



**THE CITY OF POUGHKEEPSIE  
NEW YORK**

**COMMON COUNCIL MEETING  
MINUTES**

**Monday, February 10, 2014 6:30 p.m.**

**City Hall**

**I. PLEDGE OF ALLEGIANCE:**

**ROLL CALL**

**All Present**

**II. REVIEW OF MINUTES:**

| PH 12-2-13  |                         |       | Yes/Aye                             | No/Nay                   | Abstain                  | Absent                   |
|---|-------------------------|-------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> Accepted<br><input type="checkbox"/> Accepted as Amended<br><input type="checkbox"/> Tabled | Councilmember McClinton | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Hermann   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Perry     | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Johnson   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Klein     | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Petsas    | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Rich      | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Mallory   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| CCM 12-16-13  |                         |       | Yes/Aye                             | No/Nay                   | Abstain                  | Absent                   |
|---|-------------------------|-------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> Accepted<br><input type="checkbox"/> Accepted as Amended<br><input type="checkbox"/> Tabled | Councilmember McClinton | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Hermann   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Perry     | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Johnson   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Klein     | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Petsas    | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Rich      | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Mallory   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**III. READING OF ITEMS by the City Chamberlain of any resolutions not**

**ADD**

**VII. MOTIONS AND RESOLUTIONS:**

- 4. FROM COUNCILMEMBER PETSAS, Resolution R14-17, requesting New York State modify the speed limit on Route 9.**

5. **FROM MAYOR TKAZYIK**, Resolution R14-18, approving appointments of Liaisons to the Poughkeepsie Board of Education.

**REMOVE**

**VII. MOTIONS AND RESOLUTIONS:**

1. **FROM CORPORATION COUNSEL ACKERMANN**, R14-11, approving the auctioning of excess city owned real property.
3. **FROM CITY ADMINISTRATOR BUNYI**, Resolution R14-16, approving financing for purchase of multi-unit parking meters.

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

**Ken Stickle 118 Catherine Street**

**Kim Breden 57 Montgomery Street**

**Steven Planck 81 Carroll Street**

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February 15, 2014

Steven Planck  
Po Box 3658  
Poughkeepsie, NY 12603  
stevenplanck@gmail.com

City of Poughkeepsie  
City Administrator  
62 Civic Center Plaza

Dear Milo Bunyi,

I'm a business owner and landlord in the City of Poughkeepsie and I'm writing to request that I be allowed to exercise my right to elect to receive refuse collection & hauling by the City of Poughkeepsie as outlined in LL-12-3, Section 9-64, paragraph (a), which states,

The Department shall collect and dispose of all residential solid waste (including institutional, mixed residential and multiple residential users **electing to receive** and which qualify for City solid waste collection services)

By standard of the definitions in LL-12-3, I meet the requirements for MIXED RESIDENTIAL USE as explained in Section 9-62 paragraph (b), which reads,

MIXED RESIDENTIAL USE - A structure designed for and consisting of one or more residential dwelling units and a portion of which is devoted to **business**, professional or commercial use

So whereas the definition Mixed Residential Use is defined by this law and hence not subject to another departments definition and, whereas I own a house located at 81 Carroll Street which consists of one or more residential dwelling units which I rent out and, whereas it is understood that the word "business", as so defined in People v. Com'rs of Taxes, 23 N.Y. 242, 244 is that which occupies the time, attention, and labor of men for the purpose of a livelihood or profit and, whereas the Internal Revenue Service and the New York State recognize my rental business by collecting taxes on the profits I receive from that business, I am thereby meeting the definition of the phrase Mixed Residential Use as it's defined in LL-12-3, signed December 17th, 2012.

I **do not elect to receive** refuse collection by the City of Poughkeepsie and your continuation of this law against my properties is a **violation of my rights**, and has been so for the last year.

A satisfactory resolution to this letter would be (a) for all properties in the City to be required to use the City for it's solid waste collection thereby diluting the costs for all users, (b) more competitive solid waste collections fees, (c) allowing my solid waste to be collected at the Transfer Station on Garden Street in lue of being picked up at my curb, (d) fees that are based on usage and not assumptions of usage or, (e) allowing me to exercise my right to elect to receive refuse collection & hauling by the City of Poughkeepsie as outlined in LL-12-3 - which I do not, because it's not competitively priced.

yours truly,  
Steven Planck

**Bruce Dooris 41 Wilson Blvd**

**Michael deCordova 2406 New Hackensack Road**

**Charles Fells 307 Main Street**

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**Alex Serroukas 3 North Winding Road**

**Kevin Newman 288 Church Street**

**John Marvella 139 Hooker Avenue**

**Constantine Kazolias 47 Noxon Street**

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WHEN CITY GOVT CHANGED FROM CITY MGR TO STONG MAYOR FROM FIRST MAYOR LAFUENTEE, COZEAN TO TKYZIK TO PRESENT DAY CITYHAS/IS IN A DOWNTURN!!!!FORMER MAYOR. , LAFUENTEE WHO WORKED FULL TIME A PUBLIC SCHOOL TEACHER, THUS: BEING A PART TIME MAYOR, WHILE MIKE MURPHY ,NEW CITY ADM, CONTINUED RUNNIN G THE CITY AS CITY MGR..DURING LAFUENTEE WATCH. A PROPOSAL BY ME FOR A N EXXON/DUNKEN/DONUTS MINI MART REQUIRED THE THE S/W/ CORNER AT THE INTERJECTION OF ACADEMY/ CHURCH , THE PURCHASE OF THE CTY OWNWED TAX LIANED PROPERTY OF 48 ACEDEMY, WAS CRITICAL AS PER ZONING FOR SAID ABOVE PROPOSED PROJECT!! EVEN MY HIGHEST BID OF \$41,000 FOR 48 ACADEMY, WAS KILLRD BY THE LAFUETEE/MURPHY CABAL---- THE MUCH PUBLICISED POJO EDITORIAL ENDORSED VIOLIN BOW ENTERPRISE. A BAR CLAIM OF SAID PROPERTY WOULD HAVE COST ME PRIVATELY, AT THE TIME--- \$5,000. BOTH MAYOR LAFUENTEE/ CITY CORP COUNCEL STEVE WING IN CONCERT, THE ABOVE BAR CLAIM WAS DONE ON THE CITY'S DIME!!! A FREE BEE--- FOR THE VIOLIN BOWS MAKER!!!!FOR PUBLIC COSUMPTION, WHEN THE CITY SELLS A TAX LIEN, THAT'S ALL IT IS, IT IS NOT CLEAR TITLE!!!! FAST FORWARD FROM MAYOR LUFUENTEE 1990'S WATCH TO 2014 REGARDING MAYOR TKYZIKS PROPOSAL TAKEN 25% OF THE ACADEMY/CANNON/CHURCH MUCH USED CITY OWNED PARKING LOT BY COMMUTERS, BUSSINESSES, LUCKEY PLATT RENTERS AND SNOW EMEGENCIES WOULD BE A GRAVE MISTAKE---- EQAULLING THENYS EAST WEST ARTERIAL KILLING THE CORE AREA OF THE CITY POUGHKEEPSIE!!! FYI, THE PRESENT PROPOSAL BY GASLAND FOR A GAS STATION CONTRIBUTED \$1000 TO THE \$230,000 MAYOR'S THYZIK CAMPAGN FOR STATE SENATORIAL POLITICAL WAR CHEST, IT PAYS TO PLAY. MUNICIPALLY OWNED ABOVE MENTIONED PARKING LOT AT THE A/C/C/ IS CRITICAL FOR THE CONTNUED AND FUTURE GROWTH SUSTAINENCE FOR THE AREA AS EVEDENCE BY THE NUMBERS WHO PARK THERE DAILY!! ANOTHER CONSIDERTION WILL BE FOR THOSE WHO PARKING ON THE CITY STREETS, AN S A FREEBEE, CONSEQUENTLY, WHEN THE PARKING METERS GET INSTALLED SAID TARGETED STREETS FORCING MANY STREET PARKERS INTO MOST CITY OWNED LOTS. THE CITY COUNCIL NEEDS SIX VOTES TO SELL CITY OWNED PROPERTIES. FINALLY, THE CITY HAS CONTROL OF SAID ABOVE PARKING LOT. CONTRARY TO THE STATE E/W AND N/S ARTERIALS WHICH THE STATE CONTROLLED WHEN IT FILED ITS MAP. AT THAT TIME E/W CONNECTING THE N/S MAKING THE CROSS. MY BROTHER NICK, THE ASTROLOGER, STATED TO ME WAS THE FINAL NAIL IN THE IN THE CRUSCIFICATION OF POUGHKEEPSIE... IN CONCLUSION, HOW MANY CRITICAL CITY ASSETS CAN BE GIVEN AWAY AT FIRE SALE PRICES AND STILL BE VIABLE AS THE DUTCHESS COUNTY SEAT? AS OF THIS DATE, EVEN MORE MONEYS FROM SALE CITY ASSETS INTO THE CITY'S FUND BALANCE DOES NOT ELEVATE THE STATE CONTROLER S DI NAPPOLIS CITY STRESS TEST AS REPORED IN THE LEGAL PAPER, POJO!!!!

*Constantine P. Kazolias*

CONSTANTINE P. KAZOLIAS, 47 NOXON STREET, POUGHKEEPSIE, NY 12601, 02/03/14

**Doug Nobelitti 145 Academy Street**

**Parking Meter Policy Recommendations to the Administration and Common Council**

Doug Nobiletti January 1-21-14

Having been a key motivator initiating the review of parking conditions on Main Street, I feel compelled to make recommendations to insure that the policy regarding the muni-metering is done in a way that *helps* not hurts, the local businesses.

As a point of reference you should be aware of the legality of parking metering. Meters have been challenged in court many times over many years and are considered legal if the parking meters are used for purposes of parking regulation and not for revenue purposes.

" In a 1937 case in Oklahoma, H.E. Duncan contended that the ordinances impose a fee for the free use of the streets, which is a right of all citizens of the state. The Courts ruled that free use of the streets is not an absolute right, but agreed with an unpublished 1936 Florida court decision that said, "If it had been shown that the streets on which parking meters have been installed under this ordinance are not streets where the traffic is sufficiently heavy to require any parking regulations of this sort, or that the city was making inordinate and unjustified profits by means of the parking meters, and was resorting to their use not for regulatory purposes but for revenue only, there might have been a different judgment."

Our administration has publicly stated that the current intent of metering is for the purpose of generating revenue.

The purpose of metering is to insure sufficient availability of parking spaces for the local businesses who are the community's real revenue generators by providing jobs, goods, services and activities.

Businesses provide tax revenue for the city and contribute the necessary environment for a healthy community.

I had provided the administration and prior council with renderings of a suggested re-opening of Garden and Liberty Streets. The block between Academy and Market is the longest stretch of Main St. and the most difficult to find parking. Liberty and Garden Street used to serve the purpose of giving drivers options when faced with a lack of availability.

My renderings and suggestions created a controversy when businesses located upon them and are accustomed to there being no vehicular traffic loudly objected.

I instead propose we create a short-cut in front of the Main Street Mural to short term parking in the parking deck for Main St use only. The same can be done with the city owned lot alongside the Dollar store bringing vehicles to the Canon St. parking areas.

AS for the metering my recommendations are:

- 1) 20 minute increments at .25 cents per increment
- 2) An enforced two-hour maximum which will insure the use of the parking deck for longer term parking needs
- 3) Metering from 8 AM to 6 PM to insure residents who will park overnight do not overwhelm parking spaces needed for restaurants and other businesses.
- 4) Alternate side of the Street parking once per side per week to insure the ability to fully and properly CLEAN the street.

## Cities Need to Weigh Costs of Private Partnerships

By DONALD COHEN



John Gress/ReutersChicago's 36,000 parking meters were leased to an investor group backed by Morgan Stanley.

*Donald Cohen is the executive director of In the Public Interest, a resource center on privatization and contracting.*

DealBook recently published a [piece by Kent Rowey](#) that makes a troubling argument for selling public services and infrastructure to Wall Street banks and other corporations. Under the guise of making recommendations for Detroit, Mr. Rowey tried to sell the idea that auctioning off our most vital services and assets to for-profit companies is a simple win-win solution for strapped governments.

It sounds simple, but the real track record of public-private partnerships is fraught with problems.

Mr. Rowey holds up the example of Chicago's 36,000 parking meters that were sold in a 75-year lease to an investor group backed by Morgan Stanley as a success. In fact, Chicago taxpayers, investors and mayors across the country will tell you that not only was it an unmitigated disaster, it is also Exhibit A in the folly of blindly giving up taxpayer control of services.



Another View

An after-the-fact investigation by the city's inspector general concluded that the decision to enter the lease contract lacked "meaningful public review" and neglected the city's long-term interests to solve a short-term budget crisis. Specifically, it found that "the city was paid, conservatively, \$974 million less for this 75-year lease than the city would have received from 75 years of parking-meter revenue." That's nearly \$1 billion that could have been used for better police and fire protection, longer library hours and many other services that would benefit the public good rather than private profits. By Dec. 31, 2009, Chicago had only \$180 million left from the \$1.15 billion parking meter deal, forcing the city to consider alternative sources of revenue rather than relying on long-term reserve funds generated by the parking meter lease.

Parking rates increased to as much as \$8 for two hours. The initial contract required seven-day-a-week paid parking. The city was able to negotiate out of that requirement but in exchange had to extend paid parking until 10 p.m. Downtown business owners have blamed the increase in rates for a decrease in economic activity.

Taxpayers are further harmed by the contract's fine print, which says that they must reimburse Morgan Stanley and its Qatar-based business partner for any time the space is used for anything other than parking — including parades and festivals. The city is prevented from performing routine road maintenance that would occupy a parking space on all but a few days a year without paying a penalty.

Perhaps most egregious, Chicago cannot build parking lots for the entire duration of the contract because they might compete with the outsourced parking meters.

In fact, the "noncompete" and "compensation" clauses mean the city won't be able to make, for 75 years, fundamental economic development, land use or environmental policy decisions — anything that would affect the revenue of the parking company. Roderick Sawyer, alderman for Chicago's Sixth Ward, has called this parking privatization scheme "outrageous for taxpayers, undemocratic, and un-American."

Public-private partnership deals across the country are riddled with similar problems. In the suburbs of Denver, a 99-year contract prevents affected municipalities from making improvements to nearby roads that might compete with the privatized road and interfere with the corporate profits.

Mr. Rowey contends that infrastructure assets are "relatively straightforward to value" and represent a reliable, steady source of revenue. Not so.

In 2010, San Diego County's privatized South Bay Expressway filed for bankruptcy, three years after it opened late and over budget. The for-profit company running the toll road blames the recession for its low traffic, but drivers have publicly blamed the company's steep toll increases.

A privatized toll road in Texas wasn't meeting the project revenue targets. Fewer drivers were using the costly road. In an attempt to compensate for the shortfall, the state approved a speed limit of 85 miles an hour for a 41-mile stretch between Austin and San Antonio. Similarly, Virginia officials had hoped that privatized express lanes on the 495 Beltway would generate badly needed cash for the state. Once again, traffic patterns failed to match rosy projections and

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the project is losing money. Last month, the state increased the speed limit to 65 miles an hour, hoping to lure more drivers and generate more revenue.

A 2009 report in the American Journal of Public Health studied traffic fatalities in the United States from 1995 to 2005 and found that more than 12,500 deaths could be attributed to increases in speed limits on all kinds of roads. These perverse incentives cause government to change speed limits simply to generate profits for infrastructure investors. Those are public decisions that should be driven by public goals, not private profit.

Cities, counties and states should enact common sense reforms that ensure taxpayers get their money's worth when one of those entities enters a public-private partnership. Public agencies should require that an independent audit show an actual taxpayer savings before outsourcing a service or asset (a similar law to this has operated with great success in Massachusetts since 1993). They should also outlaw fine-print "noncompete" and "compensation" clauses that prevent public officials from making decisions to advance the public good.

There is no doubt that we need to rebuild and retool American infrastructure for the 21st century. It is essential for our economic competitiveness, our efforts to stem the effects of climate change and to create a better quality of life for us all. And doing so will create thousands of jobs for middle-class American families. But it is equally as important that cities and states fully consider the costs and benefits of attracting private investment in public infrastructure and ensure that public goals and the public interest remain in full control.

## Downtown Revitalization

### A Resource Book for Downtown Ephrata

May, 2004

Presented by  
Downtown Ephrata, Inc.

[http://www.downtownephrata.org](http://www.downtownephrata.org/resourcebook.pdf)  
[/resourcebook.pdf](http://www.downtownephrata.org/resourcebook.pdf)

Excerpt presented by Doug Nobiletti  
To The City of Poughkeepsie 02-3-2014

**Economic Restructuring**

**Cost of an Empty Storefront \***

A small building sitting empty for one year in a small-town commercial district will have the following impact on the community:

- \$250,000 in lost sales
  - \$ 12,500 in lost sales tax revenue to state government
  - \$ 15,000 in lost rents to the property owner
  - \$ 1,500 in lost property tax revenue to local government
  - \$ 51,000 in lost loan demand to local banks for the building
  - \$ 15,000 in lost loan demand to local banks for the business
  - \$ 750 in lost property management fees
  - \$ 24,750 in lost business profits and owner compensation
  - \$ 16,250 in lost employee payroll
- 
- \$371,750 total

***Additionally:***

10,000 in lost customer visits when Parking is the Issue

***Parking***

Expansion of long-term, off-street public parking will enhance retail businesses that cater to browsers. Private parking should be reserved for employees and located off the core shopping area.

Private customer parking will diminish the use of the downtown by browsers. Short-term on-street parking is preferred by buyers.

\*Estimates prepared by Donovan D. Rypkema, Place Economics, Washington, D.C.

**Downtown Parking Practices**

In order to understand the impact of parking usage, it is important to compute the value of individual parking spaces.

One may compute this value using the following formula:

One parking space: Factor x Turnover = Minimum Factor Value (MFV)

Where:

Factor is "something that actively contributes to the production of a result"

Turnover is minimum number of cars that can use that space in a 12-hour period)

For a utilized long-term parking space the MFV is 2. This assumes that two cars will park at a long-term parking space over a 12-hour period.

For example, a utilized short-term on-street parking space on a street may have a MFV of ten. This assumes on-street parking on a street that is scheduled for one-hour parking between 9:00 a.m. and 5:30 p.m. there is a minimum potential for nine cars to park during the day in one space and one car after 5:30 p.m.

***The value of parking***

Using the above stated formula, one can compute the value of a parking space from the perspective of its usage. A parking space is valued at how many cars it can accommodate in a given time period. Applying this formula to an area of parking spaces (usually 1,000 feet within a destination point) articulates the actual value standards. From this point, a logical assessment of downtown parking can be made and cost effective solutions provided.

***How People Use Parking Downtown: Buyers vs. Browsers***

Customers act in one of two ways: buyers or browsers. Buyers are those who are prepared to make a purchase and are looking for the right item to buy. Browsers are those who may buy only if they find the item that fits their needs or desires. To support buyers, a commercial district needs ample and convenient parking, a large selection of merchandise, and service that will support buyer needs.

To support browsers, a commercial district needs available long-term public parking; well-designed merchandise displays; and service that is oriented to the comfort of the customer.

***Comparing of the Needs of Browsers and Buyers***

| <b>Browsers will prefer:</b> | <b>Buyers will prefer:</b>     |
|------------------------------|--------------------------------|
| long-term public parking     | short term, convenient parking |
| interesting streetscape      | easy access                    |
| high value                   | low price                      |
| time to browse               | immediate service              |
| buying for entertainment     | buying to fulfill a need       |
| attractive store design      | functional store design        |
| fun displays                 | clear displays                 |
| unique selection             | large selection                |
| comfortable environment      | clearly defined sections       |

There is a danger that parking may be blamed for other issues unrelated to actual parking practices.

The above chart demonstrates that parking is just one of nine preferences that customers desire.

Also, a conflict develops with the use of short-term parking since it is not conducive to browsing.

***Psychology of Parking***

Parking is a common complaint of downtown. There are two reasons for this:

- 1) the perception that there is not enough capacity; and
- 2) the perception that parking is inconvenient.

***Addressing the perception that there is not enough capacity***

This first reason may be addressed through adequate directional signage leading the motorist to all available parking. Once a motorist/customer commits him/herself to using the first available parking space, signage should direct that person until the space is found.

The sequence can be articulated this way:

1. arrival in downtown
2. locate or confirm destination
3. seek a parking space
  - a) on-street
  - b) off-street
4. verify parking location in relation to destination
5. determine walking pathway to destination

Within this scenario, the motorist/customer may have a choice of, say, 24 on-street parking spaces with a turnover of 10. Assuming that when capacity is reached, at least one space will be vacated every 2-3 minutes. Thus, a motorist has about a one-in-two chance of finding an available space during peak periods. A motorist that finds a space is then restricted to one-hour of parking. This is not enough time to encourage customers to linger and browse--a preferred activity.

A motorist may choose long-term, off-street parking. This choice will provide the customer with a virtually guaranteed parking space (since capacity is abundant) without the nuisance of worrying about moving their car within an hour. This promotes customer browsing activities.

Addressing the perception downtown parking is inconvenient The second concern--that parking is inconvenient--is more complicated. Customers become insecure about their ability to park safely and conveniently when they are confused about the parking environment (Is it public or private parking? Is it long-term or short-term?) and where they are in relationship to where they want to be. Shopping malls have addressed this issue by providing ample, if inconvenient, parking. The customer is provided a simple, understandable environment in exchange for the inconvenience of long walks across a parking lot without pedestrian pathways, having to cross roadways and congested entry/egress.

The downtown has a more complicated environment than a mall and customers are more likely to become disoriented. This is not a good thing. The remedy is adequate signage for both motorist (to aid in finding parking) and pedestrians (for wayfinding).

*Specifically, good signage may direct motorist/customers to long-term parking.*

That sequence may be articulated this way:

1. arrival in downtown
2. locate or confirm destination
3. seek off-street parking space
4. follow directional signage to parking location
5. determine walking pathway to destination

Within this scenario, the motorist/customer has committed herself/himself to parking at the first

available parking space. As long as there is adequate, on-going signage to direct the motorist, there will be a successful completion of the parking intent.

#### **Recommendations**

1) Create a Parking District Overlay to comprehensively address and expand parking downtown:

- inventory all parking and potential parking;
- create parking where there is an opportunity to do so;
- sign the parking appropriately and clearly;

2) Facilitate a comprehensive wayfinding project.

3) Promote a downtown parking garage ticket validation.

4) Contact all business owners and managers as to the importance of not parking on the street and encourage business owners not to allow their employees to park in short-term parking spaces.

**Terry Clayton 13 Plaza Road, Wappingers Falls**

**Marta Knapp 10 South Clinton Street**

**Darrett Roberts 147 Franklin Avenue**

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## Frank Clark 50 Rinaldi Blvd

## John Fischer 149 Academy Street

February 10, 2014

Welcome new Common Council members.

You have an enormous task ahead of you. The State of Our City is appalling! This Administration has squandered its time to get control of our crime problems. As the robberies, shootings, and murders started increasing over the last couple of years, residents came to council meetings, held public meetings and gun summits. We came out, spoke up, made suggestions. The most common theme was...We Need More Police Presence! On the street, in the neighborhoods, engaging with the people who live here.

For years now the City Police Force has been underfunded and understaffed. Now, due to forced retirements this Administration has cut more Officers and in return lost the department a million dollars in funding.

Crime in this City has escalated to a new high. It has become the Wild West. It was bad enough when we needed to worry about muggings and shootings in the middle of the night along Main Street. Now we have robberies, shootings and murder in broad daylight all over the City. Often, at times when school children are walking to and from school. It is only a matter of time before an innocent by-stander, possibly a child is killed.

We have our own criminals, but part of our dramatic increase is outsiders. Criminals a flocking to our City. Look at the arrest records. Why do these people setup shop here. Because they can get away with it. They know there are only four Officers on patrol at night. They know they have the run of the City. As good as our Police Force is, they have a lot of City to cover. They cannot adequately patrol the City at their current levels or get to know the people who live here.

You, the Common Council must take legislative action now. We have the Dutchess County Sheriff and the New York State Police, it is time to utilize them. A plan must be developed to increase the patrols in the City. We need the man power. Six months, Triple the number of Officers on the street. It is time for the County to give back to the City of Poughkeepsie. The City is full of County Buildings and Services that serve ALL of the county, but do not give back to the city. The Counties criminals get out of the County Jail and stay here. The County Jail must be moved out of the City.

Short sightedness has compounded our problems. Main Street has been ignored. Without customers you can't fill storefronts, and those customers will not come to the city if it is not safe! If it is not safe, we will not attract other businesses as well. This vacancy is spreading throughout the City. Drive through our neighborhoods, the are filled with vacant properties. The houses that are for sale, have been on the market for years. Crime is killing our business and residential tax base! Our budget problems are the direct result of this and will not end until crime is under control.

How insensitive, that our Mayor takes time to publicly support gun ownership while his City is plagued by continual gun violence. Why hasn't he taken the time to address the public and calm soaring fears. People are afraid to walk down main street and the Mayor is encouraging them to take up arms?

This Administration does nothing with the information they are given. What happened to the Pace University Vacant Property Study, how about the new Zoning Plan that was developed years ago. All of these things get shelved.

I served as the Chairman for the Historic District and Landmark Preservation Commission and spent years working with the City to update it's nearly 40 year old Historic Ordinance. Finally through perseverance it was accomplished. After which, the new Mayoral Appointees have all but dismantled the Commission. This past year, applicants have had to wait up to six months for project reviews. The Commission is directed to meet monthly and can meet in between, if needed, to help homeowners get projects approved in timely fashion, since most projects need to be accomplished during the warmer months. The current Commission Members do not seem to have any interest in Preservation, otherwise they would bother to show up to their own meetings. I offered to serve a second term at the end of my four year term, and offered again several months ago. I received no response the Administration.

The list goes on and on. During the summer, I attended some of the arts events on Main Street. What an embarrassment! The vacant lot on Main Street, I'm not sure if it is supposed to be a park, was full of trash, the grass was high and there was no place to sit. Every spring, when the local colleges have graduation, it seems like the grass is never higher and Main Street has litter everywhere. What an impression we must make on the crowds of graduates, parents and well wishers!

The highway lights at the intersection of the Academy Street, South Avenue and Route 9 have not worked all winter. It is so difficult to see, due to the lights along Route 9, that people blow right past the stop signs. This intersection was supposed to be rebuilt 10 years ago.

Even more recently is the lack of coordination with the School District. Buses needed to be hired because the City buses were shut down before School let out, during the middle of a snow storm! I've driven my children to school twice this year in hazardous conditions because the City had not treated the roads. We knew it was going to snow the night before but nothing was done to make sure rush hour safe for travelers. Without City enforcement of sidewalk clearing (including the intersections!) these children have to walk in the street. We cannot have dangerous road conditions while children are walking to School.

So, Council, please take control of City. Make a plan, pass some legislation. We need your help!

- John Fischer

**Mae Parker Harris 16 Allen Place**

**Gerald**

**V. MAYOR'S COMMENTS:**

**Mayor Tkazyik:**

**VI. CHAIRMAN'S COMMENTS AND PRESENTATIONS:**

**Chairman Mallory**

**VII. MOTIONS AND RESOLUTIONS:**

- 1. A motion was made by Councilmember Rich and seconded by Councilmember Petsas to receive and print.**

**Corporation Counsel Ackermann**

**RESOLUTION INTRODUCING LOCAL LAW  
AND PROVIDING FOR PUBLIC  
NOTICE AND HEARING  
(R-14-15)**

**INTRODUCED BY COUNCILMEMBER RICH**

**BE IT RESOLVED**, that an introductory Local Law, entitled "LOCAL LAW AMENDING ARTICLE VII OF THE ADMINISTRATIVE CODE TO ALLOW PURCHASING BASED ON BEST VALUE" be and it hereby is introduced before the Common Council of the City of Poughkeepsie in the County of Dutchess and State of New York; and

**BE IT FURTHER RESOLVED** that copies of the aforesaid proposed local law are laid upon the desk of each member of the Council; and

**BE IT FURTHER RESOLVED** that the Council shall hold a public hearing on said proposed local law at City Hall, 62 Civic Center Plaza, Poughkeepsie, New York, at 5:30 o'clock P.M., on Monday, March 3, 2014; and

**BE IT FURTHER RESOLVED** that the Clerk publish or cause to be published

a public notice in the official newspaper of the City of Poughkeepsie of said public hearing at least five (5) days prior thereto.

**SECONDED BY COUNCILMEMBER PETSAS**

| R14-15  |                         | Yes/Aye | No/Nay                              | Abstain                  | Absent                   |                          |
|---|-------------------------|---------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> Accepted<br><input type="checkbox"/> Accepted as Amended<br><input type="checkbox"/> Tabled | Councilmember McClinton | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Hermann   | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Perry     | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Johnson   | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Klein     | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Petsas    | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Rich      | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Mallory   | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   |                         |         |                                     |                          |                          |                          |

**2. A motion was made by Councilmember Rich and seconded by Councilmember Petsas to receive and print.**

**R-E-S-O-L-U-T-I-O-N  
(R-14-17)**

**INTRODUCED BY COUNCILMEMBER RICH**

**WHEREAS**, State Route 9, runs through the City of Poughkeepsie for approximately 2.6 miles between the Town of Poughkeepsie lines, which section requires the utilization of City resources including the Police Department, Fire Department and Department of Public Works; and

**WHEREAS**, in this 2.6 mile stretch of Route 9 the speed limit varies several times from a low of 30 MPH just before the Town of Poughkeepsie line to a high of 55 MPH for a short section in the City of Poughkeepsie; and

**WHEREAS**, the varying speed limits, as well as lack of lighting, create safety issues for vehicles travelling along this section of Route 9 in the City of Poughkeepsie as evidenced by the fact that fifteen (15) percent of all accidents in the City of Poughkeepsie in 2013 occurred on Route 9; and

**WHEREAS**, speed enforcement is made impracticable for the City of Poughkeepsie Police Department as a result of the various changes in the maximum speed limit that occur on such a short stretch or road; and

**WHEREAS**, the Common Council of the City of Poughkeepsie is desirous of having the New York State Department of Transportation create a safe and consistent speed limit for the 2.6 miles of Route 9 here in the City of Poughkeepsie;

**NOW, THEREFORE,**

**BE IT RESOLVED**, that the Common Council of the City of Poughkeepsie calls upon the Commissioner of the NYS Department of Transportation to address the ongoing safety issues caused by the varying maximum speed limits on the 2.6 mile stretch of Route 9 in the City of Poughkeepsie by amending the speed limits to create a safe and consistent passageway for motorists; and

**BE IT FURTHER RESOLVED**, that a copy of this Resolution shall be sent to Senator Gibson and Assemblyman Skartados for their consideration and action.

**SECONDED BY COUNCILMEMBER PETSAS**

| R14-17  |                         |       | Yes/Aye                             | No/Nay                   | Abstain                  | Absent                   |
|---|-------------------------|-------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> Accepted<br><input type="checkbox"/> Accepted as Amended<br><input type="checkbox"/> Tabled | Councilmember McClinton | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Hermann   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Perry     | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Johnson   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Klein     | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Petsas    | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Rich      | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Mallory   | Voter | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

**R E S O L U T I O N  
(R-14-18)**

**INTRODUCED BY COUNCILMEMBER RICH**

**WHEREAS**, the Charter of the City of Poughkeepsie calls for the establishment of a Liaison Committee to the Poughkeepsie Board of Education (the, ‘Liaison Committee”); and

**WHEREAS**, the Charter calls for the Liaison Committee to consist of two (2) councilmembers appointed by the Mayor with concurrence of the Common Council; and

**WHEREAS**, the Mayor, John Tkazyik has appointed Councilman Hermann and Councilman Johnson to the Liaison Committee; and

**NOW, THEREFORE,**

**BE IT RESOLVED**, that the Common Council of the City of Poughkeepsie hereby concurs with Mayor John Tkazyik’s appoint of Councilman Herman and Councilman Johnson to the Liaison Committee.

**SECOND BY COUNCILMEMBER PETSAS**

| R14-18  |                         | Yes/Aye | No/Nay                              | Abstain                  | Absent                   |                          |
|---|-------------------------|---------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> Accepted<br><input type="checkbox"/> Accepted as Amended<br><input type="checkbox"/> Tabled | Councilmember McClinton | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Hermann   | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Perry     | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Johnson   | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Klein     | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Petsas    | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Rich      | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   | Councilmember Mallory   | Voter   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|   |                         |         |                                     |                          |                          |                          |

**VIII. ORDINANCES AND LOCAL LAWS:**

**IX. PRESENTATION OF PETITIONS AND COMMUNICATIONS:**

1. **A PRESENTATION FROM GAS LAND PETROLEUM** regarding the proposed development project on a portion of the Cannon Street Parking Lot.
2. **FROM ACTING COMMISSIONER OF FINANCE SORRELL**, December 2013 Financial Report.
3. **FROM KALLMAN INSURANCE AGENCY**, a notice of property damage for Andrew and Melissa Dvoznja-Thomas sustained on December 17, 2013. **Referred to Corporation Counsel**
4. **FROM SCHNEIDER LAW OFFICES, PLLC**, a notice of personal injury sustained for Kenneth A. Burwell on November 27, 2013. **Referred to Corporation Counsel**
5. **FROM JULIAN GARCIA-FLORES**, a notice of intent for La Fonda Mexicana, Inc. to obtain a Liquor License. **Referred to Corporation Counsel**
6. **FROM ADDIE DAVIS**, a notice of property damage sustained on December 15, 2013. **Referred to Corporation Counsel**

**X. UNFINISHED BUSINESS:**

**XI. NEW BUSINESS:**

**XII. ADJOURNMENT:**

A motion was made by Chairman Mallory and Vice Chair Rich to adjourn the meeting at 10:30 p.m.

**Dated:**

I hereby certify that this true and correct copy of the Minutes of the Common Council Meeting held on Tuesday, January 21, 2014 at 6:30 p.m.

**Respectfully submitted,**

**Deanne L. Flynn  
City Chamberlain**