



COMMON COUNCIL MEETING

Common Council Chambers

Monday, May 18, 2015

6:30 p.m.

*5:45 Presentation regarding the
Little George and Smith Street project*

I. ROLL CALL:

II. REVIEW OF MINUTES:

Minutes of the Special Informational Meeting of September 15, 2014

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 items.

V. MAYOR'S COMMENTS:

VI. CHAIRMAN'S COMMENTS AND PRESENTATIONS:

VII. MOTIONS AND RESOLUTIONS:

- 1. FROM CORPORATION COUNSEL ACKERMANN, SEQRA Resolution R12-35, and Sale Resolution R15-36, approving the property sale of two city owned properties known as tax id numbers 6162-80-492044 and 6168-80-475044, located on Pershing Avenue.**

2. **FROM CITY ADMINISTRATOR BUNYI**, Resolution R15-37, approving the BID with Fleet Management.
3. **FROM CORPORATION COUNSEL ACKERMANN**, Resolution R15-38, adopting a determination of negative significance pursuant to SEQRA for 36 North Clover Street
4. **FROM CORPORATION COUNSEL ACKERMANN**, Resolution R15-39, requesting municipal home rule legislation for the alienation of a part and portion of Wheaton Park.
5. **FROM CORPORATION COUNSEL ACKERMANN**, Resolution R15-40, approving the Waterfront Development Strategy (WTOD).
6. **FROM CORPORATION COUNSEL ACKERMANN**, Resolution R15-32, approving the Home Consortium Agreement with Dutchess County.

VIII. ORDINANCES AND LOCAL LAWS:

IX. PRESENTATION OF PETITIONS AND COMMUNICATIONS:

1. **FROM ABDEL EL JAOURI**, a notice of property damage sustained on April 6, 2015.
2. **FROM NYCM**, on behalf of **SYDNEY R. HENRIQUES**, a notice of property damage sustained on March 17, 2015.
3. **FROM LORENZO L. ANGELINO**, a notice of intent for Main Street Hospitality d/b/a Brasserie 292 to renew their Liquor License.

X. UNFINISHED BUSINESS:

XI. NEW BUSINESS:

XII. ADJOURNMENT:

The City of Poughkeepsie

New York

Paul Ackermann
Corporation Counsel
packermann@cityofpoughkeepsie.com



62 Civic Center Plaza
Poughkeepsie, New York 12601
TEL: (845) 451-4065 FAX: (845) 451-4070

May 8, 2015

CC Meeting: 5/18/15
ITEM VII- 1

COMMON COUNCIL
City of Poughkeepsie

RE: Sale of City owned property located on Pershing Avenue

Dear Chairman Petsas and Councilmembers:

Attached hereto please find a proposed SEQRA and sales resolution for the sale of two vacant parcels on Pershing Avenue. These parcels were the subject of an RFP. We received one response from The Kearney Realty & Development Group. They have offered \$100,000 for both parcels. The developer has a track record with the City and in-fact the council recently sold him another parcel.

The Developer proposes to build approximately 48 one-bedroom apartments in two, two story buildings. The units would be developed for the purpose of senior and veteran housing. While the Developer has submitted this proposal, his purchase offer is for a straight purchase with no contingences. What this means is that the City would not keep hooks into the developer, should he not develop the property in a specific time or manner. However, the property would be immediately taxable.

Should you have any questions, please let me know in advance should I need to have the Developer at your meeting. I have attached a copy of its proposal.

Respectfully submitted,

A handwritten signature in black ink, appearing to be "Paul Ackermann", written over a large, stylized flourish or scribble.

Paul Ackermann, Esq.
Corporation Counsel

PA:mt
Attachment

RESOLUTION
(R-15-36)

INTRODUCED BY COUNCILMEMBER _____:

WHEREAS, the City of Poughkeepsie is the owner of real property known as Tax Map No.: 6162-80-492044 & 6168-80-475044 and located on Pershing Avenue in the City of Poughkeepsie by reason of unpaid taxes, all of which is hereinafter referred to as the "Property"; and

WHEREAS, the above mentioned Property has been offered for sale by the City in compliance with the policy for the sale of City owned property through a Request for Proposals of which the City received one (1) response; and

WHEREAS, an offer has been received to purchase the Property under certain circumstances from The Kearney Realty & Development Group for the sum of \$100,000.00; and

WHEREAS, the Administration of the City of Poughkeepsie, after consideration of the City's policy for the sale of City owned property, has recommended that the City of Poughkeepsie accept this offer; and

WHEREAS, the Common Council hereby finds that the offer from The Kearney Realty & Development Group is the most favorable of the offers presented and that it is in the best interests of the City of Poughkeepsie to approve such offer;

NOW, THEREFORE,

BE IT RESOLVED, that the Common Council hereby makes the following determinations: (a) that there is no existing municipal purpose or need for the Property, and (b) that the sale price and conditions imposed herein represent fair and adequate consideration for the conveyance; and be it further

RESOLVED, that the offer from The Kearney Realty & Development Group to purchase the parcels in the City of Poughkeepsie and known as Grid #(s) 6162-80-492044 and 6168-80-475044 for the sum of \$100,000.00 is hereby approved subject to the hereinafter mentioned conditions and subject to such other and further conditions which the Corporation Counsel shall deem appropriate; and be it further

RESOLVED, that this sale is approved subject to the following conditions:

- A. the conveyance of title and the payment of the purchase price shall take place within thirty (30) days of the date of this resolution, unless the Corporation Counsel shall grant such extension as he deems appropriate;
- B. The transfer of title and Purchaser's use of the Property shall be subject to all state, federal and local regulations including the City of Poughkeepsie and New York State Building Codes and the City of Poughkeepsie Zoning Ordinance and real property taxes coming due pursuant to law on and after the date of transfer of title;
- C. Purchaser shall accept such title to the real property as the City of Poughkeepsie is possessed of and agrees to accept such title by quitclaim deed subject to any defects or encumbrances as are of record;
- D. Purchaser agrees that he shall not use the agreed upon purchase price as a reason to grieve or otherwise contest the assessed value of the premises for purposes of real property taxation; and

RESOLVED, that the Mayor is hereby authorized to enter into a contract for the above mentioned transaction provided such contract contains the terms contained herein together with such other terms and conditions which the Corporation Counsel shall deem appropriate, and the Mayor, the City Administrator and the Corporation Counsel are hereby authorized and directed to do all things necessary to give effect to the terms of this resolution.

SECONDED BY COUNCILMEMBER _____.

**NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW
ACT (SEQRA) RESOLUTION REGARDING A SALE OF
CERTAIN CITY OWNED PROPERTIES
(R-15-35)**

BY COUNCILMEMBER _____ :

WHEREAS, the Common Council of the City of Poughkeepsie is considering the sale of certain property in which the City of Poughkeepsie now has a possessory interest in known by its Tax Map No.: 6161-80-492044 & 6168-80-475044, located on Pershing Avenue; and

WHEREAS, the Common Council considers the proposed sale to be a Unlisted Action under Title 6 NYCRR, Section 617.2 of the SEQRA regulations; and

WHEREAS, the Common Council considers itself to be the only "involved agency" with respect to this proposed sale of properties; and

WHEREAS, the Common Council has reviewed the proposed sale of property in accordance with Title 6 NYCRR, Section 617.11; and

WHEREAS, the Common Council has considered the hereto attached Short Environmental Assessment Form (EAF)

NOW, THEREFORE, BE IT RESOLVED, as follows:

1. In accordance with Section 617.5(a)(1) of Title 6 NYCRR, the Common Council determines that the above described action is subject to SEQRA; and
2. In accordance with Section 617.5(a)(2) of Title 6 NYCRR, the Common Council determines that the action does not involve a federal agency; and
3. In accordance with Section 617.5(a)(3) of Title 6 NYCRR, the Common Council determines that the above described action does not involve any other agencies; and
4. In accordance with Section 617.5(a)(4) of Title 6 NYCRR, the Common Council classifies the above described action as an unlisted action. The Common Council in making such classification considered Section 617.12 of Title 6 NYCRR and determined that the above action did not fall into any of the categories listed under Type I, and also considered Section 617.13 of NYCRR and determined that the above described action did not fit under any of the categories listed under Type II Actions, thus reaching the conclusion that it is to be considered an unlisted action; and
5. In accordance with Section 617.5(a)(5) the Common Council determines that the above described project will not require a long EAF since the short EAF provides

sufficient information; and

6. The Common Council officially makes a determination of non-significance in that the proposed sale of properties are not expected to result in a significant adverse impact on the environment and, therefore, the preparation of a draft environmental impact statement is not necessary; and
7. This determination shall be considered a Negative Declaration for the purposes of Article 8 of the Environmental Conservation Law; and
8. The City Chamberlain shall maintain a file of this determination as well as the attached EAF which is hereby made a part of this resolution.

SECONDED BY COUNCILMEMBER _____ .

Parkview Development and Construction

Proposal for

RFP-COP-03-15-01

Section 1: Proposal Statement

Parkview Development and Construction (PDC) is proposing to purchase the two city owned tax parcels known specifically as tax id # 6162-80-492044 and 6162-80-475044. PDC is planning a development, known as Pershing Square, that will serve both seniors and veterans. PDC plans on emulating the successful Poughkeepsie Commons project on this property.

Section 2: Project Description

Pershing Square is a proposed innovative development that targets veterans and the senior citizens. This development is proposed on two city owned parcels. They are more specifically known as Tax Id # 6162-80-492044 and 6162-80-475044 in the City of Poughkeepsie, Dutchess County, New York.

This project consists of two separate two-story wood frame buildings. Both these buildings will consist of 24 units, for a total of 48 one-bedroom units. These units will be rental apartments for the elderly and for veterans. In addition to the rental units, there will be one non-rent bearing unit that will be reserved for the on-site superintendent. This superintendent will be on call 24 hours a day in case of emergency.

All of the units are one (1) bedroom and will have a balcony and an intercom system linking them to the on-site manager's office. The grounds will be engineered in a manner that will be both aesthetically pleasing and useful to the tenants, such as gardens, benches, gazebo, etc. The buildings will also consist of a library, television room, internet café, and community room. In addition there will be a management office for our on-site manager. Our on-site manager will be an employee of The Kearney Realty & Development Group and will be there from 9:00 am to 5:00 pm.

There is presently a lack of quality housing in Dutchess County specifically dedicated for veterans. The lack of affordable housing options for veterans, especially those with disabilities, results in a great number of veterans living on the street or in the shelter system. A central goal of Pershing Square is to address this problem on a local level. The developer, Parkview Development and Construction has been inspired by the recent success of the Poughkeepsie Commons project in the City of Poughkeepsie. Poughkeepsie Commons consists of twenty-four one bedroom apartments for disabled veterans. By working with the Veterans Affairs Supportive Housing ("VASH") program, the {developer} was able to provide veterans with immediate access to housing while facilitating their access to additional supportive services.

The project is located only about 400 feet from Main Street, which is on a City of Poughkeepsie bus route. This bus can transport the seniors and veterans up and down Main Street, as well as to the train station and bus terminal. From the Metro North train station and the bus terminal, an individual can travel easily to anything they may need.

We anticipate this development to be supported by Dutchess County and New York State, as it serves to house a population that desperately needs housing; seniors and veterans. We will seek funding from the County in the form of HOME funds to help offset any gaps in our financing.

PDC, and parent company the Kearney Realty and Development Group (KRDG), has successfully completed numerous affordable housing projects in Dutchess County and more specifically in the City of Poughkeepsie. PDC recently celebrated the ribbon cutting at the cutting edge Highridge Gardens, which has been a large success for not only the City of

Poughkeepsie, but Dutchess County and New York State. Prior to that, PDC celebrated the completion of Poughkeepsie Commons. Poughkeepsie Commons has been extremely well received in the community and provides necessary housing to veterans and seniors. Upon completion KRDG will act as property manager. KRDG will conduct background checks and personal interviews to verify that a potential renter is capable of meeting the high standards that KRDG expects from their tenants. An on-site management office will be staffed by an employee of the KRDG and a superintendent will live on the premises.

In summary, the Pershing Square will contribute to the vitality of the City of Poughkeepsie and local community, provide high quality housing to seniors and veterans, and provide ready access for the residents of Pershing Square to healthcare, shopping and recreation.

Section 3: Target Population

The two target populations are seniors and veterans. There is presently a lack of quality housing in Dutchess County specifically dedicated for veterans. The lack of affordable housing options for veterans, especially those with disabilities, results in a great number of veterans living on the street or in the shelter system. A central mission of Pershing Square is to address this problem on a local level. We have been inspired by the recent success of the Poughkeepsie Commons project in the City of Poughkeepsie. Poughkeepsie Commons consists of twenty-four one bedroom apartments for disabled veterans. By working with the Veterans Affairs Supportive Housing ("VASH") program, PDC was able to provide veterans with immediate access to housing while facilitating their access to additional supportive services. We intend to build on the success of Poughkeepsie Commons, which has been extremely well received in the community.

We will target veterans and seniors with incomes between 30% and 60% of Area Median Income (AMI). This will help ensure that all the seniors and veterans that truly need housing, will have access to it.

Section 4: Impact Analysis

Pershing Square will have a positive impact on the surrounding community. Pershing Square will help take a underutilized and non-aesthetically pleasing site, and make it a beautifully landscaping property with beautiful buildings. In addition to the visual aspect, Pershing Square will house quality individuals who will help the surrounding local businesses with their everyday shopping needs.

Section 5: Plans

See Attached.

Section 6: Project Schedule

See Attached.

Section 7: Construction Team

Pershing Square will benefit from a project team with substantial development and management experience, and an outstanding track record and reputation in housing. The project developer, Parkview Development and Construction (PDC), is a highly regarded developer of affordable housing with an outstanding regional reputation for quality and integrity. PDC, and parent company Kearney Realty and Development Group, have developed (11) affordable housing developments and currently manages over 800 units of affordable housing. PDC will also be responsible for the ongoing management of the development. The project architect, Mr. A.J. Coppola of Coppola Associates, has designed and completed eighteen (18) affordable housing complexes. My Coppola will be responsible for preparation of all design documents and specifications, as well as the oversight of mechanical and structural engineering. The project engineer, Mr. Pete Setaro of Morris Associates Engineering and Surveying, PLLC, has experience in all phases of site development, both small and large scale, and has worked on a number of affordable housing complexes including Red Hook Commons in the Village of Red Hook, Poughkeepsie Commons and Highridge Gardens, both in the City of Poughkeepsie. The project contractor, Tern Construction & Development, LLC, is a builder with an excellent local reputation and has completed nine (9) prior affordable housing developments. Project counsel, Mr. Steven S. Heyman of Cannon Herman & Weiss, LLP, practices in the area of multi-family finance and real estate development, and focuses his practices in the area of construction, rehabilitation and financing of affordable housing.

Section 8: Overview of the Organization and Its Services

Parkview Development and Construction is a subsidiary of the Kearney Realty & Development Group. The Kearney Realty & Development Group (KRDG) has been a developer of high quality market rate and affordable housing for over fifteen years. KRDG central office located in Carmel, New York. This location offers the KRDG the opportunity to work throughout the Hudson Valley. KDRG also has satellite offices in Somers, Yorktown, Pawling, Poughkeepsie, and Red Hook. To date, KDRG has successfully built over 800 residential units, is building another 80 units of residential, and has another 600 in the development stages. KRDG is managed and run by President Ken Kearney and Vice President Sean Kearney.

Section 9: Professional Qualifications

Parkview Development and Construction is a subsidiary of the Kearney Realty & Development Group. The Kearney Realty & Development Group (KRDG) has a main office at 1777 Route 6, Carmel, New York 10512. In addition, KRDG has a regional office at 131 Hudson Avenue in the City of Poughkeepsie. Parkview Development and Construction and its parent company KRDG, both have substantial experience in the development of housing throughout the City of Poughkeepsie and New York State.

Section 10: Prior Experience

See Attached.

Section 11: Financial Capacity

Parkview Development and Construction is a subsidiary of the Kearney Realty & Development Group. The Kearney Realty & Development Group (KRDG) has recently successfully completed over \$35 million of development of formerly city owned property in the City of Poughkeepsie

Section 13: Acquisition Cost Proposal

See Attached.

Section 14: References

Anne Saylor
Community Development Administrator
Dutchess County Planning and Development
(845) 486-3600
asaylor@dutchessny.gov

Marcus Molinaro
County Executive
Dutchess County
(845) 486-2000
countyexec@dutchessny.gov

Frank Skartados
New York State Assemblyman
Assembly District 104
(845) 562-0888

Doug Olcott
Senior VP/Director Hudson Valley Office
Community Preservation Corp.
(914) 747-2570 ext.228
dolcott@communityp.com

Section 10: Prior Experience

Project Name: Wynwood Oaks

Total Project Cost: \$10,000,000

Roles: Developer, Manager

Units: 80

Project Name: Poughkeepsie Commons

Total Project Cost: \$13,948,719

Roles: Developer, Manager

Units: 72

Project Name: Pendell Commons

Total Project Cost: \$16,886,328

Roles: Developer, Manager

Units: 73

Project Name: Red Hook Commons II

Total Project Cost: \$8,600,000

Roles: Developer, Manager

Units: 49

Project Name: Red Hook Commons I

Total Project Cost: \$8,300,000

Roles: Developer, Manager

Units: 49

Project Name: Garden Street Phase I

Total Project Cost: \$3,800,000

Roles: Developer, Manager

Units: 25

Project Name: The Mews at Baldwin Place II

Total Project Cost: \$20,000,000

Roles: Developer, Manager

Units: 75

Project Name: Highridge Gardens

Total Project Cost: \$19,000,000

Roles: Developer, Manager

Units: 74

Project Name: Liberty Commons

Total Project Cost: \$14,376,000

Roles: Developer

Units: 73

Project Name: The Mews at Baldwin Place

Total Project Cost: \$21,000,000

Roles: Developer, Manager

Units: 73

Project Name: Norcrest Gardens

Roles: Developer, Manager

Units: 26

CITY OF POUGHKEEPSIE
Purchasing Department
BID PROPOSAL FORM

Bid submitted by: Sean Kearney
President
Parkview Development and Construction

The undersigned hereby designates as his office to which such notice of acceptance may be mailed, telegraphed, or delivered:

1777 Route 6
Carmel, New York 10512

The vendor hereby agrees to the provisions of Section 103-a of the General Municipal Law which requires that upon the refusal of a person, when called before a Grand Jury to testify concerning any transaction, or contract had with the State, any political subdivision thereof, a public authority, to sign a waiver of immunity against subsequent criminal prosecution or to answer any relevant question concerning such transaction or contract,

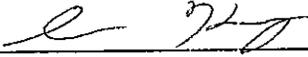
(a) "such person, and any firm partnership or corporation of which he is a member, partner, director or officer shall be disqualified from thereafter selling to or submitting bids to or receiving awards from or entering into any contracts with any municipal corporation or any public department, agency or official thereof, for goods, work or services, for a period of five years after such refusal, and

(b) any and all contracts made with any municipal corporation or any public department, agency or official thereof, since the effective date of this law, by such person, and by any firm, partnership or corporation of which he is a member, partner, director or officer may be cancelled or terminated by the municipal corporation without incurring any penalty or damages on account of such cancellation or termination, but any moneys owing by the municipal corporation for goods delivered or work done prior to the cancellation or termination shall be paid."

The vendor does hereby certify that he or it is under no such impediment or disqualification from bidding created under Section 103-b of the General Municipal Law of the State of New York.

As required by Section 139-d of the New York State Finance Law, the bidder certifies that:

- (a) the bid has been arrived at by the bidder independently and has been submitted without collusion with any other vendor of materials, supplies, or equipment of the type described in the invitation for bids, and
- (b) the contents of the bid have not been communicated by the bidder, nor, to its best knowledge and belief, by any of its employees or agents, to any person not an employee or agent of the bidder or its surety on any bond furnished herewith prior to the official opening of the bid. The signature of the Contractor to this contract shall be deemed a specific subscription to the certificate required pursuant to Section 139-d of the State Finance Law and the Contractor affirms that the statements therein contained are true under the penalties of perjury."
- (c) No attempt has been made or will be made by the bidder to induce any other person, partnership or corporation to submit or not to submit a bid for the purpose of restricting competition.

Signed 

By Sean Kearney
(President)

Dated 5/1/15

If a corporation, give the State of Incorporation, using the phrase "corporation organized under the laws of

New York State."

If a partnership, give names of partners, using also the phrase "co-partners trading and doing business under the firm name and style of

_____."

If an individual using a trade name, give individual name, using also the phrase "an individual doing business under the firm name and style of

_____."

1. CERTIFICATION OF COMPLIANCE WITH THE IRAN DIVESTMENT ACT

As a result of the Iran Divestment Act of 2012 (the "Act"), Chapter 1 of the 2012 Laws of New York, a new provision has been added to State Finance Law (SFL) § 165-a and New York General Municipal Law § 103-g, both effective April 12, 2012. Under the Act, the Commissioner of the Office of General Services (OGS) will be developing a list of "persons" who are engaged in "investment activities in Iran" (both are defined terms in the law) (the "Prohibited Entities List"). Pursuant to SFL § 165-a(3)(b), the initial list is expected to be issued no later than 120 days after the Act's effective date at which time it will be posted on the OGS website.

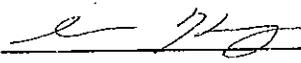
By submitting a bid in response to this solicitation or by assuming the responsibility of a Contract awarded hereunder, each Bidder/Contractor, any person signing on behalf of any Bidder/Contractor and any assignee or subcontractor and, in the case of a joint bid, each party thereto, certifies, under penalty of perjury, that once the Prohibited Entities List is posted on the OGS website, that to the best of its knowledge and belief, that each Bidder/Contractor and any subcontractor or assignee is not identified on the Prohibited Entities List created pursuant to SFL § 165-a(3)(b).

Additionally, Bidder/Contractor is advised that once the Prohibited Entities List is posted on the OGS Website, any Bidder/Contractor seeking to renew or extend a Contract or assume the responsibility of a Contract awarded in response to this solicitation must certify at the time the Contract is renewed, extended or assigned that it is not included on the Prohibited Entities List.

During the term of the Contract, should the City receive information that a Bidder/Contractor is in violation of the above-referenced certification, the County will offer the person or entity an opportunity to respond. If the person or entity fails to demonstrate that he/she/it has ceased engagement in the investment which is in violation of the Act within 90 days after the determination of such violation, then the County shall take such action as may be appropriate including, but not limited to, imposing sanctions, seeking compliance, recovering damages or declaring the Bidder/Contractor in default.

The County reserves the right to reject any bid or request for assignment for a Bidder/Contractor that appears on the Prohibited Entities List prior to the award of a contract and to pursue a responsibility review with respect to any Bidder/Contractor that is awarded a contract and subsequently appears on the Prohibited Entities List.

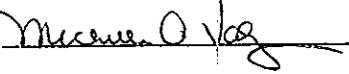
I, Sean Kearney, being duly sworn, deposes and says that he/she is the President of the Parkview Development and Construction Corporation and that neither the Bidder/Contractor nor any proposed subcontractor is identified on the Prohibited Entities List.



SIGNED

SWORN to before me this 1 day of May

2015

Notary Public: 

MICHELLE A. VALENZO
Notary Public, State of New York
No. 01VA6058848
Qualified in Westchester County
My Commission Expires May 21, 2019

RESOLUTION
(R-15-38)

INTRODUCED BY _____ :

WHEREAS, the Common Council is prepared and will request through New York State Home Rule Legislation, the alienation of parkland known as 36 North Clover Street; and

WHEREAS, the Common Council prepared and accepted Parts 1, 2 & 3 of the Full Environmental Assessment form, reviewed City Code and SEQRA regulations, and made the determination that the Proposed Action is a "Unlisted" Action under the State Environmental Quality Review Act ("SEQRA"); and

WHEREAS, the Common Council by resolution R-15-22 made the determination that they wish to serve as Lead Agency and there are no other involved agencies under SEQRA for the purpose of this Action however the circulated their intent to such interested parties; and

WHEREAS, the Common Council, according to SEQRA, completed and accepted a Full Environmental Assessment form for actions of this kind that will serve as the basis of the Common Council's determination of the environmental significance of this Action; and

WHEREAS, the Common Council reviewed and considered the City of Poughkeepsie Comprehensive Plan adopted in November of 1998; and

WHEREAS, the Common Council has reviewed and considered verbal and written comments from the public, Dutchess County Planning, Scenic Hudson, RiverKeeper and key stakeholders; and

NOW, THEREFORE,

BE IT RESOLVED, that pursuant to SEQRA Regulation 617.7, the Common Council of the City of Poughkeepsie has made a Determination of Significance of the Action and by this resolution issues a Negative Declaration. In coming to this determination, the Common Council considered areas of environmental concern, such as: topography/soils; vegetation, wildlife, and wetlands; surface and groundwater/hydrology and drainage; utilities; transportation; historical and archeological; municipal services; presences of an agricultural District; and land use and zoning. Based on the information available, and in consultation with the City of Poughkeepsie's Comprehensive Plan, and the Local Waterfront Revitalization Plan, the Common Council has determined that a Negative Declaration is hereby adopted because the impacts of the Action are individually and

collectively minor in scale and scope and not environmentally significant; and be it further; and be it further

RESOLVED that the City of Poughkeepsie will circulate its Notice of Determination of Significance, and Negative Declaration (attached), and supporting Full EAF to interested agencies pursuant to the regulations.

SECONDED BY COUNCILMEMBER _____.

Notice of Determination of Significance: Negative Declaration

Unlisted Action: Municipal Request pursuant to Section 40 of the Municipal Home Rule Law for the alienation of 2.26 acres of parkland located at 36 North Clover Street.

Location: City of Poughkeepsie, County of Dutchess, New York

Lead Agency and Contact Person:

Christopher Petsas, Chairman
City of Poughkeepsie Common Council
City of Poughkeepsie, 62 Civic Center Plaza, Poughkeepsie, New York 12601
(845) 451-4200

For Questions or Comments Please Contact:
Paul Ackermann, Esq. Corporation Counsel
62 Civic Center Plaza, Poughkeepsie, New York 12601 Phone: (845) 451-4065
Email: packermann@cityofpoughkeepsie.com

Date: May 8, 2015

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law. It provides notice of the City of Poughkeepsie's Determination of Significance: Negative Declaration with respect to a proposed action undertaken by the City of Poughkeepsie to alienate approximately 2.26 acres of parkland located at 36 North Clover Street for the purpose of economic development, preservation and restoration of the historic Pelton Mansion and capital improvement to existing park infrastructure.

The City of Poughkeepsie Common Council (the "Common Council") made the determination that the Proposed Action is an "Unlisted" Action under the State Environmental Quality Review Act ("SEQRA"), after reviewing the list of Type I actions and Type II Actions. While the action is in and relates to public parkland, the action does not exceed 25% of any of the thresholds contained in §617.4 of the Seqra Regulations. The Common Council further determined that they are Lead Agency for the purpose of this action pursuant to 6 NYCRR Part 617.6(b)(3) of the Regulations of Article 8 of the Environmental Conservation Law of New York State. This notice serves to publicly acknowledge the Common Council as Lead Agency on the Action.

The City of Poughkeepsie also made a Determination of Significance under SEQRA by Resolution adopted by the Common Council on May 18th, 2015, of a Negative Declaration based on the City Code, review of the Action, SQRA regulations, preparation, and acceptance of Parts 1, 2 & 3 of the Environmental Assessment Form. The logic and rationale for the Negative Declaration are summarized in this notice and described fully in Section 4 of the Full EAF Part A attachment.

Summary of Action:

The Common Council of the City of Poughkeepsie proposes the alienation of a city owned parcel, specifically 36 North Clover Street, which has been identified on the official map of the City of Poughkeepsie as a public park. Despite being listed on the official map as a park, the property has not been used as a park, the City has divested its interest in the parcel through a lease, and there is no public amenities. At this time, the Common Council wishes to request official action of the state legislature through §40 of the Municipal Home Rule alienating the parcel. The City intends to sell the parcel to a private entity for these purposes; (1) economic development; (2) preservation and restoration of the historic Pelton Mansion and (3) capital improvement of existing public park and recreation areas.

The parcel was purchased by the City in 1911 and shortly thereafter it became the home of the Poughkeepsie Day Nursery a not-for-profit organization. The nursery occupied the premises since that time at times under a written lease agreement. Since 1991 the Nursery was subject to a written lease agreement which is prohibited in public parks, an indication that it was not the City's intention for this parcel to be a public park. The lease agreements, usually for five to ten years provided for use of the entire premises including the Pelton Mansion that was, never open to the public. Other factors that would indicate that the premises was not a public park include the fact that there are no public amenities at the site except two park benches. Also, the only sign on the property is one at the entrance that indicates the property is the home of Poughkeepsie Day nursery.

The proposed legislative action is classified as a Unlisted action, pursuant to the New York State Environmental Quality Review Act (SEQRA), Part 617, as it does not meet any of the criteria in either the Type I actions or the Type II actions. While the action involves a public park, it does not meet 25% of the threshold of those actions listed in §617.4. The City of Poughkeepsie Common Council is the only involved agency and hence the lead agency for environmental review of the proposed Unlisted action under the applicable standards of SEQRA 6 NYCRR Part 617.6(b)(1). This is supported by the nature of the action as a direct legislative action of an involved agency also defined in SEQRA 6 NYCRR Part 617. While approval must be obtained from the New York State Legislature, under Municipal Home Rule, the action cannot be undertaken without action of the local agency, in this case the Common Council.

The proposed alienation will be enacted through adoption of a resolution pursuant to the provisions of the General City Law and the Municipal Home Rule Law. The proposed action is a legislative action only; the adoption of the Municipal Home Rule itself will not involve any development or construction activities, or result in any direct or indirect physical changes to real property or land use.

The Full EAF can be found as attachments to this document and by electronic link at:

www.cityofpoughkeepsie.com

Documentation Reviewed in Support of its Determination

A Part 1 Full Environmental Assessment Form was circulated by the Lead Agency on April 15, 2015. Assessments of the potential impacts resulting from the proposed action which the Environmental Assessment form findings included the following:

Resolution R-15-22 Commencing a review under SEQRA of the alienation of 36 North Clover Street.

Short Environmental Assessment form dated April 6, 2015

Letter from RiverKeep dated January 9, 2015

Letter from Scenic Hudson

Letter from Virginia Hancock on behalf of

List of park improvement priorities

Summary of Determination of Significance-Negative Declaration:

Pursuant to SEQRA 6 NYCRR Part 617.7, the City of Poughkeepsie Common Council has determined the significance of the Action and issued a Negative Declaration Resolution.

The proposed Action is intended to facilitate the growth of the City of Poughkeepsie's waterfront into a diverse and vital community consisting of commercial, recreational and residential opportunities located in an appealing setting with great natural beauty while providing amenities that attract residents, travelers, shoppers, diners, and vacationers. The Common Council finds the zoning changes to be consistent with the City of Poughkeepsie 1998 Comprehensive Plan and the Local Waterfront Revitalization Plan. The action will insure that the historical beauty of the Pelton Mansion is preserved and restored to its former glory as a home. Additionally, the proceeds from the sale will be used to improve existing parks that better serve the community, are more open to the general public, get more use by the public and will invest much need capital into these parks. Currently, it make no sense, economically and strategically to continue to maintain a parcel of land that gets little public use and it's very costly to maintain. There is no short term or long term plan to preserve, stabilize and rehabilitate the property, nor is there a plan of use

The proposed plan will actually result in more recreational and park opportunities for the public by improving existing public parks that are utilized far more than 36 North Clover Street. The capital improvements in these parks are desperately needed. The resulting development of the parcel will also be an economic boom for the City adding to the tax base. It will attract people, a much needed asset to the City, who will patronize local businesses. Lastly, attracting a private developer will also allow for the stabilization, rehabilitation and restoration of the Pelton Mansion into its original condition.

Based on the information available, it is reasonable to conclude that while the impacts of the Action are important to note and consider, they are individually and collectively minor in scale and scope of impact. The current Action to amend the zoning code is not likely to result in any adverse effects associated with: (1) existing air quality, surface or groundwater quality or quantity, noise levels, or traffic patterns, solid waste production or disposal, potential for erosion, drainage or flooding problems; (2) aesthetic, agricultural, archaeological, historic, natural or cultural resources, or community and neighborhood character; (3) vegetation or fauna, fish, shellfish, or wildlife species, significant habitats, or threatened or endangered species; (4) the local community's existing plans or goals as officially adopted, or the use or the intensity of use of the land or other natural resources; (5) growth, subsequent development, or related

activities to be induced by the proposed action; or (6) long-term, short-term, cumulative, or other effects identified.

For all of the reasons set forth, the Action will not have any significant adverse impact on the environment and, therefore, the issuance of this Negative Declaration is warranted.

THIS NOTICE SERVES as the City of Poughkeepsie Common Council's announcement to interested agencies pursuant to SEQRA regulations of its intent to serve as Lead Agency, and its issuance of Determination of Significance: Negative Declaration.

Notice to be filed with the New York State Environmental Notice Bulletin

Environmental Notice Bulletin, 625 Broadway, Albany, NY 12233-1750 for publication in the ENB. The ENB is accessible on the department's internet web site at www.dec.ny.gov.

Interested Agencies to receive this notice, the Full EAF, and all other SEQRA information regarding this project:

RESOLUTION
(R-15-39)

INTRODUCED BY _____ :

WHEREAS, the City of Poughkeepsie is the current owner of a parcel of improved property located at 36 North Clover Street which since approximately 1911 has been occupied by the Poughkeepsie Day Nursery, a not-for-profit organization; and

WHEREAS, the Poughkeepsie Day Nursery has notified the City that they no longer are able to continue in a lease of the property with the City and as such, the City has issued an request for proposal for parties interested in developing the parcel; and

WHEREAS, the City, since the parcel has been vacated by Poughkeepsie Day Nursery has determined that they have no municipal use for the property; and

WHEREAS, despite the property being leased by a not-for profit and continuously used as a nursery since approximately 1911, the City wishes to seek alienation of the parcel as parkland in order to insure compliance with public trust doctrine; and

WHEREAS, the City of Poughkeepsie seeks to obtain state legislature approval and is desirous of seeking a municipal home run request for such approval; and

WHEREAS, the Common Council of the City of Poughkeepsie deems it to be in the best interest of the citizens of the City that the request for authorization to alienate 36 North Clover Street as parkland and to utilize the proceeds of the sale for capital improvements in existing public parks and recreation facilities; and

WHEREAS, pursuant to Resolution R-15-38 the Common Council pursuant to the State Environmental Quality Review Act, hereby determined that this action will not have a negative environmental impact; and

NOW, THEREFORE,

BE IT RESOLVED, that the City of Poughkeepsie hereby approves the content of the proposed legislation authorizing the alienation of parkland, a copy of which is annexed to this resolution; and be it further

RESOLVED, that the Common Council of the City of Poughkeepsie hereby requests that the Legislature of the State of New York enact legislation to authorize the alienation; and be it further

RESOLVED, that the Mayor, the City Administrator and the Corporation Counsel be and they hereby are authorized and directed to take all steps necessary to give full effect to the terms of this resolution.

SECONDED BY _____

RESOLUTION
ADOPTING WATERFRONT REDEVELOPMENT STRATEGY
(R-15-41)

INTRODUCED BY COUNCILMEMBER _____:

WHEREAS, in 2012 the City of Poughkeepsie undertook a comprehensive and complete study of its waterfront in order to best understand and develop the waterfront in the most beneficial way for future growth and development; and

WHEREAS, with the support of Dyson Foundation the City retained several professional consultants to help develop an overall waterfront strategy that would address redevelopment of the entire area, provide form based rezoning, long-term strategic goals, economic data and market analysis and financial implementation goals; and

WHEREAS, since 2012 the Steering Committee met with area stakeholders on over thirty-five occasions to discuss important goals of their respective positions in addition and met with the public on several occasion to receive comments both written and verbal; and

WHEREAS, in July of 2014 a final draft plan was presented to the City for adoption and implementation of which a portion of the plan was implement in November 17, 2014 that being the rezoning of the waterfront; and

WHEREAS; the adoption of the Poughkeepsie Waterfront Redevelopment Strategy is a Type II action under SEQRA pursuant to §617.5(c)(21) as the strategy is a feasibility and preliminary planning study that will be used as the basis of future action, but does not, in itself commit the City to commence, engage or approve any action; and

NOW, THEREFORE,

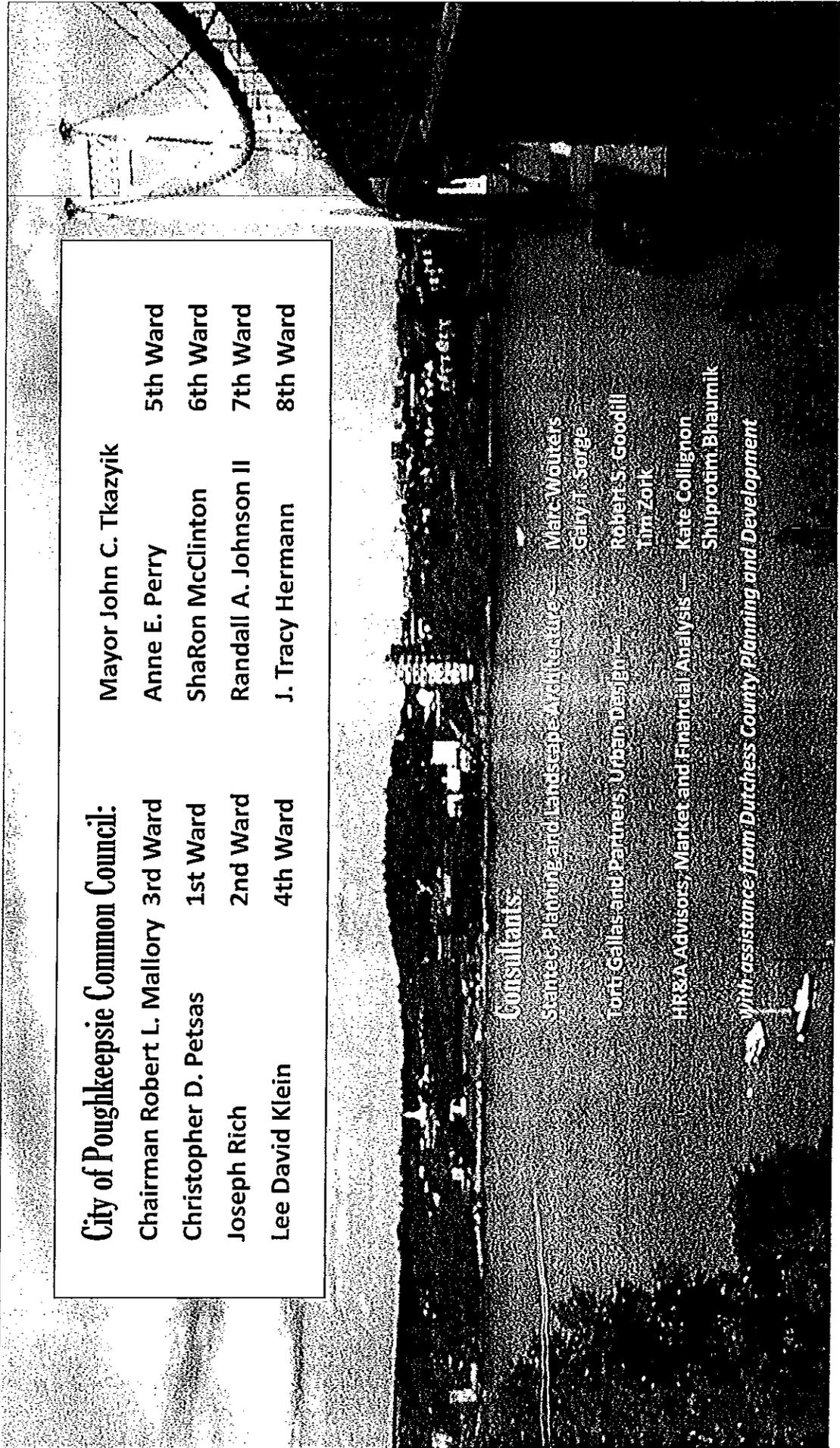
BE IT RESOLVED, that the Common Council of the City of Poughkeepsie hereby adopts the Poughkeepsie Waterfront Redevelopment Strategy (the, "Plan") as attached hereto and made apart hereof as if recited in its entirety; and be it further

RESOLVED, that upon the adoption of this resolution, the City hereby adopts the Plan as a general policy to guide the City, the Common Council, all of its boards and committees on matters involving that area encompassed in the plan.

SECONDED BY COUNCILMEMBER _____.

Poughkeepsie Waterfront Redevelopment Strategy 2014





City of Poughkeepsie Common Council:

Chairman Robert L. Mallory 3rd Ward
Christopher D. Petsas 1st Ward
Joseph Rich 2nd Ward
Lee David Klein 4th Ward

Mayor John C. Tkazyik
Anne E. Perry 5th Ward
ShaRon McClinton 6th Ward
Randall A. Johnson II 7th Ward
J. Tracy Hermann 8th Ward

Consultants:

Stanley Planning and Landscape Architecture — Marc Walters
Gary H. Solze
Torti Gallas and Partners Urban Design — Robert S. Goodill
Tim Zork
HR&A Advisors Market and Financial Analysis — Kate Collignon
Shuprom Bhaumik

With assistance from Dutchess County Planning and Development

Project funding generously provided by the Dyson Foundation with administrative support from the Community Foundation of Dutchess County.

Poughkeepsie Waterfront Redevelopment Strategy

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Regional Center and Connections

One Connected Waterfront

The greater Poughkeepsie waterfront, from the Hyde Park line south to Locust Grove, has a long history of dramatic change and redevelopment. Since 2000 alone, over 39 waterfront acres have been transformed into new, publically accessible parkland, including Quiet Cove Riverfront Park, Marist College's Long View Park, Upper Landing Park, and Kaal Rock Point. In addition, the Poughkeepsie Railroad Bridge is now the magnificent Walkway Over the Hudson State Historic Park (Walkway), soaring 212 feet over the river, providing expansive views with "360-Degrees of Discovery" and attracting over 700,000 visitors last year.

The center of this regionally important waterfront and the primary focus of this planning project is the land surrounding Waryas Park and the Poughkeepsie Railroad Station, with connections east into the City. Largely cleared during the Urban Renewal era and replaced by parklands and

too many parking lots, the Poughkeepsie waterfront is a potentially powerful place for redevelopment with several unique characteristics:

Heartbeat of the Hudson Valley. Poughkeepsie is the largest city in the Mid-Hudson region, halfway between the State Capital of Albany and the New York City metro area, which is home to tens of millions of potential visitors an easy train ride away. Think of the Railroad Station as "Grand Central North," the northern terminus of the Metro-North Hudson Line, designed by the same architects as the other Grand Central, and gateway to all the nearby attractions of the Hudson Valley.

Crossroads of two major trail systems. The Walkway connects east to the Dutchess Rail Trail and west to the Hudson Valley Rail Trail, creating 18 miles of continuous walking and biking experience, part of a longer term project to eventually link existing trails from New York City all the way to the Catskill Mountains. Local governments and groups are also working to connect segments of the north-south Hudson River Greenway Trail from the Roosevelt and Vanderbilt Historic Sites in Hyde Park south to the Samuel F. B. Morse Estate.

Framed by two historic bridges. To the north, the 1889 Poughkeepsie Railroad Bridge is a classic cantilever truss structure, listed on the National Register of Historic Places, and now transformed into the longest pedestrian bridge in the world. To the south, the 1930 Mid-Hudson Bridge has graceful cables suspended between gothic steel towers that are traced at night by necklace lighting in variable colors. Together, they create a loop trail system and frame river views into a memorable location unlike any place along the entire length of the Hudson River.

Built-in bird's eye view. The Walkway's new glass-sided elevator, 21 stories straight up from shoreline to the top of the span, is the critical connector from Main Street, the Railroad Station, and waterfront to the Walkway. The elevator acts as a major attraction in itself, an experience designed to elevate your heartbeat. The waterfront can become a primary place for the City and a central path for the regional center along Water Street, through Waryas Park, and focused in particular on a new public park plaza at the base of the Railroad Station's western overlook, the visitor entry point to an exciting waterfront walking district.

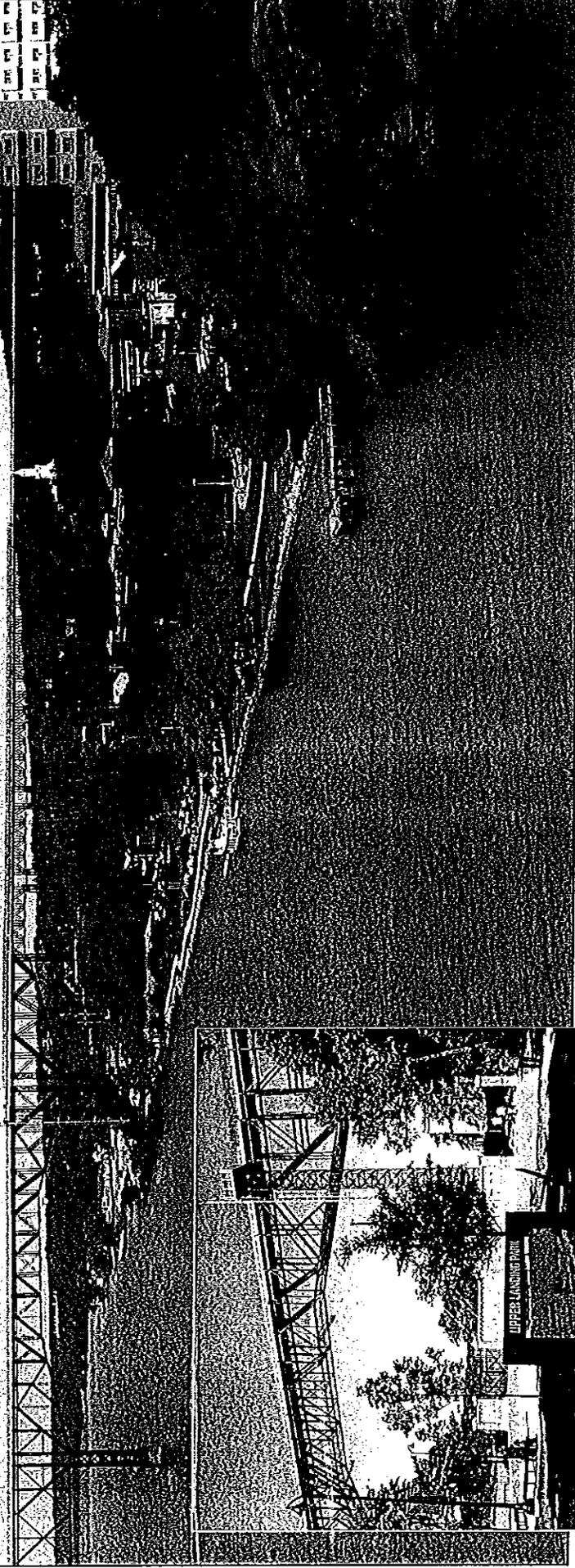


City of Poughkeepsie Prime Assets

- Central City of the Hudson Valley
- Center for Colleges, Hospitals, and Culture
- Historic Districts and High Quality Housing
- Dutchess County Government Seat
- Crossroads of Two Regional Trail Systems

Major Waterfront Advantages

- Prime Hudson River Frontage
- Framed by Two Historic Bridges
- Express Railroad to New York City
- Large acreage of Public Parkland
- Walkway Over the Hudson



View from the Mid-Hudson Bridge of the waterfront and 1889 Railroad Bridge, now the Walkway Over the Hudson State Historic Park, along with the recently completed Upper Landing Park and Walkway elevator.



Trails through wooded areas, such as Quiet Cove Park and Locust Grove can be compacted gravel or stone dust 6-8 feet wide. (Photo Credit: northshore-thereandback.blogspot.com)

Overall Goal #1: Build a continuous Greenway Trail along the riverfront.

The City and Town of Poughkeepsie have a common goal for the over 3.5-mile length of waterfront shown below: to link together the private parcels and parklands into a continuous and publicly accessible Greenway Trail along the river frontage. This coordinated local initiative is part of a larger regional project to create a Hudson River Greenway Trail from New York City to the Troy dam. The following consensus points emerged out of community and Steering Committee discussions:

- Build a continuous Greenway Trail along the riverfront with coordinated signs and other trail features, connecting existing parks through new parkland parcels or along permanent trail easements.
- Create convenient walking connections across Route 9 and the railroad tracks, linking the waterfront to all inland residential neighborhoods.

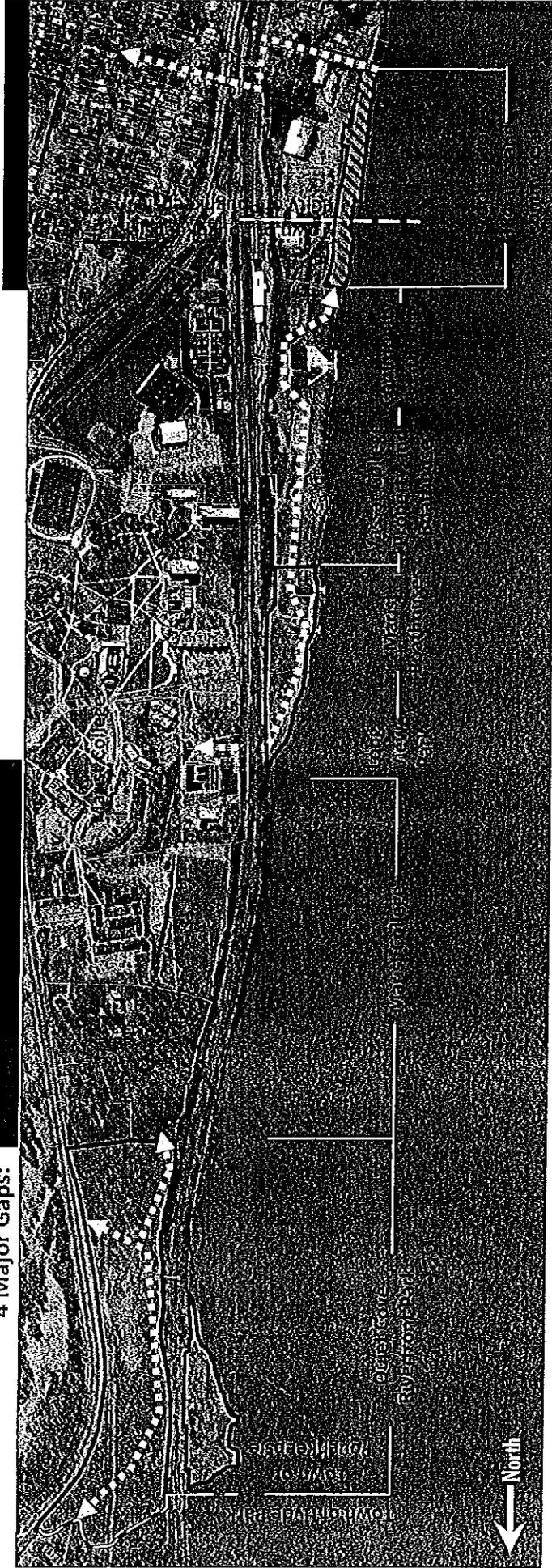
Marist College North Campus

- Ensure that new activities and improvements complement proposed development on the Dutton site, as well as existing and approved uses along the southern waterfront.
- Coordinate boating needs and access points, generally concentrating rowing and non-motorized boating from Waryas Park to the north and encouraging motorized boating from Waryas Park to the south.
- Consider NYS DOS funding for a future Harbor Management Plan.

Four significant gaps currently interrupt a continuous trail from the Hyde Park town line south to Locust Grove:

Marist College North Campus. Marist is working on an updated plan for the northern campus, including a proposed trail segment linking the existing natural trails on the

4 Major Gaps:



Dutton and Central Hudson

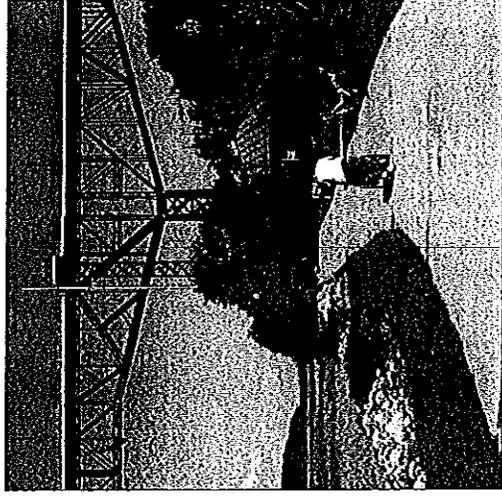
property south of Quiet Cove Park to the tunnel under the railroad tracks and Long View Park. The most difficult section in that missing link is between the Poughkeepsie Water Treatment Plant and the adjacent steep slopes to the east.

Dutton and Central Hudson Properties. The One Dutchess Avenue proposal for 384 apartments and 13,800 square feet of commercial space is under site plan review and includes an agreement for a 2.45-acre park and trail frontage. Final design and ownership of the park has not yet been decided, but the trail will connect the existing trail on the Vassar and Community Boathouse property to Dutchess Avenue.

The Central Hudson property under the Walkway is in the process of cleaning up site contamination, which may last until 2018. Once remediation is complete, a trail connection will be possible between Dutchess Avenue and the Walkway elevator.

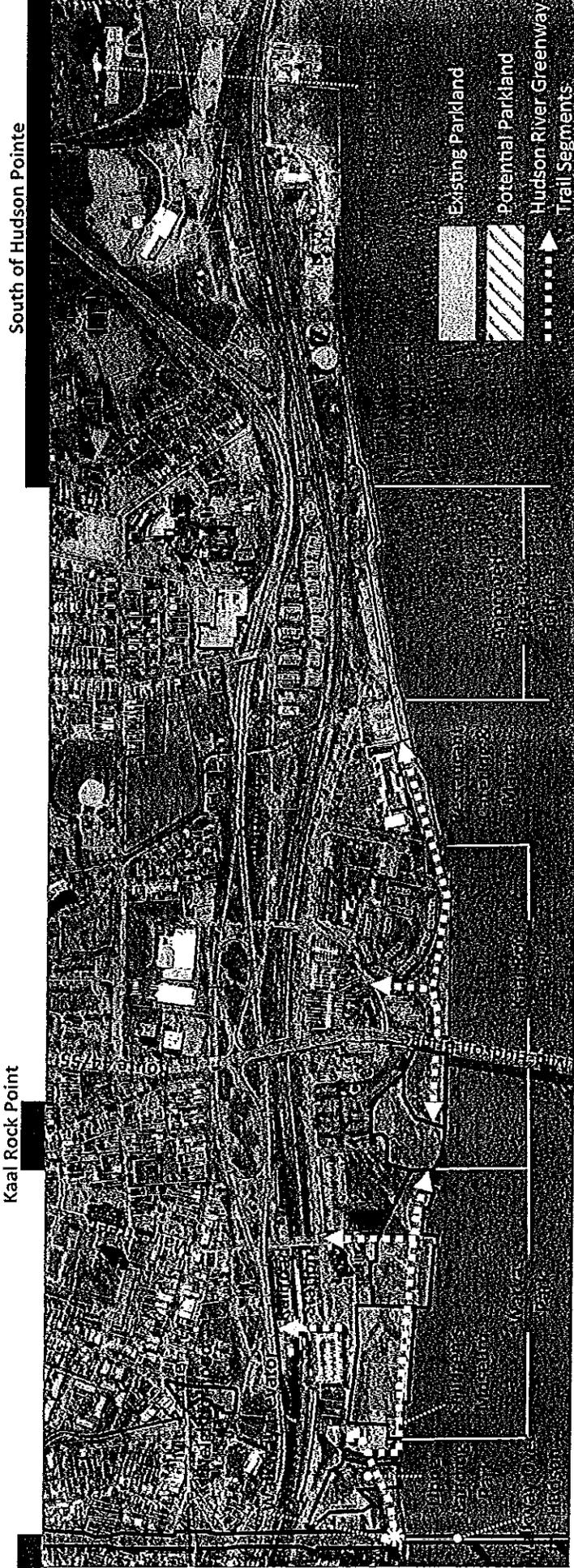
Kaal Rock Point. The City's Kaal Rock Study provides a park layout and trail specifications for both over the top of the point and around the base at river level. Recommendations include a trail system with no more than 5 percent grades to an overlook area with a kiosk or gazebo and potential concessions. Stairs are necessary down the steep slopes to Kaal Rock Park. The boardwalk at river level would be supported by piles or cantilevered off the rock. The City is currently pursuing grants to construct the initial trail system.

South of Hudson Pointe. Currently, the Greenway Trail extends to the Southern Waterfront marina, awaiting further approved development to the south. A trail right-of-way has been reserved through a tunnel under the tracks and past the Hudson Pointe project. The trail could then link to Prospect Street, along the western side of the Central Hudson parcel, and to the existing road and trail systems at the Poughkeepsie Rural Cemetery and the 200-acre estate of Samuel F.B. Morse.



Existing 10-foot wide walkway along Waryas Park includes park benches, historic markers, landscaping, and pedestrian-scale lighting.

Kaal Rock Point



Overall Goal #2: Knit together surrounding City plans, projects, and neighborhoods.



Fall Kill waterfalls along the Piano Factory building on N. Water Street.

The City of Poughkeepsie has multiple planning studies and private development projects underway that have been merged into the Waterfront Redevelopment Strategy, including trail connections through the One Dutchess Avenue and Southern Waterfront projects. Other recently completed plans include:

The Fall Kill Plan. Completed in 2012 by Clearwater and Urban Landscape Lab under a DEC Estuary Program grant, among the primary goals are to improve water quality, repair the stone walls, restore natural habitats in certain locations, and to create active public places and an eco-urban walking corridor along the creek. Compatible Waterfront Strategy recommendations include a fishing pier at the Fall Kill's mouth, removing the parking lot from the Children's Museum creek frontage, a potential pedestrian bridge over the railroad tracks as a crucial trail link, and opening up access to the horseshoe falls at Dongan Park.

Walkway-Gateway Zoning District. Adopted in 2013, this new zoning designation is intended to revitalize the primarily industrial and residential area around the eastern entrance to the Walkway Over the Hudson into a mixed-use and walkable neighborhood, where people want to live, work, shop, visit, and invest. The standards emphasize an interconnected network of sidewalks, paths, and bike routes with ground floor uses that generate active streets, such as retail, restaurants, services and job opportunities. The Waterfront Strategy stresses similar goals and techniques for the waterfront district and supports a direct sidewalk-path connection through the Mt. Carmel neighborhood and along Verazzano Boulevard and the Fall Kill Creek to the Walkway-Gateway neighborhood.



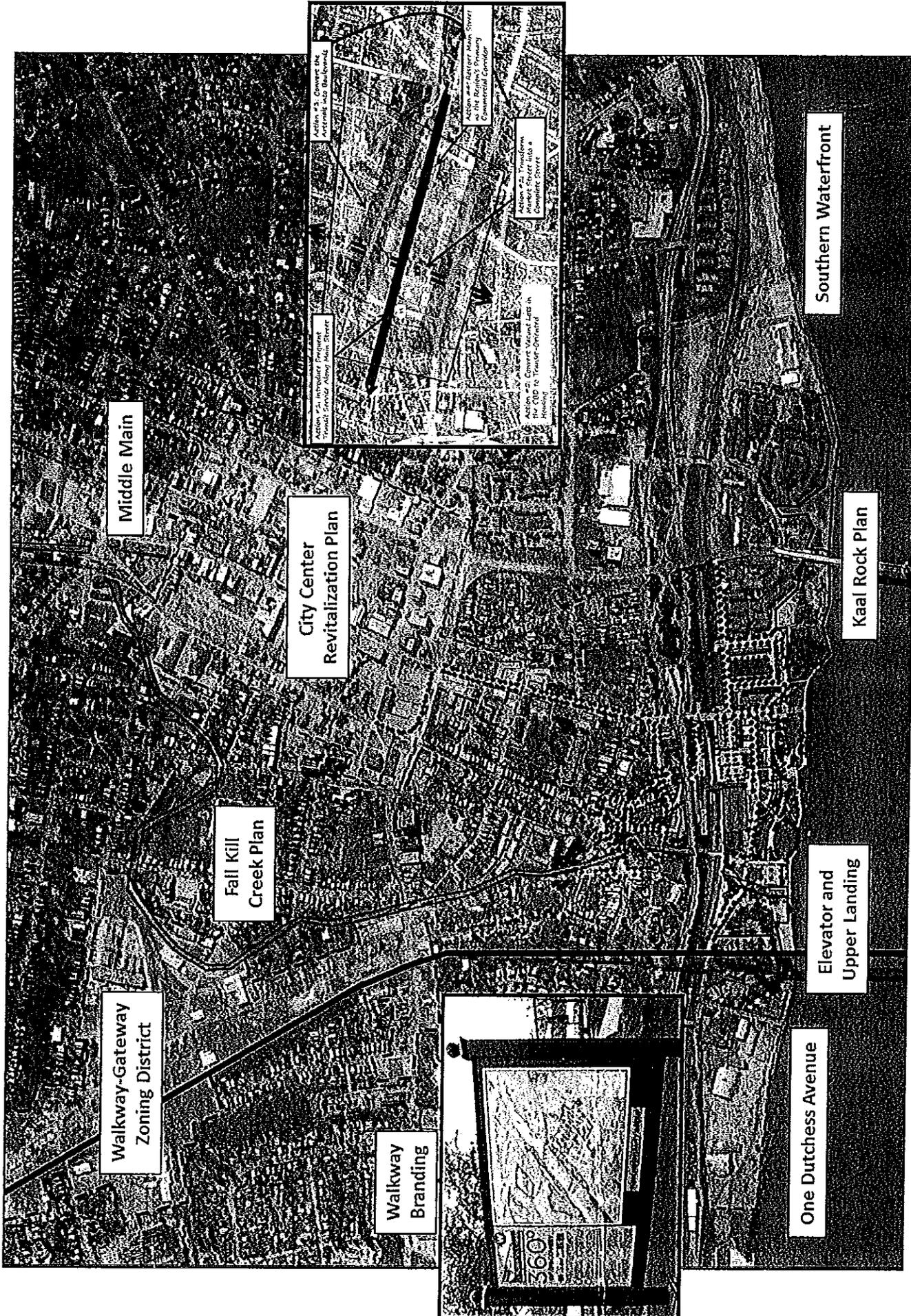
Illustrative Plan for the Walkway-Gateway district shows the desirable street character along Parker Avenue.

Overall Goal #3: Create a high-quality waterfront park and regional destination center between Main Street, the Railroad Station, and Walkway Elevator (see section 5 for recommendations).

Kaal Rock Study. Under a grant from the NYS Department of State, Project for Public Spaces has recommended a variety of options to restore Kaal Rock Park, clean-up Kaal Rock Point, integrate the Point into the waterfront trail system, and create connections to Main Street. The Waterfront Strategy includes new paths that directly link Main Street across the front of the Rip Van Winkle property to the park entrance, making the Waryas Park connection far less steep and uninviting. Additional housing along Kaal Rock Point Park and Long Street will also provide "eyes on the park" security.

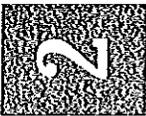
Walkway Branding Project. Working with Walkway Over the Hudson, Scenic Hudson, the Regional Chamber of Commerce, and Dyson Foundation, Vox, Inc. created ways to maximize the economic benefits from Walkway visitors. Promotion of the "Greater Walkway Experience" at the heart of the Hudson in all website and marketing materials has been combined with a coordinated sign program. Using color maps and code systems, the "360 Degrees of Discovery" signs at gateway locations like the waterfront and Railroad Station direct visitors to multiple discovery zones and cultural sites in the City and Highland area.

City Center Revitalization Plan. Consultant Kevin Dwarka has begun a land use and economic analysis of the City with funding from the Dyson Foundation. The initial concepts, outlined in the graphic on the next page, will be expanded to a more comprehensive Main Street Economic Development Strategy from the waterfront to Upper Main Street. The concepts are complementary with the Waterfront Strategy, especially frequent, direct bus service from the waterfront and Railroad Station up Main Street, making all infill along Main Street transit-oriented development. The Strategy also endorses the redesign of the arterial behind the Civic Center to add expansion space, eliminate traffic hazards, and reduce the Main Street crosswalk distance.

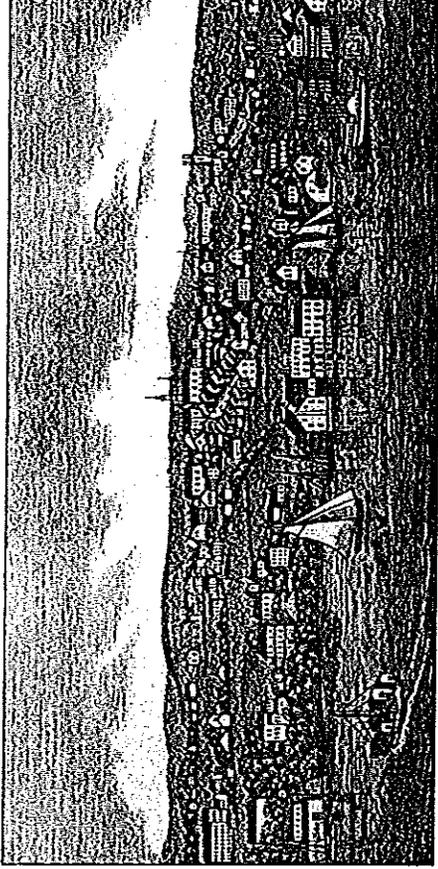


The Waterfront Redevelopment Strategy's Illustrative Plan, shown in the center, is designed to seamlessly link Upper Landing Park to Kaal Rock Park, extend the Greenway Trail from Hyde Park through the Southern Waterfront, and connect up Main Street to the City Center and up the Fall Kill corridor to the Walkway-Gateway district.

Waterfront History and Area Analysis



River Era: 1690 to 1850

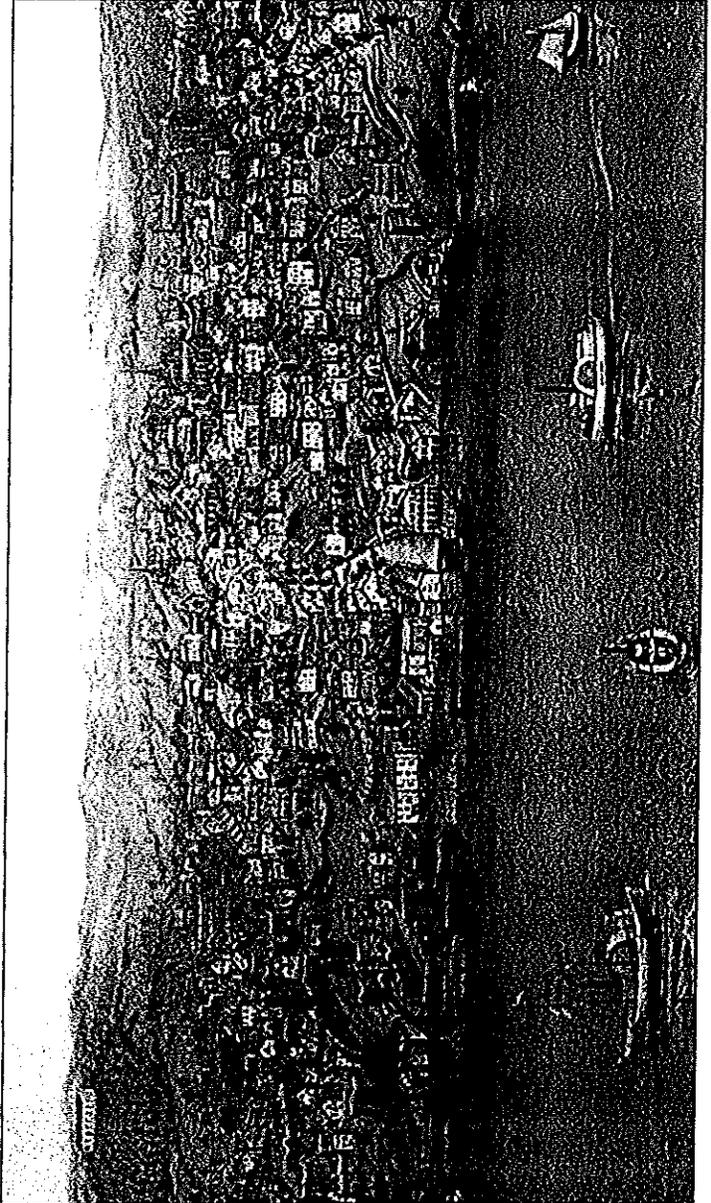


Two mid-1800s views of the Poughkeepsie waterfront from the sailing sloop and early steamboat years, showing buildings directly adjacent to the shoreline. The Exchange House Hotel stood at the end of Main Street, notable for its three-level wraparound porch.

The name Poughkeepsie was derived from the Wappinger language, referring to a reed-covered lodge by a spring located over 1.5 miles south of Main Street. The first Dutch and English settlers in the late 1600s were attracted to mill sites along the Fall Kill Creek and land available for farming. The small river settlement with landings for trade and inland agriculture, a ship building yard, and ferry service at Upper Landing on the north side of the Fall Kill gradually grew into a city as a deep water port halfway between New York City and Albany.

Home of the County Courthouse since 1720, Poughkeepsie was the state capital during the Revolutionary War and achieved prominence as the place where the famous Constitutional Convention debate led to New York's decisive ratification. The river was the essential transportation corridor, especially after the Erie Canal was completed in 1825, linking the Great lakes and western states to the port of New York. The three major river landings at the Fall Kill Creek, the center of Kaal Rock Park, and the end of Pine Street were supplemented in the early 1800s by the first Mid-Hudson steamboat terminal at the base of Main Street and even a wharf to the north for a small whaling fleet.

- 1692 First house built by European settler
- 1699 Sawmill constructed at Upper Landing
- 1720 Original County Courthouse built
- 1777 Hudson River ferry service began
- 1777 - 1784 Capital of New York State
- 1788 Constitution ratified at Courthouse
- 1789 Hoffman House built at Upper Landing
- 1799 Poughkeepsie chartered as a Village
- 1800 Main Street extended to river
- 1803 Water Street initially laid out
- 1814 First Mid-Hudson Steamboat Terminal
- 1831 Village Hall with public market built
- 1832 Whaling company established



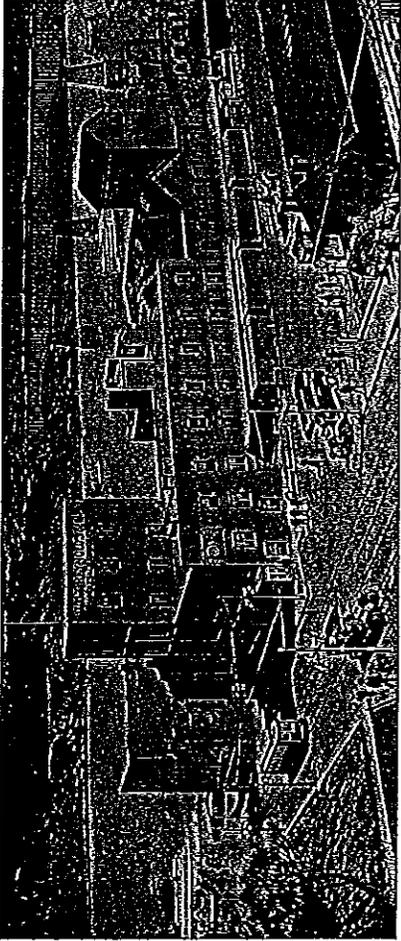
Railroad Era: 1850 to 1930

The City's strategic central location led in the late 1800s to an ideal convergence of river and rail access. In 1850 the Hudson River Railroad Depot was built one block from the Steamboat Terminal. When the only railroad bridge over the Hudson south of Albany was completed in 1889, Poughkeepsie became the junction of two great passenger and freight rail lines. A street trolley system extended east to Vassar College and south to Wappingers Falls. Factories powered by steam replaced older operations at the Fall Kill dams and waterfalls. Manufacturing flourished along the waterfront and rail tracks, including large-scale plants north of the Railroad Bridge, south of Kaal Rock, and on filled land at the Lower Landing near Pine Street.

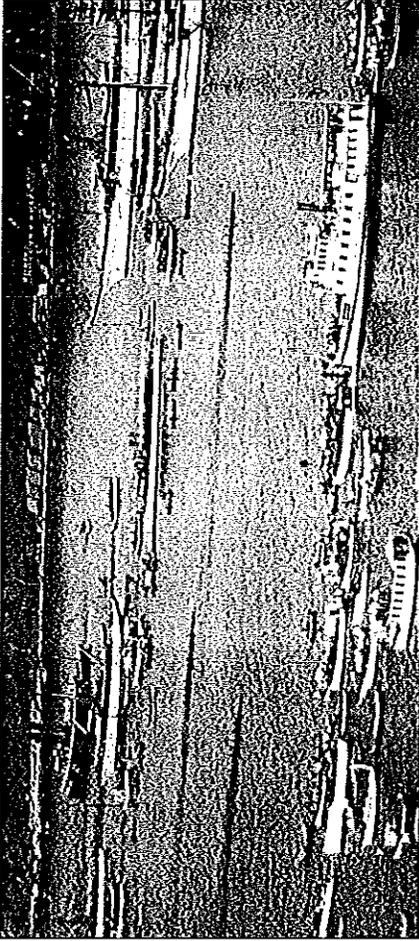
On the river the annual Inter-Collegiate Regatta, held here from 1895 to 1949 for elite crew teams from across the country, enhanced the City's national reputation. The Main Street Steamboat Dock also became a prime stop for dayliner passengers and tourist travelers up the Hudson.

- 1850 Hudson River Railroad extended to City
- 1854 Poughkeepsie City Charter adopted
- 1861 Vassar Female College founded
- 1869 Bardayon Opera House opened
- 1870 City Street Railway system began service
- 1872 Reynolds Warehouse built near Depot
- 1874 Landing trade consolidated at Main Street
- 1889 Poughkeepsie Railroad Bridge completed
- 1892 DeLaval plant built on southern waterfront
- 1895 Annual Inter-Collegiate Regatta began
- 1899 Last mill pond filled-in
- 1918 Present Railroad Station constructed
- 1938 Most central Dutchess rail lines abandoned

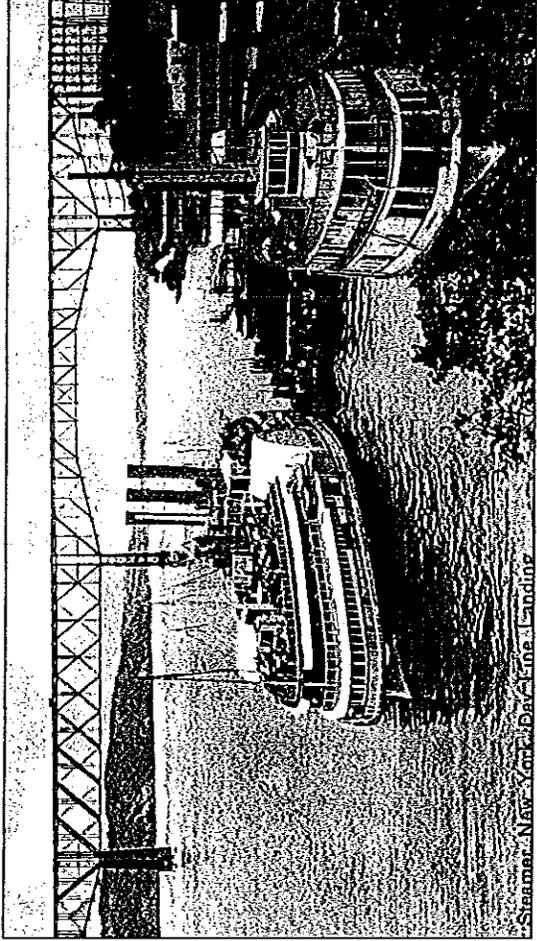
**History adapted from 1997 Poughkeepsie Transportation Strategy.*



Wm. T. Reynolds & Co. relocated from the Upper Landing in 1872 to a large new warehouse complex between the Steamboat Dock at left and the old Railroad Depot shown at the bottom right.



The annual Regatta made Poughkeepsie a major center for the sport of rowing for decades, attracting large crowds of spectators on the shoreline, pleasure boats, and rail cars designed to follow the race.



Steamer Near New York Bay at Lower Landing

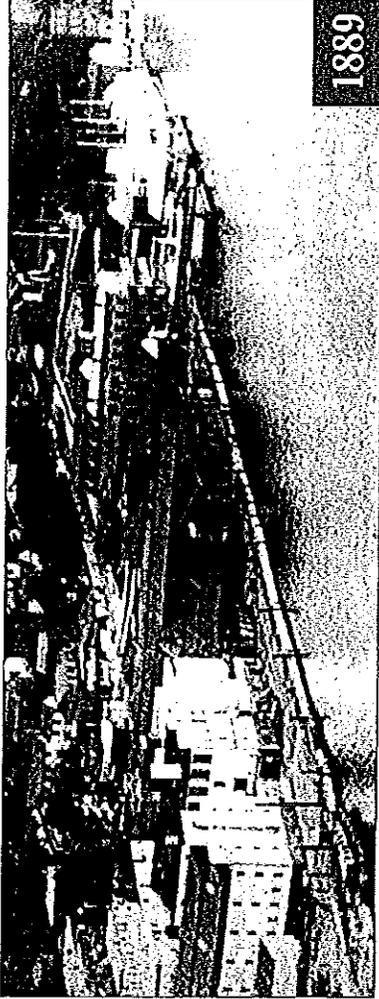
Deep water directly along the shoreline allowed the waterfront to handle large vessels, such as the Dayliners shown at the Main Street Steamboat Dock in this post card from 1906.

Highway Era - 1930 to Present

With the overwhelming emphasis in the last 60 years on cars and highways over river and rail, many cities lost their locational advantages. For Poughkeepsie, the highway era began on a high note with the beautiful Mid-Hudson Bridge leading directly into the City. But more recent highway construction and arterial routes, while responding to the growing traffic demands, also reinforced dispersing patterns of development away from the traditional centers. Growth along highways with better access for trucks and larger lots available for parking slowly drained much of the City's commercial and industrial base.

Federal Urban Renewal and highway policies from 1955 to 1980 also led to widespread demolition along lower Main Street and the waterfront, while Route 9 bypassed the City Center and the arterials bypassed Main Street. Infill redevelopment around the Railroad Station, the attraction of the Walkway, and the greening of new parkland all signal a reversal of these trends and a new vision for the waterfront.

- 1930 Mid-Hudson Bridge opened
- 1941 Ferry service ended
- 1942 IBM plant constructed south of City
- 1949 Last Hudson River Inter-Collegiate Regatta
- 1950 City's population peaked at 41,000
- 1956 NYS Thruway built west of river
- 1964 DeLaval plant relocated from City to Town
- 1966 Route 9 north-south arterial completed
- 1968 Rip Van Winkle building constructed
- 1974 Railroad Bridge abandoned after fire
- 1979 East-west arterials completed
- 1981 Luckey Platt department store closed
- 1993 Main Street Dock rebuilt
- 2001 RR Station parking structure constructed
- 2002 Children's Museum moved to waterfront
- 2007 Piano Factory restored as mixed-use building
- 2009 Walkway Over the Hudson opened
- 2013 Upper Landing Park completed



1889

View from newly constructed Railroad Bridge, with Vassar Brewery buildings on the left and Steamboat Dock and Exchange and House Hotel to the right.



1995

View down from the then derelict bridge after urban renewal had replaced most older buildings with the 18-story Rip Van Winkle building, parkland, and lots of parking lots.

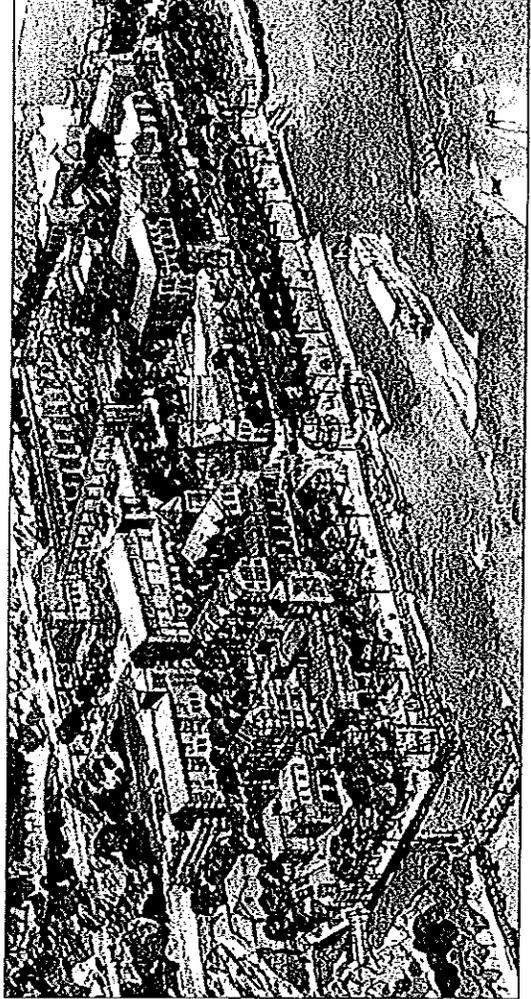


Illustration of an expanded park and development district from the Poughkeepsie Transportation Strategy, endorsed by the Common Council in 1997.

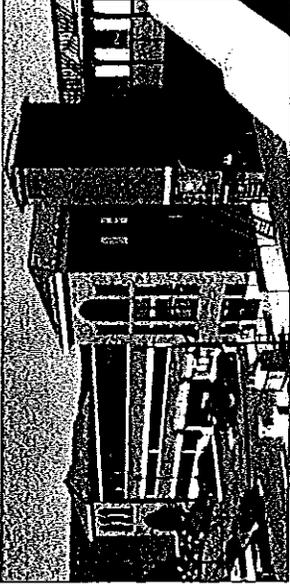
Previous Plans and Progress

In the late 1990s Poughkeepsie completed three significant planning projects with waterfront implications. At that time the shoreline was eroding into the river, half of northern Waryas Park was a pot-holed gravel lot, and several new large surface parking lots were being considered around the Railroad Station. The 1997 Transportation Strategy proposed extending Waryas Park along the entire riverfront north to the Fall Kill with a continuous promenade, consolidating parking into a multilevel parking structure, and creating a new mixed-use development district along Main and Water streets.

In 1998 the Comprehensive Plan and Local Waterfront Revitalization Program were adopted, although the LWRP process was never finalized with the Department of State. All three plans included complementary policies, leading to renewed interest in the waterfront. Much of the debate focused on the future of Water Street and the unimproved northern section of Waryas Park. The LWRP deemed appropriate for this area not only water dependent uses, such as docks, tour boats, tourism, and recreational activities, but also water enhanced businesses or activities, such as a farmers market, restaurants, related retail shops serving activities on the site, museums, galleries and other cultural facilities, as well as the potential for housing in conjunction with other mixed uses (see pgs ES-4 and III-4).

The LWRP also led to the creation of the Waterfront Advisory Committee, which makes consistency recommendations to the Common Council for any waterfront proposal.

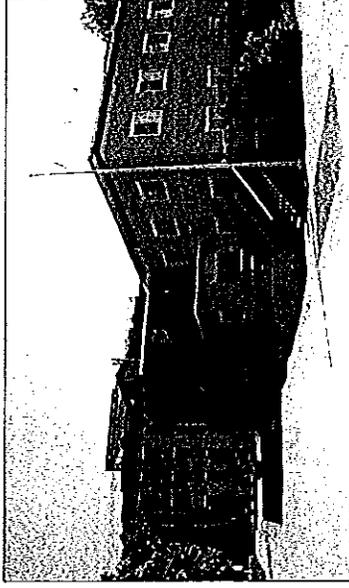
Since 2000, many of the recommended plan elements have been implemented, although Water Street and substantial sections of the City's parkland still need improvements.



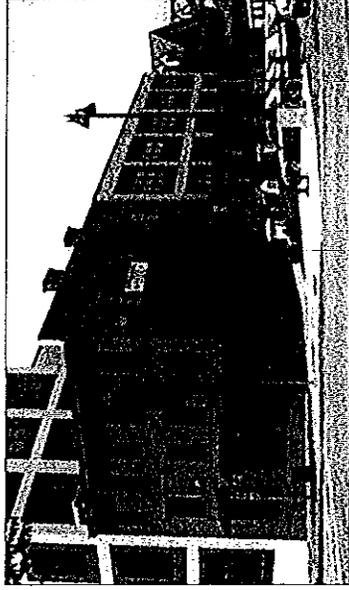
Metro-North built an award-winning parking deck with a walkway and waterfront overlook on the south side.



The covered walkway to Main Street was also restored and an entrance pavilion and bus drop-off area added.



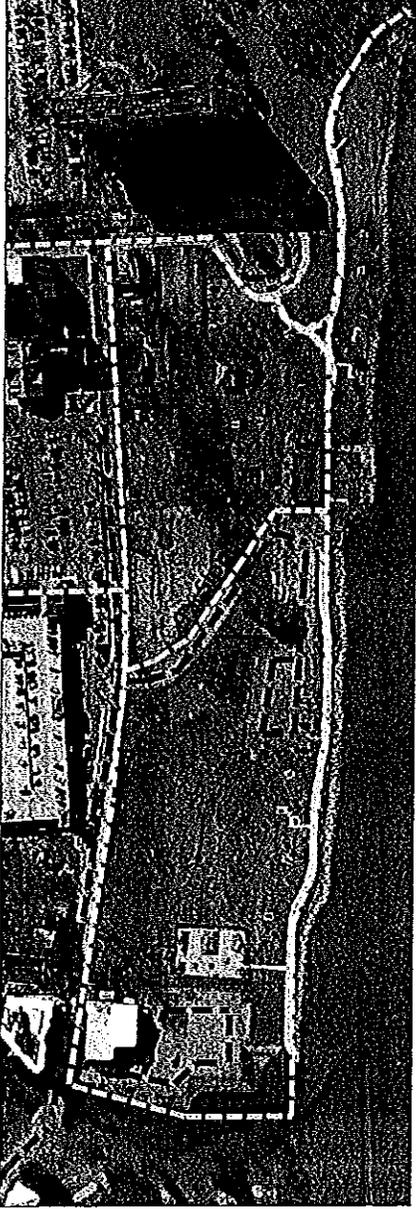
Former industrial buildings have been converted into the Mid-Hudson Children's Museum and mixed-use housing.



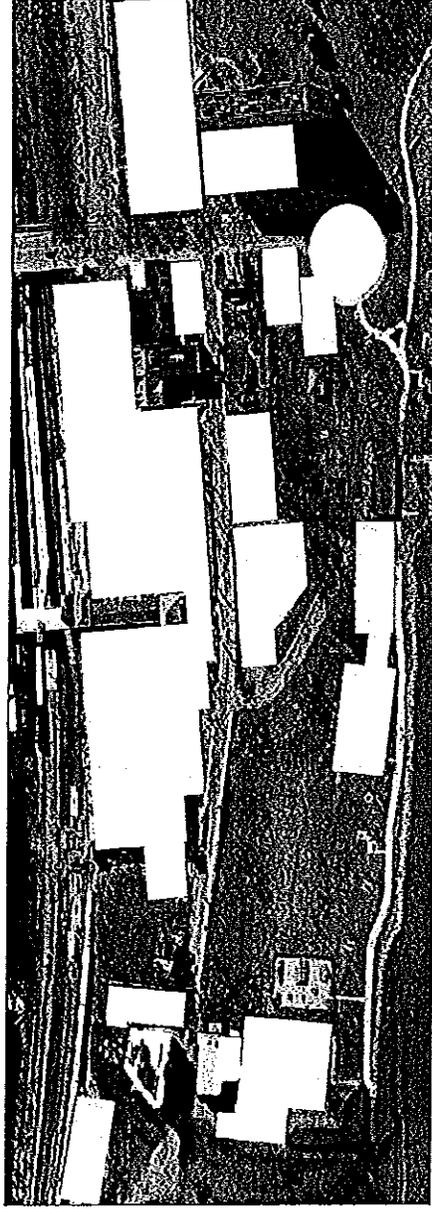
The Reynolds & Co. warehouses, initially proposed to be torn down for a parking lot, are now a mix of commercial uses.



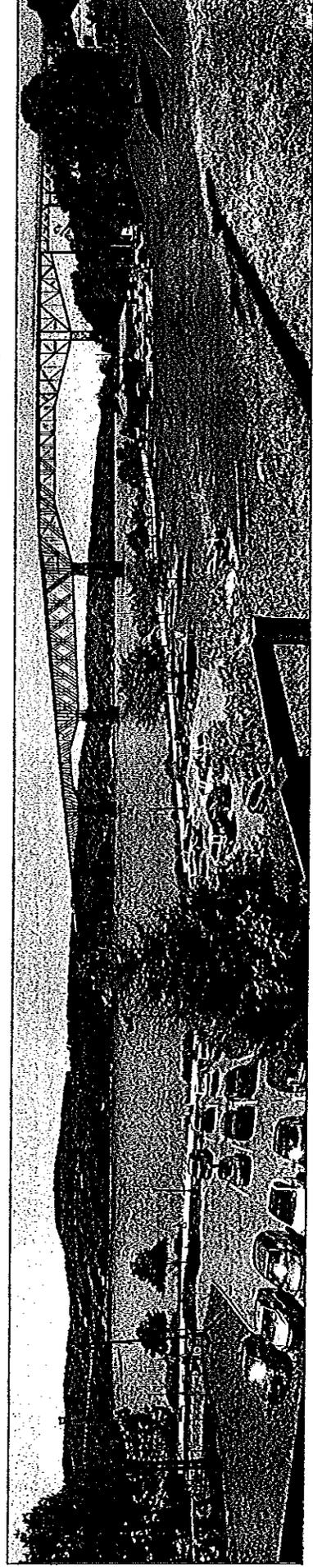
The new pedestrian bridge over the Fall Kill Creek, Upper Landing Park, and the elevator to the Walkway all set high quality standards for future waterfront development.



Waterfront access is segmented into three dead-end parking areas. Pedestrian paths are limited, indirect, and inconsistent with the American with Disabilities Act because of steep sidewalk grades at all three approaches.



The existing waterfront is dominated by parking areas (grey) with Waryas Park separated by two large central lots.



Northern Waryas waterfront with a full parking lot and an empty lawn.

Existing Park Conditions

Poughkeepsie has substantial public parklands along the waterfront, but certain sections are currently underused. Near Main Street, the picnic tables, playground, band stand area, and public boat docks, as well as the skate park next to the Children's Museum, are more regularly active. The recently added Ice House restaurant and tour boats have attracted many new visitors to the park, although they have also aggravated peak parking problems. Waryas Park is home to periodic large-scale outdoor events, including concerts, cultural celebrations, fireworks displays, and an annual balloon festival, but there is no stage, hillside terraces, rest rooms, or a path system through the rear sections of the park to provide permanent support facilities for these activities.

Kaal Rock Park and the grassy northern section of Waryas Park are the most inactive areas. Waryas Park is effectively split in two by two large surface parking lots and the steep diagonal street heading down to the boat ramp. The North Waryas lawn and hillside are large enough to fit two regulation football fields side-by-side. However, this immense greenspace is often empty, even on sunny afternoons when parking lots are full (see photo below).

Overall, the park lacks the variety of destination features, through circulation systems, frequent maintenance, weekly programming, and surrounding uses necessary to keep the area continually active. This is particularly evident on weekdays and during the colder months.

Floodplain and Slope Issues

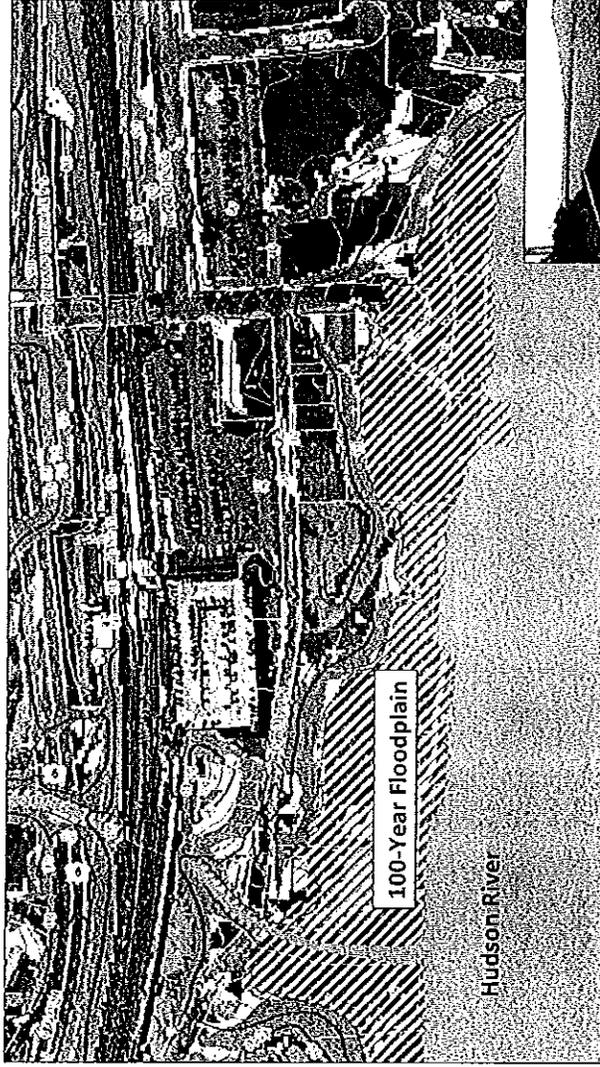
As the blue-striped section of the map to the right shows, the lower level of Waryas Park is in the designated 100-year floodplain, only 4–8 feet above the river level. Recent major storms have flooded the park, including the Children’s Museum pavilion and the Ice House during Hurricane Irene in 2011. Park greenspaces can absorb periodic flooding and be cleaned-up, but any new buildings should be located on higher ground, or in the case of park accessory structures, designed to withstand expected flood events.

Moreover, climate change is leading to more frequent and severe storms, as well as a rise in the base river levels. The Hudson has risen about a foot over the last century and future projections are accelerating—up to another foot by the 2050s and roughly double that rate under rapid ice melt scenarios. Scenic Hudson’s 2010 guidebook, *Revitalizing Hudson Riverfronts*, proposes that new buildings and critical infrastructure be located out of the 500-year floodplain.

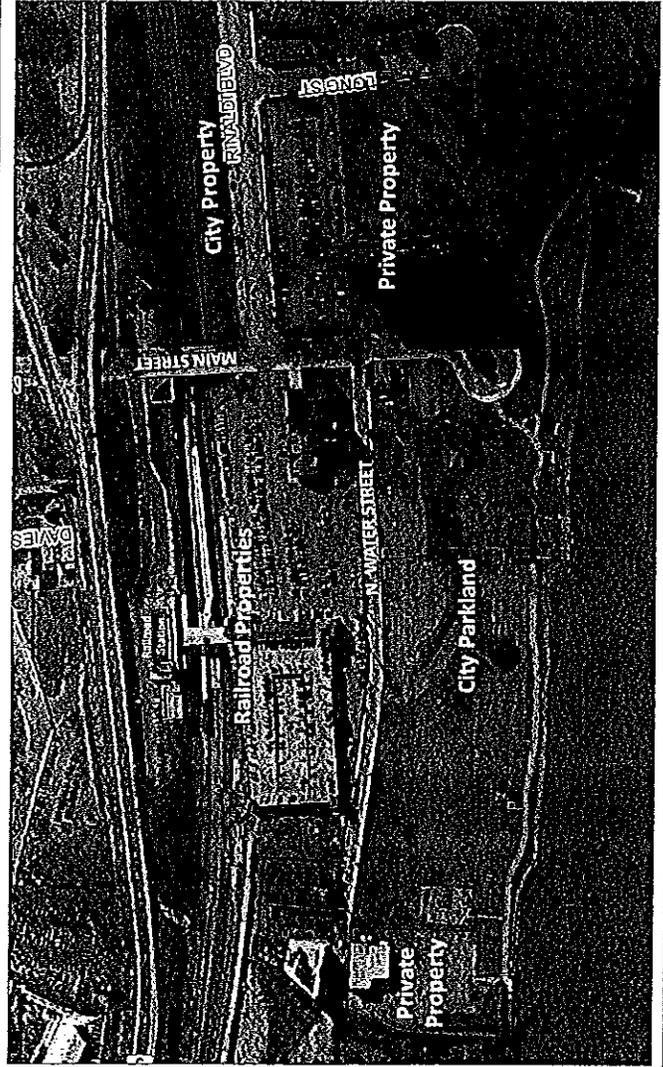
Steep slopes over 25% (shown in orange) ring the parks, creating great river views, especially from Kaal Rock Point and the central terrace due west of the Railroad Station. But they also cause driveway access and walkway difficulties between N. Water Street and the park. Designs should take advantage of the slopes with additional park terraced viewpoints, stairways that offer informal seating, and elevated building locations overlooking the park and river.

Property Ownership

One of the prime advantages of the Poughkeepsie waterfront is the amount of land in public ownership. The City controls over 25 acres of riverfront, in addition to the Walkway Over the Hudson State Park, the 2.7-acre Upper Landing Park, and the 2.45 acres being proposed for parkland as part of the One Dutchess Avenue development. Another benefit is the limited number of property owners in the area around the Railroad Station, making a coordinated approach to redevelopment of the public and private lands much more likely.



Waryas Park and Ice House flooding in 2011 (right). Photo Credit: NYSDEC



Planning Process

Public Outreach

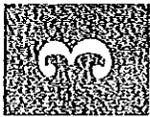
With funding from the Dyson Foundation, the City and County distributed a Request for Qualifications to over 50 planning and design firms. From the nine proposals, three teams were interviewed and the selection committee picked the Stantec, Torti Gallas, and HR&A team as consultants for the project.

Public participation began with a kick-off stakeholders meeting on December 5, 2012 with over 50 residents and interested parties. A Steering Committee with representation from the City leadership and both waterfront wards was organized and met ten times throughout the process to give direction to the consultants. Two public workshops in 2013 attracted capacity crowds to hear presentations, consider options, and give ideas and opinions in smaller group sessions. Written surveys also helped to define the issues (see survey summaries to right).

There was broad agreement on many elements. The most controversial issue involved development of northern Waryas parkland, as envisioned in previous plans. Three options were considered: no park buildings, mixed-use buildings along the rear hillside, providing the City substantial revenues for park construction and maintenance, and a middle choice with a few mixed-use buildings to the rear. The survey respondents split the vote between these concepts with no clear mandate.

More than 30 other meetings occurred throughout the course of the plan preparation to get direct feedback from individuals and stakeholders, including the following groups:

- City administration and Common Councilmembers;
- Waterfront Advisory Committee representatives;
- Friends of Little Italy and Mt. Carmel businesses;
- Children's Museum;
- Clearwater and Scenic Hudson;
- Metro-North Railroad officials; and
- Multiple waterfront property owners.



Original Steering Committee

City of Poughkeepsie
 Mayor John Tkaczyk
 Councilmember Gwen Johnson
 Councilmember Robert Mallory
 Councilmember Thomas Parise
 Councilmember Joseph Rich

Dyson Foundation
 Diana Gurieva

Dutchess County
 John Clarke

Metro-North Railroad
 Wendy Johnston

Scenic Hudson
 Steve Rosenberg

Walkway Over the Hudson
 Sally Mazzarella
 Elizabeth Waldstein-Hart

A draft of the Waterfront Redevelopment Strategy report and proposed zoning amendment was presented to the Common Council and public for final comments and revisions in October of 2014. An independent evaluation by the City's economic development consultant stressed that the Strategy's recommendations will assist Main Street revitalization plans. The consensus plans reflect popular sentiments expressed during the public sessions and the views of local property owners, integrated with an analysis of the economic advantages for the City. All recommendations and the reasoning for specific development and design features are included in section 5.

January 24, 2013 Public Workshop Survey Results:

1. What types of Public Spaces should be included?

Promenade.....	91%	Fishing Pier.....	57%
Picnic Park.....	89%	Boat Launch.....	55%
Restored Natural Areas.....	86%	Swimming.....	39%
Outdoor Performance Area.....	80%	Ice Rink.....	38%
Public Plaza/Outdoor Dining..	71%	Play Field.....	36%
Kayak Launch.....	71%	Skate Park.....	34%
Boat Dock.....	68%		

2. What type of Economic Development?

Tourism related jobs.....	84%	Retail related jobs.....	66%
Children related activities.....	84%	Residential.....	45%
Cultural activities.....	84%	Small office space.....	32%
Entertainment.....	80%		

3. What kind of improvements around the train station?

Improve walk to Main St.....	89%	People live near station....	66%
Improve walk to Mt. Carmel..	86%	Office uses near station....	43%
Use Station to aid tourism.....	86%		

4. Which of the following on Lower Main Street?

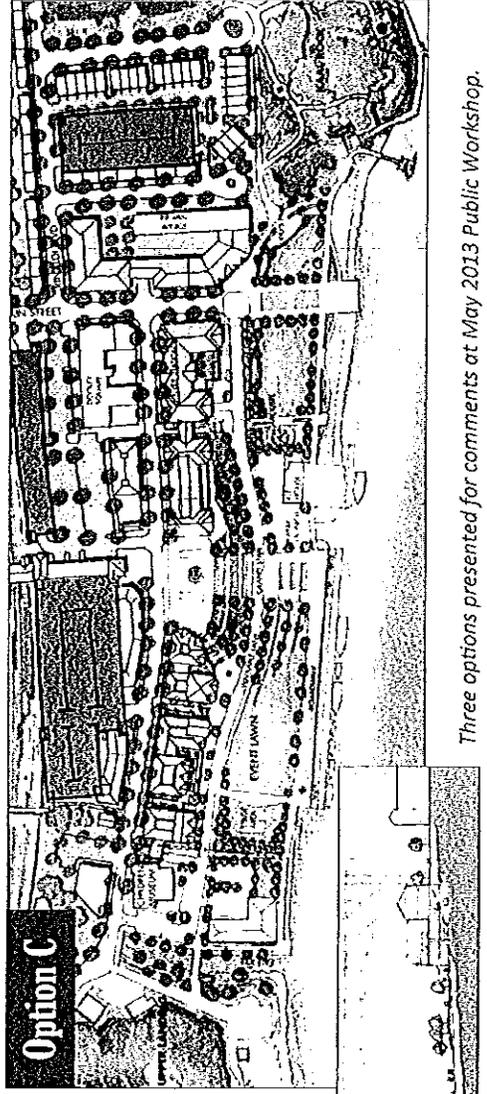
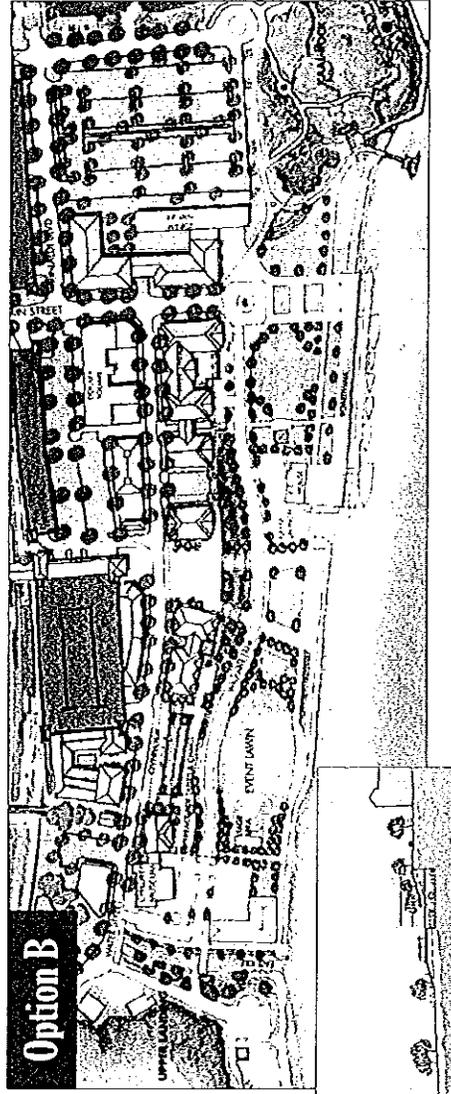
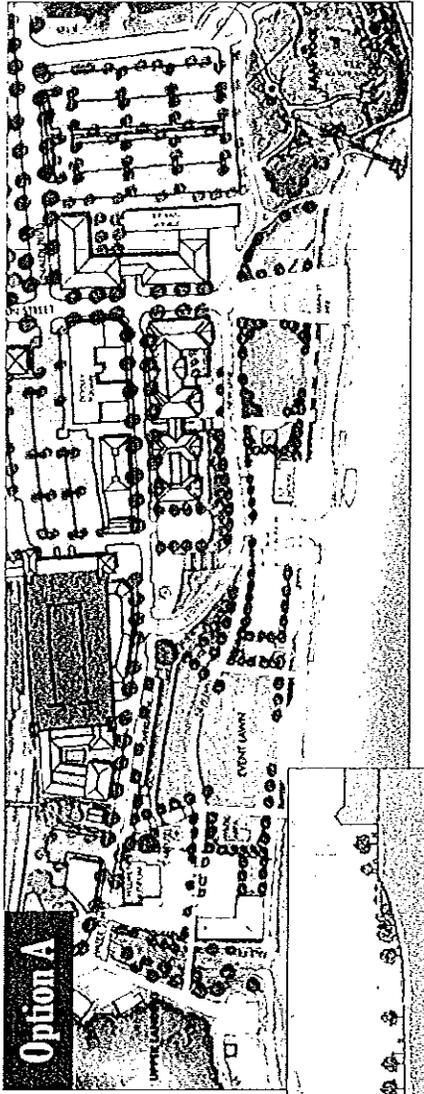
Improve pedestrian connection to waterfront.....	77%
Add a pier at end of Main St..	61%
Add some new buildings...	46%

5. What Sustainable Design measure would you like?

Strategies to protect Hudson River water.....	86%
Restore ecological areas.....	82%
Guidelines to save energy..	79%
Include green buildings.....	80%
Strategies for less carbon..	79%

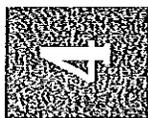
May 2, 2013 Public Workshop Survey Results:

1. Did you attend the first public meeting? (Yes) 54%
2. Improvements along Main Street
 - Greater pedestrian connection between Main Street and river 91%
 - Improved bus route that links Waterfront to City Center 78%
 - New mixed-use infill buildings on Main St. near the Train Station... 58%
 - Infill townhouses and additional shops on Main St. east of Rt. 9 ... 52%
 - If feasible, a surface parking lot at Route 9 interchange 34%
3. Improvements around Mt. Carmel and Dongan Street
 - Improved walking connections from Train Station to Mt. Carmel .. 80%
 - New pedestrian path along Fallkill Creek 74%
 - New infill housing and shops in Mt. Carmel area on Mill Street..... 51%
 - New parking structure next to Rt 9 on Dongan Pl..... 35%
4. Near Station
 - Allow for new homes on Rinaldi Blvd near Main Street..... 49%
 - Add new parking structures and mixed-use development on MTA property next to west side of train station..... 48%
 - Add low rise homes (3-4 stories) around Rip Van Winkle building. 37%
5. Parks and Public Space Uses
 - Outdoor performances 91%
 - Open air weekend market. 83%
 - Hudson Valley-oriented craft stores/businesses along side of park 77%
 - Restaurants along side of park 68%
 - Outdoor movies..... 68%
 - Children's play area 68%
 - Carousel..... 45%
6. Boating
 - Limit waterside ramp to kayak use and move boat launch south ... 48%
 - Linear boat dock in North Waryas Park..... 45%
 - New boat dock on Waryas Park between Main St. and Ice House.. 45%
7. Do you favor adjustments to Park Lanes and Walks?
 - Do you like the idea of continuous linear walk connecting Kaal Rock, Waryas Park, and the Walkway Elevator 91%
 - Do you like the idea of extending the park up the hill to Train Station entrance and replace existing road to Ice House..... 68%
 - Do you like the idea of connecting west end of Main Street with a small lane to the back of the Ice House..... 48%
8. Park Options: In all park designs the amount of parkland stays the same, but the shape of the boundaries and uses are different. Of the three park plans, which do you like most?
 - Option A: Keep park shape similar to current configuration, but add some outdoor park activities..... 38%
 - Option B: Allows for a combination of outdoor park activities and some mixed-use buildings along edge of park..... 22%
 - Option C: Allows for a combination of outdoor park activities and restaurants at edge of park..... 32%
9. Sustainable Design: Should any of the following be included?
 - Features to protect Hudson .. 82%
 - Guidelines to save energy .. 74%
 - Restore ecological areas 82%
 - Strategies for less carbon .. 72%



Three options presented for comments at May 2013 Public Workshop.

Guiding Principles and Design Strategies



After listening to the public, the following guiding principles and strategies were endorsed by the Steering Committee:

Lower Main Street (Route 9 to Market St.)

Redevelopment near the waterfront district should benefit and be connected to the City Center with improved transit and pedestrian linkages.

Points of General Agreement:

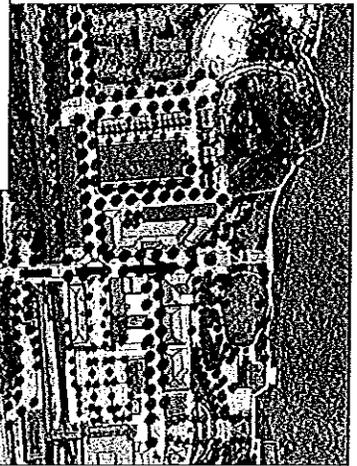
- Provide a shuttle bus/trolley line along lower Main Street, creating direct and frequent service connections with a reduced fare between Waryas Park and the City Center.
- Fill in gaps with residential and retail buildings, replacing front yard parking lots and creating a pedestrian-friendly frontage with street trees, benches, and a corner park.
- Make the Route 9 underpass less of a perceived barrier with enhanced lighting and/or artwork.
- Redesign the arterial between Mill and Main to slow traffic, reduce the Main Street crossing width to 2 - 3 lanes, and provide usable space behind the Civic Center.



Main Street

Connections:

- Frequent, direct bus service
- Infill buildings and street trees
- Redesign arterial behind hotel



Work with NYSDOT on long-term changes to the hazardous Route 9-44/55 interchange, allowing the northern ramp space to be used for parking with access to lower Main Street and the Station.

Model for new infill buildings with residential over retail and attractive streetscape features.

South of Main Street

Area improvements should strengthen the residential neighborhood, increase safety, and revitalize Kaal Rock Point and Park.

Points of General Agreement:

- Transform northern Rinaldi Boulevard from a long surface parking lot into a narrower, tree-lined, walkable street connecting the residential neighborhood and southern waterfront to the Station area.
- Improve accessibility and attractions at Kaal Rock Point and Park to benefit both residents and visitors, consistent with the results of the 2013 Kaal Rock Study, including a continuous trail over and around the point to the southern waterfront businesses and beyond.
- Working with the property owners and tenants to address site issues, design 2-5 story housing around Rip Van Winkle to reduce the out-of-scale impact of the high-rise, create a balanced mix of incomes without displacement, and screen the parking and loading areas.
- Construct townhomes along Long Street and Rinaldi Blvd. to complement the existing neighborhood to the south and provide better accessibility and security for Kaal Rock Point.
- Build structured parking south of Rip Van Winkle for new residents and, if additional parking is needed, build a second parking structure with Main Street retail frontage on City-owned land adjacent to the tracks.

Mt. Carmel Neighborhood

The waterfront district should have strong, seamless linkages to surrounding neighborhoods, including the Mt. Carmel/Little Italy area uphill from the Railroad Station.

Points of General Agreement:

- Improve pedestrian connections through the use of sidewalk extensions, shorter crosswalks, street trees, and other traffic calming measures.
- Add mixed-use buildings at the Mill St.-Verazzano intersection, filling the street gap between two main commercial intersections, allowing public access to the Fall Kill Creek, and highlighting the horseshoe-shaped falls.
- Construct a pathway along the Fall Kill Creek, consistent with the 2012 Fall Kill Plan, from the river, perhaps over the railroad tracks, along Dongan Park and Verazzano to Parker Avenue and the Rail Trail.
- Fill in the empty parcels and MTA lot surrounding Dongan Park with active uses to provide a more attractive and secure pedestrian connection to the Mt. Carmel commercial center.

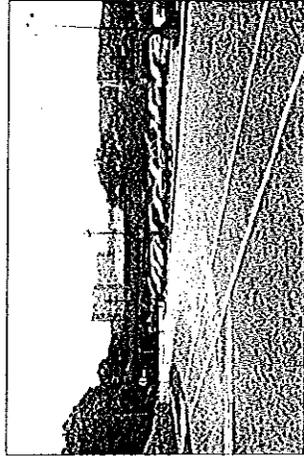


Mt. Carmel Connections:

- Narrow intersections and street trees
- New commercial uses on Mill Street
- Townhouses on commuter parking lot

Wayas Park Waterfront and North Water Street

The Wayas Park area should have a wide variety of all-day and all-season uses, including picnic areas and other greenspaces, boating and water-dependent uses, and cultural and children's activities, as well as adjacent water-enhanced commercial and upper-level housing uses framing the park, making the entire area active, attractive, safe, and accessible for all. Any mixed-use redevelopment and visitor-oriented services should complement the parks, Railroad Station, and City Center and be a source of economic development that benefits the whole City and all of its residents.



Existing entrance to Mt. Carmel from Station features a large parking lot, overly wide intersections, and speeding cars.

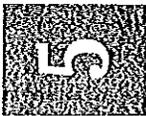
Active, Attractive Waterfront Walking District:

- Increase park greenspace by removing surface parking lots
- Path network integrates a wide variety of park features
- Park plaza acts as a gateway at base of RR Station overlook
- Commercial uses focused around Main and Water streets

Points of General Agreement:

- Replace or reduce the size of the current park parking lots and the over-sized Main Street cul-de-sac to create a more continuous green park from the Children's Museum to Kaal Rock, linked by a riverfront promenade and a second inland path along the rear slopes.
- Design a convenient and visually attractive pathway with exciting adjacent activities from Main Street and the Railroad Station to the Children's Museum, Upper Landing Park, and Walkway elevator.
- Replace the steep, angled, dead-end street from North Water Street down to the boat ramp, extending the central part of the park up to the Railroad Station with a public market plaza overlooking the river.
- Build an improved free public boat ramp with a larger adjacent parking area for trailers farther south in the City and use the Wayas Park ramp for launching non-motorized boats and kayaks from cartops.
- Create a premier waterfront park for the Hudson Valley with a full range of distinctive and engaging features, including promenades, bike paths, picnic areas, terraced garden overlooks, boating facilities, elevated public plazas, multi-use performance spaces, all-season cultural and recreational activities, and a central event lawn to allow large-scale festivals and outdoor entertainment.
- Emphasize sustainable systems throughout the waterfront, including reduced carbon emissions, flood resiliency, Hudson watershed protection, natural drainage methods, and green building technologies.
- Encourage new mixed-use development along North Water Street and Main Street to fill in parking lots and underused private land, create an enticing, pedestrian-oriented street to attract residents and visitors, screen views of the parking deck, take advantage of river views, and enhance economic development and city revenues.
- Provide adequate area parking for park visitors, businesses, and train users with expanded parking structures, under-building parking, and on-street parking along Water Street.

Recommendations and Illustrative Plan



A New Front Porch for Poughkeepsie

The Waterfront Redevelopment Strategy is designed to generate new activities at the waterfront and attract residents to the river. But it will also create a gateway stimulus for development in and around the City Center by establishing the waterfront/Railroad Station area as an extremely positive first impression of Poughkeepsie. Visitors will be encouraged to explore the many upland city neighborhoods through the use of a shuttle bus up Main Street, pedestrian linkages to Mt. Carmel, and other streetscape connections. As a result, the plan will increase land values, encourage investment, and create jobs for a much broader area. The waterfront will become a great front porch for the entire City.

Extensive Public Park System

The Illustrative Plan includes improved park features to benefit Poughkeepsie's residents and businesses, organized around three major objectives:

- Increase public access to and along the river;
- Gain net greenspace and usable park land; and
- Add a variety of new attractions and river views.

Increase public access. The overall plan envisions a remarkable network of public greenspaces and paths that will pull together the park system and connect the City to the river. It first creates multiple new access ways through Waryas Park to the water. The plan expands to include paths over and around Kaal Rock, a proposed trail system along the Fall Kill Creek, and a priority connection past the Children's Museum to Upper Landing Park and the Walkway Over the Hudson elevator. It also links to Greenway Trail sections along the Hudson River north and south of the City's two iconic bridges.

Gain usable park space. The Illustrative Plan reclaims greenspace and park uses from surface parking lots in three central locations. The large surface lot facing the river will

be replaced by paths crossing through naturally planted garden rooms for outdoor seating and green drainage systems. The large parking lot at the top of the hill will be transformed into a public market plaza and gateway gathering place at the base of the Railroad Station overlook. The overly large cul-de-sac parking turnaround at the west end of Main Street will be substantially reduced in size to recover greenspace and allow a direct Main Street walking corridor to the river. And although on private land, the Children's Museum driveway and parking lot will also be relocated away from the Fall Kill Creek. Any demand for continued parking spaces overlooking the river can still be supplied at the revitalized Kaal Rock Park to the south.

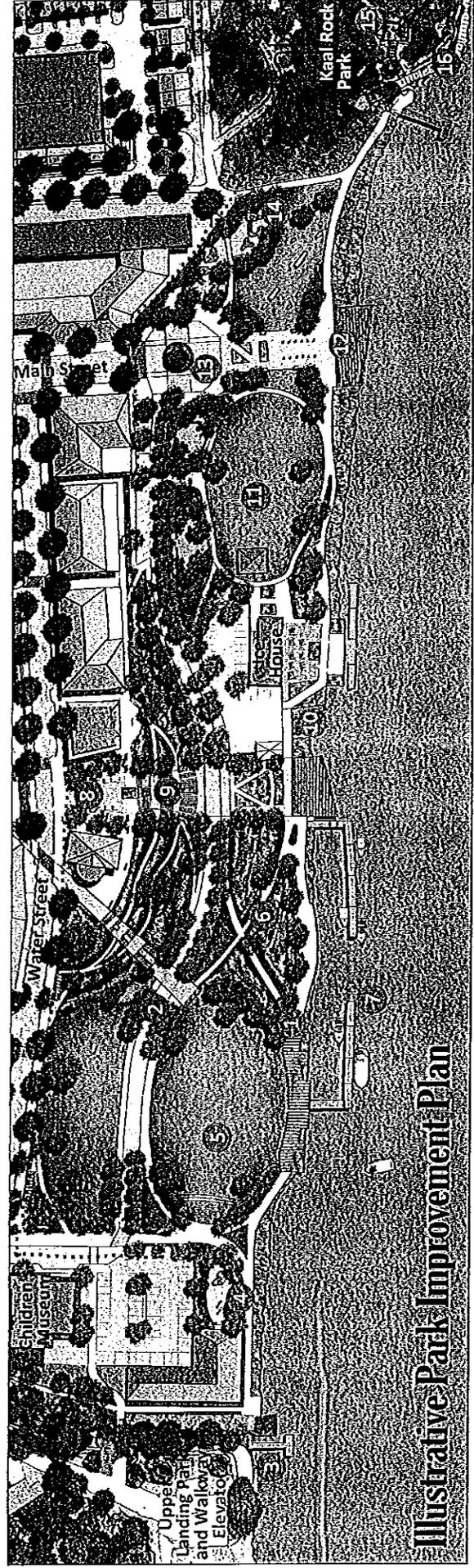
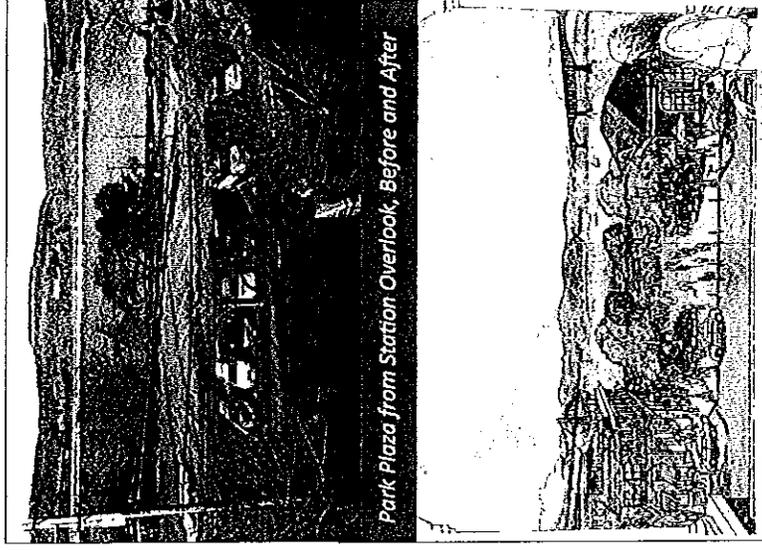
Add to park variety and river views. New piers, docks, and boardwalk sections along the Poughkeepsie promenade offer additional boating opportunities and more ways to access the water. Two east-west pedestrian plazas allow direct circulation from the Railroad Station and Main Street to the river, with displays that recall the historic port of Poughkeepsie. Other features include an events lawn and stage, two children's play areas, a storage building for kayaks and small boats, and a new bicycle-priority rear lane that can also be used for a food or crafts market. The staircases and terraced rear slopes create new view spots, while ramping paths allow ADA accessibility.

Looking at specific questions in the public surveys, almost all of the major proposed park features received strong support, including a riverfront promenade, an outdoor performance space, restored natural areas, an open air market, a public plaza with outdoor dining, a kayak launch, a boat dock, and children's playground. And although the survey results were very favorable to restaurants and Hudson Valley-oriented businesses along side the park, the Steering Committee decided against any development terraced into the northern Waryas hillside because of some strong public opposition. The City-owned park boundaries will stay the same with no non-park related uses proposed on existing parkland.

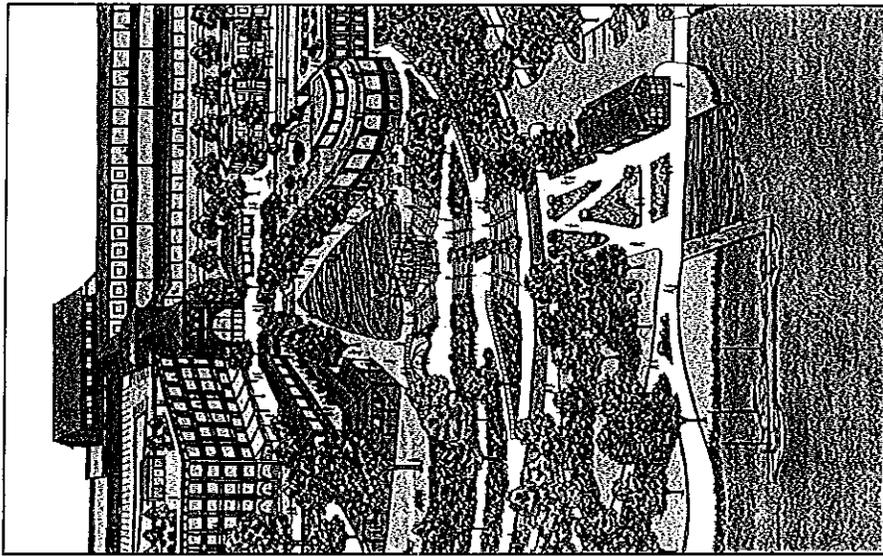
Park Improvements

- 1. Pedestrian Promenade:** A continuous Greenway connection along the riverfront combines concrete paths with boardwalk and pier sections to provide multiple access areas to the river, places to dock boats and touch the water, and varied design and materials to break up the current uniform configuration of a curving concrete path with stone rip-rap shoreline.
- 2. Park Lane:** A narrow rear lane along the base of the hill, designed as a bicycle priority boulevard, provides a secondary connection from the Walkway elevator and Fall Kill pedestrian bridge south to the top of Kaal Rock Point. It is also essential for access from Main Street to the kayak launch and park parking screened behind the Ice House. The lane replaces the steep diagonal street down to the boat launch, offers through circulation for walkers, bicyclists, and park security, and also provides a place for temporary food or craft market stalls.
- 3. Fishing Pier:** The mouth of Fall Kill Creek is a favorite fishing spot, but the water is shallow, so a pier off Upper Landing allows more fishing locations and access to deeper water.

- 4. Learning Landscape:** A children's outdoor play area can be coordinated with the Children's Museum to include changing programs for educational experience.
- 5. Event Lawn:** A large-scale greenspace is needed for picnics, open play area, concerts, and other events with a stage at the north end and extra seating on the hillside to the east.
- 6. Garden Paths:** Naturally planted garden rooms replace the existing riverfront parking lot with paths, picnic tables, seating, and natural park drainage areas.
- 7. Boat Docks:** Transient docks will promote boating visits to the park, City, and Walkway. Harbor-shaped floating docks provide interior protection for smaller boats from wave action and double the length of new tie-up areas.
- 8. Park Plaza:** A gateway park entrance plaza replaces the existing parking lot with a public gathering place at the prime central space below the Railroad Station overlook and on a terrace with great views of the river and two bridges. This multipurpose plaza is framed by a Public Market hall and cafes with outdoor eating patios and includes an interactive fountain at the west end.



The illustrative plan enhances public access through Waryas Park to the river, and creates direct connections between Main Street, the Railroad Station, and the Walkway Over the Hudson elevator. Recommendations and Illustrative Plan

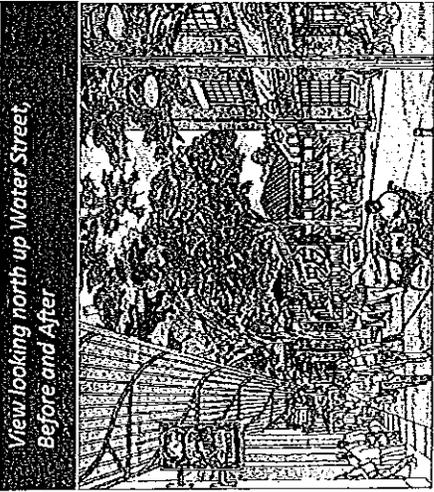
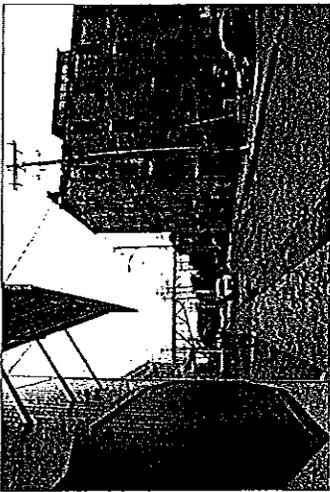


Sketch of Park Plaza at base of Railroad Station overlook, public market, grand stairs, boathouse, and docks.

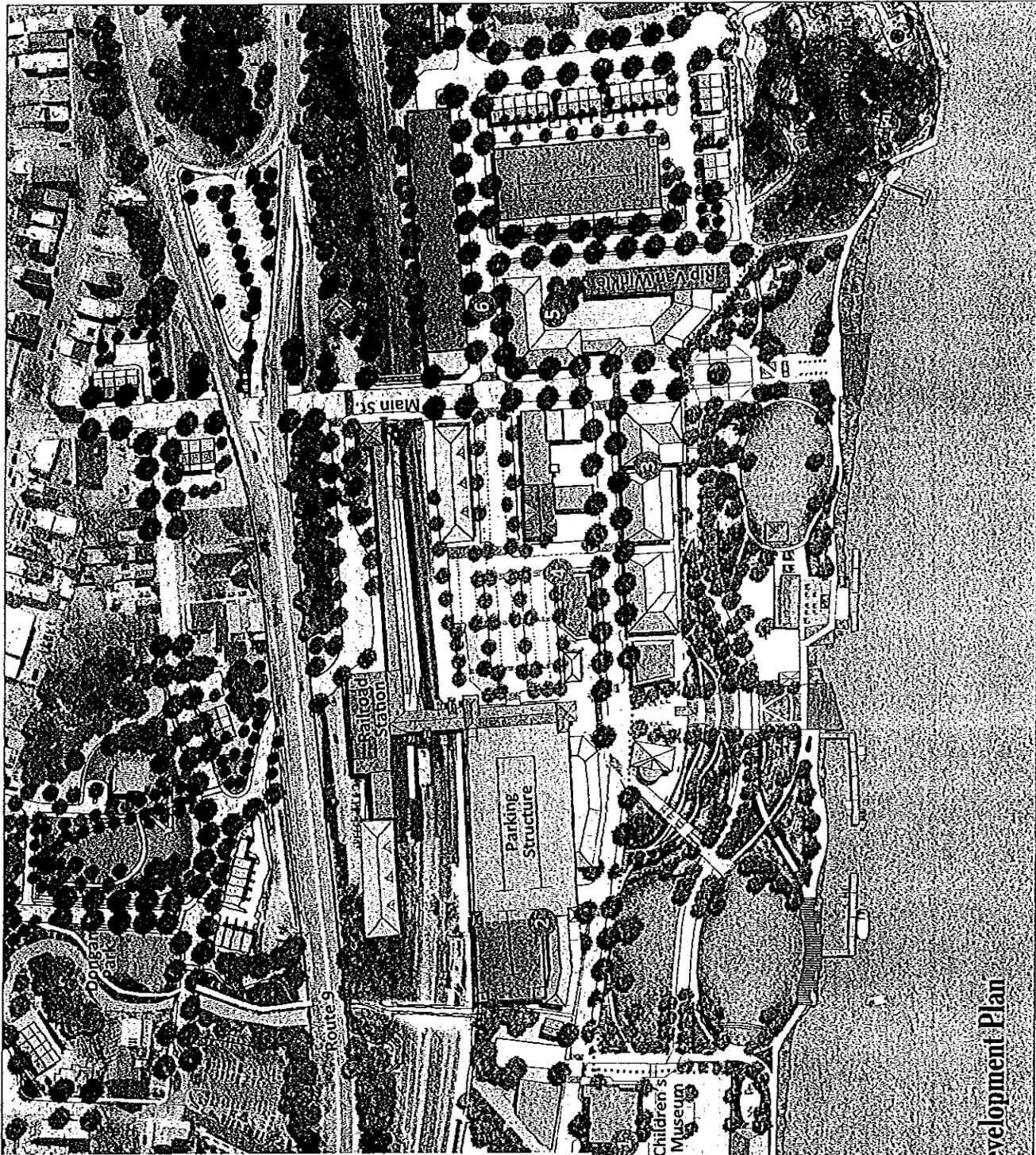
9. **Grand Stairs:** As a continuation of the Park Plaza and fountain, the curving stairs with a central stream or planters and connections to parallel paths along the hillside create a variety of sitting spots, places for terrace benches, and accessible ramping down to the river.
10. **Kayak Launch:** The Comprehensive Plan recommended moving the larger boat ramp to the southern waterfront, where there is much more room for parking and trailers. If that can be implemented, a smaller kayak launch will still provide boating activity with an adjacent rental storage building for kayaks and small boats.
11. **Band Stand Green:** The existing band stand is moved to the north end of the lawn, so that viewers do not have their backs to the river, providing additional park event and greenspace in a smaller-scale setting.
12. **Main Street Pier:** A pedestrian plaza and boardwalk pier extends the Main Street visual corridor to the river and provides a place for displays of riverfront history, such as the Steamboat Dock for Dayliners, Exchange House Hotel, and Vassar Brewery.
13. **Main Street Square:** A smaller turnaround square allows for a Main Street shuttle bus stop, while reclaiming park greenspace from the current overly large cul-de-sac.
14. **Playground:** Built into the slopes at the south end of Waryas Park to provide safer slides and back away from the river's edge, this children's playground complements the climbing sculptures and picnic tables near the base of Main Street.
15. **Kaal Rock Point:** The Kaal Rock Plan recommends the clearing of underlying brush, a connected path system, open playing field to rear, and rain gardens. A viewing area on top with railings along the edge would have seating options, a kiosk/gazebo, and possible future concessions.
16. **Kaal Rock Walkway:** The plan calls for a boardwalk around the base of the rock, either supported on piles or perhaps cantilevered off the rock, to provide a river level linkage to City parklands to the south.

Redevelopment Opportunities

1. **Children's Museum:** With a shared park access drive to the south of the building, the parking can be removed along the Fall Kill frontage. The Museum then has space for outdoor exhibits overlooking the creek and connecting to the pavilion, or possible expansion space.
2. **Parking Structure Area:** The existing parking deck is expanded to the north with two new mixed-use buildings screening the massive structure from the park and river views. A hotel here with a covered walkway along Water Street would best fit the narrow space and provide every room with an expansive river view.
3. **River Station Parcels:** Ground floor commercial, upper floor housing or hotel rooms, under-building parking, and terraces and balconies facing the river would create an active walking district along Water and Main streets and help provide the park with an improved sense of security.
4. **Station Parking Lots:** Mixed commercial buildings along the street frontages and railroad tracks screen views of the surface lot, while enhanced landscaping, walkway connections, and station drop-off plaza make this entry area much more inviting. The upper parking lot becomes townhouses overlooking Dongan Park and, along with other infill buildings, provides a more active street connection to the Mt. Carmel neighborhood.
5. **Rip Van Winkle Parcel:** Mixed-uses along Main Street and townhouses to the south have multiple benefits, including that new market rate and moderate income housing will balance income levels in the area without any displacement of existing affordable apartments. Perimeter buildings will also visually screen the out-of-scale tower, replace the corner parking lot, activate Main Street's south side, line Long Street with townhouses similar to adjacent housing, and overlook Kaal Rock Point to enhance park safety.
6. **Rinaldi Boulevard:** Using the narrow city-owned land along the railroad tracks and the overly wide street now used for commuter parking, a new parking structure could be built with commercial frontage facing Main Street and additional townhouses to the south.



View looking north up Water Street, Before and After



Illustrative Waterfront Redevelopment Plan

The Illustrative Plan provides a clear vision for how the waterfront and area around the Railroad Station can be developed to enhance Waryas Park, provide connections up Main Street, and help revitalize nearby neighborhoods.

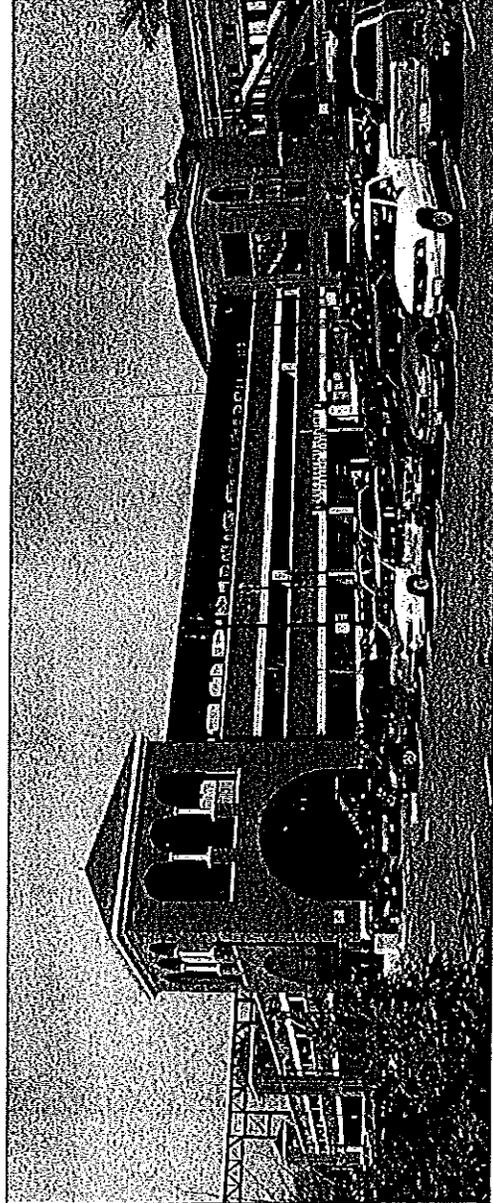
Parking Summary

Existing Parking	
Railroad: Parking Deck.....	536
Surface Lots.....	378
On-Street Spaces.....	209
Total.....	1,123
Waryas Park Area.....	115
Main Street Spaces.....	35
Rip Van Winkle.....	130
Total Existing Spaces	1,403

Estimated Parking Need	
Railroad projected need.....	1,323
New Commercial:	
Retail (80,000 sf).....	200
Office (10,000 sf).....	32
Hotel (80 Rooms).....	50
New Residential:	
MTA Properties.....	17
Rip Van Winkle Parcel.....	150
Town Houses.....	56
Multi-Family.....	28
Children's Museum.....	30
Park/public parking.....	175
Total Estimated Need	2,061

Potential Parking and Locations

	Existing	Proposed
Railroad Surface Lots:		
River Side Lot.....	251	125
East Lot.....	64	64
Dongan Lot.....	63	0
New Route 9 Lot.....	72	
On-Street Leased Spaces:		
South of Station.....	15	15
Rinaldi Blvd.....	135	102
Long Street.....	13	13
Gerald Drive.....	27	27
Dongan Place.....	19	19
Parking Structures:		
Existing Deck.....	536	536
New North Extension.....		225
New Rinaldi Structure.....		250
Public Parking:		
Existing Main Street.....	35	
New Water Street.....	34	
New Waryas Park Lane.....	36	
New Waryas Park Lot.....	36	
New Rinaldi Blvd.....	33	
Private Parking:		
New Rip Van Winkle Deck.....	150	
New Residential.....	100	
New Commercial.....	120	
Potential Parking Totals		1,993



The plan is to relocate surface parking spaces into parking structures backed up against the train tracks and to screen both the structures and any remaining lots behind new buildings lining the sidewalks and streets.

Parking Strategy

Parking is an essential element at the waterfront, but the plan proposes to relocate unattractive lots away from the river and street views and to consolidate surface spaces into structures. There are 1,123 parking spaces currently in the vicinity of the station available for railroad users. This includes a three-level parking structure, three surface lots, and 209 on-street spaces that are leased from the City. A total of approximately 1,400 parking spaces, including private spaces, are in the area.

The Strategy proposes two new public parking structures to replace surface lots and to accommodate future demand. The first is located between the train tracks and Rinaldi Blvd. on City-owned land, limiting land acquisition costs. The second involves a northern expansion of the current parking deck, taking advantage of existing ramps to save construction costs. Also, a new Main Street surface parking lot is possible between the Route 9 north- and south-bound lanes. These new facilities could create 547 new spaces, including up to 200 new railroad parking spaces and relocation of 189 spaces from surface lots to make room for new development. Some leased on-street spaces could also be moved into the parking structures so that street parking would be available for area residents and businesses.

New on-street parking is proposed on the west side of Water Street and in the rear of Waryas Park behind the Ice House to replace the large riverfront lot. Private commercial and residential development within the area will also provide new parking. Shared parking between uses with different peak hours will reduce overall parking needs, especially on weekends when demand for railroad parking is less and up to 225 spaces become available for public use.

Waterfront zoning encourages shared parking arrangements that would support partnerships for constructing new parking facilities. As a transit-oriented district, parking requirements are also reduced dramatically to promote walking, biking, and transit use and to decrease development costs. Approximately 2,000 total spaces can be built in the area, but that many may not be needed if alternatives to the auto are treated seriously.

Consistency with Regional Plans

It is especially important that the Strategy's recommendations are aligned with state policies and regional plans in order to be competitive for future grants. With priorities set by the Mid-Hudson Regional Economic Development Council, state grants will likely be the best source of funding for park improvements and infrastructure. Three regional planning documents should be considered:

Mid-Hudson Regional Sustainability Plan. Completed in 2013 with the participation of many counties, communities, committees, interested groups, and individuals, this plan is the newest and most significant for compatibility purposes. The Sustainability Plan is organized around critical themes and issue-oriented chapters. The Poughkeepsie Strategy is fully consistent with the focal strategies to revitalize waterfronts, urban centers, housing, and infrastructure "as engines of regional prosperity." It also fulfills all the major objectives in the Land Use, Livable Communities and Transportation chapter, including:

- Strengthen centers supported by transit;
- Create complete communities with a balance of housing and jobs, a mix of services, access to parks, affordable housing, and transportation options;
- Reduce fuel consumption and greenhouse gas emissions;
- Promote land efficient development;
- Expand and upgrade transit facilities;
- Improve streets, sidewalks, and trails; and
- Encourage transportation demand management.

Most noteworthy, Poughkeepsie is a perfect place to implement transit-oriented development on a regional scale, with the bonus advantage of a beautiful waterfront location. The economic and environmental benefits of TODs include all the points listed above. As the best way to strengthen existing centers and infrastructure, create walkable neighborhoods, reverse auto dependency, and reduce overall pollution, transit-oriented development is the purest form of smart growth and sustainable development.

Revitalizing Hudson Riverfronts. Prepared by Scenic Hudson in 2010 with financial assistance from the NYS Department of State, this illustrated guidebook advances six riverfront development principles, all of them addressed in the Waterfront Redevelopment Strategy. Some of the more specific recommendations that are particularly targeted in the proposals:

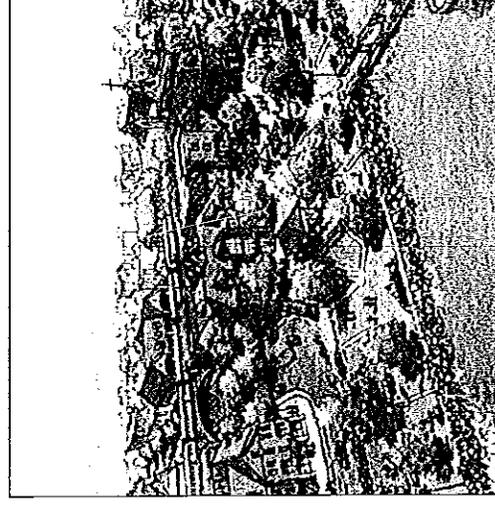
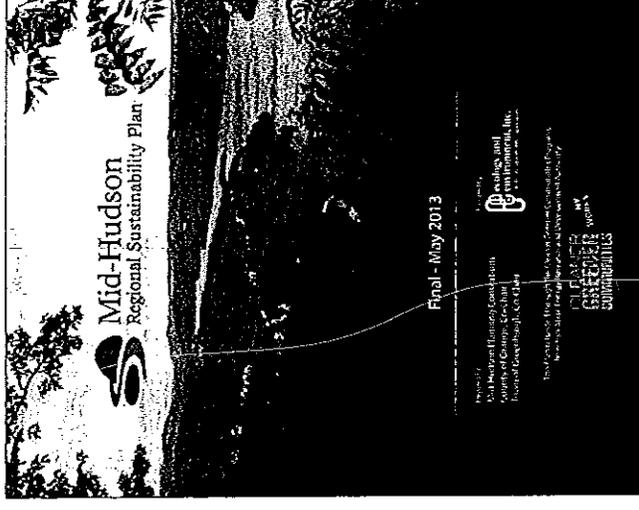
- Promote riverfront development in areas with existing infrastructure;
- Locate new development near transportation hubs;
- Transform surface parking adjacent to stations into multiple-use facilities;
- Discourage parking immediately adjacent to the shoreline;
- Create linear riverfront parks with piers and docks;
- Include prominent public spaces that support community life; and
- Establish mixed-use zoning and form-based codes.

Greenway Connections.

Produced as the Greenway Compact plan for Dutchess County with model Greenway Guides for the region, *Greenway Connections* was adopted by the City in 2002. The recommendations in this Strategy are entirely supported in the Greenway document, most specifically:

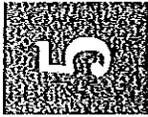
- Reinforce centers as the primary growth areas;
- Complete a continuous trail along the Hudson River shore;
- Support arts and tourism as among the top economic generators;
- Plan for pedestrians as a top priority; and
- Improve public access to the water.

Under the public access section, the City of Poughkeepsie waterfront is identified as a potential model for transit-oriented development within walking distance of a regional rail terminal. Also, park improvements, future mixed-use development along Water Street, and an inland trail system along the Fall Kill Creek to College Hill Park and the Dutchess Rail Trail are all endorsed.



Graphic promoting riverfront development in areas with existing infrastructure, from Scenic Hudson's "Revitalizing Hudson Riverfronts."

Financial Analysis



Diverse Redevelopment Program for the Waterfront District

There are multiple land uses possible in the area including residential, retail, offices, hotel, outdoor park activities, and parking facilities. Several potential combinations of these uses are possible. This mix of uses will provide a vibrant gateway for the entire City of Poughkeepsie.

<u>Type</u>	<u>Units/</u>		<u>Square Footage</u>
	<u>Rooms</u>		
Townhouses	56		106,000
Multifamily	207		209,000
Hotel	80		36,000
Retail			78,500
Office			10,000
Public Marketplace			18,000
Total Square Footage =			457,500
New parking structures =			315,000
Improved park acres =			10

The Poughkeepsie Waterfront Redevelopment Strategy will benefit both the City and the wider region. The plan will provide important public amenities for the residents of the area, support a growing tourism economy, create jobs, increase land values, and provide multiple opportunities for significant private investment. The plan establishes a vision for the waterfront that is consistent with city-wide and regional plans for Poughkeepsie by both protecting and improving access to the waterfront and by creating economic benefits for the entire City.

Economic Benefits

Both the park and the blocks surrounding the Railroad Station area are planned to create economic benefits. Retail on Water Street is expanded to include more local shops and restaurants. New residential buildings contribute to the local tax base and make the neighborhood lively at all times of the day. A potential new hotel supports tourism. The park itself is designed to showcase Poughkeepsie's dramatic location on the Hudson River and its remarkable bridges. The park is intended to serve area residents first; however, the park is also designed to generate economic activity. It accomplishes this through its new event lawn and stage that can serve regular events, a walkable lane that can host public food and craft markets, a new public plaza with spectacular views and outdoor seating for restaurants, grand stairs down to a new boat dock, children's parks, and historic displays that celebrate the past of Poughkeepsie's great historic port. The park offers opportunities for new jobs, and extensive opportunities to capture significant amounts of tourism spending. In addition, the project creates significant new private investment in the form of construction and associated jobs in the area. As a result, the area will be a major destination on the Hudson Valley and a source of economic growth.

Investment

The redevelopment will create significant economic benefits, but will also require investments in new public facilities to enable the initial stages of redevelopment. The investments include public park facilities, parking facilities, street and utility improvements.

This section describes the challenges that inform the design of the Poughkeepsie Waterfront Redevelopment Strategy, and the potential land uses. It then describes the extent of investments and potential sources for funding. It concludes with a description of the long-term benefits of the plan.

Challenges

There are several challenges for the Poughkeepsie Waterfront. They include providing the appropriate combination of public park facilities and mixed-use development, providing adequate parking, accommodating the area's steep topography, funding a large park system, and limitations on the extent of market demand in the next five to ten years.

Parking and Steep Slopes

The existing surface lots in the area and structured parking garage are frequently full. The plan will require significant amounts of new parking to provide for area businesses, park visitors, transit users, and new residential users. The existing steep slopes of the land restrict the ability to construct parking in the form of surface parking lots. In order to conform to the hillside, the width of existing land parcels is often narrow in the east-west direction leaving little space for parking. The consequence of this condition is that much new parking must be located in above ground structured parking or in under-building parking. The costs of these parking solutions are relatively high.

Public Amenities

The amount of space allocated for public amenities is important to the City of Poughkeepsie. The park network which includes a revitalized Waryas Park will require funds for the improvements that serve the residents of Poughkeepsie and to attract regional tourism.

Market Demand

The current demand for new residential, retail and other commercial uses exists, but on a limited basis. Over a ten year period there appears to be demand for approximately 75,000 square feet of commercial uses, a hotel, and 721 residential units. The number of units includes directly adjacent areas. This demand enables a diverse mix of uses that will provide an active atmosphere. However, this market demand has some limits and has a corresponding limit on the extent private development may be able to contribute to public improvements. In popular, high-demand locations private developments might be able to contribute to the cost of public improvement projects, such as parks, sidewalks, or parking. However, in Poughkeepsie's near-term, the cost of construction in the area compared to the revenue from sales or leases of new projects will generate limited additional private funds that can be directed to fund public improvements. This means public funds will be required to support public facilities in the redevelopment plan.

Investment Costs

There are two types of costs related to the Redevelopment Strategy: operating costs for annual maintenance that reoccur periodically, and capital costs for construction of various aspects of the project that occur one time.

Operating Costs

Operating costs are associated with the annual maintenance of the 10-acre park. An estimate of operating costs can be done by comparison of other similar parks. The operating costs per acre of similar parks are between \$30,000 and

\$85,000 per acre annually. As a result, the estimated 10-acre park may have annual operating costs of \$300,000 to \$850,000. The current estimated annual expenditure for Waryas Park is approximately \$59,000 per year. The average annual operating cost increase is estimated to be \$516,000.

Potential Funding of Operating Cost

These operating costs may be funded from the incremental growth in land value of the parcels in the immediate vicinity. The current assessed value of the parcels bounded between Route 9 and the river is \$8,563,000 (see property ownership map on page 12). The estimated future market value with proposed development and increased land value is \$61,199,000 over a ten year period. The value increment is \$52,636,000. At the current City Tax Rate (excluding schools) of 1.48%, the annualized income from the development will be \$777,000. The income will be in excess of the required park operating budget.

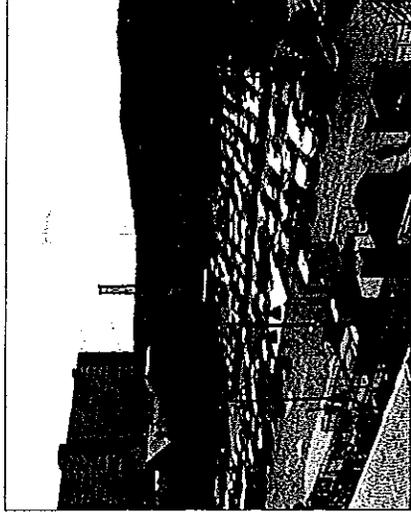
Capital Costs

The project will require construction of several elements including parking, the park improvements, street and utility improvements, and a new public market. While the overall costs appear sizable for a City the size of Poughkeepsie, there are methods to moderate the impact of the costs. They include:

1. Breaking down construction projects into smaller phases that can be implemented over time, as funds allow.
2. Utilizing multiple potential sources of public and private funds. These are discussed later in this section.
3. The investments will generate jobs, increase land values over a broad area, and attract new residents that will allow many of the investment costs to be recaptured over time.

Parking Costs

The plan proposes up to 547 new parking spaces within public parking facilities. They are located in three principal locations. One is located directly north of the existing parking structure.

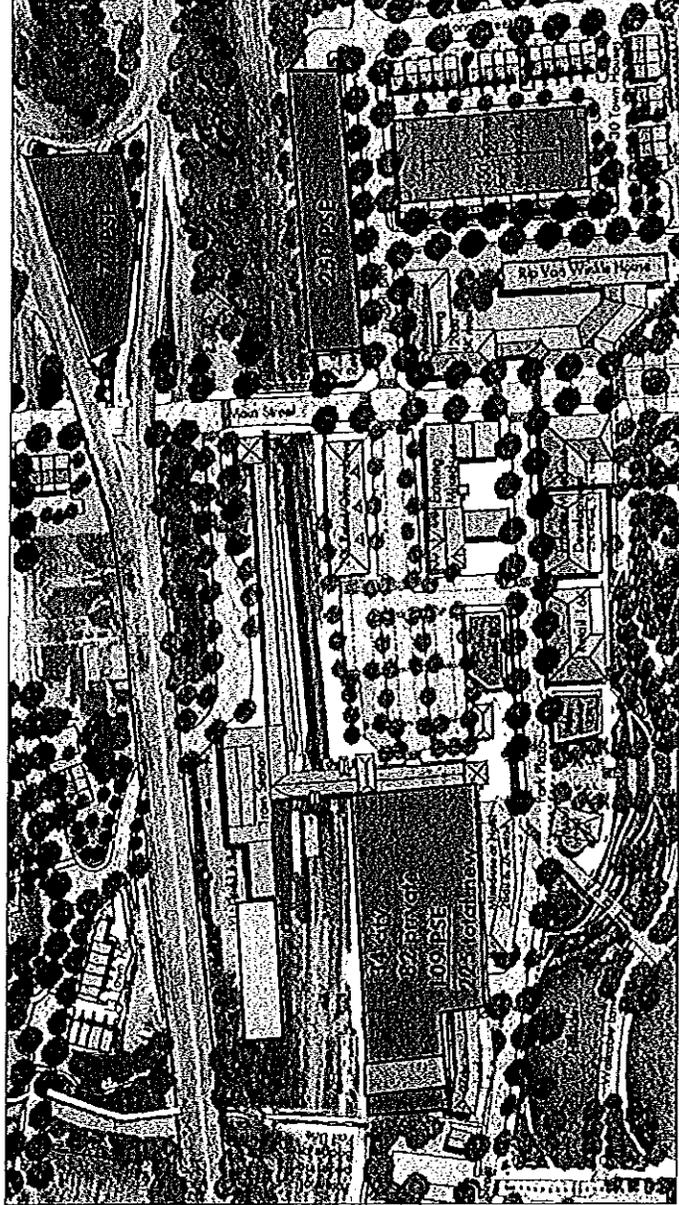


Existing west side of Station would feature an enhanced drop-off plaza and new infill buildings along the streets and tracks.

Potential Parking Costs

These parking spaces can be allocated amongst a variety of users including private development, the City of Poughkeepsie, and other Parking Structure Entities. Each may be responsible for a portion of the costs of the parking, with one scenario as follows:

User	New Spaces	Cost
City	34	\$0.8M-\$1.2M
Private developers (residential)	32	\$0.8M-\$1.2M
Private developers (hotel)	50	\$1.3M-\$1.7M
Other parking structure entities (PSE)	431	\$12.5M-\$15.8M
Total	547	\$15.4M-\$19.9M



Major new parking facilities can be phased-in and financed by a combination of public and private sources.

A second new parking structure is proposed on Rinaldi Blvd adjacent to the train tracks on city-owned property. A third surface parking lot is proposed adjacent to Route 9 between the north- and south-bound lanes. The estimated cost of all three parking facilities is \$15.4-\$19.9 million.

Park Improvements Costs

The proposed park plan provides a variety of amenities to benefit the residents of Poughkeepsie. The park includes a variety of design strategies to connect the park to several neighborhoods of the City and create a continuous park network along the Hudson River. These include new north-south connections, such as a waterfront promenade. A new public park lane is located inland and provides a connection to Kaal Rock Park to the south, and connections to the Children's Museum, Upper Landing Park, and the Walkway Over the Hudson to the north. The park also includes major new connections to the east, including a new Main Street entrance with features that recall the historic port of Poughkeepsie, a new public plaza and grand stairs across from the west Railroad Station overlook, and a new entrance near the Children's Museum. Other features include a new events lawn and stage, public gardens, children's play areas, bioretention areas that will clean stormwater and help protect the Hudson River from pollution, public concession structures for food and kayak storage, and a public transient boat dock.

The park is specifically designed so that it can generate jobs and revenue by incorporating features that attract residents and outside visitors. Through the use of its public events lawn, public markets, concession buildings, docking facilities with fees, and historic markers, the park will capture tourism spending. It will also improve visitation to the City's private retailers, restaurants, and businesses.

The estimated costs of the improvements to the park are between \$10.5-16.9 million. The cost range is dependent on the quality of materials employed in the final design, and the specific design features of individual items such as the boat dock, garden designs, and other items. The park could be constructed in phases as funds become available.

The public market and concession building adjacent to Water Street and to the Railroad Station overlook could be constructed by private funds. The two facilities, approximately 18,000 square feet in size with estimated combined construction cost of \$4-6 million, may house public markets, restaurants, retail, or cultural facilities.

Street and Utility Improvements Costs

The plan includes improvements to existing streets. These include reduction in the width of a section of Rinaldi Blvd to become a more walkable street, improved ramp alignments from Route 9, and a new park lane in Waryas Park. New electrical, water, and storm sewer service are required to serve the park. Estimated costs for these infrastructure improvements are \$4.8-6.0 million.

Moderating and Sourcing Investment Costs

While the overall costs appear sizable for a city the size of Poughkeepsie, there are methods to moderate the impacts. These include phasing of the costs over time, dividing up responsibility for the costs, and also utilizing multiple sources of public funding.

Project and Cost Phasing

The project is envisioned to be implemented in three principal phases. This will allow costs from both public and private sources to be invested over time.

The first phase may include construction of new temporary surface parking lots at the sites of the two future parking structures on Water Street and on Rinaldi Blvd. This will allow for parking spaces currently located within Waryas Park to be relocated. During this period the park lane, walking paths, and new Main Street entrance for Waryas Park will be constructed. Some private mixed-use development may occur during this period as well.

The second phase may include the construction of one of the two parking structures and significant mixed-use development around the station area. Additional portions of the waterfront park will be constructed. The two main concession buildings next to the public plaza on Water Street would be constructed with private funds.

The final phase would include completion of the third parking facility, any remaining improvements in the park, new housing along Rinaldi Blvd and other mixed-use development.

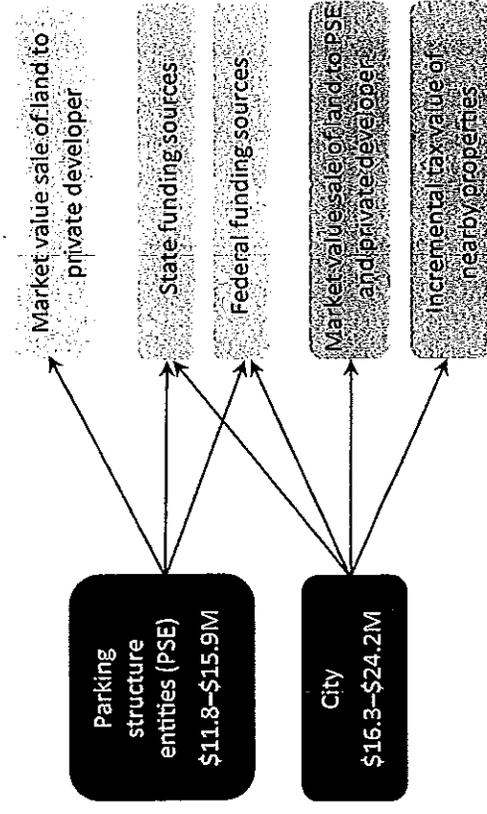
Dividing up responsibility of the costs

In addition to the investments being phased over time, the investments are also divided amongst various participants within each phase. The City may take on the effort of securing funds for the waterfront park, for a limited number of city public parking spaces, and for street and utility improvements.

Private developers may provide funding for portions of the structured parking and for construction of some of the public facilities such as the concession buildings. Portions of the parking in the new parking facilities may be funded by a combination of parking entities. The funds should be administered by one construction facilitator.

Sources of Funds

Both the City of Poughkeepsie and the parking structure entities have a series of sources that they can look to for funding. There is City and MTA-owned land in the redevelopment plan area that will secure revenue when the land is made available for development. There is incremental tax value from nearby properties. There are both State and Federal programs for funding significant public projects. Following is a list of State and Federal funding sources.



Phasing of Capital Costs

The preliminary phasing strategy reflects three construction phases over which the development program can be staggered:

	Phase 1	Phase 2	Phase 3	Total
Park	\$2.5M-\$4.1M	\$3.5M-\$5.5M	\$4.5M-\$7.4M	\$10.5M-\$17.0M
Public Market (by private funds)	—	\$4.0M-\$6.0M	—	\$4.0M-\$6.0M
Parking	\$2.0M-\$3.7M	\$6.5M-\$8.5M	\$6.9M-\$7.7M	\$15.4M-\$19.9M
Infrastructure	\$2.0M-\$2.5M	\$2.0M-\$2.5M	\$0.8M-\$1.0M	\$4.8M-\$6.0M
Total	\$6.6M-\$10.3M	\$16.0M-\$22.5M	\$12.2M-\$16.1M	\$34.7M-\$48.9M

State and Federal Funding Programs

Empire State Development Corporation (ESDC)

Build Now-NY/Shovel Ready Program
Grants for shovel ready projects

Metro Economic Revitalization Fund (MERF)

Loan program for improving land or buildings, construction or renovation

Economic Development Purposes Grants

Grants for initiatives that generate economic, social and viability and vitality of local communities

Regional Council Capital Fund

Funding for capital-based economic development initiatives

Urban and Community Development Program (UCDP)

Loans and grants with preference to communities where other funding sources are unavailable

US Department of Transportation (US DOT)

Transportation Investment Generating Economic Recovery (TIGER)

Grants for infrastructure improvements

US DOT/ FTA/ HUD

Transportation, Housing and Urban Development, and Related Agencies Appropriations Act (THUD)
Grants for transportation and infrastructure

US Department of Housing and Urban Development (HUD)

Transportation Infrastructure Finance & Innovation Act (TIFIA)

Federal loan program backed by dedicated revenue stream

Community Development Block Grant

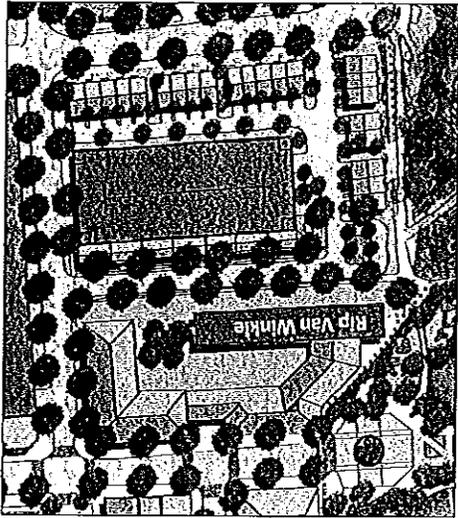
Entitlement Communities Grants — Grants that address low-moderate income populations, blight or urgent threats to health and safety.

Sustainable Communities Regional Planning Grant

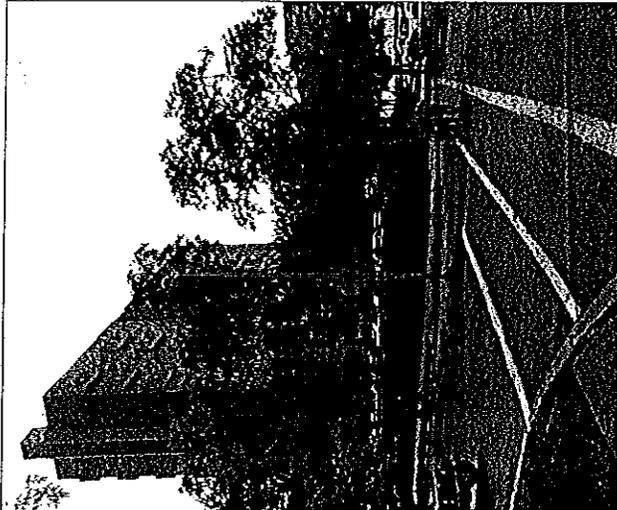
Grants that unite diverse interests in a region for housing, workforce and infrastructure investments

Funds to revitalize Rip Van Winkle Parcel

The Rip Van Winkle property may be eligible for sources of public funds to assist in revitalization of the site. The US Department of Housing and Urban Development (HUD) offers multiple programs for collaborating with municipalities and local developers of affordable and mixed-income housing to improve and revitalize older projects. The fund provides opportunities to reduce the concentration of subsidized housing by creating mixed-income neighborhoods. The municipality typically leads the application process for the funding. The process could build new market rate housing, as well as improve the existing affordable housing.



Mixed-income Redevelopment could include 30 townhouses (55,000 sf) and 120 multifamily units (120,000 sf).



View of out-of-scale tower, corner parking lot, and dumpster area on lower Main Street should be screened by the addition of new mixed-use buildings, creating an active Main Street frontage.

Rip Van Winkle Redevelopment Issues

Challenges:

- Existing mortgage with an interest reduction payment subsidized by HUD
- 40-year tax credit
- 20-year HIV/AIDS Bureau Contract

Incentives to explore:

- Choice Neighborhoods Program
- Promise Zones
- FHA Section 220 Mortgage Insurance for Rental Housing for Urban Renewal and Concentrated Development Areas
- FHA Section 207/223(f) Mortgage Insurance for Purchase or Refinancing of Existing Multifamily Rental Housing

Long-Term Economic Benefits

The Strategy will not only provide the area with a great public park network and vibrant new mixed-use development, but it will create substantial long-term benefits including private investment and new jobs.

1. The proposed waterfront plan (including development on City, Metro North Railroad, and privately owned parcels) will comprise approximately 263 residential units, 70,000-80,000 square feet of street-level retail space, a hotel with 80-122 keys, about 10,000 square feet of offices, and 547 new parking spaces on nearby land.
2. Public spending on infrastructure and open space will attract nearly \$100M from the development community through construction of approximately 450,000 square feet of new retail, hotel, and residential units near the waterfront. At a public cost of \$21M-\$27M (excluding parking structure entities costs), every \$1M in public investment will attract \$4M in private investment.

3. The total construction costs of approximately \$125M (excluding parking structure costs) will support approximately 700 construction jobs. Once the project is fully phased-in and operational, the project can support over 250 permanent jobs in property operations and management, hotel services, office, and retail.

4. The waterfront plan will generate approximately \$800,000 in incremental annual property tax revenues that could be utilized to fund, among other things, operation and maintenance of the newly created waterfront park. In addition, concession franchise fees from City-controlled park facilities, revenues from park events, docking fees, and parking fees will contribute on an ongoing basis to City revenues. Moreover, the 70,000-80,000 square feet of retail and the proposed hotel will generate additional sales taxes, primarily from visitors.

5. Beyond the defined project area, the plan will also enhance connections to the City Center as well as along the waterfront to the Walkway Over the Hudson. The plan is anticipated to lead to redevelopment of infill sites and other underutilized buildings and sites in these corridors, resulting in more private investment, jobs, economic activity, and taxes to the City. These funds also could be utilized to finance some of the initial public capital improvements. Further, as the entire area is revitalized, existing properties will attract new investment that will generate even more incremental net new property taxes for the City.

Next Steps

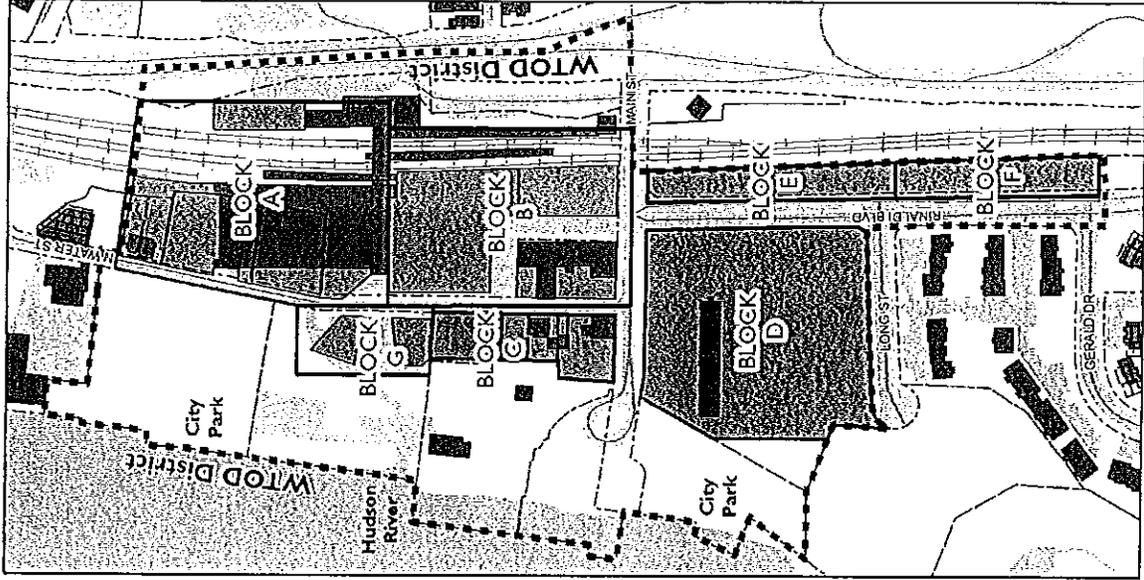
Adopt the Form-Based Zoning Amendment.

The City should demonstrate its commitment to the overall Strategy recommendations and begin the revitalization process by endorsing this report and adopting the associated Waterfront Transit-Oriented Development (WTOD) district into its Zoning Code. This is the most important first step for attracting future public grants for park and infrastructure improvements. As examples, adoption of the City's 1997 and 1998 plans helped to secure a sizable state grant to rebuild the Waryas Park bulkhead and \$3.75 million to partially fund the parking structure.

Approving a strong form-based zoning code is also the most significant action the City can take to promote private investment in the waterfront district. Developers want to get in on the ground floor of a place with high potential, but they also desire a predictable process without long delays. An adopted plan and updated zoning creates such confidence for investors. It builds a sense of certainty with the public as well, that new development will be consistent with public purposes.

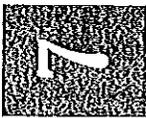
The current zoning code relies on legal text that is difficult to interpret and negative restrictions that emphasize what you cannot do. Form-based codes are designed to provide positive examples of what the community would like to see, using illustrative plans, images, and physical standards to give applicants more specific guidance toward solutions that fit well within the Poughkeepsie context. Drawings and design details in the code also provide the Planning Board more clarity, resulting in a less confrontational and more streamlined review process.

Form-based codes stress an integrated mix of uses, walkable streetscapes, and public spaces, rather than the separation of uses and the parcel-by-parcel approach in conventional codes. This mixed-use nature of the districts allows a greater degree of market flexibility. The focus on



The proposed WTOD district provides block by block standards for more specific guidance and to allow a flexible, phased-in approach.

Conventional Zoning:	Form-Based Code:
Text, Tables, and a Map	Adds Design Illustrations
Negative Restrictions	Gives Positive Examples
Focus on Numbers, Single Parcels, and Parking Lots	Emphasis on Urban Form And Streetscape Context
Separated Use Districts	Mixed Neighborhoods
Unpredictable Results	Cohesive Sense of Place



community planning up front, illustrative plans, and a form-based code is ideal for the waterfront and transit-oriented development around the Station, where park spaces and river views are sensitive, historic buildings like the Hoffman House, Piano Factory, Reynolds & Co. buildings, and the Railroad Station need to be considered, and a close-knit, walkable mix of uses is most appropriate.

Coordinate with Main Street Economic Development Strategy. The City's Main Street consultant has endorsed the Waterfront Redevelopment Strategy as an essential component of a larger-scale approach to building economic success all the way up Main Street and into the City's neighborhoods. Some residents, using a river analogy, see waterfront development and park improvements as an anchor for city-wide revitalization, but remember that an anchor is only a place-securing piece of a much larger vessel. Poughkeepsie's economic history began at the waterfront, but soon moved inland. As the City now builds back toward the river to reclaim its waterfront from too many dead parking lots, the goal is to give the entire City a better balanced economy.

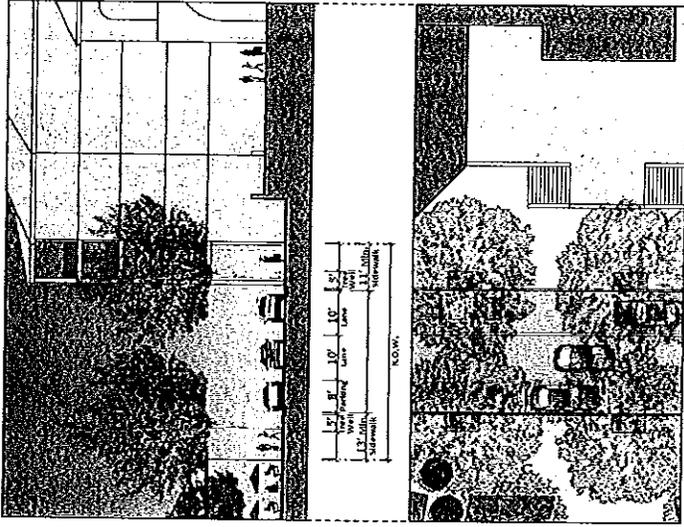
Submit New York State Consolidated Funding Applications. Administered through the Mid-Hudson Regional Economic Development Council, the CFA process determines the distribution of state grant funding for local and regional projects. For example, in 2012 Poughkeepsie received a grant for more than \$250,000 to plan and design a waterfront park along the front of the proposed One Dutchess Avenue project on the former Dutton lumberyard. There are numerous projects identified in the Waterfront Redevelopment Strategy that would be eligible for the state funding cycle, given the consistency of its recommendations with goals of the Mid-Hudson Regional Sustainability Plan, Greenway Connections, and other state and regional planning policies.

A key project will be to build upon the Illustrative Plan and list of improvements on pages 17–19 to develop a more detailed physical park design with construction drawings, cost estimates, and identified funding sources.

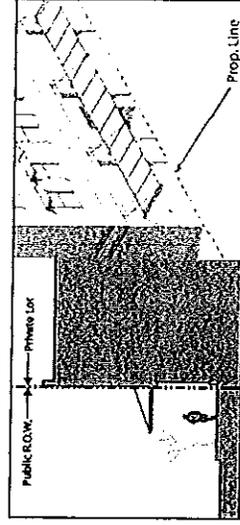
Update the Local Waterfront Revitalization Program and Prepare a Generic Environmental Impact Statement. The City received a \$150,000 grant from the NYS Dept. of State to update its Local Waterfront Revitalization Program, which was adopted in 1998 but never fully approved by the state. A new LWRP would incorporate all the recent park and private development changes in the area and reflect the recommendations of the Strategy and the proposed rezoning. The grant also funds the completion of a GEIS for key properties and projects identified in this process. The environmental review will provide much more detailed analysis of traffic, views, floodplain, climate, and other potential impacts of redevelopment alternatives, allowing the City thereafter to move forward more efficiently toward approvals and implementation.

Collaborate on Request for Expression of Interest (RFEI). Metro-North Railroad has supported the concept of transit-oriented development and the overall recommendations in the Waterfront Redevelopment Strategy, but would like to further test the market and solicit developer interest and ideas for its properties. The agency has had success in other communities with an RFEI process, which gathers information and advances redevelopment discussions, but does not create a commitment for any of the parties. The City could partner with Metro-North via a Memorandum of Understanding or other form of mutual agreement, as well as actively work with other major owners in the area who are interested in improving their properties.

Complete the City-wide Rezoning. The City prepared a full draft rezoning in 2010, but it was never submitted to a wide-ranging review process or adopted. The current zoning code dates back to 1979 and is definitely in need of replacement. Certain sections have been revised, most recently the 2013 Walkway-Gateway district along Parker Avenue and the rail trail, but all the piecemeal amendments over the years have made the outdated code complicated and confusing. Once the Main Street Economic Development Strategy recommendations are available, the City should complete its comprehensive rezoning, including consideration of a provision to incorporate affordable housing into any major new residential development.



Sample streetscape graphics from proposed WTOD district form-based code.



Sample building type graphics from proposed WTOD district form-based code.

The City of Poughkeepsie

New York

Paul Ackermann
Corporation Counsel
packermann@cityofpoughkeepsie.com



62 Civic Center Plaza
Poughkeepsie, New York 12601
TEL: (845) 451-4065 FAX: (845) 451-4070

April 23, 2015

CC Meeting 5/18/15
Item# VII-6

COMMON COUNCIL
City of Poughkeepsie

RE: HOME CONSORTIUM AGREEMENT
City and County
Our File: G2077

Dear Chairman Petsas and Councilmembers:

Annexed hereto please find a proposed Resolution to approve the continuation of the HOME Consortium Program between the City and Dutchess County for the period of October, 2015 to September, 2018; as well as two successive, three year renewals.

The Director of Social Development will be at your next Council Meeting on May 4, 2015 to answer any questions you may have.

Respectfully submitted,

PAUL ACKERMANN
Corporation Counsel

PA/mt
Enc.

RESOLUTION
HOME Consortium Agreement
County of Dutchess/ City of Poughkeepsie
(R-15-32)

INTRODUCED BY COUNCILMEMBER _____:

WHEREAS, since 2000 the City of Poughkeepsie and the County of Dutchess of collaborated in an effort to attract additional federal funds through the Community Development Block Grant Program under the HOME Investment Partnership Program; and

WHEREAS, the United State Department of Housing and Urban Development requires that local governments that are desirous of forming a consortium enter into a Consortium Cooperation Agreement executed by all Consortium members; and

WHEREAS, the current consortium agreement is set to expire September 30, 2015 and in order to meet federal requirements with respect to the consortium for the period October 1, 2015 to September 30, 2018 the County and the City must execute a new agreement; and

WHEREAS, the Common Council is desirous of authorizing automatic renewal of this agreement for two successive qualification periods (2019-2022 and 2022-2024) and acknowledges that the agreement must remain in effect at least until HOME funds from each of the federal fiscal years of the agreement's specified qualification period, and each successive qualification period for which the agreement is renewed, are expended on eligible activities; and

NOW, THEREFORE,

BE IT RESOLVED, that the attached Cooperation Agreement between the City of Poughkeepsie and the County of Dutchess for the purposes of extending the Consortium for the Home Investments Partnership Act be and hereby is approved; and be it further

RESOLVED, that the Mayor be and he hereby is authorized to execute said Agreement and any agreement for two successive three year qualification periods between the County of Dutchess and the City of Poughkeepsie in substantially the same form as annexed hereto.

SECONDED BY COUNCILMEMBER _____.

HOME CONSORTIUM AGREEMENT
COUNTY OF DUTCHESS/CITY OF POUGHKEEPSIE

THIS AGREEMENT, made this day of May, 2015, by and between the County of Dutchess (the "County"), a municipal corporation of the State of New York, having its principal place of business at 22 Market Street, Poughkeepsie, New York 12601 and the City of Poughkeepsie (the "City"), a municipal corporation of the State of New York, having its principal place of business at City Hall, 62 Civic Center Plaza, Poughkeepsie, New York 12602.

WITNESSETH:

WHEREAS, under the Cranston-Gonzales National Affordable Housing Act (hereinafter called NAHA), the Secretary of Housing and Urban Development is authorized to make grants to States and units of general local government to help finance investments in affordable housing, and

WHEREAS, Section 216(2) of NAHA provides that a consortium of geographically contiguous units can be considered to be a unit of general local government for purposes of the HOME Investment Partnerships Act (hereinafter called HOME); and

WHEREAS, the County and the City are geographically contiguous within the meaning of NAHA, and

WHEREAS, the County and the City desire to be considered such a consortium (hereinafter called "Consortium") and have sufficient statutory authority under the laws of the State of New York as well as sufficient administrative capabilities to carry out the purposes of the HOME on behalf of their jurisdictions, and

WHEREAS, the County and the City agree to direct their activities to the alleviation of housing problems within their respective jurisdictions, and

WHEREAS, it is desirable and in the public interest that the County and the City make application for HOME funding as a Consortium in order to maximize receipt of funding under the HOME Program;

NOW THEREFORE, the parties mutually agree as follows:

1. This Cooperation Agreement will cover the time period of October 1, 2015 to September 30, 2018 and will govern activities to be carried out with annual HOME Investment Partnership Program grants from Federal fiscal years 2016, 2017 and 2018 appropriations and from any program income generated from the expenditure of such funds including such additional time as may be required for the expenditure of such funds granted to the Consortium, and may not be terminated during such time. All future agreements will consist of three-year terms. The County will act as lead agency for this grant and will be responsible for its overall administration.
2. The County and City agree to cooperate to undertake or assist in undertaking housing assistance activities for the HOME Investment Partnership Program.
3. The parties authorize the County to act in a representative capacity for the City for the purposes of the HOME Program.
4. The County agrees to assume overall responsibility for insuring that the Consortium's HOME Program is carried out in compliance with the requirements of the program, including 24 CFR Parts 91 and 92 respectively, including 24 CFR 92.350 (a) (5), the provisions of Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968, Title II of the Cranston-Gonzalez NAHA, the requirements concerning the Consolidated Plan and all other applicable laws.

5. The County and the City shall obtain resolutions from their respective governing bodies, or other acceptable evidence that each chief executive officer is authorized to sign the Agreement.

6. The County and the City in the furtherance of implementing the HOME Program, shall undertake efforts to affirmatively further the cause of fair housing.

7. This Agreement shall automatically be renewed for the Consortium's participation in two successive qualification periods of three federal fiscal years each (2019-2021 and 2022-2025). No later than the date specified by HUD's consortia designation notice, the County shall notify the City in writing of its right to decide not to participate in the Consortium for the next qualification period and the County shall send a copy of the notification to the HUD Field Office. The City shall respond to the County's notification within thirty (30) days.

If either Consortium Member decides not to participate in the Consortium for the next qualification period, they shall notify the other party and the County shall notify the HUD Field Office, before the beginning of the new qualification period.

Before the beginning of each new qualification period, the County shall submit to the HUD Field Office a statement of whether or not any amendments have been made to this Agreement, a copy of each amendment to this Agreement, and, if the Consortium's membership has changed, the state certification required under 24 C.F.R. § 92.101(a)(2)(i). The Consortium shall adopt any amendments to this Agreement that are necessary to meet HUD requirements for consortium agreements in successive qualification periods.

The automatic renewal of the Agreement will be void if: the County fails to notify the City or the HUD field office as required under this automatic renewal provision or the County fails to submit a copy of each amendment to this Agreement as required under this automatic renewal provision.

8. The term of this Agreement is October 1, 2015 to September 30, 2018 and covers the period necessary to carry out the activities which will be funded from federal fiscal years 2016, 2017, and 2018. The County and the City shall remain as a part of the Consortium for the entire period and shall have no right to withdraw from this Agreement. The County is authorized to amend the Agreement and add new members on behalf of the Consortium.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

APPROVED AS TO FORM:

COUNTY OF DUTCHESS:

County Attorney's Office

Marcus J. Molinaro
County Executive

City Attorney

APPROVED AS TO CONTENT:

CITY OF POUGHKEEPSIE:

County Commissioner of Planning
and Development

John C. Tkazyik
Mayor

City Manager

STATE OF NEW YORK)
) SS:
COUNTY OF DUTCHESS)

On this day of May, 2015, before me, the undersigned, a Notary Public in and for said State, personally appeared MARCUS J. MOLINARO, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual or the person upon behalf of which the individual acted, executed the instrument.

Notary Public

STATE OF NEW YORK)
) SS:
COUNTY OF DUTCHESS)

On this day of May, 2015, before me, the undersigned, a Notary Public in and for said State, personally appeared JOHN C. TKAZYIK, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that she executed the same in her capacity, and that by her signature on the instrument, the individual or the person upon behalf of which the individual acted, executed the instrument.

Notary Public

CCW 5/18/15
Iken
IX-1

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.

**NOTICE OF CLAIM
AGAINST
THE CITY OF POUGHKEEPSIE, NEW YORK**

TODAY'S DATE: 4/29/15

NAME AND ADDRESS OF EACH CLAIMANT:

ABDEL EL KAOURI
27 DELAND ST
Poughkeepsie NY 12601

TELEPHONE NUMBER: 845-515-3413

NAME AND ADDRESS OF ATTORNEY (IF ANY):

n/a

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

See attached

ITEMS DAMAGED OR INJURIES SUSTAINED:

see attached

[Signature]
Signature of Claimant

Signature of Claimant

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

ABDEL EL KAOURI 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.

[Signature]
Signature of Claimant

Signature of Claimant

Sworn to before me this 30 day of April, 2015

Emily V. Rehms
Notary Public

EMILY V. SCHWARTZ
Notary Public, State of New York
Qualified in Dutchess County
No. 01SC6265129
My Commission Expires 07-09-2016

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.

BALLISTIC BODYWORKS INC.

Estimate

Registration #: 7108792

12 PARDY LANE

Fishkill, NY 12524

Phone #: (845) 897-5340

Fax #: (845) 897-5340

E-Mail: ballisticbodyworks@yahoo.com

Customer No: 9

Report No: 10

Claim #:

Assign No:

Vehicle Information

2009 Honda Civic Coupe

Style: 4D SED LX

Color: Silver

Color Code:

Production Date: / / 0

License: State: NY

VIN: 2HGFA16569H310583

Miles In: 0

Miles Out: 0

Condition: Good

Estimator:

Date Assigned:

Owner - Ekauri

Fishkill, NY 12524

Home Phone: (845) -

Work Phone: (845) -

Fax #: (845) -

Insured -

Home Phone: (845) -

Work Phone: (845) -

Fax #: (845) -

Date of Loss:

Accident Location

Phone #1: -

Phone #2: -

Claimant -

Home Phone: (845) -

Work Phone: (845) -

Fax #: (845) -

Date of Inspection:

Description of Work

FRONT BUMPER - BUMPER & COMPONENTS, COUPE

Replace Front Bumper cover

+Clearcoat (1.1)

Repair Right Front Stiffener

R&I Front License frame

FRONT LAMPS, SEDAN - HEADLAMP COMPONENTS

R&I Right Front Headlamp assy

REAR FENDER - FENDER & COMPONENTS

Replace Right Fender liner, coupe, w/o SI

R&I Mud guard, sedan

Repair Right Fender, sedan

+Clearcoat (0.4)

Repair Right Fender, stay

-Adjacent (0.2)

WHEELS - COVERS & TRIM

Replace Wheel cover, 15"

OPERATIONS

Replace Cover car

Replace Flex additive

Repair Tint paint

Repair Corrosion protection

Repair Subl Hazardous waste removal

Repair Color sand and buff

Align & Adjust Aim headlamp

Part Number

Price

Labor

Paint

Other

04711SVAA80ZZ

\$352.08

1.8 body

2.8

1.1

0.8* body

0.2 body

0.3 body

0.3 body

0.2 body

2.0* body

1.8

0.4

0.5* body

0.2

-0.2

74101SVAA00

\$84.73

44733SNEA00

\$37.43

0.5* body*

\$5.00* taxed

\$10.00* taxed

1.0*

\$10.00* taxed

\$4.00* taxed

0.3* body*

Sub Totals

\$474.24

6.9

6.1

BALLISTIC BODYWORKS INC.

Estimate

Registration #: 7108792

12 PARDY LANE

Fishkill, NY 12524

Phone #: (845) 897-5340

Fax #: (845) 897-5340

E-Mail: ballisticbodyworks@yahoo.com

Customer No: 9

Report No: 10

Claim #:

Assign No:

IN BUSINESS SINCE '98

STATE LICENSE # 7108792

THANK YOU FOR LETTING US SERVE YOU

	Hours	Rate	Total
Body Labor	6.9hrs	\$58.00/hr	\$400.20 7
Paint Labor	4.6hrs	\$58.00/hr	\$266.80 7
Clearcoat Labor	1.5hrs	\$58.00/hr	\$87.00 7
OEM Parts			\$474.24 7
Paint Supplies	4.6hrs	\$30.00/hr	\$138.00 7
Clearcoat	1.5hrs	\$30.00/hr	\$45.00 7
Misc Taxed			\$29.00 7
Tax		\$1440.24 @ 8.1250%	\$117.02
Grand Total			\$1,557.26

Estimate based on MOTOR CRASH ESTIMATING GUIDE. Unless otherwise noted all items are derived from the Guide. NAGS Part Numbers and Market Prices are provided by National Auto Glass Specifications. Labor operation times listed on the line with the NAGS information are MOTOR labor operation times. NAGS labor operation times are not included. Guide used is (ARG4442). 7/14
Estimator's Judgment
Taxed item

ACCIDENT INFORMATION EXCHANGE FORM

NY State Law requires that any accident resulting in a fatality, injury or damage to property of any person (including damage to your vehicle) or entity over \$1000 be reported by YOU to the Department of Motor Vehicles (DMV) within 10 days after an accident. Failure to report an accident or failure to give correct information is a misdemeanor and may result in the suspension/revocation of your driver's license (or operating privilege in NYS) and all vehicle certifications or registrations.

Report your Accident to DMV on DMV form MV-104 (Report of Motor Vehicle Accident). Police Accident Reports (DMV form MV-104A) DO NOT satisfy YOUR civilian reporting requirement.

Accident Report # Q3RG26472NVP	Local Codes 45-8343	Date 04/06/2015	Time 11:06 AM	# of Veh. 2	Town, City, Road Name POUGHKEEPSIE, CITY OF - 1402 26 DELANO ST
Police Agency POUGHKEEPSIE CITY PD - 01302			Officer's Name/Badge ID# SCHAEFER STEVEN A 98		

VEHICLE # 001

Operator's Name CASEY PATRICK		Date of Birth 05/31/1960	Address 8 KILMER AVE		
City/State/Zip POUGHKEEPSIE NY 12601-0000		Motorist I.D.# 650017258	Vehicle Year and Make 2010 MACK		License Plate # and State AD8912 NY
Vehicle Type DUMP	Insurance Code and Company 997 - SELF-INSURER		Vehicle Owner CITY OF POUGHKEEPSIE		
Vehicle Towed By			Vehicle Towed To		

Miscellaneous Notes

VEHICLE # 002

Operator's Name PARKED		Date of Birth	Address		
City/State/Zip NY		Motorist I.D.#	Vehicle Year and Make 2009 HOND		License Plate # and State ENE3202 NY
Vehicle Type 4DSD	Insurance Code and Company 328 - STATE FARM MUT AUTO CO		Vehicle Owner ELKAOURI A		
Vehicle Towed By			Vehicle Towed To		

Miscellaneous Notes

Please wait 14 days before contacting DMV to request a copy of your accident report.

If you want to purchase a copy of the police accident report, form MV-104A, complete DMV's "REQUEST FOR COPY OF ACCIDENT REPORT" form MV-198C and send it to DMV. The form and instructions are available at www.dmv.ny.gov or at your local DMV office.

THE FORM MV-104A MAY ALSO BE PURCHASED BY CONTACTING THE INVESTIGATING POLICE AGENCY.
POUGHKEEPSIE CITY PD, 62 CIVIC CENTER PLAZA, POUGHKEEPSIE, NY 12602
To obtain a blank civilian Accident Report (Form MV-104), visit the DMV office nearest you
or
access forms online at www.dmv.ny.gov



New York Central Mutual Fire Insurance Company
1899 Central Plaza East, Edmeston NY 13335-1899
800-234-6926
nycm.com

COM 5/18/15 JEMX-2

04/28/2015

CITY CHAMBERLAIN
62 CIVIC CENTER PLAZA
POUGHKEEPSIE NY 12601

CITY OF POUGHKEEPSIE
CITY CHAMBERLAIN
2015 MAY -5 AM 11:26

Re: Policy No: 7186236
D/L: 03/17/2015
Our File: 2015607451-0
Agent: 3X 89 HICKEY-FINN & CO INC
Insured: EVELYN M STUKES

Dear Sir or Madam:

We are the insurance carrier for the above named insured who sustained a loss as a result of your negligence.

Inasmuch as we paid our insured directly for the damages, we look to you for reimbursement in the amount of \$8858.61.

Enclosed please find a Notice of Claim Form together with all pertinent information to substantiate our subrogation claim.

Please forward this letter to your insurance carrier for processing in order to avoid any legal action against you.

If you do not carry insurance, please contact this office in order that we may discuss reimbursement.

Very truly yours,

Claudette E. Wilson

(Mrs) Claudette E. Wilson
Examiner II

CEW:cew
Encs.

P.S. Salvage is pending. You will be notified of the revised reimbursement amount when salvage is finalized.

S1M (9/13)

DISCLOSURE STATEMENT

This information which has been provided to you by New York Central Mutual Fire Insurance Company is to be solely used by you in evaluating your claim. No further disclosure of the information enclosed herewith is allowed without the express written consent of New York Central Mutual Fire Insurance Company and the individual to whom this information pertains.

We thank you for your cooperation in maintaining the claimant's right to privacy. To that end, we request that the records which we provided be destroyed after the stated need has been fulfilled.

NOTICE OF CLAIM

DATE 4/28/2015

TO: CITY CHAMBERLAIN
62 CIVIC CENTER PLAZA
POUGHKEEPSIE NY 12601

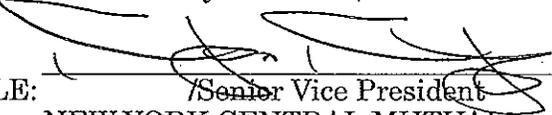
Please take notice that the undersigned hereby makes a claim for damages, the claimant states:

1. CLAIMANT Name: NYCM Insurance
Address: aso
Evelyn M Stukes
1899 Central Plaza E
Edmeston NY 13335

2. NATURE OF CLAIM:
Automobile collision.
City of Poughkeepsie sanitation truck was stopped curbside, picking up garbage. NYCM proceeded to move by the truck. As NYCM was parallel to the truck, the City of Poughkeepsie proceeded forward and struck NYCM in the right side.

3. DATE, TIME AND PLACE CLAIM AROSE:
3/17/2015 Approx 7:03 AM
Montgomery St
Poughkeepsie NY

4. AMOUNT OF DAMAGE: Preliminary amount \$8658.61


TITLE: ~~Senior Vice President~~
NEW YORK CENTRAL MUTUAL
FIRE INSURANCE COMPANY
AS SUBROGEE OF Evelyn M Stukes
FILE NO: 2015607451-0

Sworn to before me this

28th day of April 2015

Pamela J. Becker
Notary Public

CEW:cwv

PAMELA J. BECKER
Notary Public, State of New York
No. 01BE5037817
Qualified in Chenango County
Commission Expires Jan. 9, 2019

SUB10

NYCM INSURANCE 04/14/2015

POLICE ACCIDENT REPORT

MV-104A (6/04)

00156074510

Local Codes 2015-6464 09994542PF

AMENDED REPORT

Accident Date: 3/17/2015, Day of Week: Tuesday, Military Time: 07:03, No. of Vehicles: 2, No. Injured: 0, No. Killed: 0, Not Investigated at Scene: Accident Reconstructed, Left Scene: No, Police Photos: Yes

VEHICLE 1, VEHICLE 2, BICYCLIST, PEDESTRIAN, OTHER PEDESTRIAN

VEHICLE 1 - Driver License ID Number: 859007637, State of Lic. NY, VEHICLE 2 - Driver License ID Number: 662199467, State of Lic. NY

Driver Name - exactly as printed on license: HENRIQUES, SYDNEY R, STUKES, EVELYN M

Address (Include Number and Street): 210 SMITH ST, 6319 PRINCESS CIR

City or Town: POUGHKEEPSIE, WAPPINGERS FALLS, State: NY, Zip Code: 12601, 12590

Date of Birth: 4/18/1973, 12/1/1956, Sex: M, F, Unlicensed: No, No. of Occupants: 02, 01, Public Property Damaged: No

Name - exactly as printed on registration: pougkeepsie, city, STUKES, EVELYN M

Address (Include Number and Street): 26 HOWARD ST, 6319 PRINCESS CIR

City or Town: POUGHKEEPSIE, WAPPINGERS FALLS, State: NY, Zip Code: 12601, 12590

Plate Number: AD8912, NY, 2010 MCKT, Vehicle Type: DUMP, Ins. Code: 994, FTW6785, NY, 2008 FORD, Vehicle Type: 4DSD, Ins. Code: 240

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is: more than 95 inches wide, more than 34 feet long, operated with an overweight permit, operated with an overdimension permit. VEHICLE DAMAGE CODES: Box 1 - Point of Impact, Box 2 - Most Damage. ACCIDENT DIAGRAM: Circle the diagram below that describes the accident, or draw your own diagram in space #9.

VEHICLE DAMAGE CODING: 1-13 SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE, 15. TRAILER, 16. OVERTURNED, 17. DEMOLISHED, 18. NO DAMAGE, 19. OTHER. Cost of repairs to any one vehicle will be more than \$1000. Yes

Reference Marker, Coordinates (if available), Place Where Accident Occurred: County DUTCHESS, City POUGHKEEPSIE, Road on which accident occurred MONTGOMERY STREET, at 1) Intersecting street HOOKER AVENUE

Accident Description/Officer's notes: Vehicle one a city of pougkeepsie sanitation truck, picking up garbage curbside on Montgomery Street. Upon completing the refuse pickup, vehicle one proceeded forward toward a stop sign on Montgomery Street at Hooker Avenue. Vehicle two operator reports that she saw the truck stopped and thought that it was going to remain stopped longer so she drove to the left side of the truck to get around the truck. As she was driving alongside of the truck, the road narrows to

Table with columns: Name, DOB, Sex, Height, Weight, Eyes, Hair, Complexion, Blood Type, Race, Ethnicity, Religion, Marital Status, Occupation, Education, License, etc.

Officer's Rank and Signature: PATROLMAN, CORY V MARONE, Badge/ID No. 53, NCIC No. 01302, Precinct/Post Troop/Zone 27, Station/Beat Sector, Reviewing Officer: BADNER, WILLIAM, Date/Time Reviewed: 3/19/2015 07:20

NYCM INSURANCE 04/14/2015

POLICE ACCIDENT REPORT

MV-104A (6/04)

Local Codes
2015-6464
09994542PF

AMENDED REPORT

1	Accident Date Month: 3, Day: 17, Year: 2015 Day of Week: Tuesday Military Time: 07:03	No. of Vehicles: 2 No. Injured: 0 No. Killed: 0	Not Investigated at Scene: <input type="checkbox"/> Accident Reconstructed: <input type="checkbox"/>	Left Scene: <input type="checkbox"/>	Police Photos: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	19
2	VEHICLE - Driver License ID Number: _____ State of Lic.: _____ Driver Name - exactly as printed on license: _____ Address (include Number and Street): _____ Apt. No.: _____		VEHICLE - Driver License ID Number: _____ State of Lic.: _____ Driver Name - exactly as printed on license: _____ Address (include Number and Street): _____ Apt. No.: _____		20	
3	City or Town: _____ State: _____ Zip Code: _____ Date of Birth: _____ Sex: _____ Unlicensed: <input type="checkbox"/> No. of Occupants: _____ Public Property Damaged: <input type="checkbox"/>		City or Town: _____ State: _____ Zip Code: _____ Date of Birth: _____ Sex: _____ Unlicensed: <input type="checkbox"/> No. of Occupants: _____ Public Property Damaged: <input type="checkbox"/>		21	
4	Name - exactly as printed on registration: _____ Sex: _____ Date of Birth: _____ Address (include Number and Street): _____ Apt. No.: _____ Har. Est. Code: _____ Released: <input type="checkbox"/>		Name - exactly as printed on registration: _____ Sex: _____ Date of Birth: _____ Address (include Number and Street): _____ Apt. No.: _____ Har. Est. Code: _____ Released: <input type="checkbox"/>		22	
5	Plate Number: _____ State of Reg.: _____ Vehicle Year & Make: _____ Vehicle Type: _____ Ins. Code: _____		Plate Number: _____ State of Reg.: _____ Vehicle Year & Make: _____ Vehicle Type: _____ Ins. Code: _____		23	
6	Ticket/Arrest Number(s): _____		Ticket/Arrest Number(s): _____		24	
7	Violation Section(s): _____		Violation Section(s): _____		25	
8	Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		Check if involved vehicle is: <input type="checkbox"/> more than 95 inches wide; <input type="checkbox"/> more than 34 feet long; <input type="checkbox"/> operated with an overweight permit; <input type="checkbox"/> operated with an overdimension permit.		26	
9	VEHICLE DAMAGE CODES Box 1 - Point of Impact: _____ Box 2 - Most Damage: _____ Enter up to three more damage codes: _____ Vehicle By: _____ Towed To: _____		VEHICLE DAMAGE CODES Box 1 - Point of Impact: _____ Box 2 - Most Damage: _____ Enter up to three more damage codes: _____ Vehicle By: _____ Towed To: _____		27	
10	VEHICLE DAMAGE CODING: 1-13 SEE DIAGRAM ON RIGHT. 14. UNDERCARRIAGE 17. DEMOLISHED 15. TRAILER 18. NO DAMAGE 16. OVERTURNED 19. OTHER		ACCIDENT DIAGRAM 9. Cost of repairs to any one vehicle will be more than \$1000. <input type="checkbox"/> Unknown/Unable to determine <input type="checkbox"/> Yes <input type="checkbox"/> No		28	
11	Reference Marker: _____ Coordinates (if available): _____ Latitude/Northing: _____ Longitude/Easting: _____		Place Where Accident Occurred: County: DUTCHESS <input type="checkbox"/> City <input type="checkbox"/> Village <input type="checkbox"/> Town of _____ Road on which accident occurred: _____ (Route Number or Street Name) at 1) intersecting street _____ (Route Number or Street Name) or 2) _____ feet _____ miles <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W of _____ (Nearest Intersecting Route Number or Street Name)		29	
12	Accident Description/Officer's notes: an outlet design and the two vehicles merged together striking each other. Operator of vehicle one said that due to the design of the road and the size of the truck, he did not see vehicle two next to him.					30

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all Involved	Date of Death Only
A													
B													
C													
D													
E													
F													

Officer's Rank and Signature: PATROLMAN *Cory V Marone*
 Print Name In Full: CORY V MARONE
 Badge/ID No.: 53
 NCIC No.: 01302
 Precinct/Post Troop/Zone: 27
 Station/Beat Sector: _____
 Reviewing Officer: BADNER, WILLIAM
 Date/Time Reviewed: 3/19/2015 07:20

USE COVER SHEET



New York Central Mutual Fire
 Insurance Company
 1899 Central Plaza East
 Edmeston, New York 13335-1899
 800-234-6926
 nycm.com

Date: 04/03/2015

INSURED TOTAL LOSS EVALUATION SHEET

Claim #: 20156074510 Policy #: 7186236 Date of Loss: 03/17/2015
 Insured: EVELYN M STUKES Phone (H) 845-242-6995 (W)

Does the insured have rental reimbursement? Yes
 If yes, are they renting a vehicle No

Rental cut off on:
 Year/Make/Model:
 2008 FORD FUSION

Prepared By:
 TLV

Reports Compared By:
 CINDY AIKINS

Insured Keeps Vehicle

Market Value: 8192.93
 Tax (%) 8.125 665.68
 Market Value + Tax: 8858.61
 Salvage Bid 1200.00
 Salvage Value (-) 1201.00

NYCM Insurance Keeps Vehicle

Market Value: 8192.93
 Tax (%) 8.125 665.68
 Market Value + Tax: 8858.61
 Deductible (-) 200.00

Bidder: INSURANCE AUTO AUCTIONS
 Phone #: 845-567-6360
 Market Value: 7657.61
 Deductible (-) 200.00
 Value to Insured: 7457.61

Settlement Value: 8658.61
 Settlement to Insured: 8658.61

Lienholder (Name/Address)
 WELLS FARGO DEALER SERVICES
 PO BOX 25341, SANTA ANA CA 92799

Settlement to Insured:

*** THESE FIGURES ARE SUBJECT TO CHANGE IF
 THIS IS A TOTAL THEFT AND THE VEHICLE IS
 RECOVERED.

Phone #: 800-289-8004
 Account #: 2730116870

Borrowers Name:
 Titled Owner:
 Conversed with
 Payoff figure 5864.63
 Letter of Guarantee? No

Phone Call Documentation:

NYCM RETAINS VEHICLE FOR SETTLEMENT OF \$8,658.61.

POOL: COPART X IAA

Stock: NEWBURGH ST#15009935

Settlement Authorized By:

Date: 04/03/2015

Mileage: 71520 Is Salvage bid less than 10% of the ACV? No

Examiner: MARSHA BLISS

Date: 3/24/2015 04:26 PM
 Estimate ID: 9545030082
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 Profile ID: * Mitchell

Providing a copy of this appraisal is not an acceptance of coverage or authorization to repair. All estimates are subject to review & revision by insurance company. All cost of repairs are the sole responsibility of the owner. No supplement will be honored without prior inspection by Property Damage Appraisers.

PROPERTY DAMAGE APPRAISERS (PDA Poughkeepsie NY)

PO Box 92003, Rochester, NY 14692
 (585) 384-5430
 Fax: (866) 437-7849
 Email: pdapoughkeepsie@pdaorg.net
 BAR #: IA-961504

Damage Assessed By: John Dietz

Appraised For: Dispatch
 (800) 234-6926

Supplemented By: John Dietz
 Classification: Field

Condition Code: Good
 Date of Loss: 3/17/2015
 Contact Date: 3/18/2015
 Deductible: 0.00
 File Number: 9545030082
 Claim Number: 20156074510

Type of Loss: Collision
 Arrival Date: 3/18/2015
 Date Assigned: 3/18/2015

Insured: EVELYN STUKES
 Owner: EVELYN STUKES
 Address: 5606 PRINCESS CIR, WAPPINGERS FALLS, NY 12590
 Telephone: Home Phone: (845) 242-6995

Mitchell Service: 910574

Description: 2008 Ford Fusion SE
 Body Style: 4D Sed
 VIN: 3FAHP07Z68R259743
 Mileage: 71,520
 OEM/ALT: A
 Color: BLACK
 Options: PASSENGER AIRBAG, DRIVER AIRBAG, POWER DRIVER SEAT, POWER LOCK, POWER WINDOW REAR WINDOW DEFOGGER, MANUAL AIR CONDITION, CRUISE CONTROL, TILT STEERING COLUMN, TELESCOPIC STEERING COLUMN, ANTI-LOCK BRAKE SYS., FOG LIGHTS, ALUM/ALLOY WHEELS, IPOD ADAPTER, AUTOMATIC TRANSMISSION, FRONT AIR DAM, TINTED GLASS, TRIP COMPUTER, VARIABLE ASSISTED STEERING, SIDE AIRBAGS, ANTI-THEFT SYSTEM, SIDE HEAD CURTAIN AIRBAGS, AM/FM STEREO CD CHANGER WITH PREMIUM SOUND, FRONT BUCKET SEATS, KEYLESS ENTRY SYSTEM, POWER DISC BRAKES, POWER LIFTGATE/TRUNK, STEERING WHEEL AUDIO CONTROLS

Vehicle Production Date: 2/08
 Drive Train: 2.3L Inj 4 Cyl 5A FWD
 License: FTW6785 NY
 Search Code: 873

Line Item	Entry Number	Labor Type	Operation	Line Item Description	Part Type/Part Number	Dollar Amount	Labor Units
1	000166	BDY	REMOVE/INSTALL	Frnt Bumper Cover			INC

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2	000169	BDY	REMOVE/INSTALL	R Front Combination Lamp			1.6	#
3	001695	REF	BLEND	R Fender Outside			C 0.8	
4	002321	BDY	REMOVE/INSTALL	R Fender Mudguard			0.2	
S1 5	001715	REF	REFINISH	R Center Pillar & Rocker Complete			C 2.8	
6	001717	REF	BLEND	R Roof Rail			C 0.6	
S1 7	000816	BDY	REPAIR	R Door Opening Frame	-S	Existing	6.0	*#
S1 8	000833	BDY	REMOVE/INSTALL	R Frt Rocker Scuff Plate		Existing	INC	#r
S1 9	000845	BDY	REMOVE/INSTALL	R Upr Ctr Pillar Trim Panel		Existing	0.6	#r
S1 10	000849	BDY	REMOVE/INSTALL	R Lwr Ctr Pillar Trim Panel		Existing	INC	#r
S1 11	000855	BDY	REMOVE/INSTALL	R Rear Rocker Scuff Plate		Existing	INC	r
S1 12	001277	BDY	REMOVE/INSTALL	R Frt Door Opening Weatherstrip		Existing	0.3	r
S1 13	001275	BDY	REMOVE/INSTALL	R Rear Door Opening Weatherstrip		Existing	0.3	r
14	002757	BDY	REMOVE/REPLACE	R Frt Door Shell		Qual Recycled Part	270.00	* 4.8 #r
15	AUTO	REF	REFINISH	R Frt Door Outside			C 2.2	
16	AUTO	REF	REFINISH	R Frt Add For Jamb & Interior			C 1.0	
17				Line Markup %25.00			67.50	
18	001192	BDY	REMOVE/REPLACE	R Frt Door Rear View Mirror		** QUAL REPL PART	88.00	INC #
19	AUTO	BDY	REMOVE/INSTALL	R Frt Door Trim Panel			INC	
20	001210	BDY	REMOVE/REPLACE	R Frt Door Mirror Cover		6ESZ 17D742 AA	23.90	INC #
21	001218	BDY	REMOVE/REPLACE	R Frt Door Adhesive Moulding		** QUAL REPL PART	46.00	0.1
22	AUTO	REF	REFINISH	R Frt Door Moulding			C 0.5	
23	001220	BDY	REMOVE/REPLACE	R Frt Door Upper Moulding		6ESZ 5420554 AA	100.70	INC #
24	AUTO	BDY	REMOVE/INSTALL	R Frt Otr Belt Moulding			INC #	
25	001756	REF	REFINISH	R Frt Otr Handle			C 0.5	
S1 26	001303	BDY	REMOVE/REPLACE	R Frt Upr Door Hinge		6ESZ 5422800 AA	39.87	0.2 #
S1 27	AUTO	BDY	REMOVE/INSTALL	R Frt Door Assembly			INC	
S1 28	AUTO	REF	REFINISH	R Frt Upr Hinge			C 0.5	
S1 29	001305	BDY	REMOVE/REPLACE	R Frt Lwr Door Hinge		6ESZ 5422810 AA	33.45	0.2 #
S1 30	AUTO	REF	REFINISH	R Frt Lwr Hinge			C 0.5	
S1 31	001307	BDY	REMOVE/REPLACE	R Frt Door Check		6ESZ 5423552 AA	43.47	INC #
S1 32	AUTO	BDY	REMOVE/INSTALL	R Frt Door Module Assy			INC #	
33	003144	BDY	REMOVE/REPLACE	R Rear Door Shell		Qual Recycled Part	240.00	* 5.0 r
34	AUTO	REF	REFINISH	R Rear Door Outside			C 1.8	
35	AUTO	REF	REFINISH	R Rear Add For Jamb & Interior			C 1.0	
36				available w/LKQ 800-626-6708				
37				Line Markup %25.00			60.00	
38	001329	BDY	REMOVE/REPLACE	R Rear Door Adhesive Moulding		** QUAL REPL PART	43.00	0.1
39	AUTO	REF	REFINISH	R Rear Door Moulding			C 0.5	
40	001331	BDY	REMOVE/REPLACE	R Rear Door Upper Moulding		6ESZ 54255A34 AA	92.62	INC #
41	AUTO	BDY	REMOVE/INSTALL	R Rear Otr Belt Moulding			INC #	
42	001776	REF	REFINISH	R Rear Otr Handle			C 0.5	
S1 43	001387	BDY	REMOVE/REPLACE	R Rear Upr Door Hinge		6ESZ 5426800 AA	37.83	0.2 #
S1 44	AUTO	BDY	REMOVE/INSTALL	R Rear Door Assembly			INC	
S1 45	AUTO	REF	REFINISH	R Rear Upr Hinge			C 0.5	
S1 46	001389	BDY	REMOVE/REPLACE	R Rear Lwr Door Hinge		6ESZ 5426802 AA	45.63	0.2 #
S1 47	AUTO	REF	REFINISH	R Rear Lwr Hinge			C 0.5	
S1 48	001391	BDY	REMOVE/REPLACE	R Rear Door Check		6ESZ 5427204 AA	43.23	INC #
S1 49	AUTO	BDY	REMOVE/INSTALL	R Rear Door Module Assy			INC #	
50	001475	BDY	REPAIR	R Quarter Outer Panel		Existing	12.0	*#
51	AUTO	REF	REFINISH	R Quarter Panel Outside			C 2.1	
S1 52	001807	REF	BLEND	Luggage Lid Outside			C 1.0	
S1 53	001813	BDY	REMOVE/INSTALL	Luggage Lid Moulding			0.3	
54	001655	BDY	REMOVE/REPLACE	R Rear Combination Lamp		Remanufactured	98.00	INC #
55	AUTO	BDY	OVERHAUL	Rear Bumper Assy			1.9	#
56	001677	BDY	REMOVE/REPLACE	Rear Bumper Cover		Remanufactured	380.00	INC #
57	AUTO	REF	REFINISH	Rear Bumper Cover			C 2.6	
58	001686	BDY	REMOVE/REPLACE	R Rear Bumper Reinforcement		6ESZ 17D948 A	39.18	0.2 #
59	AUTO	BDY	REMOVE/INSTALL	Rear Bumper Assy			INC #	

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60	AUTO	REF	ADD'L OPR	Clear Coat					
61	900500	BDY*	REMOVE/REPLACE	HAZARDOUS WASTE DISPOSAL	** QUAL REPL PART	3.00	*	0.0*	
62	900500	BDY*	REMOVE/REPLACE	FLEX REPAIR KIT	** QUAL REPL PART	12.50	*	0.0*	
63	900500	BDY*	REPAIR	MASK JAMBS	Existing			0.5*	
64	900500	BDY*	ADD'L LABOR OP	TIE DOWN & ROUGH PULL	Existing	0.00		2.0*	
65	933003	REF	ADD'L OPR	TINT COLOR				0.5*	
66	900500	BDY*	ADD'L LABOR OP	PREP 2 LKQ DOORS	Existing			2.0*	
67	900500	BDY*	ADD'L LABOR OP	O/H 2 LKQ DOORS	Existing			3.0*	
68	933005	BDY	ADD'L OPR	RESTORE CORROSION PROTECTION				0.3*	
69	933017	BDY*	ADD'L OPR	FINISH SAND AND BUFF				1.5*	
70	933018	BDY*	ADD'L OPR	MASK FOR OVERSPRAY		5.00	*	0.3*	
S1 71	900500	BDY*	REMOVE/REPLACE	wheel alignment	New	89.95	*	0.0*	
72	AUTO		ADD'L COST	Paint/Materials		688.80	*		

* - Judgment Item
 # - Labor Note Applies
 ** QUAL REPL PART - Quality Replacement Parts
 C - Included in Clear Coat Calc
 r - CEG R&R Time Used For This Labor Operation

EMPIRE AUTO PARTS, INC.
 15 JACKSON RD.
 TOTOWA
 NJ 07512
 (800) 624-4561 (800) 228-6737

KEYSTONE MET
 8 GARIN ST.
 ROCHESTER
 NY 14611
 (800) 621-0221 (716) 328-4420

56	** F7143	380.00	18	** FO1321267	88.00
			21	** FO1305108	46.00
			38	** FO1505110	43.00
			54	** FO2819113R	98.00

Remarks

Copy of estimate mailed to owner this date.

Vehicle was inspected on 03/19/2015.

Vehicle is driveable.

Estimate Totals

I. Labor Subtotals	Units	Rate	Add'l Labor Amount	Sublet Amount	Totals	II. Part Replacement Summary	Amount
Body	43.8	55.00	5.00	0.00	2,414.00 T	Taxable Parts	1,770.33
Refinish	24.6	55.00	0.00	0.00	1,353.00 T	Parts Adjustments	127.50
						Sales Tax @ 8.125%	154.20
						Total Replacement Parts Amount	2,052.03
Taxable Labor					3,767.00		
Labor Tax			@ 8.125 %		306.07		
Labor Summary	68.4				4,073.07		

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III. Additional Costs	Amount	IV. Adjustments	Amount
Taxable Costs	688.80	Insurance Deductible	0.00
Sales Tax @ 8.125%	55.97	Customer Responsibility	0.00
Total Additional Costs	744.77		
Paint Material Method: Rates Init Rate = 28.00 , Init Max Hours = 99.9, Addl Rate = 0.00			
		I. Total Labor:	4,073.07
		II. Total Replacement Parts:	2,052.03
		III. Total Additional Costs:	744.77
		Gross Total:	6,869.87
		IV. Total Adjustments:	0.00
		Net Total:	6,869.87
		Less Original Net Total:	5,441.40
		Net Supplement Amount:	1,428.47
		S1: John Dietz	1,428.47
			TOTAL LOSS

Point(s) of Impact
 4 Right Rear Side (P)

Insurance Co: NEW YORK CENTRAL MUTUAL
 Address: 1899 CENTRAL PLAZA E STE 200
 EDMESTON, NY 13335
 Work Phone: (800) 234-6926

Inspection Site: 31 FORBUS ST.
 POUGHKEEPSIE, NY
 (845) 242-6995
 Inspection Date: 3/19/2015

Body Shop: UNKNOWN

*****NOTICE*****
 All completed appraisals are subject to insurance company review and approval prior to the company accepting the appraisal as a repair agreement.

NOTE: This Is not a Authorization too Repair. All Repair authorization Must come from Vehicle owner. Acception of Liablity may be limited to amount of recovery agreed to by Insurer and insured or by third party recovery. Insurer / and or third party is only liable to party of which they have agreed to accept portion of liable damage. Therefore any and all agreements are for the intent of securing agreed amount to repair to pre-loss condition. This does not constitute a agreement to get started or continue with a repair without consent of owner / insured / Claimant. The above is an estimate based on our inspection and does not cover any additional parts or labor which may be required after the work has started. Occasionally, worn or damaged parts are discovered which may not be evident on the first inspection. Because

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of this, the above prices are not guaranteed. Quotations on parts and labor are current and subject to change. The preparation of this estimate may have been based on the use of crash parts supplied by a source other than the manufacture of your motor vehicle. There are warranties applicable to these replacement parts. These warranties are supplied by the manufacture and / or distributor of the parts rather than by the original manufacture of your vehicle.

Please Note: Additional Damages may be found at tear down and are subject to Reinspection by Insurer, or Insurer's representative. Appraisal represents the opinion of the appraiser. Physical inspection, at time of inspection; due to angle, weather conditions, lighting and or access may not show full extent of damages at were appraised and may require additional repairs. Supplemental re-inspections will require Insurer approval; prior to repairs. Submit your D.R form (New York State Insurance Regulation 64,217.7(a)(2) with your request to insurer listed on this estimate. Only The Insurance company can approve additional monies towards a repair. Only the owner, can approve repairs. (Additional Note: Vehicles at original inspection locations may require two full business days for reinspection. Vehicles moved to alternate locations; may require up to four business days for re-inspection.) All reinspections will require review and approval of insurer.

OLD PARTS: You are entitled to the return of all replaced parts, except warranty and or exchanged parts, but you must ask for them in writing before any work is done. This is a preliminary estimate. Additional changes to the estimate may be required for the actual repair.

ANY PERSON WHO KNOWINGLY AND WITH INTENT TO DEFRAUD ANY INSURANCE COMPANY OR OTHER PERSON FILES AN APPLICATION FOR COMMERCIAL INSURANCE OR A STATEMENT OF CLAIM FOR ANY COMMERCIAL OR PERSONAL INSURANCE BENEFITS CONTAINING ANY MATERIALLY FALSE INFORMATION, OR CONCEALS FOR THE PURPOSE OF MISLEADING, INFORMATION CONCERNING ANY FACT MATERIAL THERETO, AND ANY PERSON WHO, IN CONNECTION WITH SUCH APPLICATION OR CLAIM, KNOWINGLY MAKES OR KNOWINGLY ASSISTS, ABETS, SOLICITS OR CONSPIRES WITH ANOTHER TO MAKE A FALSE REPORT OF THE THEFT, DESTRUCTION, DAMAGE OR CONVERSION OF ANY MOTOR VEHICLE TO A LAW ENFORCEMENT AGENCY, THE DEPARTMENT OF MOTOR VEHICLES OR AN INSURANCE COMPANY, COMMITS A FRAUDULENT INSURANCE ACT, WHICH IS A CRIME, AND SHALL ALSO BE SUBJECT TO A CIVIL PENALTY NOT TO EXCEED FIVE THOUSAND DOLLARS AND THE VALUE OF THE SUBJECT MOTOR VEHICLE OR STATED CLAIM FOR EACH VIOLATION.

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PROPERTY DAMAGE APPRAISERS (PDA Poughkeepsie NY)

PO Box 92003, Rochester, NY 14692
 (585) 384-5430
 Fax: (866) 437-7849
 Email: pdapoughkeepsie@pdaorg.net
 BAR #: IA-961504

Supplement Delta Report
 Comparison of Estimate 9545030082 Supplement 0 and Supplement 1

Damage Assessed By: John Dietz
 Supplemented By: John Dietz

Insured: EVELYN STUKES
 Owner: EVELYN STUKES
 Vehicle Description: 2008 Ford Fusion SE
 Date of Loss: 3/17/2015

Line Item	Labor Type	Operation	Line Item Description	Part Type	Dollar Amount	Labor Units	CEG Unit
Changed Entries							
36	REF	ADD'L OPR	Clear Coat			3.6	
60<	REF	ADD'L OPR	Clear Coat			4.2 <	
47		ADD'L COST	Paint/Materials		509.60 *	0.0	T
72<		ADD'L COST	Paint/Materials		688.80 * <	0.0	T
Added Entries							
S1 5	REF	REFINISH	R Center Pillar & Rocker Complete			2.8	2.8
S1 7	BDY	REPAIR	R Door Opening Frame -S	Existing		6.0*	22.0
S1 8	BDY	REMOVE/INSTALL	R Frt Rocker Scuff Plate	Existing		INC	0.2
S1 9	BDY	REMOVE/INSTALL	R Upr Ctr Pillar Trim Panel	Existing		0.6	0.6
S1 10	BDY	REMOVE/INSTALL	R Lwr Ctr Pillar Trim Panel	Existing		INC	0.5
S1 11	BDY	REMOVE/INSTALL	R Rear Rocker Scuff Plate	Existing		INC	0.2
S1 12	BDY	REMOVE/INSTALL	R Frt Door Opening Weatherstrip	Existing		0.3	0.3
S1 13	BDY	REMOVE/INSTALL	R Rear Door Opening Weatherstrip	Existing		0.3	0.3
S1 26	BDY	REMOVE/REPLACE	R Frt Upr Door Hinge	6E5Z 5422800 AA	39.87	0.2	0.2T
S1 27	BDY	REMOVE/INSTALL	R Frt Door Assembly			INC	0.7
S1 28	REF	REFINISH	R Frt Upr Hinge			C	0.5
S1 29	BDY	REMOVE/REPLACE	R Frt Lwr Door Hinge	6E5Z 5422810 AA	33.45	0.2	0.2T
S1 30	REF	REFINISH	R Frt Lwr Hinge			C	0.5
S1 31	BDY	REMOVE/REPLACE	R Frt Door Check	6E5Z 5423552 AA	43.47	INC	0.2T
S1 32	BDY	REMOVE/INSTALL	R Frt Door Module Assy			INC	1.7
S1 43	BDY	REMOVE/REPLACE	R Rear Upr Door Hinge	6E5Z 5426800 AA	37.83	0.2	0.2T
S1 44	BDY	REMOVE/INSTALL	R Rear Door Assembly			INC	0.7
S1 45	REF	REFINISH	R Rear Upr Hinge			C	0.5
S1 46	BDY	REMOVE/REPLACE	R Rear Lwr Door Hinge	6E5Z 5426802 AA	45.63	0.2	0.2T
S1 47	REF	REFINISH	R Rear Lwr Hinge			C	0.5
S1 48	BDY	REMOVE/REPLACE	R Rear Door Check	6E5Z 5427204 AA	43.23	INC	0.2T
S1 49	BDY	REMOVE/INSTALL	R Rear Door Module Assy			INC	1.4
S1 52	REF	BLEND	Luggage Lid Outside			C	1.0
S1 53	BDY	REMOVE/INSTALL	Luggage Lid Moulding			0.3	0.3
S1 71	BDY	REMOVE/REPLACE	wheel alignment	New	89.95 *	0.0*	T

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Global Changes

No Deductible, Customer Responsibility, Labor Rate, or Part Adjustment changes were made.

	<u>Amount</u>
Original Estimate:	5,441.40
Supplement 1	1,428.47
Orig Total Tax	408.90
Supp 1 Total Tax	516.24
Net Supplement Amount	1,428.47
Net Total	<hr/> 6,869.87

	Program Calc Versions	Data Versions
Supp 0	7.1.175	JAN_15_V
Supp 1	7.1.175	JAN_15_V

ESTIMATE RECALL NUMBER: 3/19/2015 10:26:57 9545030082

Software Version: 7.1.175

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Date: 4/24/2015 12:03 PM
 Estimate ID: 20156097640B
 Estimate Version: 0
 Committed
 Profile ID: NYCM INSURANCE

B & G ADJUSTMENTS

877 LITTLE EAST NECK ROAD, WEST BABYLON, NY 11704
 (631) 383-7694
 Fax: (631) 563-1841

NYS APPRAISER LICENSE: IA834603

Damage Assessed By: MIKE DENICOLA
 Classification:

Appraised For: DANIELLE BERTONI

MIKEBANDG@HOTMAIL.COM

Condition Code: Good
 Date of Loss: 4/3/2015
 Contact Date: 4/21/2015
 Deductible: UNKNOWN
 Policy No: 7823149

Type of Loss: Property Damage
 Arrival Date: 4/23/2015
 Date Assigned: 4/20/2015
 Claim Number: 20156097640B

Insured: Leonard Monteforte
 Claimant: Alexandra Pelidoro
 Address: 11 William Street, Glen Cove, NY 11542
 Telephone: Home Phone: (516) 676-3430
 Owner: Alexandra Pelidoro
 Address: 11 William Street, Glen Cove, NY 11542
 Telephone: Home Phone: (516) 676-3430

Contact Phone: (516) 676-3430

Mitchell Service: 910647

Description: 2011 Chevrolet Tahoe LS
 Body Style: 4D Ut
 VIN: 1GNSKAE03BR194322
 Mileage: 37,028
 OEMALT: A
 Color: BLACK

Drive Train: 5.3L Inj 8 Cyl 4WD
 License: FFM5711 NY

Search Code: LI

Options: PASSENGER AIRBAG, DRIVER AIRBAG, POWER DRIVER SEAT, POWER LOCK, POWER WINDOW
 POWER STEERING, REAR WINDOW DEFOGGER, MANUAL AIR CONDITION, CRUISE CONTROL
 TILT STEERING COLUMN, POWER PASSENGER SEAT, LUGGAGE RACK, SKID PLATES
 ANTI-LOCK BRAKE SYS., TRACTION CONTROL, ALUM/ALLOY WHEELS, NAVIGATION SYSTEM
 AUXILIARY INPUT, LEATHER STEERING WHEEL, SATELLITE RADIO, TOW HITCH RECEIVER
 4WD OR AWD, TINTED GLASS, THIRD ROW SPLIT BENCH SEAT, TELEMATIC SYSTEMS
 THIRD ROW REMOVABLE SEAT, SIDE AIRBAGS, ANTI-THEFT SYSTEM, AUTOMATIC HEADLIGHTS
 SIDE HEAD CURTAIN AIRBAGS, VEHICLE THEFT TRACKING/NOTIFICATION
 DAYTIME RUNNING LIGHTS, AM/FM STEREO CD/MP3 PLAYER, ELECTRONIC STABILITY CONTROL
 FRONT BUCKET SEATS, KEYLESS ENTRY SYSTEM, POWER DISC BRAKES
 POWER HEATED EXTERIOR MIRRORS, POWER LIFTGATE/TRUNK, REAR AUDIO CONTROLS
 REAR WINDOW WIPER, SECOND ROW SPLIT FOLDING BENCH SEAT
 STEERING WHEEL AUDIO CONTROLS

Line Item	Entry Number	Labor Type	Operation	Line Item Description	Part Type/ Part Number	Dollar Amount	Labor Units
1	002104	REF	REFINISH	R Rear Otr Parking Sensor			C 0.2
2	002105	REF	REFINISH	L Rear Otr Parking Sensor			C 0.2
3	002042	BDY	OVERHAUL	Rear Bumper Cover Assy			2.0
4	001639	BDY	REPAIR	Rear Bumper Cover	Existing		3.5'
5		REF	REFINISH/REPAIR	Rear Bumper Cover			C 2.4'

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6				MODIFIED REFINISH WITH FULL CLEAR COAT			
7	AUTO	REF	ADD'L OPR	Clear Coat			1.1*
8	AUTO		ADD'L COST	Paint/Materials		85.80 *	
9	AUTO		ADD'L COST	Hazardous Waste Disposal		1.13 *	
10	900500	BDY *	REMOVE/REPLACE	FLEX ADDITIVE	** QUAL REPL PART	5.00 *	0.0*
11	900500	MCH *	REPAIR	WIREING	Existing		0.5*
12	900500	BDY *	REMOVE/REPLACE	FLEX ADDITIVE	** QUAL REPL PART	5.00 *	0.0*
13	900500	BDY *	REPAIR	CHECK,RESET BACK UP SENSORS	Existing		1.0*

* - Judgment Item
 C - Included in Clear Coat Calc

Estimate Totals

I. Labor Subtotals	Units	Rate	Add'l Labor Amount	Sublet Amount	Totals	II. Part Replacement Summary	Amount
Body	6.5	55.00	0.00	0.00	357.50 T	Taxable Parts	10.00
Refinish	3.9	55.00	0.00	0.00	214.50 T	Sales Tax @ 8.625%	0.86
Mechanical	0.5	59.00	0.00	0.00	29.50 T	Total Replacement Parts Amount	10.86
					Taxable Labor		
					Labor Tax @ 8.625 %		51.08
Labor Summary	10.9						653.38
III. Additional Costs					Amount	IV. Adjustments	Amount
Taxable Costs					86.93	Customer Responsibility	0.00
Sales Tax			@ 8.625%		7.50		
Total Additional Costs					94.43		
Paint Material Method: Rates							
Init Rate = 22.00 , Init Max Hours = 99.9, Addl Rate = 0.00							
					I. Total Labor:		653.38
					II. Total Replacement Parts:		10.86
					III. Total Additional Costs:		94.43
					Gross Total:		758.67
					IV. Total Adjustments:		0.00
					Net Total:		758.67

THIS ESTIMATE HAS BEEN PREPARED BASED ON THE USE OF AUTOMOBILE PARTS NOT MADE BY THE ORIGINAL MANUFACTURER. PARTS USED IN THE REPAIR OF YOUR VEHICLE BY OTHER THAN THE ORIGINAL MANUFACTURER ARE REQUIRED TO BE AT LEAST EQUAL IN LIKE KIND AND QUALITY IN TERMS OF FIT, QUALITY AND PERFORMANCE TO REPLACEMENT PARTS AVAILABLE FROM THE ORIGINAL MANUFACTURER.

ESTIMATE RECALL NUMBER: 04/24/2015 12:02:59 20156097640B

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Date: 4/24/2015 12:03 PM
Estimate ID: 20156097640B
Estimate Version: 0
Committed
Profile ID: NYCM INSURANCE

Point(s) of Impact

7 Left Rear Corner (P)

Insurance Co: NY CENTRAL MUTUAL

Inspection Site: Clmt residence
Address: 11 William Street
Glen Cove, NY 11542
Inspection Date: 4/23/2015

Body Shop: ULTIMATE AUTO BODY
Address: 7 CHADWICK STREET
3 PM
GLEN COVE, NY 11542
Telephone: (516) 676-1773
Fax Phone: (516) 676-2942
State Lic. No: R-7077608

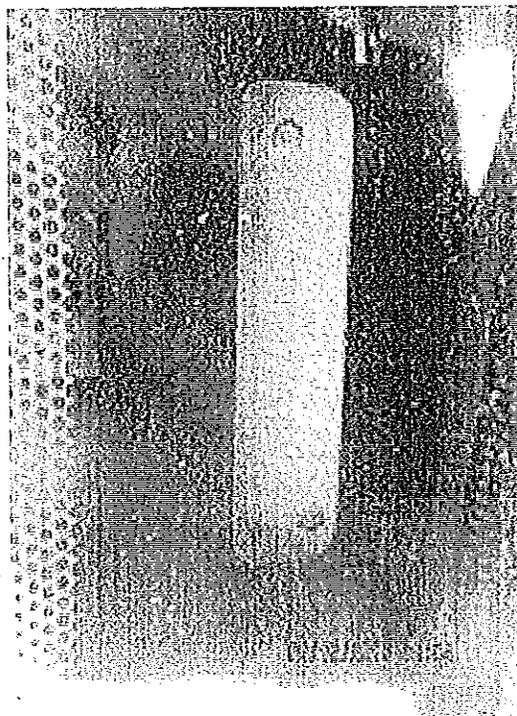
This is not an authorization to repair or a commitment to liability. This is an estimate only. Repairs must be authorized by owner. The above estimate is based on inspection and does not cover additional parts or labor which may be required after the work has begun. No supplements will be accepted without prior approval or reinspection. Fit, finish and general feasibility of LKQ and aftermarket parts are the responsibility of the supplier.

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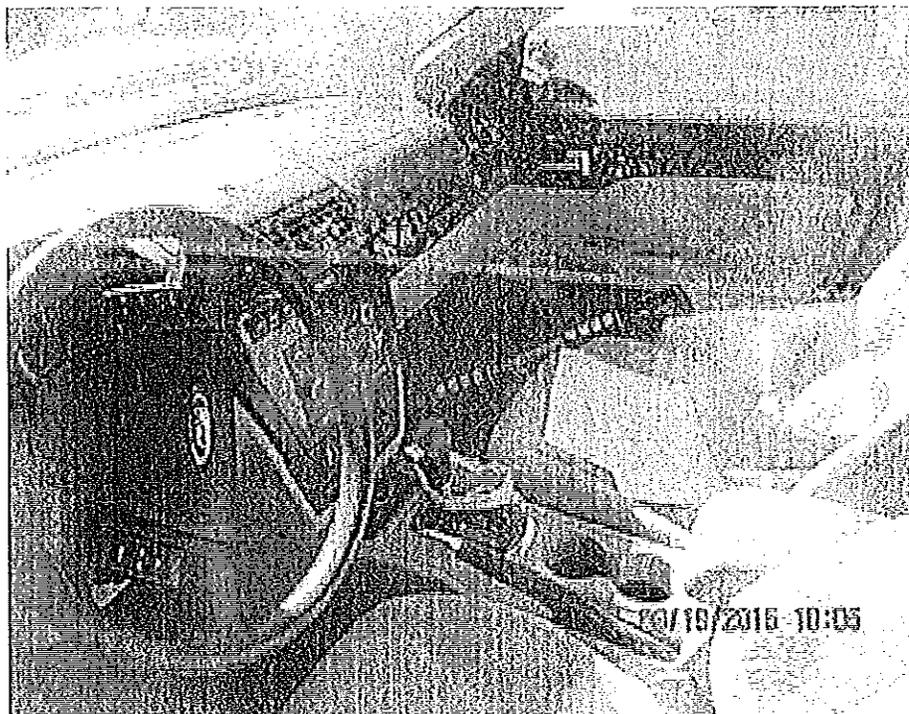
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Remarks:



Document Name: ODO.JPG

Remarks:



Document Name: Interior.JPG

Remarks:

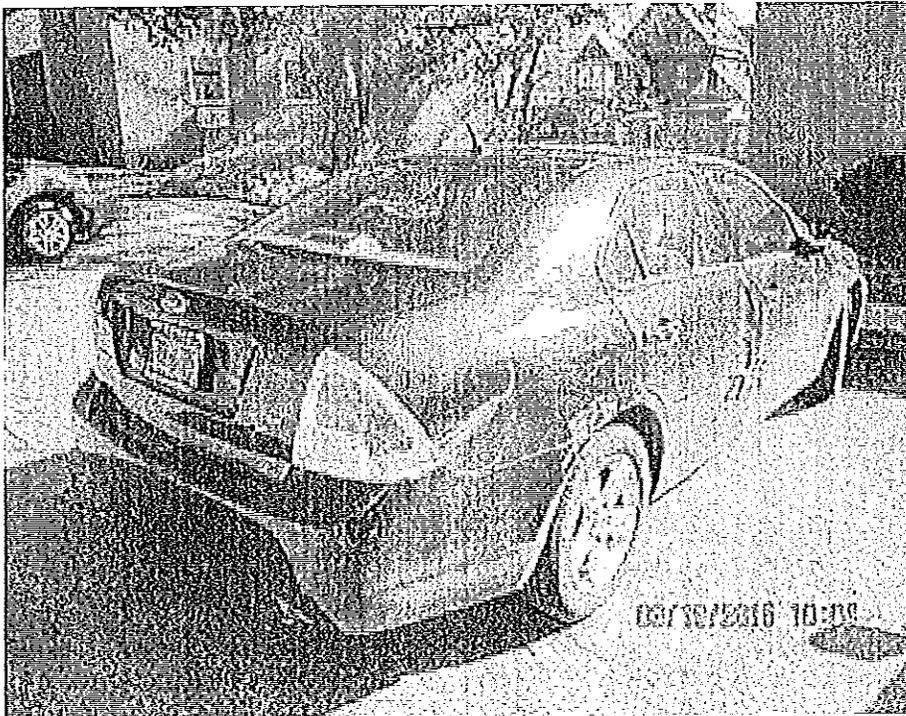


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Remarks:



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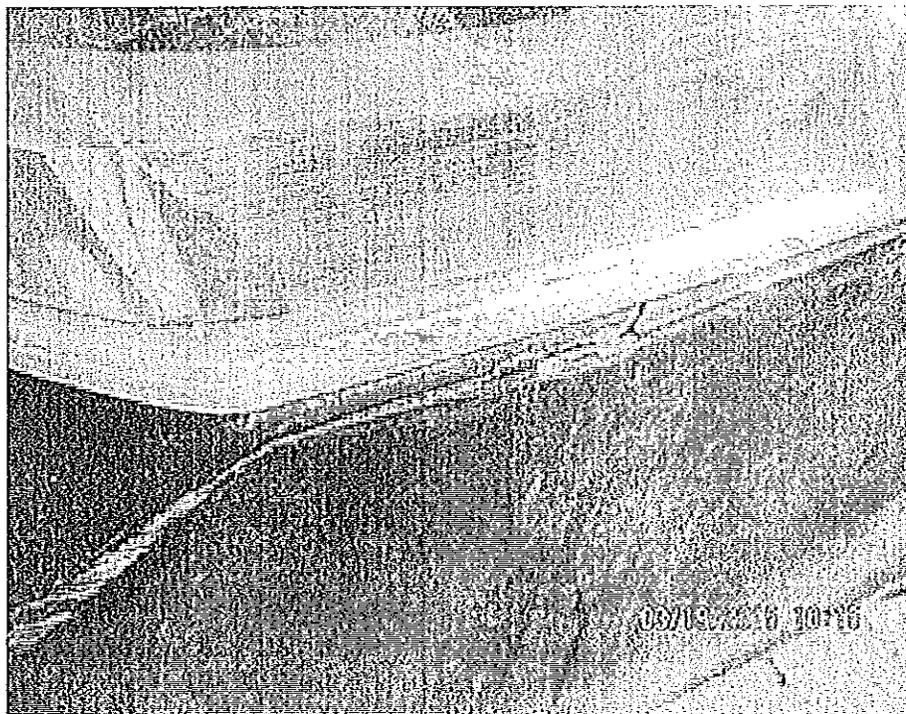


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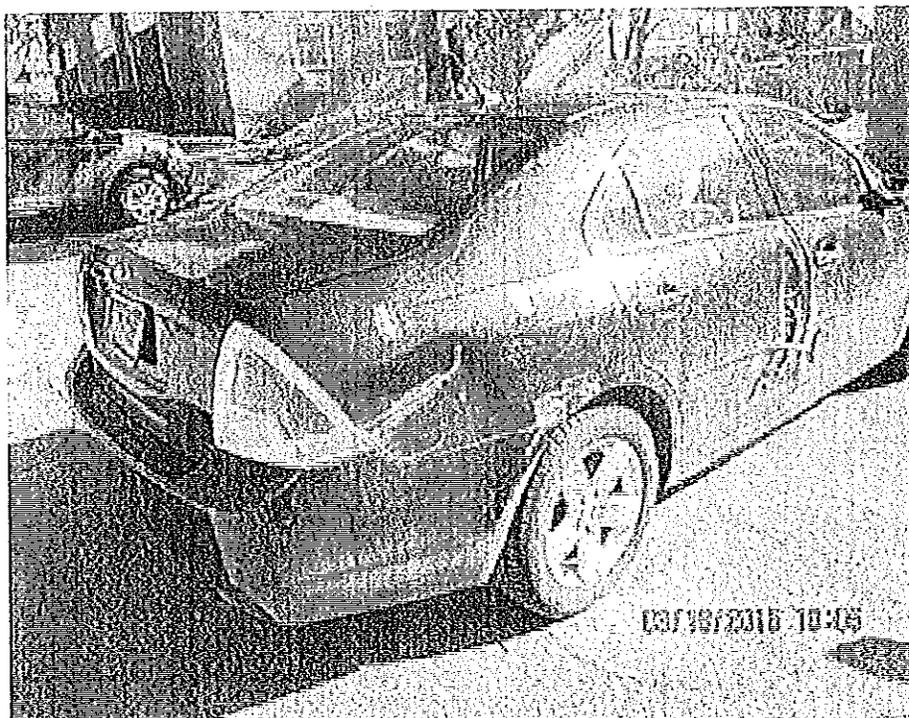
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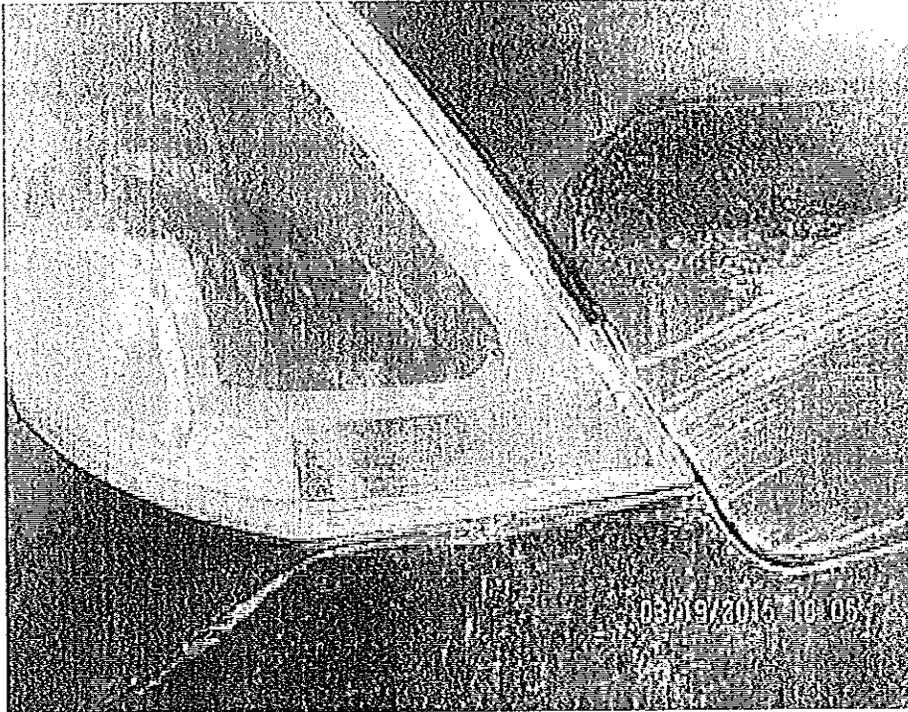
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Remarks:



Document Name: R qt.JPG

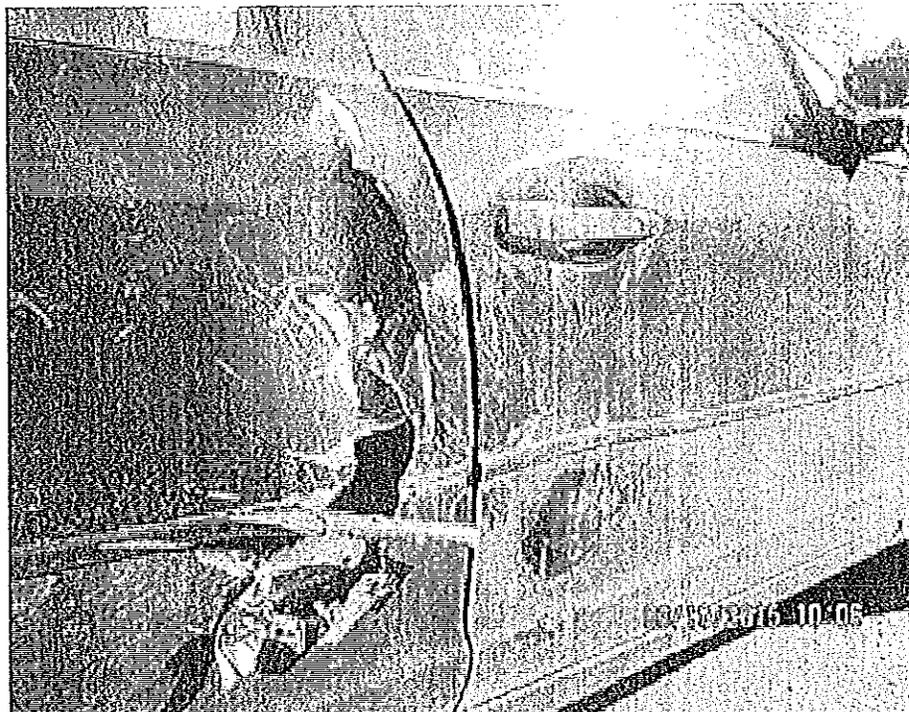
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Document Name: R tailamp.JPG
Remarks:

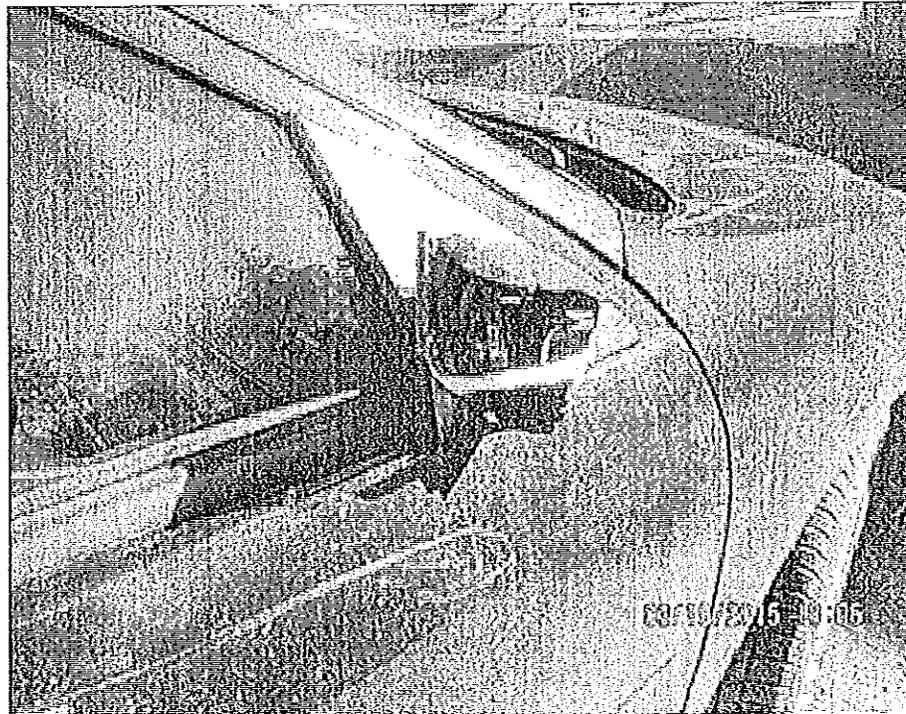


Document Name: RR door.JPG
Remarks:



Document Name: RR and frt door.JPG

Remarks:



Document Name: R mirror.JPG

Remarks:



Document Name: RR belt.JPG

Remarks:

Date: 3/24/2015 04:26 PM
 Estimate ID: 9545030082
 Estimate Version: 1
 Supplement: 1 (FF) 3/24/2015 03:46:28
 Profile ID: * Mitchell

Providing a copy of this appraisal is not an acceptance of coverage or authorization to repair. All estimates are subject to review & revision by insurance company. All cost of repairs are the sole responsibility of the owner. No supplement will be honored without prior inspection by Property Damage Appraisers.

PROPERTY DAMAGE APPRAISERS (PDA Poughkeepsie NY)

PO Box 92003, Rochester, NY 14692
 (585) 384-5430
 Fax: (866) 437-7849
 Email: pdapoughkeepsie@pdaorg.net
 BAR #: IA-961504

Damage Assessed By: John Dietz
 Supplemented By: John Dietz
 Classification: Field

Appraised For: Dispatch
 (800) 234-6926

Condition Code: Good
 Date of Loss: 3/17/2015
 Contact Date: 3/18/2015
 Deductible: 0.00
 File Number: 9545030082
 Claim Number: 20156074510

Type of Loss: Collision
 Arrival Date: 3/18/2015
 Date Assigned: 3/18/2015

Insured: EVELYN STUKES
 Owner: EVELYN STUKES
 Address: 5606 PRINCESS CIR, WAPPINGERS FALLS, NY 12590
 Telephone: Home Phone: (845) 242-6995

Mitchell Service: 910574

Description: 2008 Ford Fusion SE
 Body Style: 4D Sed
 VIN: 3FAHP07268R259743
 Mileage: 71,520
 OEM/ALT: A
 Color: BLACK
 Options: PASSENGER AIRBAG, DRIVER AIRBAG, POWER DRIVER SEAT, POWER LOCK, POWER WINDOW REAR WINDOW DEFOGGER, MANUAL AIR CONDITION, CRUISE CONTROL, TILT STEERING COLUMN TELESCOPIC STEERING COLUMN, ANTI-LOCK BRAKE SYS., FOG LIGHTS, ALUM/ALLOY WHEELS IPOD ADAPTER, AUTOMATIC TRANSMISSION, FRONT AIR DAM, TINTED GLASS, TRIP COMPUTER VARIABLE ASSISTED STEERING, SIDE AIRBAGS, ANTI-THEFT SYSTEM SIDE HEAD CURTAIN AIRBAGS, AM/FM STEREO CD CHANGER WITH PREMIUM SOUND FRONT BUCKET SEATS, KEYLESS ENTRY SYSTEM, POWER DISC BRAKES POWER LIFTGATE\TRUNK, STEERING WHEEL AUDIO CONTROLS

Vehicle Production Date: 2/08
 Drive Train: 2.3L Inj 4 Cyl 5A FWD
 License: FTW6785 NY
 Search Code: 873

Line Item	Entry Number	Labor Type	Operation	Line Item Description	Part Type/Part Number	Dollar Amount	Labor Units
1	000166	BDY	REMOVE/INSTALL	Frt Bumper Cover			INC

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2	000169	BDY	REMOVE/INSTALL	R Front Combination Lamp			1.6	#
3	001695	REF	BLEND	R Fender Outside			C 0.8	
4	002321	BDY	REMOVE/INSTALL	R Fender Mudguard			0.2	
S1 5	001715	REF	REFINISH	R Center Pillar & Rocker Complete			C 2.8	
6	001717	REF	BLEND	R Roof Rail			C 0.6	
S1 7	000816	BDY	REPAIR	R Door Opening Frame	-S	Existing	6.0*	#
S1 8	000833	BDY	REMOVE/INSTALL	R Frt Rocker Scuff Plate		Existing	INC	#r
S1 9	000845	BDY	REMOVE/INSTALL	R Upr Ctr Pillar Trim Panel		Existing	0.6	#r
S1 10	000849	BDY	REMOVE/INSTALL	R Lwr Ctr Pillar Trim Panel		Existing	INC	#r
S1 11	000855	BDY	REMOVE/INSTALL	R Rear Rocker Scuff Plate		Existing	INC	r
S1 12	001277	BDY	REMOVE/INSTALL	R Frt Door Opening Weatherstrip		Existing	0.3	r
S1 13	001275	BDY	REMOVE/INSTALL	R Rear Door Opening Weatherstrip		Existing	0.3	r
14	002757	BDY	REMOVE/REPLACE	R Frt Door Shell		Qual Recycled Part	270.00	* 4.8 #r
15	AUTO	REF	REFINISH	R Frt Door Outside			C 2.2	
16	AUTO	REF	REFINISH	R Frt Add For Jambs & Interior			C 1.0	
17				Line Markup %25.00			67.50	
18	001192	BDY	REMOVE/REPLACE	R Frt Door Rear View Mirror		** QUAL REPL PART	88.00	INC #
19	AUTO	BDY	REMOVE/INSTALL	R Frt Door Trim Panel			INC	
20	001210	BDY	REMOVE/REPLACE	R Frt Door Mirror Cover		6E5Z 17D742 AA	23.90	INC #
21	001218	BDY	REMOVE/REPLACE	R Frt Door Adhesive Moulding		** QUAL REPL PART	46.00	0.1
22	AUTO	REF	REFINISH	R Frt Door Moulding			C 0.5	
23	001220	BDY	REMOVE/REPLACE	R Frt Door Upper Moulding		6E5Z 5420554 AA	100.70	INC #
24	AUTO	BDY	REMOVE/INSTALL	R Frt Otr Belt Moulding			INC #	
25	001756	REF	REFINISH	R Frt Otr Handle			C 0.5	
S1 26	001303	BDY	REMOVE/REPLACE	R Frt Upr Door Hinge		6E5Z 5422800 AA	39.87	0.2 #
S1 27	AUTO	BDY	REMOVE/INSTALL	R Frt Door Assembly			INC	
S1 28	AUTO	REF	REFINISH	R Frt Upr Hinge			C 0.5	
S1 29	001305	BDY	REMOVE/REPLACE	R Frt Lwr Door Hinge		6E5Z 5422810 AA	33.45	0.2 #
S1 30	AUTO	REF	REFINISH	R Frt Lwr Hinge			C 0.5	
S1 31	001307	BDY	REMOVE/REPLACE	R Frt Door Check		6E5Z 5423552 AA	43.47	INC #
S1 32	AUTO	BDY	REMOVE/INSTALL	R Frt Door Module Assy			INC #	
33	003144	BDY	REMOVE/REPLACE	R Rear Door Shell		Qual Recycled Part	240.00	* 5.0 r
34	AUTO	REF	REFINISH	R Rear Door Outside			C 1.8	
35	AUTO	REF	REFINISH	R Rear Add For Jambs & Interior			C 1.0	
36				available w/LKQ 800-626-6708				
37				Line Markup %25.00			60.00	
38	001329	BDY	REMOVE/REPLACE	R Rear Door Adhesive Moulding		** QUAL REPL PART	43.00	0.1
39	AUTO	REF	REFINISH	R Rear Door Moulding			C 0.5	
40	001331	BDY	REMOVE/REPLACE	R Rear Door Upper Moulding		6E5Z 54255A34 AA	92.62	INC #
41	AUTO	BDY	REMOVE/INSTALL	R Rear Otr Belt Moulding			INC #	
42	001776	REF	REFINISH	R Rear Otr Handle			C 0.5	
S1 43	001387	BDY	REMOVE/REPLACE	R Rear Upr Door Hinge		6E5Z 5426800 AA	37.83	0.2 #
S1 44	AUTO	BDY	REMOVE/INSTALL	R Rear Door Assembly			INC	
S1 45	AUTO	REF	REFINISH	R Rear Upr Hinge			C 0.5	
S1 46	001389	BDY	REMOVE/REPLACE	R Rear Lwr Door Hinge		6E5Z 5426802 AA	45.63	0.2 #
S1 47	AUTO	REF	REFINISH	R Rear Lwr Hinge			C 0.5	
S1 48	001391	BDY	REMOVE/REPLACE	R Rear Door Check		6E5Z 5427204 AA	43.23	INC #
S1 49	AUTO	BDY	REMOVE/INSTALL	R Rear Door Module Assy			INC #	
50	001475	BDY	REPAIR	R Quarter Outer Panel		Existing	12.0*	#
51	AUTO	REF	REFINISH	R Quarter Panel Outside			C 2.1	
S1 52	001807	REF	BLEND	Luggage Lid Outside			C 1.0	
S1 53	001813	BDY	REMOVE/INSTALL	Luggage Lid Moulding			0.3	
54	001655	BDY	REMOVE/REPLACE	R Rear Combination Lamp		Remanufactured	98.00	INC #
55	AUTO	BDY	OVERHAUL	Rear Bumper Assy			1.9	#
56	001677	BDY	REMOVE/REPLACE	Rear Bumper Cover		Remanufactured	380.00	INC #
57	AUTO	REF	REFINISH	Rear Bumper Cover			C 2.6	
58	001686	BDY	REMOVE/REPLACE	R Rear Bumper Reinforcement		6E5Z 17D948 A	39.18	0.2 #
59	AUTO	BDY	REMOVE/INSTALL	Rear Bumper Assy			INC #	

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Date: 3/24/2015 04:26 PM
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III. Additional Costs	<u>Amount</u>	IV. Adjustments	<u>Amount</u>
Taxable Costs	688.80	Insurance Deductible	0.00
Sales Tax @ 8.125%	55.97	Customer Responsibility	0.00
Total Additional Costs	744.77		
Paint Material Method: Rates Init Rate = 28.00 , Init Max Hours = 99.9, Addl Rate = 0.00			
		I. Total Labor:	4,073.07
		II. Total Replacement Parts:	2,052.03
		III. Total Additional Costs:	744.77
		Gross Total:	6,869.87
		IV. Total Adjustments:	0.00
		Net Total:	6,869.87
		Less Original Net Total:	5,441.40
		Net Supplement Amount:	1,428.47
		SI: John Dietz	1,428.47
			TOTAL LOSS

Point(s) of Impact
 4 Right Rear Side (P)

Insurance Co: NEW YORK CENTRAL MUTUAL
 Address: 1899 CENTRAL PLAZA E STE 200
 EDMESTON, NY 13335
 Work Phone: (800) 234-6926

Inspection Site: 31 FORBUS ST.
 POUGHKEEPSIE, NY
 (845) 242-6995
 Inspection Date: 3/19/2015

Body Shop: UNKNOWN

*****NOTICE*****
 All completed appraisals are subject to insurance company review and approval prior to the company accepting the appraisal as a repair agreement.

NOTE: This Is not a Authorization too Repair. All Repair authorization Must come from Vehicle owner. Acception of Liability may be limited to amount of recovery agreed to by Insurer and insured or by third party recovery. Insurer / and or third party is only liable to party of which they have agreed to accept portion of liable damage. Therefore any and all agreements are for the intent of securing agreed amount to repair to pre-loss condition. This does not constitute a agreement to get started or continue with a repair without consent of owner / insured / Claimant. The above is an estimate based on our inspection and does not cover any additional parts or labor which may be required after the work has started. Occasionally, worn or damaged parts are discovered which may not be evident on the first inspection. Because

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of this, the above prices are not guaranteed. Quotations on parts and labor are current and subject to change. The preparation of this estimate may have been based on the use of crash parts supplied by a source other than the manufacture of your motor vehicle. There are warranties applicable to these replacement parts. These warranties are supplied by the manufacture and / or distributor of the parts rather than by the original manufacture of your vehicle.

Please Note: Additional Damages may be found at tear down and are subject to Reinspection by Insurer, or Insurer's representative. Appraisal represents the opinion of the appraiser. Physical inspection, at time of inspection; due to angle, weather conditions, lighting and or access may not show full extent of damages at were appraised and may require additional repairs. Supplemental re-inspections will require Insurer approval; prior to repairs. Submit your D.R form (New York State Insurance Regulation 64,217.7(a) (2) with your request to insurer listed on this estimate. Only The Insurance company can approve additional monies towards a repair. Only the owner, can approve repairs. (Additional Note: Vehicles at original inspection locations may require two full business days for reinspection. Vehicles moved to alternate locations; may require up to four business days for re-inspection.) All reinspections will require review and approval of insurer.

OLD PARTS: You are entitled to the return of all replaced parts, except warranty and or exchanged parts, but you must ask for them in writing before any work is done. This is a preliminary estimate. Additional changes to the estimate may be required for the actual repair.

ANY PERSON WHO KNOWINGLY AND WITH INTENT TO DEFRAUD ANY INSURANCE COMPANY OR OTHER PERSON FILES AN APPLICATION FOR COMMERCIAL INSURANCE OR A STATEMENT OF CLAIM FOR ANY COMMERCIAL OR PERSONAL INSURANCE BENEFITS CONTAINING ANY MATERIALLY FALSE INFORMATION, OR CONCEALS FOR THE PURPOSE OF MISLEADING, INFORMATION CONCERNING ANY FACT MATERIAL THERETO, AND ANY PERSON WHO, IN CONNECTION WITH SUCH APPLICATION OR CLAIM, KNOWINGLY MAKES OR KNOWINGLY ASSISTS, ABETS, SOLICITS OR CONSPIRES WITH ANOTHER TO MAKE A FALSE REPORT OF THE THEFT, DESTRUCTION, DAMAGE OR CONVERSION OF ANY MOTOR VEHICLE TO A LAW ENFORCEMENT AGENCY, THE DEPARTMENT OF MOTOR VEHICLES OR AN INSURANCE COMPANY, COMMITS A FRAUDULENT INSURANCE ACT, WHICH IS A CRIME, AND SHALL ALSO BE SUBJECT TO A CIVIL PENALTY NOT TO EXCEED FIVE THOUSAND DOLLARS AND THE VALUE OF THE SUBJECT MOTOR VEHICLE OR STATED CLAIM FOR EACH VIOLATION.

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PROPERTY DAMAGE APPRAISERS (PDA Poughkeepsie NY)

PO Box 92003, Rochester, NY 14692
 (585) 384-5430
 Fax: (866) 437-7849
 Email: pdapoughkeepsie@pdaorg.net
 BAR #: IA-961504

Supplement Delta Report
 Comparison of Estimate 9545030082 Supplement 0 and Supplement 1

Damage Assessed By: John Dietz
 Supplemented By: John Dietz

Insured: EVELYN STUKES
 Owner: EVELYN STUKES
 Vehicle Description: 2008 Ford Fusion SE
 Date of Loss: 3/17/2015

Line Item	Labor Type	Operation	Line Item Description	Part Type	Dollar Amount	Labor Units	CEG Unit
Changed Entries							
36	REF	ADD'L OPR	Clear Coat			3.6	
60<	REF	ADD'L OPR	Clear Coat			4.2 <	
47		ADD'L COST	Paint/Materials		509.60 *	0.0	T
72<		ADD'L COST	Paint/Materials		688.80 * <	0.0	T
Added Entries							
S1 5	REF	REFINISH	R Center Pillar & Rocker Complete			2.8	2.8
S1 7	BDY	REPAIR	R Door Opening Frame -S	Existing		6.0*	22.0
S1 8	BDY	REMOVE/INSTALL	R Frt Rocker Scuff Plate	Existing		INC	0.2
S1 9	BDY	REMOVE/INSTALL	R Upr Ctr Pillar Trim Panel	Existing		0.6	0.6
S1 10	BDY	REMOVE/INSTALL	R Lwr Ctr Pillar Trim Panel	Existing		INC	0.5
S1 11	BDY	REMOVE/INSTALL	R Rear Rocker Scuff Plate	Existing		INC	0.2
S1 12	BDY	REMOVE/INSTALL	R Frt Door Opening Weatherstrip	Existing		0.3	0.3
S1 13	BDY	REMOVE/INSTALL	R Rear Door Opening Weatherstrip	Existing		0.3	0.3
S1 26	BDY	REMOVE/REPLACE	R Frt Upr Door Hinge	6E5Z 5422800 AA	39.87	0.2	0.2T
S1 27	BDY	REMOVE/INSTALL	R Frt Door Assembly			INC	0.7
S1 28	REF	REFINISH	R Frt Upr Hinge			C	0.5
S1 29	BDY	REMOVE/REPLACE	R Frt Lwr Door Hinge	6E5Z 5422810 AA	33.45	0.2	0.2T
S1 30	REF	REFINISH	R Frt Lwr Hinge			C	0.5
S1 31	BDY	REMOVE/REPLACE	R Frt Door Check	6E5Z 5423552 AA	43.47	INC	0.2T
S1 32	BDY	REMOVE/INSTALL	R Frt Door Module Assy			INC	1.7
S1 43	BDY	REMOVE/REPLACE	R Rear Upr Door Hinge	6E5Z 5426800 AA	37.83	0.2	0.2T
S1 44	BDY	REMOVE/INSTALL	R Rear Door Assembly			INC	0.7
S1 45	REF	REFINISH	R Rear Upr Hinge			C	0.5
S1 46	BDY	REMOVE/REPLACE	R Rear Lwr Door Hinge	6E5Z 5426802 AA	45.63	0.2	0.2T
S1 47	REF	REFINISH	R Rear Lwr Hinge			C	0.5
S1 48	BDY	REMOVE/REPLACE	R Rear Door Check	6E5Z 5427204 AA	43.23	INC	0.2T
S1 49	BDY	REMOVE/INSTALL	R Rear Door Module Assy			INC	1.4
S1 52	REF	BLEND	Luggage Lid Outside			C	1.0
S1 53	BDY	REMOVE/INSTALL	Luggage Lid Moulding			0.3	0.3
S1 71	BDY	REMOVE/REPLACE	wheel alignment	New	89.95 *	0.0*	T

ESTIMATE RECALL NUMBER: 3/19/2015 10:26:57 9545030082

Software Version: 7.1.175

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Date: 3/24/2015 04:26 PM
Estimate ID: 9545030082
Estimate Version: 1
Supplement: 1 (F F) 3/24/2015 03:46:28
Profile ID: * Mitchell

Global Changes

No Deductible, Customer Responsibility, Labor Rate, or Part Adjustment changes were made.

	<u>Amount</u>
Original Estimate:	5,441.40
Supplement 1	1,428.47
Orig Total Tax	408.90
Supp 1 Total Tax	516.24
Net Supplement Amount	1,428.47
Net Total	<hr/> 6,869.87

	Program Calc Versions	Data Versions
Supp 0	7.1.175	JAN_15_V
Supp 1	7.1.175	JAN_15_V

ESTIMATE RECALL NUMBER: 3/19/2015 10:26:57 9545030082

Software Version: 7.1.175

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LAW OFFICES OF
LORENZO L. ANGELINO

CCM 5/18/15
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May 7, 2015

Via **HAND DELIVERY**

City of Poughkeepsie Common Council
City Hall
67 Civic Center Plaza
Poughkeepsie, NY 12601

Re: 30 Day Notice for On-Premises Beverage License
Main Street Hospitality d/b/a Brasserie 292

2015 MAY -7 PM 2:00
CITY OF Poughkeepsie
CITY CLERK

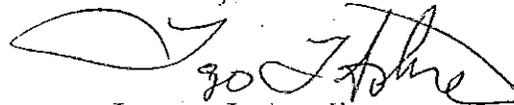
Dear Clerk,

Enclosed please find the standard notice for providing a 30-day advance notice to a local municipality in connection with the 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. If it is possible, we are hereby requesting that a correspondence waiving the 30 day waiting period if this liquor license is approved sooner. As you may be aware, this is a mere change in ownership, however, the location and business will remain the same.

Thank you in advance for your courtesy and cooperation.

Sincerely,


Lorenzo L. Angelino

Encl.

State of New York
Executive Department
Division of Alcoholic Beverage Control
State Liquor Authority

Original Amended Date _____

Standardized NOTICE FORM for Providing 30-Day Advanced Notice to a Local Municipality or Community Board
(Page 1 of 2 of Form)

1. Date Notice was Sent: (mm/dd/yyyy) _____

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

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 Common Council

Applicant/Licensee Information

4. License Serial Number, if not a New Application: _____ Expiration Date, if not a New Application: _____

5. Applicant or Licensee Name: Main Street Hospitality Corp.

6. Trade Name (if any): Brasserie 292

7. Street Address of Establishment: 292 Main Street

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

9. Business Telephone Number of Applicant/Licensee: 845-242-6570

10. Business Fax Number of Applicant/Licensee: 845-483-8075

11. Business E-mail of Applicant/Licensee: artistspalatechef@gmail.com

**For New applicants, provide description below using all information known to date.
For Alteration applicants, attach complete description and diagram of proposed alteration(s).
For Current Licensees, set forth approved Method of Operation only.
Do Not Use This Form to Change Your Method of Operation.**

12. Type(s) of Alcohol sold or to be sold: ("X" One) Beer Only Wine & Beer Only Liquor, Wine & Beer

13. Extent of Food Service: ("X" One) Restaurant (Sale of food primarily; Full food menu; Kitchen run by chef) Tavern/Cocktail Lounge/Adult Venue/Bar (Alcohol sales primarily; Meets legal minimum food availability requirements)

14. Type of Establishment: ("X" all that apply)

Recorded Music Live Music Disc Jockey Juke Box Karaoke Bar Stage Shows

Patron Dancing (small scale) Cabaret, Night Club (Large Scale Dance Club) Catering Facility

Capacity of 600 or more patrons Topless Entertainment Restaurant Hotel

Recreational Facility (Sports Facility/Vessel) Club (e.g. Golf Club/Fraternal Org.) Bed & Breakfast

Seasonal Establishment

15. Licensed Outdoor Area: ("X" all that apply)

None Patio or Deck Rooftop Garden/Grounds Freestanding Covered Structure

Sidewalk Cafe Other (specify): _____

State of New York
Executive Department
Division of Alcoholic Beverage Control
State Liquor Authority

OFFICE USE ONLY		
<input type="radio"/> Original	<input type="radio"/> Amended	Date _____

**Standardized NOTICE FORM for Providing 30-Day Advanced Notice to a
Local Municipality or Community Board**
(Page 2 of 2 of Form)

16. List the floor(s) of the building that the establishment is located on:
17. List the room number(s) the establishment is located in within the building, if appropriate:
18. Is the premises located with 500 feet of three or more on-premises liquor establishments? Yes No
19. Will the license holder or a manger be physically present within the establishment during all hours of operation? Yes No
20. Does the applicant or licensee own the building in which the establishment is located? ("X" One) Yes (If Yes SKIP 21-24) No

Owner of the Building in Which the Licensed Establishment is Located

21. Building Owner's Full Name:
22. Building Owner's Street Address:
23. City, Town or Village: State: Zip Code:
24. Business Telephone Number of Building Owner:

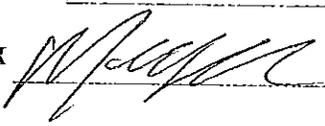
**Attorney Representing the Applicant in Connection with the Applicant's License Application Noted as Above for the
Establishment Identified in this Notice**

25. Attorney's Full Name:
 26. Attorney's Street Address:
 27. City, Town or Village: State: Zip Code:
 28. Business Telephone Number of Attorney:
 29. Business Email Address of Attorney:

I am the applicant or hold the license or am a principal of the legal entity that holds or is applying for the license. Representations in this form are in conformity with representations made in submitted documents relied upon by the Authority when granting the license. I understand that representations made in this form will also be relied upon, and that false representations may result in disapproval of the application or revocation of the license.

By my signature, I affirm - under Penalty of Perjury - that the representations made in this form are true.

30. Printed Name: Title:

Signature: X 



THE CITY OF POUGHKEEPSIE
NEW YORK

ANNUAL SPECIAL INFORMATION MEETING
MINUTES

Monday, September 15, 2014 6:00 pm

City Hall

Chairman Mallory called the meeting to order at 6:00 p.m.

This meeting is for those to ask questions in Council Chambers of the administration or department heads. Questions should not be directed to the Council, as this meeting is for you to be informed by the administration and its staff. Anyone who wants to speak, should sign up and please limit your time to no more than five (5) minutes. All questions must be asked in a civil and appropriate manner.

Frank Clark, 50 Rinaldi Blvd: My first question is for the Mayor. I was pleased to read the preliminary budget and to find out there would be no layoffs. Does this mean that the citizens of Poughkeepsie who rely on the City bus, as I do, won't have to worry about you trying to broker a deal with Dutchess County to take over the City bus service in 2015?

Mayor Tkazyik: There are no proposed layoffs in the 2015 budget. There is no deal on the table.

Frank Clark: My question was will you be pursuing or brokering a deal with Dutchess County in 2015 for them to take over the City bus service?

Mayor Tkazyik: I believe the Council's committee on transit and the bus study is coming forward with some preliminary recommendations for 2015 for the bus year.

Frank Clark: My second question is now that the Main Street bus goes down to Waryas Park, is the City going to make up announcements to put on the buses and at the senior housing complexes so that people will know that they can enjoy the water front and not have to worry about walking up the steep Main Street hill?

Mayor Tkazyik: I have been in conversation with Commissioner Chris Gent to advertise the change so that our seniors and veterans and everyone who would appreciate knowing that that

Special Informational Meeting Minutes of Monday, September 15, 2014

pick and drop off is there. Yes, that is going to occur. We implemented that the week of your request.

Frank Clark: Mr. Ackermann, there seems to be controversy brewing between the planning board and the mayor regarding sign applications not coming before the planning board. The planning board is considering filing an Article 78 against the mayor. Could you explain to me what an Article 78 is as it applies to the mayor?

Corporation Counsel Ackermann: An Article 78 is a legal procedure that can be filed by the planning board if they're seeking to address something of controversy where either the mayor exceeded his power or governmental agency exceeded their power. Specifically, the issue that you're regarding, I know that it was raised at a meeting but that was the only thing I heard about it.

John Garrity, 27 Bancroft Road: First question is for the Commissioner of Public Works. In February, we had the water main break and your dept. got out there and fixed it promptly. They paved over the road, but it was the dead of winter. We had a couple of big storms. The plows plowed up the pave-over. I was promised that in addition to a complete paver-over at the area, there would be restoration of the macadam curb that was installed the last time that sections of Bancroft Road was repaved. To date, that curb hasn't been replaced. As you know, with the torrential rains that we've gotten, I'm on the downhill side of a sloping road that slopes downhill towards my property. I get a lot of run-off that goes straight through to my backyard, several inches deep at many miles per hour. My grandson saw it and asked if my house was going to float away. He's only 4. So I'm wondering if you have seen anything about that.

Commissioner Gent: I wasn't here in February so this is the first time I'm hearing about it. What's the address?

John Garrity: 27 Bancroft Road. Jim from your department came out and did a nice patch job, but he hasn't gotten back to do the curb yet. Next, I understand that you have a charter review commission coming up. I would like to know what the process is for selecting members of that commission. I don't know who I should ask that question of, by reading the Charter it says the legislative body would select the members of the commission but I understand you're not here to answer questions tonight.

Mayor Tkazyik: We have asked for letters of interest and resumes to be submitted by the 26th of September. That advertisement has gone out. Myself and Council leadership agree that there would be no more than 7 members. Collectively, we are going to review the letters of interest and resumes after the 26th, and shortly after that appoint the commission.

John Garrity: Who is going to appoint?

Mayor Tkazyik: I'm the appointing authority, but I'm going to review the applications with leadership so that there is a balance of interested residents represented throughout the City. Anything further regarding the legal terms, Corp. Counsel will have to answer.

Special Informational Meeting Minutes of Monday, September 15, 2014

John Garrity: Mr. Ackermann, is there something in the Charter outside of section 601, 601 that provides for charter review commission appointing authority? Last question, my understanding is that the Chief of Police is about to retire. I was wondering from Mr. Bunyi is there a process for selecting a new Police Chief.

Mayor Tkazyik: I'll take that. The Police Chief has not given any official notice for retirement, at least not to me. The City has not called for a Police Chief's exam since 1993. Administration will be calling for Police Chief's exam to begin in 2015 as well as a Fire Chief's exam because there is no list. There have been no official retirements.

John Garrity: or unofficial?

Mayor Tkazyik: No unofficial. But we are calling for the exam. Get who you know to take the test.

Michelle Cicman, 7 Monell Avenue: From my schooling, I understand monopolies are illegal. The City of Poughkeepsie has invoked a monopoly on the trash system. We are required to pay \$76 every quarter approximately \$25 per month. If I am lucky, I have 1 bag of garbage every 2 weeks. That's quite an expensive bag to get rid of. I would like to opt-out of this system and discard of my own garbage but there isn't that option allowed. I would like to know why and why there is a monopoly.

Chairman Mallory: Corporation Counsel or City Administrator?

Mayor Tkazyik: A sanitation local law was established 2 years ago by the Common Council. That law basically sets up where 1, 2 & 3 family households are charged for sanitation services in the City. Those that are commercial properties get their own private pick-up. There is not an opt-out. There is an opt-out if you do not want the City to pick up, however you still have to pay the fee. We do have residents that don't have City pick up but still pay the fee. There is no opt-out. There is a declassification process through the assessor's office depending on the size of the household. Corp. Counsel Ackermann, you can go into that a little further. There is no opt-out for the 1, 2 & 3 family homes.

Corporation Counsel Ackermann: That's correct. The Council passed a local law establishing the sanitation system requiring that all residential garbage from 1, 2 & 3 family houses in the City of Poughkeepsie be collected by the City of Poughkeepsie. There is no opt-out provision.

Michelle Cicman: I'm just confused because as I stated, I understand monopolies are illegal and if we have to pay for something because they're only allowing us 1 provider, how is that legal?

Mayor Tkazyik: The City picks up its own service. We're picking up for our own homestead properties which was deemed by local law.

Michelle Cicman: I'm 1 person. I have 1 bag every 2 weeks if I'm lucky. That's very, very expensive to me.

Special Informational Meeting Minutes of Monday, September 15, 2014

Mayor Tkazyik: I hear you.

Michelle Cicman: I'd rather take my bag to the City dump and pay \$2 or \$3 a bag. That would be more beneficial.

Mayor Tkazyik: I agree.

Michelle Cicman: Is there anything that can be done?

Mayor Tkazyik: At the present time, unless the local law is changed, and the City allows for private pick up throughout all 8400 properties, no. There is no other option.

Michelle Cicman: The other question is when we have holidays, or a snow storm, we are not informed that the garbage will not be picked up. Then sometimes it is and sometimes it isn't. For example, the day after Memorial Day, was a Tuesday. It was my pick up day. Nobody showed. What is the scenario for that?

Mayor Tkazyik: We do advertise or post for snow emergency or declare a snow emergency that garbage is suspended or transit is suspended through social media, radio, our local access channel and our website. But if there is an emergency decision where that route cannot get picked up or deemed up, there is no mechanism to contact you instantly about that. But if a public safety decision is made instantaneously that would be made by the City Administrator or Commissioner of Public Works.

Michelle Cicman: On holidays this happens all the time. Garbage men have told me that they get told at the last minute to change routes. I said that doesn't make sense to me. You're going to pick up garbage from people who don't know to put their garbage out. The others are waiting for you to pick up.

Mayor Tkazyik: We make every effort to pick up the garbage in a timely fashion even during inclement weather. Again, if a decision is made, unfortunately at the last minute, there is no form of instant messaging that we can get across to you. We make every attempt.

Commissioner Gent: We make that decision months in advance for holidays. It's on our website exactly what is going on.

Michelle Cicman: What's your website?

Commissioner Gent: www.cityofpoughkeepsie.com

Mayor Tkazyik: She's talking about the day after the holiday.

Commissioner Gent: It's on the website. The fourth of July is in the middle of the week, Memorial Day is on a Monday. It's on the website.

Special Informational Meeting Minutes of Monday, September 15, 2014

Michelle Cicman: I have just recently noticed that there are parking meters. The only reason I noticed is because a family member of mine got a ticket. They said there weren't any parking meters nearby. I've never seen anything like this nor has anyone else in the City of Poughkeepsie. If you are parking between them, you have no idea that they're even there. There should be some sort of marker on the ground or something to show people that you actually have to pay for that spot. Particularly since we haven't had to pay in the past. These are small boxes that aren't very noticeable. I don't think it is fair to the residents. I haven't been a victim of it, but I really think it's unfair.

Ken Stickle, 118 Catharine St.: I brought to the Council a while back, in fact, Mr. Long was City Administrator at the time, about the ambulances' sirens. I can hear when they pull out of their station. They come down Cottage St., come passed my house, go over Catharine St. and go down the highway. I probably hear them all the way down to Vassar, non-stop. I called the ambulance headquarters on South Avenue. I'd like to know who is actually breaking the law, police & fire or the ambulance. The ambulance company says we must have our sirens going once we put our lights on. Police and Fire only use their sirens when they're coming to an intersection or when there is a car in front of them. I'd like to know what the City can do about cutting back the excessive noise in the ambulance. There is no reason. I see little kids coming home from school with their parents and they have to cover their ears. It's pretty bad up until 9:00 at night. I want to know what the City can do to curb the excessive noise.

Chairman Mallory: Is this something for City Administrator or Chief Johnson?

Mayor Tkazyik: Corporation Counsel because it falls under regulatory or Chief Johnson, if you know anything regarding regulation.

Fire Chief Johnson: I think Chief Knapp would be better because it is a B&T issue.

Police Chief Knapp: Under State law, they have the authority to use sirens. I would say this particular case, as Mr. Stickle says, for Fire & Police, it's a matter of policy & procedure. Obviously, we try not to use them too much. My suggestion is sine Fire works with Ambulance, they should try to have a meeting to get them to alter their policy or with City Administrator. Under the law, they can but policy & procedure are a different thing.

Mayor Tkazyik: Mr. Stickle, if you have the specific complaint regarding service, City Administrator will set up a meeting with them to see what their overall protocols are. I'd be happy to do that.

Ken Stickle: It's really excessive. I'm sure Council members have heard the ambulances going by. I have been receiving my water bills from the time they switched out the old meter to the new one. Within 4 bills, my bill has gone from \$85 to \$135. Every time my bill comes, it keeps going up gradually. It makes no sense. I'm going up \$50 within 4 bills. There is something wrong there. My water bill is now higher than my sanitation bill.

Special Informational Meeting Minutes of Monday, September 15, 2014

Mayor Tkazyik: If you feel there's an inequity in relation to the bill, I suggest you set a meeting with Ms. Weiss tomorrow and she can review your property and meter to see if there's any discrepancies within the bill.

Ken Stickle: Which dept. is she in?

Mayor Tkazyik: She's in finance where you pay your water bill. If you set that up, she will review your specific issue.

Mike Grande, 43 Manitou Ave.: We had an incident this Saturday on the street where there was a fellow damaging the routes to a tree. He claimed that the water meter was underneath the tree. It came to my attention – how come there aren't any trees put on the street because there have been some that have come down. I was informed that there was no money allocated in the budget for trees in the City of Poughkeepsie. Is that true?

Mayor Tkazyik: No.

Mike Grande: So, there has been money?

Mayor Tkazyik: Yes.

Mike Grande: Just out of curiosity, where do you get that information? How much and where?

Mayor Tkazyik: It's in the budget.

Mike Grande: It's in the budget?

Mayor Tkazyik: Plus, the City receives monetary donations in relation to trees and how many. Verizon made a huge donation of trees to the City last year. There was a big project. It's not just in the budget, it comes from other areas.

Mike Grande: I don't know how the City is buying these trees and what they are buying, but there's a lady in Ithaca, her name is Nina Bassett. She's an arborist. She will be speaking at the fall conference in Syracuse. Ithaca has done quite a project with bare root stock. I think the City could get a big bang for their buck if they could consider doing a similar program. I could get that information.

Mayor Tkazyik: If you could get it and give it to Commissioner Gent who will then bring it to the Shade Tree Commission. We will review this.

Mike Grande: Who do you deal with in the City?

Mayor Tkazyik: Report it to Commission of Public Works who oversees the Shade Tree Commission. They are advisory only.

Mike Grande: I think it would be good. We are the City of Trees. It says so on the sign as you come into the City.

Peter Van Aiken, 94 Wilbur Blvd: I think this procedure and forum is a great idea. It sounds like it is required. I think it should be done more frequently. I have 3 items. I want to ask Mr. Bunyi in a very unofficial, non-City of Poughkeepsie capacity about the YMCA building and if there is anyone else in the City Administration who can discuss that building. We all know it exists. Some of us remember when it was in use and worked. Randy Johnson who stood in front of this empty derelict building and declared himself for mayor and pointed it out and said it was a problem. I'd like to hear some ideas of the problems. Any administration people who are working toward any possible solution for youth services, but specifically the YMCA. I will point out that, maybe someone can clarify, I heard that the national YMCA Council gave rights to Newburgh YMCA, which is in existence & continues to give services, to fund raise and solicit donations in the Dutchess County/Poughkeepsie area because our program is no longer active and that National YMCA Council idea that anyone can donate or contribute or form a campaign for putting this building together can't because by Charter it all has to go through Newburgh. Has anyone else heard that stipulation? Is there any way around that?

Mayor: I can speak to the YMCA. The YMCA is not owned or operated by the City of Poughkeepsie. It is private property. The YMCA fell into the hands of the Mahopac National Bank. An auction was scheduled last year which did not take place. Dyson Foundation tried to bring key stakeholders together to save the YMCA but that didn't happen. The YMCA went again for the auction on September 3rd. The new owners of the so-called auction met with City officials last week. They plan to close on the property by the end of the month. That's all we know. I cannot speak for the YMCA. There is a deed restriction set that the City placed on the property under Mayor Jack Economu which can only be used for recreational or educational purposes. That is all the City's involvement. We did participate in the meetings with Dyson. Then again, that did not come to fruition.

Peter Van Aiken: So is the new owner liable to pay any taxes? To the best of your knowledge.

Mayor Tkazyik; I can't speak to that because the closing has not taken place. The party only came and said that they were the only ones at the auction.

Peter Van Aiken: But someone has it in their control, right?

Mayor Tkazyik: Yes.

Peter Van Aiken: I have another issue regarding recycling. Does the City of Poughkeepsie gain revenue from the single stream recycling collection? Do they take it to that place in Beacon? What does the City of Poughkeepsie do with recycling? Do we get any revenue out of it? Is there any active educational efforts to increase recycling?

Mayor Tkazyik: Commission of Public Works Gent can speak to recycling.

Commissioner Gent: Yes, we do. The most important thing we want to do is take recycling materials out the regular stream because we pay top dollar for that as well. We want to separate

as much as we can. It only benefits the City. We have put a grant in for recycling bins which are on the list with the State and hopefully, we get them. You don't need a bin to recycle. You just have to put recycle on the side of your garbage can and you can recycle with everyone else that has a bin.

Peter Van Aiken: Back to revenue, does the City gain revenue?

Commissioner Gent: There's a 200 ton total at \$10 - \$20 per ton.

Peter Van Aiken: So that 200 tons is for a year?

Commissioner Gent: Yes

Peter Van Aiken: The Garden Street Project. Turning it into a 1 way vehicular. I want to save the trees.

Mayor Tkazyik: They will be saved.

Peter Van Aiken: I'm interested in how you're going to uproot them and relocate them.

Mayor Tkazyik: Attend the next Shade Tree Commission meeting. They will explain to you the plan. We received a grant from Central Hudson. It outlines how the trees will be saved and maintained and give access off Main onto Garden.

Peter Van Aiken: The street lights at the North/South arterial, the clover leaf up-ramps to the bridge have been out of commission for a long time. The LED project that is currently under review, is three any plan to make some that's dark and nasty when you're trying to get up those ramps

Mayor Tkazyik: The Route 9 project will be separate from the City-wide LED project under its current form and how it is being presented now. Route 9 is a big issue. As you know, the City requested these lights to be put in in 1967. The requested the State to do it but the agreement was that the City would have to maintain them. You & I both know that the maintenance on Route 9 corridor isn't done by the City of Poughkeepsie. So, a lot of the underground conduit is corroded. All of those lights are out. We don't do the maintenance on Route 9 or put in new guardrails. So all of that conduit is corroded. We went to the State of NY. They told us to take them down, we don't need them. We don't believe that is the case. We are looking at other options. We are going to try to achieve a budget to see what the overall repair would be, go solar or how can we tie in the LED project into Route 9. It's going to be a big bill to fix what is there, for the amount of work that has to be done underground. City Administrator and Commissioner of Public Works are analyzing those options now. Unfortunately, there has been no relief from the State of NY. They told us to take them down.

Sean Harden, 36 Glenwood Avenue: I have wondered for a long time if the City brings in any revenue from Rinaldi Blvd. and Long Street from the MTA charge. Is it leased out or does the MTA pay us somehow?

City Administrator Bunyi: It is leased out.

Sean Harden: Is that a long-term lease?

City Administrator Bunyi: I'm not sure. I can check and get back to you.

Sean Harden: I wasn't sure if we got a percentage.

Mayor Tkazyik: A formula was created when the deck was put in. We can get you that.

Sean Harden: I've noticed that there has been a lot of crosswalk painting lately. I'm glad to see it. I haven't seen it in a long time. Do you plan to do double yellow lines soon?

Commissioner Gent: The bid is out. I have a purchase order written. I'm just waiting for the number. The contract will state as soon as I get my purchase order number.

Sean Harden: The stop signs that were put up a few years ago at Glenwood and Douglas. I just noticed recently on the Glenwood side, it doesn't say 'All-Way'. I've watched people at the intersection and they get confused.

Gwen Johnson, 52 Manitou Ave: I want some information regarding the eastbound arterial. I know that we don't have that contract anymore. So what is going on with the contract because there's a lot of litter from Little Church St, Smith School and the median all the way up to South Grand. It's looking very, very bad. There's a lot of bottles, cans and trash. It's never looked like that. The arterial is the life vein of the City. That's the first impression that people get to see about the City of Poughkeepsie. So they're doing snow pick up, cutting the grass and what about the litter pick up? It's not happening, so are we just going to let the litter pile up?

City Administrator Bunyi: We will get back to the State to find out why they're not doing it.

Gwen Johnson: It's been weeks.

City Administrator Bunyi: We will contact them.

Gwen Johnson: Also concerning the trees, I was told that there weren't any trees in the budget for planting because there was no planting in the 7th ward at all this year. There are trees in the budget?

Commissioner Gent: The tree budget was a CDBG grant with specific areas along Main Street corridor and some of the council members opted to buy trees for their ward.

Gwen Johnson: In other words no.

Commissioner Gent: The tree budget was specific to the streets that it was allowed for.

Gwen Johnson: That's not how it's ever been done before. It used to be a certain amount of trees allocated to each ward. So now we have trees that are not being replaced, that are being cut down. I also want to know who is keeping a schedule. If trees are being cut down and you have the stumps there, shouldn't you go back and grind down the stumps?

Commissioner Gent: Yes we do. It is on the list.

Gwen Johnson: No you don't. I have to call up constantly to give you a list of the stumps that have to be cut down.

Commissioner Gent: There are 10,000 trees in the City. We have a huge list and we get to it when we can.

Gwen Johnson: You should have a count. When you cut a tree down, you should have a list saying that at this address we cut this stump down and we eventually have to go back and remove the stump. You don't keep a list of the trees you cut down, so you know where to go back?

Commissioner Gent: Absolutely.

Gwen Johnson: I don't think so. Is there a number where I can call about the litter, because the litter is piling up?

Mayor Tkazyik: We will contact DOT and we will make you aware of our findings and if you could email me the list of where you see the stumps that we are not getting

Gwen Johnson: That's not my job. I don't get paid to

Mayor Tkazyik: If there is a specific spot that we didn't get to

Gwen Johnson: There's one on Manitou and a few other spots. I've already called a few times. This is not my new part-time job. That's why I'm asking is you're keeping a record.

Mayor Tkazyik: We do keep a record.

Gwen Johnson: It's not working.

Constantine Kazolias-47 Noxon Street, I attended the DC legislature meeting, the IDA sets pilots based on the meeting that we have here. I was told that the City has an IDA. If the City has an IDA and the city can't set a pilot and the county can override the IDA, why do we have a City IDA?

Corporation Counsel Ackermann: The city has an IDA for city projects. The county has an IDA for county projects. If the county IDA adopts a pilot agreement, it would affect those properties in the City. If the City adopts a pilot agreement, it would be for city taxes and school taxes. They are separate and apart.

Constantine Kazolias: Vassar Hospital is billed \$75 – 100 million. Who set the pilot for that?

Corporation Counsel Ackermann: Vassar chose to go to the County and they set that pilot agreement. However, there are projects that the City IDA adopts and sets the pilot for. It's up to the developer to choose which IDA they're going to go to and also which one would accept the project.

Constantine Kazolias: The Building at Wheaton Park -- is that a park or isn't it?

Corporation Counsel Ackermann: I think you are referring to the Poughkeepsie Day Nursery. That portion of the property has been rented out for economic purposes and would not be considered parkland. However, there is a portion of the property that has been customarily used as a park so there has to be designation to some portion of the property that has been customarily used as a park.

Constantine Kazolias: Truck Maintenance at DPW. It's come to my attention that we have sent trucks to Albany for maintenance when we have an in-house garage mechanics and there's a place on Smith Street that can do these heavy duty truck overhauls. Why are we sending them out?

Commissioner Gent: The trucks that we send out have to be certified, for example boom trucks. We're not allowed to work on them. They have to be certified by the manufacturer. Everything else is in-house. We are putting out a new bid for truck repair for different things that we need. The bid will go out in the next month or so. You can't just choose a vendor. It's on a bid list.

Constantine Kazolias: The repair place on Smith Street isn't certified?

Commissioner Gent: He may not be on the bid list. Our snow plow guy is on the bid list and that's where we get the snow plow trucks from.

Constantine Kazolias: I asked County Executive Molinaro why we can't get subsidies for the buses. We're in an MTA tax zone.

Dep. Comm. Of Finance Sorrell: The City does receive subsidies from the Federal Transit Administration as well as the State. We don't receive anything specific from MTA.

Constantine Kazolias: Why don't we? I think we should move in the direction of getting subsidies.

Chairman Mallory closed the meeting, as there was no one else interested in speaking.

Special Informational Meeting Minutes of Monday, September 15, 2014

Dated: April 27, 2015

I hereby certify that this a true and correct copy of the Minutes of the Special Informational Meeting held on Monday, March 17, 2014.

Respectfully submitted,
City Chamberlain