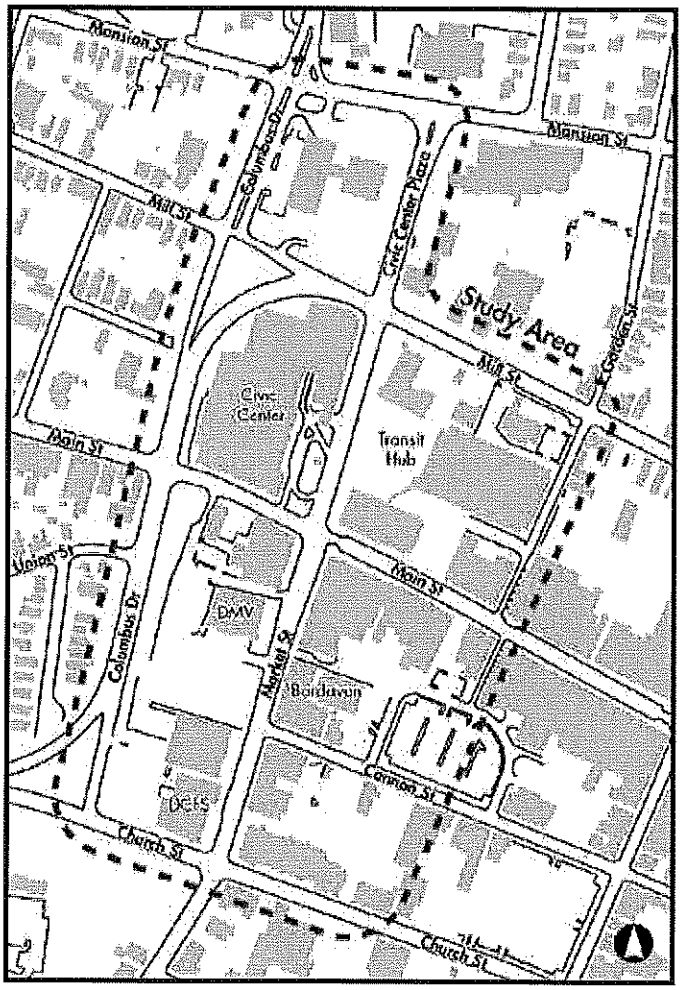
PUBLIC REALM

- Create streets and public spaces that are comfortable, attractive, and lively, and encourage economic investment and growth.

STUDY AREA

Market Street and Main Street are the primary commercial streets and center for business in downtown Poughkeepsie, and are home to a range of local retail and City and County office buildings. City Center is often described as being cut off from the rest of Poughkeepsie by Mill Street to the north, Church Street to the south, and Columbus Drive to the west. These streets, which are under the jurisdiction of the New York State Department of Transportation (NYSDOT), are collectively known as the East-West Arterials, or colloquially as just the Arterials. Completed in 1979, the arterials are generally three lane, one-way streets with signal timings that are designed to maximize vehicular throughput through Poughkeepsie east to Routes 44 and 55 and west to Route 9 and the Mid-Hudson Bridge.

The project's primary study area (the "Study Area") focuses on a subset of City Center streets, and is roughly bounded by Mansion Street to the north, Church Street to the south, Garden Street to the east, and Columbus Drive to the west, as depicted in the map to the right.



PRIOR PLANS + STUDIES

Since the late 1990s, the City of Poughkeepsie has been the focus of multiple engineering and planning studies. From the 1997 Transportation Strategy to the 2015 Main Street Economic Development Strategy (MSEDS), various planning documents have recommended traffic calming for downtown streets, reconfiguring the Mill Street weave, the conversion of Market Street to two-way operations, and restoring Main Street as the primary mixed-use corridor in Poughkeepsie. The PCCCP is a continuation of the City's long-term efforts to revitalize its downtown and promote economic development by building upon the findings and recommendations of previous planning studies and efforts outlined below:

***City of Poughkeepsie Transportation Strategy: Setting City and Waterfront Redevelopment in Motion, Poughkeepsie* – Dutchess County Transportation Council, August 1997**

With technical guidance from the Sam Schwartz Company, the City of Poughkeepsie and Dutchess County examined options for reconfiguring the City's transportation network within the context of a redevelopment plan for the City's waterfront. Proposed transportation strategies emphasized improved access to City Center destinations and stores by reorienting one-way streets into two-way streets, and providing better pedestrian circulation through the redesign of the arterial streets. The reconfiguration of Market Street as a two-way street was included within these proposals.

***City of Poughkeepsie Comprehensive Plan*, The Chazen Companies, and Robert, Meyers, Whitbeck, Shaw, and Rodenhausen, LLP, November 1998**

The 1998 City of Poughkeepsie Comprehensive Plan built upon prior plans and policies, and identified zoning and land use issues on a city-wide scale. The Comprehensive Plan addressed short-term objectives while establishing a blueprint for future development. Short- and long-term objectives focused on developing a traditional downtown and Main Street, strengthening and connecting existing neighborhoods, creating a vibrant waterfront, new employment and economic opportunities, and a user-friendly multi-modal transportation system.

***Poughkeepsie City Center Revitalization Plan*, Kevin Dwarka LLC, March 2014**

The City of Poughkeepsie adopted the Poughkeepsie City Center Revitalization Plan (PCCRP) in 2014, a conceptual plan prepared by Kevin Dwarka LLC with the support of the Dyson Foundation. The PCCRP focused on linking transportation improvements to the City's long-term revitalization goals. This was followed in 2015 by additional detailed planning that culminated in the Main Street Economic Development Strategy (MSEDS).

***Main Street Economic Development Strategy: A Pathway to a Better Poughkeepsie*, Kevin Dwarka LLC, March 2015**

The Main Street Economic Development Strategy (MSEDS) was an implementation strategy prepared by Kevin Dwarka LLC in partnership with the Pace Land Use Law Center in 2015. Both the PCCRP and the MSEDS advocated for a complete streets approach for the reconfiguration of Market Street. The PCCRP proposed demonstration programs and tactical interventions for Market Street that would require minimal costs and allow for operational changes without necessitating concurrent capital street reconstructions.

PUBLIC OUTREACH

Public Outreach Approach

The process for developing, testing and selecting design alternatives for City Center streets is just as important as the designs themselves. From the onset of this project, the project team placed particular emphasis on creating an integrated process that seamlessly connects the development design alternatives, the demonstration design, and the stakeholder engagement process so that they support and build on one another. This approach ensured that the final recommendations would not only be the best possible design options for the City but would also enjoy broad public and stakeholder support.

Stakeholder Advisory Committee Meetings

A Stakeholder Advisory Committee (SAC) was formed to oversee the project and serve as the sounding board for the consultant team. The SAC met three times over the course of the planning process, and included representatives from the following agencies and organizations:

- City of Poughkeepsie Common Council
- New York State Department of Transportation (NYSDOT)
- Local businesses
- Local non-profit organizations
- County government
- Dutchess County Transportation Council
- City of Poughkeepsie Department of Public Works (DPW)

Mobile Workshop

On September 2, 2016, a "mobile office" was set up in the morning at the old Poughkeepsie Savings Bank and later moved to be in front of the Dunkin Donuts just south of the Transit Hub to gather ideas from the community about Market Street. With a table, chairs, artificial turf, and two planters, the "mobile office" engaged with dozens of people on the street and asked them two questions:

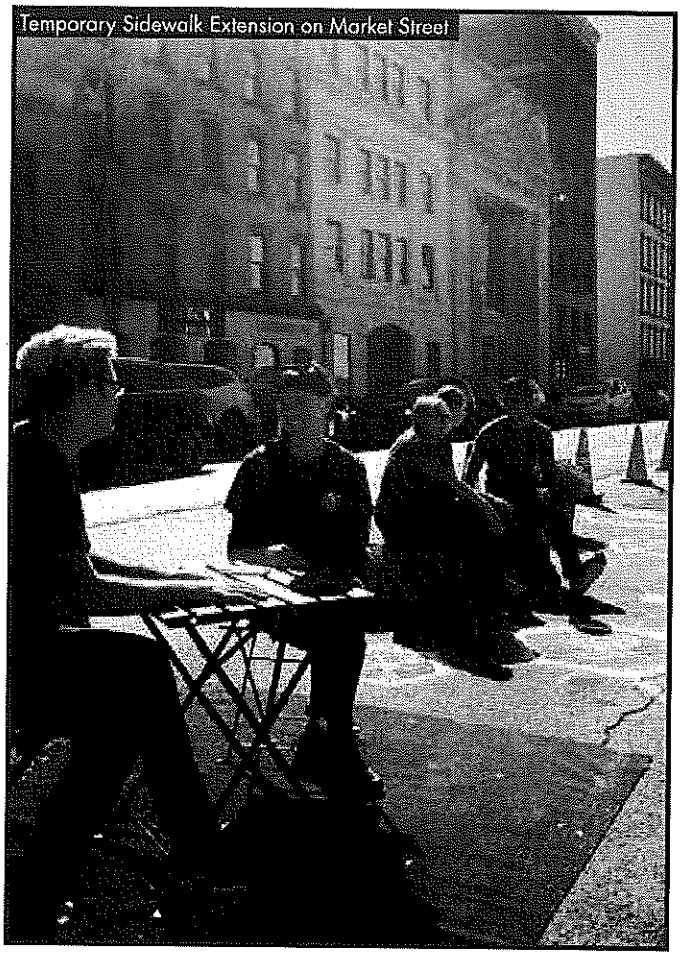
1. How do you use Market Street?
2. How can we make Market Street work better for you?

The project team received 45 written responses, as well as dozens of other comments that were not formally written down. From the responses gathered, it was clear that a number of people had concerns about the current design of Market Street. Many of the respondents expressed a desire for a full two-way conversion of Market Street with improved crosswalks, bicycle lanes, additional street landscaping, and more restaurants and shops.

Mobile Workshop on Market Street

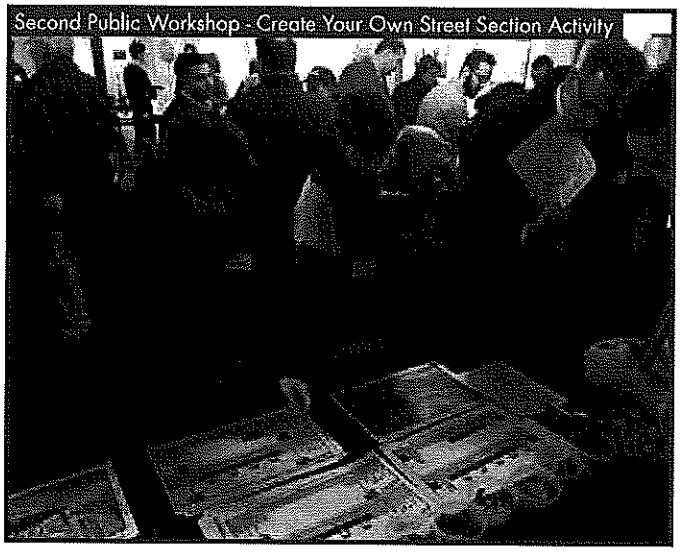
Market Street Connect Demonstration Project (First Public Workshop)

On October 7, 2016, the project team worked closely with the City of Poughkeepsie and NYSDOT to transform Market Street into a complete street using temporary materials such as hay bales, chalk paint, plants, and moveable furniture. The demonstration project showed that change can happen quickly, and allowed the consultant team to gather quantitative and qualitative data, which helped deepen the project team's understanding of user needs across all travel modes and informed the selection of a preferred alternative design for Market Street. Through interactive public engagement activities, the local community had the opportunity to comment on and share ideas about the demonstration project.


Temporary Sidewalk Extension on Market Street

Second Public Workshop

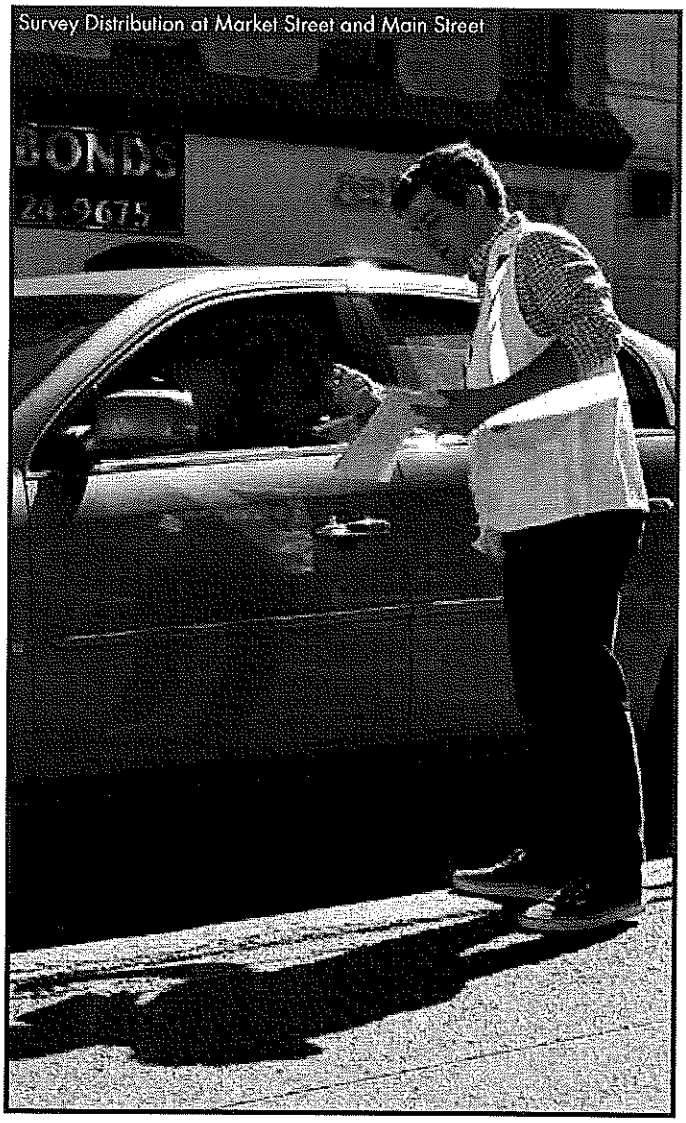
The Second Public Workshop took place on February 2, 2017, and focused on gathering public input to select a preferred alternative for improving the City Center street network. An informational presentation and two primary interactive activities were used to educate the public on the project, its context, priorities, and scenarios, and to elicit feedback. Feedback gathered from the Second Public Workshop was used to inform the selection of the final preferred alternative.

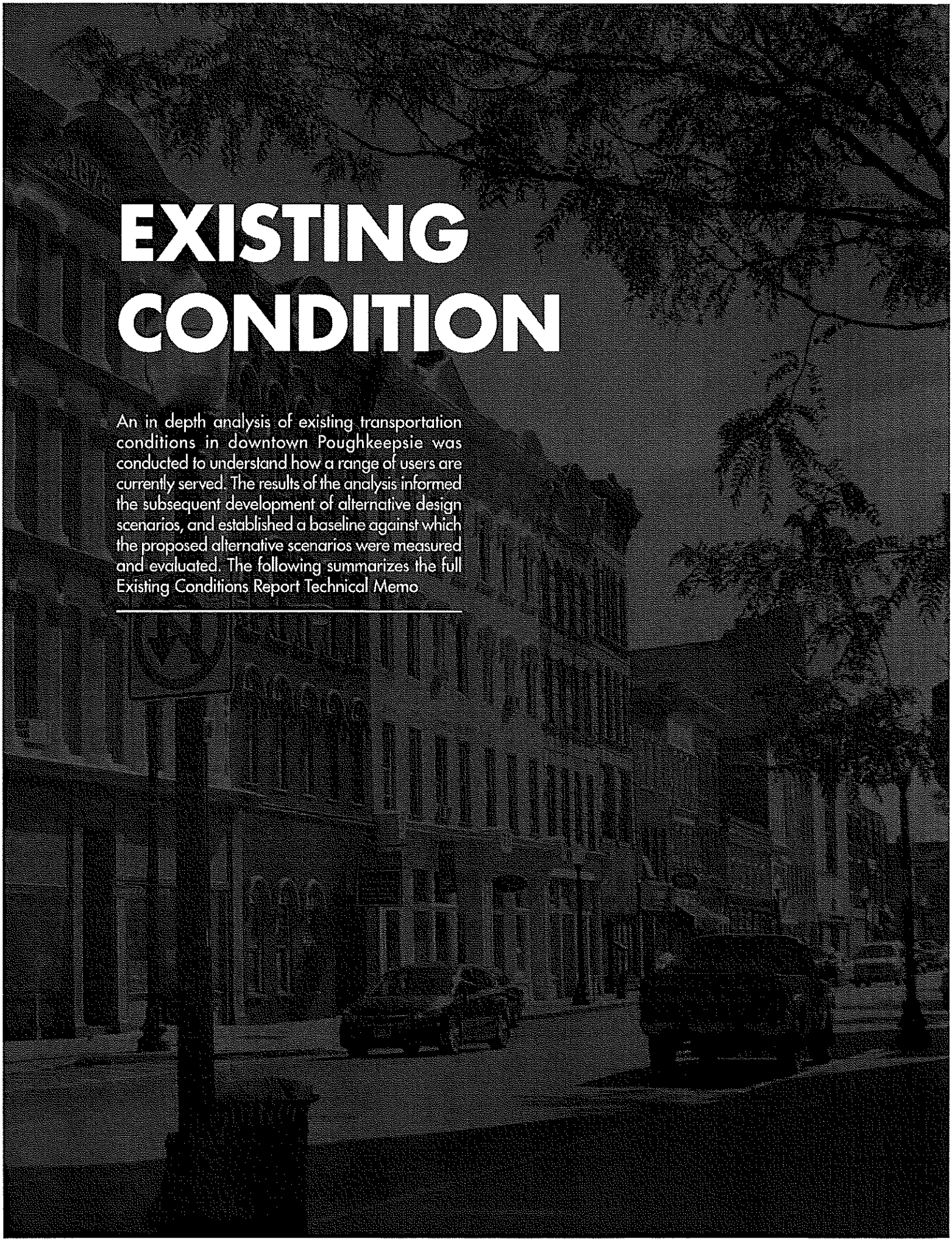

Second Public Workshop - Create Your Own Street Section Activity

Second Public Workshop - Design Alternatives Discussion

Survey

During the Market Street Connect Demonstration Project, a four question survey on pre-stamped postcards was handed out to passing pedestrians and drivers at the intersection of Market Street and Main Street. The survey was also available online so that it could be available beyond the life of the one-day event. Of the 84 respondents, the majority wanted downtown Poughkeepsie to be safer and a more attractive destination with multi-modal transportation options.


Survey Distribution at Market Street and Main Street

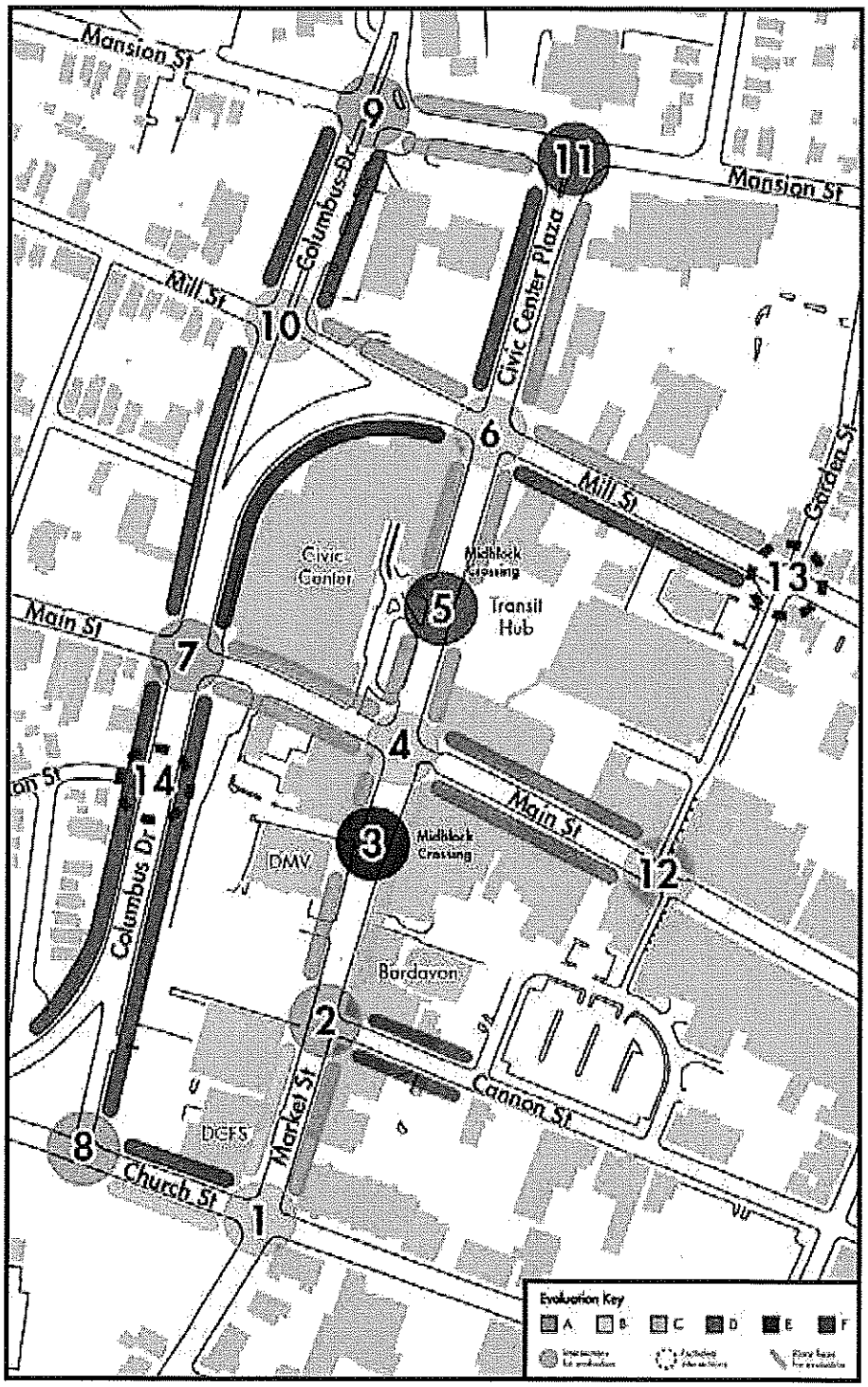


EXISTING CONDITION

An in depth analysis of existing transportation conditions in downtown Poughkeepsie was conducted to understand how a range of users are currently served. The results of the analysis informed the subsequent development of alternative design scenarios, and established a baseline against which the proposed alternative scenarios were measured and evaluated. The following summarizes the full Existing Conditions Report Technical Memo

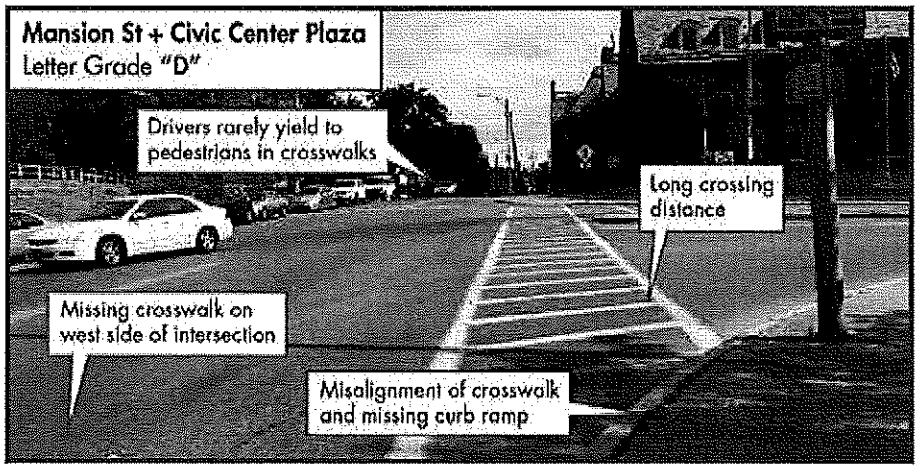
WALKING AND PUBLIC LIFE

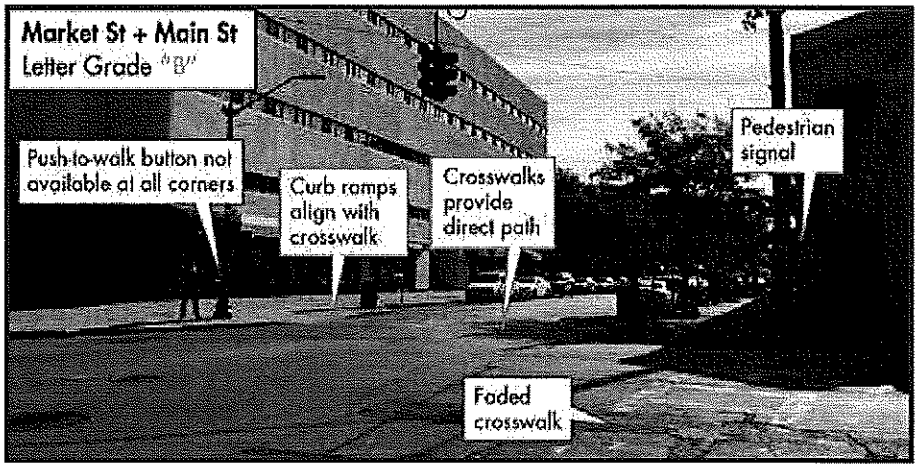
A walking audit was conducted to evaluate the condition and walkability of streets from the pedestrian's perspective. A series of intersections, midblock crossings and block face segments were evaluated for safety and comfort.



Intersections

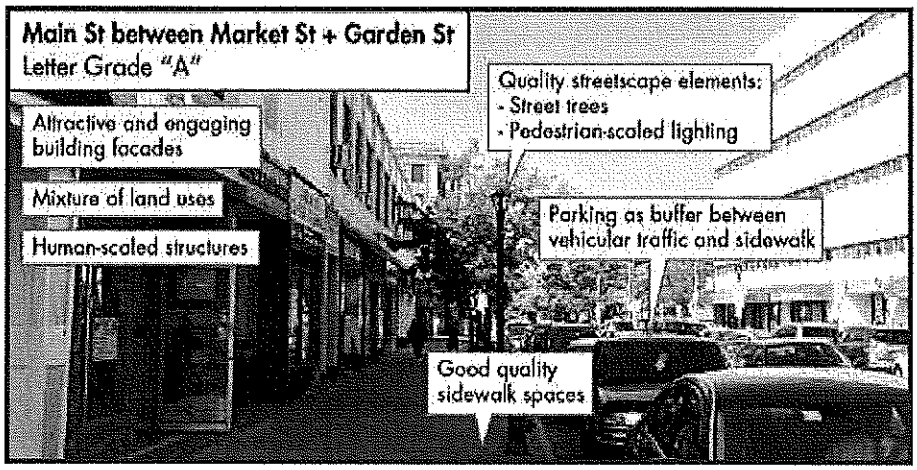
The majority of intersections evaluated scored poorly and were found to have inadequate pedestrian crossing facilities. Many signalized intersections did not consistently have accompanying pedestrian signals, and those that did often provided insufficient crossing time. Many of the crosswalks were faded and some did not align with curb ramps at certain intersections.

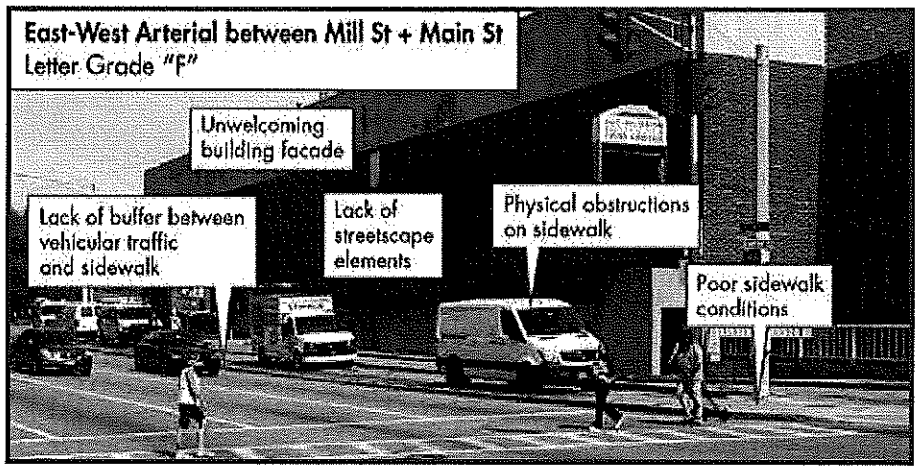




Block Faces

In general, the Arterial block segments scored poorly and were observed to be largely lacking in public life. Both block faces of Main Street, between Market Street and Garden Street, received the highest score, since Main Street has a mixture of land uses and streetscape amenities (public seating, pedestrian lighting, and street trees), with ADA accessible and generally quality sidewalk spaces. Out of all the block face segments evaluated, the east side of Columbus Drive between Mill Street and Main Street received the worst letter grade of "F", due to poor sidewalk conditions, no buffer between traffic and the sidewalk space, frequent interruption by driveways and physical obstacles, inadequate street lighting, and a general lack of streetscape amenities as it faces the back side of the Mid-Hudson Civic Center.

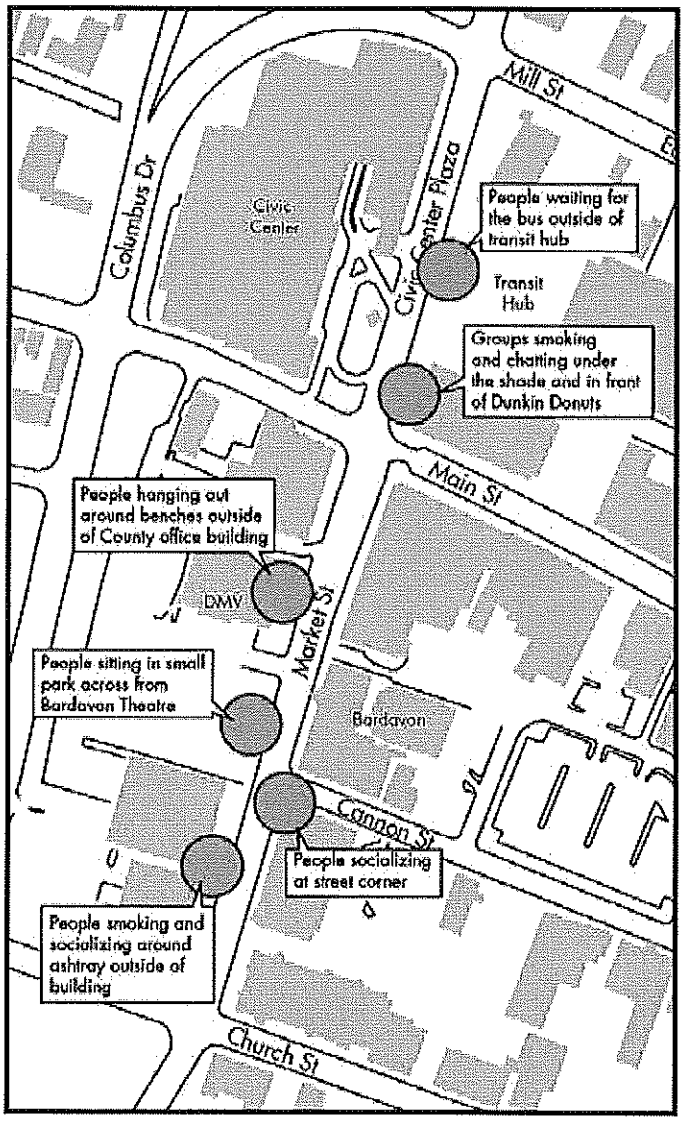




Public Life & Social Vitality

An activity assessment was conducted to evaluate the levels of public life and social vitality on the Market Street corridor, looking at where people walk, sit, stand, and carry out various stationary activities. These activities serve as a good indicator for the quality and vibrancy of urban space.

Observed activities ranged from people taking a break from work to people either waiting for an appointment at one of the county buildings on Market Street or for the bus at the transit hub north of Main Street. Popular gathering areas observed were either formal (public bench) or informal (entrance steps or low railings) seating, with shade where available. Most daytime activities along Market Street are concentrated around city or county office buildings.

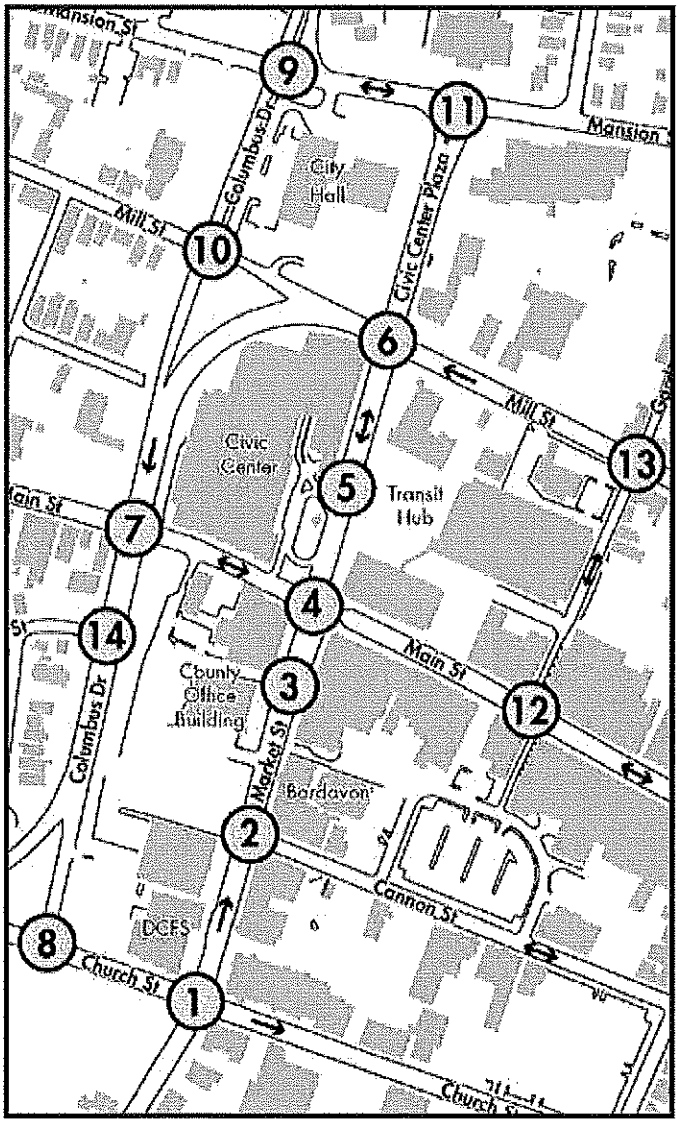


Walking and Public Life Summary

Downtown Poughkeepsie has a rich mix of pedestrian scale streets and land uses that are regularly separated by wide streets with high speed traffic and a lack of quality pedestrian crossings at many intersections. The Arterials create a barrier to pedestrian activity by prioritizing vehicle throughput, while Main Street is a hub of street life. Market Street's many offices generate a natural constituency for activity on the street. However, the street conditions and the quality of the public spaces could do more to encourage this type of activity. Overall, creating safer pedestrian crossings, slowing traffic, and enhancing the streetscape could encourage greater pedestrian mobility and increased street life.

AUTOMOBILE TRAFFIC

A traffic engineering assessment was conducted for the study area to understand baseline conditions and the implications of potential modifications. The map below shows the roadway network and the eight intersections for which the traffic analysis was conducted.



The following eight (8) intersections were included in the automobile traffic existing conditions analysis:

1. Market Street at Church Street
2. Market Street at Cannon Street
3. Market Street at County Office Building Driveway
4. Market Street at Main Street
5. Market Street at Hotel Entrance Driveway/Transit Hub Exit Driveway
6. Market Street at Mill Street
7. Columbus Drive at Main Street
8. Columbus Drive at Church Street

Existing Automobile Traffic Conditions

The graph below shows the 24-hour average weekday and weekend volumes along Market Street.

It was found that the average weekday volumes along Market Street are significantly higher during the morning peak, compared to the evening peak. The average weekday volumes generally stay below 400 vehicles/hour with the exception for the morning peak.

An operational analysis was conducted using Synchro 8. Traffic operations are described in terms of Levels of Service (LOS), which range from A to F. LOS A indicates primarily free flow operations and minimal delay, while LOS F indicates high delay, queuing, and/or over capacity conditions.

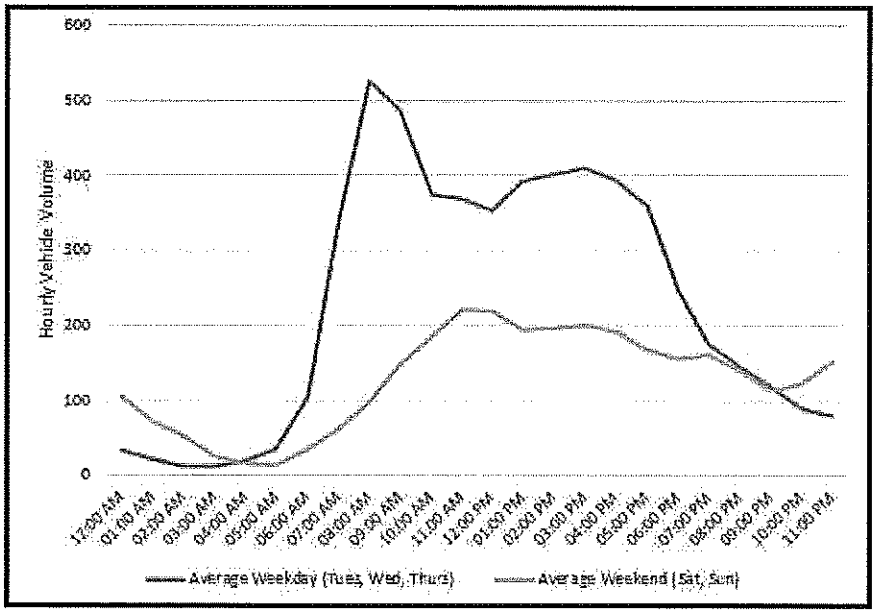
It was found that in the existing condition, the study intersections operate at overall acceptable LOS D or better during the weekday morning, weekday evening, and Saturday midday peak hours. It was also found, however, that individual movements at two study intersections operate at LOS E and F conditions.

Mill Street and Civic Center Plaza (Intersection 6):

The southbound Civic Center Plaza approach was identified to operate at LOS E during the weekday morning peak hour, and LOS F during the weekday evening peak hour.

Columbus Drive and Main Street (Intersection 7):

The westbound Main Street approach was identified to operate at LOS E conditions during the weekday morning and LOS F conditions during the weekday evening and Saturday midday peak hours.



TRANSIT

Bus and rail transit play an important role in the City of Poughkeepsie's transportation system by providing residents and visitors with transportation alternatives to private automobiles. The Transit Hub on Market Street serves local, inter-county, and inter-city buses. Passenger Rail Service to and from Poughkeepsie is provided by Amtrak and Metro-North Railroad at the Poughkeepsie Train Station.

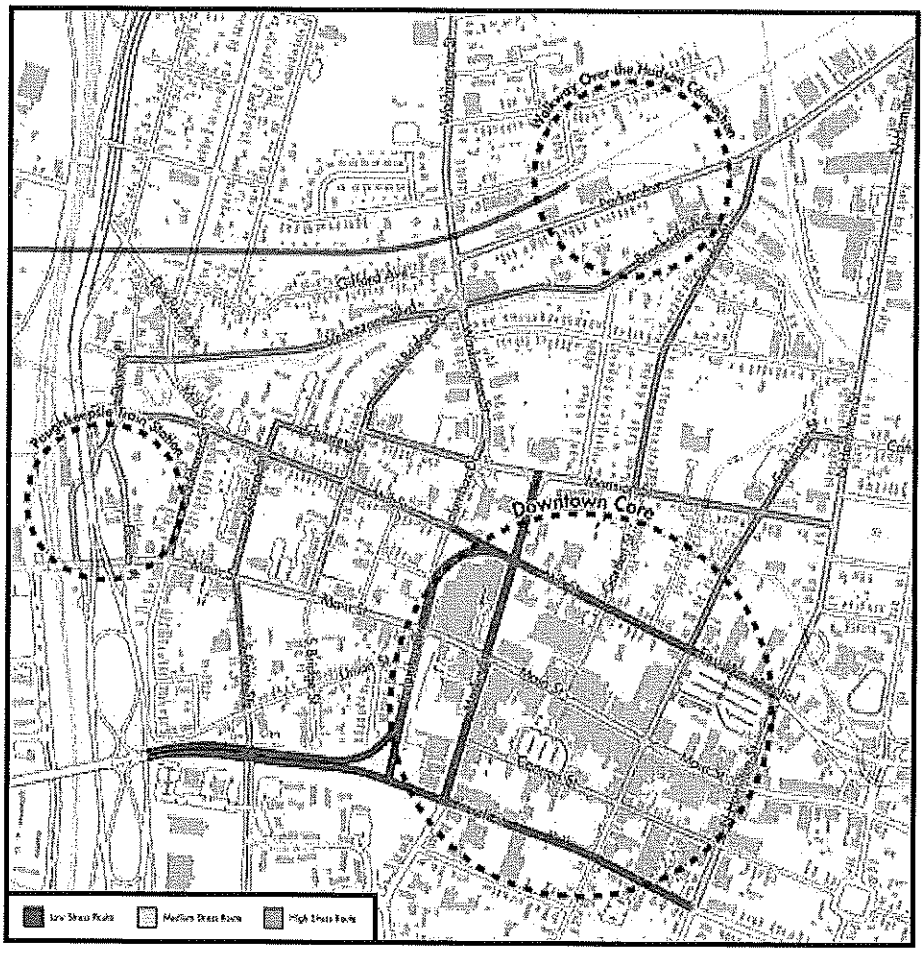
With its relatively dense urban character and excellent regional rail connections along the Hudson River, Poughkeepsie is well positioned to take advantage of the integrated bus system. Improved and reliable service along fixed routes, including the length of Main Street from the train station to Vassar College, could increase ridership and provide greater transit connectivity to City Center. In combination with the new Transit Hub, these efforts could aid in the revitalization of City Center.

Transit Hub

BICYCLING

As the City currently does not have any formal on-street bicycle facilities, a simplified bicycle level of stress analysis was conducted based on existing roadway and street conditions, focusing on the connectivity between the Walkway Over the Hudson, City Center, and the Poughkeepsie Train Station. Streets were evaluated on a host of criteria to evaluate the associated level of stress if one were to bicycle on that street. Factors such as street width, number of travel lanes, one-way versus two-way streets, and parking lanes were included in the evaluation criteria.

The assessment shows that local streets generally provide low stress connection routes for bicyclists between the three major activity hubs. Brookside Avenue and Verazzano Boulevard (adjacent to the Fall Kill) provide a potentially low stress east-west connection between the Walkway Over the Hudson and the Poughkeepsie Train Station. Based on current street geometry and lane striping, north-south bicycle connections into Poughkeepsie's downtown core can present a medium level of stress for bicyclists while the Arterials that surround downtown Poughkeepsie present a high level of stress and an uncomfortable environment for bicyclists. While distances are short within the area around City Center, without any formal facilities, bicycling around Poughkeepsie will remain undesirable for the majority of people.



PARKING

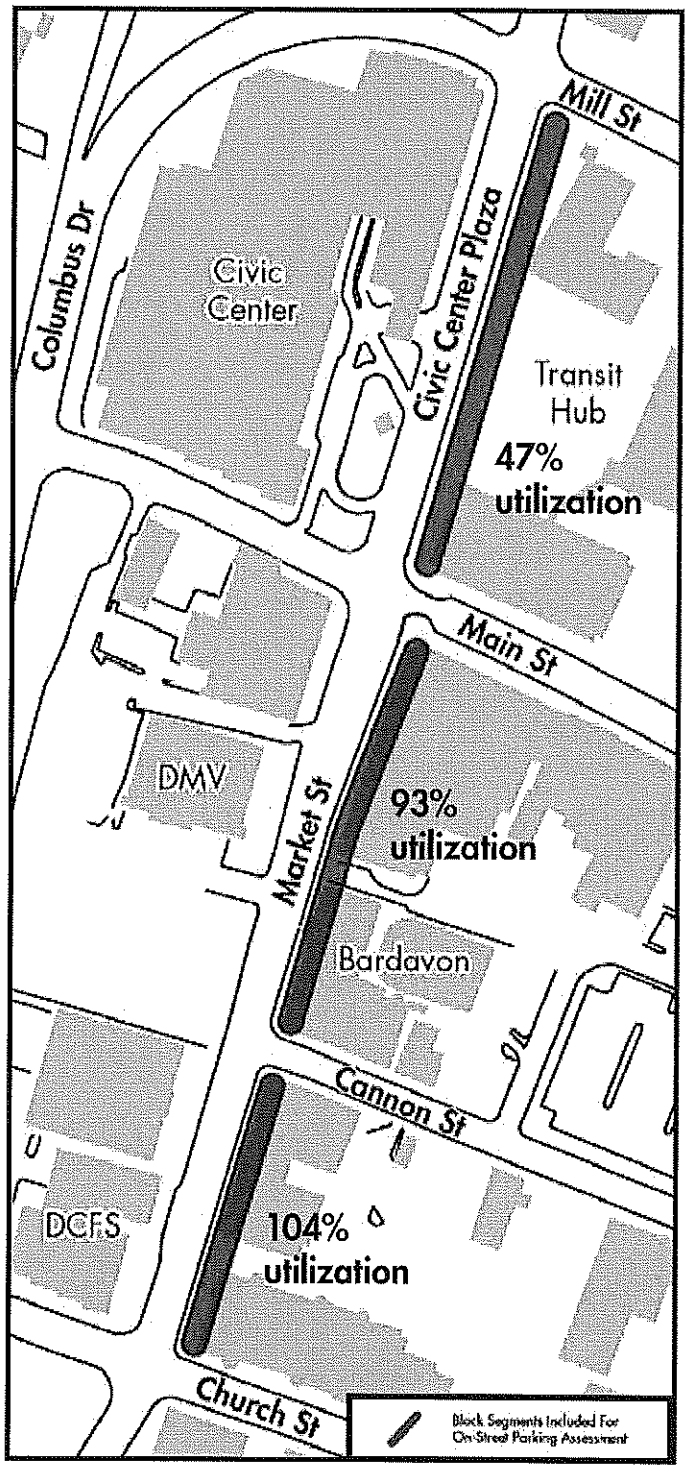
An analysis of the on-street curbside utilization along Market Street was conducted in order to provide a snapshot of the existing supply and demand for parking in downtown Poughkeepsie. The study area included a section of Market Street that has a variety of offices, restaurants, banks, and small shops, which generate vehicle trips. The west side of Market Street was not included in this analysis because parking is restricted on that side of the street.

The most consistently occupied block was between Church Street and Cannon Street, at an average of 104% utilization. Standing vehicles, not illegally parked vehicles, pushed this block over its legal curbside capacity.

The block from Cannon Street to Main Street had an average utilization of 93%. With heavy usage from both parked and standing vehicles along the entire length of the block, this block has the highest absolute average curbside utilization. Despite available legal metered spaces at other points on the block, some vehicles were found to be parked in restricted zones, such as the area in front of the Bardavon Opera House.

The block between Main Street and Mill Street, had an average utilization of just 47%.

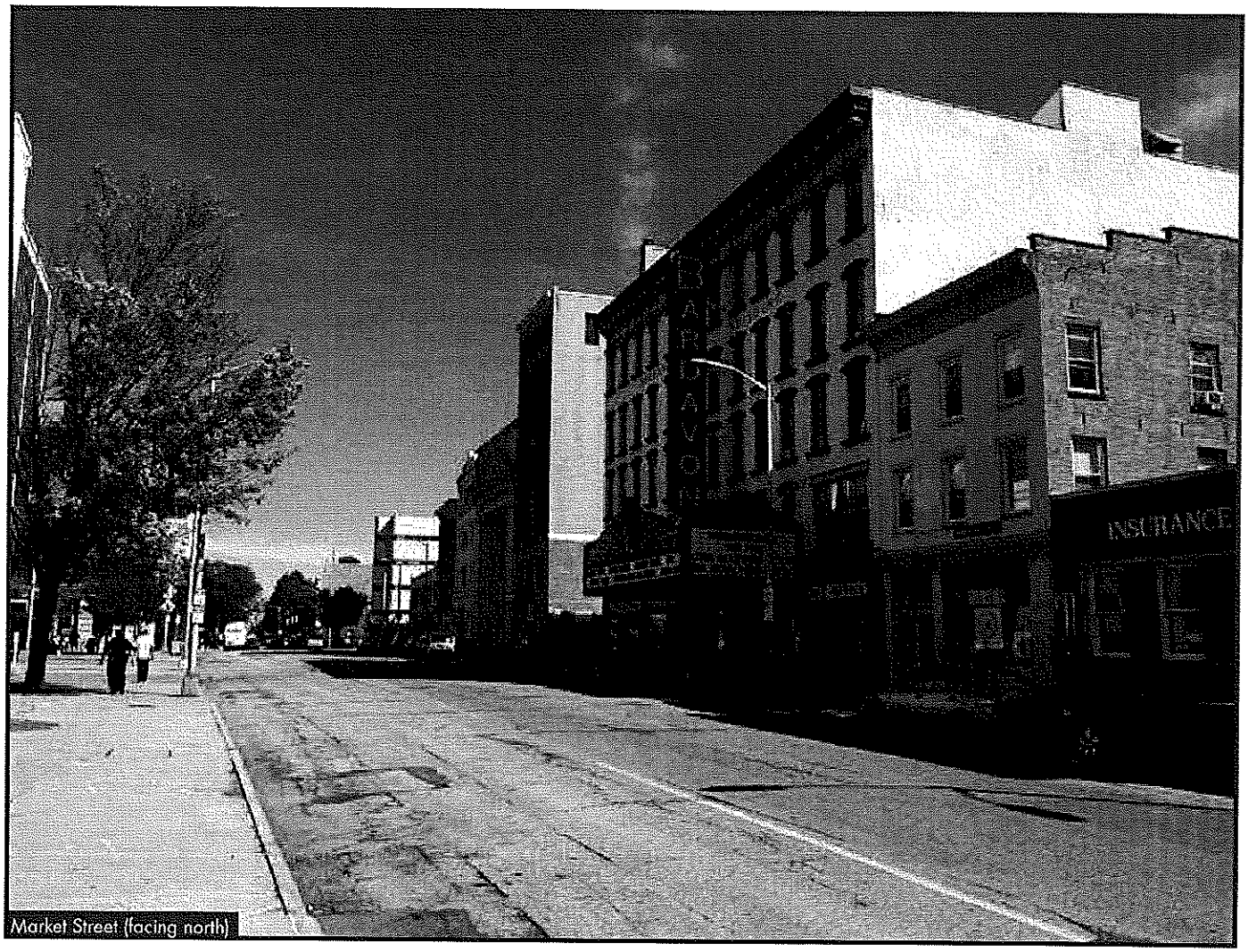
Despite all legal parking on the east side of Market Street being 2-hour metered parking, some vehicles were found to have stayed there for longer than the allowable time. This was observed closer to active storefronts such as restaurants. As in many downtowns, people prefer to park close to their destination rather than use the many available off-street lots.



EXISTING CONDITION SUMMARY

The City of Poughkeepsie, despite its rich offerings of commerce, higher education, culture, and retail, has lagged behind other Hudson Valley towns in revitalizing its downtown. One structural obstacle to this growth has been the nature of City Center roadways, which were reconstructed in the middle of the last century to primarily move traffic through (and past) downtown. As a result, downtown streets prioritize drivers travelling through the city over those who may want to drive, walk, bike, or take transit in and around City Center.

Main Street and Market Street serve as the anchors for the area, attracting people to the area for a variety of reasons. However, the Arterial system creates a barrier to connecting the activity of City Center to the adjacent residential neighborhoods and other attractions such as the Train Station and the Walkway Over the Hudson. Making it safer and more enjoyable to travel to and within City Center, and reconnecting it to the rest of Poughkeepsie, would be an essential step towards the revitalization of downtown.



Market Street (facing north)

MARKET STREET CONNECT DEMONSTRATION PROJECT

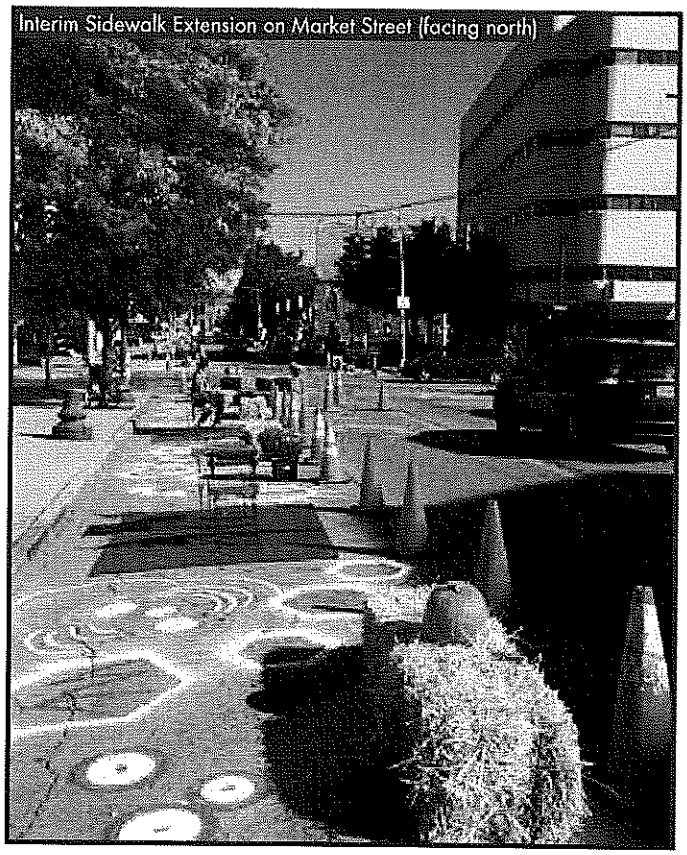
On Friday, October 7th, the City of Poughkeepsie worked with residents, businesses, and partner agencies to create a demonstration project that temporarily transformed Market Street into a safer and more accessible street for all users. Dubbed Market Street Connect, the demonstration project narrowed the street from three lanes to two (between Church and Mill Street) and created enhanced public spaces using temporary materials, such as hay bales, chalk paint, plants, artificial turf, and movable furniture. The demonstration project allowed the community to experiment with traffic calming strategies, and reclaim space for public gathering.

INTRODUCTION

The demonstration project allowed for a "test before you invest" approach and showed that change can happen quickly, especially with temporary materials. This means that rather than only drawing design concepts on paper, the City can test out ideas for Complete Streets treatments, such as pedestrian enhancements and intersection markings, among others. This approach provided Poughkeepsie's residents and businesses with the opportunity to experience a "rendering in real time" that allowed us to test out and evaluate new street design treatments *before* making substantial financial and political commitments to more permanent infrastructure investments.

Throughout the demonstration project, more than 35 volunteers helped to beautify the approximately 7,300 square feet of additional programming and pedestrian areas along the Market Street corridor. Planters, pumpkins, and hay bales were procured locally and staggered throughout the newly delineated pedestrian areas while local artists and volunteers decorated these spaces with creative designs. In addition, café patio furniture and artificial turf were laid out along the new pedestrian area in front of the Dutchess County Court House to create additional public seating. The Market Street demonstration project concluded with a press conference held by Mayor Rolison of Poughkeepsie at 4:00 PM to kick-off the First Friday Poughkeepsie celebration, which is a monthly celebration of Poughkeepsie's cultural, dining, and entertainment offerings.

Demonstration Project Setup


Interim Sidewalk Extension on Market Street (facing north)

Chalk Painting on Market Street

Temporary Sidewalk Extension on Market Street (facing north)

OUTREACH

Throughout the day, the project team engaged with more than 250 members of the local community who provided their feedback through a variety of ways. The range of responses received reflected the multitude of interests and priorities among the residents, workers, and visitors along Market Street. In general, the local community was curious and excited about the demonstration project. Several people that engaged with the project were long-time residents or long-time workers in the area and were enthusiastic to see new momentum for downtown Poughkeepsie.

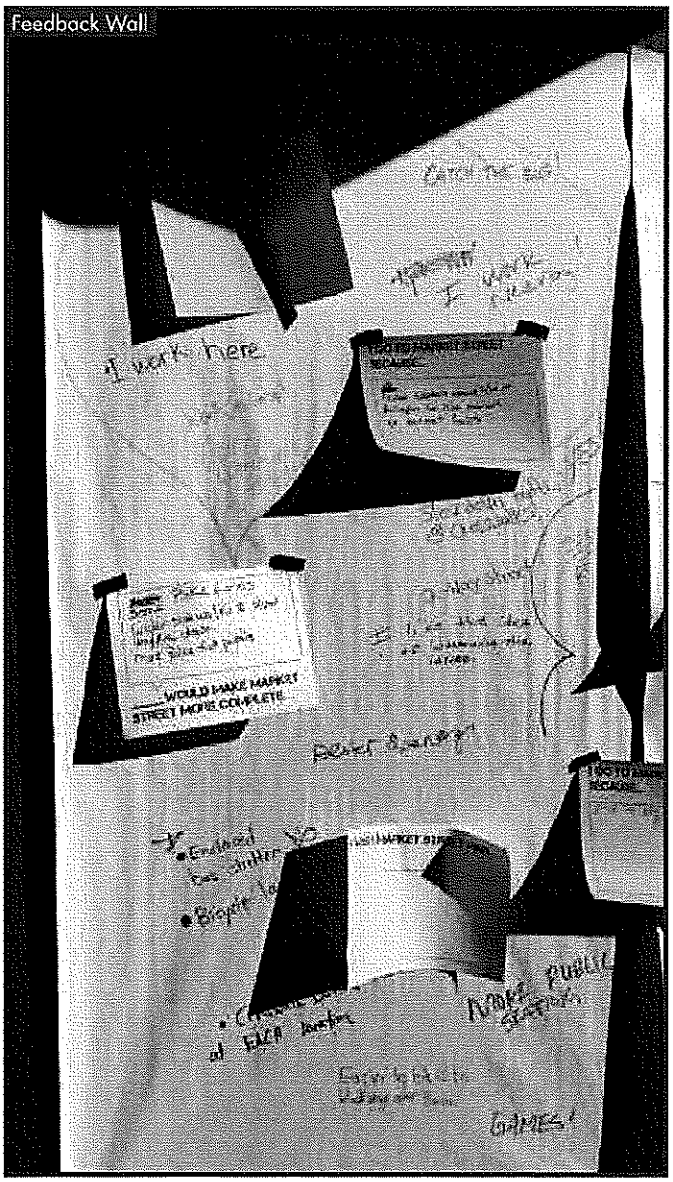
Bubble Station

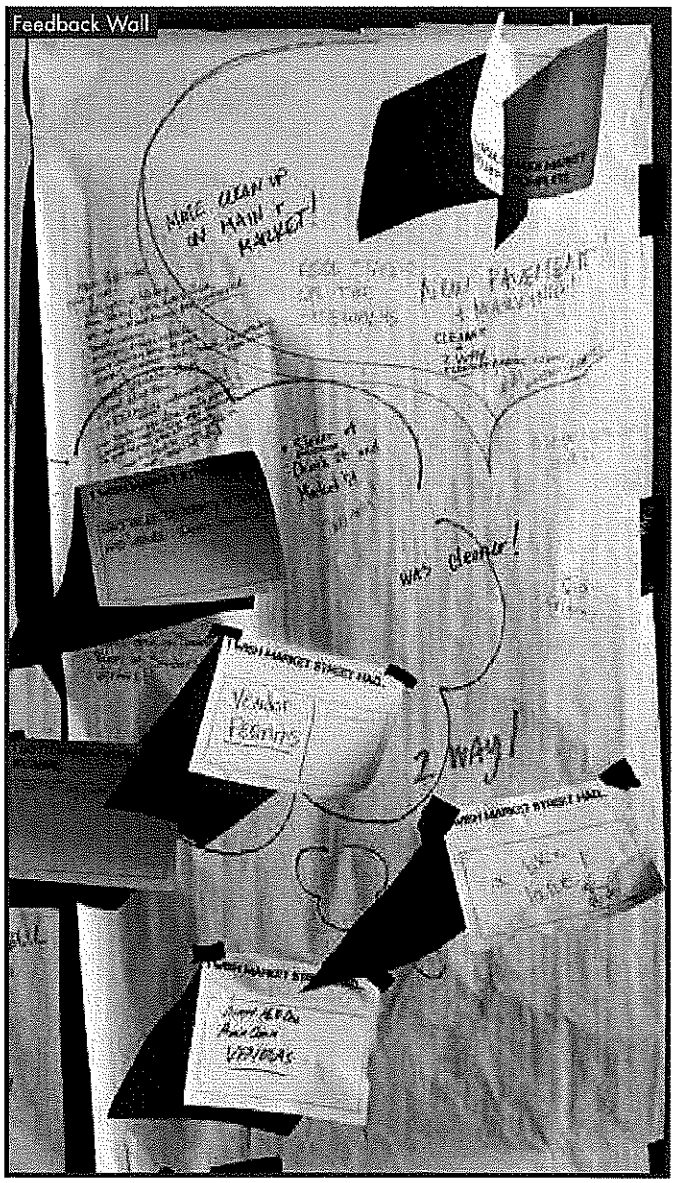
The bubble station was located on the west side of Market Street at the intersection with Main Street and consisted of a series of colorful printouts with questions prompts that were hung on strings between trees to look like a cloud of ideas or "bubbles". Over 80 responses were recorded with the majority of respondents expressing interests in creating a vibrant and growing downtown with retail/store diversity and local economic development. Other responses cited traffic calming, parking, and safety issues, as well as a need for additional green space, street furniture, and bicycle infrastructure (bike lanes and bike racks).

Bubble Station

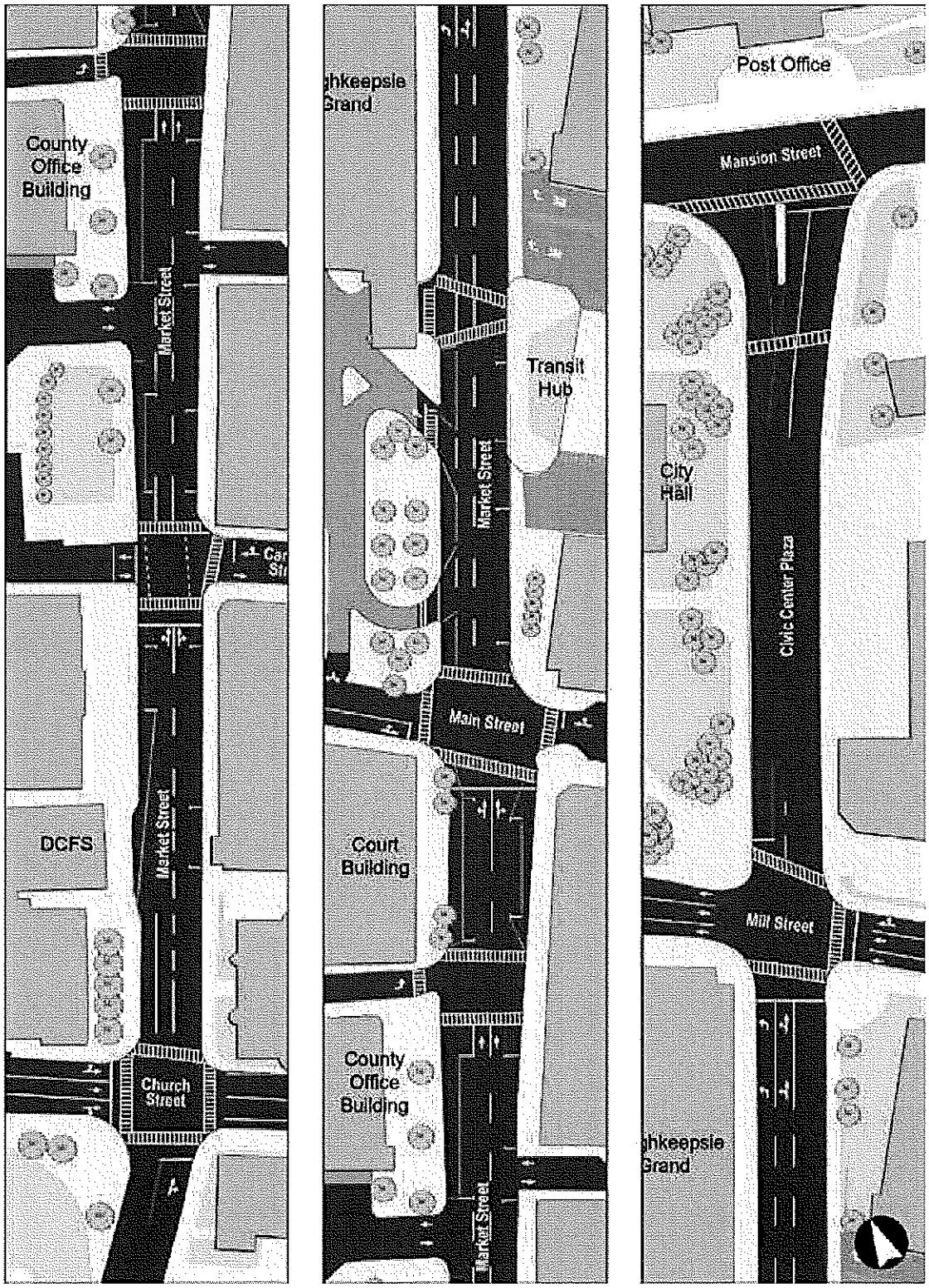
Feedback Wall

The feedback wall was located in front of the Dunkin Donuts at the northeastern corner of the intersection of Market Street and Main Street. This activity consisted of a large poster sheet that people could write their suggestions and reactions on. A large map illustrating the conceptual one-way and two-way alternatives for the Market Street corridor were also displayed. Respondents expressed a desire for additional streetscape elements such as public seating and had concerns about traffic speeds and safety for all roadway users. Other comments and feedbacks included additional bicycle infrastructure, improved pavement markings, street trees, and cleaner streets.

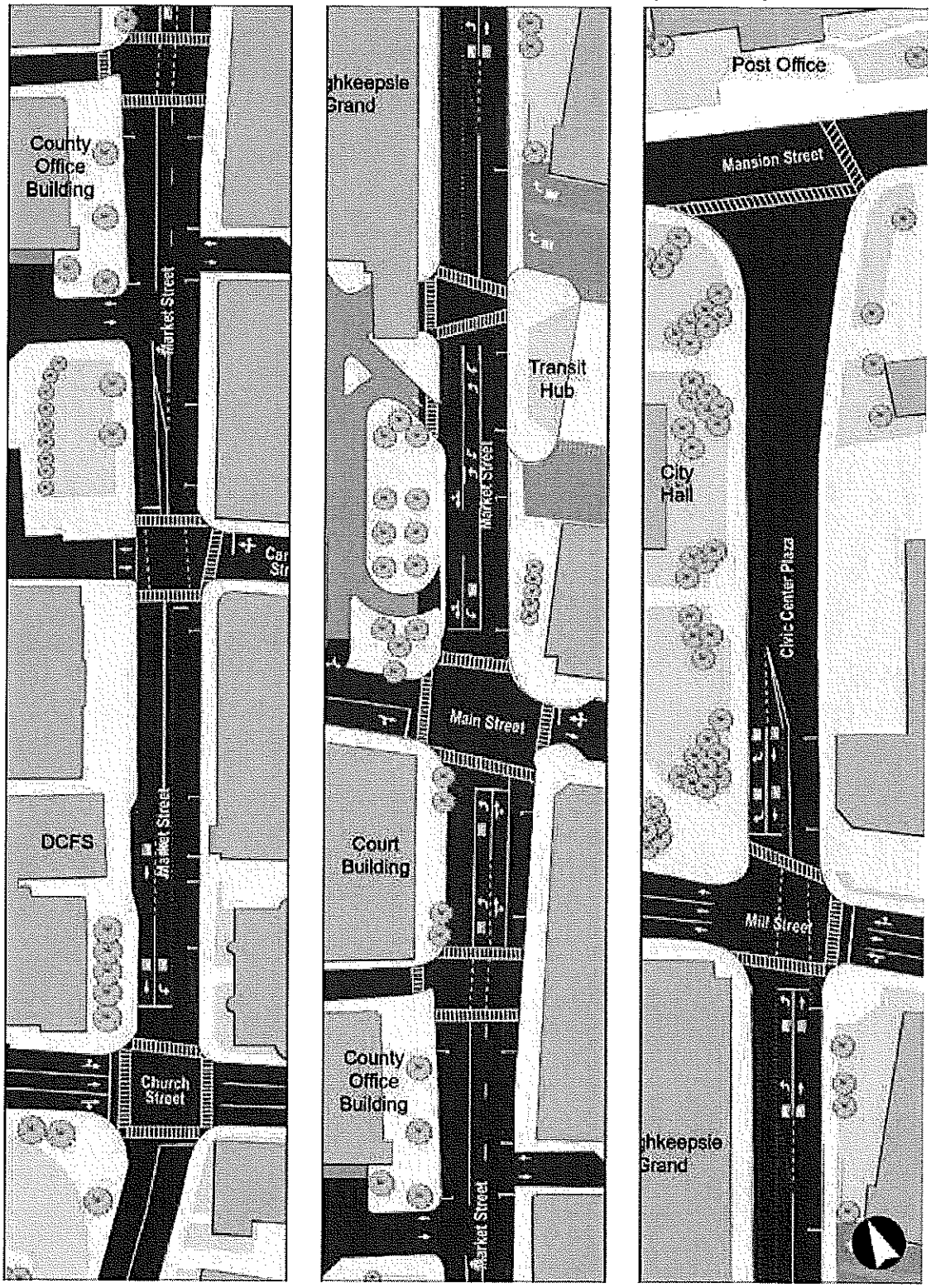




One-Way Design Option for the Market Street Demonstration Project (implemented)



Two-Way Design Option for the Market Street Demonstration Project (not implemented)



Survey Postcards

1. What are your top priorities for improving the Downtown Poughkeepsie area?
- a. Economic development - supporting more business and cultural activity downtown
- b. Creating streets that are more attractive/safer places to walk, bike, or take transit
- c. Improving traffic congestion/circulation
- d. Environmental sustainability - reducing the impact of transportation on the environment.

2. How do you use Market Street? (Choose all that apply)
- a. To commute by car (to work, school, etc.)
- b. To commute by bike
- c. To commute on foot
- d. To eat/dine for lunch or dinner
- e. To shop or run errands during the day
- f. For evening/weekend entertainment (theater, visiting cultural institutions, etc.)
- g. Other _____

3. What types of improvements would make Market Street work better for you? (Pick your top 3!)
- a. Safer intersections/pedestrian crossings
- b. Improved lighting
- c. Better bicycle infrastructure (such as bike lanes, more bike parking)
- d. Improved public transit access
- e. Traffic calming features to reduce speeding
- f. More shops, restaurants, and places to walk to
- g. More trees and greenery
- h. More public art such as murals and artistic crosswalks
- i. Comfortable places to sit (benches to rest, cafe tables to eat outdoors, etc.)
- j. Other _____

4. Would you be interested in learning more about potential improvements to Market Street? ☐ Yes ☐ No

Survey

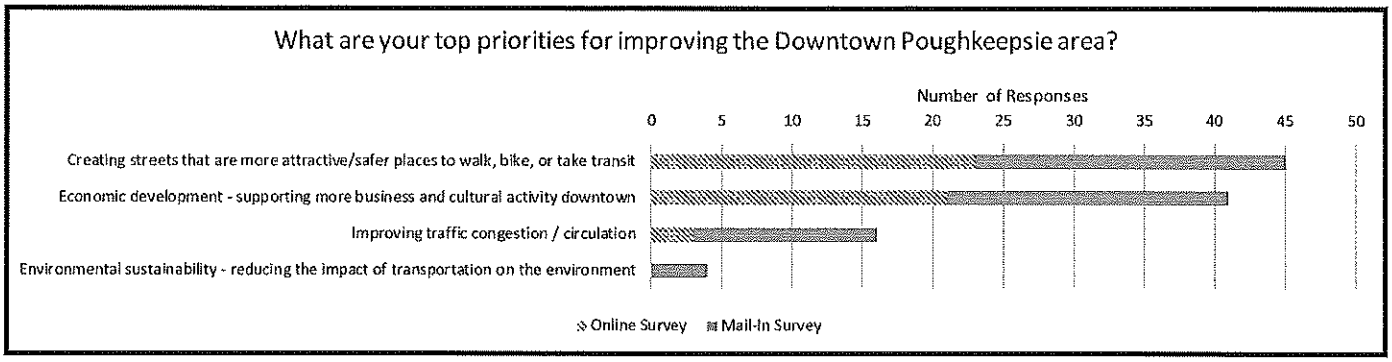
During the Market Street Connect Demonstration Project, a four question survey on pre-stamped postcards was handed out to passing pedestrians and drivers at the intersection of Market Street and Main Street [survey post card front + back graphic]. The survey was also available online so that it could be available beyond the life of the one-day event. 37 people responded by postcard and 47 responded online, for a total of 84 respondents. A summary of the responses from both the mail-in postcard survey and the online survey are shown on the next page.

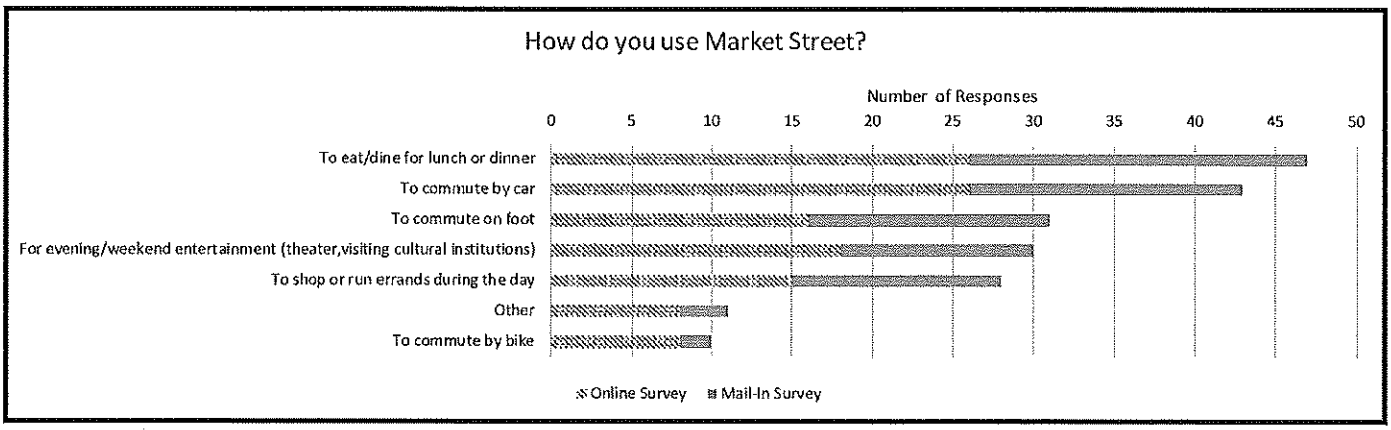
The majority of respondents wanted downtown Poughkeepsie to be safer and a more attractive destination with multi-modal transportation options. In addition, many of the responses expressed interest in supporting greater retail diversity and cultural activities in the downtown area. Specifically, on Market Street, the majority of respondents wanted more restaurant options, places to walk to, and improved streetscape elements such as outdoor seating and street trees. Concerns regarding pedestrian safety, especially at intersections, was another common response, similar to the comments received from other public engagement activities.

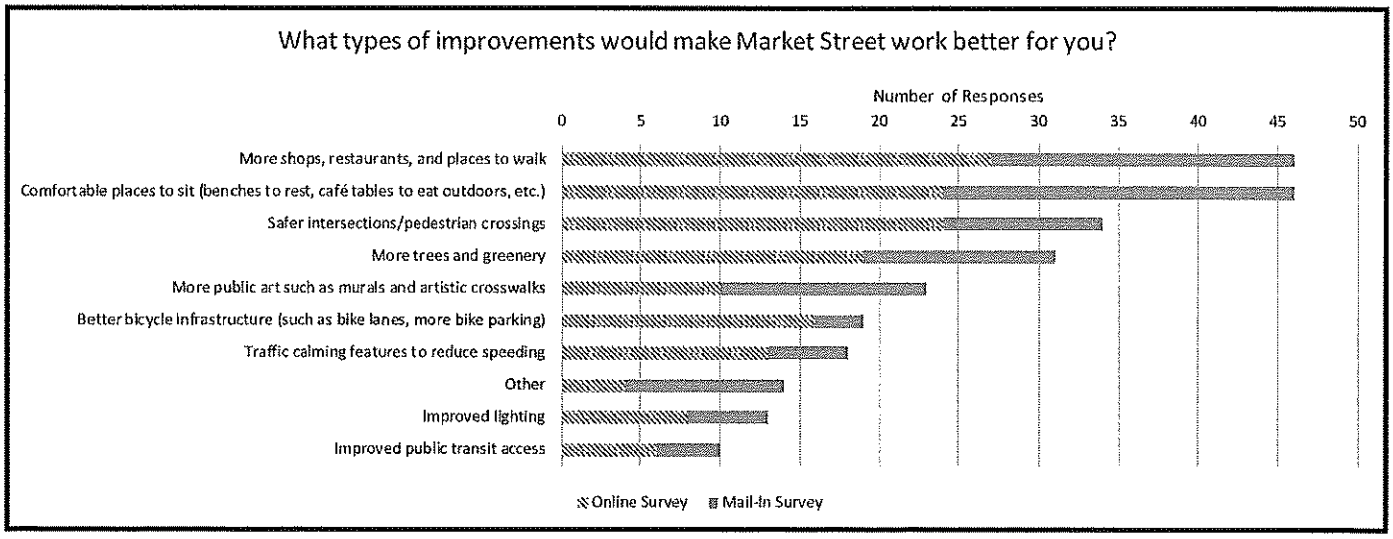
Demonstration Project Summary

The Market Street Connect demonstration project tested just one potential alternative for an improved downtown. In the next phase of the Poughkeepsie City Center Connectivity Project, the project team presented a series of alternatives for the downtown road network to the public for their feedback. Alternatives were discussed during the second public meeting, and a impact and financial analysis was conducted for the selected preferred alternative. Details of the scenario developments and final recommendations can be found in subsequent chapters.

Survey Results







CIRCULATION SCENARIO DEVELOPMENT

A series of alternative scenarios were developed for the study area streets. The scenarios were evaluated using the five project priorities, which were created using input from the City, the SAC, and feedback received during public engagement events. The five priorities served as the foundation for developing network-level scenario options that address the walking, bicycling, and driving experiences to and through City Center. Each scenario option was scored by how well they address and balance the five priorities, as well as their relative costs. The ten options with their respective evaluation scores were presented at the second Public Workshop on February 2, 2017.

EVALUATION CRITERIA

The five priorities reflect the spectrum of issues and concerns of Poughkeepsie residents, workers, business owners, and visitors. A relative cost was assigned as an additional factor for considering the tradeoffs between each scenario options.

SAFETY

Issues

- City Center streets oftentimes feel unsafe for pedestrians, bicyclists, and drivers.
- Many City Center streets are wide and have high traffic volumes and speeds.
- Many streets lack clear pavement markings, striping, and crossings.

Goals

- Create safer streets by reducing speeding (calm traffic) and accommodating all road users.

WALKING

Issues

- Many City Center sidewalks are uncomfortable to walk along and many intersections feel unsafe to cross.
- Many sidewalks are along streets with fast moving traffic.
- There are several intersections with many turning cars, long distances to cross, and not a lot of time to do so.
- Many crosswalks are faded or missing.

Goals

- Improve the quality of sidewalks to make them more comfortable to walk along.
- Enhance the safety of pedestrian crossings – and add new crossings where there is a need – to make it easier to walk to and from City Center.
- Create new walking connections around City Center to make walking more convenient.

DRIVING

Issues

- Wide, one-way streets funnel the majority of traffic in the same direction, creating traffic bottlenecks.
- It can be difficult to navigate City Center streets in a car.
- Faded street markings and striping make it confusing to navigate and travel safely.
- Parking garages have few ways out.

Goals

- Provide more options for drivers to get in, out, and around City Center.

BICYCLING

Issues

- There are several great destinations around Poughkeepsie within a short distance of one another, but most people feel unsafe biking around town.
- There aren't any bike lanes or other bicycle infrastructure.
- Wide streets with high traffic volumes make biking uncomfortable.

Goals

- Begin building out a network of convenient, comfortable bike routes so that people of all ages and abilities can use their bikes to get to work, run errands, have fun, and get exercise.

PUBLIC REALM

Issues

- People come to City Center for a specific reason (work, events, DMV, City permits, court, etc.), or through the area, but often do not stay for pleasure.

Goals

- Create streets and public spaces that are comfortable, attractive, and lively, and encourage economic investment and growth.
- Make City Center a place people want to come to for culture, retail, entertainment, and dining.

SCENARIO OPTIONS DEVELOPMENT

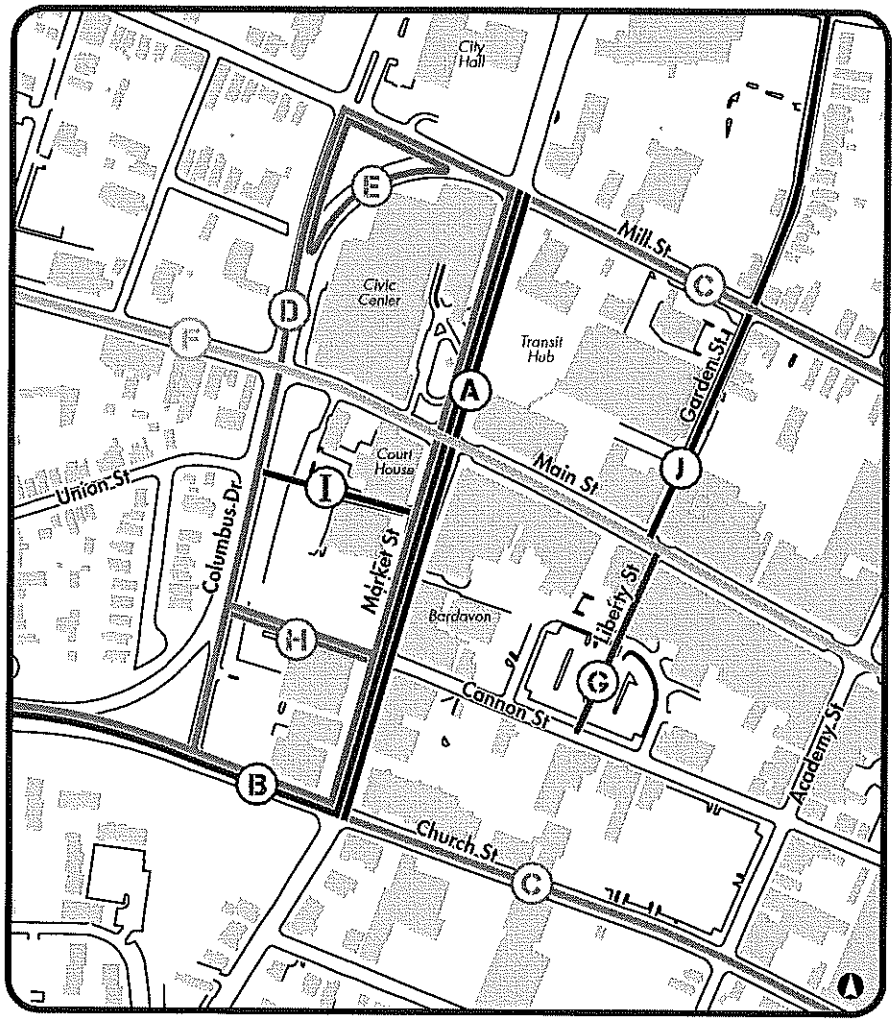
Ten options were developed for City Center streets. The development of these options was a collaborative process with City staff and the SAC, and based heavily on a review of previous planning documents and studies, an analysis of existing conditions, and feedback given during the public engagement events.

The ten options consist of four core street network redesign options (A through D) and six options that enhance mobility and the public realm but are not mutually exclusive (E through J). A through D build on one another, advancing larger and more complex recommendations that change City Center streets to a greater extent than the previous option. Option A is the simplest circulation scenario, while Option D has the greatest change potential. Options E through J can either stand-alone or complement any of the four core options.

The following map illustrates all ten scenario options and their location in the context of the Poughkeepsie City Center.

MAP OF OPTIONS

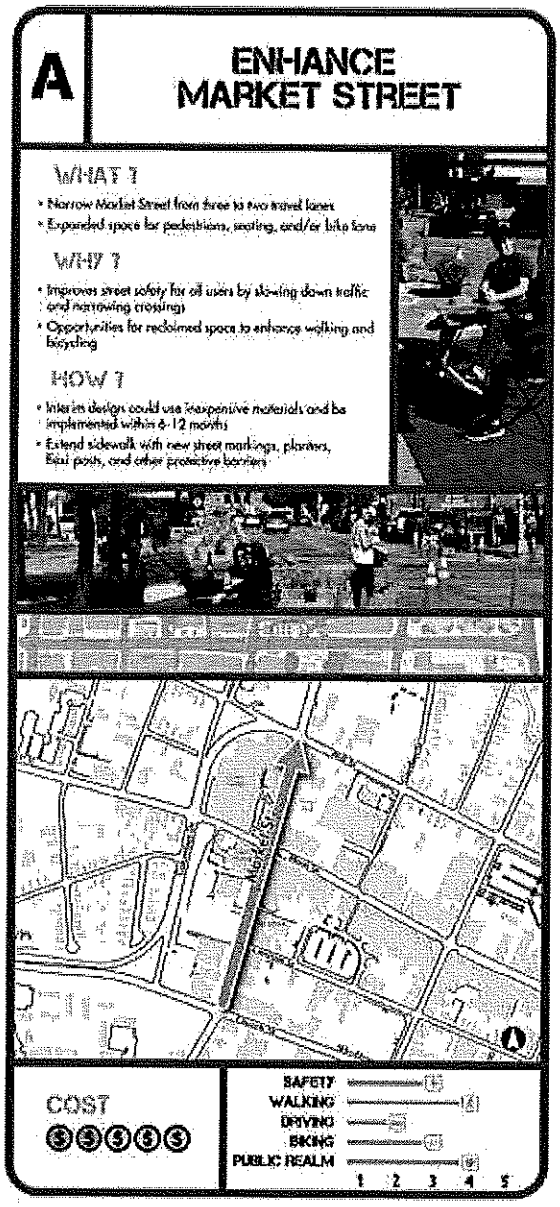
- (A) Enhanced Market Street
- (B) Two-Way Market Street
- (C) Redesigned Mill Street and Church Street
- (D) Two-Way Streets for Downtown
- (E) Square the Weave
- (F) Promote Main Street
- (G) Connect Liberty Street
- (H) Connect Cannon Street
- (I) Union Street Pedestrian Connection
- (J) Bike Garden Street to Walkway



Core Street Network Redesign Options

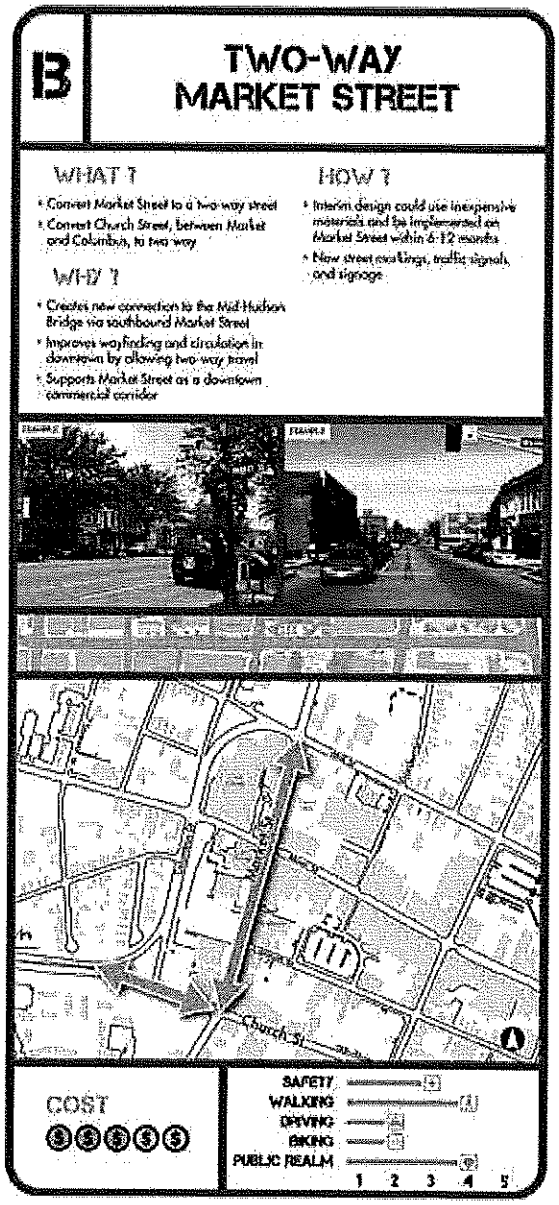
Option A

This circulation scenario is the simplest of Options A through D, and does not require a significant capital investment or major changes to the existing roadway. Option A would be a formalization of the design that was implemented during the demonstration project.



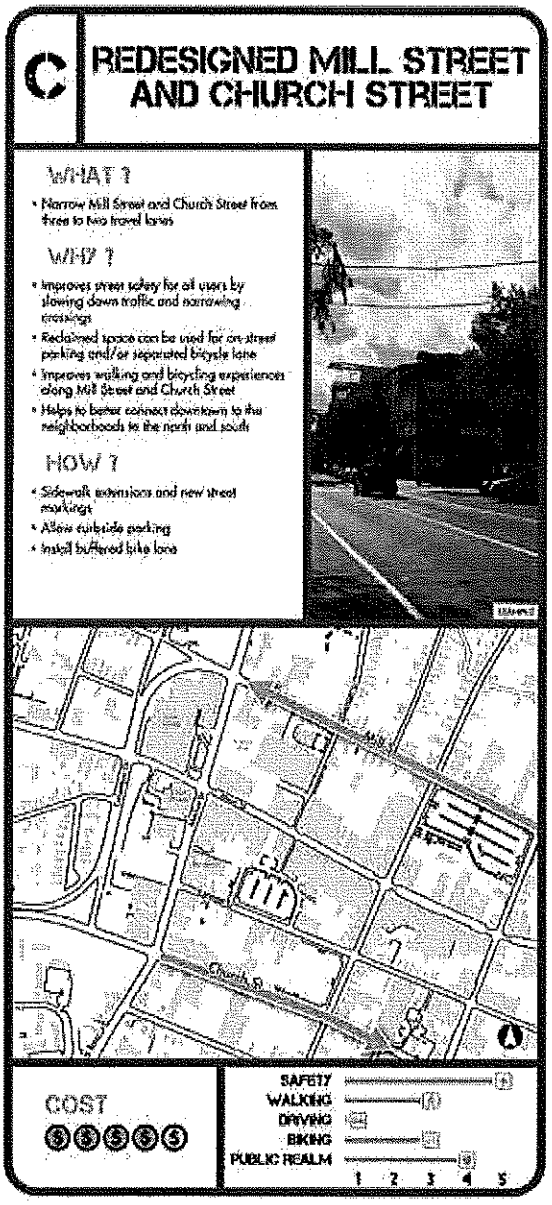
Option B

Option B would restore Market Street to a two-way street, which was one of the primary goals outlined in the City's request for proposal for this project. This option also includes a westbound connection along Church Street to the Columbus Drive and the Mid-Hudson Bridge.



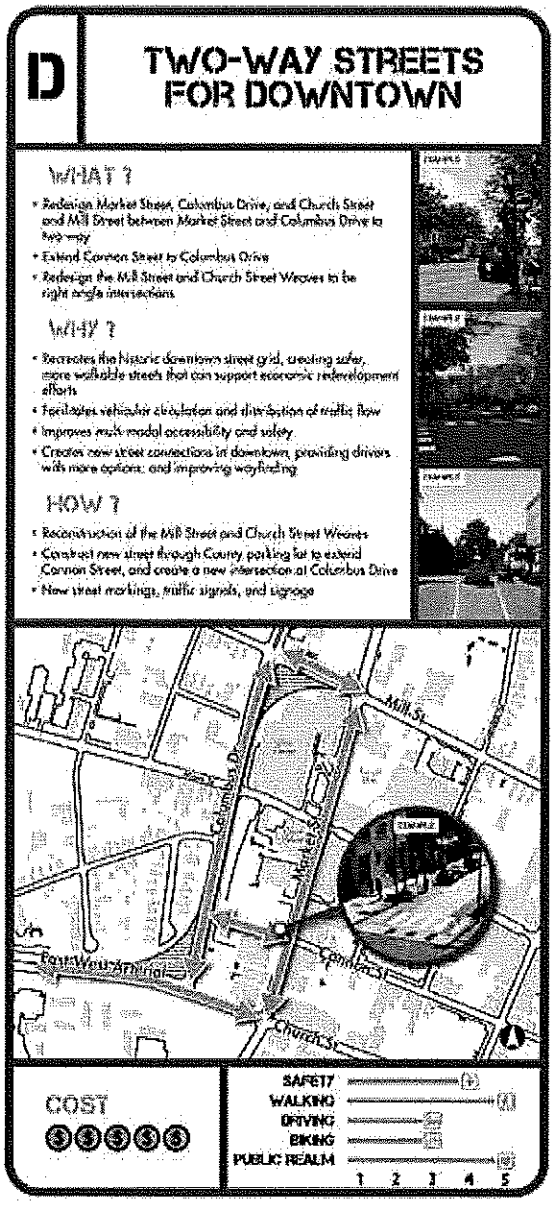
Option C

Option C addresses the desire to calm traffic along Church Street and Mill Street to make them into urban boulevards rather than state highways that separate City Center from the adjacent neighborhoods.



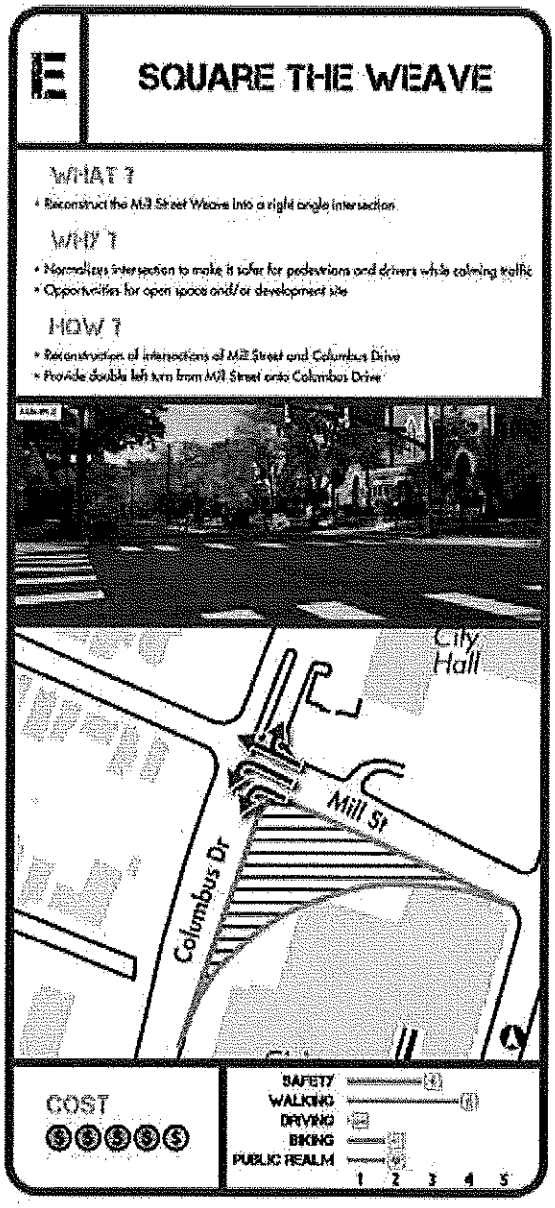
Option D

Option D builds on Options B and C by creating a true, two-way street network for City Center. It further increases circulation options by breaking up the County super block with an extension of Cannon Street.



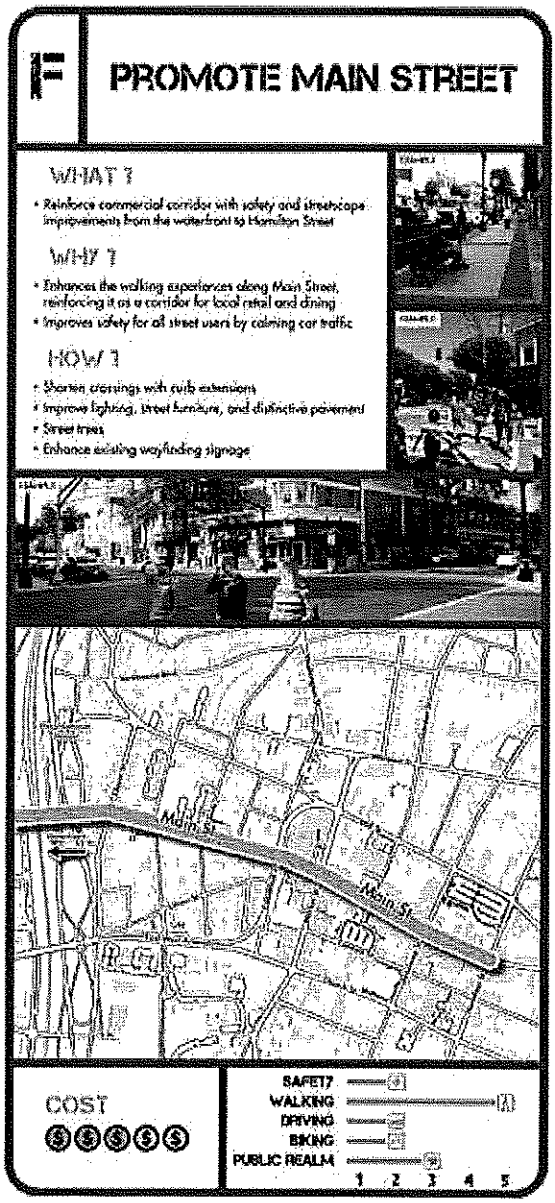
Option E

Option E is drawn directly from previous studies, including the 1997 Transportation Strategy and the City Center Revitalization Plan (2014).



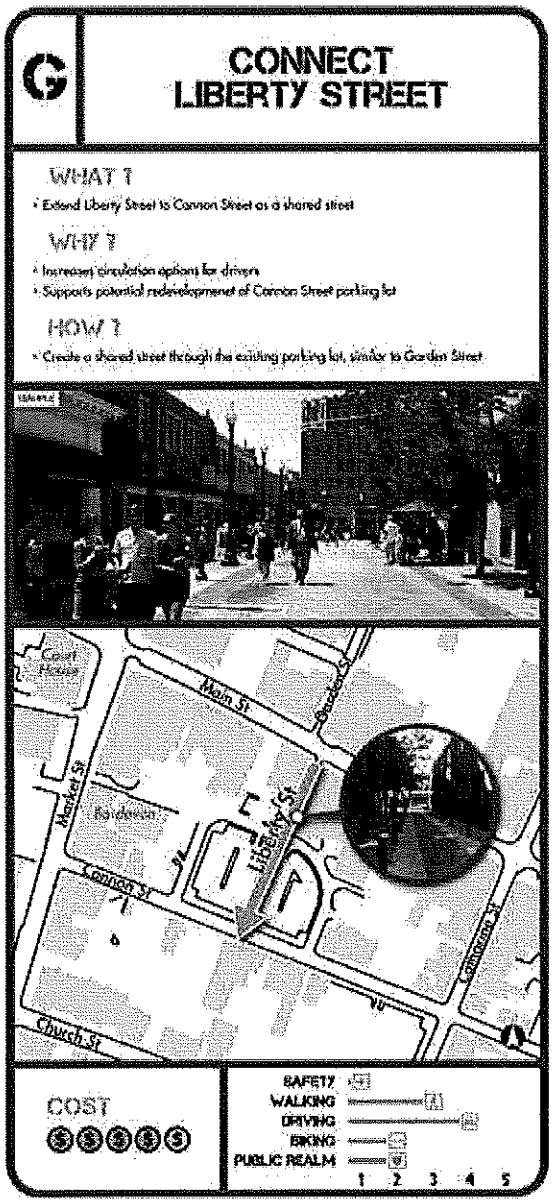
Option F

Option F is a continuation of existing efforts to promote Main Street as City Center's primary commercial street with additional traffic safety and measures.



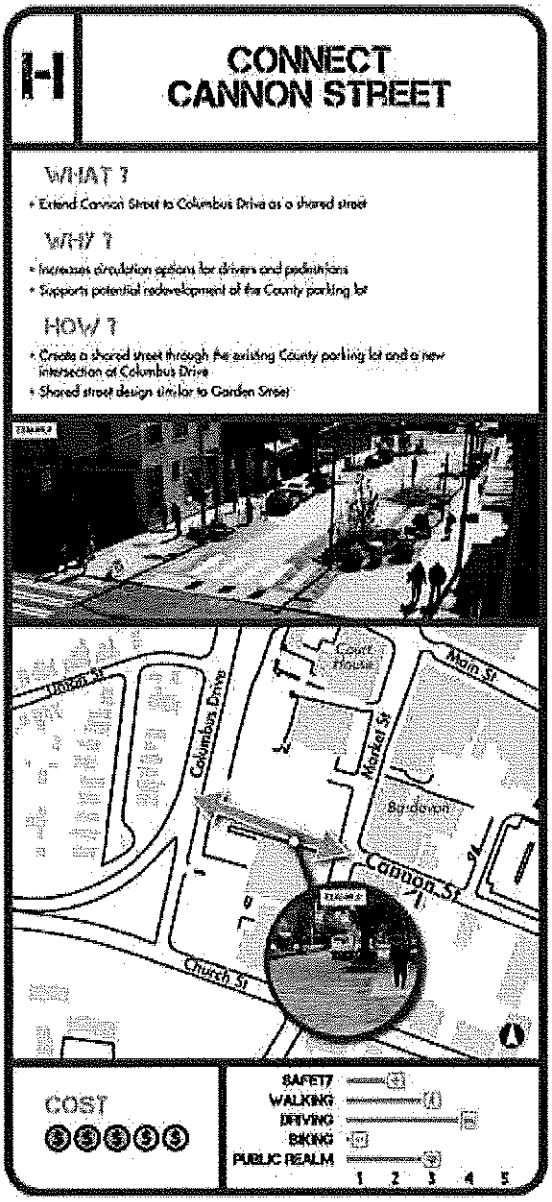
Option G

Option G allows for additional circulation choices for drivers and restores the original street grid.



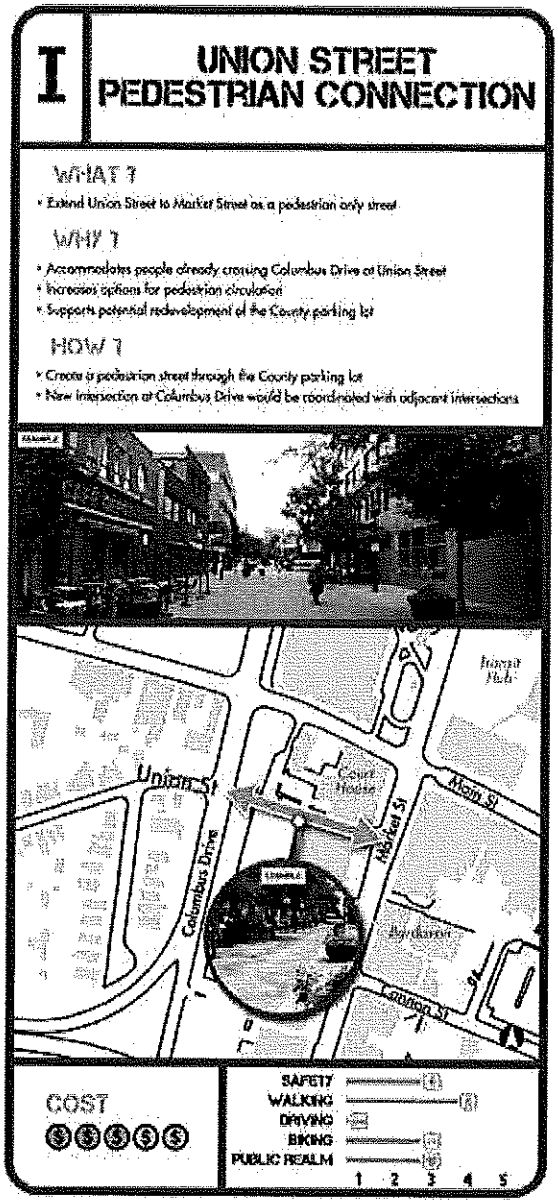
Option H

Option H allows for additional choices for drivers and pedestrians, and restores the original street grid.



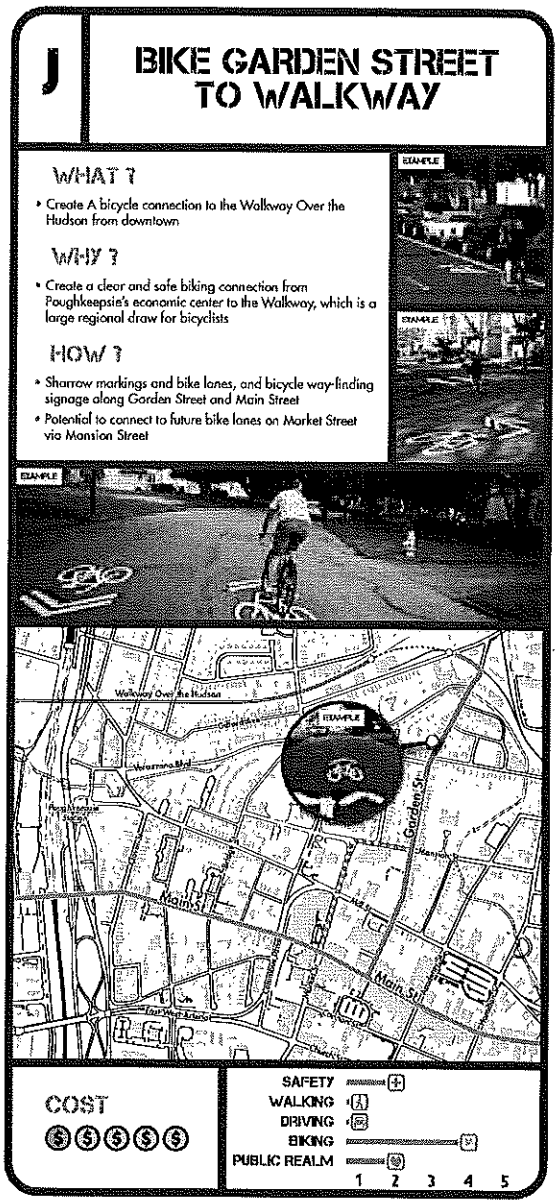
Option I

Option I allows for additional circulation choices for pedestrians, formalizing a crossing on Columbus Drive that is used today, and restores the original street grid.



Option J

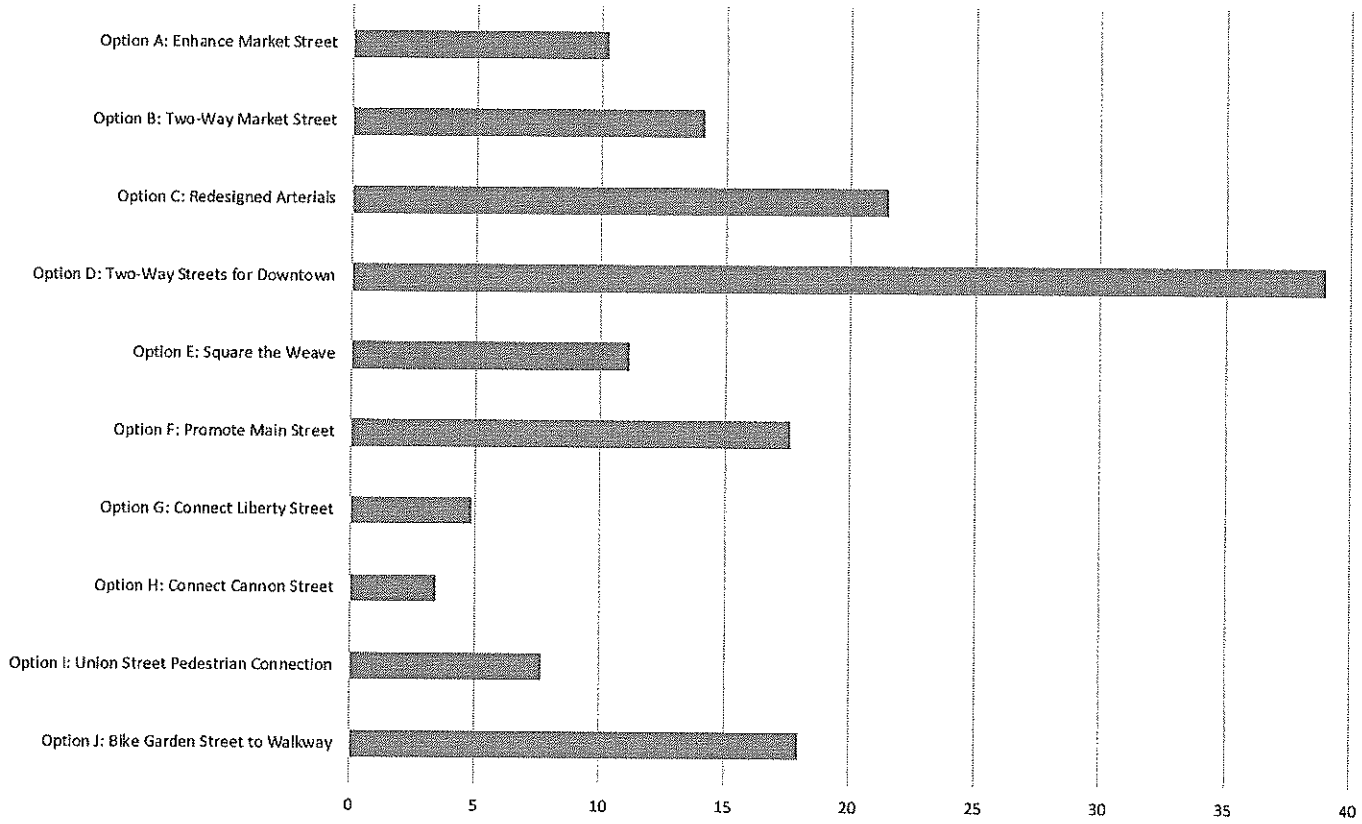
Option J creates a clearly marked bicycle connection between City Center and the Walkway Over the Hudson, which could help encourage economic development by bringing bicycle traffic from the Walkway into downtown and to the train station, and vice versa.



Public Engagement Results

Approximately 53 people participated in the "options activity" during the second public meeting on February 2, 2017. The number of votes for each option were normalized to account for the varying costs associated with each. As shown in the table below, **Option D** received the highest normalized score.

Normalized Score for the Proposed Options



RECOMMENDATIONS

The recommendations made in this report are divided into three timelines: short, medium, and long-term. More focus is given to the short-term recommendations, which are shaped by a few guiding principles:

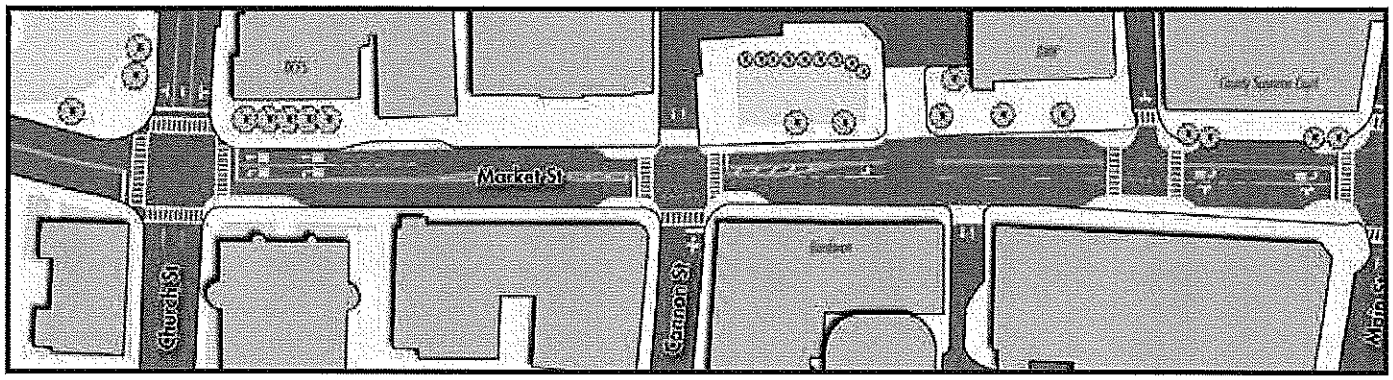
- Implementable: move beyond the planning fatigue and focus limited resources on actionable solutions.
- Under City's Jurisdiction: work within the areas that the City has direct jurisdiction, leaving larger moves for the longer-term.
- Low-Cost: use designs and materials that are relatively inexpensive, providing the flexibility to get improvements built.
- Catalyze Change: invest in the near-term projects that have the greatest potential to catalyze positive change, spur other investments, and that visibly reflect Poughkeepsie's renaissance.

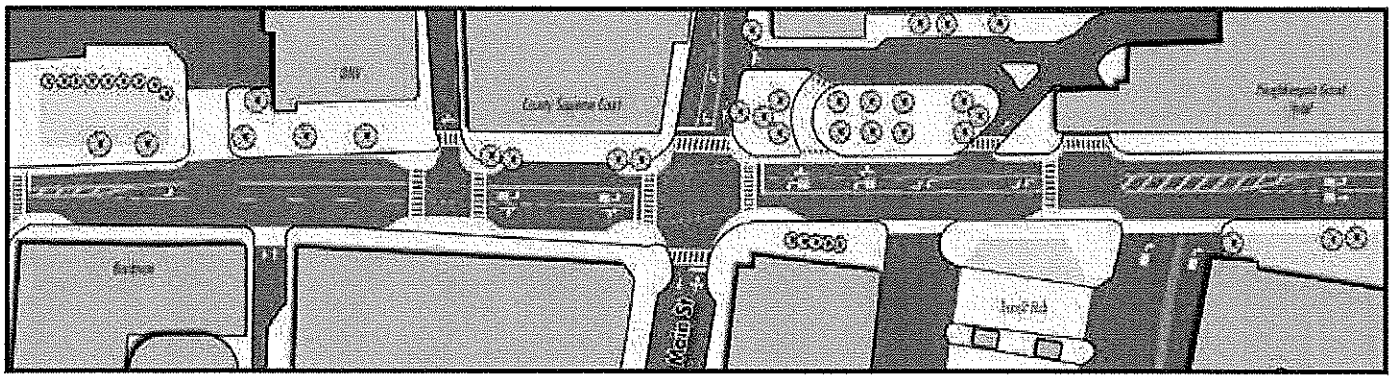
TWO-WAY DOWNTOWN STREETS

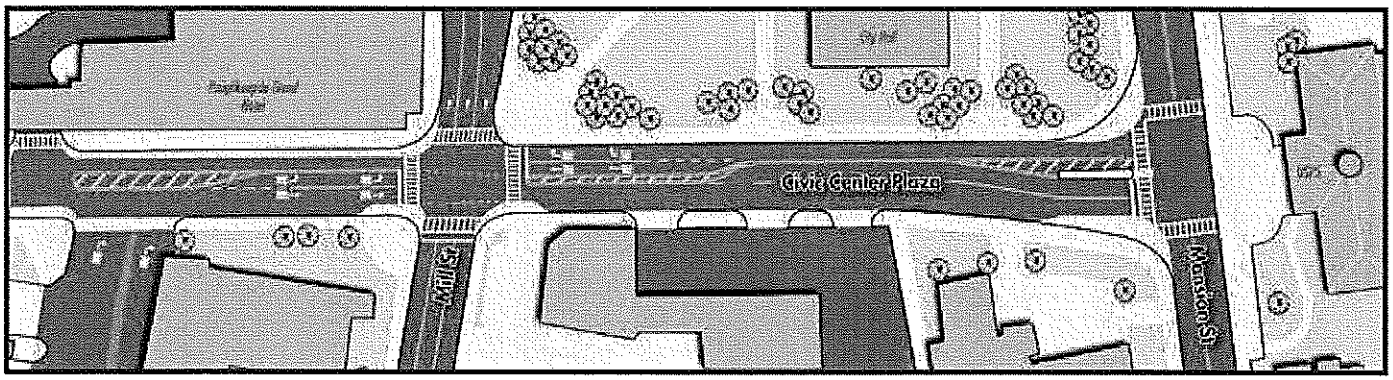
The primary and long-term recommendation of the Poughkeepsie City Center Connectivity Project is to convert downtown streets to accommodate two-way traffic, which would increase circulation options, create a more resilient grid, and help to transform City Center streets into truly urban streets. This long-term recommendation (Option D: Two-Way Streets for Downtown) is based on the feedback received throughout the project – including SAC meetings, conversations during the public meetings, the demonstration project with the general public, conversations with City and County staff, and elected officials – and a thorough technical analysis based on the area's existing conditions. A constant and consistent refrain from nearly all stakeholders has been that the future of the City's streets should help to repair the unintended consequences of the arterial system, and should be safe, promote walking, prioritize local trips and the local economy, and encourage investment in downtown. There was also a strong preference from stakeholders for re-introducing two-way travel to downtown streets.

The conversion of City Center streets to two-way is ambitious in its scope and range, and would likely require years of planning, millions of dollars of investment, and the sustained support of NYSDOT and other local and state agencies. A phased approach that focuses on short-term improvements is recommended so that can it can be implemented by the City, will be relatively affordable, and can become an important catalyst for future investments.

Two-Way Conceptual Plan on Market Street





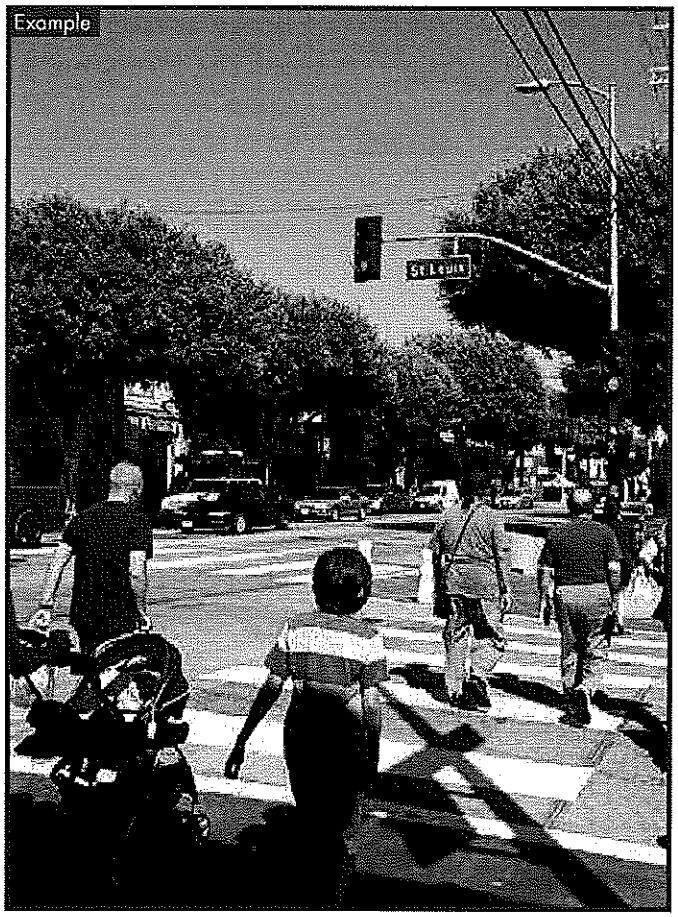


Short-Term (1-3 Years)

The short-term preferred alternative is focused primarily on Option B: **Two-Way Market Street, which would restore Market Street to a two-way street.** Option B is an essential component of Option D, but is much more achievable in the near-term. A two-way Market Street could be implemented in the near-term with interim materials, obviating the need for major capital improvements or even a street repaving (though timing implementation with the repaving schedule is a powerful way to get more out of regularly scheduled maintenance). Note that a westbound connection along Church Street to Columbus Drive and the Mid-Hudson Bridge could not be built in the near term.

This option supports Market Street as a downtown civic and commercial corridor. The two-way travel on Market Street, in conjunction with improved wayfinding, can enhance vehicular circulation throughout City Center, and facilitate local trips to, from, and within the Poughkeepsie downtown area.

Similar to the Market Street Connect Demonstration Project, a two-way Market Street can be implemented in the short-term using temporary and inexpensive materials within 6 to 12 months, once all approvals are granted and funding is secured. Interim implementation of this design would involve new street markings, traffic signal and signage changes, flexible delineators, and moveable street furniture.



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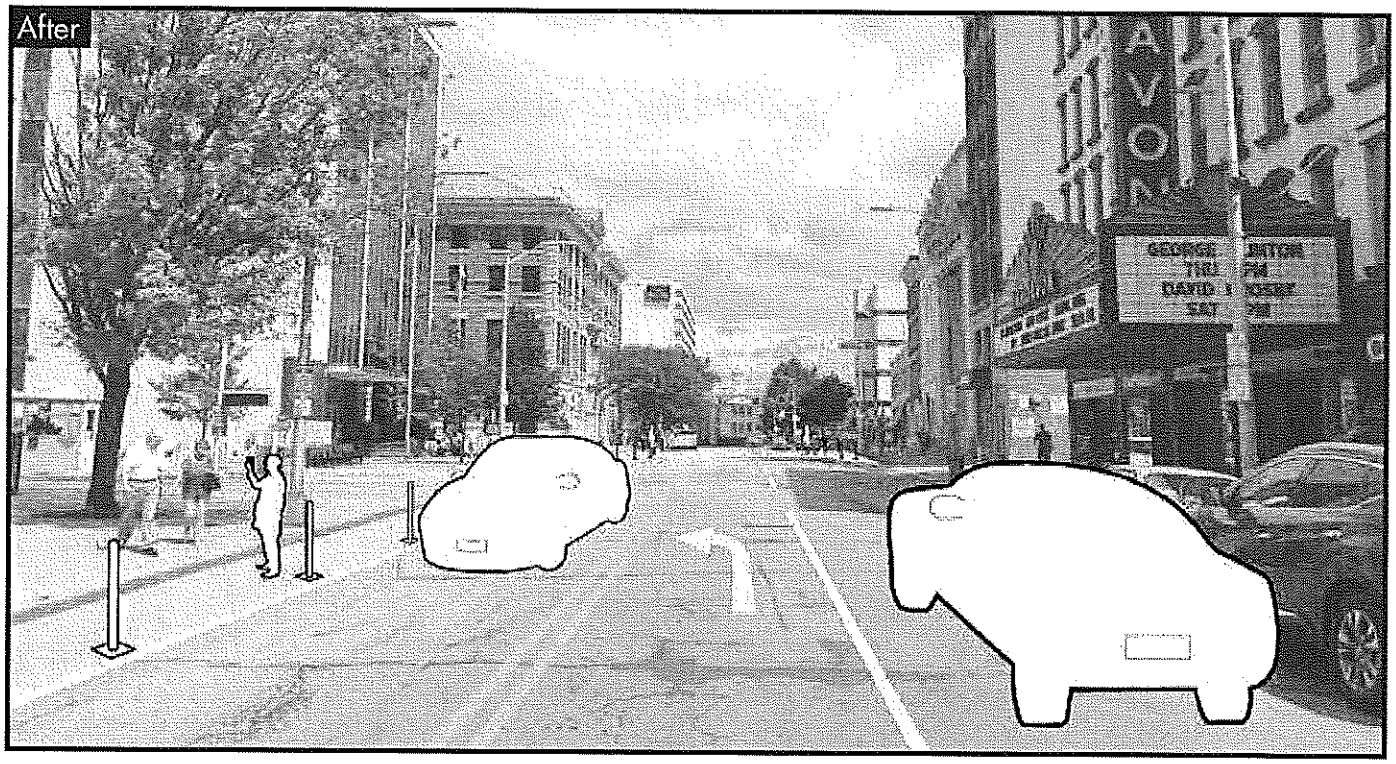
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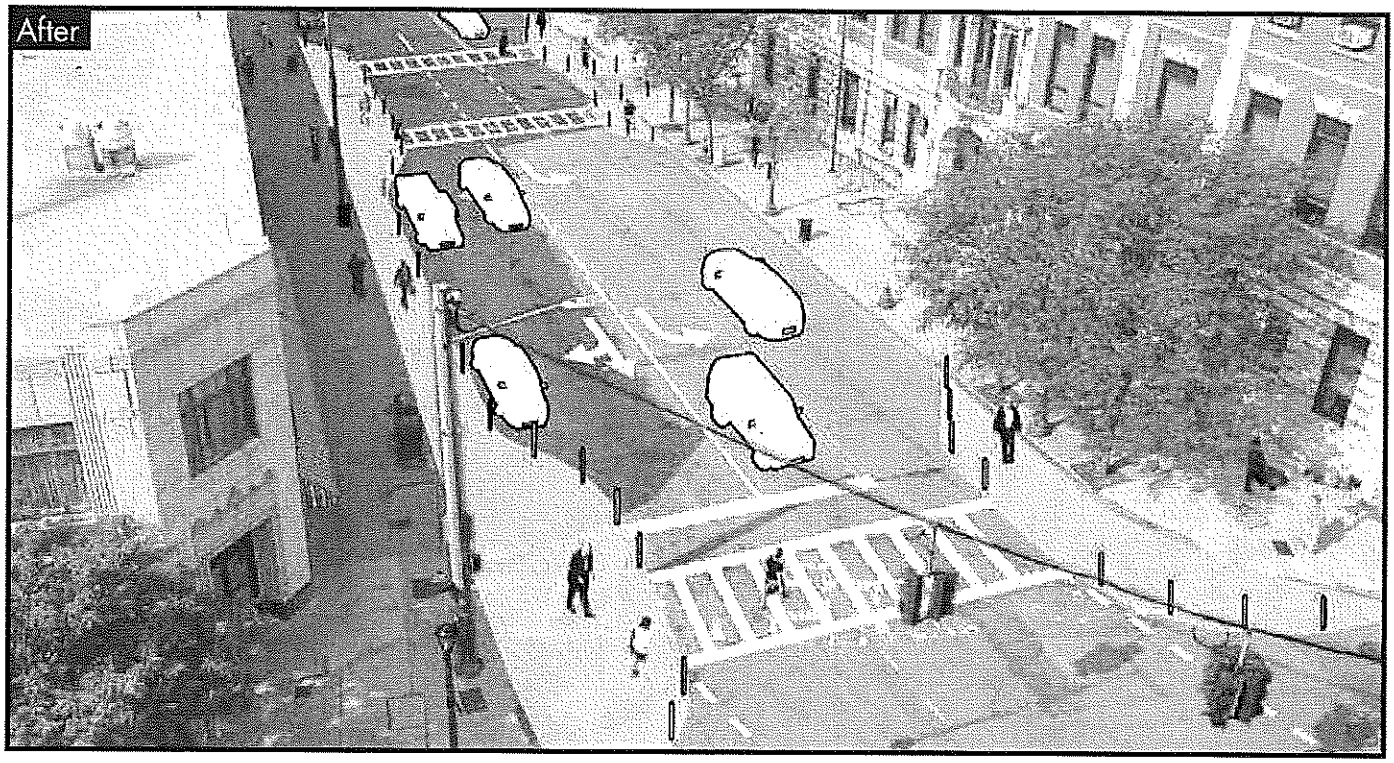
Before


After

Within the short-term and with relatively low cost and effort, Option J: **Bike Garden Street to Walkway**, may also be implemented to create a bicycle connection between the Walkway Over the Hudson (the "Walkway") and Poughkeepsie City Center. As a large regional draw for both pedestrians and bicyclists, the Walkway currently connects with the Dutchess Rail Trail on the Poughkeepsie side, and can only be easily accessed by bicyclists via a paved path on Parker Avenue between Washington Street and Garden Street.

Using painted sharrow markings and bicycle wayfinding signage, improved bicycle infrastructure can be implemented along Garden Street to create a north-south connection between the Walkway and downtown Poughkeepsie. The Garden Street bicycle connection would need a new signalized intersection at Mill Street, which would require NYSDOT approval. However, the narrowness of Garden Street at Mill Street could make it difficult to implement a two-way bicycle connection on this block.

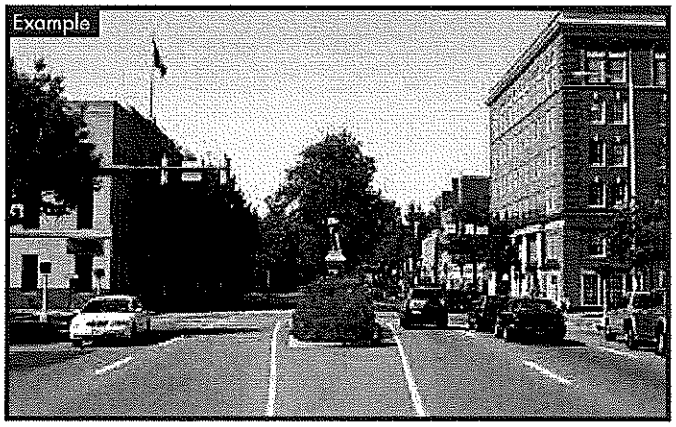
The one-way corridor between Mill Street and Mansion Street would need to be redesigned, possibly necessitating that the angled parking spaces on the west side of that block be removed. New pavement markings and signage at the intersection with Main Street would help to transition the bikeway into downtown's primary commercial street.

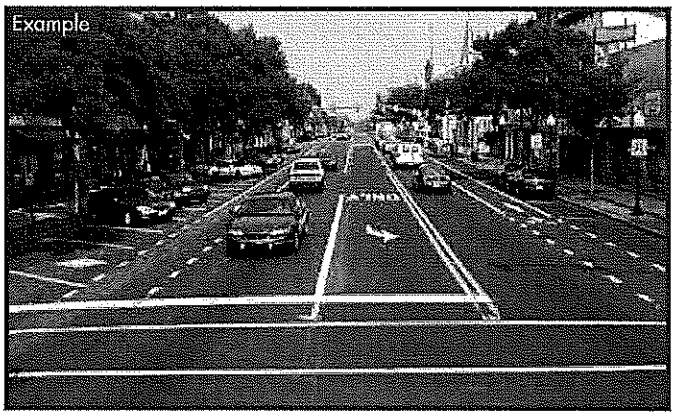
Mid-Term (3-10 Years)

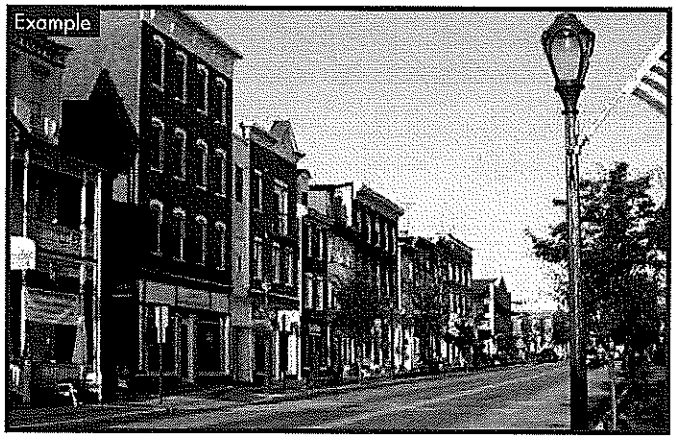
The mid-term preferred alternative builds on the momentum from the short-term improvements and is focused on Option C: **Redesigned Mill Street and Church Street**. Option C involves implementing traffic calming measures on both Mill Street and Church Street (the East-West Arterials) to transform them into urban boulevards, serving to reconnect City Center to the adjacent neighborhoods.

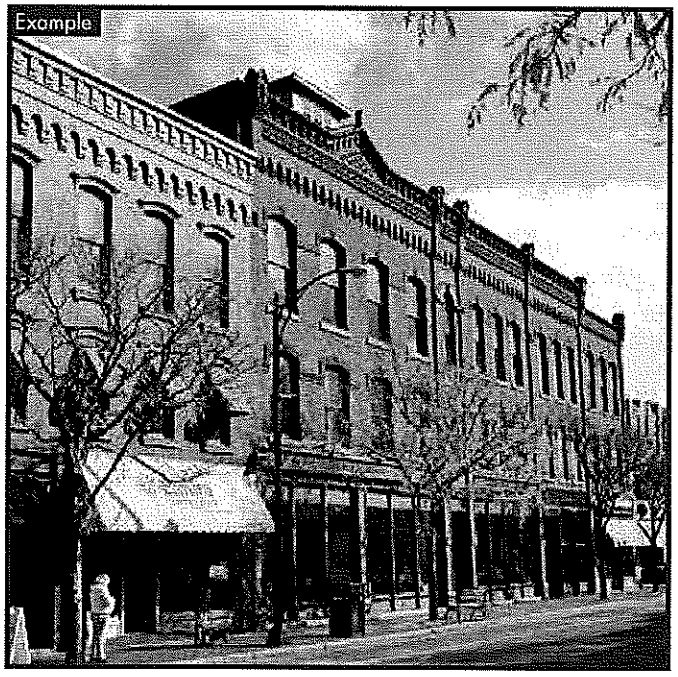
Option C would narrow both Mill Street and Church Street from its existing three-lane configuration to two travel lanes with the third lane converted to either on-street parking or a protected bikeway. The extent of the traffic calming would be from Columbus Drive to Hamilton Street, with a potential to extend farther east to where 44 and 55 intersect in Arlington.

The reduction of vehicle travel lanes would improve street safety for all users by slowing down traffic and shortening crossing distances for people walking and biking. The reclaimed right-of-way can be used for on-street parking, separated bicycle lane, or sidewalk extensions with programming opportunities. The proposed redesign of Mill Street and Church Street would improve the walking and bicycling experiences along the two arterials and facilitate better connection opportunities between City Center and the neighborhoods to the north and south.









The reconfiguration of vehicle travel lanes can be implemented relatively quickly using interim materials like those used during the Market Street Connect Demonstration Project. This approach allows the design option to be tested in the real-world context and encourages flexible programming uses. However, any changes to Mill Street and Church Street would require coordination with NYSDOT, which has jurisdiction over the two streets. Additional studies would also be required to determine the extent of lane reconfiguration, as well as the final design of the preferred alternative on Mill Street and Church Street.

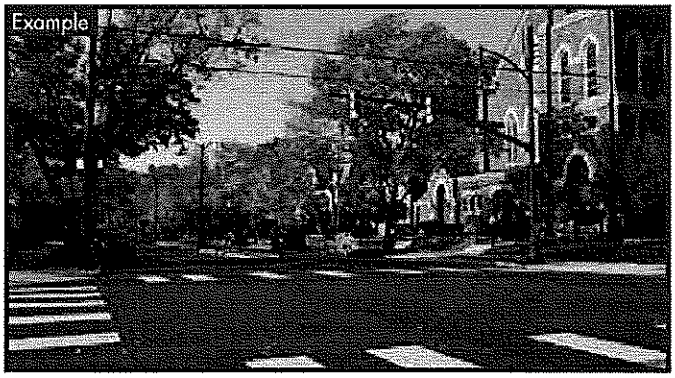
During the short to mid-term, Option F: **Promote Main Street**, can also be implemented without conflicting with the phasing of other design options. Option F builds on the Main Street Economic Development Strategy and reinforces the commercial corridor with safety and streetscape improvements from the waterfront to Hamilton Street. Enhancing the walking experiences along Main Street would strengthen the corridor as a destination for local retail and dining while traffic calming measures would improve safety for all street users.

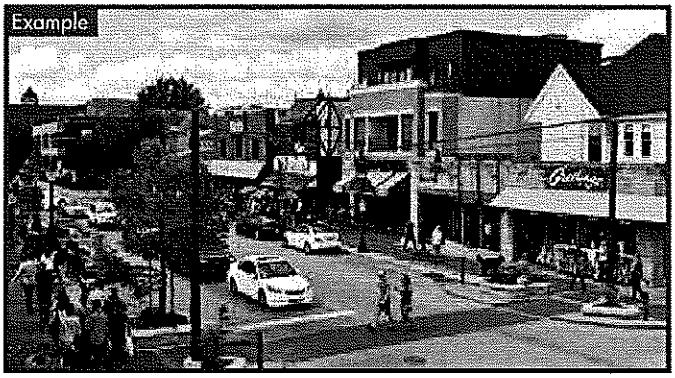
Improvements on the Main Street corridor could include restriping crosswalks, clarifying parking and vehicle travel lanes, traffic calming measures to shorten mid-block crossings, additional pedestrian ramps at intersections, realigning marked crosswalks at curb extensions to reduce overall crossing distances, additional street furniture, distinct pavement materials, enhanced lighting, street trees, and wayfinding signage. Depending on funding and materials, Option F could be implemented in the short-term (1-3 years).

Long-Term (10+ Years)

The long-term preferred alternative builds upon the improvements implemented during the short- and mid-term, and involves permanent capital reconstruction efforts that are expensive and would likely require the sustained coordination of multiple City and State agencies, and the public's support. The long-term preferred alternative is centered on Option D: **Two-Way Streets for Downtown,** and is complemented with stand-alone street redesign options that focus on enhancing vehicular and pedestrian circulation and accessibility into and through Poughkeepsie City Center.

Option D would involve redesigning Market Street, Columbus Drive, and Church Street and Mill Street between Market Street and Columbus Drive into a two-way street network that would improve safety, circulation, and the public realm for all users. In the long-term, Market Street would be reconstructed to facilitate permanent two-way traffic circulation by building on the feedback and comments received during the interim implementation. The reconstruction of Market Street would become a part of the City's capital program and would likely be implemented with other necessary infrastructure and public works improvements along the same corridor. Church Street and Mill Street between Columbus Drive and Market Street, would be redesigned from its current one-way three lane configuration into two-way streets to facilitate the redistribution of vehicular circulation throughout the network. Columbus Drive between Mill Street and Church Street would also be redesigned from its current one-way four lane configuration into a two-way street. To improve safety and to accommodate the long-term two-way street redesigns, the intersections where Columbus Drive meets Mill Street (Option E) and Church Street will both be reconstructed into **right-angle intersections** to eliminate the branching slip lanes.





In the long-term, **additional street connections are recommended** (Options G, H, and I) to improve vehicular and pedestrian circulation into and throughout City Center, and create potential economic development opportunities along the new block faces. These changes should accompany a land use plan and new development to maximize the benefits of new street connections while avoiding the creation of streets that could feel empty.

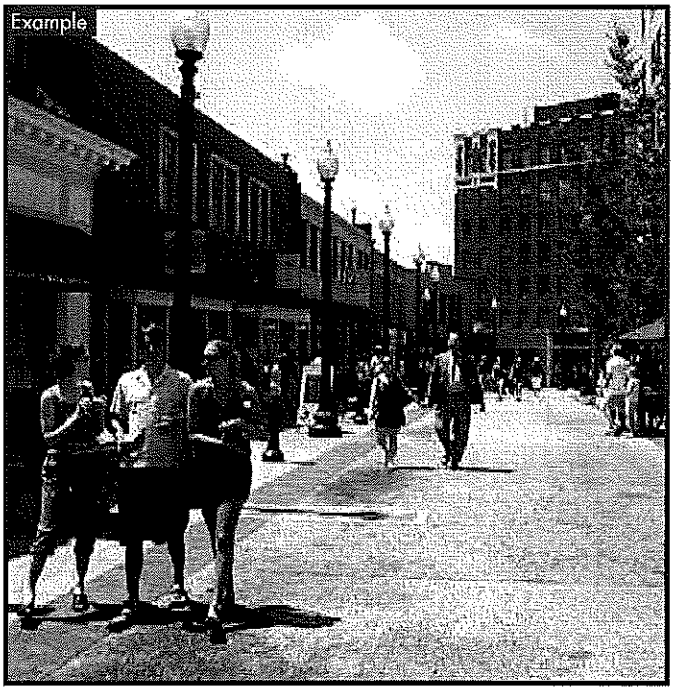
Liberty Street would be reopened to vehicular traffic between Main Street and Cannon Street (Option G). The design would be similar to the shared-street design on Garden Street, where pedestrian movements are prioritized but with sufficient street widths to allow vehicle access.

In coordination with Dutchess County, **Cannon Street would extend westward through the existing County office parking lot and create a new intersection at Columbus Drive** (which would require NYSDOT approval). The extension of Cannon Street would provide additional circulation options for drivers and pedestrians while supporting potential redevelopment of the County office parking lot. The extended Cannon Street would also be designed as a shared-street that prioritizes pedestrian activity, similar to Garden Street at Main Street. This new extension of Cannon Street could transition incrementally over time to support local economic development.

Similar to Cannon Street and in coordination with Dutchess County, **Union Street would extend eastward and through the County office parking lot to intersect with Market Street and create a new signalized intersection on Columbus Drive** (which would require NYSDOT approval). The Union Street extension would be designed as a pedestrian-only street to accommodate people already crossing Columbus Drive at Union Street, and support potential redevelopment potential of the County office parking lot.

The new intersections on Columbus Drive at Cannon and Union would have their signals coordinated with Main Street to minimize the impacts on traffic flow. This would have to be closely coordinated with NYSDOT.

Garden Street


Example

OTHER RECOMMENDATIONS

In addition to the long-term preferred alternative, additional improvement are recommended to further improve circulation, access, and safety for all street users in City Center:

Market Street Recommendations (short-term, 1-3 years)

The existing traffic conditions assessment revealed that immediate improvements could be made to the existing street network to improve vehicle and pedestrian safety. These recommendations are intended to be relatively simple and inexpensive improvements that are within the City's jurisdiction that could improve traffic conditions in City Center. They generally do not necessitate major capital construction or changes to signal timing that would require the significant involvement of NYSDOT.

Restripe Market Street

- Existing pavement markings and lane striping were observed to be faded and worn along the Market Street corridor. New pavement markings and lane striping can reduce vehicle crash rates and improve safety along the corridor.
- The northbound Market Street approach at Main Street is slightly offset from its receiving lanes. New dotted lane line extensions into the intersection are recommended to provide guidance for drivers and improve safety for all street users.

Upgrade traffic signal at Market Street and Cannon Street intersection

- A secondary traffic signal assembly is recommended in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) to allow for redundancy of traffic signals for each approach. In addition, ADA-compliant pedestrian countdown signals and pushbuttons are recommended for all approaches to enhance pedestrian crossing safety.

Realign and restripe midblock crossings on Market Street

- The existing midblock crossing in front of the Civic Center and Transit Hub can be restriped and realigned in a perpendicular orientation to reduce pedestrian crossing distance. New ADA-compliant ramps would also be required to complement the realigned midblock crossings.

Main Street Recommendations (short-term, 1-3 years)

Modify Main Street approach at Columbus Drive

- The westbound Main Street approach at Columbus Drive currently experiences congestion, which is likely due to the single lane approach and limited green signal time provided to Main Street. It is recommended that the westbound Main Street approach be restriped to provide for an exclusive left-turn lane and through lane. No signal time change is currently recommended. Additionally, the eastbound Main Street approach would be restriped to provide for a through lane and an exclusive right-turn. The removal of parking would be required along the westbound Main Street approach. The addition of exclusive turn lanes would facilitate movements to/from Columbus Drive and improve traffic operations along Market Street.

Parking Recommendations

Provide additional access options to and from City Center parking facilities

- Allow direct access to and from Mansion Street from the Poughkeepsie Journal parking lot by opening the existing locked gate facing Mansion Street. An additional access to the parking lot could relieve pressure on southbound Civic Center Plaza by redirecting some traffic to Columbus Drive via Mansion Street. (short-term, 1-3 years)

- Explore a secondary egress option out of the Market Street parking garage to alleviate vehicular congestion during peak hours onto Civic Center Plaza and subsequently on to Mill Street. (mid-term, 3-10 years)

- Explore a secondary egress option out of the Civic Center garage onto Columbus Drive to allow direct access options to the East-West Arterial, and to alleviate vehicular congestion onto Civic Center Plaza and/or Main Street. This would be a long-term recommendation to be explored in conjunction with the intersection reconstruction at Mill Street and Columbus Drive. (long-term, 10+ years)

Reduce the cost of parking at the Academy Street and Liberty Street parking lots during events at the Civic Center and/or Bardavon to improve parking utilization and capacity distribution.

IMPLEMENTATION

The project team proposes a phased implementation approach to convert Market Street into a two-way corridor for the short-term preferred alternative. While the Market Street Connect Demonstration Project in October 2016 was for one day, the two-way Market Street conversion using interim materials such as lane marking paint, textured epoxy paint, planters or other attractive barriers, flexible bollards, and moveable furniture would last for a period of at least 6 to 12 months (but could last years). The impact and effectiveness of the demonstration project would be closely monitored during the implementation period while the design of the two-way Market Street would evolve to address community feedback and technical constraints. By encouraging community involvement throughout the demonstration period and providing Poughkeepsie's residents and businesses along the Market Street corridor the opportunity to experience the two-way street redesign in real time, the short-term preferred alternative could build up local support and serve as a catalyst for the mid- and long-term preferred alternatives.

CRITICAL STEPS

Implementing a two-way Market Street requires City approval, the sustained support of stakeholders, reliable allocation of funding sources, strong leadership, and extensive public outreach.

Council Approval

City Council approval is not only required but their active support would be key prior to the implementation of a two-way Market Street with interim materials.

NYSDOT Support

While the proposed two-way Market Street is on a city street, it does affect operations at two key intersections with Church Street and Mill Street, which are controlled by NYSDOT. Sustained support from NYSDOT for the project is critical to its success and required to change signal timing and lane configurations at those intersections.

Identify Funding Sources

Identifying and securing reliable funding is a critical step for any project implementation (see **Cost and Funding** section below)

Identify Project Management

A designated project manager would provide the necessary leadership and coordination capacity to implement the two-way interim Market Street. The project manager would be the point of contact during project implementation and would be responsible for the day-to-day operations including staffing assignment, project scheduling, and both internal and external coordination and communications.

Community Engagement

Integrating an open and transparent community outreach process into the project implementation would help to build stakeholder and public support and ensure that the project addresses the needs and concerns of the community in a meaningful and impactful way. Extensive public outreach and individual consultations would need to be conducted with business owners and local stakeholders along Market Street to identify and address any location-specific challenges while enhancing existing amenities along the corridor. This would include the Bardavon Opera House, Civic Center, Poughkeepsie Grand Hotel, and Dutchess County, among others.

Interim Design

The interim design of the two-way Market Street would be based on the schematic design, traffic signal, and markings plan developed by the project team. New curbside regulations would be drafted to reflect the two-way operation of Market Street and to support economic redevelopment opportunities along the corridor. Final interim design would also include cost estimates, required materials, and a maintenance plan to ensure that the two-way Market Street would be kept clean and in a state of good repair.

Pre-Implementation

Communication Strategy

- A clear and coherent strategy is needed to communicate the benefits and rationale behind the project to the general public and key stakeholders prior to the implementation of the two-way Market Street. Some of the key benefits are:

A Two-Way Market Street Would:

- Provide additional options for vehicular and pedestrian circulation in City Center
- Simplify traffic circulation and facilitate navigating to, from, and through downtown
- Enhance safety for all street users by shortening crossing distances and calming traffic
- Enhance the urban realm of the corridor, reinforcing it as a civic and commercial center

- In addition, the advantages of adopting a phased implementation approach using interim materials needs to be clearly conveyed to the business owners, employees, and local residents who frequent the Market Street corridor. Some of the key talking points are:

A Phased Implementation Is:

- Flexible and can adapt over time to the changing or emerging needs of the community
- Allows for testing opportunities to see what works and what can be improved based on community feedback and technical challenges
- Inexpensive and can be built quickly.
- Dynamic and can be responsive to the existing context and traffic conditions. Peak hour traffic conditions can be managed with signal timing changes and Traffic Enforcement Agents (TEAs) can be employed for special events.

Communication Outreach Strategy

- During the pre-implementation phase, community outreach efforts would be similar to those carried out during the October 2016 Market Street Connect Demonstration Project. Outreach activities could include the distribution of informational flyers, tabling along the Market Street corridor and at high pedestrian traffic locations, individual outreach for local businesses, partnerships with existing community organizations (Ex: Scenic Hudson, Hudson River Housing), and local news / press releases.

Operational Strategy

- Variable-Message Signs (VMS) are recommended to be deployed at least two weeks ahead of project implementation to give drivers sufficient notice of the changes to traffic patterns.
- Wayfinding and directional signage would help to communicate the new roadway changes for drivers in the long-term.

Implementation

Similar to the October 2016 Market Street Connect Demonstration Project, the implementation and opening of the two-way Market Street should be advertised as an upbeat festive event or ideally occur concurrently with an existing local event. During these events, the two-way Market Street corridor would consist of a variety of interactive activities and improved street furniture to attract participants and further promote the short-term preferred alternative.

Feedback

The importance of community feedback remains a critical element in the implementation of the short- and long-term preferred alternative. After the initial implementation of the two-way Market Street conversion, a public feedback portal should be available on the City's website to solicit comments from the local community over time. Discreet outreach events post-implementation would allow the City to revise and improve on the interim design, including potential adjustments in traffic signal timing, curbside parking regulations, and lane striping as warranted.

The interim approach allows for tweaking along the way and to learn larger lessons about what works and what could be improved without making a huge investment. Large-scale changes to the interim design can be incorporated in the final permanent design and capital reconstruction.

IMPACTS

Two-Way Market Street Level-of-Service Impacts

A two-way Market Street conversion allows two-way traffic along Market Street from Church Street (East-West Arterial) to the south and Mill Street / Civic Center Plaza to the north. A level of service (LOS) traffic analysis was conducted comparing the 2016 existing conditions with the proposed two-way street. A summary of the results of the LOS traffic analysis comparison are shown below. The detailed traffic analysis can be found in the **Impacts and Costs Technical Memo**.

2016 LOS Traffic Analysis

			PM			
			LOS	Delay (s)	v/c	Queues (ft)
Intersection 1: Market Street & Church Street - Signalized						
Market Street	NB	TR	D	49.0	0.86	268
Church Street	EB	LTR	C	21.4	0.90	605
Overall Intersection			C	25.1	-	-
Intersection 2: Market Street & Cannon Street/Driveway - Signalized						
Market Street	NB	LTR	A	5.8	0.26	49
Driveway	EB	LT	B	19.7	0.15	29
Cannon Street	WB	TR	C	29.2	0.58	26
Overall Intersection			B	13.1	-	-
Intersection 3: Market Street & County Office Building Driveway - Unsignalized						
Overall Intersection			A	-	-	-
Intersection 4: Market Street & Main Street - Signalized						
Market Street	NB	L	A	8.2	0.27	47
		TR	A	7.9	0.31	52
Main Street	EB	LT	C	21.2	0.49	97
	WB	TR	D	49.0	0.85	199
Overall Intersection			B	19.4	-	-
Intersection 5: Civic Center Plaza & Hotel Driveway/Transit Hub Exit Driveway - Unsignalized						
Transit Hub Exit Dwy	WB	TR	C	19.9	-	
Intersection 6: Civic Center Plaza & Mill Street - Signalized						
Civic Center Plaza	NB	L	C	25.4	0.64	59
		LT	C	32.5	0.74	169
	SB	R	F	162.8	1.19	213
Mill Street	WB	TR	C	30.1	0.89	476
Overall Intersection			D	41.0	-	-
Intersection 7: Columbus Drive & Main Street - Signalized						
Columbus Drive	SB	LTR	B	12.4	0.70	205
Main Street	EB	TR	C	33.1	0.65	206
	WB	LT	F	172.6	1.26	370
Overall Intersection			C	33.0	-	-
Intersection 8: Columbus Drive & Church Street - Signalized						
Columbus Drive	SB	L	C	20.3	0.86	192
Church Street	EB	T	B	14.1	0.55	240
Overall Intersection			B	16.4	-	-

Note: 95th percentile queue length (feet) is reported

Two-Way Market Street LOS Analysis

			PM				Notes
			LOS	Delay (s)	v/c	Queues (ft)	
Intersection 1: Market Street & Church Street - Signalized							
Market Street	NB	TR	D	49.8	0.87	285	Added SB phasing.
	SB	L	C	28.1	0.54	85	
		T	C	20.6	0.30	122	
Church Street	EB	LTR	C	21.5	0.82	379	Adjusted signal phase settings and timings.
Overall Intersection			C	25.7	-	-	
Intersection 2: Market Street & Cannon Street/Driveway - Signalized							
Market Street	NB	LTR	B	12.4	0.50	148	Added SB phasing. Adjusted signal phase settings and timings.
	SB	LTR	A	6.1	0.40	53	
Driveway	EB	LTR	B	13.0	0.1	22	
Cannon Street	WB	LTR	C	20.4	0.43	22	
Overall Intersection			B	12.0	-	-	
Intersection 3: Market Street & County Office Building Driveway - Unsignalized							
Overall Intersection			A	0.8	0.26	-	
Intersection 4: Market Street & Main Street - Signalized							
Market Street	NB	L	B	18.4	0.37	55	Added SB phasing. Adjusted signal phase settings and timings.
		TR	C	23.4	0.73	199	
	SB	L	B	15.0	0.15	25	
		TR	B	20.0	0.60	191	
Main Street	EB	LTR	B	13.6	0.36	78	
	WB	LTR	C	23.0	0.64	162	
Overall Intersection			C	20.4	-	-	
Intersection 5: Civic Center Plaza & Hotel Driveway/Transit Hub Exit Driveway - Unsignalized							
Market Street	NB	LT	A	0.1	0.00	0	
	SB	LR	A	0.0	0.24	0	
Transit Hub Exit Dwy	WB	R	C	19.6	0.58	91	
Overall Intersection			A	5.5	0.58	-	
Intersection 6: Civic Center Plaza & Mill Street - Signalized							
Civic Center Plaza	NB	L	E	55.6	0.91	180	Added SB phasing. Adjusted signal phase settings and timings.
		T	B	17.1	0.40	178	
	SB	T	D	41.0	0.23	51	
		R	E	63.3	0.88	105	
Mill Street	WB	LTR	D	36.1	0.94	471	
Overall Intersection			D	38.7	-	-	
Intersection 7: Columbus Drive & Main Street - Signalized							
Columbus Drive	SB	LTR	C	24.3	0.68	257	Added exclusive left turn signal for Main St WB.
Main Street	EB	TR	D	45.9	0.81	210	Adjusted ped timing (walk time = 7s, FDW = 22s) for the south crosswalk.
	WB	L	B	17.9	0.44	82	
		T	C	25.6	0.26	89	
Overall Intersection			C	26.7	-	-	Adjusted existing signal timing
Intersection 8: Columbus Drive &Church Street - Signalized							
Columbus Drive	SB	L	C	24	0.70	89	No change to existing traffic signal.
Church Street	EB	T	A	7.2	0.46	182	
Overall Intersection			B	11.1	-	-	

State Environmental Quality Review Requirements

A high-level analysis of the short- and long-term preferred alternative have been evaluated against the State Environmental Review (SEQR) criteria to understand which elements of the proposed project may cause adverse impacts. These categories have been flagged and are shown in the table below:

SEQR Impact Categories	PCCCP Preferred Alternative Project Elements						
	Short-Term	*Long-Term*					
	Two-Way Market Street[1]	Two-Way Streets for Downtown[2]	Promote Main Street	Connect Liberty Street	Connect Cannon Street	Union Street Pedestrian Connection	Garden Street Bicycle Connection
Impact on Transportation							
The proposed action may result in a change to existing transportation systems	Yes	Yes	No	Yes	Yes	No	YES
a. Projected traffic increase may exceed capacity of existing road network.	No, or small impact may occur	Moderate to large impact may occur		No, or small impact may occur	No, or small impact may occur		
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	No, or small impact may occur	No, or small impact may occur		No, or small impact may occur	No, or small impact may occur		
c. The proposed action will degrade existing transit access.	No, or small impact may occur	No, or small impact may occur		No, or small impact may occur	No, or small impact may occur		
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	No, or small impact may occur	No, or small impact may occur		No, or small impact may occur	No, or small impact may occur		
e.The proposed action may alter the present pattern of movement of people or goods	Moderate to large impact may occur	Moderate to large impact may occur		No, or small impact may occur	No, or small impact may occur		No, or small impact may occur
Impact on Noise, Odor, and Light							
The proposed action may result in an increase in noise, odors, or outdoor lighting.	Yes	Yes	No	Yes	Yes	No	No
a. The proposed action may produce sound above noise levels established by local regulation.	No, or small impact may occur	No, or small impact may occur		No, or small impact may occur	No, or small impact may occur		
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	No, or small impact may occur	No, or small impact may occur		No, or small impact may occur	No, or small impact may occur		
c. The proposed action may result in routine odors for more than one hour per day	No, or small impact may occur	No, or small impact may occur		No, or small impact may occur	No, or small impact may occur		
d. The proposed action may result in light shining onto adjoining properties.	No, or small impact may occur	No, or small impact may occur		No, or small impact may occur	No, or small impact may occur		
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	No, or small impact may occur	No, or small impact may occur		No, or small impact may occur	No, or small impact may occur		
Impact on Land							
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site.	No	Yes	No	Yes	Yes	Yes	No
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.		No, or small impact may occur		No, or small impact may occur	No, or small impact may occur	No, or small impact may occur	
b. The proposed action may involve construction on slopes of 15% or greater.		No, or small impact may occur		No, or small impact may occur	No, or small impact may occur	No, or small impact may occur	
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.		No, or small impact may occur		No, or small impact may occur	No, or small impact may occur	No, or small impact may occur	
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material		No, or small impact may occur		No, or small impact may occur	No, or small impact may occur	No, or small impact may occur	
e. The proposed action may involve construction that continues for more than one year or in multiple phases.		Moderate to large impact may occur		No, or small impact may occur	No, or small impact may occur	No, or small impact may occur	
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).		No, or small impact may occur		No, or small impact may occur	No, or small impact may occur	No, or small impact may occur	
g. The proposed action is, or may be, located within a Coastal Erosion hazard area		No, or small impact may occur		No, or small impact may occur	No, or small impact may occur	No, or small impact may occur	

[1]A two-way Market Street was identified as a short-term actionable project within the larger scope of the PCCCP preferred alternative (Option D) due to its relative low-cost, ease of implementation with interim materials, and city-ownership of the right-of-way.

[2]Two-way streets include: Market Street, Columbus Drive, and Church Street and Mill Street between Columbus Drive and Market Street

Cost and Funding

Cost

A budget-level cost estimate is provided for the two-way Market Street scenario, for both an interim implementation and eventual full replacement with capital reconstruction.

Intersection	Two-Way Market Street	Interim	Full Replacement
#1	Install (2) Traffic Signal heads on existing span wire facing southbound traffic flow	$50,000	$250,000
#2	Install (1) Traffic Signal head in the southbound direction	$25,000	$150,000
#3	Install Stop Sign controls and pavement markings	$5,000	$5,000
#4	Install (1) Traffic Signal head in the southbound direction on the existing span wire, change traffic signal timing / phasing / detection	$75,000	$200,000
#5	Changes to the driveway configurations	$25,000	$25,000
#6	Replacement of (1) Traffic Signal head, repositioning on existing span wire, change traffic signal timing / phasing / detection	$75,000	$200,000
#7	Replacement of (1) Traffic Signal head for exclusive westbound left turn, repositioning on existing span wire, change traffic signal timing / phasing / detection, crosswalk pavement markings	$25,000	$25,000
#8	No changes	$0	$0
Corridor	Removing existing signs, new signs, new roadway pavement markings	$100,000	$100,000
	Total	$380,000	$955,000

Additional	Streetscape improvements	$40,000	$500,000

Federal, State, and Local Funding Sources

Potential federal, state, and local/private funding sources were identified and matched with the various project elements of the preferred alternative option. Since the selected preferred alternative would likely require capital reconstruction efforts, a phased approach is recommended that breaks down the preferred alternative into short- and long-term project elements, in addition to other non-exclusive project recommendations such as the Garden Street bicycle connection, and improving connectivity on both Liberty Street and Cannon Street. The following table matches the short- and long-term elements of the preferred alternative for the PCCCP with federal, state, and local/private funding sources. Detailed descriptions of each funding sources can be found in the **Funding Sources Technical Memo.**

Funding Sources	PCCCP Preferred Alternative Project Elements						
	Short-Term	*Long-Term*					
	Two-Way Market Street[1]	Two-Way Streets for Downtown[2]	Promote Main Street	Connect Liberty Street	Connect Cannon Street	Union Street Pedestrian Connection	Garden Street Bicycle Connection
Federal Funding Sources							
TA Set-Aside (STBG)	X		X			X	X
TIGER Grant Program[3]	X	X	X	X	X	X	X
HSIP	X	X					
CDBG Grant Program	X	X	X	X	X	X	X
State Funding Sources							
Empire State Development (ESD) Grant Funds	X	X	X	X			
New York Main Street (NYMS) Program	X		X				
Green Innovation Grant Program (GIGP)	X		X				
Greenway Conservancy Trail Grant							X
Local / Private Funding Sources							
Rhinebeck Bank			X				
Central Hudson Main Street Revitalization Program	X		X				

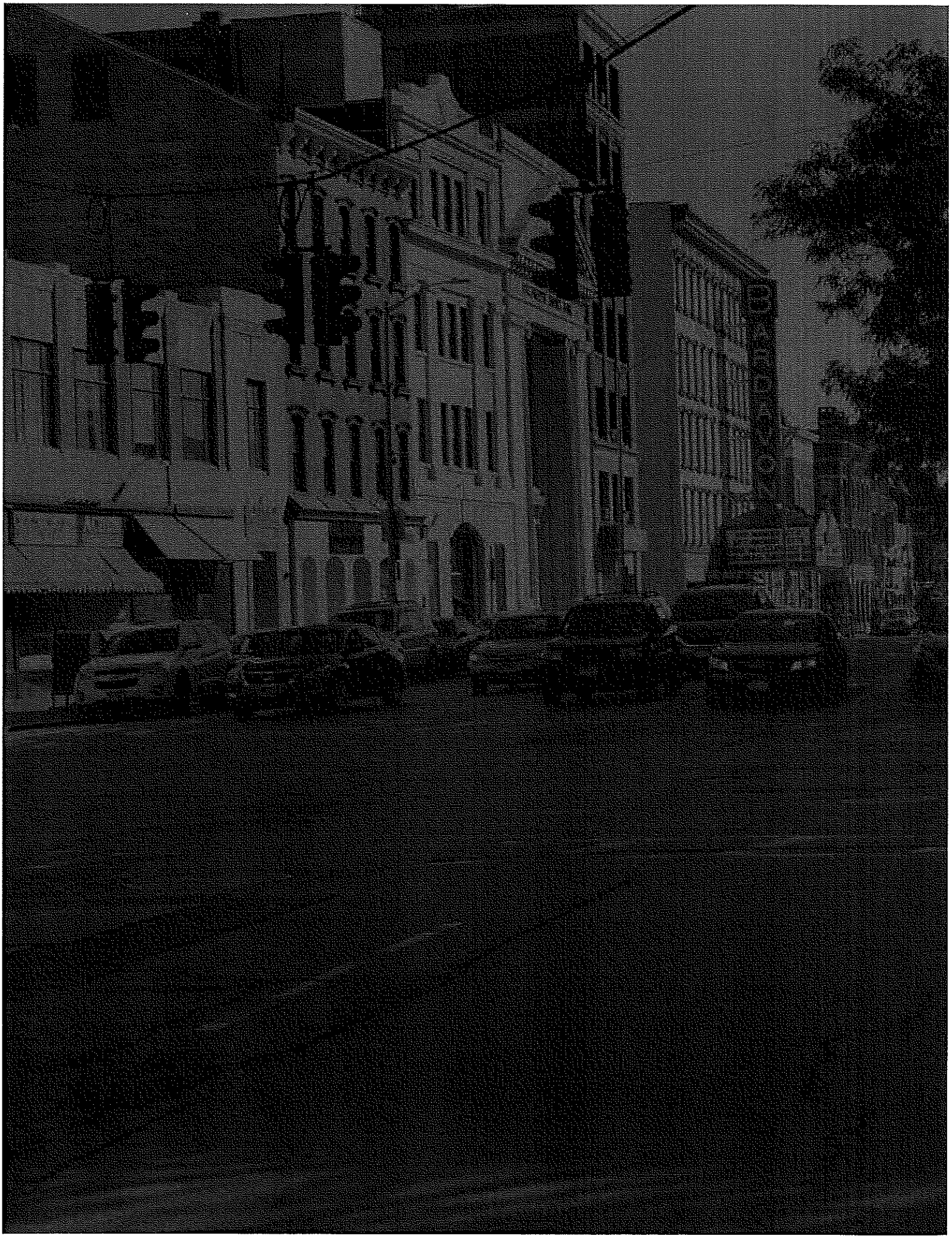
[1] A two-way Market Street was identified as a short-term actionable project within the larger scope of the PCCCP preferred alternative due to its relative low-cost, ease of implementation with interim materials, and city-ownership of the right-of-way.

[2] Two-way streets include: Market Street, Columbus Drive, and Church Street and Mill Street between Columbus Drive and Market Street

[3] Recommended to combine most or all of the PCCCP preferred alternative elements into one project in order to be competitive.

CONCLUSION

The PCCCP is a product of robust visioning, inclusive community outreach, and innovative and contextual transportation planning that reflects the community and key stakeholder interests. The final preferred alternative is translated into immediate actions that provide momentum to the City of Poughkeepsie as it continues to revitalize and grow as the livable economic and cultural heart of Dutchess County. The two-way transformation of City Center streets provides improved connections to the City's existing educational, cultural, and civic assets, while making it easier, safer, and more enjoyable to travel between destinations and to spend time downtown. The success of the PCCCP will not only benefit the City of Poughkeepsie, but can also become a model of livable and vibrant downtown streets for other similar communities around the Hudson Valley and nationally.



R- E- S- O- L- U- T- I- O- N
(R19-37)

INTRODUCED BY COUNCILMEMBER CHERRY

BE IT RESOLVED, that the Common Council hereby authorizes the Mayor to execute and deliver the attached letter agreement dated February 7, 2019 to the counsel for the Town of Poughkeepsie regarding outstanding matters pertaining to the Joint Water Board.

SECONDED BY COUNCILMEMBER _____ .

RESOLUTION
(R19-38)

INTRODUCED BY COUNCILMEMBERS BRANNEN, PETSAS, SALEM AND McNAMARA:

BE IT RESOLVED, the Common Council of the City of Poughkeepsie hereby approves the appropriation of $10,000 from Contingency- Community Development and Improvements (01.20.1900.7498) for miscellaneous planting and beautification- Ward 1 in the amount of $2,500; various ward events and improvements including PKMAYDAY and Pride Crosswalk painting- Ward 2 in the amount of $2,500; ward block parties, tree plantings and educational meetings-Ward 4; and Dog Park Improvements and various ward events- Ward 8 in the amount of $2,500.

SECONDED BY_____ .

ORDINANCE
(O-19-01)
ORDINANCE AMENDING CHAPTER XIX, SECTION 19-3.2 OF THE CITY OF POUGHKEEPSIE CODE OF ORDINANCES ENTITLED ZONING MAP

INTRODUCED BY COUNCILMEMBER MCNAMARA:

BE IT ORDAINED, by the Common Council of the City of Poughkeepsie as follows:

SECTION 1: The official Map of the City of Poughkeepsie as adopted by the Common Council on February 20, 1979, as amended, is further amended as follows:

> Parcel # 6162-55-267439 – 27 High Street to be rezoned from I-1 (Light Industrial) District to R-4 (Medium High Density Residential) District.

SECTION 2: That the City Chamberlain be and is hereby directed to amend the official Zoning Map in accordance with this Ordinance.

SECTION 3: That the Common Council of the City of Poughkeepsie, after a review of the facts, finds that the site is more appropriately zoned as an R-4 District. Due to the existing surrounding uses, utilization of the site as multi-family residential, will provide a beneficial transition between industrial uses to the North and East, and lower density residential uses to the South and West. Use of the site as residential rather than industrial will be less harmful to the existing residential neighborhood and in line with recommendations of the Comprehensive Plan.

SECTION 4: That the Common Council of the City of Poughkeepsie as lead agency has determined that there are no other involved agencies, that the action is an Unlisted Action and upon the Short Environmental Assessment Form and the examination of 6 N.Y.C.R.R §617.7 of the State Environmental Quality Review Act the attached Negative Declaration is adopted because no Negative impacts anticipated will occur by reason of this text amendment.

SECTION 5: This Ordinance shall take effect immediately.

SECONDED BY COUNCILMEMBER_____:

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

MEMORANDUM OF TRANSMITTAL

To: Common Council

From Natalie Quinn, Senior City Planner

Date: October 18, 2018

Re: Rezoning Application for 27 High Street

Attached to this memorandum please find the following documents:

1. Planning Staff Analysis
2. Proposed Site Plan
3. Letter from Assessor, John Taylor, as requested by Chairwoman Finney

The proposed property is currently located in an I-1 Light Industrial Zoning District, and the applicant is requesting that the property be rezoned to R-4 Medium High Density Residential.

The Applicant is proposing to improve the existing four-story structure and convert it into a multifamily residential building with twenty-four (24) residential units, with approximately 3,000 square feet of the basement floor utilized for professional office space. The Applicant is also proposing the construction of a new four-story structure on the northern portion of the lot to include thirty-nine (39) residential units on the upper three stories and thirty-two (32) parking spaces provided below the structure on the ground floor.

The proposal was first presented to the Common Council as a communication on September 17, 2018. Please see below the applicant's responses to questions that were posed at that meeting.

- We have not approached the IDA for assistance but are not ruling it out. The decision on whether or not to approach the IDA will be determined should the rezoning be adopted by the Common Council and site plan approved by Planning Board.
- The Applicant is proposing 10% affordable housing. We can discuss this further.
- The project was the subject of several RFP's issued by Dutchess County. The Applicant responded to an RFP that was issued by the County in August of 2016. The Applicant was awarded the RFP.
- We have provided the necessary environmental review documentation for the application. Note a Short Form EAF is required unless an application is near or exceeding thresholds described by SEQRA. Regardless, we provided a Part I of a Full Form EAF. The project is suitable for submission to County Planning for GML-239M.

Thank you.

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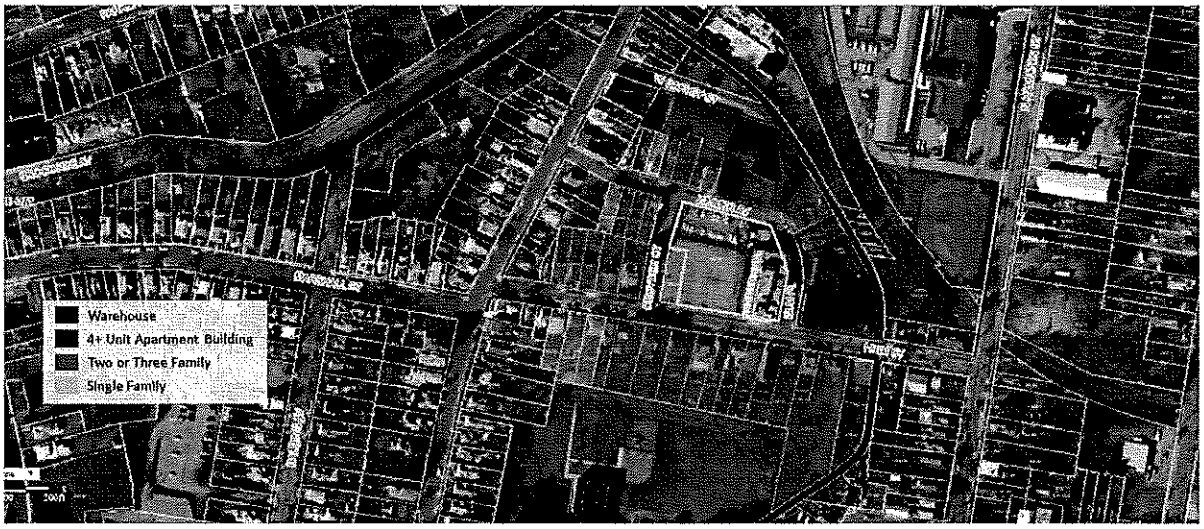
Planning Staff Analysis

LOCATION COMPATIBILITY

Page Park Associates is requesting the rezoning of approximately 1.23 acres at 27 High Street (tax parcels 6162-62-192294 & 6162-62-180291) from I-1 (Light Industrial) to R-4 (Medium High-Density Residential). The subject properties were originally built as commercial office space and surface parking.

As noted and illustrated in the rezoning application packet submitted by the applicant, the properties bordering the proposed site to the South and West are zoned as R-4. Properties to the North and East of the proposed site are zoned as I-1, with one property facing the proposed site on Zimmer Avenue zoned as G-OM (Office Manufacturing).

As illustrated in the map below, the properties surrounding the proposed site are largely functioning as two- and three-family homes, with some instances of vacant/warehousing uses, single-family uses, and two apartment buildings of 4 units or more.



COMPREHENSIVE PLAN

The proposed parcel is included within the Cottage Street Business Area ("CSBA") within the City's 1998 Comprehensive Plan. The CSBA is identified as one of the three "economic development areas" within the City. The focus area was reviewed especially for "strategies that allow the industrial area to grow in a manner protective of the existing residential neighborhood." (Page 5-17). This section of the Plan, however, focuses on truck traffic rerouting and landscape buffering as strategies to mitigate the impact of industrial land on surrounding residential

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neighborhoods. Although not specifically mentioned within the comprehensive plan, higher density residential between industrial uses and lower density residential uses could also be interpreted as a "buffer" and is not an uncommon "transition zoning" practice in land use planning and zoning.

Section 3.1.3 of the Comprehensive Plan speaks more generally about recommended housing strategies within the city. The section specifically acknowledges that "new multi-family housing targeted toward the large college student market can create new opportunities for housing, and add to the city's population base."

It should be noted that the City of Poughkeepsie Comprehensive Plan in now 20 years old. Best practices within the planning field recommend that a Comprehensive Plan be updated every 10 to 15 years. The Planning Department has every intention of updating the Comprehensive Plan in the future to better reflect the city's vision and speak more directly to proposals currently coming before the Common Council, Planning Board, Zoning Board of Appeals, and the city's other advisory boards and commissions.

ECONOMIC FUNCTIONALITY

With regards to economic functionality as it pertains to estimated tax revenue for the current use and proposed use of the site, please see the attached letter from the City Assessor, John Taylor. With regards to the site's functionality as an industrial site, the property is currently utilized as government offices with printing facilities on the basement level. Prior to Dutchess County, the space was used as office space for IBM.

The site's potential functionality as an industrial zoned parcel in the future is difficult to predict. It is within the realm of possibility to believe that the site could again be utilized as 27,000 SF of office space. However, without recent numbers to say definitively, the perceived vacancy of commercial office space in the city's central business district could indicate an oversupply or underutilization of existing office space. In regards to the potential for the site to be used as industrial space in the future should the rezoning not occur, the immediately adjacent industrially zoned site at 35 High Street, which features a structure better suited for production and manufacturing, is currently utilized as non-industrial commercial and warehouse space.

INTENT AND OBJECTIVES OF THE PROPOSED REZONE DISTRICT

The purpose of R-4 medium high-density residential 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 CITY OF POUGHKEEPSIE
NEW YORK
PLANNING & ZONING
62 CIVIC CENTER PLAZA, 2ND FLOOR
POUGHKEEPSIE, NY 12601
Phone: (845) 451-4055 Fax: (845) 451-4006

Use Requirements

The proposed project will include forty-five (45) one-bedroom units, fifteen (15) two-bedroom units, three (3) studios, and a commercial space of ~3,000 square feet. Multifamily dwellings are permitted by right within the proposed R-4 zoning district. Professional or business offices are permitted by special permit and subject to requirements.

Lot and Bulk Requirements

- Minimum lot area. The minimum required lot area for the proposed development is 147,600 SF based on the proposed unit breakdown (2,200 SF per studio and one-bedroom unit, 2,800 SF per two-bedroom unit). The proposed lot area is 53,579 SF.
    - An area variance of 94,021 SF, or 63%, will be required.
- Minimum lot width. The proposed project meets the minimum required lot width of 30 feet
- Minimum yard setback. Area variances will likely be required for front and side yard setbacks.
- Maximum height. The maximum height of buildings within an R-4 district is 3 stories or 40 feet.
    - An area variance of one-story will be required for the proposed new construction. Under R-4 zoning, the existing structure would be classified as a legally non-compliant building, and would not require a height variance.
- Maximum lot coverage. The proposed project is within the maximum allowable lot coverage of 40 percent. With a lot of 55,052 SF, and two buildings totaling a footprint of 20,997 SF, the proposed lot coverage is 38 percent.
- Minimum open space. The minimum required open space for the proposed development is 20,100 SF based on the proposed unit breakdown (200 SF per studio, 300 SF per one-bedroom unit, and 400 SF per two-bedroom unit). Based on the definition of usable open space[1], the proposed site plan proposed 0 SF.
    - An area variance of 20,100 SF, or 100%, will be required.
- Off-street parking. The minimum required off-street parking for the proposed development is 111 spaces based on the proposed unit breakdown (1 space per studio,

[1] Section 19-2.2 Definitions. "Required open space. There shall be provided in each multiple dwelling or townhouse development, excluding townhouses on fee simple lots, not less than 200 square feet of usable open space for each efficiency unit; 300 square feet of usable open space for each one-bedroom unit; 400 square feet of usable open space for each two-or-more-bedroom unit. For any development containing more than 15 units, such usable open space shall be devoted to improved and landscaped play and sitting areas for use of residents thereof, and the design and layout of the usable open space shall be subject to approval by the Planning Board."

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1.5 spaces per one-bedroom unit, 2 spaces per two-bedroom unit, and 1 space per 300 SF of gross floor area). The proposed site plan includes 96 off-street parking spaces

- An area variance of 15 spaces, or 13.5% or total required parking, will be required.

- Landscaping. Pursuant to Section 19-4.11, landscape strips will need to be provided along all property lines of multifamily and nonresidential uses.

ANALYSIS & CONCLUSION

With regards to the question before the Common Council – whether the property is more appropriately zoned as I-1 Light Industrial or R-4 Medium High Density Residential – it is the opinion of the Planning Department that the site is more appropriately zoned as an R-4 District. Due to the existing surrounding uses, utilization of the site as residential, especially multi-family residential, will provide a beneficial transition between industrial uses to the North and East, and lower density residential uses to the South and West. Overall, use of the site as residential rather than industrial will be less harmful to the existing residential neighborhood and in line with recommendations of the Comprehensive Plan.

With regards to aspects of density, site layout, and architecture that will be reviewed by the Planning Board and Zoning Board of Appeals should the rezoning be approved by the Common Council, Planning Staff has additional recommendations.

Planning Staff recommends a reduction in the proposed unit count to minimize the number and percentage of required area variances. A reduction in the proposed unit count and density of the site will reduce the required lot area variance and open space variance, and minimize or remove the necessity of an off-street parking variance.

Additionally, Planning Staff recommends that the applicant consider a townhouse style residential structure for the proposed new structure along Zimmer Avenue. A three-story townhouse structure has the ability to reduce density, eliminate the need for a building height variance, and provide a more compatible architectural transition between the existing structure and the two-family residential structures on Zimmer Avenue.

Finally, Planning Staff strongly recommends that ground floor parking that is currently proposed along Zimmer Avenue be shielded or "wrapped" to prevent negative impacts to the newly proposed streetscape and pedestrian environment.

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OFFICE USE ONLY
CODE: _____
ID #_____
FEES: $1,000,00

APPLICATION FOR REZONING

PROJECT ADDRESS(ES): 27 High Street

GRID #(s): 6162-62-192294 & 180291

(ADD ADDITIONAL SHEETS IF NECESSARY)

APPLICANT: Page Park Associates
Street: PO Box 792
Town/Zip: Poughkeepsie NY 12602

Phone: 845.471.0191
Email: kelly@pageparkassociates.com

Applicant is: _____ Owner X Contract Vendee

If Applicant is a Corporation, LLC, LP, PC, D/B/A or Partnership, provide the name of the principal(s) who will be representing the rezoning application: Kelly Libolt

If applicant is a Corporation, LLC, LP, PC, D/B/A or Partnership, provide names of all shareholders, members, partners and/or officers: Jason Page, Darin Page, Stephen Page, Brian Page

Date that Corporation, LLC, LP, PC D/B/A or Partnership was formed or registered to do business in New York State: 1979

IF THE APPLICANT IS NOT THE OWNER, DOCUMENTATION AUTHORIZING THE APPLICANT TO PURSUE APPROVALS, SUCH AS AN EXECUTED CONTRACT OF SALE OR OPTION TO PURCHES, MUST BE SUBMITTED.

OWNER (If not applicant): Dutchess County - See attached correspondence
(If not applicant)
Street: _____
Town/Zip: _____

Phone: _____
Email: _____

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APPLICATION FOR REZONING

PROJECT INFORMATION

ADDRESS: 27 High Street

CURRENT ZONING: I-1

PROPOSED ZONING: R-4

DESCRIBE THE PROJECT FOR WHICH THE REZONING IS REQUESTED:

Rezone of property to R-4 and additional of second building adjacent to existing building

Will the project require any of the following approvals after rezoning? Please check all that apply:

- ☒ Site Plan from the Planning Board
- ☐ Special Permit from the Planning Board
- ☐ Subdivision (lot line adjustment
- ☐ Use variance from the Zoning Board of Appeals
- ☒ Area variance(s) from the Zoning Board of Appeals

APPLICANT'S CERTIFICATION

By his/her signature, the applicant vows that: 1) He/She has read this application and is familiar with its contents and that the information provided herein is complete and true to the best of the applicant's knowledge; 2) He/She has read, is familiar with, and understands the requirements of the City of Poughkeepsie provision(s) affecting and/or regulating the project for which this application is made; 3) He/She agrees to comply with the requirements of the City of Poughkeepsie affecting and/or regulating the project for which this application is made, including any general or special conditions of permits or approvals granted by any board, agency or department of the City of Poughkeepise; and, 4) He/She has read this statement and understands its meaning and terms.

Applicant's signature

Date

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APPLICATION FOR REZONING

INSTRUCTIONS FOR FILING APPLICATION FOR REZONING

Complete the attached application (type or print legibly) and return to the Planning Department with the following information/documentation:

1) One (1) hard copy of a tax map illustrating the parcel or parcels under review, as well as all parcels within 500 feet, indicating the current zoning of all those properties;
2) One (1) hard copy of a site plan indicating the proposed development of the parcel or parcels under review.
3) One (1) hard copy of a Part 1 Long Form EAF.
4) Application fee ($1000).
5) A CD, flash drive or SD Card with an electronic copy of all applications, forms, documents and maps. The digital copy shall be in a pdf, jpg, tiff or other suitable write-protected image format capable of being opened and view using any standard Windows software.

Once the application and supporting documentation has been received by the Planning Department on the 2nd floor of City Hall, Planning Staff will review it for completeness and consistency with City planning objectives. City Planning Staff will prepare an analysis for the Common Council, which is the body charged with the authority to rezone parcels. Once the application is deemed complete and the analysis completed, you will be contacted relative to the number of copies required for circulation, and any other forms needed to secure a place on a Council agenda.

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 project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: High Street		
Project Location (describe, and attach a general location map): 27 High Street		
Brief Description of Proposed Action (include purpose or need): Renovation of existing building for multi family units and construction of a new (nearly identical) building for multi-family residential.		
Name of Applicant/Sponsor: Page Park Associates, LLC	Telephone: 845.471.0191 E-Mail: kelly@pageparkassociates.com	
Address: PO Box 792		
City/PO: Poughkeepsie	State: NY	Zip Code: 12602
Project Contact (if not same as sponsor; give name and title/role): Kelly Libolt	Telephone: 845.471.0191 E-Mail: kelly@pageparkassociates.com	
Address: PO Box 792		
City/PO: Poughkeepsie	State: NY	Zip Code: 12602
Property Owner (if not same as sponsor): Dutchess County	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	City of Poughkeepsie Common Council Rezone Approval	
b. City, Town or Village Planning Board or Commission ☑Yes☐No	Site Plan Approval Planning Board	
c. City Council, Town or Village Zoning Board of Appeals ☑Yes☐No	Area Variances Zoning Board	
d. Other local agencies ☐Yes☐No		
e. County agencies ☑Yes☐No	D.C.239M Review DC Dept. of Health	
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

If Yes,

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 Greenway - See Appendix A

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?
I-L (Light Industrial)

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? R-4 (medium high density residential)

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

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)?

b. a. Total acreage of the site of the proposed action? 1.23 acres
b. Total acreage to be physically disturbed? 0.97 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.23 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)? % 100 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 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				60	*See Part F
At completion of all phases				60	

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

If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ 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 proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No
If Yes, describe:

iv. Will 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: 8,250 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 Water District
- 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: City of Poughkeepsie Water 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), 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: 8,250 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 Sewer Plant
- Name of district: City of Poughkeepsie Sewer 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 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 1.07 acres (impervious surface)

_____ Square feet or 1.23 acres (parcel size)

ii. Describe types of new point sources. The site will utilize existing discharge points

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)?

On-site stormwater management and discharging to existing drainage systems

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

iv. Does 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)

Potential temporary heat during construction

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

HVAC units to provide heat and AC to 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 semi-trailer truck trips/day: _____

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):

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: *See Part F
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: 24 hrs. / 7 days
- Saturday: 24 hrs. / 7 days
- Sunday: 24 hrs. / 7 days
- Holidays: 24 hrs. / 7 days

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.

ii. Will 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:

Building mounted lighting and site parking lot lighting. Proposed lighting will meet code requirements.

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 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: 20 +/- tons per month (unit of time)
- Operation : 0.5 tons per month (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 re-usable construction and demolition items
- Operation: Compliance with all City and County regulations

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

- Construction: Approved construction and demolition debris sites
- Operation: Dutchess County Resource Recovery 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 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	1.01	1.07	+0.06
• 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 / landscaping	0.19	0.14	-0.05

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): 314074, B00036, B00020 and 314122

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? >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? _____ %

c. Predominant soil type(s) present on project site: DxB-Dutchess-Cardigan_Urban land 100 %
_____ %
_____ %

d. What is the average depth to the water table on the project site? Average: >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%: 40 % of site
☑ 10-15%: 45 % of site
☑ 15% or greater: 15 % 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 Fallkill Classification C
- 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: _____

*See Part F

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

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

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, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National 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): Project site is under review by SHPO *See Part F

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 of the Hudson, Hudson Valley Rail Trail

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): State / local park

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 Kelly Libolt Date August 6, 2018

Signature _____ Title Project Manager

PRINT FORM

Full EAF

Part F – Additional Information

C.2 (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?)

*- The City of Poughkeepsie, as well as the entire County of Dutchess and all surrounding counties are located within the Hudson River Valley Greenway. Refer to **Appendix A** for a copy of the map.*

D.1 (f) Does the project include new residential uses? If yes, show number of units proposed.

-The proposed project is a single apartment building that will contain approximately 60 units. The units are proposed as follows: 45 one-bedroom units and 15 two-bedroom units.

D.2 (l)(*i*) Hours of Operation During Construction

-All Construction will take place during the hours permitted for construction per the City Zoning Code. The residential buildings will have operation hours of 24 hr./ 7 days a week.

E.1(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?

*-There have been no reported spills or remedial actions on the proposed site however, the site located within 2,000 feet of four sites listed on the NYSDEC Environmental Site Remediation database. Refer to **Appendix B** for current information on these four sites.*

E.2 (m) Identify the predominant wildlife species that occupy or use the project site.

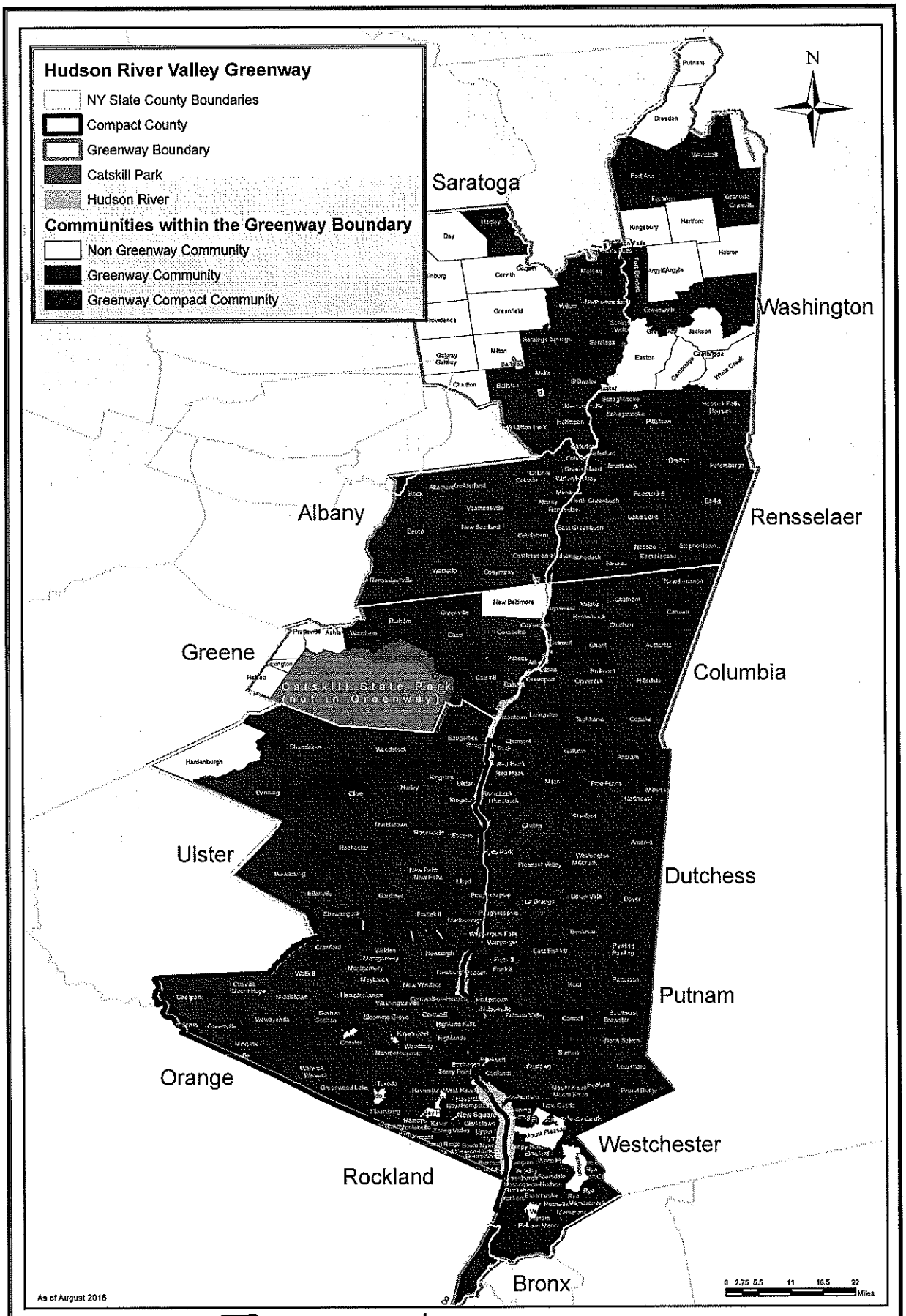
-Typical species within the area include squirrel, local birds, chipmunks, raccoon etc.

E.3(g) Have additional archaeological and historic site(s) or resources been identified on the project site?

*-See attached correspondence from OPRHP dated June 6, 2018 in **Appendix C**.*

APPENDIX A

Hudson River Valley Greenway Map



NEW YORK
STATE OF
OPPORTUNITY.

Hudson River Valley Greenway

APPENDIX B

Remediation Database Information

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Administrative Information

Site Name: Schatz Plant
Site Code: 314074
Program: State Superfund Program
Classification: 02
EPA ID Number:

Location

DEC Region: 3
Address: 70 FAIRVIEW AVENUE
City:POUGHKEEPSIE Zip: 12601
County: Dutchess
Latitude: 41.71668964
Longitude: -73.92178268
Site Type: STRUCTURE
Estimated Size: 30 Acres

Site Owner(s) and Operator(s)

Current Owner Name: Lot Six Realty Corporation
Current Owner(s) Address: 70 Fairview Avenue
Poughkeepsie,NY, 12601
Current Owner Name: SCHATZ FEDERAL BEARING COMPANY
Current Owner(s) Address: 70 FAIRVIEW AVE.
POUGHKEEPSIE,NY, 12601
Owner(s) during disposal: SCHATZ FEDERAL BEARING COMPANY
Current On-Site Operator: Schatz Federal Bearings Company
Stated Operator(s) Address: 70 Fairview Avenue
Poughkeepsie,NY 12601

Hazardous Waste Disposal Period

From: 1910 **To:** 1981

Site Description

Location: The Schatz Plant Site (Site) is located at 10-70 Fairview Avenue in the City and Town of Poughkeepsie, Dutchess County, New York. The Site consists of four tax parcels and occupies an area of approximately 30 acres. Site Features: The original Schatz Plant Facility, two stand-alone buildings, and miscellaneous debris and storage boxes occupy the three northernmost parcels of the Site (~22 acres). A bearing manufacturing plant currently operates on the southernmost parcel of the Site (approx. 8 acres). Current Zoning and Land Use: The area south of the Site is primarily industrial, with residential areas located to the north and east. A formerly utilized railroad bed abuts the west side of the Site, and immediately beyond the western boundary is a residential area and medical facilities. Past Use of the Site: The Schatz Company began operations at the Site in 1910, started manufacturing ball bearings in 1915, and increased the plant size in 1920 and 1926. The company filed for bankruptcy in 1980 was closed in 1981. The Schatz Company name was purchased in 1983 and Schatz Manufacturing currently produces bearings at a plant located on the southernmost

parcel of the Site at 10 Fairview Avenue, owned by the Schatz Land Company. The remaining three tax parcels making up the Site were purchased in 1988 and are presently owned by Lot Six Realty Corporation and Hudson Valley Management Associates. Currently, the property owner leases space in the former manufacturing facility to various small commercial/industrial entities. Site Geology and Hydrogeology: The site geology at the Schatz Plant Site consists of lacustrine silts and fine sands overlying weathered Austin Glen Formation phyllites. The fill and lacustrine sediments (overburden) range in thickness from 0.5 feet to 27 feet. Weathered bedrock ranges in thickness from less than 2 feet to 7 feet on-site. Competent bedrock was found at depths across the site ranging from 7.5 feet to 30 feet below grade. Groundwater flow direction across the site is generally west-northwesterly from Fairview Avenue towards the Hudson River. Groundwater movement in the bedrock is limited primarily to fractures, joints and bedding planes.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

PCBS (1.7 PPM- 330 PPM) (B007)
TOLUENE, ETHYLBENZENE & XYLENES
polychlorinated biphenyls (PCB)
DRUMS OF WASTE CONTAINING:

Site Environmental Assessment

Nature and Extent of Contamination: Contaminants of concern at the site include PCBs, SVOCs (PAHs), and metals (lead, chromium, arsenic, and antimony). Extensive PCB contamination was found in numerous floor wipe, floor drain, and floor sweeping samples collected within Building #3, the Heat Treatment Building, and the former Rehabilitation Center. In 1996, approximately 1,800 cubic yards of PCB-contaminated soil was removed from the southern edge of the site. In October 2009 USEPA performed an emergency response action to identify, remove and dispose of hazardous materials abandoned in the facility buildings. By March 2011, all of the staged and containerized wastes were shipped off-site for disposal and EPA demobilized from the site. The USEPA evaluated the results of the test pitting and soil sampling sampling performed around the facility in 2010 for possible additional removal action, however, no additional action is planned by the USEPA at this time. The southernmost parcel of the Site has been previously remediated.

Site Health Assessment

Polychlorinated biphenyls (PCBs) were detected in soil at several on-site locations. PCB-contaminated soil was excavated and disposed of at an off-site location in 1996. PCBs have been detected at concentrations above the NYSDOH cleanup guideline on the floors in two on-site buildings and in the soil at several on-site locations. One of the contaminated buildings (#3) is readily accessible. PCBs were detected on the subflooring of the on-site building that previously housed a rehabilitation center; however, since the subfloor is inaccessible, contact with contaminated surfaces is not expected. To minimize potential exposures to contaminated building surfaces, NYSDOH has recommended restricting access to authorized persons only. PCBs were not detected during two rounds of air sampling conducted in the rehabilitation center. Exposures to site-related contaminants in drinking water are not expected since nearby homes and businesses are supplied with public drinking water.

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

Administrative Information

Site Name: Qual Krom Site
Site Code: B00036
Program: Environmental Restoration Program
Classification: C
EPA ID Number:

Location

DEC Region: 3
Address: 28 Orchard Place
City: Poughkeepsie Zip: 12602
County: Dutchess
Latitude: 41.712122207
Longitude: -73.926662504
Site Type:
Estimated Size: 0.2 Acres

Site Owner(s) and Operator(s)

Site Description

This 0.2 acre site is located in a residential section in the City of Poughkeepsie. The site is bordered by an abandoned railroad grade and residential housing. The facility was operated as a metal plating facility until 1987 by the same PRP that operated the hazardous waste site Qual Krom, ID No. 314013. The City took ownership in 1988 for back taxes. Abandoned drums were found inside and outside the building. Samples were collected in 1989. A partial removal was performed in 1992. The drums and wastes that were in the building were similar to those removed from the outside the building. In 1996 the USEPA conducted a CERCLA removal action. It included stabilization of the building; containerization of the vat sludges, drums, and labpacks; inventorying, sampling and analysis of all materials for waste characterization; and disposal. This site was initially designated a potential Registry site ('P' site) and was then remediated under the Environmental Restoration Program. Asbestos abatement,building demolition and soil removal has been completed. Based upon the fact that soil cleanup numbers for unrestricted residential use were met in the excavation confirmation samples, an Environmental Easement will not be required for the property.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

arsenic
lead
mercury
chromium

Site Environmental Assessment

The primary contaminants of concern at the site are metals.The site has been remediated. Asbestos abatement, building demolition and soil removal has been completed. An Environemental Easement will not be required for the property

Site Health Assessment

This site no longer represents a public health concern because metals-contaminated soils were excavated and properly disposed off-site and municipal water serves the area.

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

Administrative Information

Site Name: Former Hamilton Reproduction
Site Code: B00020
Program: Environmental Restoration Program
Classification: C
EPA ID Number:

Location

DEC Region: 3
Address: 166-186 North Hamilton Street
City: Poughkeepsie (c) Zip: 12601-
County: Dutchess
Latitude: 41.71181953
Longitude: -73.92125559
Site Type:
Estimated Size: 1.96 Acres

Institutional And Engineering Controls

Control Type:
Environmental Easement

Control Elements:
Ground Water Use Restriction
Vapor Mitigation
Soil Management Plan
Landuse Restriction
Site Management Plan

Site Owner(s) and Operator(s)

Site Description

Investigate approximately 1.96-acre property previously used for various manufacturing operations including buttons, clothing and printing. Contamination included PCBs, asbestos, solvents and petroleum from a 10,000 gallon underground storage tank. The site has been remediated. Asbestos abatement,building demolition and soil removal has been completed. An Environmental Easement was recorded by the County clerk on 6/2/2009. SMP is complete and COC was signed 6/11/2010.

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

ethylbenzene
iron
trichloroethene (TCE)
benzo(b)fluoranthene
tetrachloroethene (PCE)
toluene
benzene
copper
benzo[k]fluoranthene
benzo(a)anthracene
dibenz[a,h]anthracene
lead
chromium
chrysene
indeno(1,2,3-CD)pyrene
arsenic
benzo(a)pyrene
xylene (mixed)

Site Environmental Assessment

The primary contaminants of concern at the site are solvents, PCBs,and BTEX. The site has been remediated. Asbestos abatement, building demolition and soil removal are completed. Environmental easement and site management plan are in place.

Site Health Assessment

Exposures to potentially contaminated groundwater and/or soils are not expected because public water serves this municipality and contaminated soils have been removed. The environmental easement requires that the potential for vapor intrusion into any buildings developed on the site must be evaluated, including provisions for mitigation of any impacts identified.

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

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

Refine This Search

Appendix C
OPHRP Correspondence

NEW YORK STATE OF OPPORTUNITY. | **Parks, Recreation, and Historic Preservation**

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

June 06, 2018

Mrs. Nicole Patti
LRC Group
85 Civic Center Plaza
Suite 103
Poughkeepsie, NY 12601

Re: SEQRA
27 High Street
City of Poughkeepsie, Dutchess County, NY
18PR03333

Dear Mrs. Patti:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) as part of your SEQRA process. These comments are those of OPRHP and relate only to Historic/Cultural resources. If this project will involve state or federal permitting, funding or licensing, it may require additional review for potential impacts to architectural and archaeological resources, in accordance with Section 106 of the National Historic Preservation Act or Section 14.09 of NYS Parks Recreation and Historic Preservation Law.

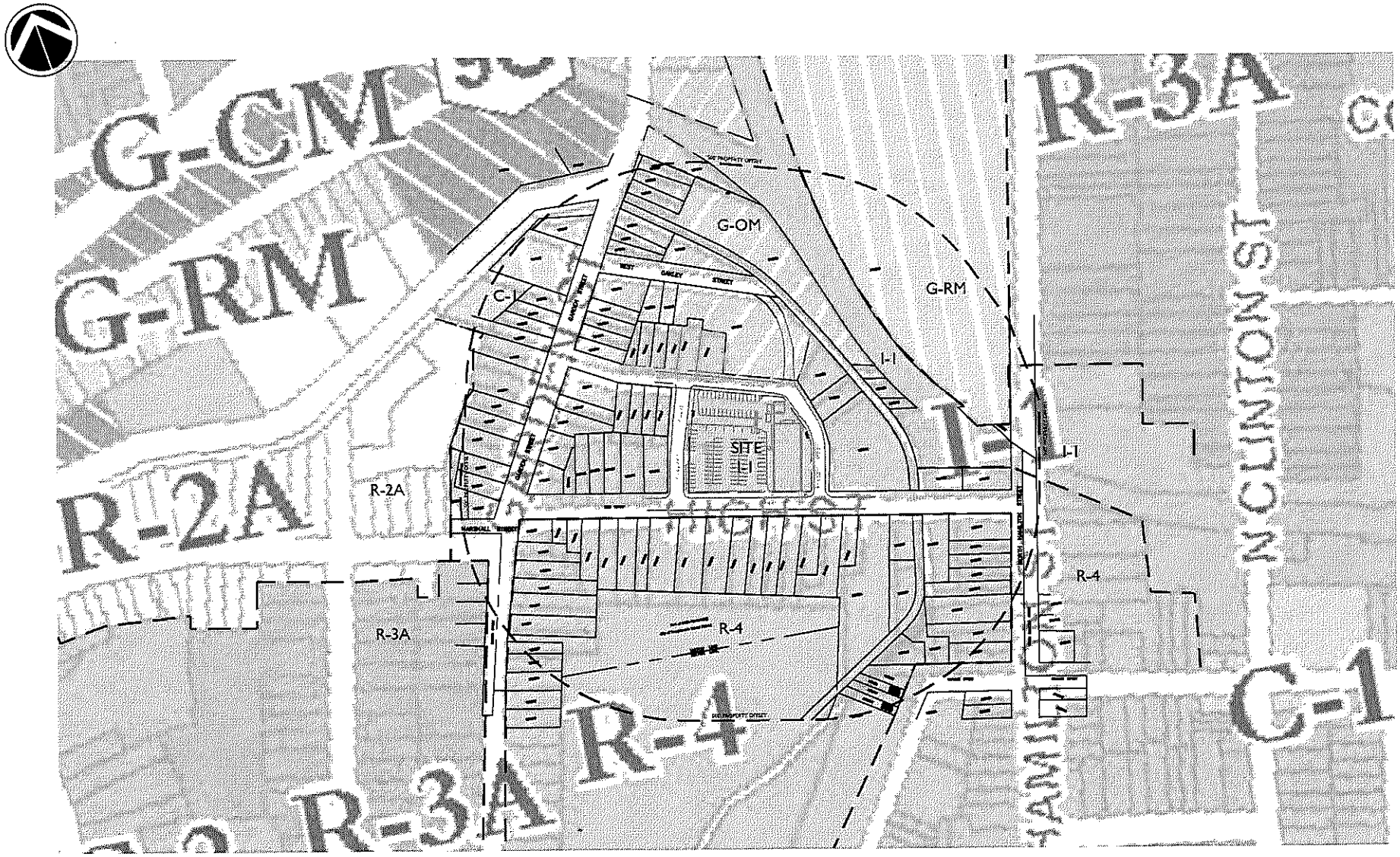
Based on the information provided, OPHRP has no concerns regarding the proposed project under SEQRA. Should the project design be changed, we recommend further consultation with this office.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov via email only

cc: Natalie Quinn, City of Poughkeepsie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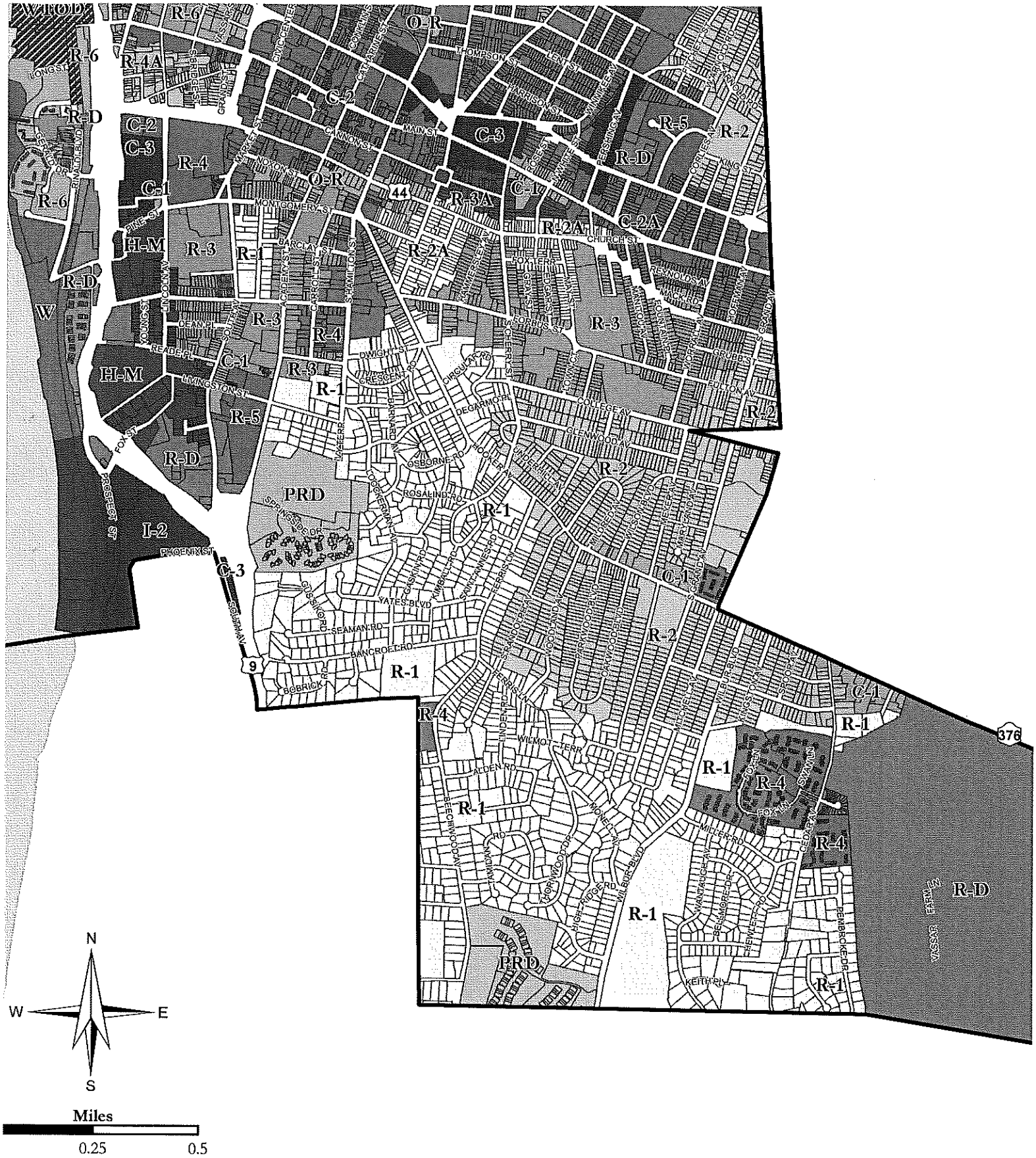
G-RM
R-3A
G-OM
G-RM
C-1
I-1
SITE
I-1
R-2A
R-4
R-3A
R-4
R-4
R-3A
R-3A
N CLINTON ST
C-1



City of Poughkeepsie Zoning Map

MARCUS J. MOLINARO
COUNTY EXECUTIVE

COUNTY OF DUTCHESS

WILLIAM F.X. O'NEIL
DEPUTY COUNTY EXECUTIVE
CHIEF OF STAFF

May 26, 2017

Mr. Jason Page
Managing Member
Page Park Associates
P.O. Box 792
Poughkeepsie, NY 12602

Re: 27 High Street, Poughkeepsie, NY
Our File No. R-0962-A
Tax Parcel Id. Nos.: 6162-62-192294 and
6162-62-108291

Dear Jason:

By this letter the County of Dutchess is acknowledging your status as proposed Contract Vendee for the above noted real property (2 parcels).

As such, the County of Dutchess is authorizing you and/or your affiliates to make the required submissions and/or applications to the necessary governmental agencies to seek the change in use status for the above noted real property (2 parcels).

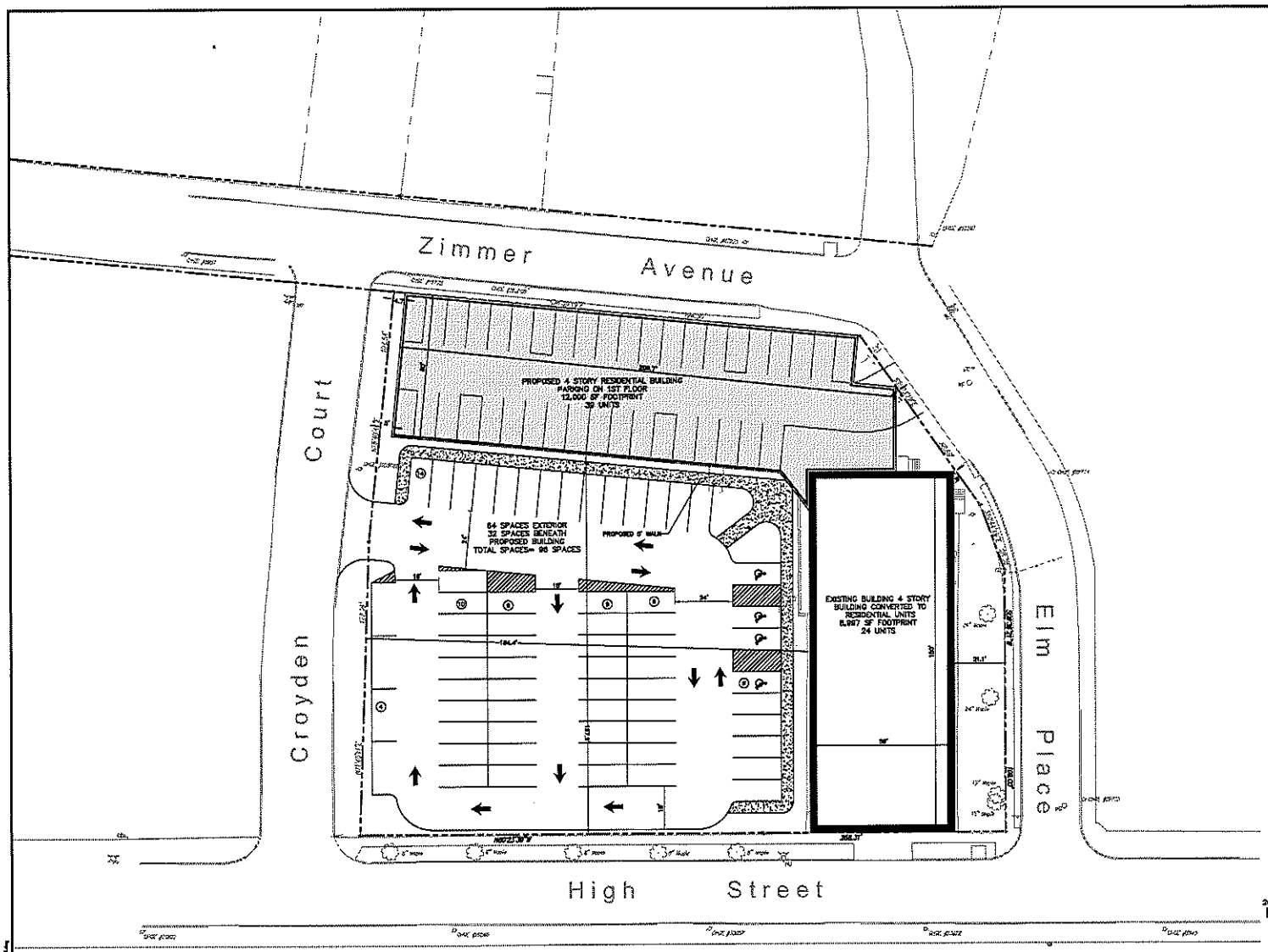
Very truly yours,

WFX O'Neil

WILLIAM F.X. O'NEIL
Deputy County Executive

WFXON/CRC/kvh

22 Market Street, Poughkeepsie, New York 12601 • (845) 486-2000 • Fax: (845) 486-2021
www.dutchessny.gov



SUMMARY CHART

ZONING INFORMATION	
PARCEL SIZE	1.33 ACRES
TAX MAP IDENTIFICATION	6163-42-183384 & 6163-42-182291
ZONING DISTRICT	I-L (LIGHT INDUSTRIAL) TO R-4 (MEDIUM HIGH DENSITY RESIDENTIAL)
PROPOSED USE	RESIDENTIAL USE

ZONING SUMMARY

ITEM	REQUIRED I-L	REQUIRED R-4	PROPOSED
MINIMUM LOT AREA	NONE	3.33 ACRES	1.33 ACRES*
MINIMUM LOT WIDTH	50 FEET	20 FEET	154.50 FEET
MINIMUM FRONT YARD	30 FEET	20 FEET	* YES
MINIMUM SIDE YARD	10 FEET	(1)	* YES
MINIMUM REAR YARD	25 FEET	(1)	* YES
MAXIMUM BUILDING HEIGHT	NONE REQUIRED	3 STORIES OR 45 FEET	4 STORIES*
MAXIMUM LOT COVERAGE	NONE	NONE	YES
USABLE OPEN SPACE	NONE REQUIRED	(2)	* YES
FLOOR AREA RATIO (FAR)	1.0	NONE REQUIRED	YES

* VARIANCE REQUIRED

(1) SIDE / REAR YARDS

DISTANCE FROM STRUCTURE TO THE PROPERTY LINE=1/2 THE HEIGHT OF THE STRUCTURE CLOSEST TO THE PROPERTY LINE OR 12', WHICHEVER IS GREATER

DISTANCE BETWEEN BUILDINGS ON THE SITE=2/3 OF THE HEIGHT OF THE TALLER BUILDING OR 20', WHICHEVER IS GREATER.

(2) REQUIRED OPEN SPACE

EFFICIENCY UNIT=300 SF EACH (20X300=6000SF)
ONE BEDROOM UNIT=550 SF EACH (40X550=22,000 SF)
TWO BEDROOM UNIT=400 SF EACH (15X400=6,000 SF)
TOTAL OPENS SPACE REQUIRE 28,100 SF

LRC GROUP

- Land Planning
- Civil Engineering
- Environmental Services
- Land Surveying
- Landscape Architecture

POUGHKEEPSIE OFFICE
Poughkeepsie NY 12603
845.462.5142 Office

CHARLOTTE OFFICE
Charlotte, NC 28217
704.525.4651, x11

Raleigh Office
Raleigh, NC 27609
919.872.5483

www.lrcgroup.com

LRC Engineering and Surveying, D.P.C.
LRC Engineering and Surveying, LLC
LRC Environmental Services, Inc.
Land Resource Consultants, Inc.

Date	Revisions

CONCEPTUAL PLAN

RESIDENTIAL DEVELOPMENT

27 HIGH STREET
CITY OF POUGHKEEPSIE,
DUTCHESS COUNTY, NEW YORK

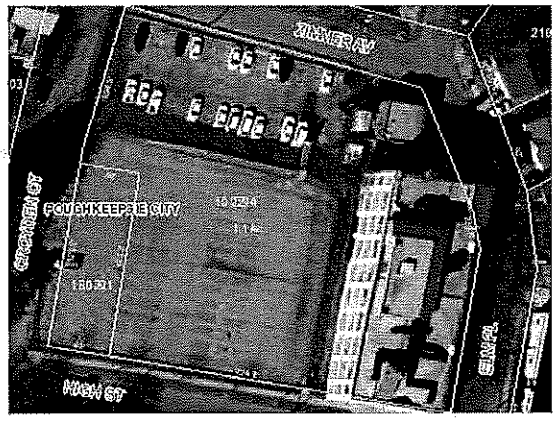
Design/Calc.	KFC	CAD file	CP1822790.dwg	Sheet No.
Drawn	BHC	Project No.	18-2377	CP-1
Checked	KFC	Date	10/17/2018	
Approved	RJM	Scale	1"=20'	

Project Summary
High Street

Existing Conditions

The project site is located at 27 High Street. The project area is comprised of two tax parcels (6162-62-192294 and 180291) totaling 1.23 acres.

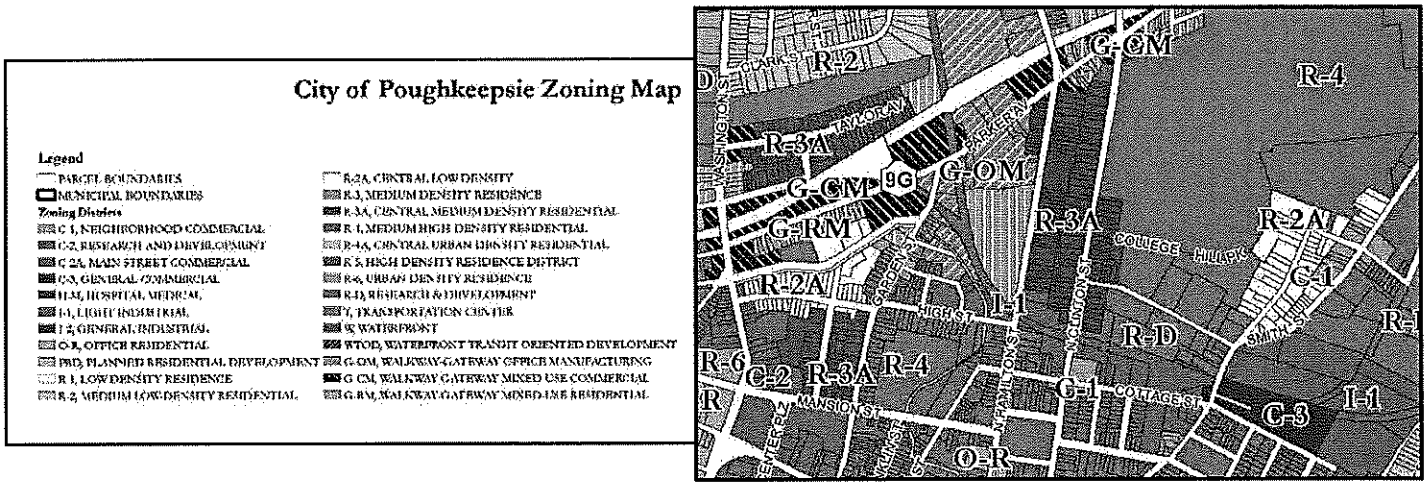
The project area is bound on all four sides by Local Roads – High Street, Elm Place, Zimmer Avenue and Croyden Court.



The project area has been occupied by a Dutchess County Agency and associated parking.

The existing building contains a four-story office building (three floors visible from High Street) and a two-story building which contains HVAC and Mechanical Equipment.

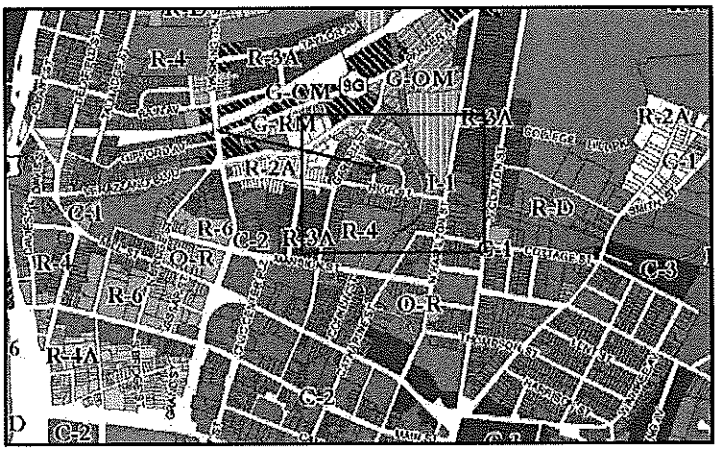
The project is currently in the I-1 (Light Industrial) zoning district. Permitted uses in the I-1 Zoning District include the following:



1. Wholesale Businesses/Warehouses/trucking terminals
2. Contractors
3. Cold Storage

4. Motor Vehicle Sales
5. Auto Repair
6. Auto Wash
7. Restaurants
8. Animal Hospital
9. Dry Cleaners
10. Retail sale and storage/Nursery
11. Hotel/Motel
12. Municipal Park
13. Printing Plants
14. Light Manufacturing
15. Research/Lab
16. Public Garage
17. Miniwarehouse

The applicant is requesting to rezone the parcel to R-4 (Medium High-Density Residence). The following uses are permitted in the R-4 Zone:



1. Single Family
2. Two Family
3. Townhouse
4. Multi Family
5. Home Occupations
6. Schools
7. Cemetery
8. Room Rental

The current zoning around the project area consists of R-4, a small section of I-1 and G-OM Walkway-Gateway Office Manufacturing and as such the proposed request is consistent with the zoning and the neighborhood.

Proposed Project

The Applicant is proposing to improve the existing building and convert the building to a Multi-Family Use (24 units). In addition, the Applicant is proposing to add an additional Four-Story Building in the location of the "lower parking lot" which is adjacent to Zimmer Avenue. New building will provide 32 parking spaces below the structure (1 story) and 3 stories of Multi Family Apartments (36 units).

The existing parking lot will be improved and will provide 64 parking spaces (total of 96 spaces).

CITY OF POUGHKEEPSIE
CITY CHAMBERLAIN
2019 FEB 21 PM 2:58

SUPREME COURT OF THE STATE OF NEW YORK
COUNTY OF DUTCHESS
----------X
In the Matter of the Claim of

KOBY TIGERSHTROM,

Claimant,

-against-

CITY OF POUGHKEEPSIE and CITY OF POUGHKEEPSIE PARKING AUTHORITY,

Respondents.
----------X

NOTICE OF CLAIM

TO: City of Poughkeepsie
Attention: City Chamberlain
62 Civic Center Plaza
Poughkeepsie, New York 12601

City of Poughkeepsie Parking Authority/
Department of Public Works
62 Civic Center Plaza, 2nd Floor
Poughkeepsie, New York 12601

PLEASE TAKE NOTICE, that the claimant hereby makes claim against the City of Poughkeepsie (hereinafter referred to as the "City") and The City of Poughkeepsie Parking Authority, its agents, servants and employees for damages, and in support of such claim, states the following:

1. Name and Post Office Address of Claimant:

   KOBY TIGERSHTROM
   435 Main Street, Suite 200
   Poughkeepsie, NY 12601

2. Name and Post Office Address of Attorneys for Claimant:

   GOLDSTEIN & GOLDSTEIN, LLP
   One Civic Center Plaza, Suite 541
   Poughkeepsie, New York 12601
   (845) 473-5100

3. The nature of the claim, the date, time, place, and manner in which the claim arose are as follows:

Goldstein & Goldstein, LLP
One Civic Center Plaza, Suite 541, Poughkeepsie, NY 12601 • (845) 473-5100

Nature of Claim: Injuries sustained to Claimant's left foot from a trip and fall in a trench in the roadway on the premises of 41 Civic Center Plaza, Poughkeepsie, New York (photographs attached), a dangerous and defective condition, of which respondents had actual and constructive knowledge and/or created the condition, and/or was acting as a landlord, and as a result of said dangerous and defective condition, caused Mr. Tigershtrom to trip and fall and sustain serious injury. This roadway and/or the trench falls into the special use exception to prior written notice, as the City derived a special benefit from the roadway and/or trench. Based upon information and belief, the City had prior written notice of this defective and dangerous condition of the trench.

Date and Time When Claim Arose: On or about December 8, 2018, at approximately 6:25 p.m.

Place Where Claim Arose: A roadway which is part of 41 Civic Center Plaza, a City of Poughkeepsie owned parking lot. This road borders the parking lot from Garden Street to the Market Street entrance to the parking lot (photographs attached).

Manner in Which Claim Arose: Mr. Tigershtrom was exiting the rear entrance/exit from Chase Bank located at 285 Main Street, City of Poughkeepsie after using the ATM. He tripped and fell in the trench located on the roadway that is part of 41 Civic Center Plaza, behind Chase Bank and bordering the parking garage (photographs of condition attached).

4. The negligence of the respondent is as follows:

- Failure to maintain its property in a reasonably safe condition;
- Failure to use reasonable care to keep its property in a reasonably safe condition, including the area of the roadway;
- Allowing a dangerous, defective and unsafe condition to exist in the roadway of which respondent had both actual and constructive knowledge

Goldstein & Goldstein, LLP
One Civic Center Plaza, Suite 541, Poughkeepsie, NY 12601 • (845) 473-5100

and/or created the condition;

- Allowing the unsafe condition of uneven asphalt (trench) in the roadway which appears to have been previously cut in order to perform work of some kind and was not repaired properly after the work was done;
- Creating a dangerous and defective condition and tripping hazards in the roadway;
- Affirmatively creating the defect in the road by performing work that immediately resulted in the existence of the dangerous condition (trench);
- Failing to repair the roadway after work was completed in order to create a smooth surface;
- Failure to warn of a dangerous, defective and unsafe condition in the roadway;
- Creating a trap;
- Failing to keep the area free from tripping hazards;
- Negligently supervising its agents, servants, and employees and others upon its premises, in their performance of work and maintenance;
- City of Poughkeepsie, acting in a proprietary capacity, is subject to the same principles of tort law as a private landlord.

5. The items of damage or injuries claimed and presently known by Claimant, upon information and belief, are as follows: fractured left foot, and other personal injuries which are presently unknown; medical expenses and lost wages, as well as other special damages which are presently unknown.

6. The claim is filed within ninety (90) days after the accrual of the claim.

PLEASE TAKE FURTHER NOTICE, that the Claimant hereby presents his claim for adjustment and payment, and notifies you, that unless same is adjusted and paid within thirty (30) days from the date of its presentation, it is his intention to commence an action against the respondent to recover the same with costs, attorneys' fees and disbursements.

Goldstein & Goldstein, LLP
One Civic Center Plaza, Suite 541, Poughkeepsie, NY 12601 • (845) 473-5100

Dated: Poughkeepsie, New York
February 15, 2019

KOBY TIGERSHTROM

STATE OF NEW YORK)
) ss.:
COUNTY OF DUTCHESS)

KOBY TIGERSHTROM, being duly sworn, deposes and says the following:

I am the Claimant in the foregoing claim. I have read the same and know the contents thereof. The same are true to my own knowledge except as to those matters alleged to be upon information and belief, and as to those matters, I believe them to be true.

KOBY TIGERSHTROM

Sworn to before me this
15th day of February, 2019.

Notary Public

JANICE A. BAILEY
NOTARY PUBLIC, State of New York
Qualified in Dutchess County
Comm. #: 01BA4961494
Commission Expires February 5, 2022

Goldstein & Goldstein, LLP
One Civic Center Plaza, Suite 541, Poughkeepsie, NY 12601 • (845) 473-5100

CITY OF POUGHKEEPSIE
CITY CHAMBERLAIN
2019 FEB 26 AM 8:58

SUPREME COURT OF THE STATE OF NEW YORK
COUNTY OF DUTCHESS
----------X
In the Matter of the Claim of

CAROLYN REYNOLDS,

Claimant,

NOTICE OF CLAIM

-against-

CITY OF POUGHKEEPSIE,

Respondents.
----------X

TO: City of Poughkeepsie
Attention: City Chamberlain
62 Civic Center Plaza
Poughkeepsie, New York 12601

PLEASE TAKE NOTICE, that the Claimant hereby makes claim against the City of Poughkeepsie (hereinafter referred to as the "City"), its agents, servants and employees, for damages, and in support of such claim, states the following:

1. Name and Post Office Address of Claimant:

   CAROLYN REYNOLDS
   10 Greenhouse Lane
   Poughkeepsie, NY 12603

2. Name and Post Office Address of Attorneys for Claimant:

   GOLDSTEIN & GOLDSTEIN, LLP
   One Civic Center Plaza, Suite 541
   Poughkeepsie, New York 12601
   (845) 473-5100

3. The nature of the Claim and the date, time, place and manner in which the Claim arose are as follows:

   Nature of Claim: Personal injuries sustained to Claimant from a slip and fall on a dangerous, defective and hazardous condition of snow and ice at the opening of the parking lot in the area of the sidewalk at 243 Church Street, Poughkeepsie, New York (photographs attached), of which respondent had actual and

constructive knowledge and/or created the condition, and/or was acting as a landlord of the premises and/or had prior written notice of the condition. The area in question falls into the special use exception to prior written notice, as the City derived a special benefit from the parking lot.

Date and Time When Claim Arose: On or about January 21, 2019 at approximately 10:30 a.m.

Place Where Claim Arose: The entrance of the parking lot at 243 Church Street where it meets the sidewalk.

Manner in Which Claim Arose: Ms. Reynolds was walking out of the parking lot at 243 Church Street, intending to turn left onto the sidewalk and walk to 247 Church Street, when she encountered the snow and ice mounds created by snow removal activity and slipped and fell (photographs of condition attached).

4. The negligence of the respondent is as follows:

- Failure to maintain its property in a reasonably safe condition;
- Failure to use reasonable care to keep its property in a reasonably safe condition, including the area of the entrance of the parking lot;
- Creating a dangerous, defective and hazardous condition from negligent snow removal activities;
- Creating mounds of snow and ice and blocking pedestrian travel onto sidewalks and/or creating a hazardous condition for those exiting the parking lot and using the sidewalks;
- Launching a force or instrument of harm in failing to exercise reasonable care in the performance of its duties;
- Creating a hazardous condition and exacerbating the snow and ice conditions through snow removal efforts;
- Affirmatively creating the dangerous condition at the entrance of the parking lot by performing work that immediately resulted in the existence

Goldstein & Goldstein, LLP
One Civic Center Plaza, Suite 541, Poughkeepsie, NY 12601 • (845) 473-5100

of the dangerous condition;

- Failing to properly remove snow and ice from the parking lot and parking lot entrance;
- Failure to warn of a dangerous, defective and unsafe condition;
- Creating a trap for pedestrians using the parking lot and sidewalk;
- Negligently supervising its agents, servants, and employees and others upon its premises, in their performance of snow removal work and maintenance;
- Respondent, City of Poughkeepsie, acting in a proprietary capacity, is subject to the same principles of tort law as a private landlord.

5. The items of damage or injuries claimed and presently known by Claimant, upon information and belief, are as follows: multiple fractures in right leg, and other personal injuries which are presently unknown; medical expenses and lost wages, as well as other special damages which are presently unknown.

6. The Claim is filed within ninety (90) days after the accrual of the claim.

PLEASE TAKE FURTHER NOTICE, that the Claimant hereby presents her claim for adjustment and payment and notifies you that unless same is adjusted and paid within thirty (30) days from the date of its presentation, it is her intention to commence an action against the Respondent to recover the same with costs, attorneys' fees and disbursements.

Dated: Poughkeepsie, New York
February 20, 2019

Carolyn A Reynolds
CAROLYN REYNOLDS

Goldstein & Goldstein, LLP
One Civic Center Plaza, Suite 541, Poughkeepsie, NY 12601 • (845) 473-5100

STATE OF NEW YORK)
) ss.:
COUNTY OF DUTCHESS)

CAROLYN REYNOLDS, being duly sworn, deposes and says the following:

I am the Claimant in the foregoing claim. I have read the same and know the contents thereof. The same are true to my own knowledge except as to those matters alleged to be upon information and belief, and as to those matters, I believe them to be true.

CAROLYN REYNOLDS

Sworn to before me this
20th day of February, 2019.

Notary Public

JANICE A. BAILEY
NOTARY PUBLIC, State of New York
Qualified in Dutchess County
Comm. #: 01BA4961494
Commission Expires February 5, 2022

Goldstein & Goldstein, LLP
One Civic Center Plaza, Suite 541, Poughkeepsie, NY 12601 • (845) 473-5100

COMMON COUNCIL MEETING

Common Council Chambers
Monday, March 4, 2019
6:30 p.m.

I. ROLL CALL

II. REVIEW OF MINUTES:

Common Council Meeting of December 3, 2018

III. READING OF ITEMS by the City Chamberlain of any resolutions not listed on the printed agenda.

IV. PUBLIC PARTICIPATION: Three (3) minutes per person up to 45 minutes of public comment on any agenda and non-agenda item.

V. CHAIRWOMAN'S COMMENTS AND PRESENTATIONS:

VI. MAYOR'S COMMENTS:

VII. MOTIONS AND RESOLUTIONS:

1. R19-33, fixing the compensation for Common Council Members and for the Councilmember At-Large.

2. R19-34, fixing the compensation for the Mayor.

3. Resolution R19-35, approving a bond resolution for the Washington Street Bridge and the Garden Street Bridge.

4. Resolution R19-36, declaring the Common Council's intent to be lead agency and circulating to other involved agencies with regard to a project known as Market Street two-way conversion.

5. Resolution R19-37, authorizing a settlement with the Town of Poughkeepsie regarding the joint-water project.

6. Resolution R19-38, approving the allocation of funds from community development and improvement funds to the 1st ward, 2nd ward, 4th ward and 8th ward.

VIII. ORDINANCES AND LOCAL LAWS:

1. Ordinance O-19-1, approving the rezoning of 27 High Street.

IX. PRESENTATION OF PETITIONS AND COMMUNICATIONS:

1. **FROM COMMISSIONER OF FINANCE BRADY,** a communication regarding the acceptance of the LSLRP grant.

2. **CHAIRWOMAN FINNEY,** a communication regarding the proposed rezoning of 27 High Street.

3. **FROM KOBY TIGERSHTROM,** a notice of personal injuries sustained on December 8, 2019.

4. **FROM CAROLYN REYNOLDS,** a notice of personal injuries sustained on January 21, 2019.

5. **FROM ALAINA LASSITER,** a notice of property damage sustained.

6. **FROM PAUL MANISCALCO,** a notice of personal injuries sustained on November 16, 2018.

7. **FROM LORENZO ANGELINO,** a notice of intent for Thailicious Catering, Inc., located at 138 South Avenue, to obtain a liquor license.

8. **FROM HAYDEE'S MARKET,** located at 92 Pershing Avenue, a notice of intent to renew their liquor license.

X. UNFINISHED BUSINESS:

XI. NEW BUSINESS:

XII. ADJOURNMENT:

THE CITY OF POUGHKEEPSIE
NEW YORK

COMMON COUNCIL MEETING
MINUTES

Monday, December 3, 6:30 p.m. **City Hall**

I. PLEDGE OF ALLEGIANCE:

ROLL CALL- All Present

II. REVIEW OF MINUTES:

CCM September 17, 2018						
			Yes/Aye	No/Nay	Abstain	Absent
☑ Accepted ☐ Defeated ☐ Tabled	Councilmember Salem	Voter	☑	☐	☐	☐
	Councilmember Brannen	Voter	☑	☐	☐	☐
	Councilmember Cherry	Voter	☑	☐	☐	☐
	Councilmember McNamara	Voter	☑	☐	☐	☐
	Councilmember Flowers	Voter	☑	☐	☐	☐
	Councilmember Petsas	Voter	☑	☐	☐	☐
	Councilmember R. Johnson	Voter	☑	☐	☐	☐
	Councilmember L. Johnson	Voter	☑	☐	☐	☐
	Chairwoman Finney	Voter	☑	☐	☐	☐

III. READING OF ITEMS by the City Chamberlain of any resolutions not listed on the printed agenda.

ADD:

VII: MOTIONS AND RESOLUTIONS:

4. Resolution R19-100, authorizing the city to enter into agreement with Joule Assets, for the Municipal Energy Services Agreement.

IV. PUBLIC PARTICIPATION: Three (3) minutes per person up to 45 minutes of public comment on any agenda and non-agenda items.

Constantine Kazolias 47 Noxon Street

AFTER READING IN THE THAT LIBERAL RAG THE POJO, VALLEY VIEW BY MY C.C. REPRESENTATIVE WHO SUCKED THE PEOPLE OF POUGHKEEPSIE INTO THAT SOLAR ENERGY TAX WITHOUT A MANDATORY REFERUDUM, NOW THIS BUREUCRATIC D.C. SWAMP CLIMATE CHANGE WITH ITS 1200 POSITION PAPER, WHAT WAS MISSING HER ARTICLE WAS THE FUNDING, KNOWN AS THE CARBON TAX.CITY IN WASHIGTON STATE, TWICE VOTED AGAINST THE CARBON TAX. WHY NO POUGHKREEPSIE MANDATORY REFERUNDUM. FOR SOLAR TAX, AS THEY SAY FOOL ME ONCE SAME ON YOU, FOOL ME TWICE SAME ON ME. THE CITY OF POUGHKEEPSIE HAS A 'CLIMATE CHANGE', GOING FROM TREE CITY TO TRASH CITY'. PARIS IS BURNING BECAUSE 'OEDIPUS MACRON', IMPOSED A 30% DEISEL TAX THIS YEAR AND ANOTHER 30% DEISEL TAX NEXT YEAR. LAST YEAR THOUSANDS OF FRENCH FROZE TO DEATH. THE MAJORITY POPULATON RESIDING IN POUGHKEEPSIE LIVE UNDER THE POVERTY LEVEL, AND THAT SMALL COUNTY FUEL GRANT DOESNT LAST THAT LONG.

Constntine Kazolias
47 Noxon St
Poughkeepsie, NY 12601-4101

F.Y.I.
Dt21 Oitunt - TAXES

P.S. 300 city LEGAL NOTICES - SALES today
1500 County " " "

Warren Jones North Clover Street
Jeff Domanski Beacon (Joule Assets)
Laurie Sandow South Grand Avenue
Darrett Roberts 148 Franklin Street

V. CHAIRWOMAN'S COMMENTS AND PRESENTATIONS:

Chairwoman Finney stated that she is very flattered and honored to report that she has been asked to make the welcoming remarks at this week's Naturalization Ceremony. Forty new citizens will receive their citizenship status and it is a very moving ceremony and if you have the chance to become familiar with them and is very flattered to be asked to make these remarks. Mr. Mayor, I know you've spoken from time-to-time, and can agree it's a great experience. **Mayor Rolison** added that it is probably one of the most gratifying events that you can attend.

VI. MAYOR'S COMMENTS:

Mayor Rolison- a few brief comments. On the 20th of this month we were able to recognize one of our most dedicated citizens on the 300 block, Carmen Lara. She sits there where she lives, where the old City Drug and takes care of that corner and has been up here for 20 plus years and came via New York City and she is an institution on that

block and we were able to dedicate that corner, and it is called "Carmen's Corner" now and she is just thrilled by it and was surprised too which was the best part. I wanted to let everyone know that our Youth Grant for 2019, the applications will be available on the website either this week or next week, once the budget is passed. Really briefly, there was an allocation in the 2018 budget of $100,000. It was the first time that we have done that, and wanted to thank the council for doing that in the 2018 budget and upped it this year to $140,000. We have allocated all of that money, but it hasn't been drawn down. There was a lot of interest and this was the first year that we did this, so you can see the fact that the money has been allocated through the youth grant committee. And know people are looking forward to being able to apply with other organizations that we have met throughout the years who are also interested in that as well. We had a very successful Celebration of Lights on Friday night. It was the 25th anniversary of that parade. Really want to give a special thanks to Chris Silva from the Bardavon who has been leading that since day 1, also the Poughkeepsie River District Business Association, which has been involved in it for 10 years plus. Want to thank the Department of Public Works, the Police Department, the Fire Department, County DPW as well for helping to light up the downtown corridor. Laurie who is here, Sarah Brannen and her family, Yvonne Flowers and others jumped in along the parade route, and as it turned out it was a great night, and it didn't rain. It was one of the biggest in length parades that we have had. Wanted to also thank Tom and Barbara Best who have been decorating Soldiers Fountain for the past four years, and they also have done Clinton Square, and they have been getting their greenery and getting their bows donated by Adams. And this year Adams donated an additional wreath that went on the sail when you cross the bridge and we were able to light the sail, so when you come across the bridge it is now lit, for the first time and it looks great. I want to thank everyone who went into the preparation for the 2019 budget and want to thank the council for their interest in the budget and their questions. Especially want to thank the Finance Committee for working very closely with the Finance Commissioner and the budget team along with the City Administrator. And I would hope that it is passed tonight. I want to talk a little bit about 61 Academy Street. It is a tragedy. We lost four people in that fire. As of about an hour ago, spoke with the Fire Chief. Right now we know that two males and one female, and these three have not been identified were perished in that fire. The fourth requires some additional identification. The way that call came in last night, there was no report of anyone trapped or possibly at risk when the 911 call was received. Also upon arrival the fire crews there were some people on the street, no one said that there was anyone in there and can understand why someone would think why there was not anyone in there. However, can say that when he arrived at the fire after being called at 2:03 a.m., about 2:25 a.m., was there, the crews had made entry into the building in an attempt to search. They were in there for a bit when it became clear because of the fire load they were pulled out. They did go back in and they were again pulled out because they had to go to a defensive position of fighting the fire solely from the outside. That, unfortunately the fire load and the building being sealed up. Their means of escape were severely limited from being sealed up and the fact that there was no power to the building and there were no lights in the building and sure that once the fire started and the fire load from the debris and the individual that lived there and passed away in 2015 had debris in a hoarder type situation, which made the building difficult for the firefighters and for the victims to get out of there. There was

also mention of the Mansion Street fire, there was a Certificate of Occupancy that was issued in October. Can tell you, one of the things that has been a challenge for the various departments in the city is to deal with properties, specifically vacant properties. Many of the departments are on different software platforms and those platforms don't talk to one another in a way that they need to. We now have new software that we are introducing into our vacant property information building department, PD, Fire, Department of Public Works, Corporation Counsel, ,every department that touch a vacant and or abandoned property and most likely some that are unoccupied. It's called Building Blocks Software and we got money for it from the Attorney General's Office, which will go into the system and will pull data from all of the various platforms and put it into one database. So everyone will have the ability to go in and look at a property and know what every department has done with that property. It's going to be great for the city and we are thankful to the Attorney General's Office for allocating the money for that. It's a bit complicated and will take a little bit of time to do it, but we are really encouraged by this,. It will give us a much better way to coordinate.

VII. MOTIONS AND RESOLUTIONS:

1. **A motion was made by Councilmember Petsas and seconded by Councilmember Lorraine Johnson to receive and print.**

RESOLUTION
(R-18-97)

INTRODUCED BY COUNCILMEMBER PETSAS

WHEREAS, pursuant to the Administrative Code of the City of Poughkeepsie, estimates of budget requirements for the year 2019 have been certified to the Mayor, City Administrator and the Commissioner of Finance by the various departments, officers, agencies and boards of the City of Poughkeepsie, and

WHEREAS, the Mayor with the help of the City Administrator and the Commissioner of Finance did review the aforementioned estimates with the various departments, officers, agencies and boards, and

WHEREAS, the Mayor did prepare a proposed budget for the year 2019 based on these aforementioned reviews, which proposed budget with the Mayor's budget message was submitted to the Common Council on October 15, 2018; and

WHEREAS, subsequent to a notice of public hearing being published in the official newspaper in compliance with provisions of the City Administrative Code, a public hearing was duly held on November 26, 2018; and

NOW, THEREFORE, BE IT

RESOLVED, that the 2019 preliminary budget amended by the changes set forth on the annexed Schedule A be and hereby is adopted and declared to be the budget of the City of Poughkeepsie for the year 2019, and be it further

RESOLVED, that the amounts of said budget appropriations, estimated revenues, and contributions from fund balances, be and are hereby appropriated as therein specified in accordance with the provision of the Charter and Administrative Code of the City of Poughkeepsie and General and Special laws of the State of New York applicable to said City, and be it further

RESOLVED, that the aforementioned general ad valorem taxes required to be raised for such budget purposes would need a homestead tax rate of $13.30 per one thousand dollars and a non-homestead tax rate of $17.99 of assessed valuation upon all taxable property of the City of Poughkeepsie according to the valuation of the assessment roll for the current year, and be it further

RESOLVED, that the required water rate for taxable and nontaxable properties is established at $4.30 per 100 cubic feet, and be it further

RESOLVED, that the required sewer rate for taxable and nontaxable properties is established at $3.60 per 100 cubic feet, and be it further

RESOLVED, that pursuant to Local Law 3 of 2012 the required sanitation rate for eligible taxable and nontaxable parcels is established as follows:

Single family residence: $96.00 a quarter
Two family residence: $190 a quarter
Three family residence: $300 a quarter

4 yard dumpster $537.50 a quarter
6 yard dumpster $745 a quarter
8 yard dumpster $987.50 a quarter

Mixed-use property: 187.50 a quarter

RESOLVED, in accordance with the Charter and Administrative Code of the City of Poughkeepsie and on or before the date therein specified, a warrant shall be issued to the Commissioner of Finance as City Treasurer, to collect such taxes in accordance with the provisions of the Charter and Administrative Code of the City of Poughkeepsie applicable thereto, with penalties and interest therein provided.

SECONDED BY COUNCILMEMBER LORRAINE JOHNSON

R 18-97						
			Yes/Aye	No/Nay	Abstain	Absent
☑ Accepted ☐ Defeated ☐ Tabled	Councilmember Salem	Voter	☑	☐	☐	☐
	Councilmember Brannen	Voter	☑	☐	☐	☐
	Councilmember Cherry	Voter	☑	☐	☐	☐
	Councilmember McNamara	Voter	☑	☐	☐	☐
	Councilmember Flowers	Voter	☑	☐	☐	☐
	Councilmember Petsas	Voter	☑	☐	☐	☐
	Councilmember R. Johnson	Voter	☑	☐	☐	☐
	Councilmember L. Johnson	Voter	☑	☐	☐	☐
	Chairwoman Finney	Voter	☑	☐	☐	☐

2. **A motion was made by Councilmember Cherry and seconded by Councilmember Lorraine Johnson to receive and print.**

R-E-S-O-L-U-T-I-O-N
(R18-98)

INTRODUCED BY COUNCILMEMBER CHERRY

WHEREAS, the City has confirmation of its funding award under the Consolidated Local Street and Highway Improvement Program ("CHIPS"), PAVE NY and Extreme Winter Recovery ("EWR"); and

WHEREAS, the approved state budget for fiscal year 2018-2019 includes a reimbursement program balance for the City of Poughkeepsie in the amount of $758,024.77 which is $261,024.77 more then the City budgeted for fiscal year 2018; and

WHEREAS, it is appropriate to adjust the 2018 budget to reflect the additional CHIPS monies allocated to the City by the State; and

NOW, THEREFORE,

BE IT RESOLVED, that the Common Council of the City of Poughkeepsie hereby amends, as follows, the 2018 fiscal budget of the City of Poughkeepsie to reflect the increase funding from the Consolidated Local Street and Highway Improvement Program:

INCREASE-	01.08.3501	Consolidated Highway Aid	$261,024.77
INCREASE-	01.08.5112.7252	Permanent Improvement Streets	$261,204.77

SECONDED BY COUNCILMEMBER LORRAINE JOHNSON

R 18-98						
			Yes/Aye	No/Nay	Abstain	Absent
☑ Accepted ☐ Defeated ☐ Tabled	Councilmember Salem	Voter	☑	☐	☐	☐
	Councilmember Brannen	Voter	☑	☐	☐	☐
	Councilmember Cherry	Voter	☑	☐	☐	☐
	Councilmember McNamara	Voter	☑	☐	☐	☐
	Councilmember Flowers	Voter	☑	☐	☐	☐
	Councilmember Petsas	Voter	☐	☑	☐	☐
	Councilmember R. Johnson	Voter	☑	☐	☐	☐
	Councilmember L. Johnson	Voter	☑	☐	☐	☐
	Chairwoman Finney	Voter	☑	☐	☐	☐

3. **A motion was made by Councilmember Petsas and seconded by Councilmember Lorraine Johnson to receive and print.**

RESOLUTION
(R-18-99)

INTRODUCED BY COUNCILMEMBER PETSAS

WHEREAS, the City of Poughkeepsie owns and maintains several public parking lots throughout the City as well as other municipal parking spaces; and

WHEREAS, the City of Poughkeepsie has undertaken a parking study in an effort to best determine the uses of these public parking lots as well as other public parking related issues in business areas; and

WHEREAS, the Common Council is desirous of taking up the consideration of these parking issues as they relate to the most efficient and economical use of city owned parking lots and other public parking areas; and

WHEREAS, the Common Council is seeking input from the public regarding the current use and efficiency of city owned parking lots, metered parking spots, and any other municipal parking related comments or concerns; and

NOW, THEREFORE,

BE IT RESOLVED, the Common Council hereby sets January 22, 2019 at 5:30 p.m. at the Common Council Chamber, City Hall, Third Floor, 62 Civic Center Plaza, Poughkeepsie, New York as the date, time and place of a public workshop meeting to discuss and to consider comments from the public regarding city owned parking lots and municipal parking related issues; and be it further

RESOLVED, that the City Chamberlain is hereby authorized and directed to publish notice of this public hearing at least once in an official newspaper of the City at least five (5) days before such date.

SECONDED BY COUNCILMEMBER LORRAINE JOHNSON

R 18-99						
			Yes/Aye	No/Nay	Abstain	Absent
☑ Accepted ☐ Defeated ☐ Tabled	Councilmember Salem	Voter	☑	☐	☐	☐
	Councilmember Brannen	Voter	☑	☐	☐	☐
	Councilmember Cherry	Voter	☑	☐	☐	☐
	Councilmember McNamara	Voter	☑	☐	☐	☐
	Councilmember Flowers	Voter	☑	☐	☐	☐
	Councilmember Petsas	Voter	☑	☐	☐	☐
	Councilmember R. Johnson	Voter	☑	☐	☐	☐
	Councilmember L. Johnson	Voter	☑	☐	☐	☐
	Chairwoman Finney	Voter	☑	☐	☐	☐

4. **A motion was made by Councilmember Petsas and seconded by Councilmember Lorraine Johnson to receive and print.**

RESOLUTION TO AUTHORIZE MUNICIPAL ENERGY SERVICES AGREEMENT WITH JOULE ASSETS, INC.

(R18-100)

INTRODUCED BY COUNCILMEMBER SALEM:

WHEREAS, pursuant to Local Law LL-18-2 adopted on March 19,2018, the City of Poughkeepsie Common Council enacted Local Law No. 2 of 2018 which is a Local Law to Establish a Community Choice Aggregation Program; and

WHEREAS, the City of Poughkeepsie seeks to explore CCA as a potential opportunity for energy consumers within the City because of the potential benefits a CCA would produce for residential and small business owners through the joint, aggregated provision of energy supplies and value-added services at better prices due to the market power of aggregation; and

WHEREAS, the NYSPSC Order Authorizing CCA's specifically states that municipalities are permitted to engage a third party CCA Administrator to assist in the development and implementation of a CCA program, including the solicitation and management of energy supply agreements for CCA customers; and

WHEREAS, Joule Assets Inc. (Joule) has gained the experience necessary to perform the services of CCA Administrator, having developed and successfully launched Westchester Power, which services more than 100,000 residential and small commercial customers in multiple municipalities providing energy savings through competitive public bidding of energy supplies and services; and

WHEREAS, the City of Poughkeepsie seeks to engage the services of Joule as the CCA Administrator, to assist its efforts to better understand, educate the public and develop a program to enable a CCA; and

WHEREAS, Joule would be engaged by the City of Poughkeepsie as a provider of professional services requiring special and technical skills, expertise and knowledge, therefore the contract for these services is exempt from competitive bidding requirements contained in New York GML §103;

NOW, THEREFORE

BE IT RESOLVED, the City of Poughkeepsie Common Council hereby authorizes the Mayor and/or City Administrator to execute the Municipal Energy Services Agreement with Joule Assets, Inc. subject to the approval of the City of Poughkeepsie Corporation Counsel.

SECONDED BY COUNCILMEMBER PETSAS

R 18-100						
			Yes/Aye	No/Nay	Abstain	Absent
☑ Accepted ☐ Defeated ☐ Tabled	Councilmember Salem	Voter	☑	☐	☐	☐
	Councilmember Brannen	Voter	☑	☐	☐	☐
	Councilmember Cherry	Voter	☑	☐	☐	☐
	Councilmember McNamara	Voter	☑	☐	☐	☐
	Councilmember Flowers	Voter	☑	☐	☐	☐
	Councilmember Petsas	Voter	☑	☐	☐	☐
	Councilmember R. Johnson	Voter	☑	☐	☐	☐
	Councilmember L. Johnson	Voter	☐	☑	☐	☐
	Chairwoman Finney	Voter	☐	☑	☐	☐

VIII. ORDINANCES AND LOCAL LAWS:

IX. PRESENTATION OF PETITIONS AND COMMUNICATIONS:

1. **FROM COMMISSIONER OF FINANCE BRADY,** a communication on year-end write-down of Aged Receivables.

2. **FROM MICHAEL SMOOT,** a notice or property damage sustained on November 17, 2018. **Referred to Corporation Counsel**

X. NEW BUSINESS:

XI. OLD BUSINESS:

XII. ADJOURNMENT:

A motion was made by Councilmember McNamara and Councilmember Petsas to adjourn the meeting at 8:17 p.m.

Dated: February 28, 2019

I hereby certify that this true and correct copy of the Minutes of the Common Council Meeting held on December 3, 2019

Respectfully submitted,

Deanne L. Flynn
City Chamberlain

PLEASE PRINT OR TYPE FORM CLEARLY

NOTE: Claim must be filed with and served to the City Chamberlain in triplicate (3 copies) within 90 days after the claim arises. Use additional sheets if necessary.

CITY OF POUGHKEEPSIE
CITY CHAMBERLAIN
2019 FEB 22 AM 8:59

NOTICE OF CLAIM
AGAINST
THE CITY OF POUGHKEEPSIE, NEW YORK

TODAY'S DATE: 2-21-19

NAME AND ADDRESS OF EACH CLAIMANT:

TELEPHONE NUMBER: (845) 453-0333

NAME AND ADDRESS OF ATTORNEY (IF ANY):

DESCRIBE WHAT HAPPENED AND AMOUNT CLAIMED (PLEASE STATE DATE, TIME, LOCATION, AND MANNER IN WHICH CLAIM AROSE):

Ran over pot hole and it cause damage to my 2010 BMW.

ITEMS DAMAGED OR INJURIES SUSTAINED:

2010 BMW is Not Drivable. Rim is Bent.

X Alaina Lassiter
Signature of Claimant

Signature of Claimant

STATE OF NEW YORK, COUNTY OF Dutchess s.s.:

Alaina Lassiter being duly sworn, say(s) that he/she is/are the claimant(s) named in the foregoing claim, that he/she has/have read the same and know(s) the contents thereof; that the same is true to his/her own knowledge, except as to the matters alleged upon information and belief and as to those items, he/she believes it to be true.

X Alaina Lassiter
Signature of Claimant

Signature of Claimant

Sworn to before me this
21 day of February, 2019

Notary Public

ALLISON FAITH SADRIANNA
Notary Public, State of New York
Qualified in Dutchess County
Reg 01SA6376315
My Commission Expires June 11, 2022

NOTE: After submitting this form to the City Chamberlain, please direct any inquires to the Corporation Counsel at (845) 451-4065, Monday to Friday, 8:30 a.m. - 4:00 p.m.

DUTCHESS AUTO SPA INC
223 N CLINTON ST
POUGHKEEPSIE, NY 12601-2033
Tel: 845-471-7181 • Fax: 845-471-7188
dutchessauto@gmail.com

Repair Order J001215

Service Advisor: WAJDI T HATTAR
Technician: RYAN VANVOORHEES
Date: 02-21-2019 12:15 PM

Customer

Lassiter Alaina (ALA001)
53 Croft Rd
Poughkeepsie NY 12603

Home: 845-453-0333
*Cell: 845-453-3264

Vehicle

2010 BMW 328i xDrive Base
3.0 GAS - RED
WBAPK5C54AA651864

Miles In: 105,552
Miles Out: 105,552
License Plate: GWM5325 NY

Customer Issues and Advisories

Work Description

C/S BAD CLUNKING NOISE COMING FROM REAR OF VEHICLE . PLEASE CHECK AND ADVISE

Work to be Performed

Diagnostic - Noise

Work Description

Diagnose abnormal operating noise of vehicle based on customer report and observations. Please advise on repairs to restore vehicle to designed operation. Road test vehicle and can hear clunking noise coming right rear wheel inspect suspension and found right rear shock broke and right rear rim bent in 3 places. vehicle need right rear rim and rear sock and mount

Labor	Tech	Hrs	Price	Discount	Total
Shop Labor		1.00	90.00	0.00%	90.00
			Diagnostic - Noise	SubTotal	$90.00

Suspension Strut / Shock Absorber

Labor	Tech	Hrs	Price	Discount	Total
Replace -Right Rear Shock Absorber		2.00	90.00	0.00%	180.00

Parts	Part No	Qty	Price	Discount	Total
Right Rear Shock Absorber	OEM33526779985	1.00	149.95	0.00%	149.95
Right Rear Strut Mount	OEM31336775097	1.00	91.15	0.00%	91.15
Right Rear Shock dust boots	OEM33536767334	1.00	49.45	0.00%	49.45
			Suspension Strut / Shock Absorber	SubTotal	$470.55

Four Wheel Alignment

Work Description

Perform four wheel alignment. Adjust the Toe, Camber and Caster to ensure vehicle is within manufacturer's recommended specifications. Visually inspect condition of suspension and advise.

Labor	Tech	Hrs	Price	Discount	Total
Shop Labor		1.80	90.00	0.00%	162.00
			Four Wheel Alignment	SubTotal	$162.00

RIM

Parts	Part No	Qty	Price	Discount	Total
USED Rim (Right Rear)	DAUTA	1.00	200.00	0.00%	200.00
			RIM	SubTotal	$200.00

NYS REG. # 711483

DUTCHESS AUTO SPA INC
Tel: 845-471-7181 • Fax: 845-471-7188
Lassiter Alaina (ALA001) • 2010 BMW 328i xDrive Base

Repair Order J001215
Date: 02-21-2019 12:15 PM

Total

Proposed Completed Date
02-21-2019 5:30 PM

Labor	432.00
Parts	490.55
Hazmat*	0.00
Supplies*	0.00
Taxes	74.96
Repair Order Total	**$997.51**

* Shop Supply & Hazmat Fees: This charge represents costs and profits (where applicable) to this repair facility for miscellaneous shop supplies, and/or waste removal

Authorization

Original Estimate Total:
Authorization Method: Phone
Date: 02-21-2019 0:15 PM Contact Details: 845-453-3264
Authorized By: Lassiter Alaina

X Alaina Lassiter
Customer Signature

Repair Authorizations

Date/Time	Authorizer	Method	Contact Details	Additional Cost	New Value
02-21-2019 0:45 PM	Lassiter Alaina	Mobile	845-453-3264	2,492.16	2,492.16

Save replacement parts for inspection or return? (Core may apply) ☐ Yes ☐ No

PLEASE NO PERSONAL CHECK ACCEPTED

PLEASE BE ADVISED VEHICLE MUST BE PICKED UP 24 HOURS AFTER CUSTOMER BEEN NOTIFIED UNLESS ARRANGEMENT WAS MADE OR STORAGE FEE WILL BE APPLIED $75 PER DAY INSIDE / $65 PER DAY OUTSIDE

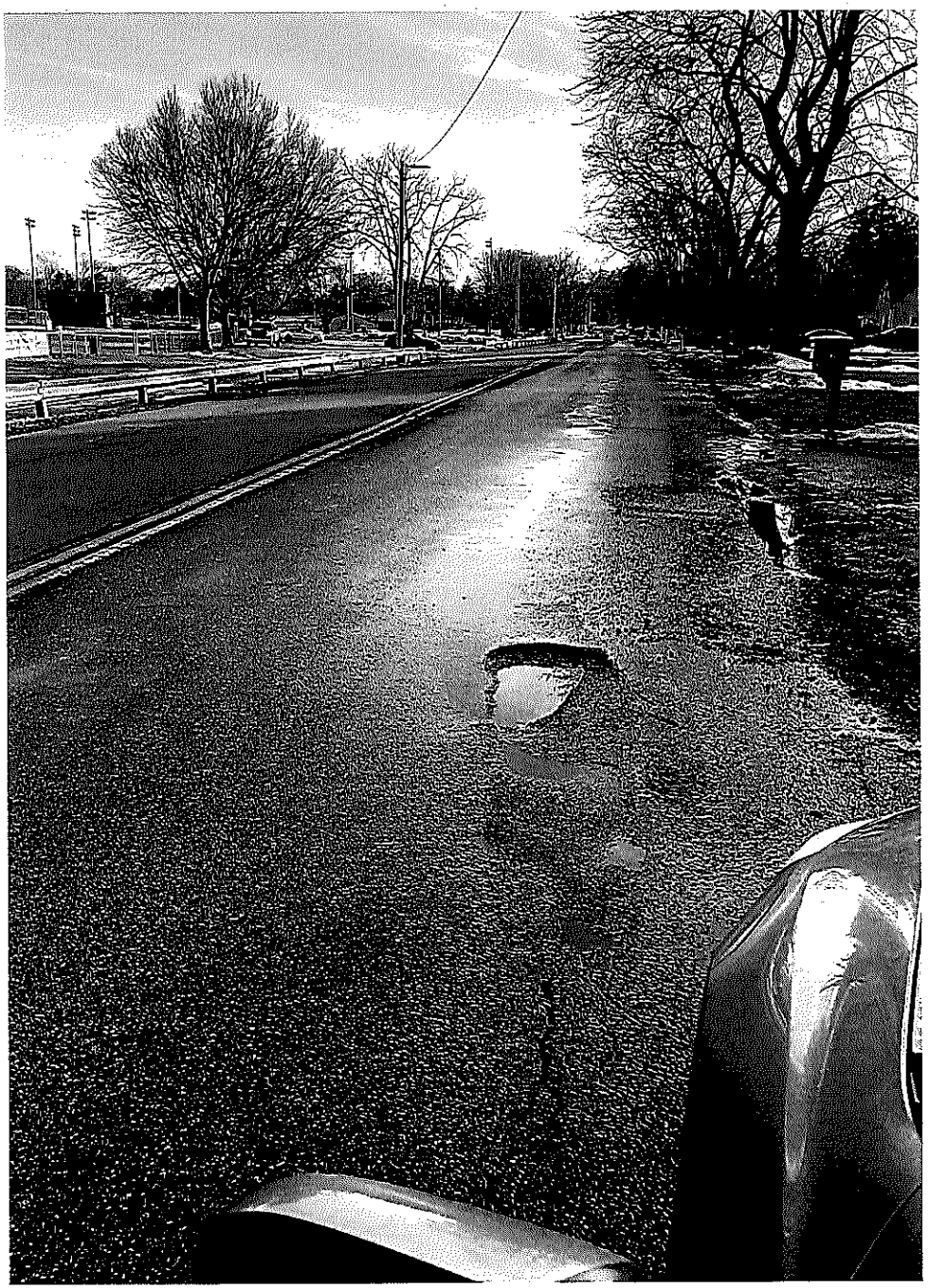
DUTCHESS AUTO SPA IS ABSOLUTELY NOT RESPONSIBLE FOR ANY DAMAGE TO VEHICLE LEFT ON PREMISES

VEHICLE WILL NOT BE RELEASED TO CUSTOMER UNLESS PAID IN FULL

SPECIAL ORDER PARTS MUST BE PAID IN FULL BEFORE ORDERING 25% RESTOCKING FEE WILL BE APPLIED

AS PER MANAGEMENT
THANK YOU

NYS REG. # 7114831



NOTICE OF CLAIM

In the Matter of the Claim of

PAUL MANISCALCO,

Claimant,

-against-

CITY OF POUGHKEEPSIE,

Respondent.

CITY OF POUGHKEEPSIE
CITY CHAMBERLAIN
2019 FEB 11 PM 1:44

1. Name and post office address of each claimant and claimant's attorneys is:

Claimant
PAUL MANISCALCO
179 Van Wagner Road, Lot 6
Poughkeepsie, New York 12603

Attorney
NEIMARK & NEIMARK LLP
37 Congers Road
New City, New York 10956-5135
(845) 638-3012

2. The nature of the claim: Tort claim for personal injuries and other damages based on negligence, trap and/or nuisance.

3. The time when, the place where and the manner in which the claim arose:
That on or about November 16, 2018, at approximately 2:00 PM, the claimant, PAUL MANISCALCO, was caused to fall due to an uneven, broken, and defective sidewalk condition located in front of the premises located at 140 Main Street, Poughkeepsie, New York. The claimant was caused to fall and be injured by reason of the negligence, recklessness and carelessness of the CITY OF POUGHKEEPSIE, its agents, servants and/or employees in the ownership, management, operation, control, repair and maintenance of said sidewalk; in causing, permitting and/or allowing said sidewalk at the aforementioned location to be, become and remain in an uneven, broken, dangerous and hazardous condition, constituting a trap, nuisance and hazard; in actually creating said condition; in failing to provide any warnings; in actually creating a dangerous and defective condition; in failing to properly repair the area; and in general and in other ways being careless, reckless and negligent. Upon information and belief, the CITY OF POUGHKEEPSIE had actual and prior written notice of the aforesaid defective conditions and failed and/or neglected to make timely repairs to correct said conditions. Three (3) color photocopies of photographs depicting the location are annexed hereto.

4. The items of damage or injuries claimed are:
Claimant PAUL MANISCALCO sustained multiple bodily injuries as presently ascertainable including, but not limited to, a fractured right arm, requiring open reduction internal fixation, internal derangement of right arm, surgical scarring, and other multiple bodily injuries which have caused claimant to incur and continue to incur expenses for medical attention and treatment and other related damages all to the present and future.

ADULT
DAY CARE
PROGRAM

The undersigned claimant therefore presents this claim for adjustment and payment. You are hereby notified that unless said claim is adjusted and paid within the time provided by law from the date of presentation to you, the claimant intends to commence action on this claim.

Dated: Poughkeepsie, New York
February 11, 2019

x Paul Maniscalco

VERIFICATION

STATE OF NEW YORK: COUNTY OF Dutchess ss.:

Paul Maniscalco, being duly sworn, deposes and says that deponent is the above named claimant; deponent has read the foregoing NOTICE OF CLAIM and knows its contents; the same is true to deponent's knowledge, except as to those matters stated to be alleged upon information and belief, and as to those matters deponent believes it to be true.

x Paul Maniscalco

Sworn to before me this
11 day of February 2019

Notary Public

GEORGE R. BEAN JR.
Notary Public-State of New York
No. 01BE6038865
Qualified in Rockland County
Commission Expires March 20, 2022

Neimark & Neimark, LLP
Attorneys for Claimant
37 Congers Road
New City, New York 10956
(845) 638-3012

LAW OFFICES OF

LORENZO L. ANGELINO

Tele. (845) 214-1133
Fax (845) 625-1672

42 CATHARINE STREET
POUGHKEEPSIE, NY 12601

www.AngelinoLaw.com
langelino@AngelinoLaw.com

February 13, 2019

CITY OF POUGHKEEPSIE
CITY CHAMBERLAIN
2019 FEB 13 PM 3:06

HAND DELIVERY
City of Poughkeepsie
62 Civic Center Plaza
Poughkeepsie, NY 12601

Re: 30 Day Notice for On-Premises Beverage License
Thailicious Catering Inc.

City Clerk,

Enclosed please find the standard notice for providing a 30-day advance notice to a local municipality in connection with an on-premises Alcoholic Beverage License.

Please review same with community board and advise this office if there are any objections or further information required for the board's approval.

My client is attempting to submit the application sooner than the thirty day period and may do so with a letter from your community board stating that no objections exist, if they in fact do not, to this application.

Thank you in advance for your courtesy and cooperation, please do not hesitate to contact me with any questions you may have.

Sincerely,

Lorenzo L. Angelino, Esq.

Enclosure

State Liquor Authority

OFFICE USE ONLY
○ Original ○ Amended Date _____

Standardized NOTICE FORM for Providing 30-Day Advance Notice to a Local Municipality or Community Board

1. Date Notice was Sent: 02/13/2019 1a. Delivered by: Personal Delivery with Proof of Receipt

2. Select the type of Application that will be filed with the Authority for an On-Premises Alcoholic Beverage License:

◉ New Application ○ Renewal ○ Alteration ○ Corporate Change ○ Removal ○ Class Change ○ Method of Operation Change

CITY OF POUGHKEEPSIE CITY CHAMBERLAIN 2019 FEB 13 PM 3:06

For **New** applicants, answer each question below using all information known to date
For **Renewal** applicants, answer all questions
For **Alteration** applicants, attach a complete written description and diagrams depicting the proposed alteration(s)
For **Corporate Change** applicants, attach a list of the current and proposed corporate principals
For **Removal** applicants, attach a statement of your current and proposed addresses with the reason(s) for the relocation
For **Class Change** applicants, attach a statement detailing your current license type and your proposed license type
For **Method of Operation Change** applicants, although not required, if you choose to submit, attach an explanation detailing these changes

This 30-Day Advance Notice is Being Provided to the Clerk of the Following Local Municipality or Community Board:

3. Name of Municipality or Community Board: City of Poughkeepsie

Applicant/Licensee Information:

4. Licensee Serial Number (if applicable): _____ Expiration Date (if applicable): _____

5. Applicant or Licensee Name: THAILICIOUS CATERING INC

6. Trade Name (if any): _____

7. Street Address of Establishment: 138 South Avenue, 1st Floor

8. City, Town or Village: Poughkeepsie **, NY** Zip Code: 12601

9. Business Telephone Number of Applicant/Licensee: (845) 309-2288

10. Business E-mail of Applicant/Licensee: _____

11. Type(s) of alcohol sold or to be sold: ○ Beer & Cider ◉ Wine, Beer & Cider ○ Liquor, Wine, Beer & Cider

12. Extent of Food Service:

◉ Full food menu; full kitchen run by a chef or cook ○ Menu meets legal minimum food availability requirements; food prep area at minimum

13. Type of Establishment: Restaurant (full kitchen and full menu required)

14. Method of Operation: (check all that apply)

☐ Seasonal Establishment ☐ Juke Box ☐ Disc Jockey ☑ Recorded Music ☐ Karaoke
☐ Live Music (give details i.e., rock bands, acoustic, jazz, etc.): _____
☐ Patron Dancing ☐ Employee Dancing ☐ Exotic Dancing ☐ Topless Entertainment
☐ Video/Arcade Games ☐ Third Party Promoters ☐ Security Personnel
☐ Other (specify): _____

15. Licensed Outdoor Area: (check all that apply)

☐ None ☐ Patio or Deck ☐ Rooftop ☐ Garden/Grounds ☐ Freestanding Covered Structure
☑ Sidewalk Cafe ☐ Other (specify): _____

State Liquor Authority

OFFICE USE ONLY
○ Original ○ Amended Date _____

Standardized NOTICE FORM for Providing 30-Day Advance Notice to a Local Municipality or Community Board

1. Date Notice was Sent: 02/13/2019 1a. Delivered by: Personal Delivery with Proof of Receipt

2. Select the type of Application that will be filed with the Authority for an On-Premises Alcoholic Beverage License:

● New Application ○ Renewal ○ Alteration ○ Corporate Change ○ Removal ○ Class Change ○ Method of Operation Change

CITY OF POUGHKEEPSIE CITY CHAMBERLAIN 2019 FEB 13 PM 3:06

For **New** applicants, answer each question below using all information known to date
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4. Licensee Serial Number (if applicable): _____ Expiration Date (if applicable): _____

5. Applicant or Licensee Name: THAILICIOUS CATERING INC

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7. Street Address of Establishment: 138 South Avenue, 1st Floor

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11. Type(s) of alcohol sold or to be sold: ○ Beer & Cider ● Wine, Beer & Cider ○ Liquor, Wine, Beer & Cider

12. Extent of Food Service:

● Full food menu; full kitchen run by a chef or cook ○ Menu meets legal minimum food availability requirements; food prep area at minimum

13. Type of Establishment: Restaurant (full kitchen and full menu required)

14. Method of Operation: (check all that apply)

☐ Seasonal Establishment ☐ Juke Box ☐ Disc Jockey ☑ Recorded Music ☐ Karaoke
☐ Live Music (give details i.e., rock bands, acoustic, jazz, etc.): _____
☐ Patron Dancing ☐ Employee Dancing ☐ Exotic Dancing ☐ Topless Entertainment
☐ Video/Arcade Games ☐ Third Party Promoters ☐ Security Personnel
☐ Other (specify): _____

15. Licensed Outdoor Area: (check all that apply)

☐ None ☐ Patio or Deck ☐ Rooftop ☐ Garden/Grounds ☐ Freestanding Covered Structure
☑ Sidewalk Cafe ☐ Other (specify): _____

To: CITY OF POUGHKEEPSIE CLERK

From: "HAYDEE'S MARKET INC."

CITY OF POUGHKEEPSIE
CITY CHAMBERLAIN
2019 FEB 21 PM 12: 28

Dear City Clerk of Poughkeepsie,

With this letter we, Walter Sosa and Walter Sosa Vicuna, owners of " Haydee's Market Inc." are hereby notifying you of our intention of the summoning of the RENEWAL APPLICATION with the New York State Liquor Authority. It is for the renewal of wine/beer License for "Haydee's Market Inc." grocery store located at 92 Pershing Avenue Poughkeepsie , NY, 12601.

Thank you for your anticipated attention,

Sincerely,

Walter Sosa

Walter Sosa PRES.

Walter Sosa Vicuna

92 Pershing Avenue
Poughkeepsie, NY 12601

(845)452-8800