



THE CITY OF POUGHKEEPSIE
NEW YORK

PUBLIC HEARING

Monday, August 23, 2010

6:00 pm

City Hall

Richard and Kara Fin- 48 West Arnold Road- stated before the Council that she is concerned that rezoning of single family homes. In her residential area single family homes will bring approximately 300 cars down the street. She feels that it will bring too much traffic/population in.

Ann Dalton- 17 DeLaval Street- she stated that in 2005, 2006 she came before the Council to have this particular parcel to zone # 1. She stated that years ago she was concerned with traffic on Innis Avenue. She stated that there are issues with ongoing traffic which is a risk to children/pedestrians. She has witnessed the impact of traffic first hand. The last thing is a building complex; the parcel is a green zone. She stated that she would like to see single family homes. She will like to see positive development for existing homes; there is no need for oversized buildings. The area needs stability. The best thing is rezoning this parcel. She recommends that the Council act on the proposed rezoning.

Barbara Clark- 29 W Arnold Road- stated that she has been before the Council several times in the last five years. She stated that she agrees with her neighbors and urges the Common Council to vote to zone the parcel R1 for single family homes; no rentals. Property owners take pride in their homes. There are residents that have lived in that particular area for 50 years; there is no need for multi-family homes.

She stated that she had some traffic concerns: storm water mitigation in the FallKill Creek. In the winter time the street is only big enough for 3 vehicles. Adding to that chaos with more vehicles will be a nightmare on the city's hand. She recommends that the Council vote to rezone the parcel to R1.

Cathy McLaughlin 14 Arnold Road- she stated back in 2005/2006 she came before the Council to speak about the parcel. The traffic study was completed in May or June a time when traffic changes. Corlies Avenue/Arnold Road has a lot of traffic runs through the stop signs. Many of her neighbors submitted letters to the Common Council. She wanted to question if the city needs condominiums. Why would the city need another abandoned

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property/building? There are so many vacant houses in the city. She recommends that the Council vote to rezone the parcel to R1.

Carol White-9 Fitchett Street- She stated that her 2 children grew up on the street that she resides on currently. She strongly believes that an apartment complex would deter children from being children to due the impact of traffic.

Gus Kazolias- 57 Noxon Street- he wants the Council to listen to the residents of the neighborhood. He stated with rentals there are no commitments by the people. He stated that she witnessed the city being destroyed; please do not bring the neighborhood down. Please respect the wishes of the residents; look at the master plan. The people that have the lived/owned property in the city make the city. He recommends that city look into the master plan and decides what is right for the city.

Pat Barone- 28 West Arnold Road- stated before the Council that there are empty apartment buildings on Mansion Street. She stated that there were townhouses on Corlies Avenue that sat vacant for many years. The houses on the north side are lower than the rest of the city. The individuals that live in those homes take pride. She strongly believes that it is conducive for single family homes.

Glenn Barrett- 28 Arnold Road- he wanted to remind the Common Council that he has the original petitions. He stated that everyone except for 4 people were eager to sign. He stated that he was raised in the neighborhood. He stated that Arnold Road is very narrow; it is hard to get through the street.

Jacqueline McCrae-50 West Arnold Road- stated before the Council that she has resided in his home for 15 years. Her house is located next to the wooded area; anything developed will directly affect her home. She stated that the Common Council should consider the residents desires.

Ann Dalton-17 DeLaval- stated that she submitted letters to the Common Council.

Letters submitted to Council

August 23, 2010

Re: Public Hearing - Milton Street

Attention: Councilperson Yvonne Flowers
and all Common Council Members.

To say that I am upset on hearing of the Westchester developer who wants to build 180 condos in our immediate area is indeed an understatement. The current flow of traffic on Arnold Road and West Arnold Road is considerable especially at Commuter times. Any increase in the traffic on such inadequate road ways could be extremely dangerous. The corner stop signs are frequently ignored which is dangerous in itself. This problem has become obvious to the City Police Department which tries to maintain surveillance on Arnold Road to check the violators of stop signs, the crossroads on West Arnold Road and Arnold Road and also on Arnold Road and Corlies Avenue have been troublesome for some time.

Catering to the efforts of the Westchester developer to contribute additional problems of noise, traffic, and danger to residents is unthinkable.

To identify myself - I might be considered the "Matriarch" of Arnold Road since I have lived all my life in this house where I was born 82 years ago!

The house number was originally #1 Arnold Road because it was the only house in the immediate area.

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When a few other houses were built, it became #2 Arnold Road. It is currently #16 but it is the same house.

When I was a child, Arnold Road and West Arnold Road were "cow paths" and we frequently found Indian arrowheads and other artifacts while playing.

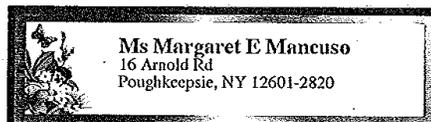
I mention these facts to point out that I have witnessed a great deal of change and growth in this neighborhood in my life time.

Please do not permit this destructive kind of change which will ruin our pleasant residential area for future home owners.

Thank you.

A very concerned citizen,

Margaret E Mancuso



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To: The Common Council

August 23, 2010

From: Marion Cantwell
51 West Arnold Rd. resident for 43 years.

Re: Rezoning of Milton Street Parcel from R4 to R2

I am sorry that I cannot attend your meeting for health reasons but I am very interested ^{in the} Rezoning question. Rezoning of the 7-acre land parcel on Milton Street from R4 to R2 is very important to our neighborhood and Poughkeepsie, in general, because of the services available and the roadways (Arnold Road West and Ditchett Street).

To Service 120 Condos: Water pressure will go from a drizzle to a drip. Sewage backup may result in coming home to overflowing toilets. The Sanitation Department is valiantly trying to keep up with the garbage pick up with rented Royal Carting trucks and pick up Trucks, 300 (more) additional cars would pollute the air (causing a health hazard) and the neighborhood streets cannot handle this heavy traffic, would police, fire and other emergency units be able to accept the added burden.

The condos would not fit into the neighborhood and would be a disappointment to us and an even greater disappointment, financially, to the owners. We hope that you will adopt the change in zoning from R4 to R2.

Thank you for your consideration and we thank Yvonne Flowers for all of her hard work.

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Department of English
SUNY New Paltz
New Paltz, NY 12561

August 23, 2010

City of Poughkeepsie Council
City Hall
62 Civic Center Plaza
Poughkeepsie, NY 12602

RE: Rezoning of the Milton Street parcel

Dear Council Members,

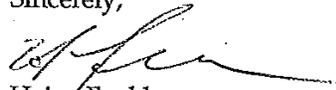
I wanted to be at today's meeting, but since I am teaching today, I am writing to support the proposed rezoning of the Milton Street parcel from R-4 to R-1. I was very pleased to hear about the possibility of rezoning that parcel of land. I live only a few blocks away off of Innis Avenue on a heavily-trafficked street and I was one of the members of the local community who pushed for such rezoning five years ago prior to and during meetings regarding the Fallkill condominium development project.

The issue is much more significant now, because many of the problems the community brought up in 2005 have been exacerbated through the general growth and development of Poughkeepsie. The concerns we expressed: traffic congestion, danger to pedestrians (especially children), loss of green zone, and ecological impact are more pressing than ever.

I have lived in Poughkeepsie for nearly 20 years and have seen my share of misguided development. For the survival and quality of life for the neighborhood, I urge you to rezone the parcel to R-1.

Please feel free to call me if you have any questions.

Sincerely,



Heinz Fenkl
(845) 257-2743 (o)

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After attending all the scope public hearings and many concerns were recorded for the record. Some information was not clarified and it this time I raise some questions, to be thrown into the hopper. After reading on Google, the scenic Hudson River has a option to buy some or all of the property. Is this still in play? Second, with a 600 units, this complex with many of the units will be two bedroom, how many of those two bedroom units will house children of school age? Even with 200 two bedroom units with school age children would require a public school just that complex!!!. The City Of Poughkeepsie BOE School have not publicly weighed in and given input how the project will impact the school system.

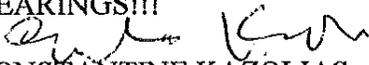
CONSTANTINE P. KAZOLIAS
47 Noxon Street, Pk, NY, 12601
09/01/10

20

At the latest Dutton scoping public hearing held on 08/30/10, I was shocked to learn that the proposed narrow 12-0 foot walkway along the Hudson was being doubled up and incorporated as a fire lane for those big massive heavy fire ladder trucks. Two questions immediately have to be asked, those outriggers which expand to 20-0 feet and the 50-0 foot turn around for those same rigs with the fixed axle would suffice?

NYC, a P.E. with geo background would have to investigate, calculate and put his stamp of approval on the drawings that the substrata, underground utilities the influence line to the river, etc can support the safe placement of a crane safely. My concerns are the same here in Poughkeepsie with the fire heavy ladder trucks. The city doesn't need a rubber stamped drawing by a P.E.

After an engineered certified analysis of all the above, what would be the minimum walkway width? A MIN 75-0 FOOT WIDTH WALKWAY HAS BEEN RECOMMENDED BY MANY KNOWLEDGEABLE WITH EXPERTISE AT THESE HEARINGS!!!


CONSTANTINE KAZOLIAS
47 Noxon Street, Tel [845] 452-5539, 09/03/10

Official Minutes of the Public Hearing regarding Milton Street Rezoning

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CONSTANTINE KAZOLIAS
47 Noxon Street, Tel [845] 452-5539, 09/03/10

Official Minutes of the Public Hearing regarding Milton Street Rezoning

September 5, 2010

Member of the City of Poughkeepsie Common Council,

While unable to attend the public hearing on this project, Please include my concerns, as provided here, in the record for consideration as the approval process for this project continues.

With it in mind, that I believe that the proper residential development of this parcel can serve the wellbeing of the City, there are numerous considerations to be taken into account, and I will focus on the following:

- This riverfront project can and should accommodate and promote the walkway along the Hudson which is essential to the ongoing revitalization of not only the city of Poughkeepsie, but the well being of the Hudson Valley. As proposed, the “walkway” in front of this project is sadly only a meager and token gesture toward what is needed. The walkway between this development and the river must be a robust and well planned venue which will attract both the general public and certainly the residents of this project. One should only visit the riverside park in the lower west side of Manhattan to see how a recently developed public venue was not only accommodated for the public but also enhanced the value of the luxury apartments across the road. This walkway, as attached to the Dutton O’Neill project should include space for walking, biking, blading, sitting, and shade trees – all available to the public and certainly an enhancement to the residents of this project. The development of these walkway accommodations should be completed with a major, if not complete, investment of the developer. On a related note, any necessary improvements to the bulkhead at this site will require the necessary but appropriate investment of the developer.
- The proposed density of these buildings goes beyond what is reasonable given what the site can absorb. The height of the proposed development exceeds what is reasonable given the surroundings. This development should fit into and compliment the area rather than sticking out like a sore thumb. The visual impact including height, mass, color and design of these buildings must take into account and support the beauty that we see along the Hudson River today.
- It is unfathomable to think that the traffic produced by this project can be accommodated given the existing/proposed roadways. Water Street cannot withstand nor support the anticipated traffic. Absent direct entry/exit to/from Rte. 9, this project, as proposed, is not feasible.
- The City of Poughkeepsie should and must provide development opportunities that will attract new residents. This is necessary in order to promote and sustain the well being of the city and we need to welcome new citizens. Nevertheless, as proposed, this proposal does nothing to address of those living in the city now who endure substandard housing, crowded apartments, and crime ridden apartment houses owned by absentee and disinterested landlords. Given the economic opportunity that is being extending here to the developers, the city should and must propose that the developer contribute to an Affordable Housing Trust Fund to be administered by the City. This would allow for the capital needed to promote good affordable housing opportunity for the people who live with the city Poughkeepsie and are in need of the same. As an alternative, the developer might propose that this development be “economically

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integrated" with set aside units priced for those city citizens who need affordable / workforce housing.

I appreciate the opportunity to contribute to the public comments surrounding this proposed development which, if done well, can and should be an asset to the City of Poughkeepsie. Thank you.

-Brian Doyle
3 Kimball Rd
Poughkeepsie, NY

Graham

From: "Graham S. Jones, II" <graham@grahamjones.com>
To: <dflynn@cityofpoughkeepsie.com>
Cc: <tparise@cityofpoughkeepsie.com>; <jtkazyik@cityofpoughkeepsie.com>; <pherman@cityofpoughkeepsie.com>; <klein@cityofpoughkeepsie.com>; <gjohnson@cityofpoughkeepsie.com>; <rmallory@cityofpoughkeepsie.com>; <msolomon@cityofpoughkeepsie.com>; <rcoates@cityofpoughkeepsie.com>; <yflowers@cityofpoughkeepsie.com>
Sent: Thursday, September 09, 2010 9:36 AM
Attach: Graham S. Jones, II.vcf; Letter on O'Neill Group Dutton LLC proposal.pdf
Subject: Letter for Public Hearing on O'Neill Group Dutton LLC
Hello,

Attached is a letter to be included with the hearing closed on August 30, 2010.

Regards,

"Jerry"

Graham S. Jones, II
Attorney at Law
Registered Patent Attorney
U.S. Patent Office Reg. No. 20,429

42 Barnard Avenue, Poughkeepsie, NY 12601-5023
Tel. 845 473-9118 FAX 845 485-9399

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CITY OF POUGHKEEPSIE
CITY CHAMBERLAIN

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GRAHAM S. JONES, II

ATTORNEY AT LAW - REGISTERED PATENT ATTORNEY

42 BARNARD AVENUE
POUGHKEEPSIE, NEW YORK 12601-5023

9 September 2010

Common Council
City of Poughkeepsie,
62 Civic Center Plaza
Poughkeepsie, NY 12601

Re: O'Neill Group-Dutton LLC Proposal

Members of the Common Council:

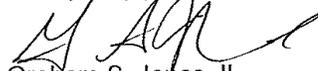
As you know I was appointed Planning Board Chairman by Mayor Sheila Newman and reappointed by Mayors Lafuente, Cozean, and Tkazyik prior to my resignation. During that time a Miron Dutton project came before the Planning Board. In addition a proposed project for use of the site for offloading salt from Chile at the deep sea port located on at the A.C. Dutton site was considered. Study of those two projects provided a great deal of insight into the problems of the site of the current proposal.

The problems of North Water St. being a narrow street and the poor access to Route 9 from Main St. with the dangerous access ramp there and the expected increase in traffic on Main St. as other projects are built on North Water St. make it important to avoid overtaxing the North Water St. and Main St. corridors.

Development in accordance with the recent proposal for the former Dutton Lumber site needs to be deferred until a southbound ramp from North Water St. onto Route 9 can be built. I have been advised that the DOT has resisted building such a ramp on the basis that it would not meet contemporary standards for newly built ramps. However, one can envision that a ramp superior to the ramp at Main St. can be designed and built and that it would reduce the hazards at the Main St. ramp. Moreover the DOT can add traffic lights which it has permitted in very large numbers along Route 9 except in our City.

It is believed that building of a high density development on the waterfront would be an economic mistake in that the real estate value would not match those of Hudson Pointe and the tax assessments would be hampered by the fact that the crowded development in the Dutton flood plain would hold down the market value of the units. The aesthetics of a development are important if the City is to have enhanced real estate values. The waterfront has proven it can be one of the most attractive features of our City.

Very truly yours,



Graham S. Jones, II

TEL: 845-473-9118

E-MAIL: graham@grahamjones.com

FAX: 845-485-9399

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Mayor Tkazyik- stated that before you is brought to you by Council member Flowers; this will bring the zoning in line with neighboring areas. In 2006 it was defeated a strong concern for the residents in the area with existing neighborhood. He wanted to take the time and thank Councilmember Flowers for working with administration for possible vote. This change will bring in line the rest of the neighborhood.

Chairman Klein adjourned the Public Hearing at 6:23 pm.

Dated: September 20, 2010

I hereby certify that this a true and correct copy of the Minutes of the Public Hearing held on Monday, August 23, 2010 at 6:00 pm.

**Respectfully submitted,
Deputy City Chamberlain**