

RESOLUTION NO. 2016060

RE: AUTHORIZE ADOPTION OF A NEGATIVE DECLARATION BASED ON THE CRITERIA PROVIDED IN 6 NYCRR 617.7(a)-(c) AND THE COUNTY'S FINDINGS AND DETERMINATIONS SET FORTH IN THE EXPANDED FULL ENVIRONMENTAL ASSESSMENT FORM IN CONNECTION WITH THE CONSTRUCTION OF THE DUTCHESS COUNTY JUSTICE AND TRANSITION CENTER PROJECT

Legislators FORMAN, MICCIO, BOLNER, PULVER, SAGLIANO, INCORONATO, LANDISI, TRUITT, and WASHBURN offer the following and move its adoption:

WHEREAS, Personnel from the Dutchess County Department of Public Works, and the Sheriff's Office staff have been working with the consultants on the Dutchess County Justice and Transition Center Project (DCJTCP), and

WHEREAS, the County has held numerous meetings, both public and internal, in connection with the DCJTCP, and

WHEREAS, the County has established a dedicated website for the DCJTCP, and

WHEREAS, a preferred concept has emerged from all of the various meetings, along with the information contained in the Expanded Full Environmental Assessment Form (EFEAF) which is incorporated by reference herein, and

WHEREAS, in order to address current and future needs of the Sheriff's Office and Dutchess County Jail, the Dutchess County Department of Public Works is considering: the removal of the existing Sheriff's Office/law enforcement building and garage; the removal of the north wing of the jail; the dismantling of the temporary housing pods; and the removal of portions of the former Taylor Manufacturing Building, as well as the construction of an addition to the remaining portion of the jail, law enforcement storage, and new Sheriff's Office law enforcement center, which amounts to a combination of repurposing existing facilities and construction of new facilities, and

WHEREAS, Dutchess County has identified the proposed action as a Type I Action and caused the preparation of an Expanded Full Environmental Assessment Form (EFEAF) evaluating the project's potential adverse environmental impacts, and

WHEREAS, Dutchess County circulated its intent to serve as Lead Agency and Part I of the Expanded Full Environmental Assessment Form (EFEAF) for the Dutchess County Justice and Transition Center Project (DCJTCP) to the involved agencies identified therein and no objections to Dutchess County serving as Lead Agency for the coordinated State Environmental Review Act (SEQRA) review of the DCJTCP were received within the allotted thirty days, and

WHEREAS Dutchess County has declared itself Lead Agency for the DCJTCP,
and

WHEREAS, the Legislature has reviewed the Expanded Full Environmental Assessment Form (EFEAF) for the action, a copy of which is available in the Legislative Clerk's Office as well as incorporated by reference herein and made a part hereof, that was provided by the Department of Public Works

WHEREAS, the Legislature has had the opportunity to listen to a presentation on the SEQRA process and the preparation of the EFEAF by the consultant who prepared the EFEAF, and

WHEREAS, the Legislature had several opportunities to ask questions of the consultant and County staff about the SEQRA process and the EFEAF and finds and determines that the involved project will have no significant adverse impacts on the environment based on the criteria provided in 6 NYCRR 617.7(a)-(c), now, therefore, be it

RESOLVED, based on the criteria provided in 6 NYCRR 617.7(a)-(c) and all deliberations had thereon, and the County's findings and determinations set forth in the Expanded Full Environmental Assessment Form (EFEAF), a copy of which is available in the Legislative Clerk's Office as well as incorporated by reference herein and made a part hereof, Dutchess County finds and determines that there are no significant adverse impacts on the environment and hereby adopts a negative declaration of environmental significance in connection with the removal of the existing Sheriff's Office/law enforcement building and garage, the removal of the north wing of the jail, dismantling of the temporary housing pods, the removal of portions of the former Taylor Manufacturing Building, as well as construction of an addition to the remaining portion of the jail, law enforcement storage, and new Sheriff's Office law enforcement center, which amounts to a combination of repurposing existing facilities and construction of new facilities , and be it further

RESOLVED, that this negative declaration shall be filed in a manner as required by law.

CA-145-15
CAB/kvh/G-1582-S
8/11/15 rev. 2/2/16, 2/4/16 2/10/16
Fiscal Impact: See attached statement

APPROVED

MARCUS J. MOLINARO
COUNTY EXECUTIVE

Date 3/22/2016

STATE OF NEW YORK
ss:
COUNTY OF DUTCHESS

This is to certify that I, the undersigned Clerk of the Legislature of the County of Dutchess have compared the foregoing resolution with the original resolution now on file in the office of said clerk, and which was adopted by said Legislature on the 21st day of March 2016, and that the same is a true and correct transcript of said original resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of said Legislature this 21st day of March 2016.


CAROLYN MORRIS, CLERK OF THE LEGISLATURE

FISCAL IMPACT STATEMENT

NO FISCAL IMPACT PROJECTED

APPROPRIATION RESOLUTIONS (To be completed by requesting department)

Total Current Year Cost \$ _____

Total Current Year Revenue \$ _____
and Source

Source of County Funds (check one): Existing Appropriations, Contingency,
 Transfer of Existing Appropriations, Additional Appropriations, Other (explain).

Identify Line Items(s):

Related Expenses: Amount \$ _____

Nature/Reason:

Anticipated Savings to County: _____

Net County Cost (this year): _____
Over Five Years: _____

Additional Comments/Explanation:

The involved resolution would adopt SEQR findings for the construction of the DCJTC. The project would be funded through a separate resolution.

Prepared by: Brad Barclay

Prepared On: 7/30/15

Expanded Full Environmental Assessment Form

DUTCHESS COUNTY

JUSTICE & TRANSITION CENTER

150 & 182 North Hamilton St & 104 & 108 Parker Ave

City of Poughkeepsie

Dutchess County, New York

August 7, 2015



Engineers
Land Surveyors
Planners
Environmental Professionals
Landscape Architects

Prepared for:
County of Dutchess
22 Market Street
Poughkeepsie, NY 12601

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Expanded Full Environmental Assessment Form

DUTCHESS COUNTY

JUSTICE & TRANSITION CENTER

150 & 182 North Hamilton St & 104 & 108 Parker Ave

City of Poughkeepsie

Dutchess County, New York

August 7, 2015



Engineers
Land Surveyors
Planners
Environmental Professionals
Landscape Architects

Prepared by:

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PROJECT NARRATIVE

1.0 PROJECT DESCRIPTION

Introduction

The existing Dutchess County Jail and Sheriff's Office are located at 150 North Hamilton Street, southwest of the intersection of North Hamilton Street and Parker Avenue in the City of Poughkeepsie. See Figures 1 and 2 for a site location map. The existing concrete structure of the Dutchess County Jail was originally constructed in 1950 and was renovated and expanded in 1984 and 1995, and had an overall operational capacity of 292 beds, until early in 2015 when temporary structures were added. Chronic overcrowding over the years has necessitated the housing out of approximately 200 to 250 inmates to other NY counties.

The existing Jail is limited in the number of program spaces available within the facility which makes it challenging for staff to deliver evidence-based rehabilitative curricula that are essential to successful transition from jail to community. Additionally, the building is inefficient to operate and expensive to staff. Current inmate-to-staff ratios are around 1.2 to 1, much higher than the 3 to 1 ratios achieved in other county jail facilities around New York State.

The existing Sheriff's Office building was originally constructed between 1920 and 1945, with significant renovations over the years and an addition in 1984. The Dutchess County Sheriff's Office currently has approximately 100 employees (officers and administrative staff).

Pursuant to the many inefficiencies present at the Jail, in 2012 County Executive Molinaro requested that the Criminal Justice Council (CJC) analyze and publish a Needs Assessment of the Dutchess County criminal justice system. The CJC engaged a broad range of stakeholders, corrections department staff, social and community service providers, criminal justice experts and the public in identifying alternatives to incarceration and measures to improve programs focused on special needs populations, rather than simply providing additional inmate cells. The CJC report ultimately promoted a two-pronged approach: create additional jail capacity while also expanding and enhancing a robust array of "Alternatives to Incarceration" (ATI) programs.

As an initial effort to deal with facility overcrowding, the County received approval in 2014 from the NYS Commission of Correction (SCOC) to construct Temporary Inmate Housing (TIH) on the Jail site to house these inmates, with the condition that the County pursue a permanent, long term solution to the inadequate inmate housing situation within a specified timeframe. The Jail currently provides housing for 457 inmates (in existing concrete structures and temporary structures) and employs 270 staff, including administrative staff and correction officers.

Existing Jail Facility

The 1984 Jail structure consists of cast-in-place concrete, with concrete masonry unit infill and exterior ground face block finish. The building has experienced significant settlement in certain areas. It has poor lighting, poor ventilation, maintenance issues, and limited program space. Most of the built-in systems since the 1984 construction have become obsolete, and the upgrades, including associated power and plumbing work have been completed via surface mounted conduit and piping lines. The 1984 jail is functionally obsolete as a detention facility.

The 1995 addition also consists of steel frame and cast-in-place concrete, with concrete masonry unit infill and exterior standard/ground face block finish. Due to the building's open, direct supervision design, it lends itself to housing a variety of populations safely and efficiently. The building has experienced movement and settling, but is sound and, with needed repairs, will remain viable for future use in terms of both its structure and its functional configuration.

Two 8,300 sf Temporary Inmate Housing units, which house up to a total of 200 inmates, are located to the west of the existing Jail concrete structure.

Existing Sheriff's Offices

The Sheriff's Office Building consists of steel and concrete, with brick and concrete masonry unit walls and brick veneer exterior. It is not configured in a way that supports efficient public interaction and law enforcement activities, and does not provide adequate separation between the two. The building experiences water penetration, is not energy efficient, and requires security, access, and technology upgrades. Additionally, the elevator cab and shaft are undersized, and the building is not handicap accessible.

Proposed Dutchess County Justice and Transition Center (DCJTC) Project

In October 2014, the County of Dutchess retained RicciGreene Associates, Justice Planners and Architects, to assist the County in the development of a new Dutchess County Justice and Transition Center (DCJTC) at the Hamilton Street site. A transitional center campus is envisioned which enables the County to provide a variety of co-located services with a new jail facility to support a strong continuum of services, not only for correctional clients but for the City and County as a whole.

Various studies documented the need for a new program which will provide:

- o Greater staffing efficiency and productivity, enhancing overall functionality and safety;
- o Increased opportunity to deliver more and better programming, in a light-filled and safe positive environment that is more conducive to positive behavioral change; and
- o Flexibility of design to accommodate the potential for fluctuating population size, with the potential to decommission areas or units as needed and the potential to repurpose designated areas, for example, as transitional housing.

A key component in the development of the DCJTC is the determination of facility operational and floor area requirements for the new Justice and Transition Center and Sheriff's Office Law Enforcement components. These requirements were captured in a Functional and Architectural Space Program prepared by RicciGreene Associates.

The comprehensive long term solution is the development of a holistic justice campus designed to meet the needs of the community by promoting efficiency and enacting practices that reduce criminal recidivism and enhance long-term public safety.

The DCJTC program reflects the needs of a modern facility conducive to the County's progressive movement towards prioritizing inmate re-entry preparation in a safe and secure environment for staff and inmates. The facility should be designed to promote a stable environment whereby security, inmate

rehabilitation and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. Opportunities for meaningful program participation need to be available in the DCJTC as a foundation for intensive programmatic treatment as part of the transitional process aimed at helping inmates successfully reenter the community. A "step-down" approach in moving inmates from general population housing to more programmatically structured and less restrictive environments is in line with best practice "jail to community transition" models for inmates who meet the assessment criteria and program prerequisites.

The new DCJTC will provide adequate incarceration capacity and adequate space for inmate programming. This combination provides the County with a real opportunity to implement programs that complement its nationally-recognized "Alternative to Incarceration" (ATI) programs to better transition inmates back into the community and reduce recidivism. A Special Populations Workgroup, working with a national expert in jail-to-community transition, is establishing a detailed approach and plan for higher risk inmates who will be participating in the reentry programs. A new Sheriff's Office Law Enforcement Building is proposed which will provide additional space and improve efficiency. The building will also provide space for law enforcement training.

The Project

The proposed DCJTC project will involve the removal of the existing Sheriff's Office Building and garage, removal of the north wing of the Jail (1984 section), dismantling of the Temporary Inmate Housing, and removal of portions of the former Taylor Manufacturing Building. Proposed construction includes an addition to the remaining portion of the Jail, Law Enforcement storage, and new Sheriff's Office Law Enforcement Building. The new Sheriff's Office Law Enforcement Building will be a combination of new construction and repurposing of the former Taylor Manufacturing Building. The total area of the renovated and new DCJTC Building will be approximately 304,000± SF (with flexibility based on the preliminary stage of design) with an additional 3,600 SF for storage of large equipment. The total area of the adaptively re-purposed and new Sheriff's Law Enforcement Building will be approximately 56,300± SF, with an additional 12,000 SF building for large equipment storage.

On-site parking will be increased to accommodate both DCJTC and Law Enforcement staff with the objective to minimize the need for on street parking. Access points from Parker Avenue and North Hamilton Street will be maintained. The DCJTC project will contain approximately 582 inmate beds (with variability built into the design) at project completion, with the potential to expand to 660 beds. The DCJTC is designed and will be equipped to current state of the art standards, which will markedly improve the inmate to correction officer ratio to 3-3.5 inmates to 1 correction officer.

The new facility will not look like a jail. The building itself will form the secure perimeter inside which detainee activity takes place. No razor ribbon fencing will be visible from North Hamilton Street. Creative building design will make the new DCJTC a good neighbor and contribute to the aesthetics of the surrounding area, blending in with the residential setting and the walkway district, and will endeavor to take advantage of underutilized amenities, such as the Fallkill Creek and the abandoned rail bed, in the future.

Project Site

The project site for the planned facilities is shown on Figure 2 and consist of five parcels. In planning for facility upgrades, the County acquired properties adjacent to the existing Jail site including the James Taylor Manufacturing building (and adjacent lands) as well as the former Hamilton Reproduction site.

The Taylor Manufacturing Building was developed as a series of structures and additions initiated in 1911 with varied additions constructed from 1928 through 1979. The majority of the building structural elements and construction techniques pre-date the establishment of the New York State Building Code. Existing walls are load bearing masonry: brick, brick and block or concrete masonry units. The building is essentially sound, but will require significant upgrades, repairs, roof replacement and repair or replacement of several structural elements (lintels, headers) , etc. to comply with current code and to ensure any type of future viability.

The former Hamilton Reproduction Site is currently used as a gravel surface parking lot. A remedial investigation conducted between 1995 and 1998 determined that chlorinated volatile organic compounds (CVOCs) and semi-volatile organic compounds (SVOCs) were present in soil at the southwest corner of the site near a catch basin, and CVOCs were also identified in groundwater and soil gas samples collected near the southwest corner of the former on-site building. The site was remediated under NYSDEC supervision. A certificate of completion was issued by the New York State Department of Environmental Protection in June 2010.

The project area for the new DCJTC consists of five separate tax parcels as listed in Table 1. These parcels will be consolidated into one new parcel. For the purpose of this Expanded Full Environmental Assessment Form (FEAF), the project area consists of the parcels and areas listed in Table 1 and shown in Figure 2.

Table 1: DCJTC Project Area

PARCEL	PARCEL ADDRESS	CURRENT/FORMER USE (per DC Parcel Access)	ACREAGE
131300-6162-62-238330 (main parcel)	150 North Hamilton Street	Correctional Facility/Sheriff's Office	7.84*
131300-6162-54-240389	182 North Hamilton Street	Vacant	1.99
131300-6162-54-238399	North Hamilton Street	Vacant	0.38
131300-6162-54-236411	108 Parker Avenue	Industrial	2.24
131300-6162-54-213405	104 Parker Avenue	Vacant	0.16
Total:			12.61
* A small portion of this parcel is located on the southern side of the CSX utility corridor along the Fallkill Creek, as shown in Figure 2; no disturbance is proposed for this portion of the parcel.			

Community Engagement

County officials have established several paths of communication as part of the County's commitment to community engagement and transparency during the project's development.

Stakeholders were first assembled to partake in a public visioning process for the project in October 2014. The primary purpose of this meeting was to encourage stakeholders to begin to develop and coalesce around a project vision, establish guiding principles to provide focus and structure to the final vision and eventual mission statement, and define and articulate the project's goals and aspirations. Since 2014, the County has employed several outreach tactics to ensure that the questions, comments, and primarily, the concerns of residents and stakeholders are heard and properly addressed. To date, at least four groups/ committees have been formulated to act as liaisons and representatives.

- External Advisory Group – A group comprised of community leaders, business executives and subject matter experts who meet monthly and are tasked with providing community feedback and suggestions to ensure the project meets its comprehensive goals laid out during the visioning process. Members of this coalition are diverse in their professional backgrounds and include individuals such as a Reverend, Common Council member, a Chamber of Commerce member, a Town Justice and Professors, among others. The group has already met seven times thus far since 2014, with meetings on the following days:
 - June 2, 2015
 - May 5, 2015
 - April 7, 2015
 - March 3, 2015
 - January 29, 2015
 - November 6, 2014
 - August 12, 2014

Minutes of these meetings are included in Attachment A.

- Special Populations Workgroup – A group tasked with understanding the existing and forecasted inmate population and to then create strategies and design interventions to improve conditions for such inmates in order to better prepare them for reintroduction and reduce recidivism. Members of this coalition include a district attorney, Community Advocate, Executive Director of a local Community Center, a City Judge, various County officials and non-profit entities, among others.
- Legislative Jail Advisory Committee – Local legislators responsible to provide input from their constituencies and subsequently disseminate information from periodic updates regarding project status.
- Internal Advisory Group - County staff and Criminal Justice professionals reviewing the progress of the planning on a periodic basis.

Additionally, the public may participate in public hearings, and meeting minutes, reports, presentations and project updates will be made readily available online. To that end, the County has established a DCJTC-dedicated website to ensure the public dissemination of information. Visitors to the website will not only be able to provide feedback, they will have access to particular individuals in the project via

direct email addresses listed therein, rather than completing a generic comments form. Additionally, the County is engaging in social media outreach such as Facebook and Twitter to further incorporate the comments, questions and concerns of interested stakeholders.

Table 2 provides a list of permits and approvals that will be required for the project.

Table 2: DCJTC Required Permits/Approvals

Agency	Required Permit/Approval
NYS Department of Environmental Conservation (NYSDEC) Division of Environmental Permits	<ul style="list-style-type: none"> o GP-0-15-002 SPDES General Permit o Transition of Former Hamilton Reproduction Site to Restricted Residential Use
NYS Department of Transportation	Highway Work Permit; Access Approval
NYS Commission of Correction	Approval
NYS Office of Parks, Recreation, and Historic Preservation (NYSOPRHP)	Project Review
Dutchess County Department of Health (DCDOH)	Plan review for water/sewer
City of Poughkeepsie Department of Public Works	Curb cuts
City of Poughkeepsie Water Department	Municipal water connection
City of Poughkeepsie Sewer Department	Municipal sewer connection

2.0 LAND USE AND ZONING

The DCJTC project site is situated in an old urban industrial area of the City of Poughkeepsie. Figure 3 shows the land uses within 1,000 feet of the proposed project. The DCJTC property borders the abandoned CSX railroad line to the west and south, Veith Electrical contractor office to the northwest, commercial and industrial uses to the north along Parker Avenue (auto body, diner, restaurant, gas station/minimart) and Thrifty Beverage, Smokes for Less, storage facilities, and numerous residential uses to the east along North Hamilton Street. Industrial uses such as manufacturing and storage facilities and a junkyard exist in the vicinity of the project site.

The City of Poughkeepsie adopted its current Comprehensive Plan in November of 1998. Goal #6 of the Comprehensive Plan (page 2-4) relates to the City as “A Regional Center for Commerce, Medicine, and Government”. The City is a major stop on Amtrak and the northern terminus of Metro-North. It is located at the foot of the Mid-Hudson Bridge and is a short distance from the Taconic State Parkway and the New York State Thruway. This central location makes it an ideal location for the DCJTC. Goal #2 of the Comprehensive Plan (page 2-2) promotes “Neighborhoods with a Strong Sense of Community”, and states that City government can play a strong role in making the City a safe, healthy place to live. The proposed DCJTC project includes upgrades to the existing Jail that will improve security at the site as well as reducing the required inmate to correction officer ratio. The construction of a new Sheriff’s Office Law Enforcement Facility along Parker Avenue will support building long term partnerships between the Sheriff’s Office and local business owners and residences to reduce crime and improve quality of life. Section 3.2.3 of the Comprehensive Plan (page 3-7), *Institutions and Major Employers*, recognizes Dutchess County as a major employer in the City of Poughkeepsie, with 1,237 employees in

the City. The Dutchess County Sheriff's Office currently has approximately 100 employees (officers and administrative staff). The Jail provides housing for 457 inmates and employs 270 staff, including administrative staff and correction officers.

The City of Poughkeepsie Zoning and Land Use Regulations, Chapter 19 of the City Charter, were originally adopted in 1979. Section 19-1.2 lists the purposes of these regulations which were established in the interest of the protection and promotion of the public health, safety and general welfare. The first purpose listed is *"The continued viability and improvement of the City's residential environment and economy and the assurance of adequate and necessary sites for a full range of residential, industrial, commercial, recreational, open space and public and quasi-public uses reflecting local and appropriate regional needs."* The County is not subject to the City of Poughkeepsie zoning regulations. However, the DCJTC will serve to protect and promote public health and safety, which is consistent with the purposes of the zoning regulations.

The project site is also included in a recently enacted Walkway-Gateway (W-G) District. The northern portion of the project site is included in the G-OM Subdistrict, which is *"an area where continued use of existing factory buildings as employment centers is encouraged. Vacant or underused buildings are encouraged to be adaptively reused for a mix of new and existing uses, especially low impact light manufacturing."* The southern portion of the project site is located in the G-RM Subdistrict, which is *"a medium-density urban neighborhood consisting mostly of a mix of residences (including single-family, two-family, multi-family and rowhouses) as well as home occupations and a variety of small-scale non-residential uses."* The DCJTC project includes the adaptive reuse of a portion of the former Taylor Manufacturing building, and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue. The proposed project results in a reduction in the amount of impervious surface on the site of 1.30 acres, and will include new landscaping throughout the site. Thus, the project is consistent with the intent of the Walkway-Gateway zoning district.

There are numerous scenic and aesthetic resources within five miles of the DCJTC project site (refer to Figures 4A and 4B). The William R. Steinhaus Dutchess Rail Trail is located approximately 320 feet to the north of the project site at its closed point. The area of the Hudson River adjacent to the DCJTC facility is considered part of the Esopus-Lloyd Scenic Area of Statewide Significance (SASS). The facility is located almost a mile from the Hudson River and is not located in a designated Coastal Zone; therefore, it is not expected to impact this SASS. The DCJTC project is an expansion of an existing use. The proposed buildings will be one to three stories in height, similar to the existing buildings on the site, and the architecture of the new buildings will be compatible with the architecture of nearby structures. The proposed redevelopment will transform the existing jail site and former manufacturing site into a more aesthetically pleasing and pedestrian friendly environment, which is expected to positively impact the character of the neighborhood.

Community Character

Since its original construction in 1950, the County Jail has been located in downtown Poughkeepsie. The County has explored alternative locations as a part of the extensive analysis and evaluation during the project's development. Officials ultimately decided to site the new facility at its current location. Dutchess County has been proactive and diligent in its commitment to engaging stakeholders and the general public in its endeavor to build the new correctional facility by way of various efforts including the creation of multiple groups and committees, a public visioning process, a dedicated webpage and social media outreach.

As described further in Section 9.0, the proposed design is expected to eliminate noise generated by inmates vocalizing to unofficial visitors and pedestrians along North Hamilton Street. This will serve to reduce the number of undesirable pedestrians in the neighborhood who do not formally visit the inmates through the proper channels. The parking layout and interior design of the DCJTC will limit the location for civilian visitors to enter the Jail building. An increased number of off-street parking spaces within the site will reduce the need for on street parking. The design of the DCJTC project may reduce operational noise, since all inmate activity will occur inside the secure perimeter formed by the new building.

The vision for the DCJTC is to provide a 'campus-style' jail setting with various co-located services to support a strong continuum of services. This aligns with the County's embraced philosophy of evidence-based criminal justice practices. The height, scale, and size of the expansion fits within the context of the neighborhood and surrounding community. The two-story façade along North Hamilton has variety based on the internal programmatic operations. The proposed third floor sets back from North Hamilton Street and is located closer to the CSX Railway. New green space, including new trees, will be provided along North Hamilton Street. The exterior façade will utilize materials, colors, and textures consistent with the existing Jail and local context. These design features will reduce any negative impacts of the facility on community character.

3.0 SOIL AND WATER RESOURCES

The 12.61 acre project site is in an urban industrial area of the City and is completely developed with buildings, pavement and sidewalks, and minimal lawn/landscaping. Figure 5 is a Soils Map that shows that the site contains the Dutchess-Cardigan-Urban land complex, undulating, rocky (DxB) soil series. According to the Soil Survey of Dutchess County, this soil unit consists of very deep, well drained Dutchess soils, moderately deep, well drained Cardigan soils, and urban land. This unit is found in urban and suburban development. The open areas are in lawns, gardens, and woodland or brushland between structures. It is on hilltops and undulating till plains underlain by folded shale bedrock. Dutchess soils are commonly on lower concave slopes and Cardigan soils are commonly on upper slopes, hilltops, and near areas of rock outcrop. This soil unit consists of 25% Dutchess and similar soils, 25% Urban land, 25% Cardigan and similar soils, and 25% minor components. The DxB soil series has a depth to lithic bedrock of 20 to 40 inches and a typical depth to unweathered bedrock of 30 to 34 inches. The soil has a depth to water table of greater than 80 inches. Slopes associated with this soil type are 1 to 6%. Typically, the urban land consists of areas covered by buildings, streets, parking lots, and other impervious surfaces which obscure soil identification. The natural soil layers have been altered or mixed with non-soil material such as bricks, broken concrete, or cinders.

The DCJTC project site does not contain nor is contiguous to any NYSDEC regulated wetlands or streams, or National Wetland Inventory (NWI) wetlands, according to the NYSDEC Environmental Resource Mapper and GIS mapping, with the exception of a small outparcel of the main parcel which is located along the Fallkill Creek (Figures 6 & 7). The Fallkill Creek, NYS Stream H-114, is located about 100 feet south of the DCJTC project site. This stream segment was added to the list of NYS Water Quality-Impaired streams in 2002 due to the quantity of phosphorus in the stream from urban stormwater runoff. No impacts to this stream is anticipated as a result of the proposed DCJTC project. Refer to Section 7.0 for a discussion of stormwater management at the facility, as there are more restrictive requirements for the timing of soil stabilization and site inspections during construction due to the classification of this stream as a NYS Water Quality-Impaired stream.

Based on this information, no significant adverse impacts in regard to soils or water resources are anticipated as a result of the proposed DCJTC project.

4.0 HISTORIC AND ARCHEOLOGICAL RESOURCES

According to the NYS Office of Parks, Recreation, & Historic Preservation (NYSOPRHP) Cultural Resource Information System (CRIS) mapping, there are no National or State Historic Register sites on or adjacent to the DCJTC project area (Figure 8). The mapping indicates that a portion of the project site is located within an archeologically sensitive area.

A *Phase 1A Literature Review and Sensitivity Analysis* dated July 2015 was prepared by Hudson Valley Cultural Resource Consultants, Ltd., and is included as Attachment B. According to the report, the visual inspection of the existing conditions indicates that the entirety of the project area has been previously disturbed. No previously documented prehistoric sites were identified within or adjacent to the boundaries of the project area. Although some archaeological sites have been located in the general vicinity of the project area, relatively few prehistoric archeological sites have been identified within the City of Poughkeepsie. Prehistoric sites have been identified to the north of the project area along the banks of the Hudson River, as well as to the south in the Town of Poughkeepsie. Smaller specific resource procurement sites would be expected to occur along some of the tributaries that drain into the Hudson River, such as the Fallkill. However, due the level of development that took place in the City of Poughkeepsie in the 19th century, including the channelization of the Fallkill, it is unlikely that prehistoric sites remain in-situ.

The report concludes that the history of the DCJTC project area has been one of repeated phases of development resulting in profoundly disturbed stratigraphy within the boundaries of the Area of Potential Effect (APE). As a result of this history of disturbance, these sediments have lost any potential archaeological integrity. For this reason, the project area is not considered to have the potential to produce prehistoric or historic cultural resources that would contribute to the understanding of either the history or the prehistory of the region. The report indicates that it is the opinion of Hudson Valley Cultural Resource Consultants that no further archaeological investigation is warranted, and it is recommended that the project be permitted to proceed without further consideration of prehistoric and historic cultural resources.

The Phase 1A Literature Review and Sensitivity Analysis will be submitted to NYSOPRHP for review and concurrence with the report's conclusion that no further archaeological investigation is warranted.

5.0 TRAFFIC AND PARKING

Traffic

A Traffic Impact Assessment (TIA) dated July 29, 2015, has been prepared and is included as Attachment C. The TIA examined the five existing access drives on North Hamilton Street and the following three intersections.

- Route 9G at North Hamilton Street/Fairview Avenue;
- Route 9G (Parker Avenue) at Washington Street; and
- Westbound Poughkeepsie Arterial at North Hamilton Street.

The TIA concludes that excellent Levels of Service (LOS) "A" to "B" will be maintained at the three intersections studied from the Existing through the Build conditions.

In addition to staff, current traffic to and from the facility each day includes visitors (civilian and professional), deliveries, refuse pickup, and inmate transport (inmate arrivals and transporting inmates to court, DA's office, or for medical treatment). No significant change to traffic generated by these services is anticipated as a result of the new DCJTC.

Traffic will also be generated during construction activities. Construction traffic includes delivery of equipment and materials, and construction employees. A defined approach to construction parking and traffic control will be established during the permitting process.

Parking

Section 3.2 of the TIA in Attachment C discusses existing parking and utilization. The site currently contains 255 parking spaces. Much of the current parking for the facility is contained on two gravel lots, to the south and north of the complex. According to the TIA, peak utilization of the parking areas was between 9:00 and 10:00 am at 79%. Based on information provided by the Dutchess County Department of Public Works, there are 155 County staff and 20 vendor staff who drive to the facility each day. Other police agencies make 4 to 7 trips each day to bring inmates to the Jail. Jail staff trips to transport inmates to court, the DA's office, for medical treatment, etc, account for 1 to 4 vehicles between 10 and 30 times per day. No public transportation stops at the facility other than taxi cabs. Accordingly, most visitors must drive and park at the facility. It is estimated that there are 65 civilian visitors and 30 professional visitors per day.

Section 5.2 of the TIA provides a brief discussion of future parking. The current design plan for the DCJTC provides a total of 320 designated parking spots, including 8 ADA spaces, which represents an additional 65 spaces or a 25% increase in the parking supply above that currently provided. The additional parking supply will provide more personnel parking and facilitate increased off-peak activities at the DCJTC, such as transporting inmates to judicial hearings and for medical treatment.

Based on the above information, the proposed DCJTC is not expected to result in any significant adverse impacts with regard to traffic or parking. Improvements in regard to traffic circulation and increased parking represent a positive impact.

6.0 FIRE AND EMERGENCY SERVICES

The City of Poughkeepsie Fire Department is a 64-person, career staffed department that protects 31,000 people living in an area of 4.78 square miles, providing around-the-clock fire protection. The Department operates three fire stations that protect a mix of residential, industrial and commercial usage. The department responds to almost 5,000 calls for assistance per year. The City's apparatus includes four engines, two ladder trucks, one rescue vehicle and a fire/rescue boat. The proposed site plan results in improved circulation throughout the site and improved accessibility for emergency vehicles. The City of Poughkeepsie Fire Chief will have the opportunity to review the project during the design development stage, and recommendations will be incorporated into the final design. Thus, proposed DCJTC project is not expected to result in any significant adverse impacts with regard to fire protection or emergency services.

7.0 UTILITIES

Water and Wastewater

The DCJTC is connected to the City of Poughkeepsie municipal water and sewer systems. Potable water originates from the Hudson River and is treated at the City of Poughkeepsie Water Treatment Plant located at 3431 North Road in the City of Poughkeepsie. Sanitary sewage is collected and routed to the City of Poughkeepsie sewer system which transports the wastewater to the City of Poughkeepsie Water Pollution Control Plant located at 205 North Water Street, where it is treated and released via SPDES Permit # 3-1313-00040/00003 to the Hudson River.

Water usage and wastewater generation at the existing Dutchess County Jail and Sheriff's Office is approximately 40,000 gallons per day, according to the FEA prepared for the construction of the Temporary Inmate Housing. The proposed project may result in an increase in water usage and wastewater generation due to an increase in the number of inmates at the maximum capacity of 660. No change to the number of County employees will result from the project. According to the *NYSDEC Design Standards for Intermediate Sized Wastewater Treatment Systems*, March 5, 2014, the estimated water usage/wastewater generation for a prison/jail is 150 gpd per inmate plus 15 gpd per day per employee. Applying this to 203 additional inmates at **maximum occupancy** (should this ever be reached) results in 30,450 gpd water usage and wastewater generation. Therefore, after adding the existing water usage/wastewater generation of 40,000 gpd and applying a 20% reduction for the use of water saving plumbing fixtures which will be installed in the new facility, the new DCJTC is expected to result in approximately 56,360 gpd water usage and wastewater generation at maximum capacity. This represents an increase of approximately 16,360 gpd over the existing water usage/wastewater generation at maximum occupancy of the facility.

The proposed DCJTC is not expected to result in any significant adverse impacts with regard to water usage or wastewater generation.

Stormwater

A Stormwater Pollution Prevention Plan (SWPPP) will be required for major activities associated with construction of the DCJTC. The SWPPP will include elements necessary to comply with the national baseline general permit for construction activities enacted by the U.S. Environmental Protection Agency (EPA) under the National Pollutant Discharge Elimination System (NPDES) program and all local governing agency requirements. This SWPPP must be implemented at the start of construction.

The SWPPP will be developed in accordance with the "New York State Department of Environmental Conservation (NYSDEC) State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity" General Permit Number GP-0-15-002, effective January 29, 2015 through January 28, 2020, The New York State Storm Water Management Design Manual dated, January 2015, and the New York State Standards and Specifications for Erosion and Sediment Control, dated August 2005 (SSESC).

The SWPPP and plans will need to identify and detail storm water management, pollution prevention, and erosion and sediment control measures necessary during and following completion of construction. The report will consider the impacts associated with the intended redevelopment with the purpose of:

1. Meeting the requirements of minimum measures 4 and 5 of New York State's SPDES General Permit for Storm Water Discharge from Municipal Separate Storm Water Sewer Systems (MS4s), Permit No. GP or as amended or revised;
2. Required land development and redevelopment activities to conform to the substantive requirements of the NYSDEC SPDES General Permit for Storm Water Discharges from Construction Activity" General Permit Number GP-0-15-002, effective January 29, 2015 through January 28, 2020 or as amended or revised;
3. Maintaining existing drainage patterns as much as possible while continuing the conveyance of upland watershed runoff;
4. Controlling increases in the rate of storm water runoff resulting from the proposed development so in order to reduce the flooding, siltation, increases in stream temperature, and stream bank erosion and maintain the integrity of stream channels, watercourses, or waterways, Mitigating potential storm water quality impacts and preventing soil erosion and sedimentation resulting from storm water runoff generated both during and after construction;
5. Minimize the total annual volume of storm water runoff from land development and redevelopment activities which would otherwise degrade local water quality; and
6. Reduce storm water runoff rates and volumes, soil erosion and nonpoint source pollution, wherever possible, through storm water management practices, devices and/or structures, and to ensure that these management practices, devices, and / or structures are properly maintained and eliminate threats to public safety.

The proposed measures will provide discharge rate control and qualitative controls by treating runoff prior to its discharge off site and by reducing overall impervious area. Stormwater will be directed to existing City of Poughkeepsie stormwater drainage system which ultimately outfalls to the Fallkill Creek. The Fallkill Creek is a 303(d) listed stream segment impaired by pollutants related to construction, for which more restrictive requirements for the timing of soil stabilization and site inspections during construction are required. For construction sites that directly discharge to a 303(d) segment, the application of soil stabilization measures must be initiated by the end of the next business day and completed within seven days from the date the current soil disturbance activity ceased. Additionally, the qualified inspector shall conduct at least two site inspections every seven calendar days. The two inspections shall be separated by a minimum of two full calendar days.

Since the proposed stormwater management requires review by NYSDEC, no significant impacts related to stormwater runoff are anticipated.

8.0 ENERGY

Electricity and natural gas are provided to the facility by Central Hudson Gas & Electric Corporation (Central Hudson). The proposed DCJTC project may result in an increase in electric and natural gas usage due to the increase in volume to be heated and cooled. It is anticipated that Central Hudson has sufficient capacity to accommodate any increase in electric and natural gas usage. The new structures will be designed for energy efficiency. Therefore, no significant impacts in regard to energy will occur as a result of the proposed DCJTC project.

9.0 NOISE

The proposed DCJTC project is not expected to result in an increase in noise levels above local ambient noise levels during operation of the facility, since the project is not expected to result in new inmates or new employees. The existing Jail has cell windows that face North Hamilton Street. Noise generated by inmates vocalizing out windows to unofficial visitors or pedestrians along North Hamilton Street has historically been an annoyance to neighbors. As part of the new design, all exterior windows will be heavy 14-gauge (minimum) stainless steel with thermally broken frames. The stainless window construction elements are completely resistant to corrosion without protective coatings and the interior surfaces which are accessible to inmates are resistant to vandalism. Cell, dayroom and multi-purpose windows will provide the required area of glazing in a combination of clear glazing with views to the exterior when appropriate and translucent and/or fritted glazing to restrict views to and from the street and adjacent residences when required. This design will eliminate interaction between inmates and pedestrians on the street. The design of the DCJTC project may reduce operational noise, since all inmate activity at the jail will occur inside the secure perimeter formed by the new building. Noise generated by vehicular traffic at the facility includes inmate transport, visitors, vendors, and employees. No significant change to vehicular traffic at the facility is anticipated as a result of the proposed DCJTC.

The proposed demolition and construction activities may result in temporary noise that exceeds local ambient noise levels. These activities will be limited to the hours of 6:30 AM to 9:00 PM in accordance with City of Poughkeepsie Code Chapter 13.5, *Noise*, Section 13.5-6(c) Building construction.

10.0 PUBLIC HEALTH

The proposed DCJTC project will not result in negative impacts to public health and safety. In fact, the project will have a positive impact on the health and safety of the public, both locally and regionally, as well as the staff and inmates at the new DCJTC. All inmate activity at the jail will occur inside the secure perimeter formed by the new building. The DCJTC project will result in greater staffing efficiency and productivity, enhancing overall functionality and safety. It will provide increased opportunity for more and better programming in a light-filled and safe positive environment that is more conducive to positive behavioral change. The new facility will provide a full range of mental health service to divert those with serious mental illness who pose a low risk of re-offense from incarceration into treatment. The proposed DCJTC represents a comprehensive long term solution for the development of a holistic justice campus which is designed to meet the needs of the entire community by promoting efficiency and enacting practices that reduce criminal recidivism and enhance long-term public safety.

11.0 SITE ENVIRONMENTAL CONDITIONS

As noted previously, the former Hamilton Reproduction Site is currently used as a gravel surface parking lot. The site was remediated under NYSDEC supervision and a certificate of completion was issued by the NYSDEC in June 2010.

It is expected that NYSDEC would consider the proposed DCJTC housing equivalent to multi-family housing (a residential use). The existing remedy was intended to place very little burden during redevelopment of the former Hamilton Reproductions site. Additional effort would be required on this site to meet the Restricted-Residential Use soil cleanup objectives (SCOs).

Remaining contamination is primarily associated with chlorinated volatile organic compounds (CVOCs) in the shallow groundwater and associated saturated soil. As such, Institutional Controls and Engineering Controls (IC/ECs) prohibit use of groundwater, require soil management, and call for evaluation and mitigation of vapor intrusion. Soils would require screening during construction, potential off-site soil disposal, and a sub-slab ventilation will be required for the DCJTC.

It is anticipated that requesting site transition to a Restricted-Residential Site Use category will result in NYSDEC requirements to perform the following:

1. Updated groundwater sampling rounds.
2. Updated Remedial Alternatives Analysis with Remedial Work Plan using former soil data and updated groundwater data.
3. Public notice of the approved site remedy.
4. Implementation of the new site remedy if the project advances. The revised site remedy is likely to consist of:
 - o Revised standards during site footing and basement excavation for which soils may remain on site versus those requiring off-site disposal.
 - o Mandatory rather than Evaluative Use of vapor intrusion measures for new structures.

NYSDEC will be consulted during the design stages to confirm the specific use category and requirements for the transition.

FULL ENVIRONMENTAL ASSESSMENT FORM (FEAF) PART 1

*Full Environmental Assessment Form
Part 1 - Project and Setting*

Instructions for Completing Part 1

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

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

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

A. Project and Sponsor Information.

Name of Action or Project: Dutchess County Justice and Transition Center (DCJTC)		
Project Location (describe, and attach a general location map): Refer to Figures 1 and 2. 150 & 182 North Hamilton Street and 108 & 104 Parker Avenue (Tax Parcels 6162-62-238330, 6162-54-240389, 238399, 236411, & 213405=12.61 acres)		
Brief Description of Proposed Action (include purpose or need): The proposed DCJTC project involves the removal of the existing Sheriff's Office law enforcement building, garage, and a portion of the existing jail building, and construction of an addition to the existing jail and two additional structures along the western project boundary for storage and kennel space. A new Sheriff's Office Law Enforcement Building will be constructed, repurposing a portion of the James Taylor Manufacturing building. Additional parking areas are proposed around the structures. Access points from Parker Avenue and North Hamilton Street will be maintained. The DCJTC project will contain 582 inmate beds at project completion, with the potential to expand to 660 beds. Refer to concept plan.		
Name of Applicant/Sponsor: County of Dutchess		Telephone: 845-486-2085 E-Mail: nknille@dutchessny.gov
Address: 22 Market Street		
City/PO: Poughkeepsie	State: NY	Zip Code: 12601
Project Contact (if not same as sponsor; give name and title/role): Noel H.S. Knille, AIA, ASLA, Commissioner, D.C. Department of Public Works		Telephone: 845-486-2085 E-Mail: nknille@dutchessny.gov
Address: 626 Dutchess Turnpike		
City/PO: Poughkeepsie	State: NY	Zip Code: 12603
Property Owner (if not same as sponsor): County of Dutchess		Telephone: E-Mail:
Address: 22 Market Street		
City/PO: Poughkeepsie	State: NY	Zip Code: 12601

B. Government Approvals

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

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No or Village Board of Trustees		
b. City, Town or Village <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Planning Board or Commission		
c. City Council, Town or <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Village Zoning Board of Appeals		
d. Other local agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	City of Poughkeepsie Public Works, Water, & Sewer Departments	To be determined
e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	DCDOH; DC Legislature funding	To be determined
f. Regional agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
g. State agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	NYSDEC GP-0-15-002 & transition of former Hamilton Reproduction site to restricted residential use;	To be determined NYS DOT Highway Work Permit/Access; and NYS Commission of Correction
h. Federal agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
i. Coastal Resources.		
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
iii. Is the project site within a Coastal Erosion Hazard Area?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

C. Planning and Zoning

C.1. Planning and zoning actions.	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<ul style="list-style-type: none"> • If Yes, complete sections C, F and G. • If No, proceed to question C.2 and complete all remaining sections and questions in Part 1 	
C.2. Adopted land use plans.	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? Refer to Section 2.0 of the FEAF Narrative.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, identify the plan(s): Remediation Sites: B00020 (Former Hamilton Reproduction site - refer to Section 11.0 of the FEAF Narrative.)	

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, identify the plan(s):	

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. Yes No
 If Yes, what is the zoning classification(s) including any applicable overlay district?
 The site is zoned Walkway Gateway (W-G) District. The northern portion of the site is in the G-OM sub-district. The southern portion of the site is in the G-RM sub-district.

b. Is the use permitted or allowed by a special or conditional use permit? Yes No
 The use is allowed in the northern portion of the project site; it is not allowed in the southern portion of the project site

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

C.4. Existing community services.

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

b. What police or other public protection forces serve the project site?
 Dutchess County Sheriff's Office with support from City of Poughkeepsie Police Department and NYS Police

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

d. What parks serve the project site?
 Not applicable

D. Project Details

D.1. Proposed and Potential Development

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

b. a. Total acreage of the site of the proposed action? 12.61 acres Refer to Section 1.0 of the FEAF Narrative.
 b. Total acreage to be physically disturbed? 11.0 acres
 c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 12.61 acres

c. Is the proposed action an expansion of an existing project or use? Yes No
 i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % 104% (based on total SF) Units: maximum of 203 new units

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

e. Will proposed action be constructed in multiple phases? Yes No
 i. If No, anticipated period of construction: 36 months
 ii. If Yes:
 • Total number of phases anticipated _____
 • Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
 • Anticipated completion date of final phase _____ month _____ year
 • Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

NA = Not Applicable

Yes No

f. Does the project include new residential uses?

If Yes, show numbers of units proposed.

One Family Two Family Three Family Multiple Family (four or more)

Initial Phase _____
At completion _____
of all phases _____

Yes No

g. Does the proposed action include new non-residential construction (including expansions)?

If Yes, Refer to Section 1.0 of the FEAF Narrative.

- i. Total number of structures 4
- ii. Dimensions (in feet) of largest proposed structure: 3 stories height; 308+/-' width; and 677+/-' length (jail including existing portion)
- iii. Approximate extent of building space to be heated or cooled: 375,900+/- square feet (includes existing to remain)

Yes No

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage?

If Yes,

- i. Purpose of the impoundment: _____
- ii. If a water impoundment, the principal source of the water: Ground water Surface water streams Other specify: _____

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

- iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres
- v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length
- vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

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

If Yes:

- i. What is the purpose of the excavation or dredging? _____
- ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
 - Volume (specify tons or cubic yards): _____
 - Over what duration of time? _____
- iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____

Yes No

iv. Will there be onsite dewatering or processing of excavated materials? If yes, describe. _____

- v. What is the total area to be dredged or excavated? _____ acres
- vi. What is the maximum area to be worked at any one time? _____ acres
- vii. What would be the maximum depth of excavation or dredging? _____ feet
- viii. Will the excavation require blasting? Yes No

ix. Summarize site reclamation goals and plan: _____

Yes No

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area?

If Yes:

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

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

iii. Will proposed action cause or result in disturbance to bottom sediments? Yes No
If Yes, describe: _____

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

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

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

c. Will the proposed action use, or create a new demand for water? Refer to Section 7.0 of the FEAF Narrative. Yes No
If Yes:

i. Total anticipated water usage/demand per day: _____ 56,360+/- gallons/day (at maximum occupancy including existing)

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

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

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

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

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

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

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

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

d. Will the proposed action generate liquid wastes? Refer to Section 7.0 of the FEAF Narrative. Yes No
If Yes:

i. Total anticipated liquid waste generation per day: _____ 56,360+/- gallons/day (at maximum occupancy including existing)

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

sanitary sewage

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

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

- Do existing sewer lines serve the project site? Yes No
 - Will line extension within an existing district be necessary to serve the project? Yes No
- If Yes:
- Describe extensions or capacity expansions proposed to serve this project: _____

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

If Yes:

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

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

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

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

If Yes:

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

_____ Square feet or 7.88 acres (impervious surface) (Represents total impervious surface at project completion. Project results in a reduction in impervious surface of 1.30 acres)

_____ Square feet or 12.61 acres (parcel size)

ii. Describe types of new point sources. As a redevelopment project, there are no new point sources. Existing point sources will be utilized.

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

Stormwater will be directed to existing City of Poughkeepsie stormwater drainage system which ultimately outfalls to the Fallkill Creek.

- If to surface waters, identify receiving water bodies or wetlands: Fallkill Creek

- Will stormwater runoff flow to adjacent properties? Yes No

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

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

If Yes, identify:

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

Vehicle traffic for prisoner transport, vendors, visitors, staff (no significant change)

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

None

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

None

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

If Yes:

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

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

- _____ Tons/year (short tons) of Carbon Dioxide (CO₂)
- _____ Tons/year (short tons) of Nitrous Oxide (N₂O)
- _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)
- _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)
- _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

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

If Yes:

- i. Estimate methane generation in tons/year (metric): _____
- ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

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

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

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? Refer to Section 5.0 of the FEA Narrative and Appendix C. Yes No

If Yes:

- i. When is the peak traffic expected (Check all that apply): Morning Evening Weekend
 Randomly between hours of _____ to _____.
- ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____
- iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____
- iv. Does the proposed action include any shared use parking? Yes No
- v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

vi. Are public/private transportation service(s) or facilities available within 1/2 mile of the proposed site? Yes No

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

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

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? Refer to Section 8.0 of the FEA Narrative. Yes No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____
 Current usage is 2.3 kilowatt hours. Project may result in increase in energy usage (to be determined) but will be designed with energy-saving features.

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

Central Hudson Gas & Electric Corporation

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

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

- | | |
|--|---|
| <p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ 6:30 AM to 9:00 PM • Saturday: _____ 6:30 AM to 9:00 PM • Sunday: _____ NA • Holidays: _____ NA | <p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ 24 hours • Saturday: _____ 24 hours • Sunday: _____ 24 hours • Holidays: _____ 24 hours |
|--|---|

NA = Not Applicable

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? Refer to Section 9.0 of the FEAF Narrative. Yes No

If yes:

i. Provide details including sources, time of day and duration:
 Temporary noise above local ambient noise levels may occur during demolition/construction, which will be limited to the hours of 6:30 AM to 9:00 PM in accordance with City of Poughkeepsie Code Chapter 13.5, Noise. Operational noise is not expected to change significantly as a result of the project.

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes No
 Describe: _____

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

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:
 The project will include new outdoor lighting. All proposed lighting will be cut-off lighting fixtures, and will comply with Section 19-4.19(a) of the City's zoning regulations. The details of the fixtures are to be determined.

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

o. Does the proposed action have the potential to produce odors for more than one hour per day? Yes No
 If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

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

If Yes:

i. Product(s) to be stored _____

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

iii. Generally describe proposed storage facilities: _____

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

If Yes:

i. Describe proposed treatment(s):

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

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? Solid waste is not expected to increase significantly since there is no significant change in the total number of inmates or staff at the facility. Yes No

If Yes:

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

- Construction: _____ to be determined tons per _____ (unit of time) (from demolition of buildings)
- Operation : _____ 1+/- (no change) tons per _____ month (unit of time)

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

- Construction: NA
- Operation: NA

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

- Construction: Solid waste generated by demolition activities will be hauled by a licensed waste hauler to DC Resource Recovery Agency Facility.
- Operation: Solid waste generated by the facility will continue to be picked up three times per week by a licensed waste hauler and transported to DC Resource Recovery Agency Facility.

NA = Not Applicable

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

If Yes:

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

ii. Anticipated rate of disposal/processing:

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

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? Refer to Section 11.0 of the FEAF Narrative. Yes No

If Yes:

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

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____
Hazardous materials generated by former manufacturing facility may be encountered during construction activities. Former manufacturing operations including buttons, clothing and printing. Buildings to be demolished may contain asbestos.

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

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

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

If Yes: provide name and location of facility: _____

Any hazardous material discovered during construction will be picked up by a licensed hazardous waste hauler and properly disposed of.

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

E. Site and Setting of Proposed Action

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

a. Existing land uses. Refer to Figure 3 for land uses within 1,000 feet and Section 2.0 of the FEAF Narrative.

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

Urban Industrial Commercial Residential (suburban) Rural (non-farm)

Forest Agriculture Aquatic Other (specify): _____

ii. If mix of uses, generally describe:
Industrial, storage, abandoned railroad, Dutchess County Rail Trail, auto body shops, auto service, gas station/minimarts, car wash, restaurants, offices, contractor offices, junkyard, residential, golf course, park, school

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	9.18 +/-	7.88	-1.30 +/-
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: lawn areas	3.43 +/-	4.73	+1.30 +/-

c. Is the project site presently used by members of the community for public recreation? Yes No
 i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? Yes No
 If Yes,
 i. Identify Facilities:
 The City of Poughkeepsie Morse elementary school is located on Mansion Street 500+/- feet southwest of the project site. Some of the inmates at the jail may also fall into these categories. No change to the mix of inmates is anticipated.

e. Does the project site contain an existing dam? Yes No
 If Yes:
 i. Dimensions of the dam and impoundment:
 • Dam height: _____ feet
 • Dam length: _____ feet
 • Surface area: _____ acres
 • Volume impounded: _____ gallons OR acre-feet
 ii. Dam's existing hazard classification: _____
 iii. Provide date and summarize results of last inspection: _____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? Yes No
 If Yes:
 i. Has the facility been formally closed? Yes No
 • If yes, cite sources/documentation: _____
 ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____
 iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? Yes No
 If Yes: Refer to Section 11.0 of the FEAF Narrative.
 i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:
 The newly acquired parcels (former Hamilton Printing) were part of a brownfield site which was remediated under NYSDEC supervision by the City of Poughkeepsie. Contamination consisted of Volatile Organic Compounds (VOC's), PCBs & petroleum. NYSDEC easement was filed restricting future use.

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? Yes No
 If Yes:
 i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes No
 Yes – Spills Incidents database Provide DEC ID number(s): 8403059, 9709828, 0312988
 Yes – Environmental Site Remediation database Provide DEC ID number(s): B00020
 Neither database
 ii. If site has been subject of RCRA corrective activities, describe control measures: _____
 NA

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? Yes No
 If yes, provide DEC ID number(s): B00036, 314074, B00020
 iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):
 B00020 (Former Hamilton Reproduction site) and B00036 (Qual Krom site) = Classification of "C"; 314074 (Schatz Plant) = Classification of "02". Please refer to NYSDEC website for explanation of classifications. Refer to Section 11.0 of the FEAF Narrative for further information regarding B00020.

NA = Not Applicable

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

- If yes, DEC site ID number: B00020 (Hamilton Reproduction)
- Describe the type of institutional control (e.g., deed restriction or easement): Environmental Easement
- Describe any use limitations: various, including limiting use of site to commercial/industrial uses
- Describe any engineering controls: restricted to commercial/industrial use
- Will the project affect the institutional or engineering controls in place? Yes No
- Explain: _____

Building was removed and an environmental easement was filed with NYSDEC, which contains a use restriction and prohibition on the use of land in a manner consistent with engineering controls which limits use of the site to commercial/industrial uses. Project Sponsor is working with NYSDEC for an amendment to this easement to allow inmates to reside on the property.

E.2. Natural Resources On or Near Project Site Refer to Figure 5 and Section 3.1 of the FEAR narrative.

a. What is the average depth to bedrock on the project site? _____ 2.5 to 2.8 feet

b. Are there bedrock outcroppings on the project site? Yes No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ 0.1 to 2 % (per soil description)

c. Predominant soil type(s) present on project site: Dutchess-Cardigan-Urban Land complex (DxB) _____ 100 %
_____ %
_____ %

d. What is the average depth to the water table on the project site? Average: _____ >6 feet

e. Drainage status of project site soils: Well Drained: _____ 100 % of site
 Moderately Well Drained: _____ % of site
 Poorly Drained _____ % of site

f. Approximate proportion of proposed action site with slopes: 0-10%: _____ 100 % of site
 10-15%: _____ % of site
 15% or greater: _____ % of site

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

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? Refer to Figure 6 and Section 3.0 of the FEAR Narrative. Yes No

ii. Do any wetlands or other waterbodies adjoin the project site? Yes No
If Yes to either *i* or *ii*, continue. If No, skip to E.2.i. FEAR Mapper automatically responds yes; however, there are no wetlands or water bodies directly adjacent to the project site. Refer to Figure 6.

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

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

- Streams: Name None Classification _____
- Lakes or Ponds: Name None Classification _____
- Wetlands: Name None Approximate Size _____
- Wetland No. (if regulated by DEC) None

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? Yes No
If yes, name of impaired water body/bodies and basis for listing as impaired: _____

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

j. Is the project site in the 100 year Floodplain? Yes No
The southern tip of the project site may be located in a 100-year floodplain.

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

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? Yes No
If Yes:
i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____
 Typical urban species (site is developed) _____

n. Does the project site contain a designated significant natural community? Yes No
 If Yes:
 i. Describe the habitat/community (composition, function, and basis for designation): _____
 ii. Source(s) of description or evaluation: _____
 iii. Extent of community/habitat: _____
 • Currently: _____ acres
 • Following completion of project as proposed: _____ acres
 • Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? Yes No

Please refer to Figure 6. Site is located in an urban industrial area, and consists mostly of impervious surface.

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? Yes No

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? Yes No
 If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
 If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? Yes No
 i. If Yes: acreage(s) on project site? _____
 ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? Yes No
 If Yes:
 i. Nature of the natural landmark: Biological Community Geological Feature
 ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? Yes No
 If Yes:
 i. CEA name: _____
 ii. Basis for designation: _____
 iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places? Refer to Figure 8 and Section 4.0 of the FEA Narrative.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
i. Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District	
ii. Name: _____	
iii. Brief description of attributes on which listing is based: _____	
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? Refer to Figure 8 and Section 4.0 of the FEA Narrative.	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
g. Have additional archaeological or historic site(s) or resources been identified on the project site?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes:	
i. Describe possible resource(s): _____	
ii. Basis for identification: _____	
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? Refer to Figures 4A and 4B and Section 2.0 of the FEA Narrative.	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes:	
i. Identify resource: various - refer to Figures 4A & 4B.	
ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): various	
iii. Distance between project and resource: _____ 0.06 miles. (William R Steinhaus Dutchess Rail Trail)	
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes:	
i. Identify the name of the river and its designation: _____	
ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	
<input type="checkbox"/> Yes <input type="checkbox"/> No	

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

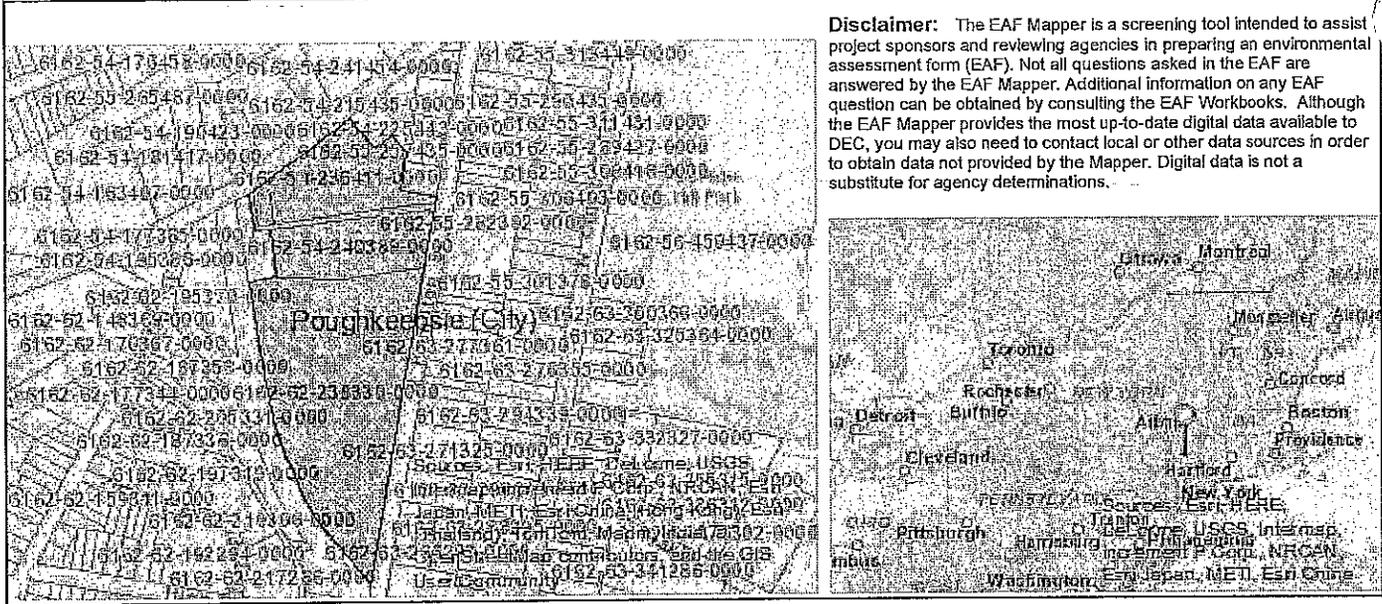
I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Dutchess County Date _____

Signature _____ Title _____

EAF Mapper Summary Report

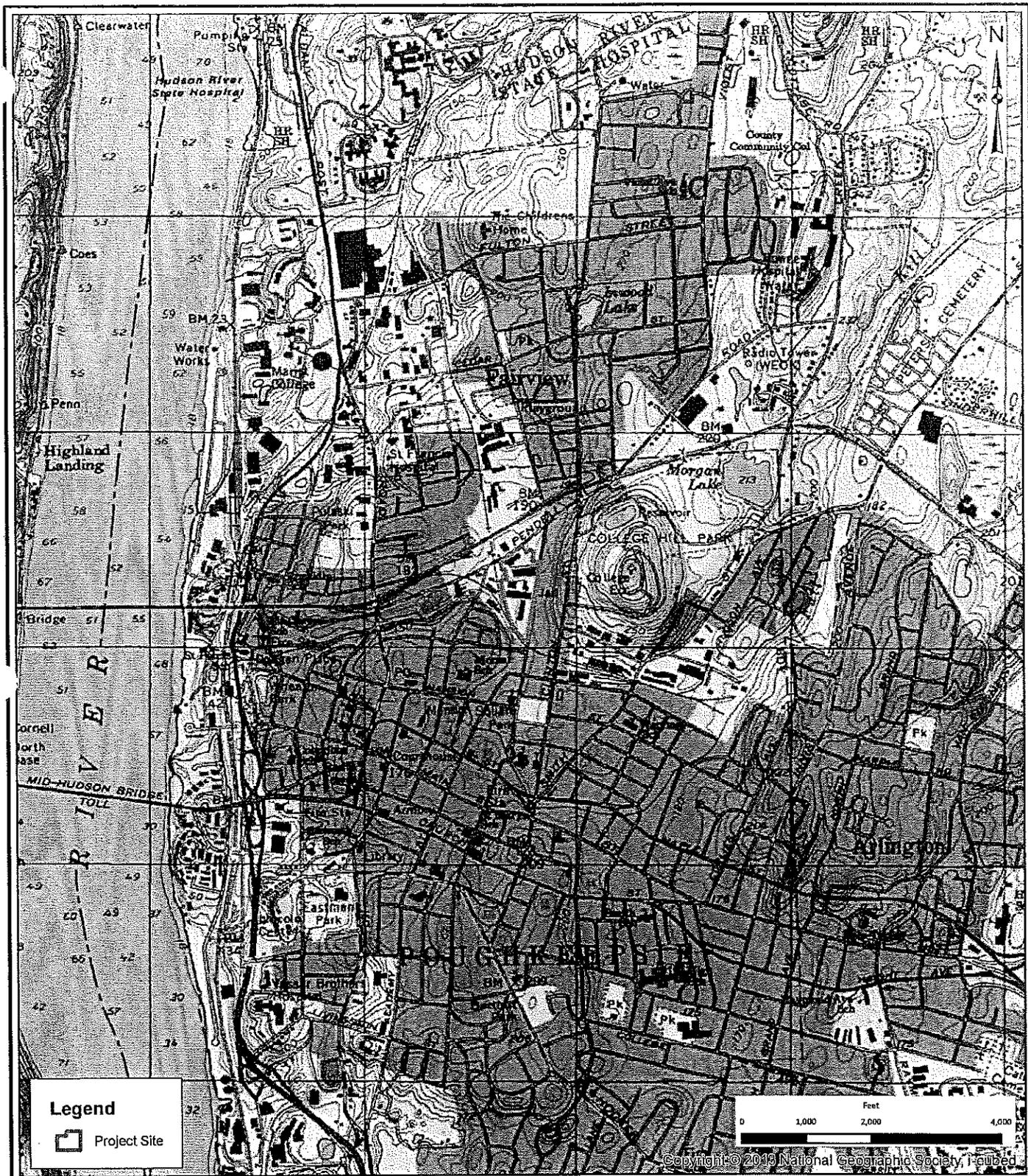
Tuesday, June 16, 2015 10:30 AM



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	Remediation Sites:B00020
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Yes - Digital mapping data for Spills Incidents are not available for this location. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Yes
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Yes
E.1.h.i [DEC Spills or Remediation Site - DEC ID Number]	B00020
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	B00036, 314074, B00020
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	Yes
E.2.k. [500 Year Floodplain]	No

E.2.i. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d. [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

FIGURES



THE Chazen COMPANIES
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 Phone: (845) 454-3980

Capital District Office:
 547 River Street, Troy, NY 12180
 Phone: (518) 273-0055

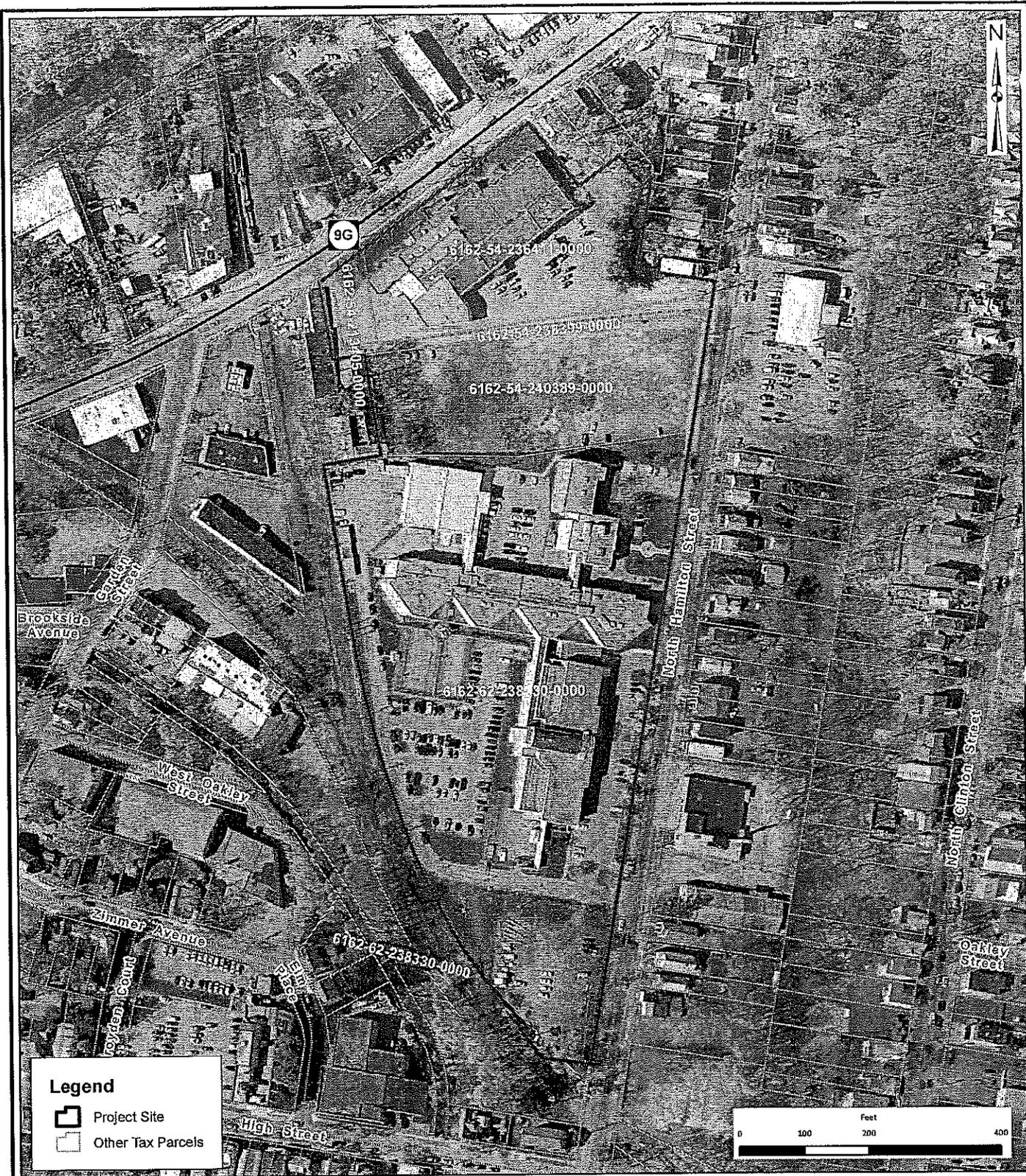
North Country Office:
 375 Bay Road, Queensbury, NY 12804
 Phone: (518) 812-0513

Dutchess County Justice and Transition Center

USGS Location Map

Hamilton St & Parker Ave, City of Poughkeepsie - Dutchess County, New York

Drawn:	RL-B
Date:	07/06/2015
Scale:	1:24,000
Project:	81429.00
Figure:	1



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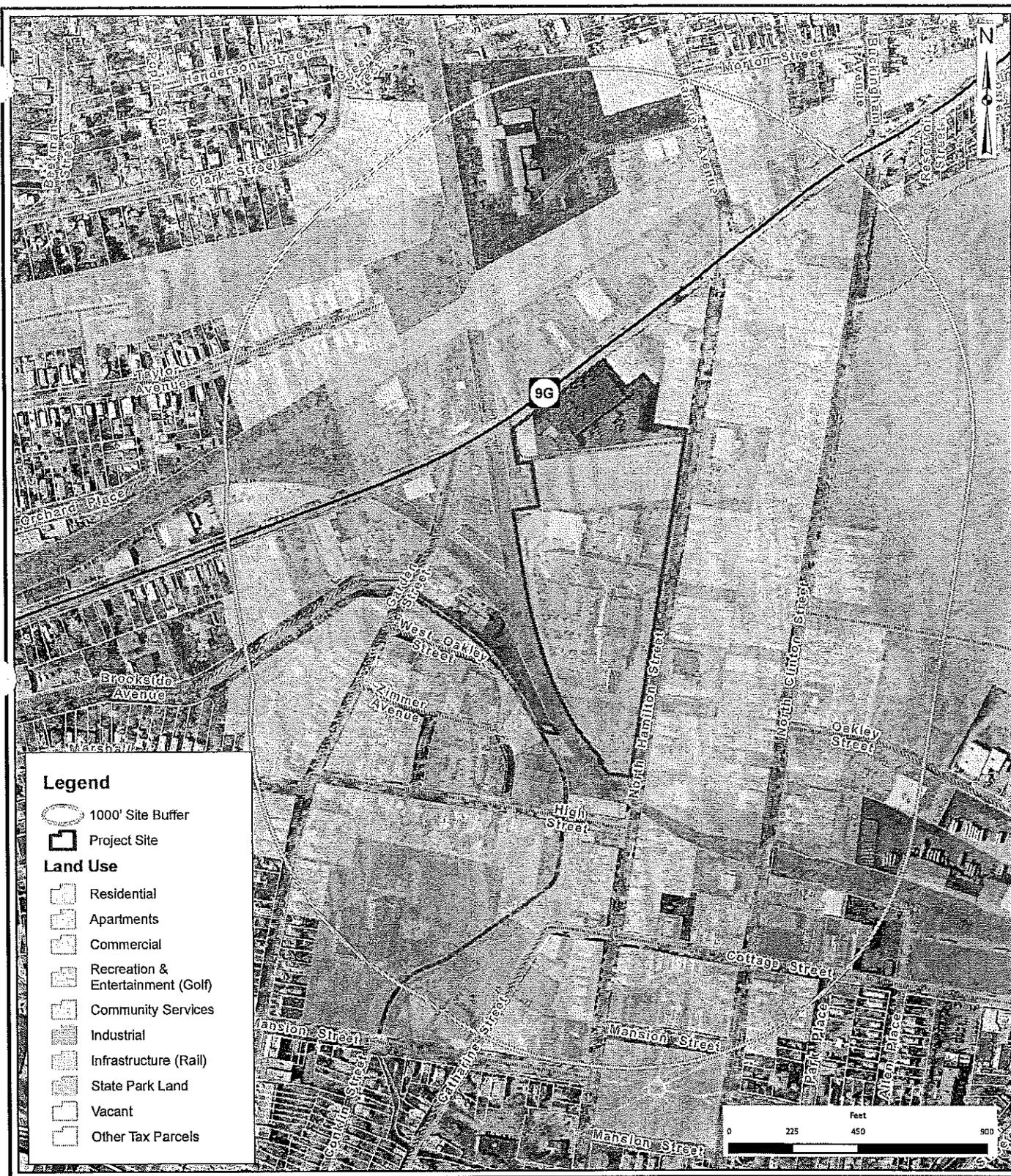
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Orthophoto Tax Map

Hamilton St & Parker Ave, City of Poughkeepsie - Dutchess County, New York

Drawn:	RL-B
Date:	07/06/2015
Scale:	1 inch = 200 feet
Project:	81429.00
Figure:	2



Legend

- 1000' Site Buffer
- Project Site

Land Use

- Residential
- Apartments
- Commercial
- Recreation & Entertainment (Golf)
- Community Services
- Industrial
- Infrastructure (Rail)
- State Park Land
- Vacant
- Other Tax Parcels

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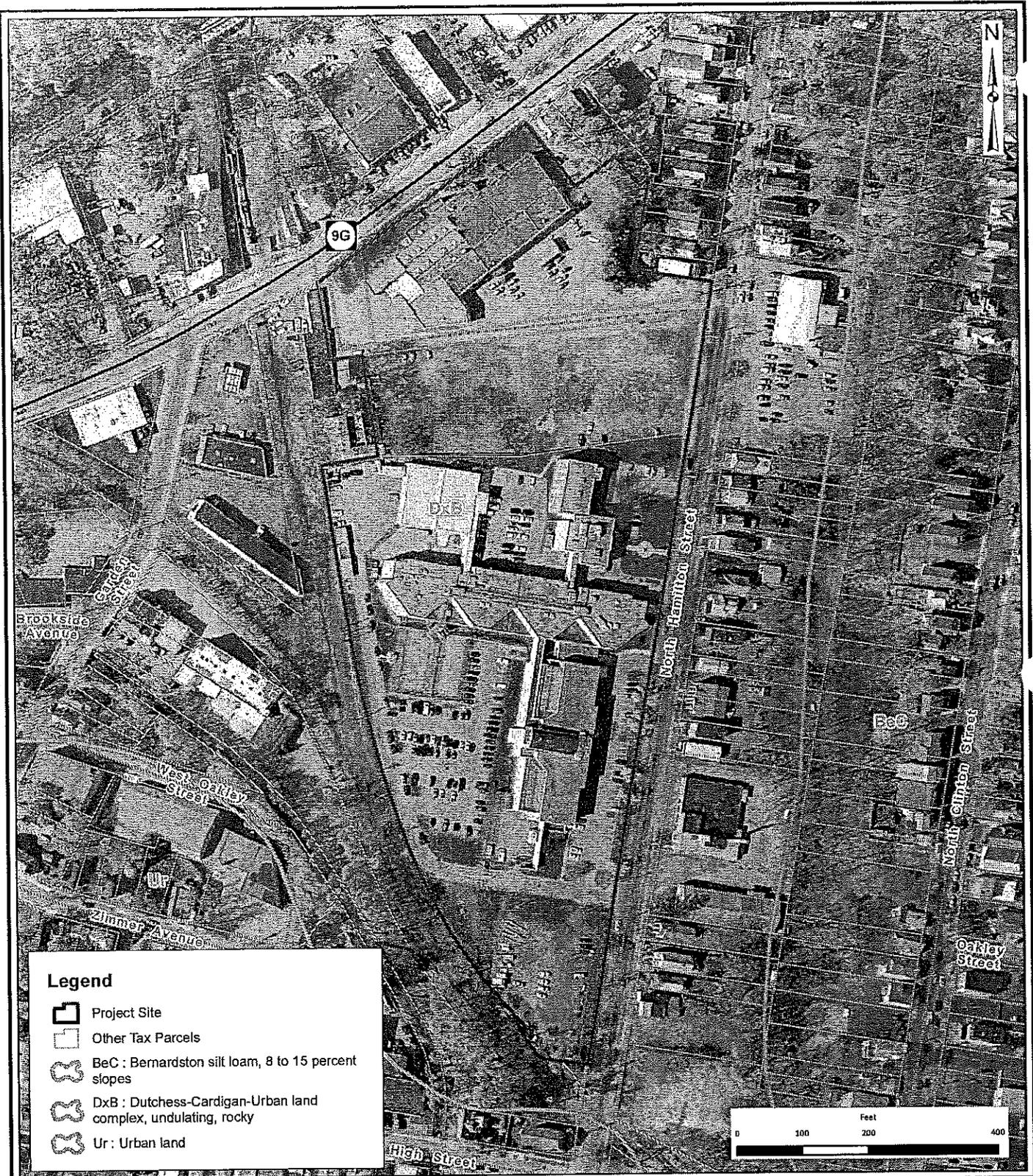
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Land Use Map

Hamilton St & Parker Ave, City of Poughkeepsie - Dutchess County, New York

Drawn:	RL-B
Date:	07/06/2015
Scale:	1 inch = 450 feet
Project:	81429.00
Figure:	3



Legend

-  Project Site
-  Other Tax Parcels
-  BeC : Bernardston silt loam, 8 to 15 percent slopes
-  DxB : Dutchess-Cardigan-Urban land complex, undulating, rocky
-  Ur : Urban land

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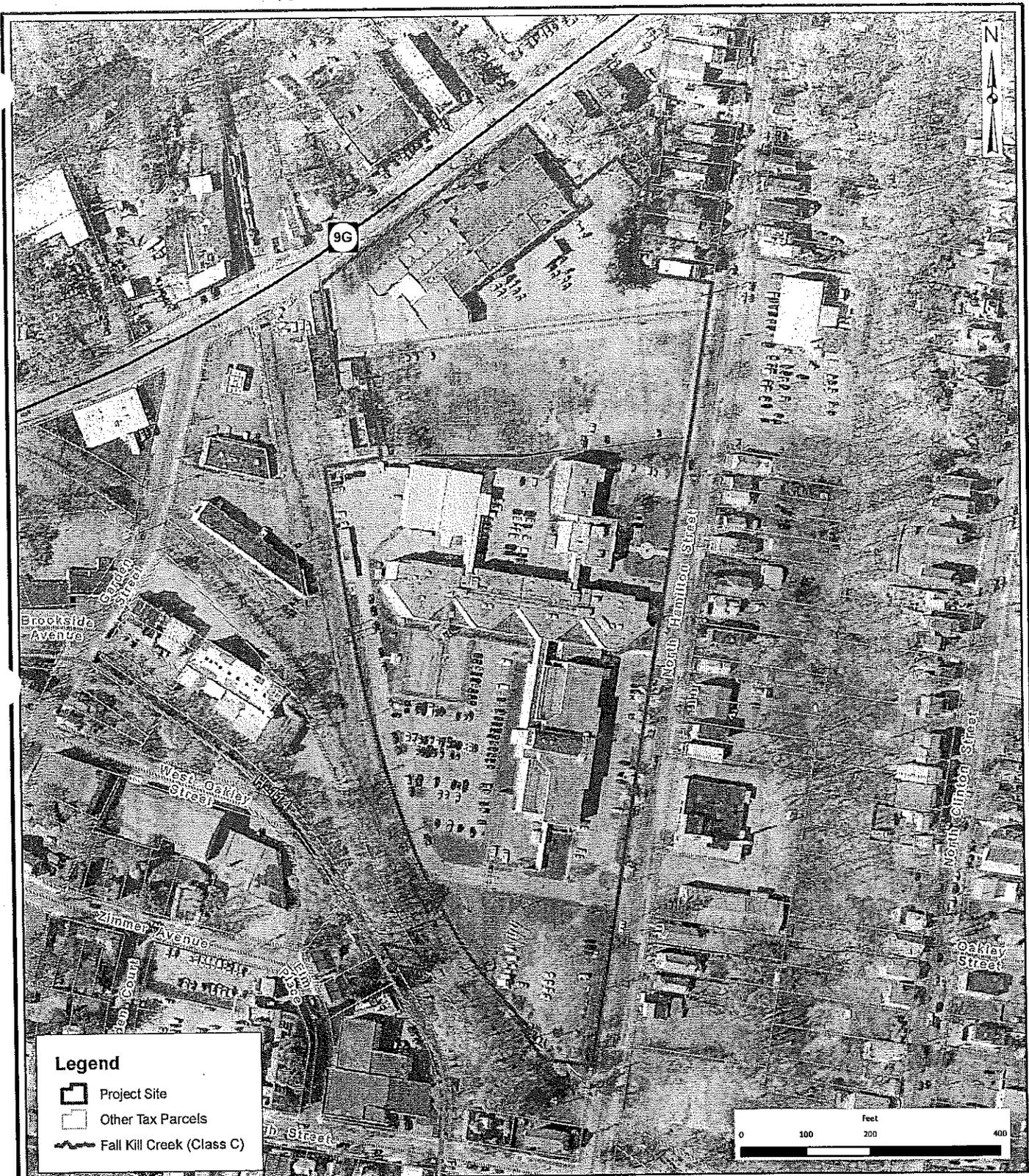
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Dutchess County Justice and Transition Center

Soils Map

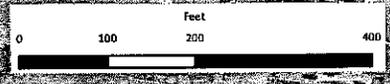
Hamilton St & Parker Ave, City of Poughkeepsie - Dutchess County, New York

Drawn: --	RL-B
Date:	07/06/2015
Scale:	1 inch = 200 feet
Project:	81429.00
Figure:	5



Legend

-  Project Site
-  Other Tax Parcels
-  Fall Kill Creek (Class C)



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Dutchess County Justice and Transition Center

Wetland and Stream Map

Hamilton St & Parker Ave, City of Poughkeepsie - Dutchess County, New York

Drawn:	RL-B
Date:	07/06/2015
Scale:	1 inch = 200 feet
Project:	B1429.00
Figure:	6

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Please set your printer orientation to "Landscape".

NYSDEC Environmental Resource Map

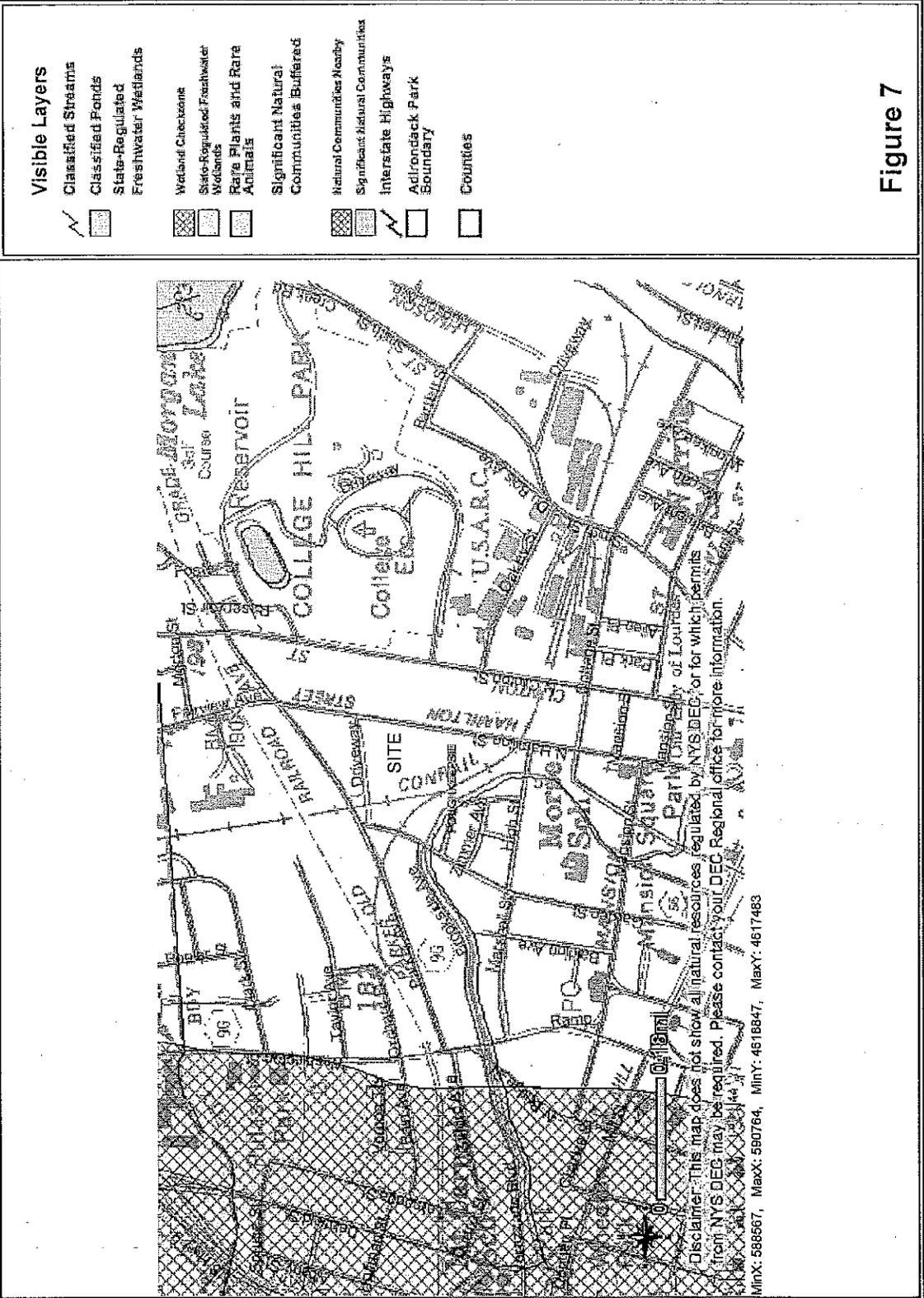
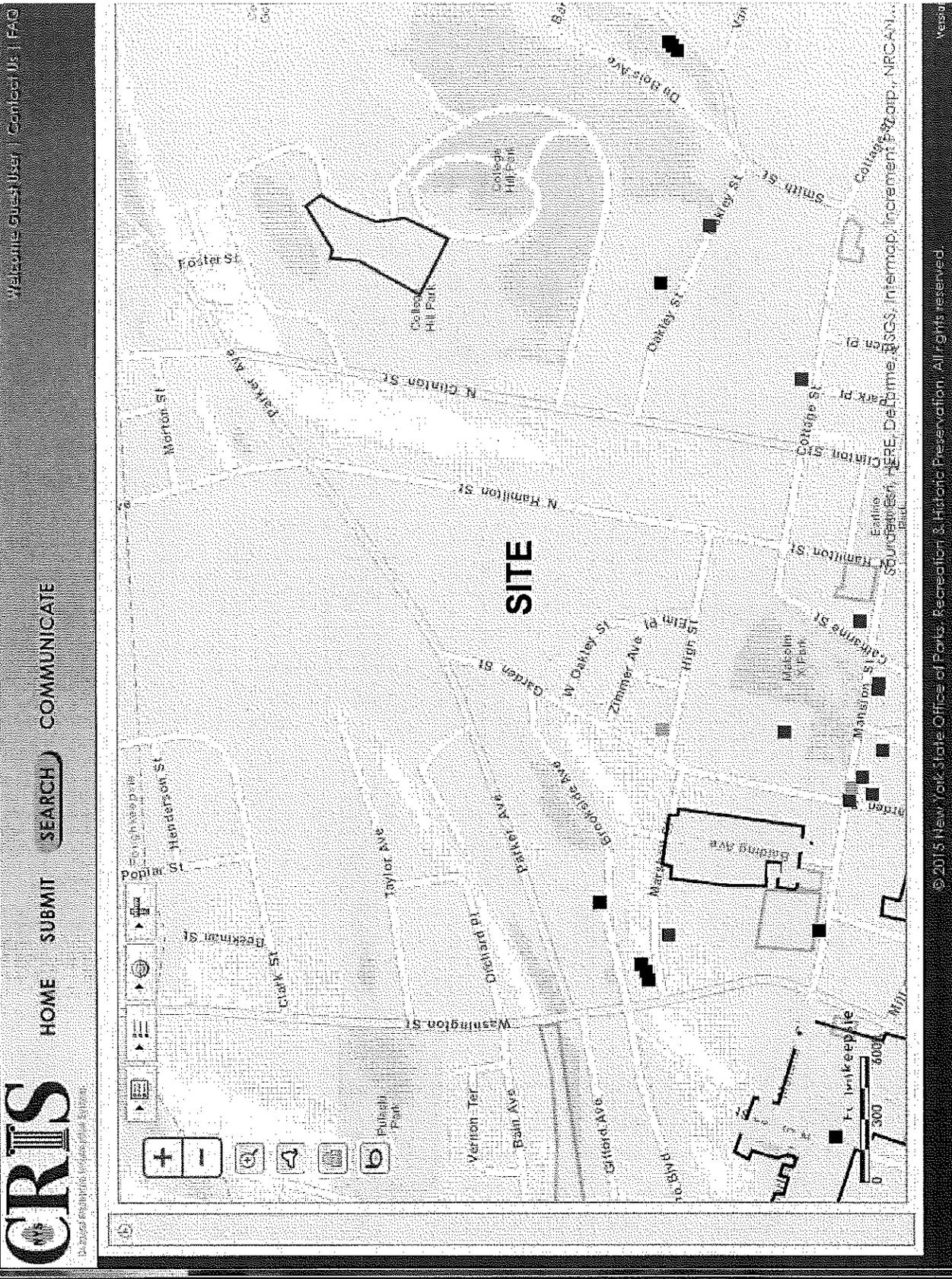


Figure 7

Disclaimer: This map was prepared by the New York State Department of Environmental Conservation using the most current data available. It is deemed accurate but is not guaranteed. NYS DEC is not responsible for any inaccuracies in the data and does not necessarily endorse any interpretations or products derived from the data.

Fig 8

NYS Office of Parks, Recreation, & Historic Preservation (NYSOPRHP)
Cultural Resource Information System (CRIS) Map



ATTACHMENT A

External Advisory Group Meeting Minutes

External Advisory Group (EAG) 8/12/14

Members In Attendance: John Crodelle; Audra Gerty; Jim Hammond; Joe LePore; Tim Massie; Andrew O'Grady; Sen. Steve Saland

Guests: Deputy County Executive Bill O'Neil; Dutchess County Commissioner of Public Works Noel Knille; Director of Probation and Community Corrections Mary Ellen Still; Dutchess County Jail Administrator George Krom; CJC consultant ; Gary Christensen

Minutes were recorded by Susan McGuire

- It was noted that Sen. Saland would be the chair of the EAC and Tim Massie would be vice-chair
- The project will be referred to as ***The Justice and Transition Center Project***
- Chairman Saland noted that County Executive Molinaro stressed the importance of transparency and asked for clarification on the committee's role which was explained during the subsequent presentation. He asked if in our volunteer advisory capacity are we a "public" body for purposes of the Freedom of Information Law (FOIL-as well as Open Meetings Law) in the event, a meeting in the nature of what would be termed an "executive session" if the EAG was a public body, was viewed as being necessary. He also asked what venues or portions of the project are totally within the purview of the committee?
DCE Bill O'Neil informed the group that the County Attorney had opined that the EAG was not subject to the open meetings law and a confirmation was being sought from FOIL expert Bob Freeman.
- Public Works Commissioner Noel Knille will serve as County liaison to the EAG.
- A Power Point Presentation was provided by George Krom, Bill O'Neil, Noel Knille and Mary Ellen Still. Presentation included a project background, PODs Implementation Update, planning process for development, timeline, explanation of the 3 advisory groups, (EAG, Special Populations Workgroup and Legislative Advisory Committee) and who was on each. A copy of the presentation is attached:



DCJTC Update
Presentation - 8-12-1

- Dutchess County government is currently housing out approximately 250 inmates and on average, more than 200 inmates have been housed out daily for the last 2 years, costing the county in excess of \$8 million per year. This presents problems for inmates, their families, and those working with them – e.g., defense attorneys, public defenders, probation.
- Temporary housing PODs will provide a means to return inmates to Dutchess County pending completion of the Justice Transition Center. They will help alleviate the logistical log jams, provide significant cost savings while also allowing the opportunity to assess impact on length of stay which should help to determine final housing needs for the new facility.
- Campus design: In addition to responding to issues of public safety that may be presented or arise, it is envisioned that the North Hamilton Street property will become a campus like setting

creating a continuum of Incarceration addressing support for special needs populations, including those with mental health services, substance abuse services. It is believed that through construction or renovation such buildings could assist diversion from the jail and greater use of ATI's.

- An additional aspect of this project is the opportunity to create a desirable urban streetscape using the Fallkill Creek and the CSX rail spur that runs behind the current jail property. Design could enhance the area which is within the new City of Poughkeepsie Walkway zoning with potential retail investment, community beautification and park area and is advised that the same holds true for functional offices and residences to address inmate re-entry needs.
- The county places heavy emphasis on evidence based solutions in all phases of development, planning and building of this new facility and advises that the same holds true for the programs and alternatives to incarceration designed to help reduce recidivism.
- Conclusions summarized;
 1. Committee needs a defined product to work with. The goal is to clearly define the product, but it will be a work in progress for 2014 and much of 2015.
 2. A tour of the existing facility will be planned in the near future, and in advance of any scheduled meeting of the EAG to acquaint members with the current jail and site.
 3. Time slot and dates for future meetings are a priority. Since this is a Committee of Volunteers all efforts to accommodate schedules- keeping in mind we need to meet at times that are convenient for the public to attend is our goal. **SUSAN MCGUIRE WILL EMAIL A REQUEST FOR ANY DAY OR TIME OF THE WEEK THAT IS COMPLETELY NOT AVAILABLE FOR YOU TO MEET. THIS WILL BE IN A SEPARATE EMAIL.** A calendar for meetings will be published on the CJC webpage.
 4. The public will be encouraged to communicate with the EAG. OCIS will set-up an email address and space on the CJC webpage. The public will be directed to these areas to get information and offer opinions or ask questions. Social Media (Facebook) will also be used to interact with the public concerning this project and the activities associated with the EAG. The County's Communication director will attend a future meeting and present an update on the communication plan.
 5. Future meetings will be held in the Dutchess County Legislative Chambers and be open to the public. The public will not be meeting participants. The public will be encouraged to communicate with the EAG by such means as shall be provided as set forth in above.
 6. The EAG left for future consideration designation of an appropriate means by which to conduct appropriate forum or forums in which public participation will be invited.

The meeting began at 6:30 PM in Bowne Hall at Dutchess Community College.

- Steve Saland, introduced himself as Chairman of the External Advisory Group (EAG) explaining that the group did not hold a decision making position, but rather would function as a conduit to the greater community. He also explained that the meeting was not in the legislative chambers as planned because legislators were reviewing the 2015 County Budget, but he expected future meetings to be held in the legislative chambers. At certain meetings, the public will be able to offer comments and submit questions prior to or at the meeting which will be responded to appropriately. The EAG will publicize all meetings.
- This open and transparent approach coupled with the comprehensive process will result in not just an answer to the need for a jail, but the creation of a Justice and Transition Center (DCJTC)
- Chairman Saland then introduced Dutchess County Executive Marc Molinaro.
- County Executive Molinaro said a number of the group's members were not in attendance, but will be participating in the future. He then asked the following members who were present to introduce themselves.

Jim Hammond, former County Legislator and Chairman of the Charter and Local Law Committee, as well as a Walkway Over the Hudson Board member. The current jail is and the proposed DCJTC will be located in an adjacent neighborhood to the Walkway.

John Crodelle, Justice for Town of Northeast and representative from the Magistrates Association, as well as a Criminal Justice Council member.

Stephen M. Saland, former NYS Senator, having served in Albany for more than 30 years.

Robert Mallory, Chairman of the Poughkeepsie City Council, representing the 3rd ward.

Andrew O'Grady, Executive Director of Mental Health America of Dutchess County.

Joe LePore, local business owner operating LCS companies on Cottage Street, close to the current jail location.

John Doherty, retired Captain of the City of Poughkeepsie Police Department and Chair of Criminal Justice Program at Marist College.

- County Executive Molinaro went on to mention others in attendance:

Noel Knille, Commissioner of Public Works and the County's Project Manager for the DCJTC project.

Bill O'Neil, Deputy County Executive and Chief of Staff, and a member of the CJC for the past 10 years.

Dutchess County Undersheriff Kirk Imperati

Dutchess County Jail Administrator **George Krom**, also a member of the CJC and the special population workgroup.

Mary Ellen Still, Director of Probation and Community Correctional Services, Chair of the CJC and a member of the Special Populations Workgroup.

Susan McGuire, former staff member to Senator Saland and currently employed as a Staff Development Assistant for D.C. Department of Community and Family Services. Although not a member of the advisory group, serves as the Secretary to the External Advisory Group.

- County Executive Molinaro noted that Dutchess County has been wrestling with this issue for many decades. He added anecdotally, that on his way to Lake Ontario during the summer he saw three Dutchess County Sheriff vans on the road. The cost of transporting inmates is just one cost. Other costs relate to the human toll; the toll on the inmate; the toll on staff; the toll on the families of the inmates. Considerable effort is spent moving inmates, officers and resources. In addition, the policy of housing out limits or denies inmates access to services designed to assist them and their families. Half of the jail population, approximately 250 inmates on average, each day, cannot avail themselves of services.
- The current facility is old, inefficient, and costly. The Dutchess County Jail is the most inefficient in New York State with a ratio of 1 Corrections Officer (CO) to every 1.2 inmates. Ratios of newer designed jails are closer to 1 CO to every 4 inmates. Saving staffing dollars can allow for reinvestment to improve and upgrade programming to create a better system that helps reduce recidivism.
- The Molinaro administration is reaching out and reviewing many models from various parts of the country. A Special Populations Work Group has been established and seeking advice from some of the best criminal justice consultants in the country. Many of the issues the criminal justice system is dealing with relate to the mentally ill population. In the course of this outreach the Bexar County Texas Diversion Program has become a potential model for Dutchess County.
- Integrated into the review for the new facility is a social and service intervention component as a diversion from incarceration, keenly focused on services for veterans, women, substance addiction and mental illness.
- The Center for Effective Public Policy is working with the Dutchess County Probations Department to develop a new pretrial case management for women and the Health and Mental

Hygiene departments are being merged which will support this holistic approach to dealing with individuals with mental issues, in and out of the criminal justice system.

- The County Executive referred to the jail history and noted that some small upgrades have been made to the jail, only to see them outdated before completion, and also noted that sadly the State has reduced and removed their support for the mentally ill.
- The County Executive feels our process for the development of the DCJTC is unique. The County is looking at a very comprehensive assessment of need and costs. Dutchess County will do this right. The jail is the weakest link in the system and fixing it will help the entire criminal justice system.
- He asked Senator Saland to chair the EAG because Senator Saland had significant experience in federal, state and local law. During the Senator's many years of service, he has been involved in every major advancement in New York State Criminal Justice laws, particularly in areas of domestic violence law. The County Executive appreciates his willingness to serve and with his vast experience and talent, this EAG will help makes this project successful. The County Executive hopes for an honest and earnest conversation with the public and the criminal justice system to enhance the community.
- Colleen Pillus, Dutchess County Director of Communications spoke of the avenues of access for the public to receive information and keep abreast of the progress of the project, as well as the ability to provide their input into the process. Dutchessny.gov is the County website- and under "latest news" , or clicking under "public outreach" you can access the project information or by going directly to www.Dutchessny.gov/dcjtc
- The main page is an introduction with a history, how to get in contact and many other links available. The left-hand navigation panel makes it easy to use.
- Externaladvisorygroup@dutchessny.gov is the email address to contact the group where you can send your questions. Anyone sending questions to this email address will have their question directed to the appropriate person for response. If they don't want to check the website continually, they can sign up for Dutchess Delivery and any updates to the calendar or changes made will automatically be sent to them.
- Colleen went on to explain that the Special Populations Work Group's information is already up on the website and access to the County Legislature's Jail committee page as well as information on Proteus, the PODs vendor, are also available.

- A new Facebook page has been established - Dutchess County Justice & Transition Center . If people have suggestions, they can communicate and receive a response through that social media. Minutes from meetings and questions from the public and the responses will be made available online, as well.
- Ron Knapp, Police Chief for the City of Poughkeepsie and Chairman of the Special Populations Work Group and Mary Ellen Still provided an update on the group's progress. As previously stated, the DCJTC project is a two-pronged approach to reduce recidivism through programming and by expanding capacity. Programs to reduce recidivism are currently not available to those inmates housed in other county jails. Once someone is sent to another county, housing and meals are all that is available. However, programming will be provided once the PODs are in use. The Special Populations Work Group is identifying what will be available, how the programs will be administered and to whom. The need for continuation with community resources is also being addressed for when inmates return to the community.
- Another model being considered is how to divert those individuals with mental issues from being incarcerated in the first place. Group member and President of PEOPLE Inc., Steve Miccio is spearheading an effort to create a center similar to the one which Leon Evans from the San Antonio Texas Recovery Center has developed. More will be available about this effort in the weeks and months to come.
- Kevin Warwick of Alternative Solutions Associates, specializing in the assessment of best practices in criminal justice programs and alternatives to incarceration, has been engaged by the County to work with this group.
- Joe LePore asked about staffing levels for the Pods. Chief Knapp said that was part of the process of transition and the County had placed additional funding in the 2015 budget for resources for programming and the needed correction officer staff.
- Mary Ellen Still spoke of the work being done to determine risk levels of those incarcerated. The proxy process at time of entry establishes a risk level from one to six. (six being the highest risk). This is used to determine necessary staffing, appropriate programs and continued programming assessment.
- Saland mentioned that it seems that the real solution is going to be through the programming, not only in the jail, but in follow-up in the community on a continuing basis. Mary Ellen Still agreed, saying the County is looking at a very comprehensive approach to achieve this.
- Chief Knapp said it is very unique that we are looking at programming before building the jail rather than building a facility and trying to work around it.

- Noel Knille, Commissioner of Public Works was introduced. She is also a member of the Special Populations Work Group and said she was amazed at the level of expertise, experience and knowledge the group has demonstrated.
- The New York State Commission on Corrections (COC) approved the temporary inmate housing and has signed a Memorandum of Agreement (MOA) with the County. Morris Associates has the responsibility for site development and, Thomas Gleason contracting is doing the excavating work. They are about 1/3 complete for temporary water and sewer needs for the temporary housing. Final completion of the site prep is expected by mid-December. Secured temporary parking for existing staff and visitors has been created north of the existing Sheriff's Office.
- The modular housing units are being constructed by Proteus in Georgia, and will be shipped as completed sections are made. Completion of the housing units is expected by January 2015. Once completed, the Sheriff and the Jail Administrator will seek final occupancy approvals from the COC. The COC has been very involved in the process and we have an excellent working relationship.
- Chairman Saland asked the cost of housing out vs the cost of this temporary housing. Noel said the cost of housing out is about 8 million per year, the Pod leasing option will be about 6 million.
- The County's 2015 budget allows for a continued housing out of approximately 35 inmates once the PODs are in use. The expectation, however, is with increased programming availability and reduced processing time by eliminating travel that the number will be reduced or even eliminated.
- The Pods are not visible from the street, as they are behind the existing jail. As a result, there should be no disruption to the existing neighborhood. The Pods are leased for 3 years with an option for 2 additional years. The permanent jail structure has not yet been designed and the COC agreed to the timeframe as long as we continued toward a permanent solution.
- Commissioner Knille has asked that the architectural bid include a creative phasing component so that during the construction we will not see a need to increase housing out again as building of the permanent structure proceeds.
- Jim Hammond asked how inmates will be assessed to determine who will be in Pods and who will remain in current facility. George Krom said units are composed of individuals with like risk levels whenever possible. Additionally, programming needs will also be considered...and of course, gender. The PODS will be viewed as a positive and inmates housed there will be placed as a result of good behavior.

- Mr. Hammond asked if the Pod housing would be comparable to the current housing. George said in some ways, such as air flow and air conditioning, they may actually be better.
- Chairman Saland asked Commissioner Knille about the water and sewer line disruption during construction and how that would impact current residents in the neighborhood. Commissioner Knille responded they would be installed during the overnight hours, since it would mean turning off the water. Neighbors will be advised of the date and time with the intent to create as minor an inconvenience as possible.
- Commissioner Knille discussed master planning and explained that Ricci Greene Associates was hired as the primary consultant. They will include several teams, including site design specialists, urban design specialists, engineering, construction, and architectural partners to do the building and needs assessments, the adaptive reuse and urban planning considerations. December 3rd thru the 12th they will be meeting with staff to review needs assessment questionnaires.
- Chairman Saland received a question from a guest in attendance at the meeting. Chairman Saland said the EAG would not be answering questions from the public at this particular meeting, however, at subsequent meetings of the EAG, the public would have the opportunity to ask questions.
- In closing, Chairman Saland referred to the group's organizational meeting in August and the subsequent tour of the existing jail and sheriff office. He shared that the resulting comments from group members supported an assessment that upgrades were long over-do. Many had not been in the jail for many years, or ever. The need for an improved facility was quite apparent. Also apparent is the need for transparency. The External Advisory Group will be a conduit for the community and all interested parties. Every forum will be open and there will be opportunities for the public to provide comments and raise questions, to offer suggestions and criticism. He invited all to keep coming and said everyone who wants to be heard will be in an appropriate forum. He shared that programming seemed critical. Housing out just isn't working and it is too expensive. Further, it is not fair to the inmates nor the taxpayer. Incarceration without doing something to address the behavioral issues which cause the criminal offenses will not reduce recidivism.
- Chairman Saland reiterated that the Jail/ Sheriff complex is in a community near the Walkway and that a new design could potentially attract new development, retail services or even public park-like area. The team hired by the County includes experts in the field of urban and community development and integrating jail facilities within residential neighborhoods. This will be a major goal of the DCJTC project.
- The Group will begin meeting regularly in January.

The meeting adjourned at 8:15 PM.

EXTERNAL ADVISORY GROUP
DUTCHESS COUNTY JAIL TRANSITION CENTER PROJECT
PUBLIC MEETING
THURSDAY, JANUARY 29, 2015 at the BARDAVON Theater

The meeting began at 6:00 p.m.

- Senator Saland, Chair of the EAG, opened the meeting, stating the purpose of the EAG is to act as liaison between those in the process of moving forward with this project and the general public.
 - The Group will establish a regular meeting schedule, targeting the last Tuesday of February or the first Tuesday in March. All meetings are open to the public; comments will be taken at the conclusion of the presentations. Questions are to be written on cards provided at check in and will be answered at the following meeting, via email and/or on the DCJTC project website.
- The following EAG members were present:
 - Rev. Jesse Bottoms, Senior Pastor, Beulah Baptist Church; Bob Mallory, City of Poughkeepsie Common Council Chairman; Joe Lepore, owner, LCS Facility Group; John Crodelle, Town Justice – Town of North East; Jim Hammond, former Dutchess County Legislator; David Freeman, DCC Chair of Architecture and Construction Technology; John Dougherty, Asst. Professor and Chair of Criminal Justice Dept., Marist College, longtime career in law enforcement.
(Members not present: Timmian Massie, HealthQuest; Audra Gerty, DCRCO; Andrew O’Grady, Mental Health America; Mary Madden, Hudson Valley Federal Credit Union)
- Questions that were submitted prior to Jan. 23rd cut-off period (approximately 12 questions) were addressed; any after that and questions from this presentation will be responded to at the next meeting and/or by e-mail if e-mail addresses were provided. Questions from tonight’s presentation will be posted on the County Webpage www.dutchessny.gov/dcjtc; e-mails can also be sent to the EAG at externaladvisorygroup@dutchessny.gov.
- The presentations will include the status of the temporary housing units (pods) from the Special Populations Workgroup; and the status of the DCJTCP. At the conclusion of each presentation there will be questions and answers by and from the EAG. The final portion of tonight’s meeting will conclude with closing comments by County Executive Marc Molinaro.
- Deputy County Executive Bill O’Neil started off the presentation with an overview of the entire Dutchess County Justice and Transition project (DCJTCP) process. (Click here to view the Power Point presentation:
http://www.dutchessny.gov/countygov/departments/criminaljusticecouncil/EAG_Presentation_012_92015.pdf)

EAG members were given an opportunity at this time to ask questions before moving on to the next presenter.

- Sen. Saland asked for clarification of the national average rate for incarceration; 250 inmates to 100,000 citizens?
 - Bill O’Neil confirmed: Yes; that is correct. There are approximately 300,000 people in Dutchess County, thus based on national averages our incarceration number would be approximately 750; we have approximately 500 in our jail, but we have 600+ in ATI

(Alternatives to Incarceration) programs who could have been in jail, so we are well below the national average for incarceration.

- Sen. Saland: What is the difference in cost of those in ATI vs. those in DC Jail vs. those being housed-out?
 - Bill O'Neil: The cost – approximate as it would be based on the program(s) involved, is a fraction of the cost of incarceration in the jail; housed-out inmates are at a cost of \$85/per day, not inclusive of transporting them, % of the jail overhead costs, etc.
- Lt. Col. George Krom, Dutchess County Jail Administrator, then addressed the status of the Temporary Housing Units (PODS).

George stated that, in spite of frigid weather, the contractors are currently on schedule to have the PODS open and populated in March, pending the approval of the New York State Commission of Correction (NYSCOC).

George went over the Power Point, showing the progress of the PODS. (Please refer to Section 1: PODS Overview of the PowerPoint presentation:

http://www.dutchessny.gov/countygov/departments/criminaljusticecouncil/EAG_Presentation_01292015.pdf)

Following his presentation, George answered questions that had been previously submitted by the public as well as those from the EAG members present.

- Question: Will testing of the PODS include durability testing during inclement weather, such as snow loads; will framework hold up?
 - These PODS are designed with NYS Building Codes Standards to hold up. The snow sheds off the roofs; the heat from inside helps the snow to melt and slide off.
- Question: Will fire systems/procedure be a part of the operational testing?
 - Yes, they will be tested to meet required standards prior to occupation.
- Question: Are there emergency exits in case of fire, etc.
 - There are two entrances into each unit; one is the primary for entrance/egress, the other is for emergency evacuation. Depending upon the circumstances of the event, inmates may be transferred to the adjacent POD; other alternatives include evacuation into the recreation yard, into the booking discharge area, or into the other housing units.
- Question: Does jail staff need to have special training for the PODS?
 - The training of staff is two-fold; 1) Direct supervision training: working closely with inmate, build rapport with the offenders rather than having an “us vs. them” mentality; 2) Simulation training with the officers for emergency situations.

- Question: With the doubling of population on North Hamilton, what is the impact of services (i.g. food service, laundry) with 200 additional inmates – how is it going to be handled?
 - That is something that was looked at/gone over with the NYSCOC prior to the pending variance permit. We will have to expand hours for services; we are also providing washers and dryers within the PODS so that they can do their own personal laundry – we would take care of sheets, blankets, towels. We have installed additional appliances in the kitchen for food. We are expanding our visitation hours for inmates to meet with their attorney or with their families.

- Question: Do you feel that current staff can handle the return of 200 inmates or will you have to hire additional staff?
 - The Commission is currently conducting a staffing analysis. We are requesting that part-time staff and overtime be utilized to address any impact of the returning inmates; we will find out in the next week or two what the outcome is of the analysis.

- Question: Will services be provided in the PODS or in the existing jail facilities?
 - All inmates have programs that must be provided to them. Some services will be provided in the PODS – medical/sick calls as well as some individual programs. The larger group programs will be provided within the existing larger Jail facility. Additional programs that will be provided include: dental, mental health services; domestic abuse awareness classes; AA and NA; religious services, parenting skills, law library and writing classes. There will be a covered walkway between the existing Jail and the new pods to facilitate movement to services.

- Question: Are the PODS set up dormitory style?
 - Yes they are. Each POD will contain two individual housing units of 50 inmates each – thus four housing units with bunk-beds. There will be TVs, phones, an electronic law library, washers, dryers and small meeting room in each of the four housing units.

- Question: How many staff in each POD?
 - There will be one officer per housing unit with a floater between the two joined units– four units for a total of 6 staff per shift.

- Question: Has the underground construction work (sewer) been completed?
 - Yes, all the underground utility work has been completed without disruption.

- Question: What will be the extent of the involvement of the NYSCOC; will they be routinely onsite during the development of the PODS, and thereafter with the new structure?
 - The NYSCOC has been very helpful and involved in meetings, either in person or by phone, and they have made suggestions and given direction on how to move forward on certain items. Once we receive the variance, NYSCOC will come to see the final completion and population of the units and to see how operations are being handled prior to and after occupation of the units.

- Question: Are there any other states using PODS?
 - Here in NYS we are the first; there are others in the south – Florida, Louisiana - and they have had no problems with them through hurricane situations. There is a facility in North Dakota where there is snow and they are working out fine.
- George introduced Kevin Warwick, of Alternative Solutions Associates. Kevin stated he will be speaking about the role and involvement of the Special Populations Workgroup. The group is planning the programming areas of the new facility both in terms of what programming is needed and then in terms of what type of space will best provide for these programs.

Kevin reviewed the accomplishments of the Special Populations Workgroup to date. (Please refer to Section 2: Overview – Special Populations of the PowerPoint: [http://www.dutchessny.gov/countygov/departments/criminaljusticecouncil/EAG Presentation 01292015.pdf](http://www.dutchessny.gov/countygov/departments/criminaljusticecouncil/EAG%20Presentation%2001292015.pdf))

Following his presentation, Kevin answered questions that had been previously submitted by the public as well as those from the EAG members present.

- Question: What is the criteria to assure service providers meet the needs of the population; what is the success rate; are you looking at evidence-based; how is it going to be determined we have the right provider to meet the needs of the population?
 - Service providers must have the ability to deliver evidence-based programming; the Special Populations Workgroup, County staff and County Jail consultants will collaborate with the service providers.
- Question: Is there a working model that prevents Dutchess County from having to start from zero or are we ahead of other communities?
 - Dutchess Co. is on the high-end of evidence-based practice; we will enhance the model already working.
- Question: How much are the efforts of the community service providers, as well as the in-house services providers, compounded by the fact the person who you are dealing with is within the control and authority of the County for a short-term period of time?
 - The challenge of the Jail services provided to inmates is that they are in the Jail for a short period of time, but they are in the system for an extended period of time after they are released from jail. We look at the County as system-wide effort; we don't see the jail as separate from the community agencies. The challenge is to make sure all the programs mesh together. The community agencies understand and recognize the needs and national trends. We are looking at a comprehensive, system-wide approach.
- Ken Ricci, of Ricci-Greene Associates was introduced. Ken stated the job for Ricci-Greene is to develop a physical response to the ideas and needs that have been presented. The Commission of Corrections gave approval for a temporary solution – the PODS - in the context of the commitment by the County to formulate and accomplish a permanent solution, in terms of a new more functional and more efficient facility being designed and constructed. The role of Ricci Greene is to assess the

needs, assess the site and existing buildings, provide a program of spaces, a master plan for the site and a schematic design for a new facility.

Ken reviewed the progress of Ricci Greene Associates to date. (Please refer to Section 3: Project Definition Phase of the PowerPoint: [http://www.dutchessny.gov/countygov/departments/criminaljusticecouncil/EAG Presentation 012 92015.pdf](http://www.dutchessny.gov/countygov/departments/criminaljusticecouncil/EAG%20Presentation%2001292015.pdf))

Following his presentation, Ken answered a question from an EAG member present.

- Question: Regarding the Urban Design Concept, is the City of Poughkeepsie going to be asked to take an active role, have input?
 - Yes, a series of interviews meetings are going to take place so that we can have more input from the community.
- Ken introduced Steve Miccio, Executive Director, PEOPLE, Inc., who presented the Criminal Justice Council Diversion Committee's role, stating the Diversion Committee stems from the Criminal Justice Council (CJC). The focus is on hospital diversion work in which people in crisis can go to the housing in the community rather than having only the emergency room or jail as options for critical psychiatric care or substance abuse care. The Committee's focus will be to look at various crises differently and teach individuals how to respond and make constructive choices, change their paradigm in making healthier choices. This is done in partnership with community services, look at who our partners should be to make it more successful for the people served.

Steve presented Section 4: Diversion & Re-entry of the PowerPoint: [http://www.dutchessny.gov/countygov/departments/criminaljusticecouncil/EAG Presentation 012 92015.pdf](http://www.dutchessny.gov/countygov/departments/criminaljusticecouncil/EAG%20Presentation%2001292015.pdf).

Following his presentation, Steve answered questions from the EAG members present.

- Question: How many people have been serviced by the Bexar County program discussed in your presentation since it began in 2002?
 - Approximately a thousand. Based on annual savings of \$8mil. on average; the program has saved over \$50mil. since 2007 in jail avoidance.
- Question: Does the Committee envision a diversion center being constructed at the DCJTCP site?
 - There is a site already built that the County is looking at for the center.
- Senator Saland then presented additional questions that had been received from the public at the previous EAG meeting and submitted via email.
- Gary Christensen, Corrections Partners, addressed a question regarding research done in Dutchess County, and how it fits with continuum care here in the County.
 - Gary stated that Dutchess County's Criminal Justice Council as a whole is recognized nationally:
 - CJC is actively involved collaboratively

- The Probation Dept. is a leader statewide in innovated practices
 - Probation Violation Review Panel – assures consistency
 - Extensive needs driven treatment
 - Dutchess County Jail Transition Program is emulated nationwide
 - The Dutchess County Mental Hygiene Dept. has a jail-based team
- Evaluating the research:
 - Risk is measured of every offender; classify offenders by risk to re-offend
 - Evaluate the program and the fit
 - Determine criminogenic need: evaluate each offender's needs and target
 - Continuity efforts; make sure there is a flow and fit with continuity
 - Scientific evaluation of all processes and come up with data
- Question: Is it wise or just for the CJC to spend time and tax dollars on individuals with mental illness from entering the criminal justice system?
 - Margaret Hirst, Dept of Mental Hygiene: Diverting people with mental health issues from incarceration is beneficial.

The CJC does the criminogenic assessment to determine the extent of their illness; whether treatment will help them and make recommendations back to the courts for treatment. Last year over 600 evaluations and treatment were recommended. Intensive Treatment Alternative Program (ITAP) has been in place for more than 20 yrs., working with Probation Dept. The probation officer is imbedded inside the program with the officer becoming very knowledgeable with what the goals and treatment are; which can last up to 6-8 months for the individual's recovery. Once that is achieved, the individual then moves into a step-down service for sustainability in their recovery.

- Question: What programs are available for mental health and substance abuse issues inside jail?
 - Margaret Hirst responded that since 1999 there has been a team of two full-time mental hygiene staff working inside the jail:
 - Identifying issues and needs
 - Offering wellness and recovery groups to prepare for treatment upon exiting jail
 - Also two case management staff to establish services and attendance for continuity of services
 - Identifying and providing for gaps in services.

Kevin Warwick stated that the Special Populations Workgroup works together with the providers to provide increased case management services, with gender-specific model, and conduct regular meetings to prevent gaps in services.

- Question: What programs are proposed for those with mental health issues?
 - Margaret Hirst responded that the following programs are proposed:
 - In-jail program enhancements
 - Collaboration with community-based partners
 - Diversion with crisis intervention training; an understanding of individuals' symptoms and needs

- Integrate mental health and physical health services.
- Question: 3 related questions:
 - Why is length of stay so long?
 - Why are there so many unsentenced or untried in jail?
 - Why aren't more people who are arrested not released on their own recognizance?
- Mary Ellen Still, Director of Probation & Community Corrections responded. Each year approximately 1,000 people are released through the efforts of pre-trial services. The judge reviews the case and determines whether bail will be set; if the person is remanded to jail they have the opportunity to post bail. If not able to, pre-trial services program probation officer will interview them. They visit the jail on a daily basis and interview all new individuals and communicate the findings to the judge. Programs are recommended commensurate on risk for pre-trial release.

Length of stay is an issue being studied. One factor is the housing-out of 200-250 inmates which slows the process down. It makes it difficult for defense attorneys meeting with their clients. Length of stay will be revisited once the inmates return to Dutchess County to determine the length of stay then. The District Attorney's, defense attorneys, Probation, and the Dutchess County Department of Mental Hygiene are all part of the process.

Out of the thousands of arrests in the County, there are a small number who are sent to jail. Of those who are, who post bail/not released on their own recognizance, they are obligated to return to court. Pre-trial service is a means for those who cannot afford bail. The county uses the proxy-tool which gives general risk assessment.

In addition to pre-trial services, the county utilizes ATI's (Alternative's to Incarceration) including: ITAP, electronic monitoring, transitional housing, daily reporting center, women's center/program funded by the State.

- Question: What are the new programs for youth including an anti-violence program, a youth center and will there be a diversion from jail?
 - Mary Ellen stated right now there is a time of transition happening in which the State is working to remove the 16 and 17 year-olds from the adult criminal system into the juvenile justice system. It was determined/recommended after a study initiated by Governor Andrew Cuomo that young people of this age group be treated in the Family Court system.

The Criminal Justice Council also has an active juvenile justice committee which assesses needs and target intervention using YASI (Youth Assessment Screening Instrument) to determine needs. Mental Health professionals are on-site at Probation who make assessments and work with the youth. G.R.E.A.T. (Gang Resistance Education and Training), is a gang-resistance/anti-violence program taught by probation officers who are trained in curriculum delivered within the City of Poughkeepsie School District.

- Question 3-parts:
 - How many are being jailed because they cannot make bail?
 - Why are they incarcerated for misdemeanors?

- How many inmates as of 12/31/14 were being held on misdemeanors?
 - George Krom: A snapshot as of 12:00pm today:
 - There were 9 inmates in jail with bail of \$1,000 or less; 5 inmates with bail of \$1,500-\$2,000
 - 165 inmates in jail for misdemeanors; 66 sentenced, 99 unsentenced for misdemeanors. Misdemeanors are still a crime and can result in up to 1 year in jail. Misdemeanors include:
 - DWI
 - Domestic Violence
 - Assault
 - Menacing
 - Forgery
 - Stalking
 - Criminal possession of weapons
 - Criminal mischief
 - Sexual assault
 - Larceny
 - Drug possession and sales
- Question: Has the County considered options such as Drew House in Brooklyn for women charged with their first felony?
 - Gary Christensen: NYC Corrections (Drew House) has no risk/needs assessment resulting in the combining of prison-bound felons with 1st time offenders, very likely causing harm to lower risk felons.

Public comment period (restricted to 2 minutes)

Leg. Joel Tyner: Steve Miccio presented how San Antonio is so successful in diverting mentally ill people from going to jail and Miami Jade Co. has been successful in diverting mentally ill people from going to jail with a savings of \$12million/year. Given that 80% of DC Jail inmates are mentally ill or have substance abuse issues, we don't need a new jail. As per CJC report stating we should have a 24-hr/365 mental crisis center, we need to invest in human infrastructure not this millions of dollars monstrosity.

Carole Davis, Poughkeepsie resident since 1988: Regarding the Diversion Program at the Jail, I walk around the area quite a bit. Have seen inmates released from jail just being sent outside, with no ride, no assistance, no money, no one helping upon release. Jobs are needed. Regarding the PODS: 1 officer per 50 inmates is not good; it is a danger to the staff.

Pat LaMana: Resident for 20yrs., a field supervisor in human services at DCC. Find it hard to believe that Dutchess County is a model for other counties to look to. I saw the level of lack of communication from the agencies, I saw many people slipping through the cracks; my students reported this to me as well based on what they saw. I just want to say if this jail is going to be built that all the wonderful programs that are being promised must be in place, as our mental health system, our corrections system, our substance abuse systems, are all very sadly lacking.

At this time County Executive Marcus Molinaro provided closing thoughts on the Dutchess County Justice and Transition Project to the EAG and members of the public present. (Click here to watch video of County Executive Molinaro's closing remarks:

<http://hudsonvalleynewsnetwork.com/2015/02/23/demolish-dutchess-county-jail-build-transition-center/>)

The meeting adjourned at 8:15 p.m.

EXTERNAL ADVISORY GROUP (EAG)
DUTCHESS COUNTY JAIL TRANSITION CENTER PROJECT
PUBLIC MEETING
TUESDAY, MARCH 03, 2015 at the COUNTY LEGISLATIVE CHAMBERS

The meeting began at 6:40 p.m.

- Senator Saland, Chair of the EAG, opened the meeting, stating the purpose of the EAG is to act as a liaison between the project planners and the general public.
 - All meetings are open to the public. As with the last meeting, questions submitted will be answered at the next meeting and via email, on the website or Facebook page.
 - Questions from this presentation will be posted on the County Webpage www.dutchessny.gov/dcjtc; e-mails can also be sent to the EAG at externaladvisorygroup@dutchessny.gov
- Along with Sen. Saland, the following EAG members were present:
 - Timmian Massie, Jim Hammond, David Freeman, Bob Mallory and Andrew O'Grady.
(Members not present: Audra Gerty, John Crodelle, Joe Lepore and Jesse Bottoms)
 - The website with meeting minutes, questions and answers, and presentations has been receiving nearly 2,000 hits per week.
- Lt. Col. George Krom, Dutchess County Jail Administrator, addressed the status of the Temporary Housing Units (PODS).

George stated that a construction meeting was held earlier in the day. The status of the 2 buildings/PODS are: Building A nearly at completion – just needs door and lock controls; Building B needs carpeting, small electrical outlets, and outside lighting for its completion. External fencing and walkways are near completion.

Upon completion, minimum and medium security levels of inmates, determined by classification, will populate the PODS.

George answered the following questions that were submitted prior to the meeting:

- Will there be mental health services?
 - There will be additional services when the inmates come back to Dutchess County; currently there are jail-based mental health services.
- What is meant by dormitory-style temporary housing?
 - Bunks beds are placed in the same room with shared restroom facilities.
 - Standards to meet the New York State Commission of Correction (NYSCOC) guidelines and requirements:
 - Number of square feet for each inmate
 - Number of toilets, sinks, and showers
 - Amount of natural light
 - Amount of dayroom space for activities, meals
 - Seating
 - Multi-purpose room, which will be utilized for 1-on-1 counseling; sick calls, programs
 - Electronic law library inside the multi-purpose room

- Has the jail administration asked the inmates how they feel about the PODS?
 - The inmates that are currently in jail will not be there when it becomes operational. Ex-inmates are involved in other ways, teaching AA (Alcoholics Anonymous) & NA (Narcotics Anonymous) programs. They will also come in and work with groups, speaking about their lives now and not going back to jail. There is also representation on the Special Populations Workgroup.

George concluded his presentation inviting the EAG members to take a tour of the PODS to see how they are set up prior to the inmates being housed. Additional questions were asked by the EAG:

- How many inmates are currently housed-out?
 - Today, there are 234.
- When will the PODS become operational?
 - The plan is for the end of March/early April.
- What is the plan for transitioning 234 in?
 - We will bring in small numbers: 25 at a time each day. There is a process which includes a search of what they are bringing in and inventory it. There will be an orientation: taking them over to the dorms, going over expectations of both sides; with the intent to build a relationship.
- What is the current ratio of correction officers to inmates?
 - There are currently 257 inmates and 231 correction officers; 1.2 inmate to 1 correction officer. With the addition of the PODS it will be 457 to 231 or 1.9 to 1.
- Will more staff be hired?
 - The NYSCOC governs staffing. They conducted a staffing analysis and actually found efficiencies. They recommended putting a part-time / overtime factor on staffing. There is staff interested in part-time and it will help alleviate some of the issues. No additional correction officers will be added although part-time correction officers will be hired.
- How do you define the minimum and medium risk type of inmate?
 - Every inmate who comes in has to be classified. There are a series of questions including the following:
 - How many times in jail?
 - Crime(s) previously?
 - Ever tried to commit suicide?
 - Problematic in jail: caused problems, have disciplinary issues?
 - Medications?
 - Mental health issues?

These questions factor into a number rating which corresponds to the level the inmate is rated.

- Are the inmates who are housed-out and coming over already rated?

- Yes, we are being proactive and have revised the classifications for the PODS and the incoming inmates have already been reclassified. Those new to the system will be rated with the newly revised classification.
- Jail neighbors have said they are bothered by the noise of screaming and yelling; how soundproof are the PODS?
 - The PODS are made with tarp on the roof which is insulated; cannot guarantee how quiet/noisy they will be – that will depend upon how the jail staff manages the inmates. I am going to look into why yelling and screaming is going on now. A lot of times the inmates are problematic going in, or not taking their meds. We cannot force them to; they have to be sent to the hospital for that.
- Noel Knille, Commissioner of Public Works presented the progress on the Needs Assessment and Program of Spaces.

After the construction meeting this morning, a walk-through of the PODS was held and we observed a team of correction officers doing their training.

Noel addressed a previous question that was asked about the noise, stating that where the PODS are placed, the existing buildings act as buffers and sounds from the PODS should not be heard on the surrounding streets.

Ricci-Greene Associates (RGA) was hired to formulate a master-plan for the overall site as well as schematic ideas for the proposed buildings on the site.

To date, they have completed:

- The project initiation with visioning sessions and initial meetings
- Buildings and site existing conditions evaluation and assessment
- Series of meetings with Sheriff and Jail staff to formulate a detailed Needs Assessment and Program of Spaces:
 - Dec. 3-8: Series of meetings held with various Jail functional groups. Met with each group to ask what their functions are currently and what they will be with the pods.
 - Items brought up were:
 - Intake
 - Transport
 - Release
 - Housing units
 - Health Services
 - Inmate Programs
 - Food Services
 - Laundry
 - Maintenance
 - Dec. 9-11: Series of similar meetings with Sheriff's Dept. staff consisting of:
 - Administration
 - Training
 - Civil Group
 - Road Patrol
 - Permits
 - Records

- Dec. 22: Held meeting with Special Populations sub-group; discussed programmatic needs in jail; coming into/going out, with ongoing discussions with the Special Population's consultant Kevin Warwick, Alternative Solutions Associates.

RGA subsequently created a detailed, DRAFT program of spaces, listing all spaces needed in the Jail and Sheriff's Department.

On Feb. 19th RGA met with the Internal Steering Committee, reviewed the draft; followed up on Feb. 23rd with the Sheriff's Dept. management group, and Jail group on Feb. 24th:

- Reviewed types of spaces
- Reviewed sizes of spaces
- Adjacency of spaces to determine safety, flow of spaces, secure spaces, public and visitor spaces

The next steps include meetings to discuss urban context and how the DCJTC will be positioned in its current locale. RGA is going to meet with Cooper Robertson next week. There will be site meetings and urban meetings over the next couple of months.

A Project Definition Study is due to the NYSCOC in April. It will address the Program of Spaces and other elements of process and site. A DRAFT of that report will go to the Internal Steering Committee for review.

Next week RGA will start on the concept site project plans, which will include:

- General blocking
- Location of buildings
- Study of the neighborhood
- Site Circulation
- Urban context

RGA will develop three Concept Plans, which the Internal Steering Committee will review internally and then with the public. The selected concept will be developed into a Schematic Design Plan which will then be incorporated in the RFP for the Design Architect.

- Who has input for the RFP? Is it RGA who designs it; is there anyone from the Legislature? What is the process?
- Part of it is pro-forma, standard information. The body of it is the Program of Spaces and Schematic Design, specifying the needs in the product to be built, which will include an estimate.

The entire process taking place now is toward creating the RFP. Concept plans will be reviewed with all the comments involved.

- What exactly is RGA sending to the NYSCOC on April 1st?
- The Project Definition, which is specified in the Memorandum of Agreement with NYSCOC. This will include:
 - Overview of process,
 - Review of visioning session,
 - Report from Kevin Warwick with Special Populations' needs,
 - Needs assessment,
 - Program of Spaces,
 - Review of existing site,

- Initial recommendations regarding the existing buildings on site,
 - Phasing recommendations,
 - Recap of activities from April through November, 2015 (when the RFP goes out)
- If someone from the general public wants to view the document will it be “Foil-able”?
- It will be available on the website; concept plans will also be online.
- Chief Ron Knapp, Special Populations Workgroup presented his group’s update:

The Special Populations’ committee received an initial report in November, 2014 from Kevin Warwick, the consultant contracted with the County, who specializes in inmate programming, and that report is available on the website. He is also working closely with RGA as they design the Dutchess County Justice & Transition Center (DCJTC).

Kevin Warwick is working with the County in pursuing two funding grants; one is through the MacArthur Foundation and is very competitive and only 20 are awarded nationwide. The other is through the Department of Justice.

The committee meets once a month; met in February, and Kevin then meets with sub-groups. Their Power-Points, reports, and minutes are posted on the County website; January minutes will be going up soon.

The Special Populations Committee and the Consultants are working on developing the flow-system into the intensive treatment program –renamed RESTART to clarify it separately from the DCJTC.

The group is working on the program that is designed to “restart” an inmate’s life:

- Establishing a minimum staffing requirement
- Establishing and finalizing needed curriculum software to purchase
- Target interventions

An RFP has been issued for Enhanced Services for Jail Programming and is due on March 18th. A Quality Assurance Committee has been meeting to review the services. With the return of the inmates by the end of March, intake will establish who needs what type of programs and they will start late April/early May.

Case management will include:

- Identifying people coming into the system – where they have been before
- What their needs are
- What programs/treatment they have had

Ron stated he pulled a 2014 report in which City of Poughkeepsie police officers responded to 428 calls for EDP (emotionally disabled person); of these 110 went to St. Francis Hospital for evaluation.

The County Executive previously announced he wants to have all field based police officers in Dutchess County to receive CIT (Crisis Intervention Training). It initially involves a 1-day course, followed by a 40-hour course. Police academies in the 5 counties (Dutchess, Ulster, Orange, Westchester and Rockland).

The County has offered partial reimbursement to the police departments by establishing shared-services with the municipalities. The City of Poughkeepsie Mayor and the council supported \$26,000 for such training. Two City of Poughkeepsie officers attended training in Orange County and were certified. Five slots have been secured for training in May in Ulster County.

- Sen. Saland: Regarding Dutchess County being ahead of the curve with programs, it is recognized statewide, if not nationwide. He stated that he had served on the Senate's criminal justice committees, the Codes and the Crime and Corrections Committee since the 1990's, when few counties across the state and the nation even knew what CJC (Criminal Justice Committee) meant, let alone counties having them, and now just about every County and State has a CJC.
- Question: It was mentioned that the program would not be implemented until the April/May timeframe. Do you know what the program is going to be at this time?
- There is a curriculum that has been developed, that is part of the Power Point on the website (<http://www.co.dutchess.ny.us/CountyGov/23827.htm>) that is in place, and the RFP is to provide the services.
- Steve Miccio gave an update on the new CJC Diversions Committee & Restoration Center

Since the previous EAG meeting the committee held its first meeting to lay out the vision of what a Divergence/Restoration Center can look like and what can be infused into the Center to serve the community and the police department.

The group involved with the Divergence/Restoration Center has toured the proposed location - 230 North Road - with a walk-through to think about the layout and what that will look like. The group is working with the State Office of Mental Health and the Office of Substance Abuse to get the correct square footage needed for people served, to determine how many people might be optimal to be served in this facility. It is currently estimated that 15 people at a time might be served. Also looking at layout for:

- The security needs
- Where the 23-hour observation will be
- Sobering Unit
- Where the services will take place – where the service provider will meet with clients
- Police entrance
- Magistrate inside the building

The intent is to have a trauma conformed environment that is conducive to comfort and safety. The group is also looking at the Arizona model called The Living Room. It is a space for people to come into to decompress before reaching a crisis point or committing a crime, to be able to work out their issues with both clinical and non-clinical staff.

Steve at this time answered some questions that were previously submitted to the EAG:

- Is the County committed to the Bexar County Model, or is it a vague idea?
- Steve said in working with the San Antonio group, the first thing they said was not to try to do exactly what they are doing because we already have programs in place in the community that are working; alternatives to incarceration that are working, good systems in place. They started at zero. We also want it conducive to our culture/community.
- How often are member of law enforcement – police, corrections officers -required to take training for crisis intervention for the mentally ill?
- There hasn't been much of that in the past. We are planning to place all officers and corrections officers within the 8-hr. training and the CIT (Crisis Intervention Team) 40-hr.

training as mentioned by Chief Knapp for all officers over time. We are adding CIT to the Academy Training for all the new officers.

- How often is staff required to review or retrain for CIT?
- They aren't required; it would be program or department specific. Another component is that we can have Train-the-Trainers so that we don't incur that expense again for trainers to come in.
- How will the County Executive Molinaro's commitment to the State of the County message to implement CIT and a intervention center be factored into the plans for a new transition center; specifically, how will the projection of the number of beds be determined in light of the almost 50% reduction of required beds in Bexar County factor as cited by the County Executive in his talk?
- Bexar County started at zero, so 50% was not a big lift for them to do once they put their programs in place. We regularly have 600 people diverted to ATIs.
 - We also have a Mobile Crisis Team – now 24 hours
 - Partial Hospitalization Program and our Helpline

We will see a reduction in recidivism; hospital and emergency room usage, and the number being incarcerated.

- Do you have a timeline for it to be up and running; and how long before operating at full capacity?
- The plan is to open by the end of the year. We have components that can be started by the fall, and then after 6 months we should be up and running at full capacity.
- Did you say 15 at a time is the average length of study?
- There is a 23-hr. observation unit, and a sobering unit. Patients could be there from 1 to 23 hours.
- You said you were applying for some grants, but where is the funding coming from for this whole thing that is going to happen in October?
- Through the County right now.
- Want to commend you with train-the-trainer. You chose the location on North Road, does that mean we are not going to have a satellite location, and if not, why?
- We have to start somewhere, and that is a location that is going to be vacant; it is user-friendly for us right now. We will start small, start smart, and then grow from there.
- What is the impact on services in the City of Poughkeepsie, if it is on North Road, have you taken into consideration if resources are needed from the Police Dept., is there going to be some type of mutual agreement of the City of Poughkeepsie police responding to needs on North Road?
- That's a good question because half of that building is in the City and half is in the Town. I would imagine that we would have to have an agreement of understanding with the departments.

- Mary Ellen Still, Director of Probation and Community Corrections

Sen. Saland posed questions from the last meeting to Mary Ellen:

- Have you looked at the model used by the Women's Prison Association of New York City for a transition model for women of the WPA as the oldest advocacy group in the country for women?
- I am familiar with that program. I want to stress that all successful programs, whether they are new or established programs, use the interventions of the strategies that have been proven to be effective by research. Dutchess County does apply evidence-based programs in our criminal justice system, and we plan to expand those practices when our housed-out inmates return.

Dutchess County is a jail not a prison; the WPA works with both their jail and prison populations, but the prison populations have other needs because many people are returning from long sentences, so the needs may be slightly different.

Our jail houses sentenced inmates for up to a year, but most sentences or people awaiting sentencing, serve a much shorter time in our jail.

We do have several gender-specific programs in the County; one is the Women's Center that just opened around this time last year, and it is a community-based program. It provides a variety of services.

The Office of Probation is also involved in a technical assistance grant, with the Center for Effective Public Policy, and the National Resource Center on Justice Involved Women; the focus is to develop and validate a needs inventory for women at the pre-trial stage. Research from the project will help to assist other jurisdictions nationally.

When our housed-out inmates return, we are going to be initiating very intensive programs at the jail, and they will be gender specific.

- Currently approximately 20% of the inmate population is receiving in-jail programs; how much will that percentage increase?
- All inmates are eligible to receive services according to their individual needs. There is a Dept. of Mental Hygiene jail-based team, a transitions counselor, and other community-based staff that come into the jail. These services will also be available to the housed-out inmates when they return, with additional programming in April/early May. We should see a significant increase in the percentage of population receiving services.
- What are reasons to place those who are very troubled by addictions, and/or mental health and/or homelessness in a jail setting?
- People are remanded to jail after being arrested for a criminal offense. A judge determines whether to remand an individual to the jail following an arraignment. A person may also be sentenced to incarceration following a conviction for an offense or on a violation of parole.
- Rather than waiting until a homeless person does something that causes him or her to get into trouble with the law, why not provide safe, affordable housing?

- Safe, affordable housing is being addressed by several groups and coalitions within the community, but criminal behavior is caused by many factors and that is why the County uses assessment instruments to determine the risk level of individuals as well as the criminogenic needs, and we strive very hard to address those needs to reduce the chance that there will be a re-offense.
- Why aren't the cops giving out more appearance tickets on misdemeanors?
 - Law enforcement officers issue many appearance tickets, but they must determine the appropriate action to take based on the individual circumstances in each case.
- Why are the judges putting people in jail, taking up cells, on petty crimes?
 - Judges set bail based on the circumstances of each case. They must follow Article 5.10 of the Criminal Procedure Law when they are determining whether or not to set bail and how much bail to set.
- Why are people's bail amounts often so high?
 - The judge must follow the Criminal Procedure Law, Article 5.10 which is recognizance, bail, and commitment, and they use that in determining what bail to set.
- With regard to the programs, who are these programs for or addressed to: first time or repeat offenders?
 - Programs are available based on a person's individual risk or needs. The programs are available for both first and repeat offenders.
- How many offenders are violent and are in custody in Dutchess County?
 - Different criteria may be used in determining whether an individual is violent. An individual may not have been accused of a violent offense as determined in the penal law, but once they are in the jail, they may be exhibiting violent behaviors. Or – an offense on its surface doesn't appear to be violent, such as criminal mischief, but it could be a domestic violence situation and may fall under the domestic violence law. Bottom line, there isn't necessarily a way to give an accurate statistic on the subject of violence.
- What can be done to get DCFS to help with medicine, housing, and treatment on the day of release?
 - Commissioner of DCFS, Bob Allers assisted in answering this question. Individuals may receive health benefits such as Medicaid, and food stamps on the day of their release. They must go to DCFS and apply. They are required to have appropriate identification and documentation. Currently there is staff at the jail to help them to prepare. Safety-Net benefits are available immediately to those with families, provided the family as a whole qualifies. Single individuals have a 45-day wait for Safety-Net services.
- How can we incentivize lawyers to get their clients to trial more quickly – the Rocket Docket?
 - Criminal justice processing is being reviewed at this time. It is believed that our housing-out has contributed significantly to slowing down the system. Once the inmates return, we will have a better idea of seeing what the impact of the housing-out has been.

- Is a housing-first model being considered?
- The housing consortium with their 10-year plan to end homelessness has discussed this and it is under consideration.
- NYS government closed Hudson River Psychiatric Hospital and released individuals with mental health needs into the community. Why can't we request financial relief from the State to provide a needed solution?
- We have and we are receiving some financial aid from the State in the amount of \$5.2 million.

Senator Saland commented with an observation that the Dutchess County Jail, or any county jail, is by definition vastly different than State corrections. It is not merely the types of the crimes and the length of the sentences. Some of the questions that Mary Ellen responded to show that while the system out of necessity has to be integrated, sometimes the integration doesn't work in perfect symmetry. The police, the courts, the jail, state prisons, are not necessarily moving in stride.

The Senator stated that he had observed that Dutchess County has an array of programming that towers over many of the counties, if not all of the counties in the State. He believes that the approach that is being taken with the Dutchess County Justice & Transition Center well represents the future of providing services in a criminal justice setting at a county level.

- Regarding a statement by Commissioner Knille, discussing urban context. Are you speaking of the value added to the impact of the community and to the Walkway, and those types of things?
- It is an overall term. We have a sub-consultant to RGA, Cooper-Robertson, and they are experts at analyzing urban context, and analyzing how different functions fit within an urban context. They are aware of the City's documents about how that area should be used; the proximity to the creek, the proximity to the Walkway. They are somewhat familiar with the neighborhood, and will become more familiar with it in the next couple of weeks and months. They are going to bring their expertise to looking at ways that we can enhance the site as we develop it to be a good neighbor to the neighborhood.

In concluding, Sen. Saland noted that there are two members that are no longer able to be on the External Advisory Group: Mary Madden, and Dr. Kenneth Oclitis; if there are any recommendations for replacement, please contact the County Executive's Office.

Before Bill O'Neil closed the meeting, there was another question raised.

- Addressed to George Krom: In the past there was a problem related to the NYSCOC and their willingness to pick up convicted individuals who were to be transported to state prisons; there was a problem with the amount of time that it took, and that led to the jail population problems. How is the State handling that now?
- The State is doing very well; currently they have 10 days from the date of notification to get that inmate out of the jail. If that doesn't happen in the 10 days, the State has to pay \$100/day, so they have been very good about it.

Deputy County Executive Bill O'Neil closed the meeting stating that the County Executive had planned on attending and closing the meeting but was unable to tonight. Bill thanked everyone for their support, for being here, especially with the bad weather, and for being a part of finding a solution. He also thanked the Special Populations Workgroup for attending.

Bill stated that the County has tried to be as inclusive as possible throughout this process in terms of getting all the input possible with this project. It is obvious that there is a capacity issue, beds are needed for all the people that should be incarcerated in the Dutchess County Jail. The County is trying to provide inmate housing that addresses issues and provides necessary support and programming. The County is trying to be cutting-edge in addressing criminal justice issues.

Bill thanked George Krom for his commitment to the project and being on site with the PODS every day. George is observing and checking on the progress each day to assure that the end product is what will meet the NYSCOC requirements and provide what is appropriate for the inmates. He is thinking how his staff is going to make sure the inmates are safe, the staff is safe; while working toward rehabilitating the inmates.

It was noted that larger capacity is required to house all the current inmates, but also need a better, more efficient jail in needed to provide for the needs of the people who are incarcerated.

A jail will always be needed and if done correctly, the County will have less expense than the existing jail. In the process of that we can be helping our community. All are asked to disseminate the information that has been provided tonight and to bring back the concerns and issues that people have so that they may be addressed.

In the next phase of development, Cooper-Robertson will be looking at the urban and neighborhood contexts. They will look to design corrections facilities within the urban setting such that it adds value to the neighborhood and to Poughkeepsie; establishing the facility as a good neighborhood.

Various funding sources are being investigated. There may be some grant funding available for various aspects of the Justice & Transition Center project. The County's approach to this project is cutting edge and this approach could be well positioned to be on interest to various funding sources.

The County has established a good relationship with the NYSCOC. This is and will be important as the project proceeds through the various phases; the support and approval of the COC is critical for the success of the project.

EAG meetings will be on the first Tuesday of every month; the venue may change.

The meeting adjourned at 8:15 p.m.

EXTERNAL ADVISORY GROUP (EAG)
DUTCHESS COUNTY JAIL TRANSITION CENTER PROJECT
Open Meeting

Tuesday, April 7, 2015, 6:30 PM at the Catharine Street Community Center

EAG Members present: Tim Massie, Audra Gerty, David Freeman, Andrew O'Grady, Bob Mallory,

EAG Members not present: Steve Saland, Jesse Bottoms, Jim Hammond, John Doherty, John Crodelle, Joe LePore

- Welcome and Opening Remarks - Vice Chair - Tim Massie
 - Thank you extended to Shirley Adams of the Catharine Street Community Center for hosting the meeting
 - Email address for EAG emails reiterated: externaladvisorygroup@dutchessny.gov
 - Website for the DCJTCP EAG reiterated: www.dutchessny.gov/dcjtc
 - Introduced George Krom, Jail Administrator
- Temporary Inmate Housing (TIH or PODS) - George Krom, Jail Administrator
 - 99% complete as of today
 - COC (Commission of Correction) items regarding fencing additions are being addressed
 - Camera and access control equipment being delivered
 - COC required programming for TIH completed
 - Emergency systems being tested
 - CERT (Correctional Emergency Response Team) currently practicing scenarios
 - Looking to have approval by mid- April, looking for initial inmate moves April 24; inmates will be moving internally as well as moving back from Albany, Ulster and Rensselaer counties; moves will be slow and appropriate to make sure that inmates and correctional officers are safe
- Update on DC Justice and Transition Center Project and Community Group Discussion - Noel Knille, DPW Commissioner
 - Memorandum of Agreement (MOA) Milestone - April 1, 2015 - Project Definition Report submitted to COC
 - Available on DCJTC website
 - Contains information on: summary to date, planning process, vision, mission, summary info from the Functional Architectural Space Program (RGA document), Special Populations information, site constraints, site/neighborhood context, preliminary comments on phasing
 - COC meeting 3rd week in April to review and will get back to the County with any questions
 - Community Group Discussion
 - Brief presentation from Ricci Greene (RGA) and Cooper Robertson (urban design specialists)
 - Intent of meeting primarily for invited community members to voice their questions, concerns, suggestions as to what they might want to see on site
 - A few comments received from community members at the discussion include:
 - Parking—jail staff is parking on N Hamilton St. which reduces available parking for residents

- Site circulation/traffic
 - Attractive building, looking forward to images of possible buildings
 - Do not want to see razor wire
 - Positive comments about relationship between the Jail, specifically Administrator Krom, and the neighbors
 - Hope Dutchess County contractors will be used on any construction
 - Emphasize and appreciate historic nature of the neighborhood and bring some of the amenities on South Hamilton (light fixtures, etc) to North Hamilton
- Next steps for DCJTCP
 - Look at Conceptual sit plan options - first meeting with RGA and Cooper Robertson the afternoon of April 7th with the Internal Steering Committee
 - As some refined conceptual designs are established, they will be uploaded to the DCJTC website
 - The Functional Architectural Space Program is the list of spaces that are needed for various functions for both the Jail and the Sheriff on the site, as well as some other ancillary functions; as we move forward in the planning these spaces will be made as efficient as possible to provide the most effective and functional spaces with the most efficient square footage and most cost effective as possible
 - Next MOA milestone - Nov 1, 2015 - Design Development Plans due to be submitted
- Questions
 - Next date for Community Meeting? *No specific date at this time.*
- Special Populations Workgroup Update - Ron Knapp, Chief of Poughkeepsie Police and Chair of Workgroup
 - Dealing with the programming for the Jail, working with consultant Kevin Warwick
 - Group has been meeting monthly since August, 2014
 - Approximately 21 people involved with the Workgroup - including programming people, Jail, Mental Health, community members
 - Sub groups – quality assurance, etc
 - Evidenced based programming for TIH has been acquired and is being prepared for use with the returning inmates
 - Most programming aimed at highest risk; though inmates must agree to be in the programs; programming is incentivised for inmates
 - Types of programming: preparing for re-entry into the community, GED, preparation to cope upon return to the community
 - Next steps will be to assess the programming within the TIH once the inmates return and start participating in the programming
 - Women's (Jail) Writing Group letter provided by Chief Knapp to the EAG members
 - 15 women who meet weekly to write topics:
 - Arts program
 - Exercising and yoga
 - Trade prep programs

- Motivational speakers
 - Gardening program
- Question: Are more people (Staff) being added to provide for the additional programming? *Yes, RFP is out for additional professional assistance and the TIH programs will help to assist in future planning for the final DCITCP.*
- Question: Additional psychiatric, etc staff? *(George Krom responded) Yes, additional psychiatric and social workers as deemed required.*
- Website has Special Populations section - please check if interested
- Diversion Committee Update - Steve Miccio, People Inc and Chair of Diversion Committee
 - Have been meeting monthly
 - Working on actual proposed layouts for services proposed to be provided at 230 North Road
 - Have met with Office of Mental Health, Office of Addiction Services, Dept of Health to review the combination of Addiction Services and Mental Health Services at the proposed "Restoration/Recovery Center"
 - Working on Crisis Intervention Training(CIT) for police office,
 - Looking to train about 700 in the next few years,
 - Have also spoken with State Police;
 - First CIT training week of June 22, 2015 - primarily City of Poughkeepsie Police and Dutchess County Sheriff's Officers, including Corrections Officers
 - Planning "train the trainer" program to allow for cost effective in-County training
 - Subgroups: Marketing - how to we let people know about this new program; Assessment - need a good solid assessment as people come through the door.
 - Question: Centrally located location mentioned at the Bardavon meeting, what is the schedule? *Answer: It will be ready in October.*
- Questions from previous emails and from previous meetings? - Bill O'Neil, Deputy County Executive
 - Question: What programs are available for those in the Jail with substance abuse problems and what is planned for the future
 - *Answer: The County does have NA (Narcotics Anonymous) and AA (Alcoholics Anonymous) programs for men and women run by volunteers several times a week. Several Department of Mental Hygiene professional staff do work at the Jail including a Certified Alcohol and Substance Abuse Counselor (facilitates substance abuse awareness groups, provides anger management classes, transition planning), DMH Case Manager - weekly meetings which serve to connect female inmates with post-release substance abuse or mental health treatment. Project Definition document that is on the website provides additional information which will provide assistance for inmate transition.*
 - Clarifications from information in Valley View:
 - Steve Miccio has been instrumental in bringing the current idea/scope for the "Restoration/Recovery Center"; he and his committee are looking at all the services that should and could be provided at this Center, want to make sure that the Center opens with the necessary services and starts small, allowing for growth. Also note that it is very important to train the police officers and other who will be interacting with those with mental health issues, as Steve noted, so that they may be assisted with

evidenced based information. (Establishment of Center is contingent on current tenant/program provider at 230 North Road relocating to their new spaces. Hope to be able to have program up and running by end of 2015.)

- While Bexar County program saw significant decrease in Jail population when they put their Restoration Center in place, they had essentially no ATI (Alternatives to Incarceration) programs in place so this was the first program they put in place and the significant decrease they saw took 12 years. Dutchess County has many ATIs in place - 600+ people in ATIs currently. DC has mental health professionals and a diversion team in place. DC is not sure of numbers of inmates will be affected but the Recovery/Restoration will assist.
- Next Meeting - Tim announced that the next meeting will be on Tuesday, May 5, 2015 in the DC Legislative Chambers.
- Closing Comments - Bill O'Neil
 - TIH (Pods) - all parts of this DCJTCP need to comply with all the requirements of the COC which can be challenging but is essential
 - DCJTCP is a process of which TIH is the first step, a new, more efficient and more effective Jail building will be the next step
 - Important that the County is able to reduce recidivism and provide for inmates to be successful when they re-enter the community - this is what the Special Populations Workgroup is addressing
 - There is a group of people that can be kept from entering Jail and these will be addressed by the Restoration/Recovery Center (Diversion Committee)
 - Each of these points are important and are part of the continuum by which the County addresses and will address what is necessary to address
 - New, better designed Jails take less staff - there is research to substantiate this; money saved can be re-directed to other programs in the long term
 - The County is looking at grants and program funding that might be available to help create a cutting edge approach
 - DCJTC will be at the North Hamilton location because that is where the Jail is and maintaining it at the current location is more cost-effective and logistically feasible. The State mandates we have a jail; Cooper Robertson is looking at various options to integrate various site developments into the planning process
- Meeting adjourned by Tim Massie

EXTERNAL ADVISORY GROUP (EAG)
DUTCHESS COUNTY JUSTICE & TRANSITION CENTER PROJECT
PUBLIC MEETING
TUESDAY, MAY 5, 2015 in the DUTCHESS COUNTY LEGISLATIVE CHAMBERS

EAG Members present: John Doherty, Joe Lepore, Audra Gerty, Bob Mallory, Jim Hammond, Andrew O'Grady, John Crodelle, Tim Massie, David Freeman and Steve Saland

EAG Members not present: Jesse Bottoms

The meeting began at 6:40 p.m.

- Welcome and Opening Remarks - Chair – Steve Saland
 - Summarized meeting process and Q & A procedure; public not allowed to comment or ask questions at this meeting but can submit questions/comments on cards provided at the meeting which will be answered at the next meeting of the EAG, via email and/or posted on the website
 - Email address for EAG emails reiterated: externaladvisorygroup@dutchessny.gov
 - Website for the DCJTCP EAG reiterated: www.dutchessny.gov/dcjtc
 - Reminder—County Executive Molinaro has advocated to make the review process as open and transparent as possible; the public has ample opportunity to have their questions answered and their comments heard; questions may require additional research to obtain the best answer from the appropriate individual or agency
 - Introduced Noel Knille, DPW Commissioner
- Temporary Inmate Housing (TIH or PODS) – Noel Knille, DPW Commissioner spoke on behalf of George Krom, Jail Administrator
 - Final walk thru with State Commission of Correction (SCOC) on the morning of Thursday, April 23rd
 - Verbal approval received from the SCOC at the walk-thru to occupy PODS, letter sent from the SCOC to Sheriff Anderson on the afternoon of April 23rd approving occupancy of the (4) housing units within the (2) TIH buildings as of 8:00 a.m. on April 24th
 - Inmates began occupying the units on April 25th
 - George Krom and staff are completing assessments to determine which inmates are best suited to move into PODS; this was being done prior to the PODS being in place to determine which inmates could be moved from the current jail facility to the PODS based on their risk-level; move lower-risk level inmates from jail to PODS
 - Number of inmates varies and the process is slow and deliberate in assessing the classification of each inmate—as of today:
 - Total number of inmates on 5/5/15: 456
 - Total number of inmates in the TIH buildings on 5/5/15: 125
 - Total number of inmates housed out on 5/5/15: 59
 - Classification assessment will continue and more inmates will return each week, although a few may still need to continue to be housed out
 - Inmates and corrections officers are satisfied with the PODS

- The goal is to bring back 25 inmates per week
- Question: How is the HVAC system in the PODS? Are the inmates comfortable? *HVAC system is working fine. There was an issue with one of the coils on 5/4/15; will be replaced on Friday or Monday.*
- Question: Can we still tour the PODS? *At the March meeting of the EAG, George Krom extended an offer to the EAG members to tour the PODS. Noel will follow-up with George to see if EAG members are still permitted to tour the PODS now that they are occupied.*
- Question: What is the maximum capacity for the PODS and the jail? *200 for the PODS and another 289 in the jail, but with classification issues 450-470 is the maximum number of occupants.*
- Question: What is the target date for all housed out inmates to return? *Early May*
- Question: Why would some inmates still be housed out? *The current budget allows for 10 inmates per month to be housed out for various reasons, e.g. security, request of the District Attorney's Office, etc. It is not expected that more than 10 per month will be housed out.*

- Special Populations Workgroup (SPW) Update – Mary Ellen Still, Director of Probation spoke on behalf of Ron Knapp, City of Poughkeepsie Police Chief and Chair of Special Populations Workgroup
 - SPW has not met since the last EAG meeting
 - In between meetings, work has continued between several different workgroups to fulfill requests from the SPW; several county department staff have met to develop evidence based curriculum endorsed by the SPW
 - SPW requested that an evidence based curriculum be developed and that this curriculum be mirrored in the community so inmates can have smooth transition and re-entry into the community
 - Workflow committee to work out logistics of programming, screening of inmates for programming, post-jail transition into the community
 - Will hire Community Based Provider (CBP) to facilitate curriculum
 - Quality Assurance Committee is providing oversight and guidance to the SPW
 - Next meeting will be on May 18th; develop final curriculum for RESTART Program; have already screened 22 participants for the program
 - Question: Can you explain the Community Based Provider? *The CBP develops curriculum, CBP will work in current jail and will create linkages to the community to continue programming post-jail.*
 - EAG member, Andrew O'Grady, provided several suggestions he received from members of the public
 - Place people in similar circumstances in the same section of the jail (e.g. inmates with alcohol and drug related issues)
 - Include additional programming for inmates from local non-profits
 - Mary Ellen Still responded to the suggestions
 - Inmates are classified by risk, and therefore, inmates may not be able to be placed in the same section based on their risk-level
 - Inmates staying 30 or more days are evaluated to determine if they would benefit from programming in the jail
 - Question: Have you asked current and former inmates what programs they believe are effective? *SPW is evaluating this process, along with our*

consultant, Kevin Warwick, with the goal of continuing to offer programming in the community post-jail. An ex-offender is on the SPW.

- Question: Are there enough programs in the community to help inmates post-jail and reduce recidivism, besides their probation officer? *When the core curriculum was created it was based on what models work in the jail and in the community. When an individual is initially screened, they are evaluated based on criminogenic risk level and needs. The COMPAS is used to identify these needs and risks to offer the best services and programs. We look at which programs will work best for that individual while they are in the jail and then when they return to the community.*
- Question: Is the CBP knowledgeable about resources in the community? Do they provide information about the Justice & Transition Center project to the County? How much input will the CBP share? *The CBP is part of the team collaboration between the Dept. of Mental Hygiene and jail staff; collaboration is critical to success of the program, providing the quality assurance component that these suggestions can be implemented in the community. We have taken a county-focused approach to ensure that what is recommended can be carried out in the community.*
- Question: Is there a guarantee that sufficient staffing will be available for programming? *Yes, we evaluated the programming to ensure there would be sufficient staffing This is an on-going dynamic process that we continuously evaluate to assess if there are new needs emerging in the community; quality assurance is critical.*
- Question: Is the Evidence Based Curriculum still in draft form? *Yes, it is close to being completed; available on the website:*
http://www.co.dutchess.ny.us/CountyGov/Departments/CriminalJusticeCouncil/ASAI_Nov_2014_report.pdf
- DCJTCP Progress Update - Noel Knille, DPW Commissioner
 - RicciGreeneAssociates (RGA) is currently working with the Internal Steering Committee (ISC) to review various site plan options for blocking of various buildings on the site and general access to and from the site
 - The meetings with the ISC held to review some very preliminary options for the site
 - Had a meeting this afternoon at which we reviewed several site options for the Jail, the Sheriff and other site functions—very productive meeting and are starting to hone in on preferred option
 - Once preferred option is finalized then RGA will focus on adjacencies within the buildings for both the Jail building and the Sheriff's building and will meet regularly with Administrator Krom and Deputy Sheriff Imperati over the next few months to develop the optimal layout
 - Cooper Robertson (sub consultant of RGA) is working to continue to assess the site, the neighborhood, the zoning, the Walkway-Gateway district, the Fallkill/CSX area and various other elements to formulate design ideas for the site and for the areas adjacent to the site to show what exciting greenway development could be possible; assessing Parker Ave and N Hamilton Street to

- see what can be done in that area to enhance neighborhood; not part of the funding for the DCJTC project but it is being considered in the project design
- RGA also meeting with George Krom and me to review detailed functional layout options for the housing units; we had an initial meeting last week at which RGA presented several options and George provided feedback as well as another preferred housing layout option to review
 - Next steps
 - June's EAG meeting should have preliminary site plans to provide to, and review with, the EAG
 - These site plans would include the potential greenspace options around and adjacent to the site
 - Detailed building layouts will likely not be shown publically through the process due to security
 - Design Development Plans due November 1st
 - Question: Will the City of Poughkeepsie zoning change in the residential area surrounding the jail? *The current jail is located in a residential zone, however, because the jail is located on county property, it provides for some leeway with zoning restrictions. Cooper Robertson is looking at the zoning guidelines in the Walkway-Gateway district which include height restrictions. The county will endeavor to comply with zoning while also enhancing the site.*
 - Question: Some residents have concerns about quality of life in the area surrounding the jail. Will the zoning classification change to address their concerns? *Cooper Robertson and RGA are continuously evaluating improvements to the surrounding area as part of the design process. The Walkway-Gateway district guidelines are the focus which will help guide the design process to visually enhance the area.*
 - Will the shared 911 equipment be stored off-site or on site at the jail? *Aim to have synergy of equipment; program will be reevaluated to assess functionality, efficiency and cost-effectiveness.*
 - What type of visitation services will be offered for the 200 inmates being brought back? Visitation and square footage being considered in design of new jail? *In terms of architectural design, yes, that is being considered in the design process. Have not yet had conversations with family and/or visitors to determine what process works best moving forward but will take suggestions in the form of a questionnaire.*
 - Will there be adequate parking? *Parking has been part of the discussion with RGA and Cooper Robertson to ensure sufficient parking will be available.*
 - Is there any kind of transportation/bus route to transport families to and from the jail? *Bob Mallory stated that the City of Poughkeepsie Common Council established a bus service committee to evaluate the consolidation of bus routes. Currently they are looking to coordinate with the county to provide transit services to the jail.*
 - Questions received via email and from previous meetings - Bill O'Neil, Deputy County Executive
 - 4 questions received today which will be answered at the June EAG meeting
 - Questions & Answers can be viewed online here:
http://www.co.dutchess.ny.us/CountyGov/Departments/CriminalJusticeCouncil/EAG_05052015_Submitted_Questions.pdf

- Comment from EAG member: Inmates should be exposed to various county departments and non-profit organizations and similar groups, even if they are only in the jail 1 or 2 days to help with low-risk inmates. *We agree there should be programs for inmates that are in the jail for 1-3 days but it's important to remember that these programs are voluntary. Bill suggested Andrew O'Grady be included in SPW discussions.*
- Steve Saland thanked EAG members for attending. He stated the goal is to have the next EAG meeting at a community site but the fall back will be in the Legislative Chambers. Steve stated that the next meeting of the EAG would be announced via press release and would be posted on the website.

Meeting adjourned at 8:00 p.m.

EXTERNAL ADVISORY GROUP (EAG)
DUTCHESS COUNTY JUSTICE & TRANSITION CENTER PROJECT
PUBLIC MEETING
TUESDAY, JUNE 2, 2015 in the DUTCHESS COUNTY LEGISLATIVE CHAMBERS

EAG Members present: Bob Mallory, Jim Hammond, and Steve Saland

EAG Members not present: Jesse Bottoms, Tim Massie, Joe Lepore, Andrew O'Grady, Audra Gerty, John Crodelle, David Freeman, and John Doherty

The meeting began at 6:41 p.m.

- Welcome and Opening Remarks - Chair – Steve Saland
 - Summarized meeting process and Q & A procedure; public not allowed to comment or ask questions at this meeting but can submit questions/comments on cards provided at the meeting which will be answered at the next meeting of the EAG, via email and posted on the website
 - Email address for EAG emails reiterated: externaladvisorygroup@dutchessny.gov
 - Website for the DCJTCP EAG reiterated: www.dutchessny.gov/dcjtc
 - To date, meetings have been held at various locations in the community. County Legislative Chambers are the default location, but the goal is to alternate meeting locations between a community center and the legislative chambers.
 - The public does have the opportunity to speak with officials after the meeting if they have pressing questions
 - The purpose of the EAG is not to make policy but provide a means to address questions raised by the community, encourage outreach in the community and to ensure transparency throughout the process. County Executive Molinaro has insisted from the beginning that the process remain open and transparent.
 - Stated there is a strong possibility there will be no meeting in July and August

- Grants Update – Mary Ellen Still, Director of Probation
 - County has taken a proactive approach in pursuing various grants and technical assistance opportunities
 - Most recently, the county applied for a MacArthur Foundation grant and the Justice & Mental Health Collaboration grant from the Federal Bureau of Justice Assistance
 - Applied in April for the Justice & Mental Health Collaboration grant to be used for the Crisis Intervention Team Training for law enforcement agencies. Applied for a total of \$250,000 in funding; application is still pending
 - The county did not receive funding through the MacArthur Foundation grant but going through the application process proved to be beneficial
 - The county was not surprised that we did not receive funding; hundreds of applications were submitted with only 20 jurisdictions selected to receive funding; geographical consideration a major factor; large metropolitan areas received funding
 - New York City met the needs as outlined in the grant criteria more closely than Dutchess County so it was expected that if NYC received funding, the county would not

- Other opportunities to interact with the MacArthur Foundation in the future related to the grant; waiting for further details
- Research required to write MacArthur grant was coordinated by Public Defender Tom Angell, with assistance received from CJC Consultant Gary Christensen, Probation, District Attorney, OCIS, and will assist the County in the future when applying for other grants
- Applied for and received funding and technical assistance for the following:
 - \$1.4 million from NYS for Coordinated Jail-Based Services
 - Technical assistance from the Center for Effective Public Policy and the National Resource Center on Justice Involved Women; project that has garnered national recognition; webinar in late-June on the project, focus on research to practice and how Dutchess County was able to implement research for gender-responsive strategies for women
 - Women's Center from NYS addressing gender specific issues
 - Technical assistance from SAMSHA GAINS Center to hold all day training on sequential intercept model for people with chemical dependencies and mental health disorders
 - Funding received on an ongoing basis for ongoing programs; funding was originally received through a grant but because outcomes were successful, turned into permanent program funding for Functional Family Therapy delivered through the Probation Office and assistance for transitional housing (NYS provides funding to support 8 beds)
- Looking at Second Chance grant application
- County will continue to search out other funding and assistance opportunities
- Temporary Inmate Housing (TIH or PODS) – George Krom, Jail Administrator
 - As of June 2nd, the PODS are populated
 - Began populating at the end of April; slow process
 - 19 inmates housed out as of June 2nd for classification reasons and the Commission of Correction insists that the PODS house minimum to medium-risk level inmates (minors, women, high-risk inmates cannot be housed in the PODS)
 - Question: Is 19 inmates being housed out reasonable or is it high? *Slightly high, but that can be contributed to various factors. Jail staff is constantly evaluating inmates to see who can be brought back based on classifications. The county budgeted for 30 inmates per month to be housed out, even when PODS in use.*
 - Question: From a structural standpoint, what is the life expectancy of the PODS? *The only component that would need replacement is the roof, every 10-15 years.*
 - Question: Why wouldn't the PODS serve as a long-term solution, instead of building a new jail? *The Commission of Correction approved the PODS as a temporary solution only.*
 - Question: Commission of Correction frowns on using the PODS as a long-term solution? *Not ideal for long-term housing solution, meant to save money and provide temporary solution before long-term solution is established.*
- Special Populations Workgroup (SPW) Update – Mary Ellen Still, Director of Probation spoke on behalf of Ron Knapp, City of Poughkeepsie Police Chief and Chair of Special Populations Workgroup
 - At the May 18th meeting, Andrew O'Grady, Executive Director of Mental Health America of Dutchess County and EAG member, was invited to speak to the group, based on a suggestion at the May EAG meeting

- Andrew O'Grady expressed his approval of the RESTART program (in-jail, evidence-based programming for high-risk inmates); suggested that inmates that are not enrolled in the RESTART program would still have access to information and services
- Already programs in the jail for inmates
- SPW agreed with Andrew's suggestions particularly the educational component
- Andrew felt the SPW could facilitate the referral process and have community agencies come in and assist with programming
- Andrew will have follow-up meeting with Bill Eckert, coordinator of the Dept. of Mental Hygiene jail-based team, to review programs and services currently offered and look for enhancements and/or additions
- Development of core programming almost complete
- Quality assurance and workflow committees work with SPW on reviewing design and flow of the programming in the jail and in the community
- SPW Consultant Kevin Warwick toured the jail with George Krom to evaluate programming in jail for launch of RESTART program
- Next SPW meeting will be on June 22nd
- Question: Will records be kept of inmates who choose not to participate in the RESTART program? *Assessments will be conducted to see if an individual will benefit from the program and they will be given the option to participate. Statistics will be kept of how many were eligible for programming, those who choose to participate, those who chose not to participate, and the outcomes of program participation.*
- Question: If there is no means of identifying the individuals that declined, how will you deal with individuals that may claim they were never offered services? *Records are identified by case number across all agencies.*
- DCJTCP Progress Update - Noel Knille, DPW Commissioner
 - Noel Knille with assistance from Ken Ricci from RicciGreeneAssociates (RGA) presented an overview of their discussions with the Internal Steering Committee, Jail Administrator George Krom and his staff, and Undersheriff Kirk Imperati and his staff on the proposed site plan options for the Dutchess County Justice & Transition Center
 - Site in Context: Three Frontages
 - Parker Avenue
 - Hamilton Street
 - CSX/Fallkill
 - Minimal enhancement to Parker Avenue due to state restrictions and not owned by county
 - Develop streetscape along Hamilton Street; enhance tree line
 - Develop along CSX/Fallkill—not owned by the county but working with RGA and Cooper Robertson to show what can be done to enhance the area
 - Concern over parking from residents on Hamilton Street—RGA has taken these concerns into consideration when developing site plans to maximize parking
 - Sections of the jail could be repurposed if inmate population decreases
 - Bob Mallory comment: Business owner across from proposed Sheriff's Office site on Parker looking to redevelop his business into an eatery to serve that area; City of Poughkeepsie Common Council Bus Committee to provide city bus route for

transitional housing; going to and from the jail; green space is a great option for that area

- Focus on housing units to determine safety and security needs, adequate program and personal space; six concept designs reviewed to determine space needs
 - Working with Jail Administrator George Krom and his staff on housing unit concepts; all housing units based on direct supervision
 - Will continue to revise working model to best fit the needs of the jail staff
 - All housing units are based on the concept of direct supervision, minimize inmate movement throughout building; inmate activities take place within the unit
 - Taylor Building Adaptive Reuse Guideline: New Law Enforcement Building
 - Question: Is the proposed adaptive reuse of the Taylor building and the area surrounding the building being monitored by the Sheriff's Office? *Yes, all concepts are being reviewed by Undersheriff Imperati and his staff.*
 - Question: Will you reach out to the state to get involved to help with the enhancement of the area around the Fallkill and will a public meeting be held, including City of Poughkeepsie elected officials to discuss these site plans? *Yes, we will pursue the state to help with these plans to enhance the area and meetings will be scheduled in the future to discuss site plans.*
 - Aim to get state funding for Parker Avenue and CSX/Fallkill development
 - Proposed site plans will be presented at a future public hearing
 - Steve Saland comment: Should be an effort for collaboration within community and with the City of Poughkeepsie to develop green space, allowing the City of Poughkeepsie to build on changes made
-
- Diversion Committee Update—Margaret Hirst, Acting Commissioner of the Department of Mental Hygiene spoke on behalf of Steve Miccio, CEO of PEOPLE, Inc. and Chairman of the CJC Diversion Committee
 - Crisis Intervention Team (CIT) Training—brought in national expert to guide the county through the training, with assistance from local experts
 - Goal is to train law enforcement who have that first interaction with individuals dealing with mental issues on proper communication techniques
 - Broad range of topics to be offered—understanding the indicators of mental illness, communication skills, medications, substance abuse disorders, elderly and juvenile mental health issues, specific disorders
 - Role playing will be included as part of the training
 - Consumer panels including family members and individuals directly affected by mental illness will be a part of the training
 - 40 officers enrolled in training from a variety of jurisdictions, including corrections officers from the jail and the Office of Probation & Community Corrections
 - 40-hour training is scheduled for June 22-26
 - Will take several years to train all officers who are eligible
 - Goal is to train 25% of county and local law enforcement field officers, who are most likely to interact with individuals with mental health issues
 - “Train the Trainer” will reduce expense to the county for future trainings and provide for sustainability

- Crisis Stabilization and Wellness Center—23-hour stabilization unit, open 24/7/365
 - Serve as an alternative to incarceration; will allow law enforcement to bring individual to facility to receive services and treatment
 - Will serve both adults and youth
 - Co-locate mobile crisis team and 24-hour helpline service
 - Partnership of treatment providers with Mid-Hudson Regional Hospital of Westchester Medical Center, National Alliance on Mental Illness, Mental Health America of Dutchess County, PEOPLE, Inc., and DCFS
 - Working with Commissioner Knille to design and repurpose space at 230 North Road in the Town of Poughkeepsie
- Questions received via email and from previous meetings - Bill O'Neil, Deputy County Executive, Mary Ellen Still and Margaret Hirst
 - Questions & Answers can be viewed online here:
http://www.co.dutchess.ny.us/CountyGov/Departments/CriminalJusticeCouncil/EAG_06022015_questions.pdf
- Chairman Saland reminded those in attendance that they could speak with officials after the meeting if they had questions
- Chairman Saland suggested that the EAG forgo scheduling a meeting in July due to scheduling conflicts

Meeting adjourned at 8:29 p.m.

ATTACHMENT B
Phase 1A Literature Review and Sensitivity Analysis
by Hudson Valley Cultural Resource Consultants, Ltd

Phase 1A Literature Review and Sensitivity Analysis

Dutchess County Justice and Transition Center

North Hamilton Street and Parker Avenue

City of Poughkeepsie, Dutchess County, New York

Prepared for:

The Chazen Companies

21 Fox Street

Poughkeepsie, NY 12601



HUDSON VALLEY

Cultural Resource Consultants, Ltd.

3 Lyons Drive Poughkeepsie, NY 12601

July 2015

Management Summary

SHPO Project Review Number (if available):

Involved State and Federal Agencies:

Phase of Survey: **Phase 1A Literature Review & Sensitivity Analysis**

Location Information:

Location: **North Hamilton Street and Parker Avenue**

Minor Civil Division: **City of Poughkeepsie**

County: **Dutchess County**

Survey Area (Metric & English)

Length: **1565.3'/477.2 m**

Width: **518.94'/158.2 m**

Depth (when appropriate):

Number of Acres Surveyed: **12.6 acres (5.1 hectares)**

Number of Square Meters & Feet Excavated (Phase II, Phase III only): **N/A**

Percentage of the Site Excavated (Phase II, Phase III only):

USGS 7.5 Minute Quadrangle Map: **Poughkeepsie**

Archaeological Survey Overview

Number & Interval of Shovel Tests: **N/A**

Number & Size of Units: **N/A**

Width of Plowed Strips: **N/A**

Surface Survey Transect Interval: **N/A**

Results of Archaeological Survey

Number & name of prehistoric sites identified: **0**

Number & name of historic sites identified: **0**

Number & name of sites recommended for Phase II/Avoidance: **N/A**

Results of Architectural Survey

Number of buildings/structures/cemeteries within project area: **4**

Number of buildings/structures/cemeteries adjacent to project area: **11**

Number of previously determined NR listed or eligible buildings/structures/cemeteries/districts: **0**

Number of identified eligible buildings/structures/cemeteries/districts: **0**

Report Author (s): **Beth Selig, MA, RPA. Stephanie Roberg-Lopez MA, RPA**

Date of Report: **July 2015**

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- Photo 15: Parking area located in the southern portion of the project area. Area has been graded and improved with gravel. View to the south.
- Photo 16: Southern side around of the Dutchess County Jail facility. View northeast from the CSX Utility Corridor.

I. Phase 1A Literature Search and Sensitivity Assessment

A. Dutchess County Justice and Transition Center Project Description

In June of 2015, Hudson Valley Cultural Resource Consultants (HVCRC) was retained by The Chazen Companies to complete a Phase 1A Literature Review and Sensitivity Analysis of the Dutchess County Justice and Transition Center project, located at 150 North Hamilton Street southwest of the intersection of North Hamilton Street and Parker Avenue. All work was completed in accordance with the Standards for Cultural Resource Investigations and the Curation of Archeological Collections published by the New York Archeological Council (NYAC) and recommended for use by New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The report complies with New York State ORPHP's Phase 1 Archaeological Report Format Requirements, established in 2005.

The Dutchess County Justice and Transition Center (hereafter "the project area") is bounded to the east by North Hamilton Street, to the north by Parker Avenue and to the west and south by the CSX utility line. The project area currently contains the buildings associated with the Dutchess County Jail, the Dutchess County Sheriff's Office and the James Taylor Manufacturing buildings. These buildings are surrounded by asphalt parking areas and access roads. A small parcel of the project area is located on the southern side of the CSX Utility Corridor, formerly New York and Massachusetts rail line. This parcel is currently overgrown with vegetation.

The Dutchess County Justice and Transition Center encompasses ±12.61 acres of developed lands within an urban environment. A site visit was made on June 24, 2015 to examine the existing conditions of the site, photograph the existing structures within and adjacent to the project area boundaries and identify areas of prior disturbance. The nature of the built environment, in addition to surface features such as sidewalks, includes subsurface waterlines and other buried infrastructure. The visual inspection of the existing conditions indicates that the entirety of the project area has been previously disturbed. The small outparcel located adjacent to the former rail road bed has been significantly built up and is considered to be profoundly disturbed.

The proposed undertaking involves the removal of the Sheriff's Office and garage and the construction of an addition to the existing Jail. Two additional structures along the western project boundary will be constructed for evidence curation and storage. The James Taylor Manufacturing building will be repurposed as the new Sheriff's Office. In addition to the new buildings, additional parking areas are proposed around the structures. Access points from Parker Avenue and North Hamilton Street will be maintained.

The project area currently consists of five separate lots, listed here from the northern most lot. Lot 1 is located adjacent to Parker Avenue and is listed as parcel number 131300-6162-54-213405-0000. Lot 2 is located along Parker Avenue and is identified as 131300-6162-54-236411-0000 and contains the existing James Taylor Manufacturing Building. The third lot, located within the central portion of the project area, is 131300-6162-54-240389-0000 and formerly contained an industrial structure. It is currently used for parking. The fourth lot, listed as 131300-6162-54-238399, is a former access easement between the James Taylor Manufacturing Building and parcel 131300-6162-54-240389. Lastly, the southernmost parcel is listed as 131300-6162-62-238330 and contains the existing Dutchess County Jail and Sheriff's Office.

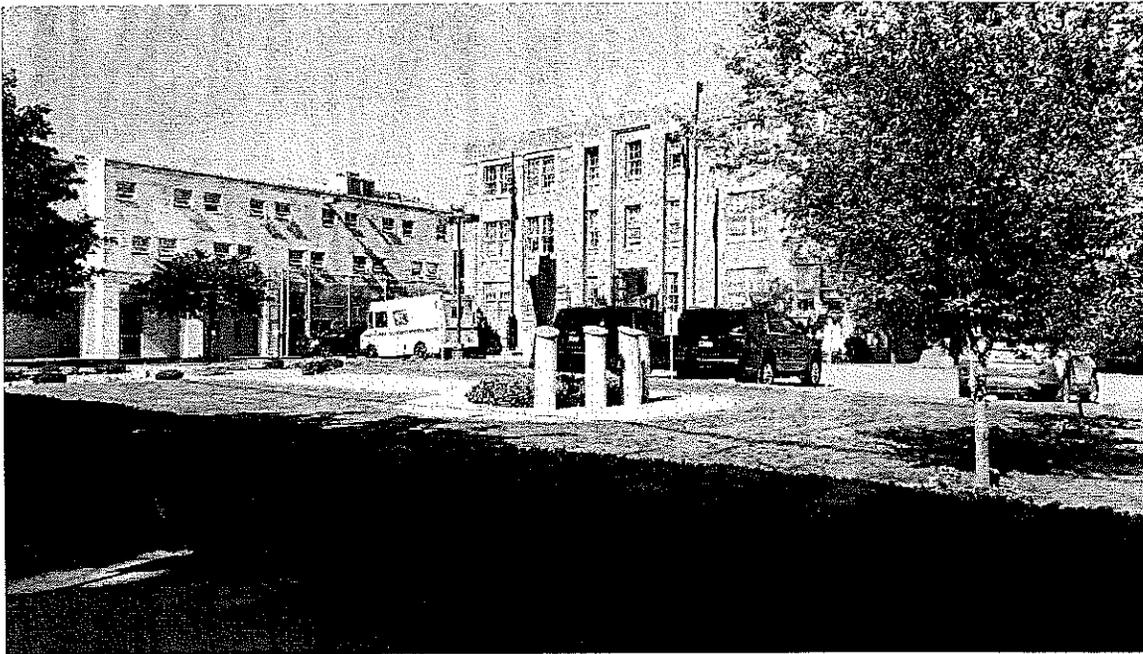


Photo 1: Dutchess County Sheriff's Office and Dutchess County Jail, located in the central portion of the project area facing North Hamilton Street. View to the southeast.



Photo 2: A large parking area is located on the north side of Sheriff's Office. Structures in the rear of the photo front along Parker Avenue. View to the northwest.

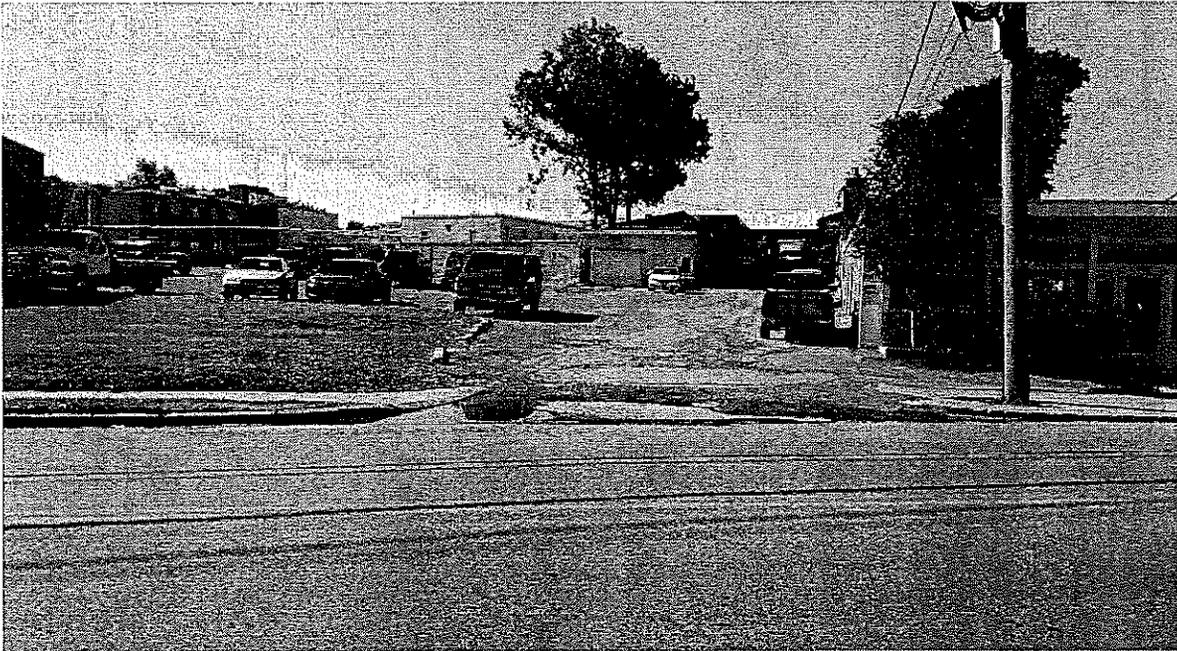


Photo 3: The structure in northern portion of the project area is a manufacturing structure (left of parking area). A building occupied by Vieth Electric is located outside the northwestern boundary of the project area. View to the south. The Dutchess County Sheriff's Office, and concrete block garage are in the background.

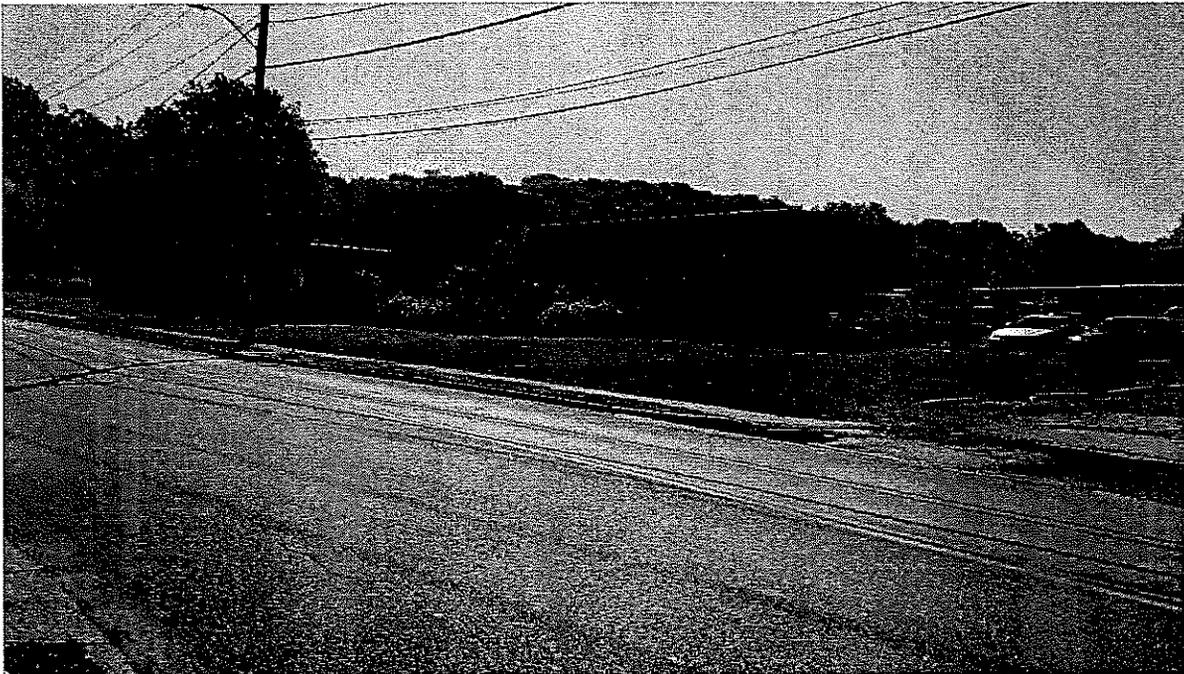


Photo 4: The James Taylor Manufacturing Building is located on the south side of Parker Avenue. View to the southeast.



Photo 5: The CSX Utility Corridor is located along the western boundary of the project area. A small outparcel is located within the tree line in the left of the photo. View to the east.

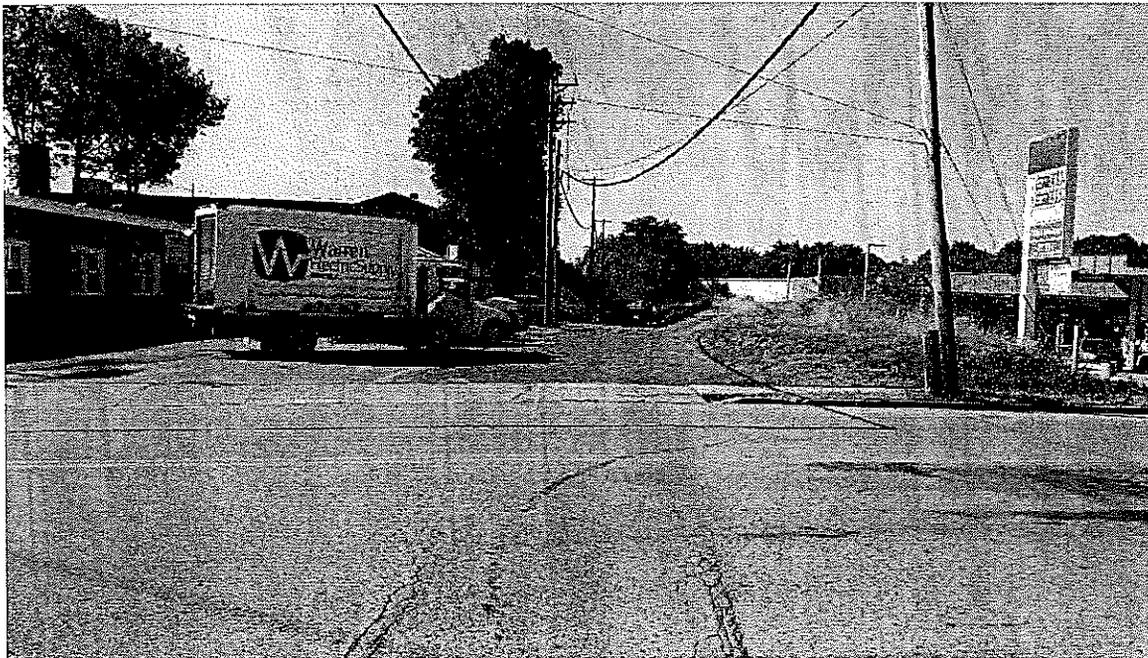


Photo 6: The CSX Utility line crosses Parker Avenue at the northern boundary of the project area. View to the south.



Photo 7: Rear of the Sheriff's Office and Dutchess County Jail. View to the south.

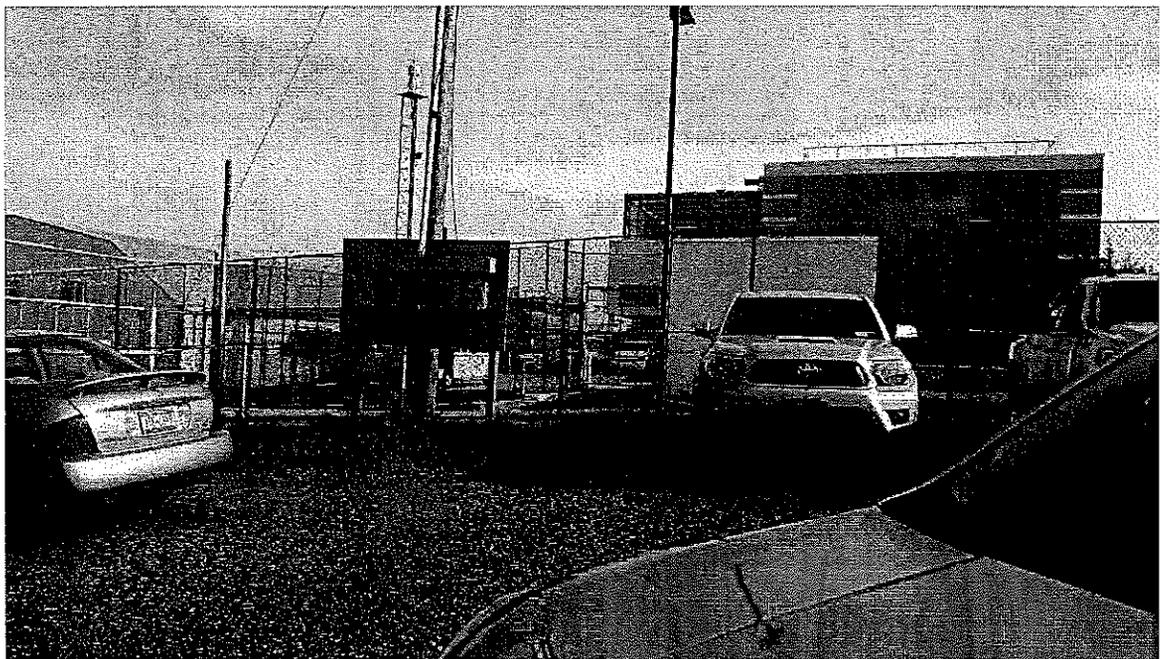


Photo 8: Southern portion of the Dutchess County Jail facility. Photo taken from the parking lot in the southern portion of the project area. View to the north.



Photo 9: The Fall Kill is located on the western side of the CSX utility corridor. View to the southeast.

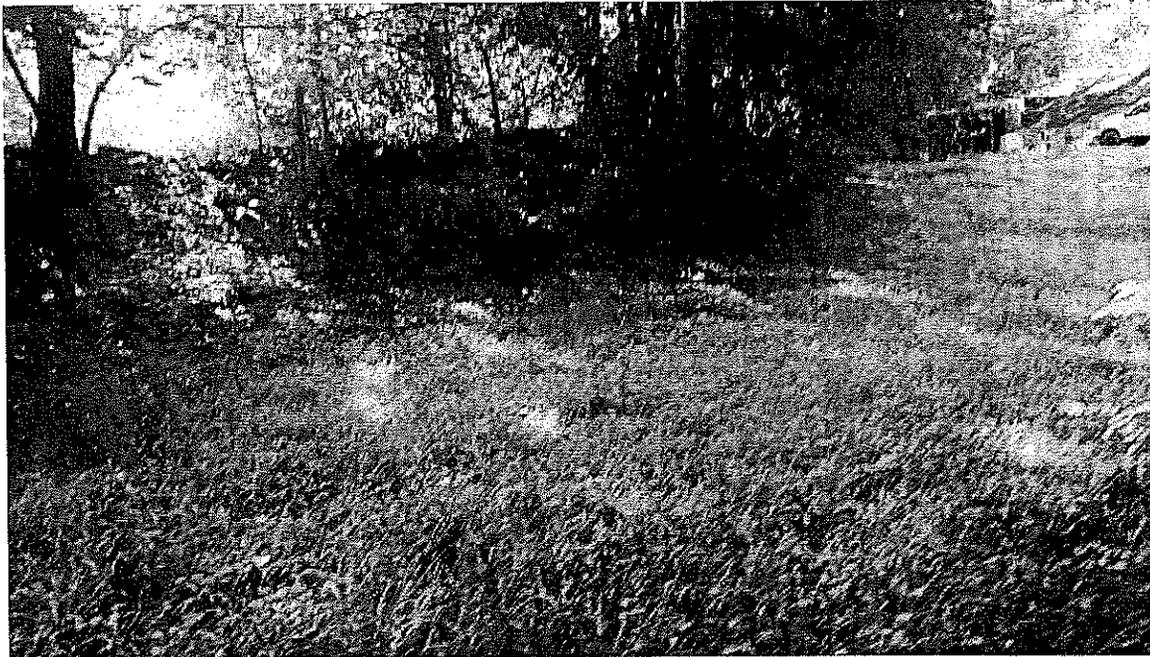


Photo 10: The location of the small outparcel has been disturbed by the construction of the former railroad bed. View to the east.

B: Environmental Conditions

The landscape within the project area consists of developed lands. As previously stated, the project area contains a manufacturing building, the Dutchess County Sheriff's Office and the Dutchess County Jail, (Photos 1 & 2) which are surrounded by asphalt parking areas and access roads (Photo 2). A small outparcel is located on the southern side of the CSX utility corridor that is currently wooded. (Photo 5) This wooded area consists of deciduous trees and undergrowth consistent with that found in the Northern Hardwood Forest Zone and the Appalachian Oak Forest Zone. Typically, oak, beech, maple, birch and hemlock trees are identified within these zones. This vegetation zone is described as a transitional area in which oak and northern hardwood species intermingle with one another, particularly in the deeper and wetter soils within the Hudson Valley (De Laubenfels 1975).

Moderate changes in elevation exist within the project area, with the landscape falling from the southern boundary at 169' (51.5 m) Above Mean Sea Level (AMSL) to 164' (50 m) AMSL along the northern boundary at Parker Avenue.

Soils

The soils within the project area consist of primarily well-drained urban lands. The Dutchess-Cardigan-Urban Land Complex is a classification made for soils that are disturbed but maintain a measurable percentage of their parent matrix. A soil complex consists of two or more soils in such an intricate pattern or in such small areas that they cannot be shown separately on the maps (Natural Resources Conservation Service, 2014). The mixed nature of the soil units within the complex lowers the potential for the site to contain intact historic or prehistoric cultural deposits.

Table 1: Soil Unit Descriptions (Natural Resources Conservation Service, 2014)

Map Unit Symbol	Map Unit Name	Soil Horizons & Texture	Slope	Drainage	Landform
DxB	Dutchess Cardigan-Urban Land Complex	<i>Cardigan Soil Profile</i> H1 - 0 to 8": (0-20 cm) channery silt loam H2 - 8 to 20": (20-50 cm) channery loam H3 - 20 to 30": (50-70 cm) channery silt loam H4 - 30 to 34": (70-86 cm) unweathered bedrock	0 to 6%	Well Drained	Ridges, Hills
		<i>Urban Land Soil Profile</i> H1 - 0 to 6": (0-15 cm) variable	Nearly level	Well Drained	Made Lands
		<i>Dutchess Soil Profile</i> H1 - 0 to 8": (0-20 cm) silt loam H2 - 8 to 28": (20-72 cm) silt loam H3 - 28 to 86": (72-218 cm) channery silt loam	8 to 15%		Hills, Ridges

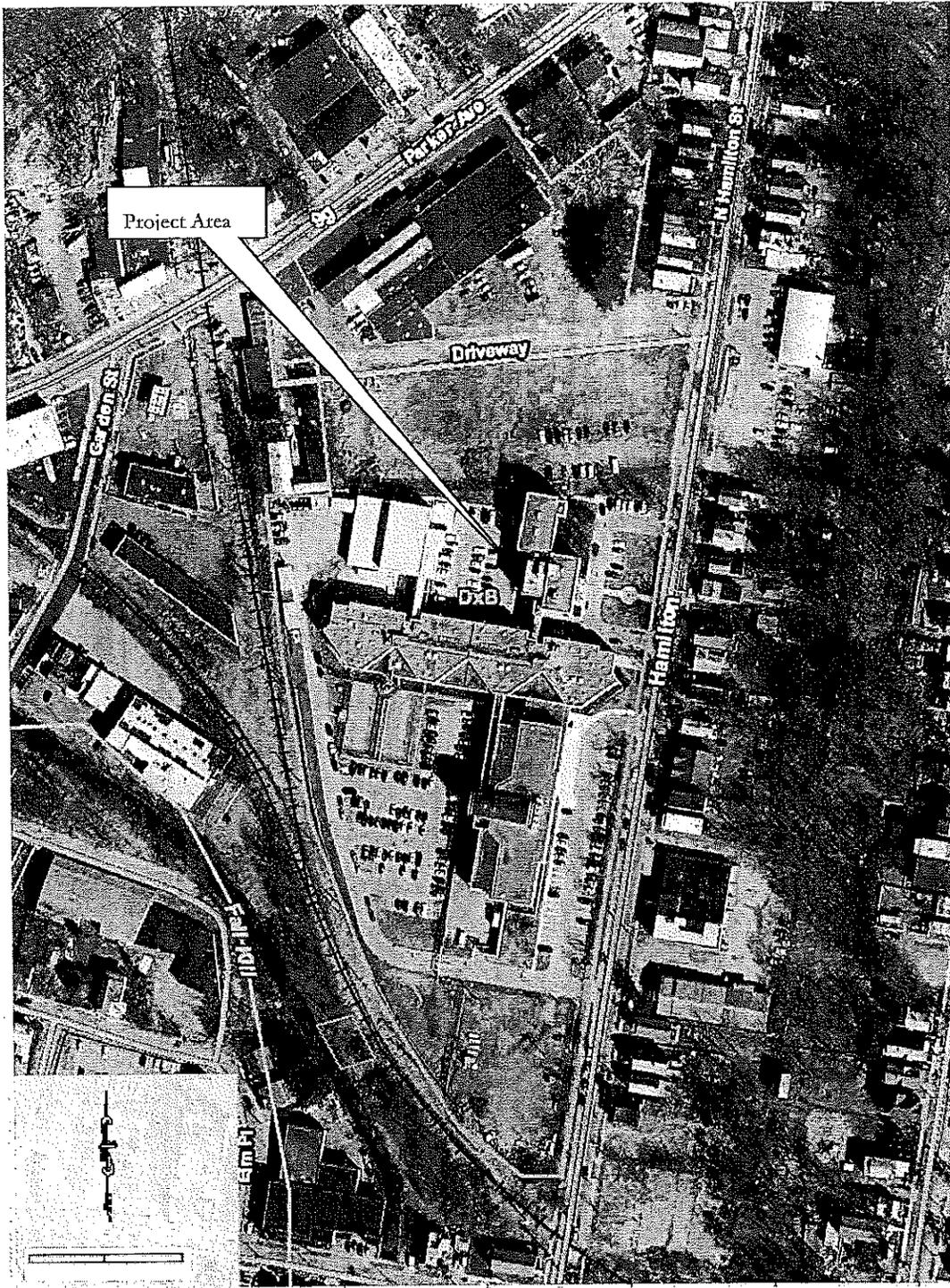


Figure 2: Aerial Image showing soil units within the project area. (Source: National Resources Conservation Service.) Scale: 1"=215'.

Geology

The Hudson-Highlands is the predominant, if not dominant, physiographic province of the eastern part of the Hudson River Valley. The Hudson Highlands province is a northeast-southwest trending band of igneous and metamorphic rocks, which extend from New England through New York, crossing the Hudson River in the vicinity of Cold Spring and West Point. (Spectra 2004: Appendix C).

Surficial geological deposits distributed throughout the Hudson Valley consist of almost all of the types of glacial deposits that are associated with continental glaciation. The ice deposited a thick sequence of till over much of the area in the form of ground moraines (lodgement till), drumlins, and later, ablation till. The Hudson Highlands are almost entirely blanketed by a thin layer of glacial till, with frequent bedrock outcrops. Outwash sand and gravel occupy some of the river and stream valleys that border and run through the Highlands. Examples of these are the Ramapo and Mahwah Rivers and the Moodna and Woodbury Creeks. Recent alluvium is also found in most, if not all, of these valleys. (Spectra 2004: Appendix C).

The bedrock of the Hudson Lowlands is primarily composed of easily eroded sedimentary rock, such as siltstone, shale, and greywacke that was laid down in the Cambrian and Ordovician periods (USDA 2002:12). More specifically, the project area falls within the Austin-Glen Formation, which is composed of greywacke and shale.

Drainage

The Fall Kill is located on the southern and western boundary of the CSX utility corridor located adjacent to the project area. The Fall Kill, which was channelized as part of the development of the City of Poughkeepsie in the late 19th century, flows west to the Hudson River. There are no wetland areas or other bodies of water identified within or adjacent to the project area boundaries.

C: Recorded Archaeological Sites and Surveys

In order to gather information on the history and prehistory of the Project Area and the surrounding region, HVCRC consulted historical documents and maps available at the Library of Congress, David Rumsey Cartography Associates and the New York Public Library. HVCRC reviewed the combined site files of the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) and the New York State Museum (NYSM) for information regarding previously recorded archeological sites within one mile (1.6 km) of Project Area. HVCRC also consulted OPRHP and regional prehistoric sources (e.g. Beauchamp 1900; Parker 1920; Ritchie 1980; Ritchie and Funk 1973) for descriptions of regional archeological sites. In addition, HVCRC consulted the files at the OPRHP for information regarding cultural resources listed on the State and/or National Register of Historic Places (S/NRHP) within one mile of the Project Area.

Previously Recorded Archaeological Sites

Table 2: Previously Recorded Archaeological Sites within one mile radius					
Site Number	Site Name	Distance from Project Area	Time Period	Site Type	Materials Recovered
02740.000847	Railroad Roundhouse Site	4770' / 1454.2 m	19 th century	Industrial	Stall floors and pier supports, fieldstone and brick construction
027140.00045	Dump Site in Wheaton Park	4020' / 1225.6 m	No date	No information	No information
02714.000395	Rosenland Gatehouse Site	5280' / 1600 m	19 th century	Domestic	Ceramics, hardware, faunal material, glass
NYSM 3162	Traces of Occupation	5280' / 1600 m	Prehistoric	A.C. Parker 1920	No Information

No previously documented prehistoric sites were identified within or adjacent to the boundaries of the project area. Although some archaeological sites have been located in the general vicinity of the project area, relatively few prehistoric archeological sites have been identified within the City of Poughkeepsie. Prehistoric sites have been identified to the north of the project area along the banks of the Hudson River, as well as to the south in the Town of Poughkeepsie. Smaller specific resource procurement sites would be expected to occur along some of the tributaries that drain into the Hudson River, such as the Fall Kill. However, due the level of development that took place in the City of Poughkeepsie in the 19th century, including the channelization of the Fall Kill, it is unlikely that prehistoric sites remain in-situ.

Previously Completed Archaeological Surveys

As part of the research for this project area, surveys completed for sites in the general area were consulted, identifying a total of six surveys completed within a one mile radius of the project area.

Table 3: Previously Completed Archaeological Surveys within one mile radius		
Project Name	Survey Findings	Reference
Phase 1A Literature Review, Archaeological Sensitivity Assessment and Phase 1B Archaeological Field Investigation, Park at Inwood Lake Subdivision, Town of Poughkeepsie, Dutchess County NY	Phase 1B investigated 12 acres (4.85 hectares), with the excavation of 176 shovel tests. No significant cultural material was identified, no further work recommended.	HAA, 2005
Phase 1A and 1B Reconnaissance Survey, Rose Woods. Sunset Avenue and Fulton Street. Town of Poughkeepsie, Dutchess County, NY	Phase 1B investigated 4.54 acres (1.83 hectares) with the excavation of 25 shovel tests. No significant cultural material identified, no additional work recommended.	CITY/SCAPE 2006
Phase 1B Archaeological Survey, Marist College McCann Center Additions Project.	Phase 1B investigated 0.5 acres (0.34 hectares), with the excavation of 12 shovel tests. No significant cultural material was identified, no further work recommended	HAA, 2010
Phase 1 Archaeological Investigation Letter Report, Marist College, Student Center Additions (and Addendum) Marist College, Town of Poughkeepsie, Dutchess County, New York.	Phase 1B investigated 1 acres (2.71 hectares), with the excavation of 6 shovel tests. No significant cultural material was identified, no further work recommended	HAA 2012
Cultural Resource Management Program 2011-2012 Highway Program. Phase 3 Data Recovery Report. Rosenlund Gatehouse Site (SUBi -2857)	The Rosenlund Gatehouse Site was constructed in the 1860s by Edward Bech as part of his Rosenlund Estate. The site consists of sheet midden deposits related to the Van Anden household from the early 19th century.	PAF, 2012
Phase 1A Literature Review and Sensitivity Analysis Dutton Lumber Yard, City of Poughkeepsie, Dutchess County, NY	Phase 1A Investigation of the former lumberyard, and history of the site on the western edge of the City of Poughkeepsie NY.	CITY/SCAPE 2008

None of the sites identified by these surveys have been recommended for additional archaeological investigation, nor are they considered to be eligible for listing on the National/State Register of Historic Places.

D: Historic Context

The following discussion of the historic and cartographic research provides information concerning the likelihood of encountering Map Documented Structures (MDS) and other intact historic cultural resources within the boundaries of the project area.

Historic Background

Located about half way between New York City and Albany, the City of Poughkeepsie is situated on the eastern banks of the Hudson River. The name of "Poughkeepsie" is first found in an Indian deed dated 1683 after the waterfall *Pooghkepesing* and the *Minnisingh*. The local nomenclature interprets *Pooghkepesingh* as "where the water breaks," or "where the water falls over." The first landowners in Poughkeepsie were Jan Smeedes and Peter Lansigh, both of Dutch descent. Early settlement in Poughkeepsie was slow, with a few farmers utilizing the meadow along the Fall Kill and Casper Kill for pasture (Hasbrouck 1909).

The town began to grow by 1740, with the influx of a large number of immigrants who came from the south, primarily the Long Island area of New York State. River trade gradually increased and a storehouse was built at the foot of Pine Street, with another later built at the foot of Union Street. Farms were cleared and settled, and goods transported for trade along the Hudson River. There was an early mill located at the mouth of the Fall Kill (Smith 1882).

Poughkeepsie became the center for committee meetings during the Revolutionary War. Committees strategized and planned the defense of the Hudson River, as well as commissioned furnishings and provisions for the army. The American Navy built several frigates here, and portions of the "great chain" were forged at the Fall Kill/Poughkeepsie Iron Works. While still only a village, Poughkeepsie received considerable attention during the Revolutionary War, and subsequently became a rendezvous and place of residence for many famous men, such as Cadwallader Colden, Gilbert Livingston and James Kent (Platt 1905).

Poughkeepsie was officially chartered as a Village in 1799. The village trustees immediately began public works projects that included the digging of new wells and the construction of a village courthouse and a fire engine house. This courthouse was later destroyed by fire. The Vassar Brewery served as the county jail for a time, when the current courthouse was being constructed. The courthouse that stands today was built in 1902 (Hasbrouck 1909). In the year 1815, Poughkeepsie was a growing village, and during the mid-19th century the village experienced rapid development culminating in a real estate boom that led to the village laying out streets and lots (Platt 1905).

The Poughkeepsie Improvement Party, started by George P. Oakley, Walter Cunningham and Nathan Tallmadge initiated this notable real estate boom. Many acres of land were divided into lots and sold, mostly at Mansion Square and the old French farm, where Christ Church was built. The Improvement Party funded large projects, including The Whaling Company, silk factories and the layout of the village roads. The party went so far as to delegate certain streets, such as Delafield Street, as residential only, with the houses set fifty feet from the road. The establishment of the first central water supply was in 1834, with a large reservoir at the top of Cannon Street. Water was pumped from the Fall Kill, through pipes in the streets, and was used mainly for fire extinguishing purposes (Hasbrouck 1909).

As the dominant geophysical feature near Poughkeepsie, and a travel corridor for millennia, the Hudson River became a vital resource in the growth of the city. Capitalizing on the growing river traffic, the steamboat reached the highest point of its commercial usefulness during the early 19th century, becoming a major contributor to the growth of Poughkeepsie. In 1827 the Poughkeepsie Steamboat Company was founded by James Tallmadge. The steamboat was the main source of river transport from New York City to Albany until the Hudson River Railroad was built in 1849, running from New York City to Poughkeepsie. Heavy rock obstructions to the north were a source of significant delay, and the first train did not pass through the Poughkeepsie Station until December of 1850 (Platt 1905, Hasbrouck 1909).

The Improvement Party did not solely focus their efforts on the municipal infrastructure of the City of Poughkeepsie, but also invested their energies into the building of Churches and Schools. It was through these efforts that the Poughkeepsie academies and seminaries attained some degree of preeminence in the state, as well as attracting pupils from all over the county. Their crowning achievement was the purchase and improvement of a commanding elevation north of the village, and the erection of College Hill School (Poughkeepsie Collegiate), modeled after the Parthenon. The Poughkeepsie Female Seminary was incorporated in 1834 on lots purchased from Henry Livingston, with an additional piece of land extending to the Fall Kill.

In 1841, Poughkeepsie had seventy-nine streets and one thousand and fifty-five dwelling houses, exclusive of other buildings, with nearly a score of citizens engaged in mercantile businesses. The telegraph came to Poughkeepsie in 1846.

The City of Poughkeepsie was incorporated in 1854 and experienced a decline in the years following the 1857 financial panic and the Civil War. The most important local enterprise of the period succeeding the Civil War was the Poughkeepsie Bridge. Construction took place from 1873 through 1888 when the first train crossed over the bridge.

The Fall Kill River was, for many years, an important factor in the industrial development of Poughkeepsie. The first large mill pond was located above Smith Street and was known as the Red Mill Pond. In later years it was known as the Winnikee Pond. The first dam was constructed in this location as early as 1730, by Frans LeRoy. It was later owned by Benjamin Crannell in 1770. There was a small mill pond above the falls near the mouth of the creek, but the first large storage reservoir was built in this location in 1803. This mill pond was later known as Pelton's Pond (Hasbrouck 1909).

Cartographic Research

HVCRC examined historical maps of Dutchess County to identify possible structures, previous road alignments and other landscape features or alterations that could affect the likelihood that archeological and/or historic resources could be located within the Project Area. These maps are included in this report, with the boundaries of the Project Area superimposed. Nineteenth century maps frequently lack the accuracy of location and scale present in modern surveys. As a result of this common level of inaccuracy on the historic maps, the location of the project area is drafted relative to the roads, structures, and other features as they are drawn, and should be regarded as approximate.

The historic maps included in this report depict the sequence of road construction and settlement/development in the vicinity of the Project Area. In the City of Poughkeepsie, early development took place near the docks and on the elevated terraces overlooking the River.

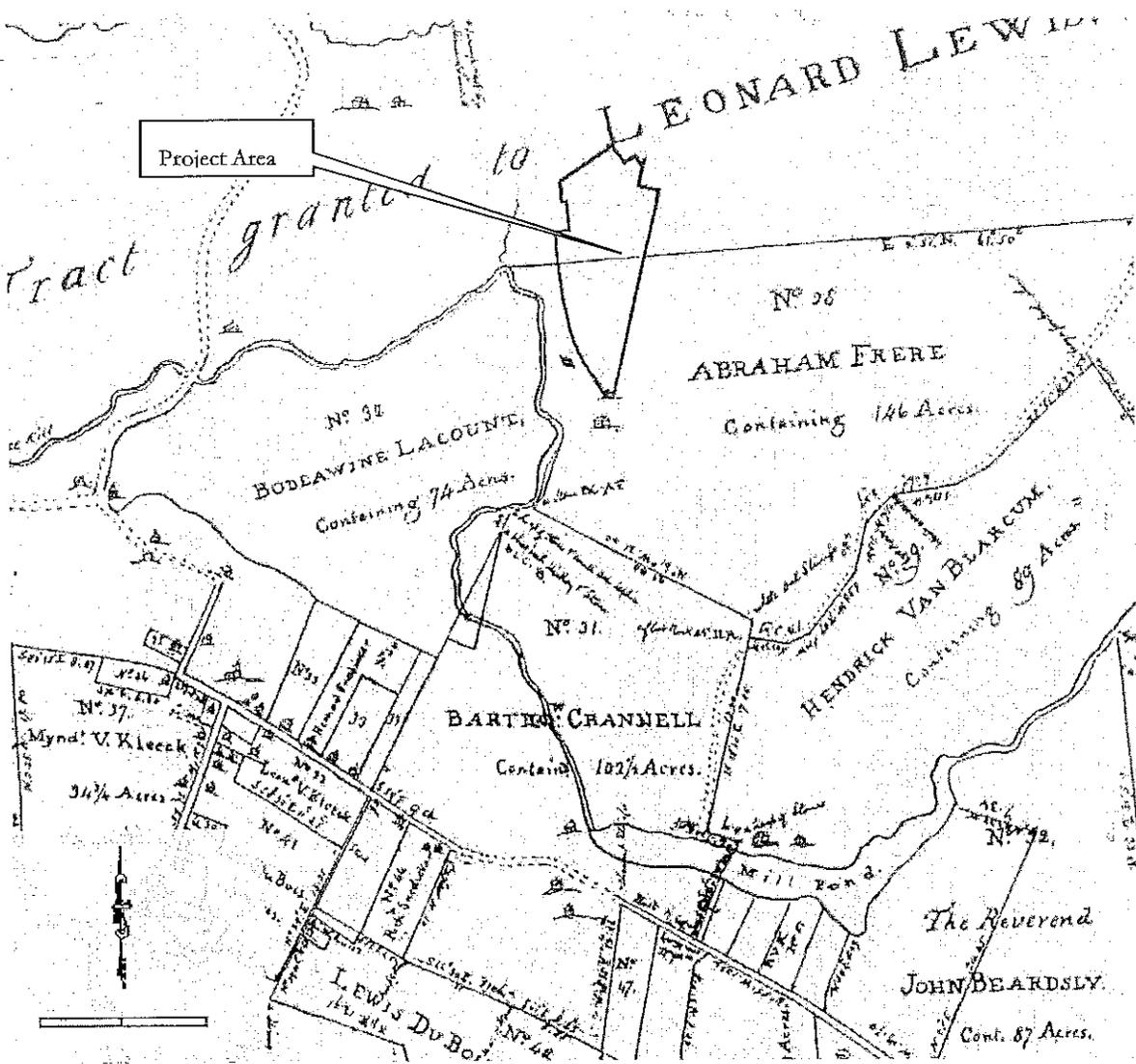


Figure 3: 1770 Will Cockburn Part of Map of Lands Held Under the Sanders-Harmans Patent. Scale: Unknown. (Source: Platt 1905)

In 1905 Edmund Platt published a map drafted by Will Cockburn entitled *Part of Map of Lands Held Under the Sanders-Harmans Patent*, showing land divisions as they existed in Poughkeepsie in 1770 (Figure 3). This map does not indicate all the roads that had been laid out by this date, nor all the landowners present in Poughkeepsie at this time. This map was drafted to show land divisions as opposed to marking the locations of houses or manors (Platt 1905). On this map the lands within the southern portion of the project area are owned by Abraham Freere who owns a total of 146 acres of land. The northern portion of the project area falls within a large tract of land owned by Leonard Lewis. There is a manor house depicted within Freere's lot, but it is located outside the boundaries of the project area.

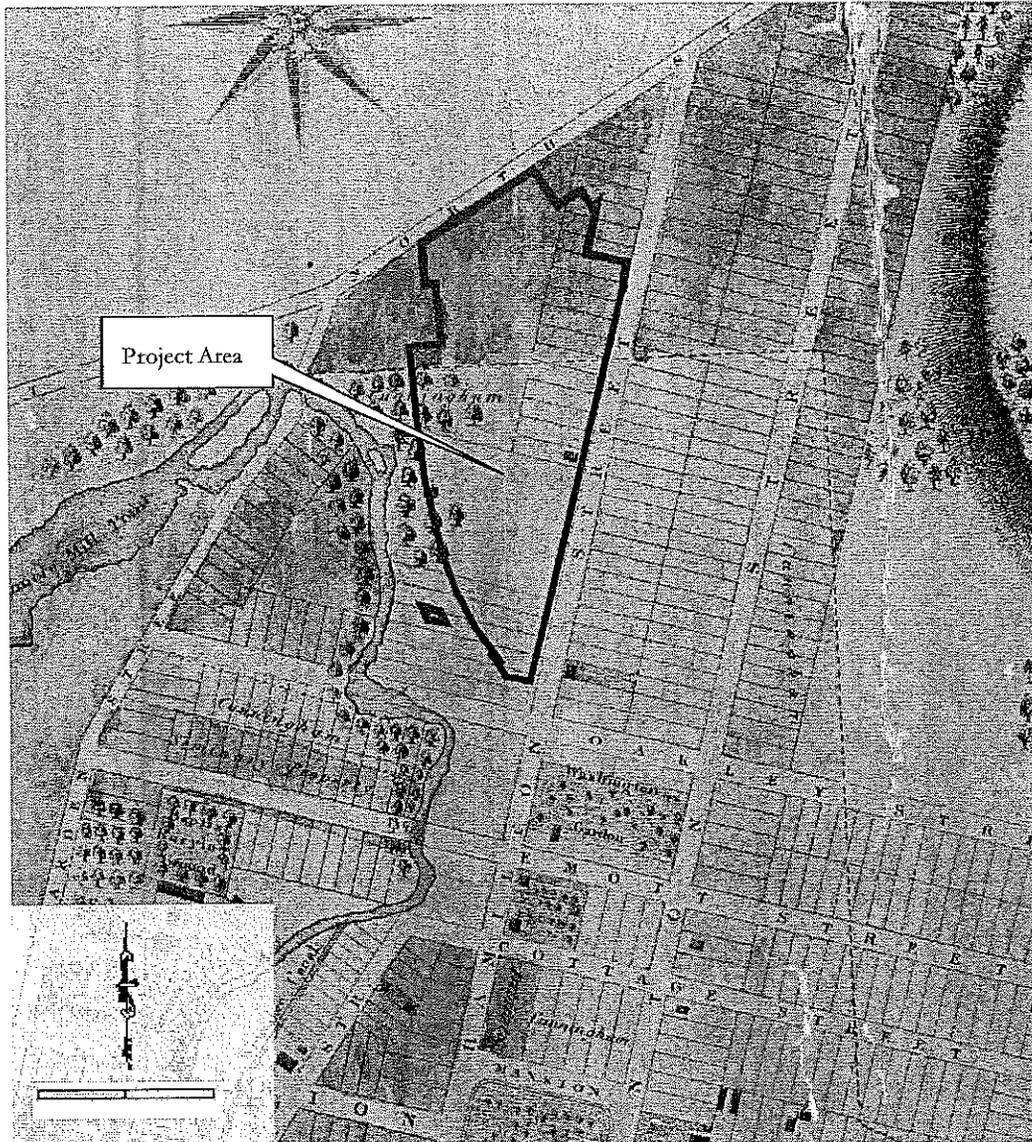


Figure 4: 1834 Henry Whinfield *A Map of the Incorporated Village of Poughkeepsie, Dutchess County, State of New York*. Scale: 1"=520'. (Source: Library of Congress)

Most early 19th century maps do not indicate landowners; instead they show the turnpikes and established roads. However, the 1834 map drafted by Henry Whinfield entitled *A Map of the Incorporated Village of Poughkeepsie, Dutchess County, State of New York* (Figure 4), indicates that by this date, the land that includes the project area was owned by Walter Cunningham, a real estate tycoon, banker and lead member of the Poughkeepsie Improvement Party. In addition to being involved in the Improvement Party, Cunningham was involved in local and regional politics, helping to establish the early lottery and banks within Poughkeepsie, and later the Cunningham's Hotel on Canon Street. The map indicates that the land on either side of the Fall Kill has been divided into city lots as part of the plan made by the Improvement Party. The land to the southwest of the Fall Kill, as well as the Poughkeepsie Female Seminary property, are identified as belonging to Cunningham. Cunningham, along with other members of the Improvement Party was responsible for the establishment of the Poughkeepsie Female Seminary. To the south of the project area, High Street is now called Oakley Street.

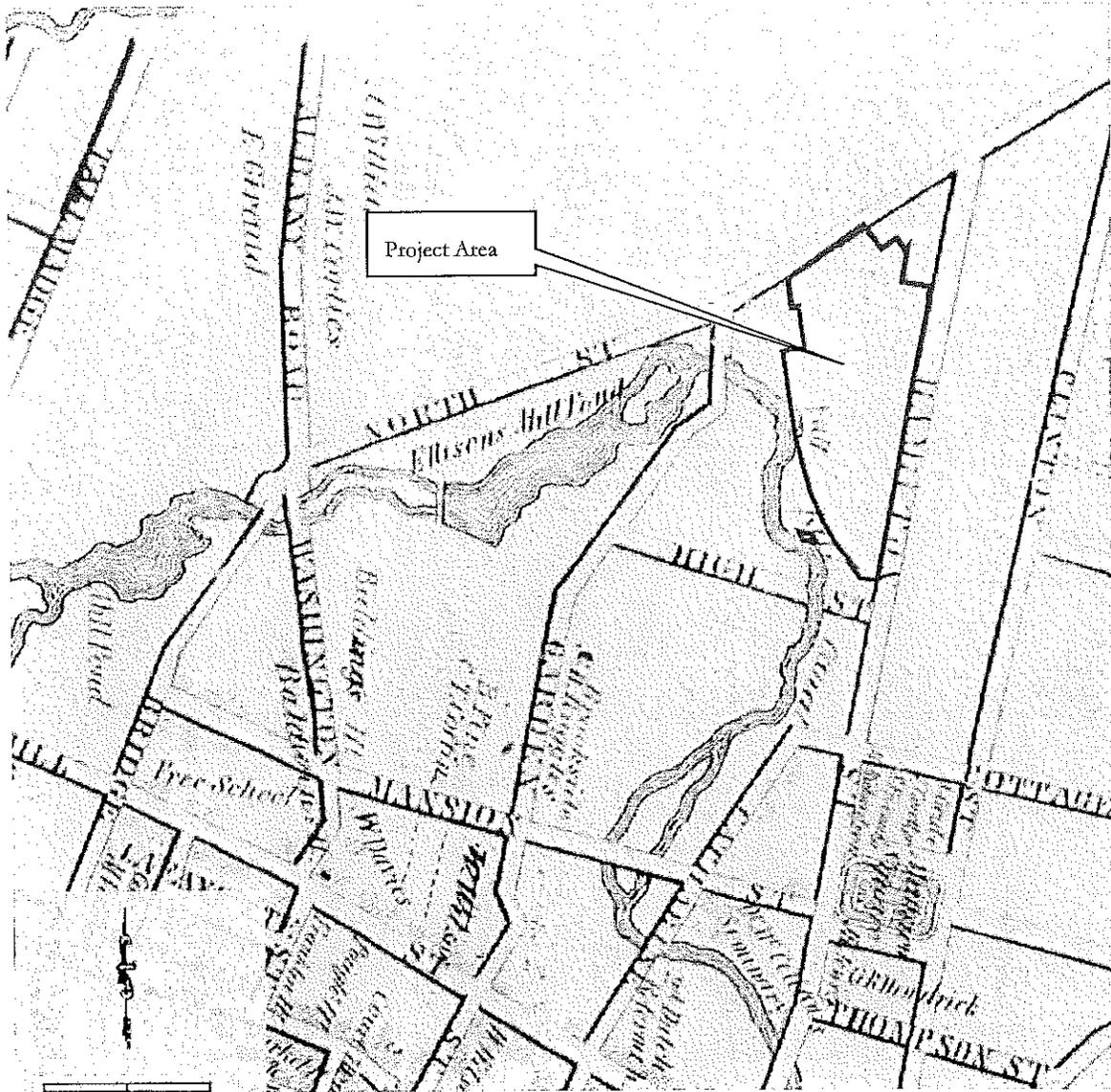


Figure 5: 1850 J.C. Sidney *Atlas of Dutchess County, New York*. Scale: 1"=785'. (Source: Library of Congress)

The 1850 *Map of Dutchess County New York*, drafted by John Sidney, (Figure 5) shows less detail than the 1834 map, but indicates that there are no structures within the project area. The landowners within the vicinity of the project area are not identified. The city streets have been laid out and named, with most of the names continuing to this day. The faint shading on the map indicates the locations of existing structures, but ownership and function are not identified on this map. The Fall Kill is identified as a canal passing between two mill ponds. This portion of the Fall Kill is located adjacent to the western boundary of the project area, with the small outparcel located adjacent to the eastern bank of the Fall Kill. Ellisson's Mill Pond is shown to the northwest of the project area, and Red Mill Pond is located to the southeast, adjacent to Main Street. To the east of the project area Poughkeepsie Collegiate School has been built at the top of Adriance Hill, now known as College Hill. In addition to being modeled after the Parthenon in Athens, the school was well furnished, including an expansive gymnasium. North of the project area, Parker Avenue is called North Street.

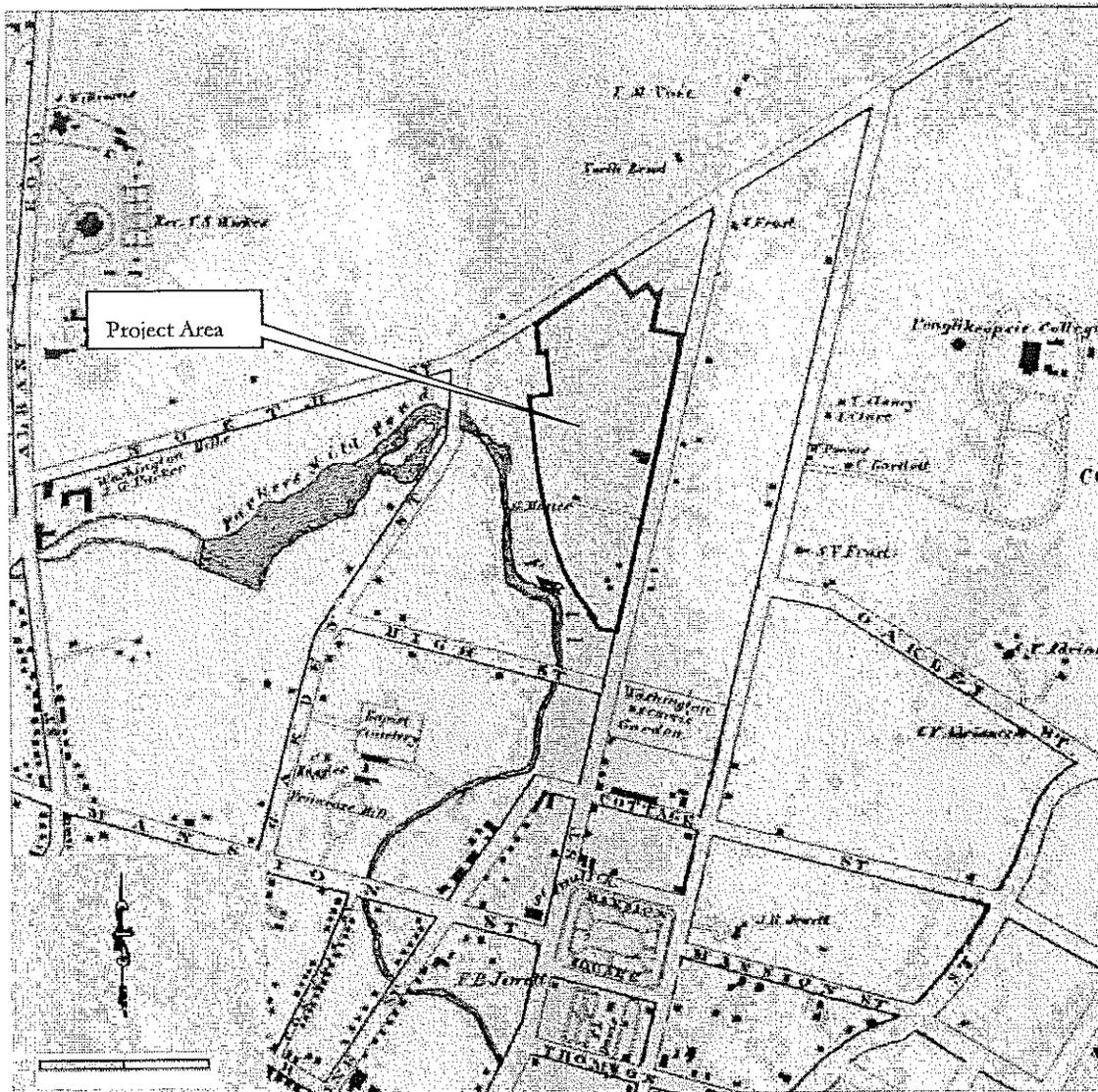


Figure 6: 1858 J. E. Gillette. *Map of Dutchess County, New York*. Scale: 1"=675'. (Source: Library of Congress)

In contrast to the 1850 map the 1858 *Map of Dutchess County New York*, surveyed by Charles Bachman and G.H. Corey (Figure 6) shows the location of the existing buildings located within and adjacent to the project area. Five buildings are depicted within the boundaries of the project area. The largest is located adjacent to North Hamilton Street in the central portion of the site. A second structure is located to the south of this structure at the end of a long driveway, and is shown as being owned by G. Mosier. The remaining structures are clustered together in the southern portion of the project area. The mill pond to the northwest is now identified as Parker's Mill Pond and to the southeast is Red Mill Pond. This map shows that the Collegiate school has expanded.

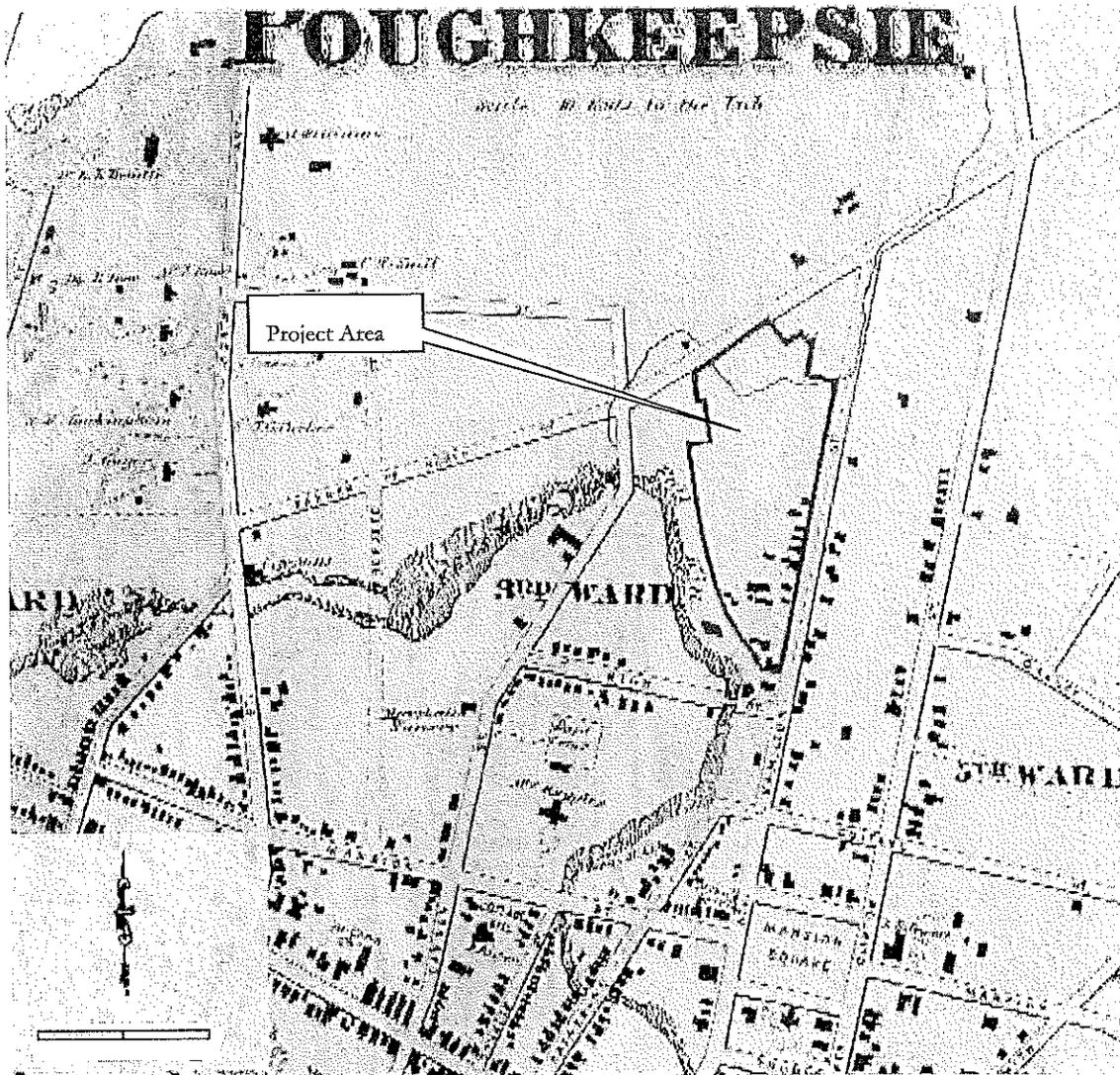


Figure 7: 1867 F.W. Beers. *Map of the City of Poughkeepsie, N.Y.* Scale: 1"=755'. (Source: David Rumsey Cartography Associates)

In 1867 F.W. Beers published the *Plan of the City of Poughkeepsie, Dutchess County, New York*. (Figure 7) On this map, there are fifteen structures located within the project area. These buildings are shown fronting on North Hamilton Street. The owners of the buildings are not identified, however it is presumed that these are residential structures. The published Business Directories for the City of Poughkeepsie do not indicate any businesses located along North Hamilton Street at this time. The mill ponds on the previous maps remain unchanged. By this time the city has experienced continued expansion and governmental wards have been put in place. The project area is located within Ward 3. This map indicates that the Collegiate School has closed, and reopened as a hotel owned by George Morgan. Throughout the city, east and south of the project area, additional residential structures have been constructed as the population within the city continued to increase.

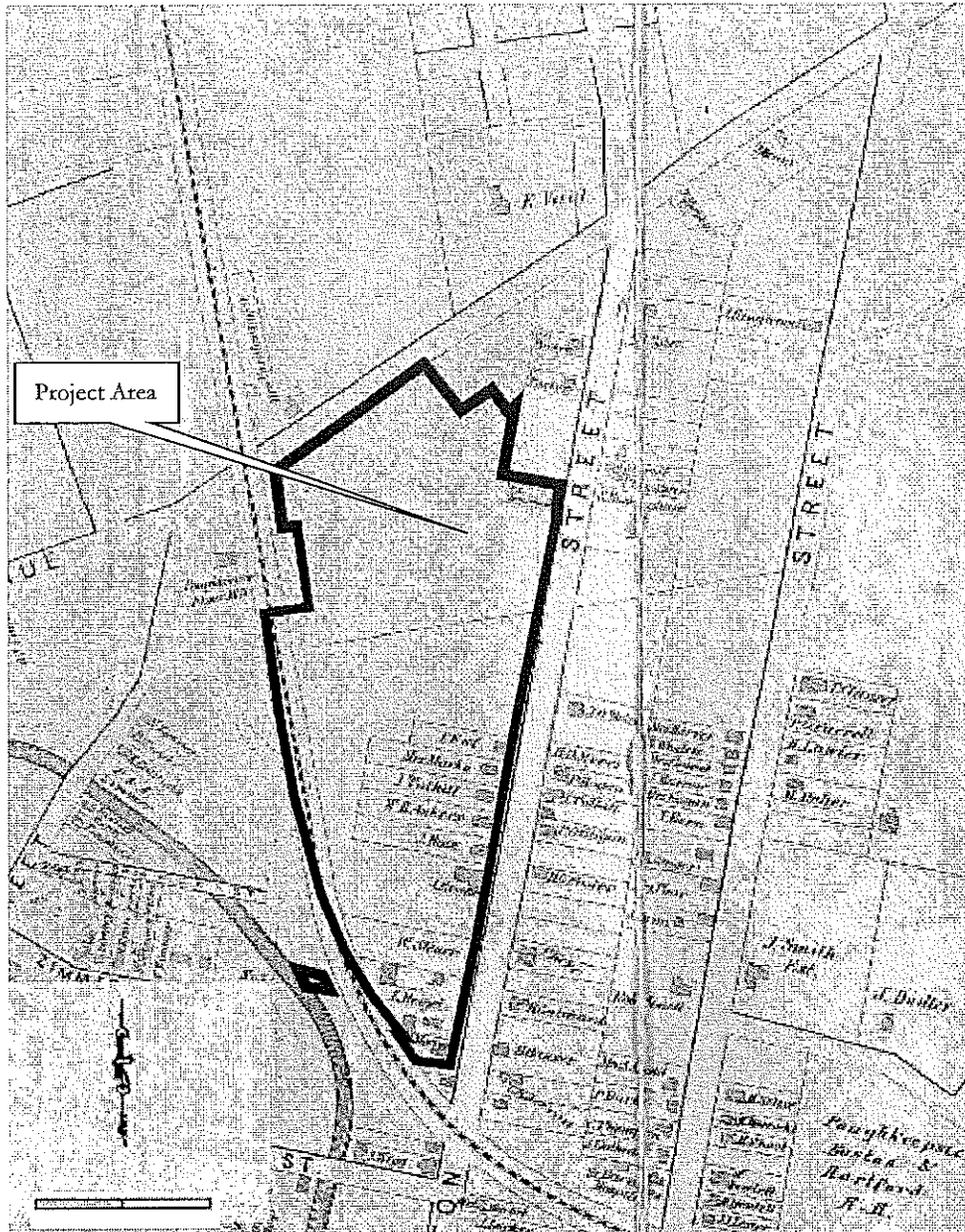


Figure 8: 1876 F.A. Davis. *Map of Poughkeepsie* Scale: 1"=365'. (Source: Library of Congress)

Unlike the earlier city maps, the *Map of Poughkeepsie* published in 1876 by F.A. Davis for the Reading Publishing Company depicts the structures as well as landowner information. (Figure 8) On this map, thirteen structures are shown within the project area, all fronting on North Hamilton Street. From north to south, the owners include J.G. Parker, F. Parker, F.S. Ikenika, P. Rief, Mrs. Marks, J. Tuthill, W.B. Ankers, J. Rose, J. Ernest, W. Steur (no structure), L. Beigel and J. Morrow. This map indicates that the New York and Massachusetts Railroad has built a line that is located along the western boundary of the project area. The rail line, which opened in 1871 ran from Poughkeepsie to Stissing NY, and from there east to Hartford, Connecticut. The train bridge over the Hudson River that was opened in 1888 connecting this rail line to the West Shore Rail line.

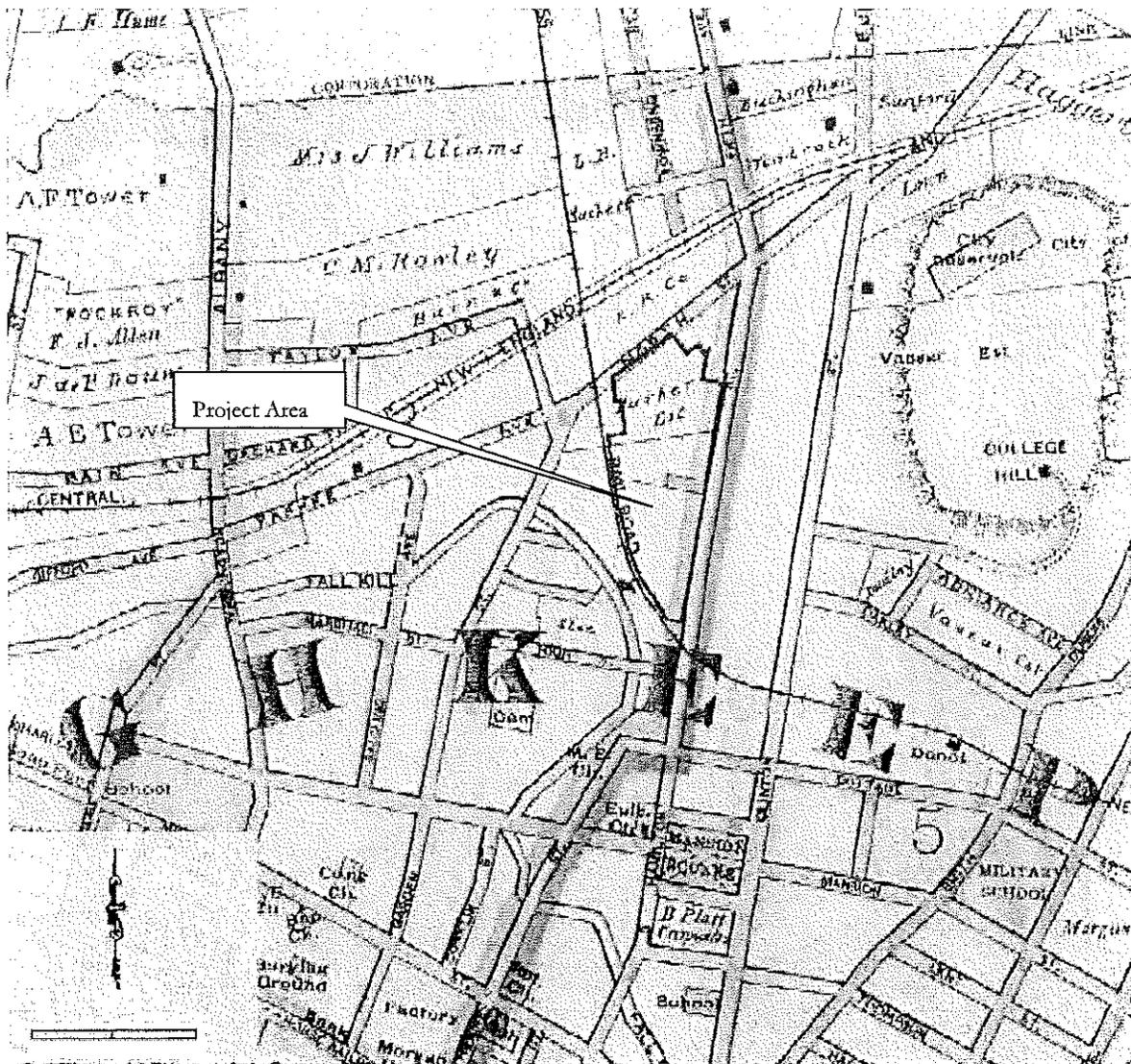


Figure 9: 1891 F.W. Beers. *Atlas of the Hudson River, New York City to Troy*. Scale: 1"=940.' (Source: David Rumsey Cartography Associates)

By 1891 when J. B. Beers published the *Atlas of The Hudson River, New York City to Troy*, the city of Poughkeepsie had been incorporated and was an important commercial hub. (Figure 9) The mill ponds located along the Fall Kill are no longer depicted, and the Fall Kill appears to have been channelized to take a direct path through Poughkeepsie to the Hudson River. Individual structures and their owners are not identified on this map, but the land in the northern portion of the project area is identified as the Parker Estate. The green shading along the western boundary of North Hamilton Street indicates an urban setting. The small outparcel is located adjacent to the eastern side of the Fall Kill channel.

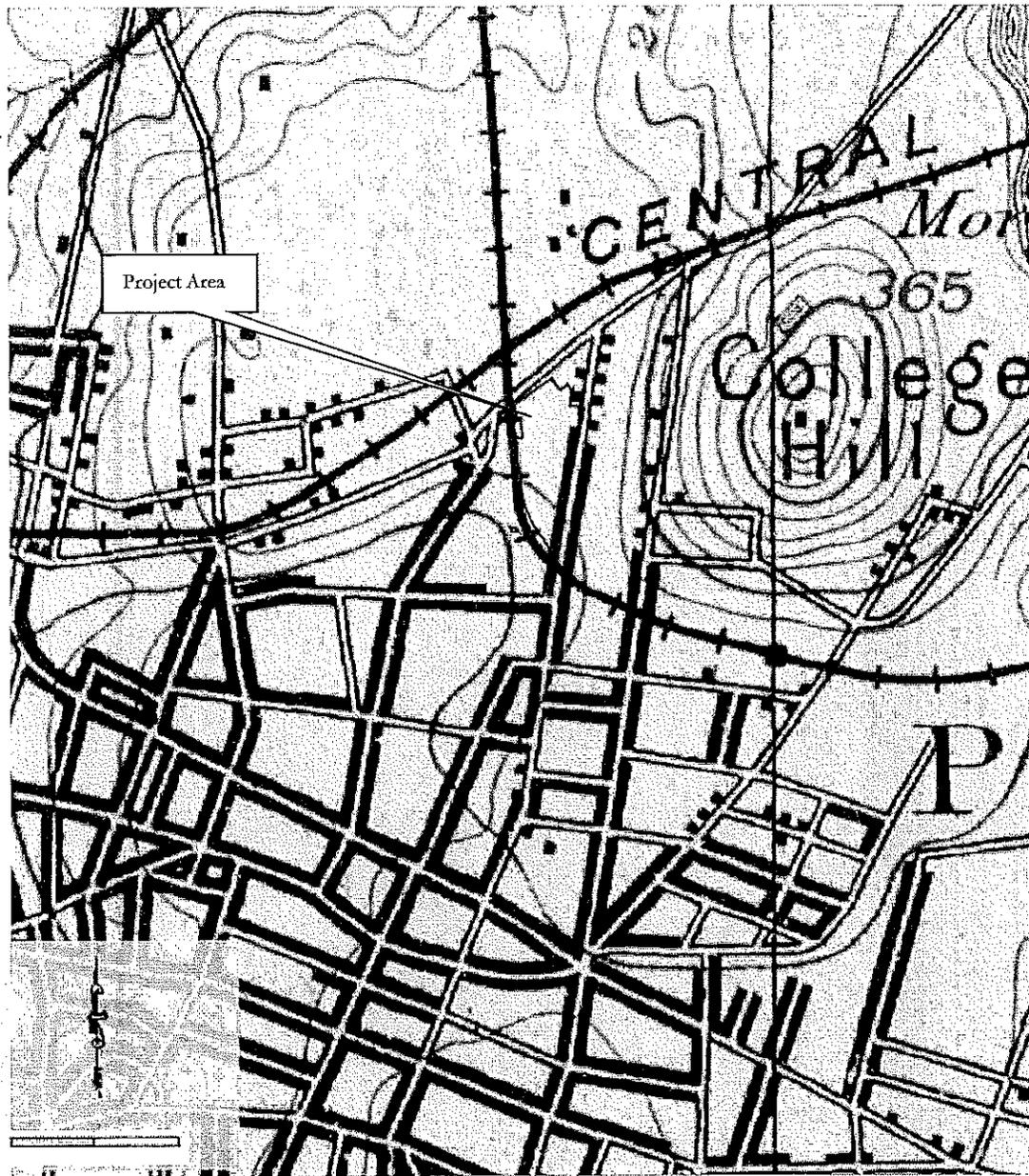


Figure 10: 1902 USGS Topographical Map. Poughkeepsie Quadrangle. 15 Minute Series. (Source: USGS.gov) Scale: 1"=1230.'

In addition to the current topographical map (Figure 1), the quadrangle maps from 1902 and 1967 were consulted. The earliest of these maps, published in 1902, was surveyed in 1899 and reprinted in 1925. This figure does not depict the individual structures located within the project area, but rather depicts the area as an urban environment. (Figure 10) This map indicates that the small outparcel is located adjacent to the rail road bed.

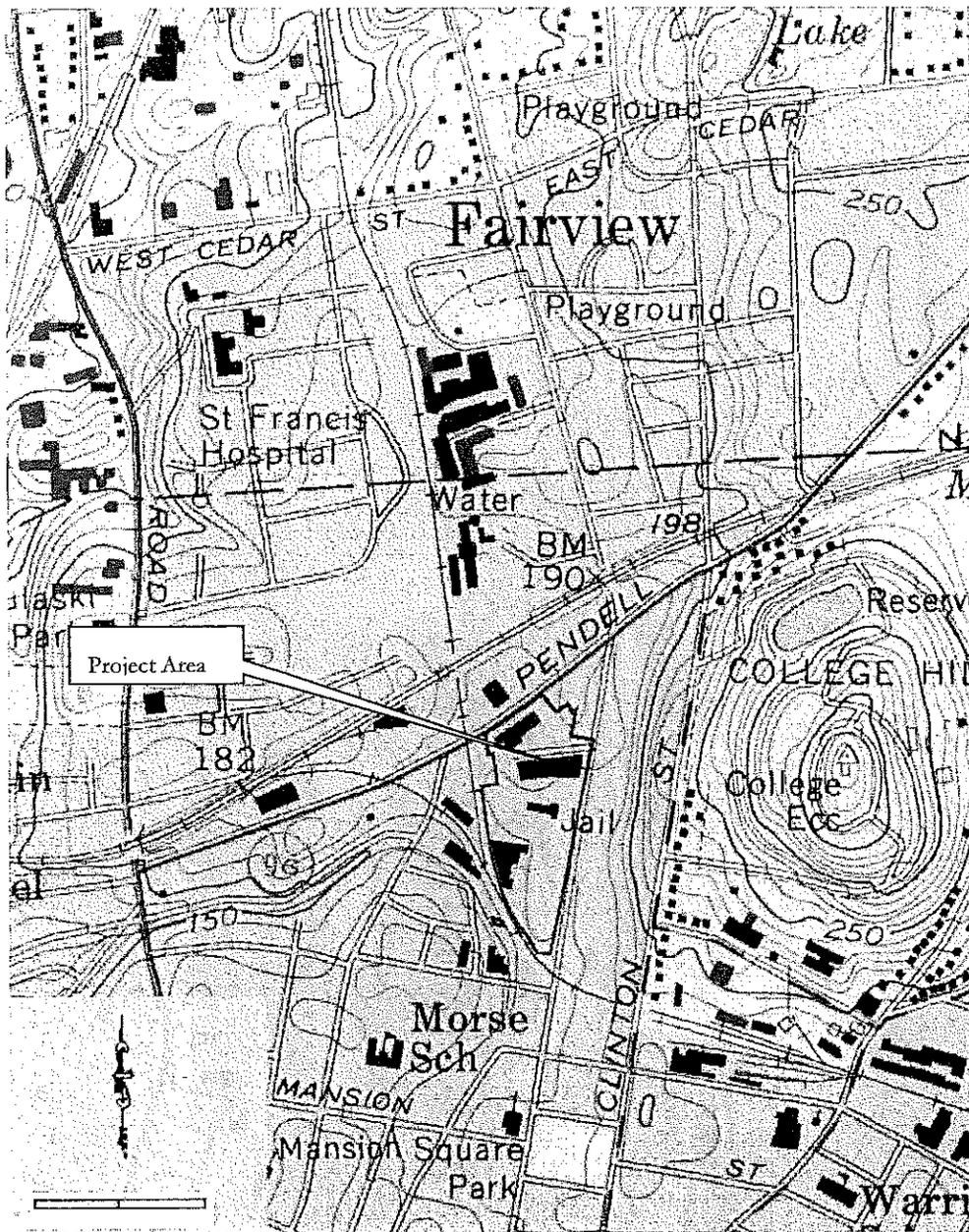


Figure 11: 1967 USGS Topographical Map. Poughkeepsie Quadrangle. 7.5 Minute Series. (Source: USGS.gov) Scale: 1"=895.'

The 1967 topographical quadrangle (Figure 11) shows that the Dutchess County Jail has been constructed within the boundaries of the project area. The residential structures located along North Hamilton Street have been removed. There are now three buildings located within the boundaries of the project area. The existing manufacturing building along Parker Avenue is located in the northern portion of the project area. The Jail is located within the central portion of the project area, and another large building is located along the rail line in the southwestern portion of the project area. Two other structures are located along the rail line, outside of the project area.

Aerial Review

To track the evolution of the structures within the project area a series of aerial images have been examined and are included in this report.

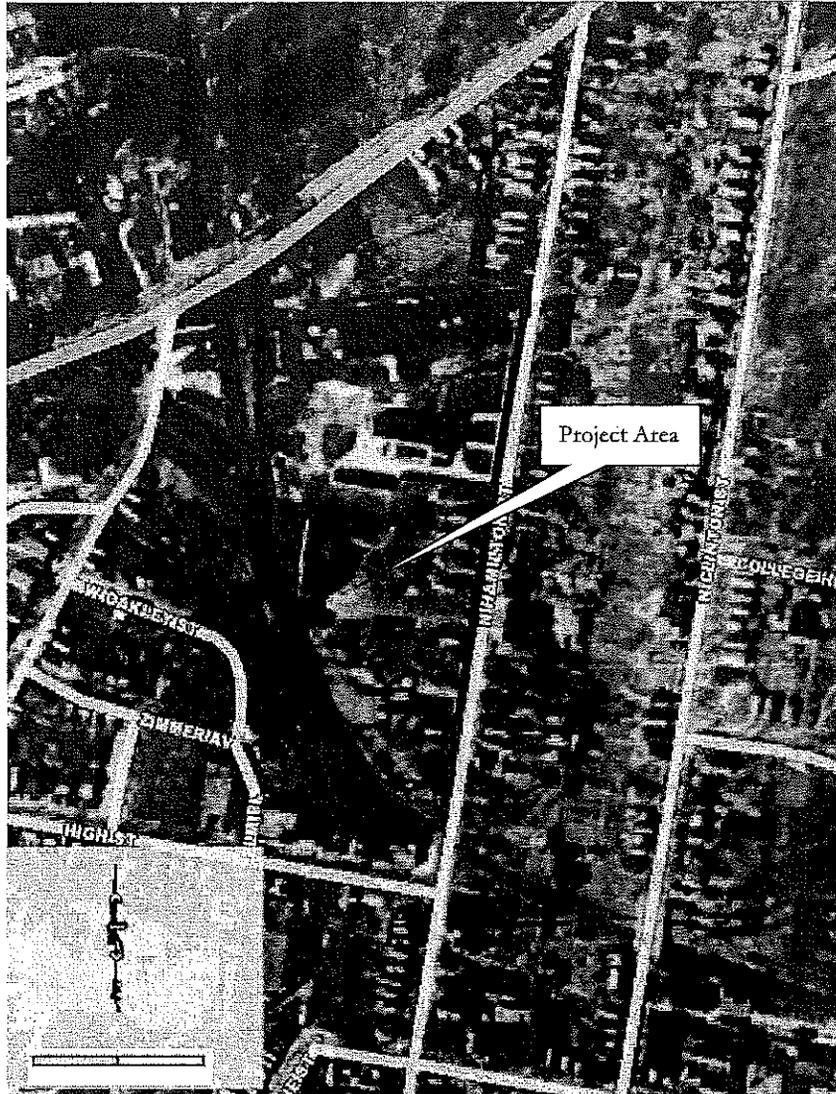


Figure 12: 1936 USGS Aerial Image. Poughkeepsie NY.
(Source: Dutchess County Parcel Access) Scale: 1"=325'.

In 1936 the aerial image shows numerous structures and parking areas located within the boundaries of the project area (Figure 12). There is an industrial building located in the northwestern corner (108 Parker Ave). To the east, along Parker Avenue are several residential structures (Appendix A: Architectural Photos), with additional residential structures located along the North Hamilton Street near its intersection with Parker Avenue. There is a large structure located within the central portion of the project area (182 N. Hamilton Street) north of the Jail buildings (150 N. Hamilton Street). These structures are surrounded by parking areas. The Jail buildings are depicted in the center project area, and behind four residential structures that front on North Hamilton Street. A large commercial structure is located along the CSX utility corridor in the southwestern portion of the project area. Additional residential buildings are located within the southern portion of the project area.

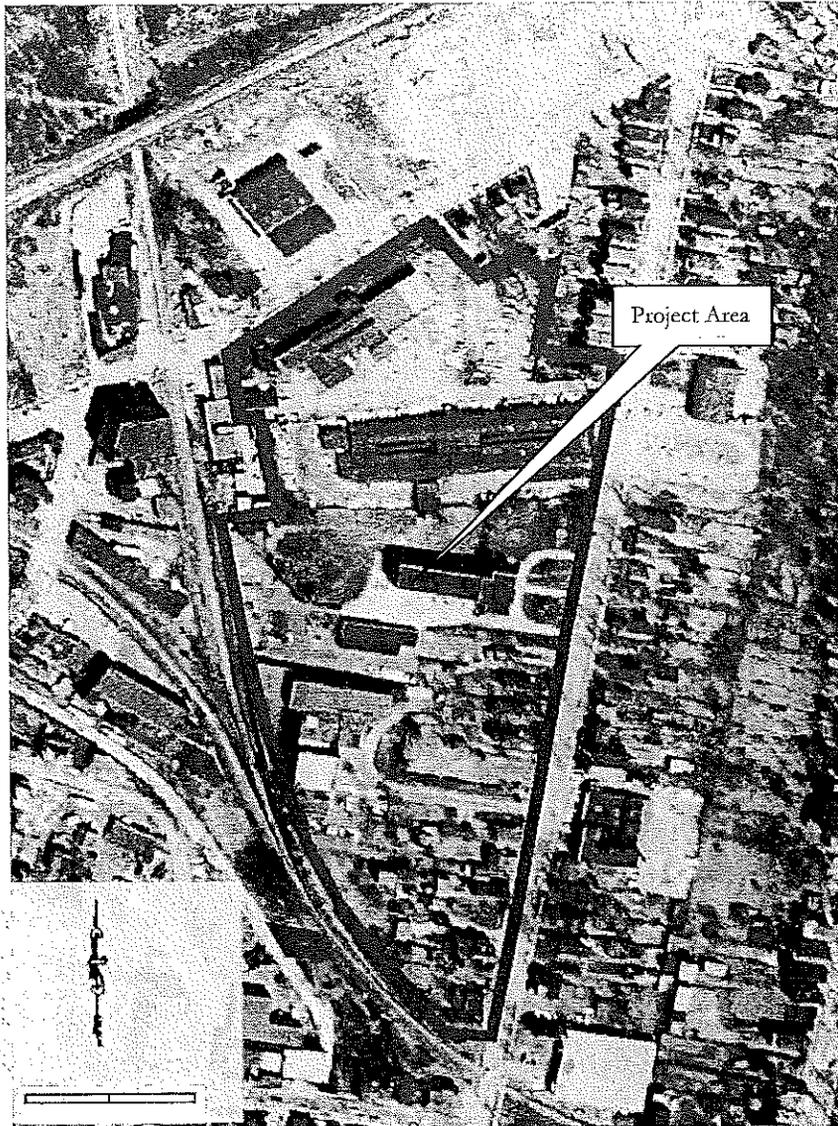


Figure 13: 1956 USGS Aerial Image. Poughkeepsie NY. (Source: EarthExplorer) Scale: 1"=325'.

In the years spanning 1936 and 1956 the James Taylor Manufacturing building (108 Parker Avenue) has expanded with the addition of a garage and loading area on the southern side of the building. A large parking area is located south of the building, adjacent to residential properties fronting on North Hamilton Street. The large commercial structure in the central portion of the project area (182 North Hamilton Street) is listed in the City Directories at this time as the home of Lingerie Inc., ASDD Research Laboratories and Special Engineering and Product Division for IBM Corp. The Dutchess County Jail building is located within the central portion of the site, with additional buildings located adjacent to the southwest boundary. The Sheriff's Office is listed as being at 150 North Hamilton in the City Directory. In the southern portion of the project area, several residential structures still front on North Hamilton Street. The City Directory indicates that many of these homes, which were constructed as two family housing, were occupied by factory workers who worked in the City of Poughkeepsie.

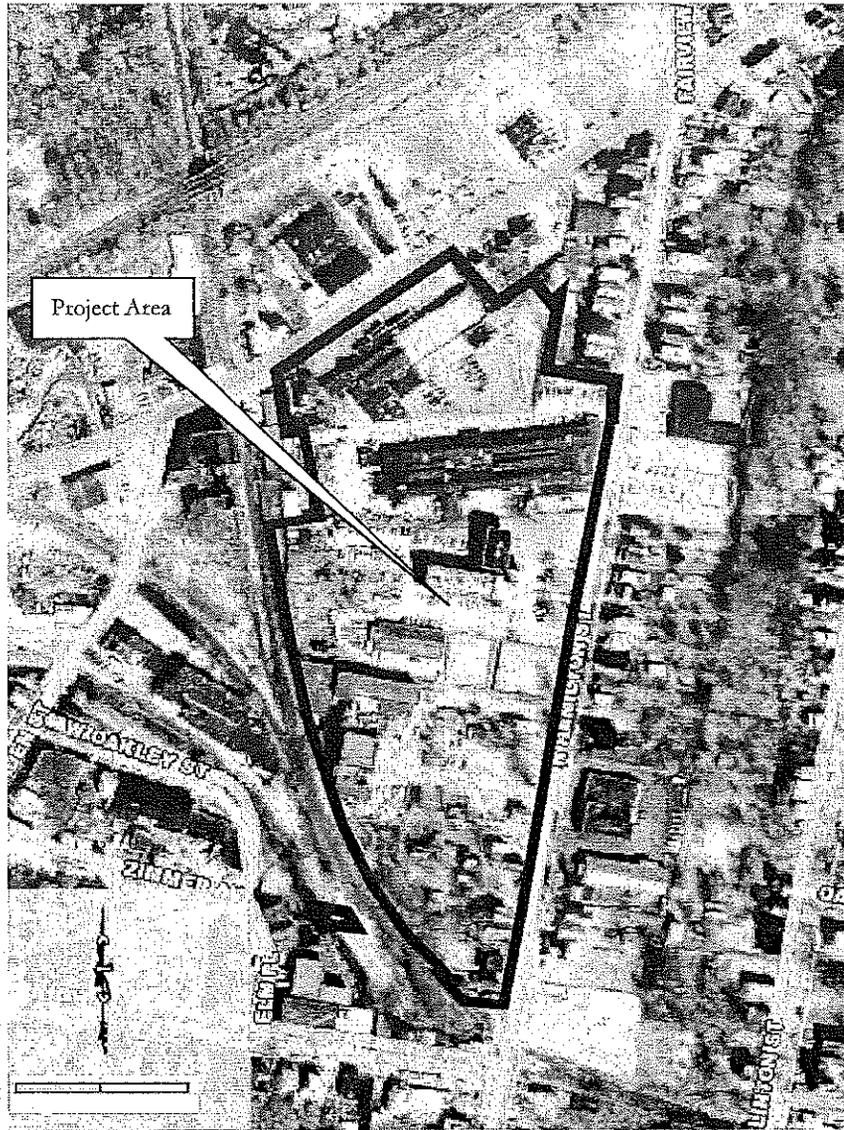


Figure 14: 1980 USGS Aerial Image. Poughkeepsie NY. (Source: Dutchess County Parcel Access) Scale: 1"=325'.

By 1980 the Dutchess County Sheriff's Office has been rebuilt, changing the footprint of the buildings. The residential buildings adjacent to the northeastern boundary of the project area are still standing. The landscape around the existing Jail buildings shows signs of development, with the improvement of access roads and parking areas. The residential structures that had been located east of the Jail building and fronting on North Hamilton have been removed. In addition, the number of residential buildings located in the southern portion of the project area, are fewer.

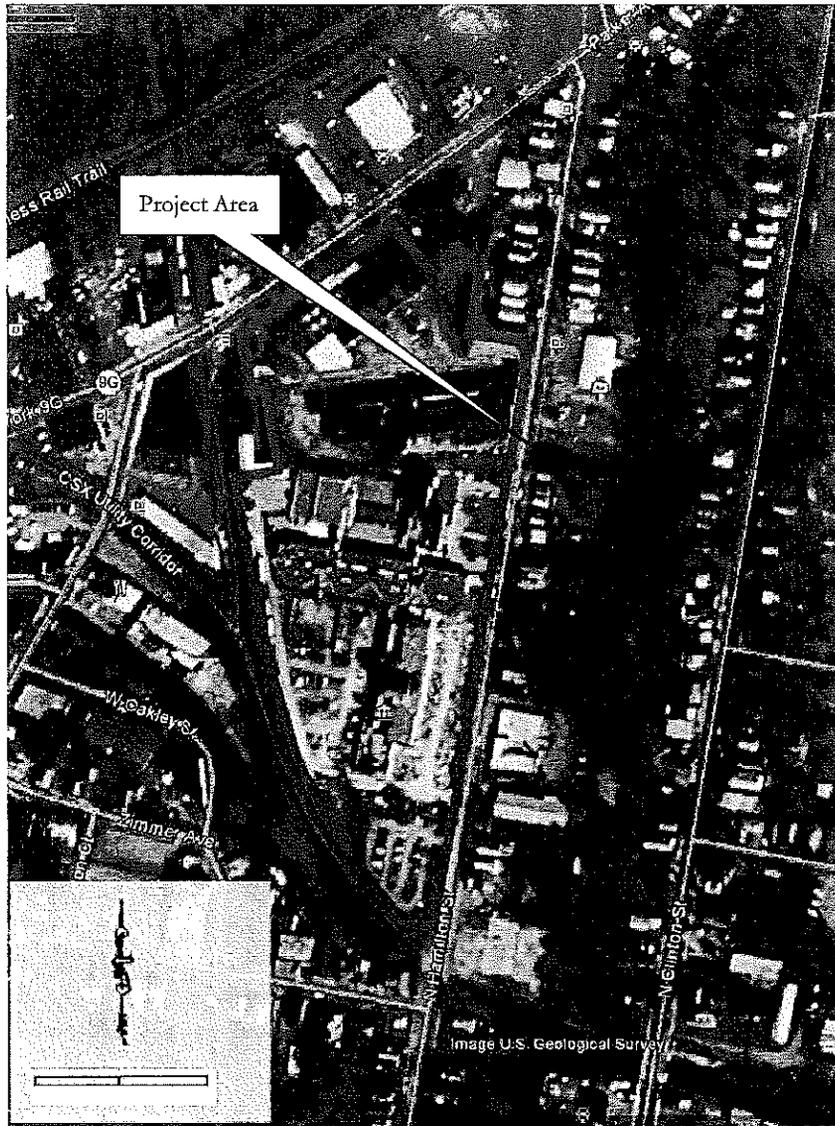


Figure 15: 1995 USGS Aerial Image. Poughkeepsie NY.
 (Source: Dutchess County Parcel Access) Scale: 1"=325'

By 1995 the landscape within the project area has undergone significant changes, with the Jail building taking on its existing footprint. By this time the Sheriff's Office has been constructed adjacent to the Jail building and the concrete block garage has been built west of the Sheriff's Office. All the residential buildings located within the eastern and southern boundaries of the site have been demolished. The large building that was adjacent to the rail line has also been removed, and parking areas are now located in this area. In addition, the rail line has been designated the CSX utility corridor. The examination of the aerial images indicates that this corridor closed between 1956 and 1980.

By 2012 (Figure 2), the rectangular industrial building (182 North Hamilton Street) in the central portion of the project area has been removed and the area is now an asphalt parking area. In the southern portion of the site, the land surface has been paved and is used for parking. The correctional facility now encompasses the landscape from North Hamilton Street to the CSX utility corridor.

E: National Register Eligible/Listed Sites

The National Register Database and OPRHP files were reviewed to identify structures on or in the vicinity of the project area that have been listed on the National Register or identified as National Register Eligible. There are eight NRE properties located within the vicinity of the project area.

Table 4: NR properties located within a one mile radius			
Site Name	Time Period	Site Type	Significance
Balding Avenue Historic District	Mid. 19 th century	Architectural district	Second Empire, Queen Anne and Victorian residential structures.
First Baptist Church	l. 19 th century	Individual structure	19 th century ecclesiastical architecture
The Poughkeepsie Railroad Bridge	19 th century	Industrial	Political, economic and engineering achievements of the period
Poughkeepsie Post Office	e. 20 th century	Individual structure	Colonial revival architecture, public building designed by FDR
Dixon House	m. 19 th century	Individual structure	Gothic revival style built by Robert Dixon
St. Paul's Episcopal Church	l. 19 th century	Individual structure	19 th century ecclesiastical architecture
Upper Mill Street Historic District	19 th century	Historic & architectural district	Vernacular and Greek Revival structures owned by local factory workers
Smith Metropolitan AME Zion Church	e. 20 th century	Individual structure	e. 20 th century ecclesiastical architecture & ethnic heritage

None of these structures will be impacted by the proposed undertaking.

As part of the proposed undertaking the existing Sheriff's Office and concrete block garage are expected to be removed. The existing Sheriff's Office building was constructed between 1956 and 1970. The existing block garage was constructed after 1990. Neither of these buildings are considered to be eligible for listing on the National Register.



Photo 11: View of existing parking lot, the former location of a large manufacturing/commercial structure. View to the west.

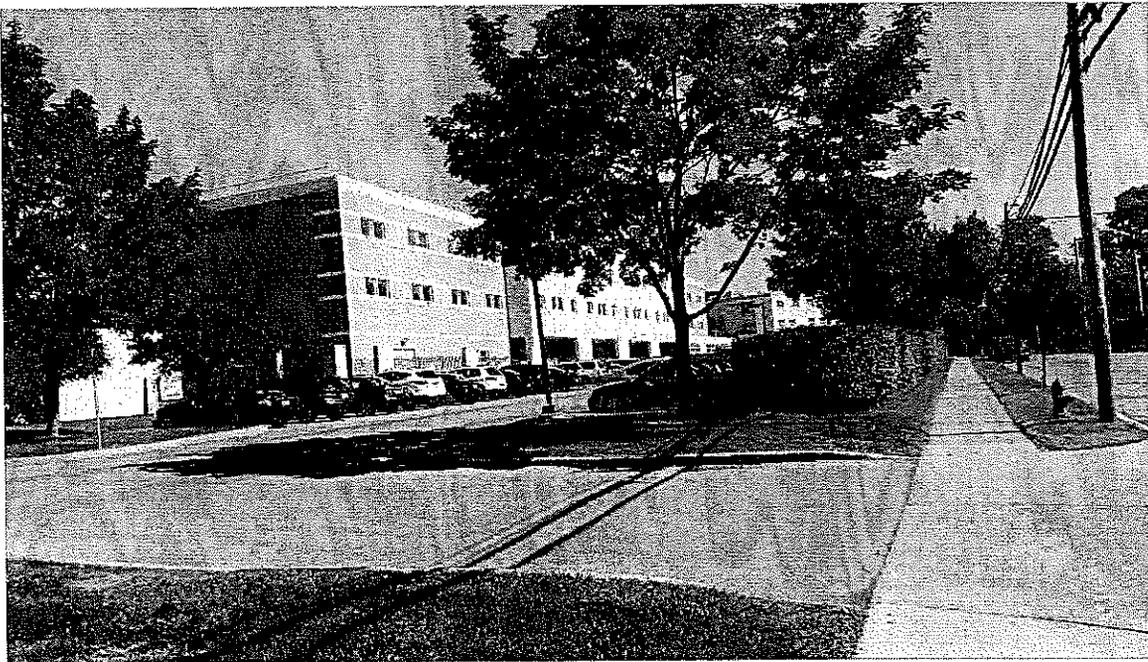


Photo 12: The Dutchess County Jail building faces North Hamilton Street. View to the north.

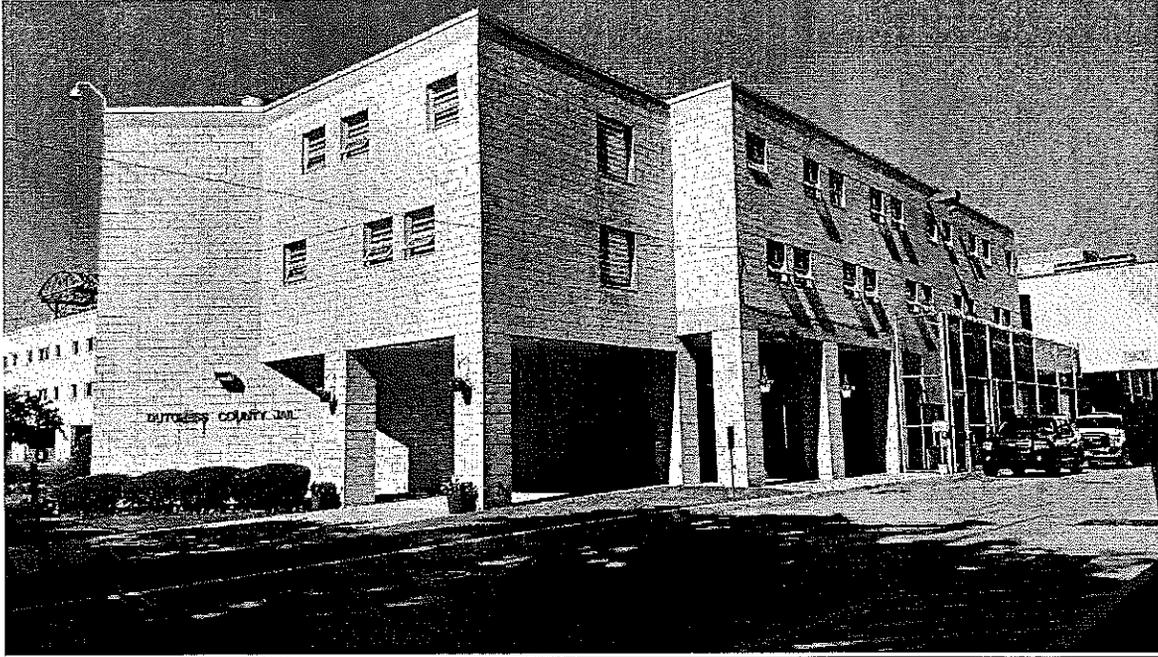


Photo 13: Existing County Jail building. View to the southwest.

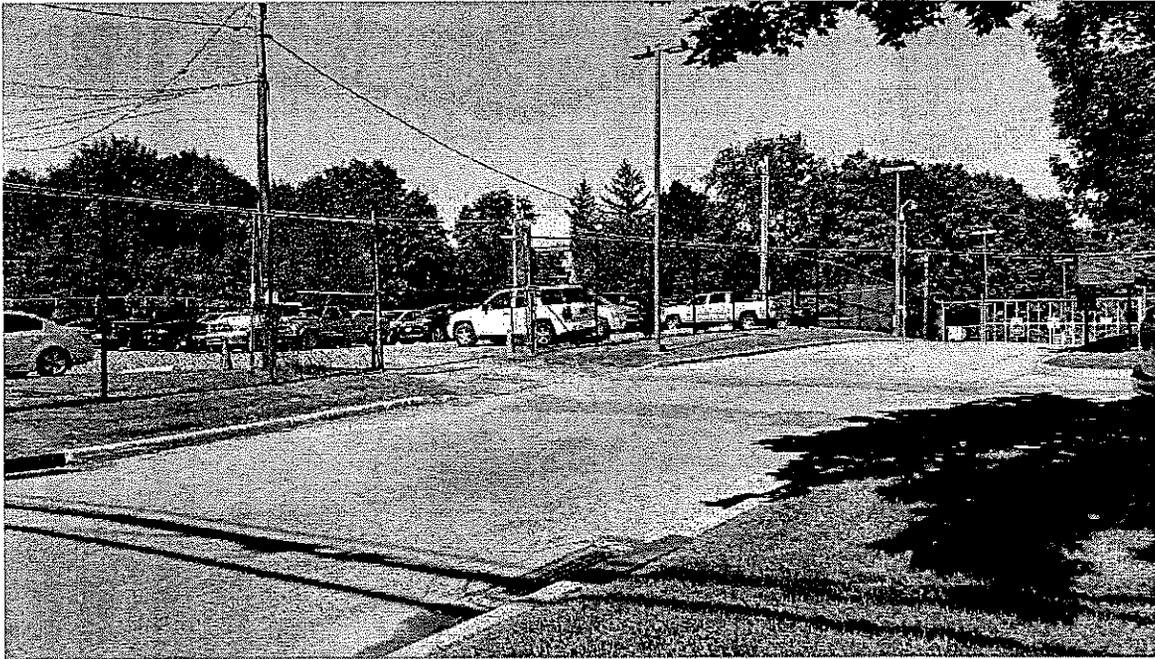


Photo 14: Parking area located in the southern portion of the project area. The gate in right portion of the photo leads to secured areas associated with the correctional facility.



Photo 15: Parking area located in the southern portion of the project area. This area has been graded and improved with gravel. View to the south.

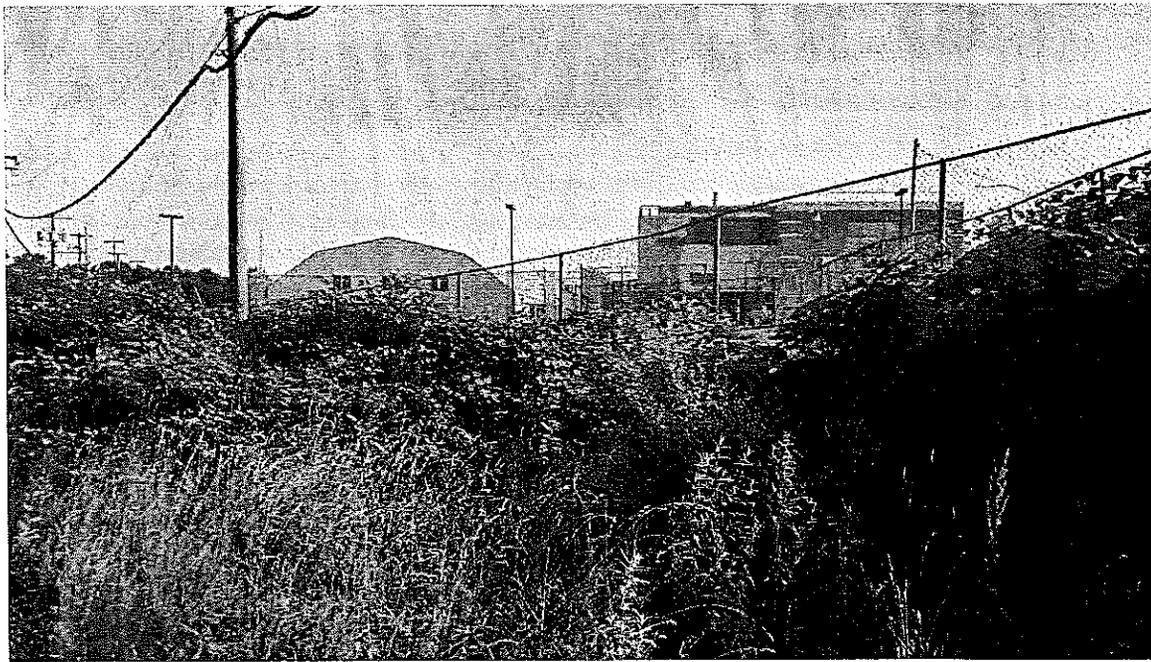


Photo 16: Southern side around of the Dutchess County Jail facility. View northeast from the CSX Utility Corridor.

F: Assessment of Sensitivity for Cultural Resources

Prehistoric Sensitivity

The banks of the Hudson River were populated by prehistoric peoples for millennia, making this landscape highly sensitive for prehistoric cultural resources. The project area is located east of the Hudson River along the Fall Kill, a major tributary of the Hudson River. A single prehistoric site has been documented within a mile of the project area boundaries. While this would normally indicate that the project area is highly sensitive for prehistoric cultural resources, the landscape within the project area has experienced a significant amount of development associated with the properties that exist on the site today, including the Dutchess County Jail, the Sheriff's Office and the James Taylor Manufacturing Building, as well as all associated parking area and access roads. The profound disturbance on the site has eliminated stratigraphic integrity and it is the opinion of HVCRC that there is no potential for the landscape within the boundaries of the project area to yield intact prehistoric cultural material. Additionally, the small outparcel adjacent to the Fall Kill has experienced significant disturbance associated with the channelization of the Fall Kill, the construction of the New York Massachusetts Rail line and the establishment of the CSX Utility Corridor.

Historic Sensitivity

Three historic sites have been identified within one mile of the project area, however these structures will not be impacted by the proposed project. There are several Map Documented Structure (MDS) located within the boundaries of the project area; however, the profound disturbance on the site caused by the construction of the modern facilities currently within the project area has eliminated the potential for intact historic cultural resources to be present.

With regard to the two structures that are to be removed as part of the proposed undertaking, neither structure is considered eligible for listing on the National Register of Historic Places. Therefore, it is the opinion of HVCRC that the demolition of these two buildings will not constitute an adverse impact on historic resources.

G: Summary and Recommendations

The history of the Dutchess County Justice and Transition Center Project Area has been one of repeated phases of development resulting in profoundly disturbed stratigraphy within the boundaries of the APE. As a result of this history of disturbance, these sediments have lost any potential archaeological integrity. For this reason, the project area is not considered to have the potential to produce prehistoric or historic cultural resources that would contribute to the understanding of either the history or the prehistory of the region. It is the opinion of Hudson Valley Cultural Resource Consultants that no further archaeological investigation is warranted, and it is recommended that the project be permitted to proceed without further consideration of prehistoric and historic cultural resources.

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Balding Avenue Historic District. City of Poughkeepsie, Dutchess County, New York

Dixon House. City of Poughkeepsie, Dutchess County, New York

First Baptist Church, City of Poughkeepsie, Dutchess County, New York

The Poughkeepsie Railroad Bridge. City of Poughkeepsie, Dutchess County, New York

Poughkeepsie Post Office City of Poughkeepsie, Dutchess County, New York

Smith Metropolitan AME Zion Church. City of Poughkeepsie, Dutchess County, New York

St. Paul's Episcopal Church. City of Poughkeepsie, Dutchess County, New York

Upper Mill Street Historic District. City of Poughkeepsie, Dutchess County, New York

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Appendix A: Architectural Photos

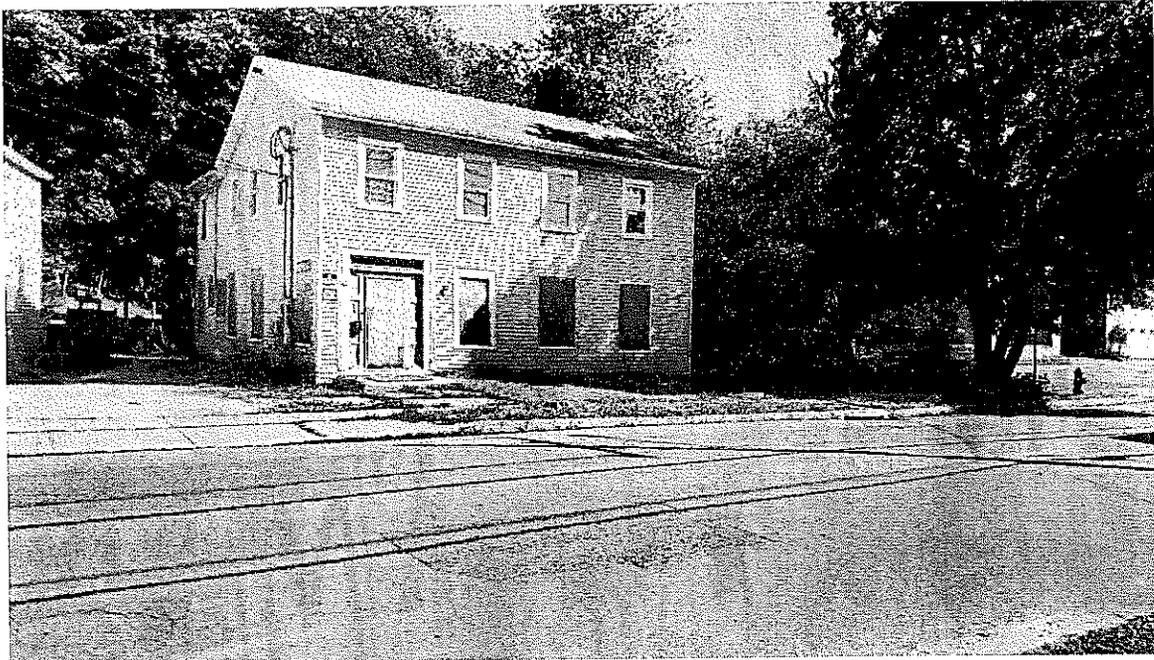


Photo 1: Vacant dwelling located at 100 Parker Avenue, north of the project area. View to the northeast.

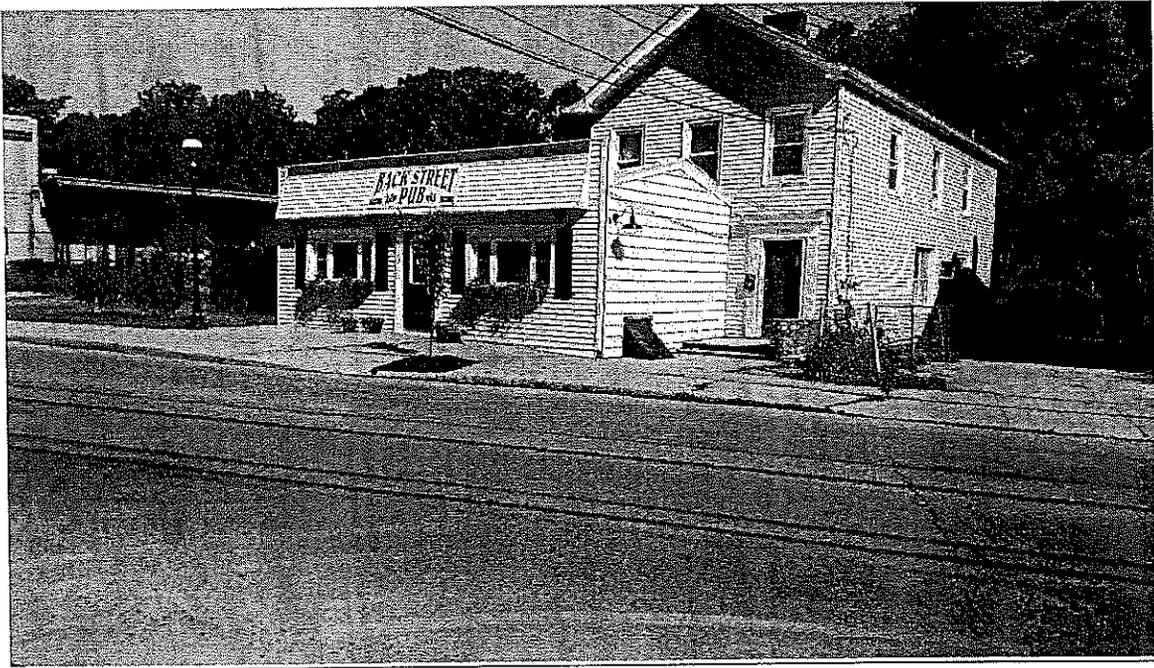


Photo 2: Backstreet Pub located at 103 Parker Avenue. View to the northeast.



Photo 3: View to the southwest along Parker Avenue from James Taylor Manufacturing Building parking lot. The gray building is Dutchess Tire Center.

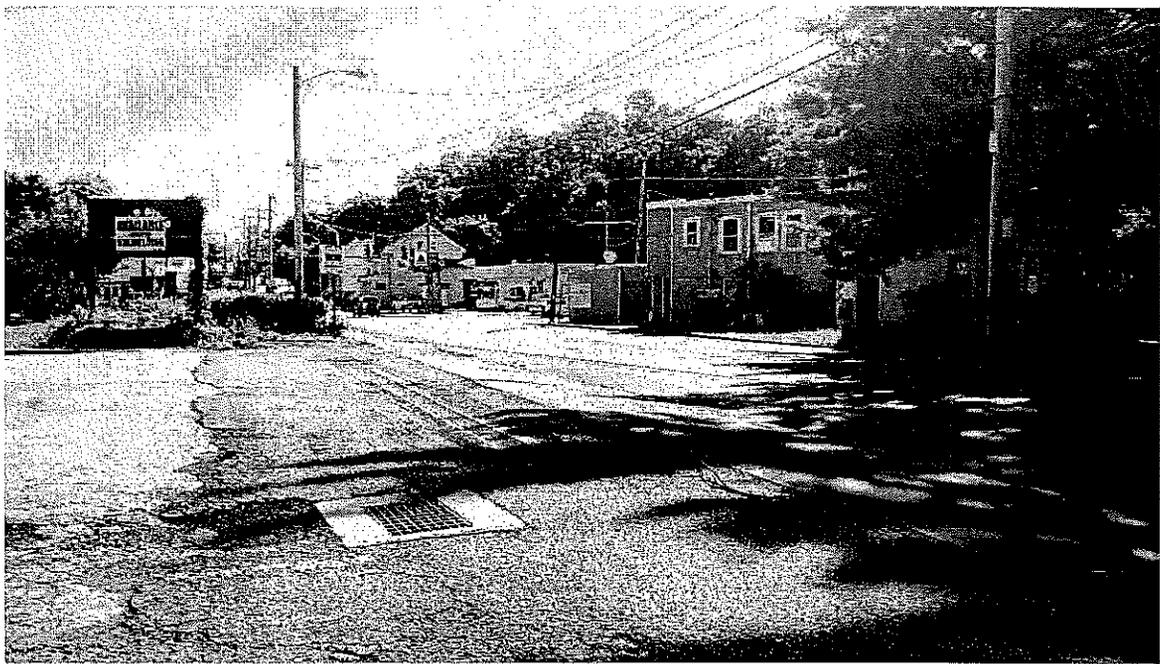


Photo 4: View northeast along Parker Avenue to the intersection of N. Hamilton Street. Hamilton Books is the green building at 216 N. Hamilton Street. The yellow building is a residence located at 214 N. Hamilton Street.

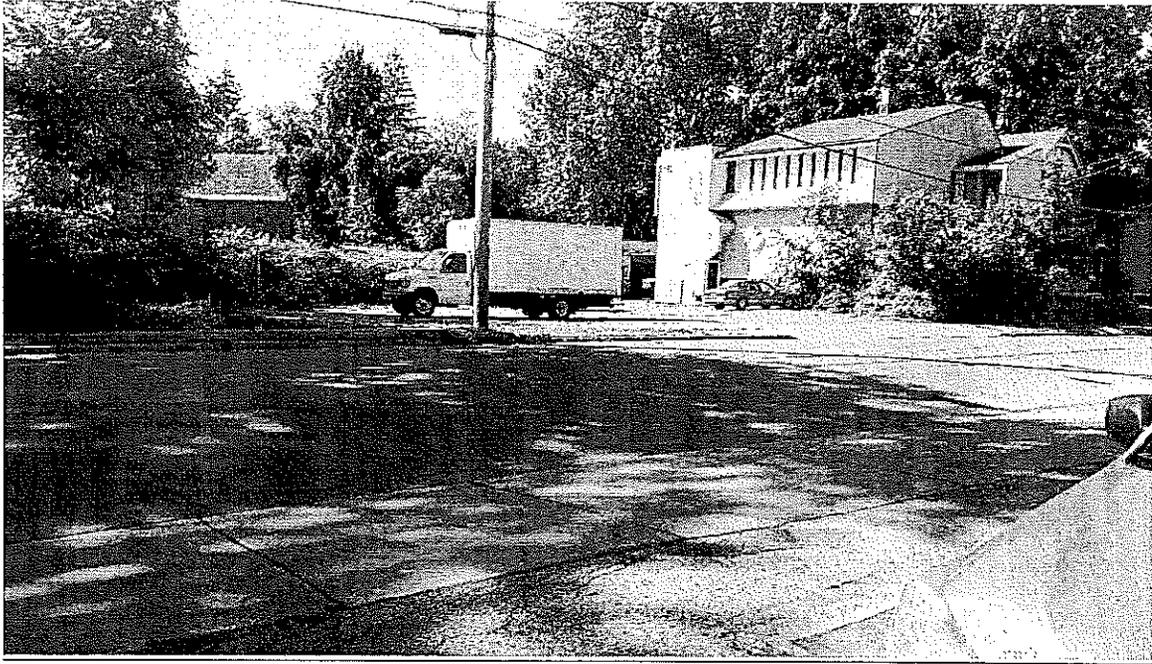


Photo 5: Queen City News located at 136 Parker Avenue, located adjacent to the northeastern boundary of the project area.

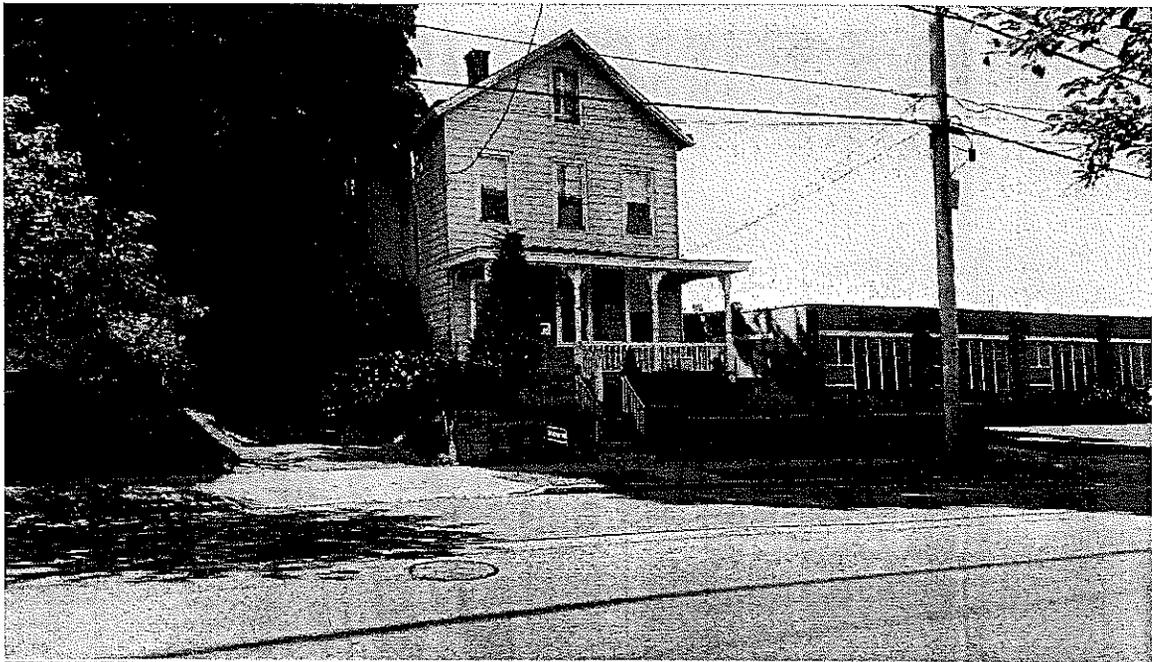


Photo 6: Residential structure located at 130 Parker Avenue. The house dates to the late 19th century. View to the southwest.



Photo 7: Residential Structure located at 134 Parker Avenue. The house dates to the late 19th century. View to the south.

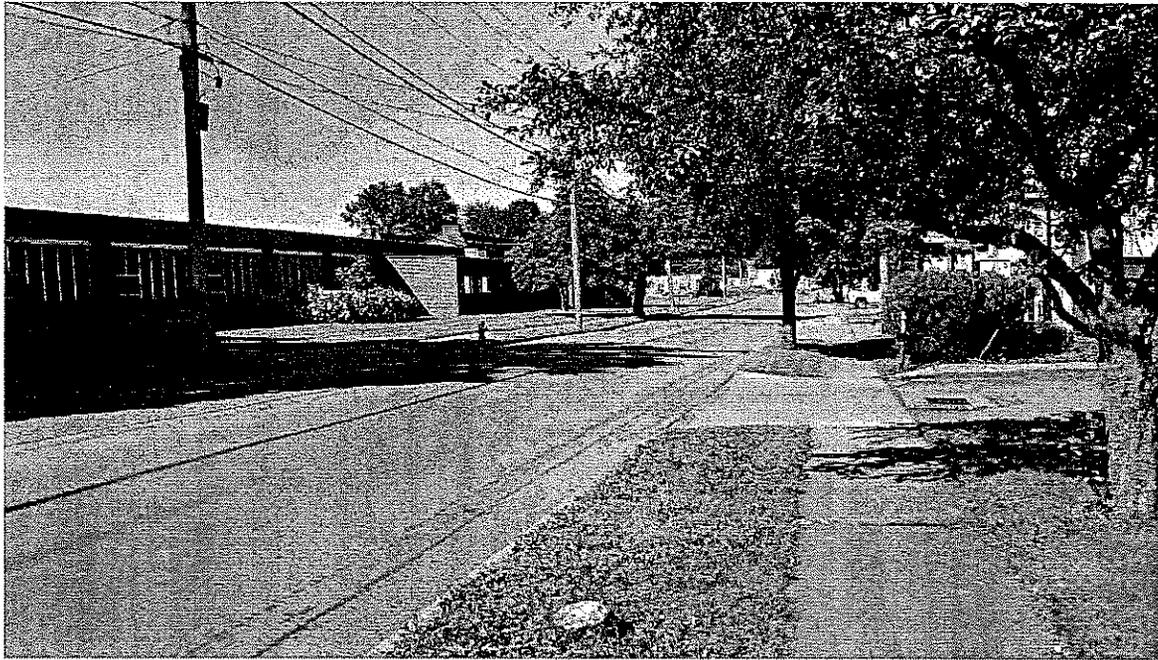


Photo 8: James Taylor Manufacturing building located at 108 Parker Avenue. View to the southwest.

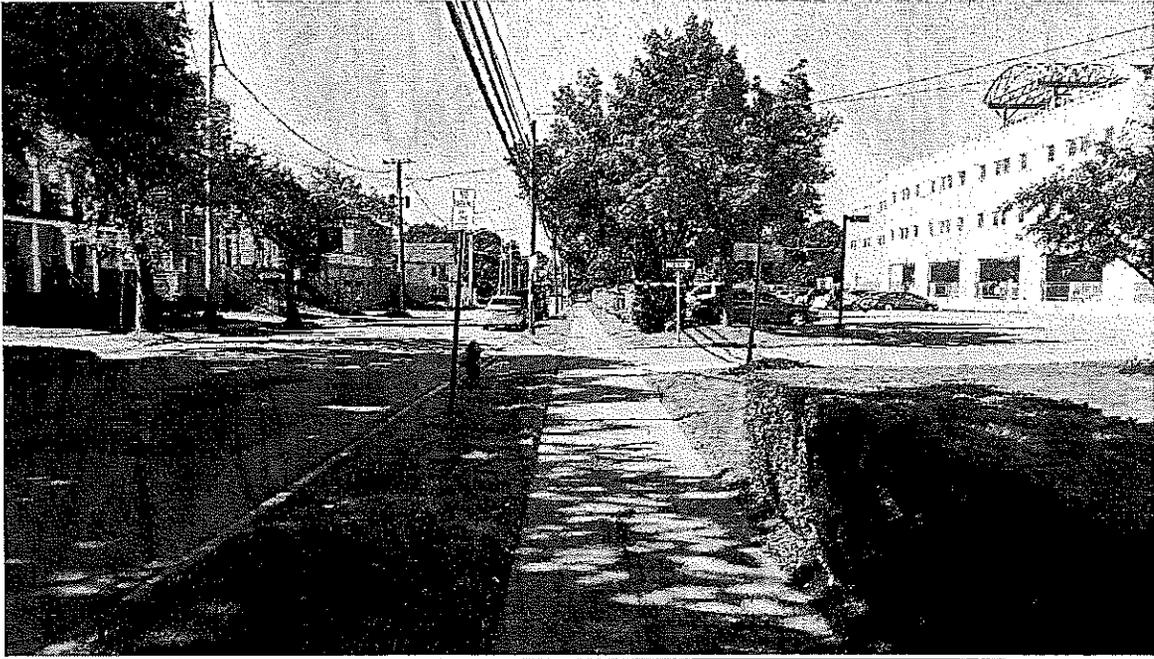


Photo 9: View south on North Hamilton Street from the Dutchess County Sheriff's Office.



Photo 10: Residences at 157-165 N. Hamilton Street are located east of the Sheriff's Office. Structures date to the early 20th century.



Photo 11: View southwest along N. Hamilton Street from the Sheriff's Office. 149-151 N. Hamilton Street dates to the early 20th century.



Photo 12: Two family residence located at 143 N. Hamilton Street dates to the early 20th century. View to the east.



Photo 13: Row style houses located at 141-139 N. Hamilton Street date to the 20th century. View to the east.

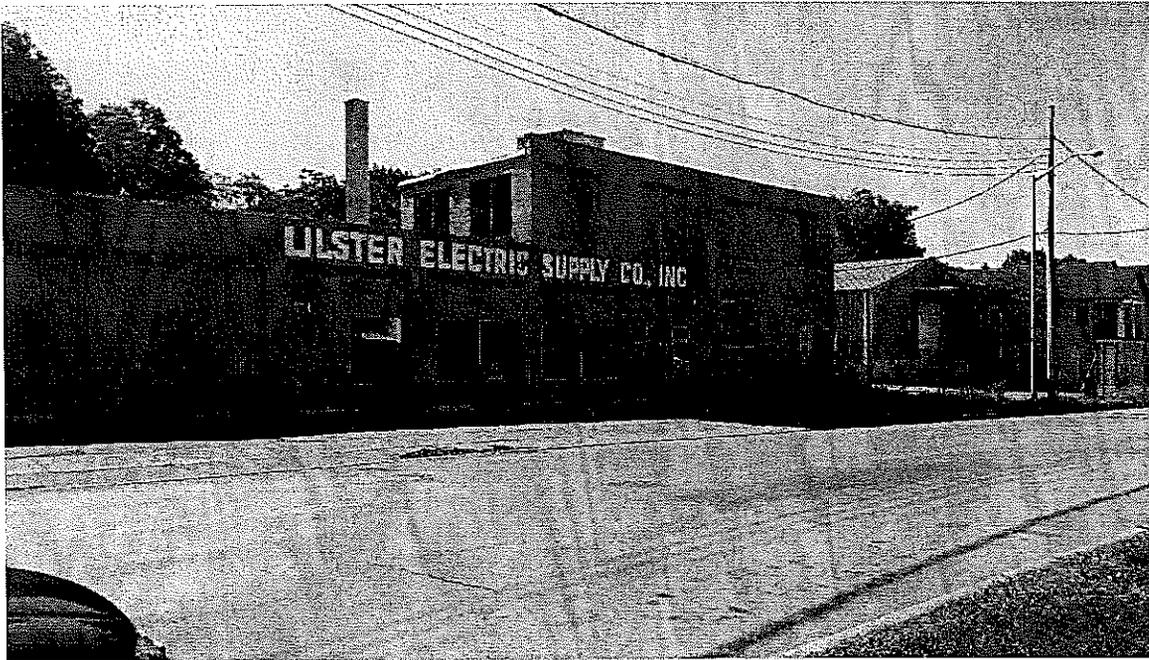


Photo 14: Former Ulster Electric Supply Company, located at 125 N. Hamilton Street. A prefabricated steel outbuilding is located on the south side of the industrial building. View to the southeast.



Photo 15: Thrifty Beverage located at 187 N. Hamilton Street, east of the Sheriff's Office. View to the northeast.

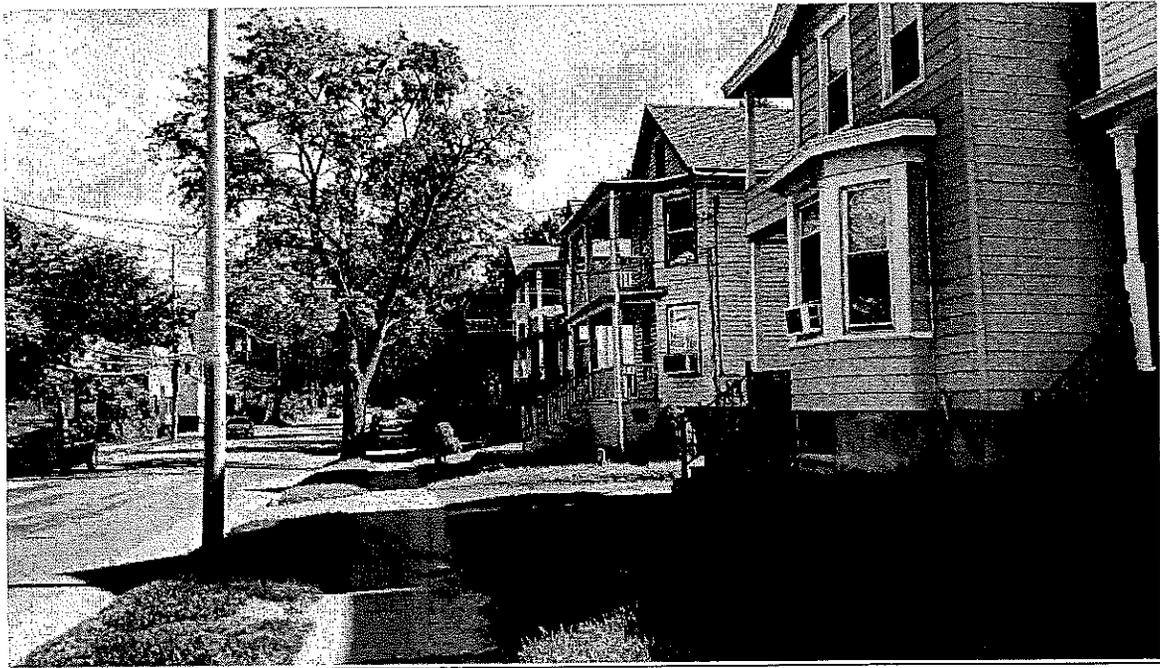


Photo 16: Residential Structures located at 189-205 N. Hamilton Street date to the early part of the 20th century.

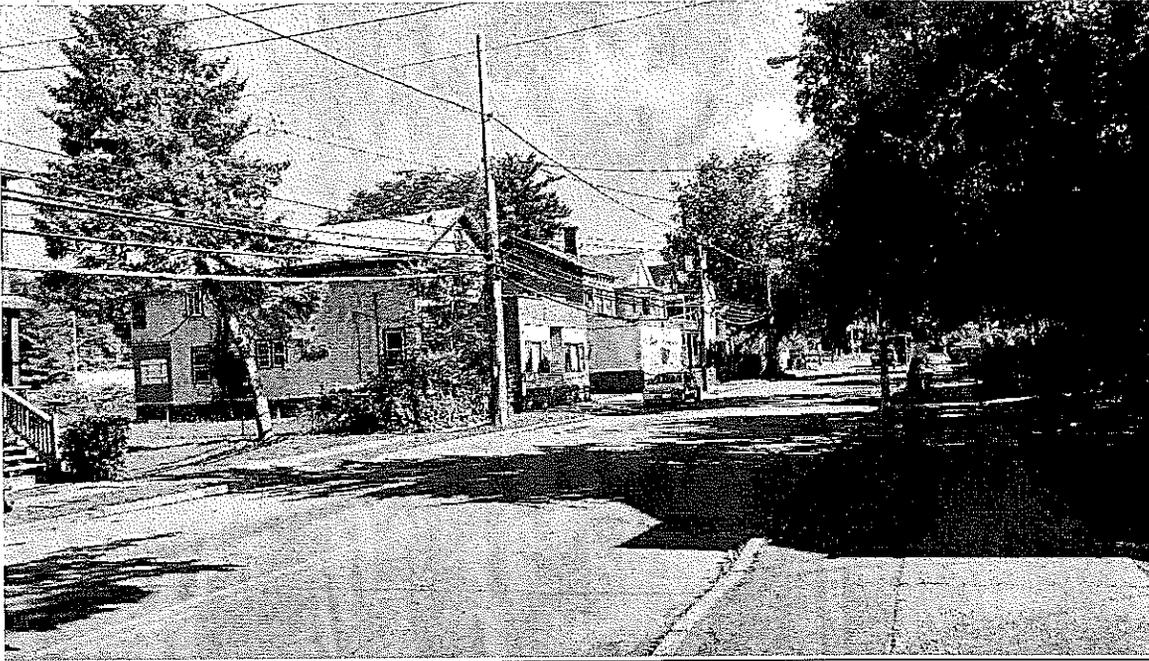


Photo 17: Structure at 208-214 N. Hamilton Street are a mix of residential and commercial structures. View to the northeast.



Photo 18: Structures at 198-200 N. Hamilton Street are residential structures that date to the late 19th through early 20th centuries. View to the northwest.

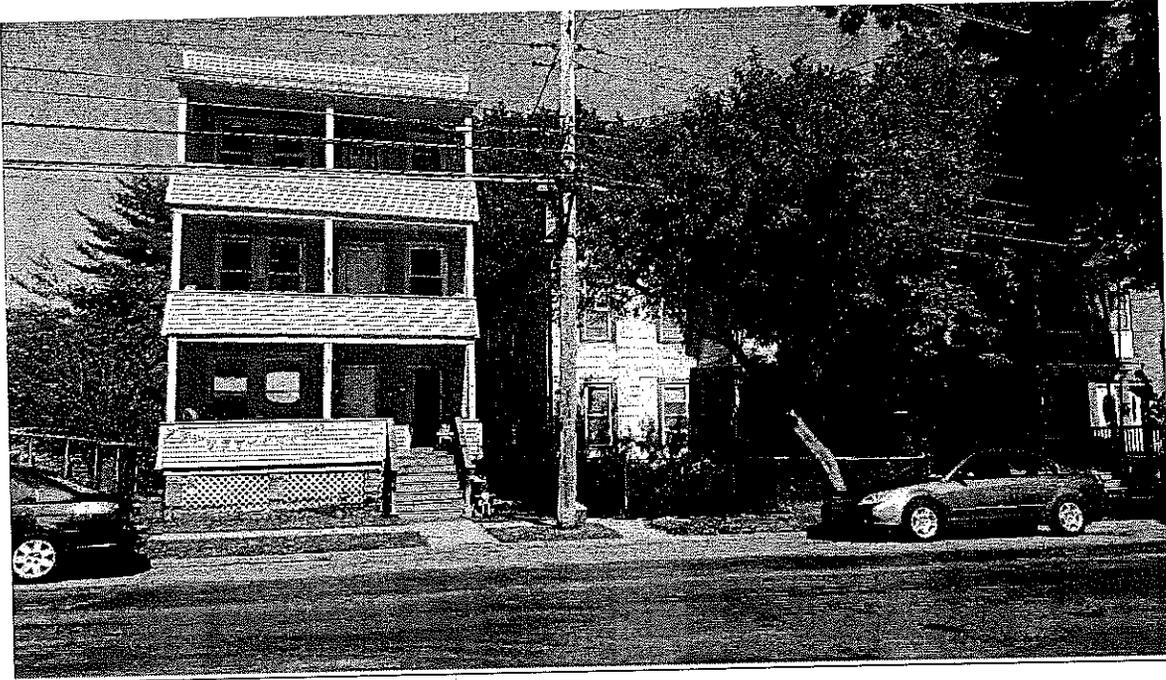
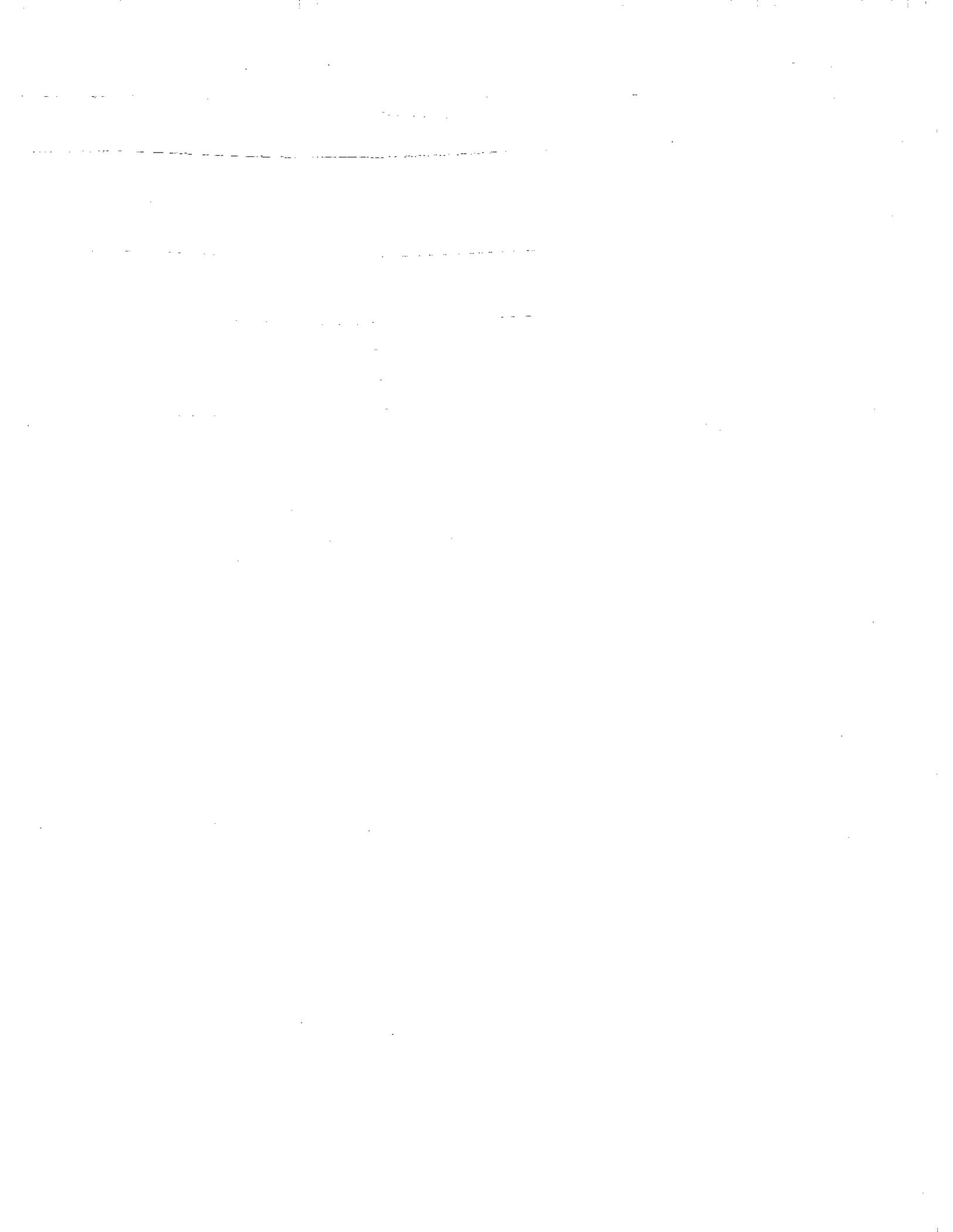


Photo 19: Residential structures located at 188-192 North Hamilton Street date to the late 19th through early 20th centuries. View to the northwest.

ATTACHMENT C

Traffic Impact Assessment



Engineering Report

**Dutchess County
Justice & Transition Center
Traffic Impact Assessment**

Town of Poughkeepsie
Dutchess County, New York

August 7, 2015



Prepared for:

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Engineering Report
**Dutchess County
Justice & Transition Center
Traffic Impact Assessment**

Town of Poughkeepsie
Dutchess County, New York

Chazen Project #: 81429.00



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1.0 EXECUTIVE SUMMARY

Dutchess County, New York is proposing a project to create the Dutchess County Justice and Transition Center (DCJTC) facility. The DCJTC facility would be located on the site of the present Dutchess County Jail and Sheriff's Office on North Hamilton Street in the City of Poughkeepsie. Completion of the new Dutchess County Sheriff's Office Law Enforcement Facility is currently estimated for 2017/2018, with the completion of the new DCJTC facility currently estimated for 2019/2020.

For the purposes of determining potential traffic flow impact, this Traffic Impact Assessment (TIA) assesses and compares existing traffic conditions to anticipated traffic conditions upon completion of the proposed project.

Three external adjacent intersections deemed to be critical from the perspective of potential traffic impact were reviewed and analyzed. Site driveways were reviewed. Traffic volumes at these locations were documented with manual turning movement counts conducted during the weeks of June 15th 2015. These volumes reflect the expected daily traffic activity utilizing these intersections during the weekday AM peak hours, i.e., 7:00 to 9:00, and PM peak hours, i.e., 4:00 to 6:00. The above noted timeframes were chosen to correspond with observed and historical peak hour activity on the adjacent highway network, while acknowledging site activity times.

The conclusions of the analyses and review process are summarized as follows.

- The proposed project will add a small amount of traffic to the study area. Parking at the site will be increased above what is currently available
- The capacity analysis of the three critical intersections shows maintenance of excellent levels-of-service "A" thru "B" from the Existing through the Build condition for the three external intersections studied: Route 9G at North Hamilton Street/Fairview Avenue, Route 9G (Parker Avenue) at Washington Street, and the Westbound Poughkeepsie Arterial at North Hamilton Street. Very minimal increases in vehicle delay are experienced through the 2020 Build condition.
- A review of accident records for the latest available three year period within the roadway network potentially impacted by the proposed action did not reveal any location that would be exacerbated by the DCJTC project. One intersection currently exhibits a high number of accidents and this location should be formally reviewed for accident reduction countermeasures.

Thus, this TIA concludes that the proposed DCJTC project is consistent with maintenance of good operating conditions on the surrounding roadway network, and will not result in any significant impact to safety or roadway operations.

2.0 INTRODUCTION

2.1 Project Description

Dutchess County is proposing the construction of the DCJTC on North Hamilton Street in the City of Poughkeepsie at the present site of the Dutchess County Jail and Sheriff's Office. Also envisioned is a new stand-alone building for the Sheriff's Office Law Enforcement Facility, as well as ancillary support space. The proposed DCJTC at 12.61 acres will be larger than the current Dutchess County Jail complex at 7.84 acres, using four properties recently purchased by Dutchess County on North Hamilton Street and Parker Avenue adjacent to the current facility.

It is envisioned that at the completion of the project 582 inmate beds will be available, with the potential for expansion to 660 beds. Currently the County houses approximately 457 inmates in the existing Jail and in Temporary Inmate Housing. The Temporary Inmate Housing currently on site will be removed. The current inmate housing situation results in a poor inmate to correction officer ratio of 1.2 inmates to 1 correction officer. The proposed facility will markedly improve that to 3 to 3.5 inmates to 1 correction officer.

As noted, the proposed DCJTC will increase the number of inmate beds but as these will be designed and equipped to current state of the art standards, the inmate to correction officer ratio will markedly improve. It is still reasonable to consider that some increase in traffic will occur due to additional visitors and trips to local judicial facilities.

The proposed project is at the present time planned in two main construction phases. First the new Dutchess County Sheriff's Office Law Enforcement facility will be constructed, with an estimated completion date set for 2017/2018. Then the existing Sheriff's Office will be removed and the new Jail facility will be built, with an estimated completion date in 2019/2020.

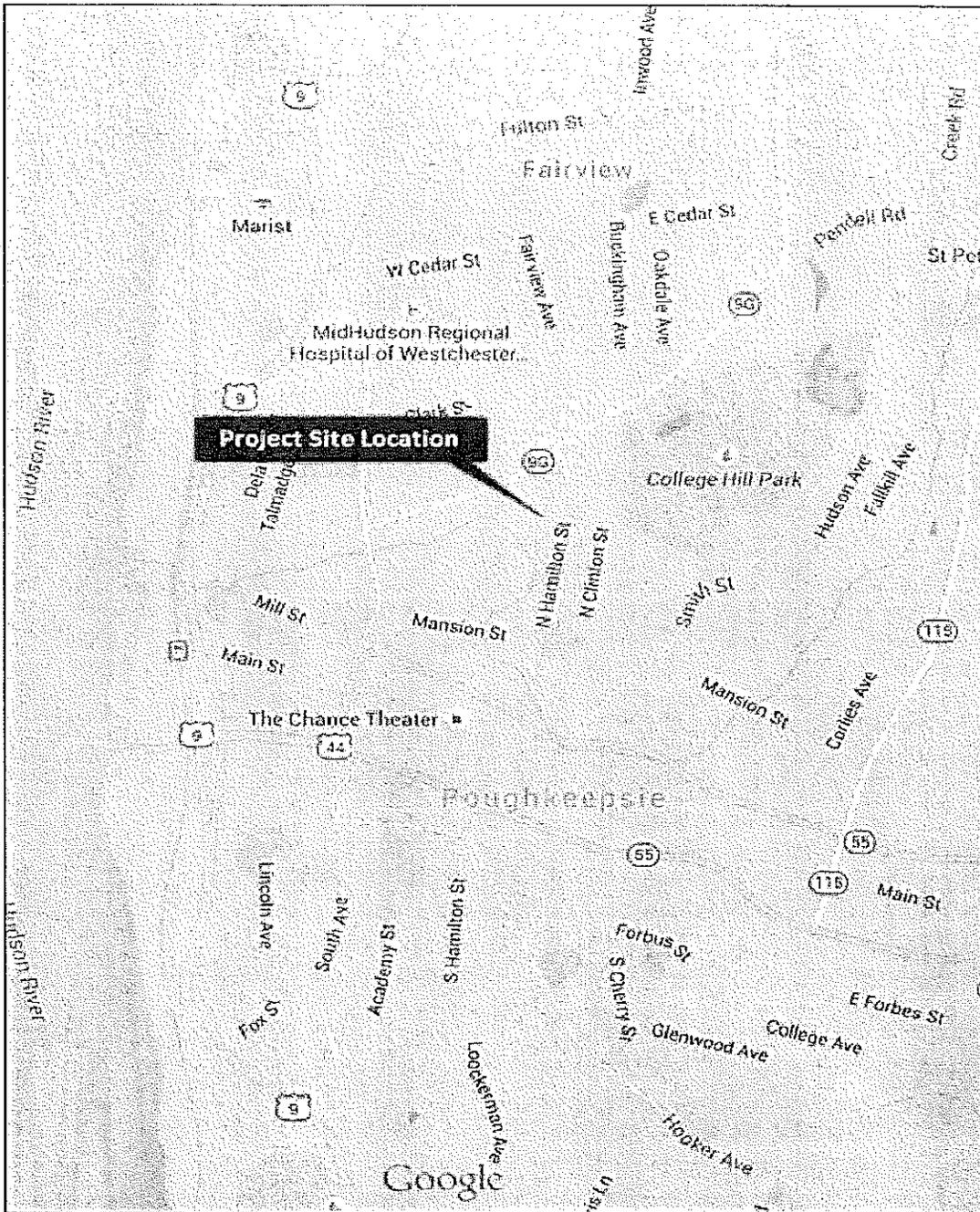
For the purposes of determining potential traffic flow impact, this TIA reviews and compares existing traffic conditions to anticipated traffic conditions upon completion of the proposed project. Three external intersections and the site driveways were reviewed and analyzed for the weekday morning and evening commuter peak periods. These three external intersections, noted below, are deemed to be representative of travel conditions to and from the project site and are significant intersections in the City of Poughkeepsie.

1. Westbound Poughkeepsie Arterial (Route 44/55) at North Hamilton Street
2. North Hamilton Street at Route 9G (Parker Avenue)
3. Route 9G at Washington Street

The operating conditions at these intersections and site driveways (existing and proposed) have been reviewed and analyzed and recommendations made as necessary to accommodate the activity associated with the project. For the purposes of this traffic assessment, 2020 will be considered the "Build" year for the DCJTC project.

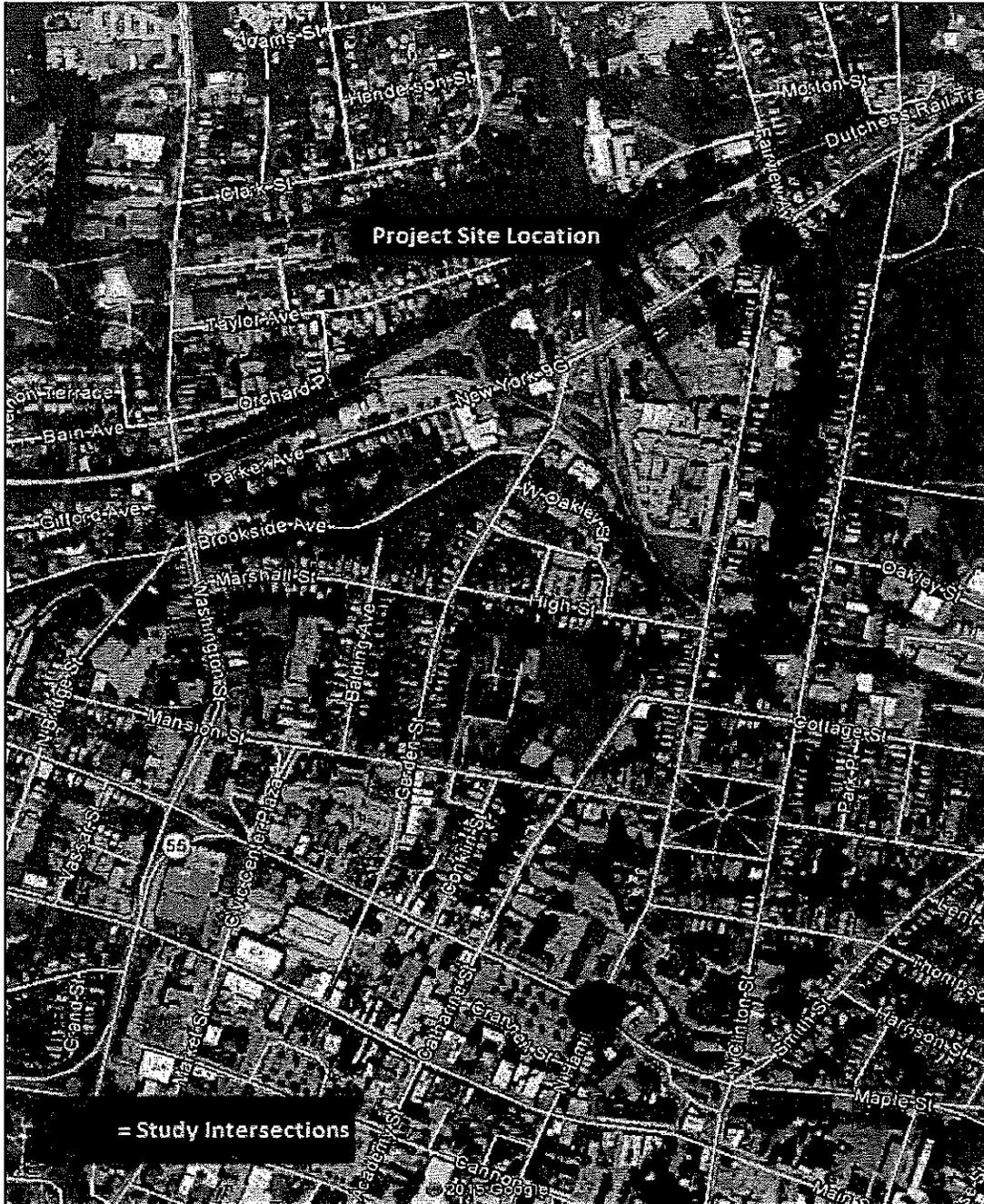
Figure 1 illustrates the site's location relative to the surrounding area and Figure 2 shows an aerial view of the property and project site.

Figure 1 - Area Map



	<p>Dutchess County Justice & Transition Center City of Poughkeepsie, New York</p>	<p>Area Map</p>	
	<p>Project #: 81429.00</p>	<p>Date: August 2015</p>	<p>Figure: #1</p>

Figure 2 - Project Site Location



<p>THE Chazen COMPANIES <small>Proud to be Employee Owned</small></p>	<p align="center">Dutchess County Justice & Transition Center City of Poughkeepsie, New York</p>	<p align="center">Project Location</p>
<p>Project #: 81429.00</p>	<p>Date: August 2015</p>	<p>Figure: #2</p>

2.2 Study Methodology

The following is a brief description of the detailed tasks which were a part of this analysis:

- Information pertinent to the existing traffic and roadway conditions was collected and analyzed relative to its effect on operating characteristics.
- Field observations were made to observe the traffic movements within the existing roadway network to determine traffic patterns and distributions.
- Manual vehicular traffic counts were conducted for the three critical intersections and roadways that would be affected by site-generated traffic providing an assessment of *Existing* conditions.
- A review of the area's accident history was conducted using the latest available data.
- An appropriate growth factor was applied to project observed traffic data to the design year or estimated year of project completion, 2020. Additional volume surcharges from proximate developments were added to the *Existing* volumes projected to the design year as appropriate.
- A trip generation analysis was conducted for the proposed land use and a directional distribution analysis undertaken to distribute the site generated traffic volumes on the adjacent roadway network.
- The estimated project or site generated traffic was added to the anticipated *No Build* condition of 2020.
- A comparison of capacity analyses of key intersections was conducted under *Existing*, *No-Build*, and *Build* conditions to determine the change in levels-of- service (comfort of motorists as they negotiate these locations).
- Current and proposed parking were reviewed.
- Conclusions regarding the impact of the DCJTC on traffic conditions were determined based upon the data and facts gathered, and analysis performed.
- Mitigation was identified, as necessary, to maintain efficiency of traffic flow.

Throughout this study, distinction is made between the *Existing* traffic, which is traffic currently on the highway network, and *No-Build* traffic, which are the existing volumes adjusted by a background growth factor projected to the year in which the proposed project is expected to generate additional traffic, i.e. the traffic that would exist on the system without the proposed project. Then the site generated traffic and/or changes in travel patterns is calculated and combined with the *No-Build* traffic to form the *Build* traffic volumes estimated to occur in 2020, the estimated year of project completion.

3.0 EXISTING CONDITIONS

As shown in Figure 3, Site Map, the project site is located on the west side of North Hamilton Street in the northern portion of the City of Poughkeepsie. Access to the site is provided from North Hamilton Street via the Westbound Poughkeepsie Arterial and Route 9G (Parker Avenue). The location of the site provides for access to the city, town and state highway systems, and regionally via Route 9 and Routes 44/55 (Poughkeepsie Arterial) to the NYS Thruway, Interstate 84, Taconic State Parkway and other regional highways.

The adjacent roadways, external intersections deemed critical, and site driveways are described below.

3.1 Roadways and Intersections

3.1.1 Roadways

The following local roadways form the immediate travel system to and from the proposed DCJTC project. Photographic presentation of the roadways and intersections is provided in Appendix

North Hamilton Street is a two lane urban street in the City of Poughkeepsie running from Main Street North to Parker Avenue (Route 9G). North Hamilton Street is characterized by residential and commercial development in addition to the current Dutchess County Jail complex at the northerly end. Parking is allowed on the west side of North Hamilton Street as dictated by the roadway centerline markings. Parking is restricted or not allowed at several specific locations along the west side of the street. The City of Poughkeepsie 30 mph speed limit is in effect.

Westbound Poughkeepsie Arterial Route 44/55 is a three lane urban arterial running west through the City of Poughkeepsie from the Town of Poughkeepsie, where Route 44 and Route 55 combine, to the Mid-Hudson Bridge. Numerous arterial intersections are under traffic signal control. Parking is not allowed on the Arterial. The posted speed limit is 30 mph.

Route 9G (Parker Avenue) in the study area is a two lane roadway running from the north to Washington Street in the City of Poughkeepsie, where it continues north a short distance to US Route 9. Parker Avenue in the immediate study area is characterized by residential and commercial development. Route 9G in the study area carried an AADT of 7602 vehicles in 2011 as per the latest NYSDOT Traffic Volume Report dated 7/12/2013. As dictated by the centerline markings, parking is accommodated on the north side of Parker Avenue in the study area, with several locations under restricted parking. The City of Poughkeepsie 30 mph speed limit is in effect.

Washington Street is a two lane urban street running from Main Street north to Parker Avenue. Washington Street continues north to US Route 9 as Route 9G, and is characterized by residential and commercial development. The City of Poughkeepsie 30 mph speed limit is in effect. Parking is allowed at limited locations.

3.1.2 Intersections

The following three (3) external intersections were considered to be the appropriate adjacent, external intersections to be analyzed relative to operating characteristics. These characteristics define the

parameters used in the capacity analysis for each location. The existing configuration of site driveways is also presented.

North Hamilton Street at Westbound Poughkeepsie Arterial (Route 44/55) is a three-way signalized intersection. The Poughkeepsie Arterial is one-way westbound with three travel lanes. North Hamilton Street carries two-way traffic both south and north of the Arterial. The North Hamilton southerly approach provides two northbound lanes, one for left turns onto the Arterial and the other to continue north. The intersection is under traffic signal control and is part of a coordinated system along the Arterial. Signal timing varies by time of day and day of the week to best accommodate traffic volumes. Pedestrian crosswalks and pedestrian push buttons with Walk/Don't Walk indications are provided for crossing all four legs of the intersection.

North Hamilton Street at Route 9G (Parker Avenue) and Fairview Avenue is a four-way intersection under traffic signal control. North Hamilton Street and Fairview Avenue are slightly offset but receive green signal indications at the same time under a concurrent signal operation. There are no pedestrian crosswalks, pedestrian push buttons or pedestrian Walk/Don't Walk indications at this intersection.

Route 9G (Parker Avenue) at Washington Street and Gifford Avenue is geometrically a four-way slightly offset intersection but operates as a three-way "T" intersection since Gifford Avenue is a one-way street away from the intersection (westbound). The Route 9G (Parker Avenue) approach is under Stop control. A crosswalk is provided on the Gifford Avenue approach, and at one time was provided at the Route 9G (Parker Avenue) approach but is now extremely faded and basically non-existent. No pedestrian push buttons or Walk/Don't Walk indications are provided. Left turns from Parker Avenue onto Washington Street are prohibited by signing between the hours of 7:00 AM to 6:00 PM Monday through Friday. However during field reviews it was observed that vehicles ignored the restriction on a fairly regular basis.

Site driveways on North Hamilton Street serve several specific areas. There are currently five (5) driveways on North Hamilton Street serving the site.

- The southerly driveway is a two-way driveway allowing for Jail visitors to leave and employees to enter and leave.
- The next driveway to the north is a one-way driveway for the Jail.
- The third driveway to the north is a two-way driveway for visitors and employees of the Sheriff's Office.
- The fourth driveway is also a two-way driveway, used mainly by visitors to the Sheriff's Office.
- The last driveway to the north is a two-way gravel driveway for the parking lot adjacent to the Sheriff's Office.

3.2 Parking

All parking for the current site facilities is contained on site, as will be the case for the future DCJTC. Much of the current parking supply is on two gravel lots, to the south and north of the complex, and additional parking is provided along the east side of the Jail. Much of the past parking supply for Jail employees is now utilized by the Temporary Inmate Housing.

Currently there are 255 parking dedicated spots on the complex site. These are delineated by pavement markings and signing in the paved areas, and by signing and "parking blocks" in the two large gravel areas. Based on information provided by the Dutchess County Department of Public Works, 155± county staff and 20± vendor staff currently drive to the facility each day. Four to seven trips are made each day from other police agencies bring inmates to the Jail. Jail staff trips taking inmates to court, the DA's office, for medical treatment, etc. account for 1 to 4 vehicles between 10 and 30 times a day. No public transportation stops at the current complex, other than taxi cabs. Accordingly almost all visitors drive and need to park at the facility. Currently there are 65± civilian visitors and 30± professional visitors per day to the Jail.

A field review was conducted on June 29th, 2015 to determine the current utilization of the parking supply on the complex. The parking review utilized manual counts of parking supply and demand at various times between 9:00 AM and 3:00 PM, consistent with the largest work shift being at the complex. Table 1 summarizes the usage of the overall parking supply for that time period and shows that 67% of the current parking supply was utilized. Table 2 presents the parking usage for the individual parking areas presently on site.

Table 1 - Current DCJTC Parking Usage

DCJTC Current Parking Usage				
Time Period	Total Spaces	Parked Vehicles	Empty Spaces	% Usage
9:00 to 10:00 am	255	202	53	79%

Table 2 - Current DCJTC Parking Usage by Location

DCJTC Current Parking Usage				
Time Period	Total Spaces	Parked Vehicles	Empty Spaces	% Usage
9:00 to 10:00 AM				
Jail employee Lot	67	67	0	100%
In front of Jail	51	46	5	90%
Behind Jail	11	11	0	100%
Sheriff Personnel Lot	68	31	37	45%
In front of Sheriff's Office	14	4	10	29%
Behind Sheriff's Office	39	38	1	97%
Other	5	5	0	100%
Total	255	202	53	79%

Given that there are personnel shift changes, the 79% utilization may be consider high and may impact the ability of later shift personnel to find a parking spot prior to the earlier shift leaving.

3.3 Staff

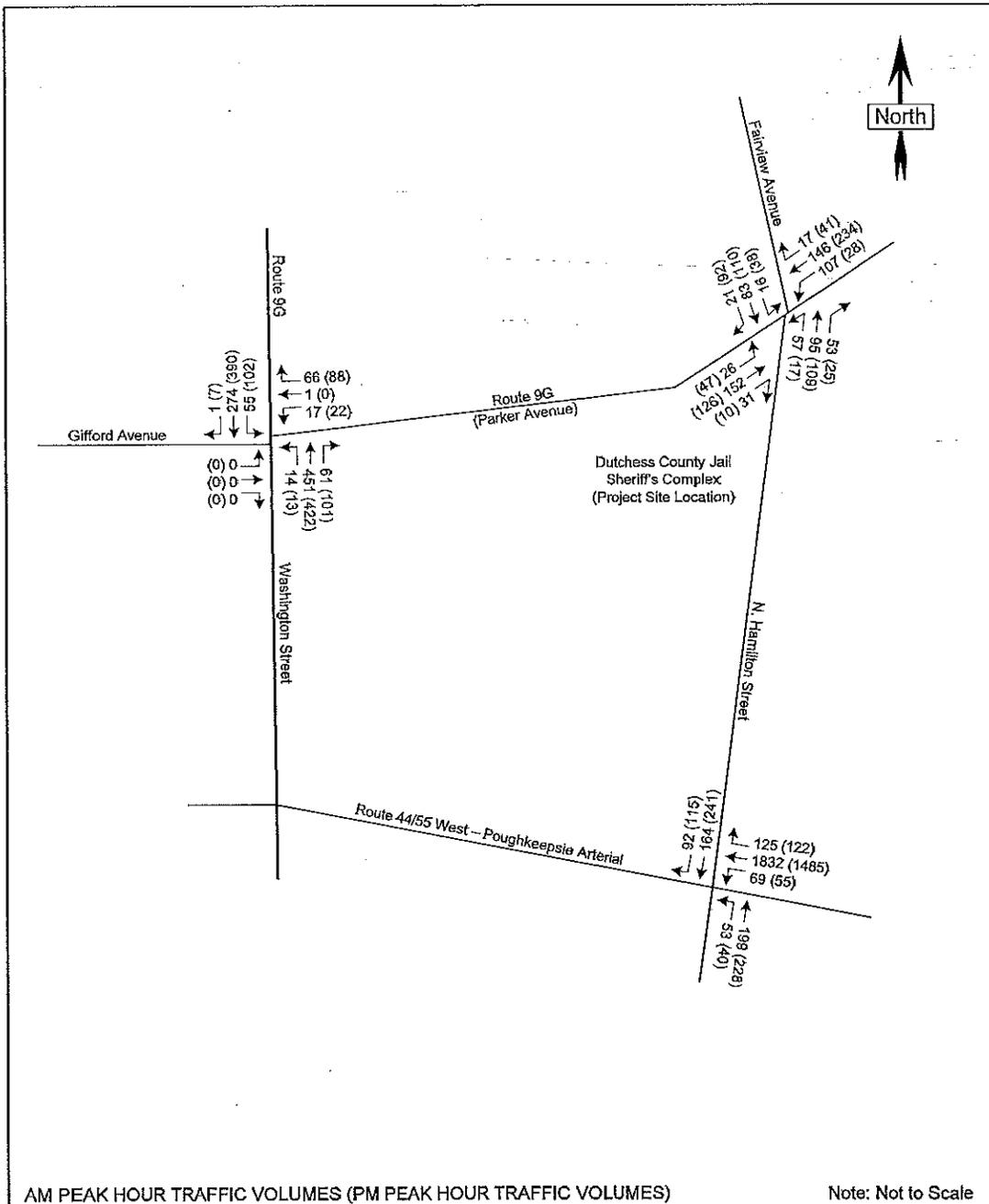
Staff at the Dutchess County Jail and the Sheriff's Office works a variety of shifts. The highest turnover is between 8:30 and 9:30 AM, as the 12:00 AM to 8:00 AM shift leaves and the 8:00 AM to 4:00 PM shift arrives. The arrivals for this turnover period would be on the local roadway system in the morning commuter peak period, while some of the departures may also be in this peak period.

3.4 Existing Vehicular Volumes

Traffic volumes at the three external intersections and site driveways were documented with manual turning movement counts conducted during the weeks of June 15th, 2015. These volumes reflect the expected daily traffic activity utilizing these intersections during the weekday commuter AM peak hours, i.e., 7:00 to 9:00, and PM peak hours, i.e., 4:00 to 6:00. These timeframes were chosen to correspond with observed and historical peak hour activity on the adjacent highway network and at the same time acknowledge site activity times. In order to assess the most potentially critical traffic impact, the highest 60 consecutive minutes of volumes were used for each intersection throughout the roadway network. The AM peak was 8:00 to 9:00 AM at two of the external intersections, and from 7:45 to 8:45 AM for the other. PM peak at all three external intersections was from 4:30 to 5:30 PM.

Figure 3 summarizes the vehicle movements at each critical intersection for the weekday AM and weekday PM peak hours, and Appendix B presents the actual field count data.

Figure 3 - 2015 Existing Traffic Volumes



 <p><i>Profit to be Employee Owned</i></p>	<p>Dutchess County Justice & Transition Center City of Poughkeepsie, New York</p>		<p>2015 Existing Traffic Volumes</p>
	Project #: 81429.00	Date: August 2015	Figure: #3

3.5 Accident History

Accident data for the local roadway system was obtained from the Dutchess County Transportation Safety Board, for the latest three year period available ending September 30, 2014. In the 3-year period between 10/1/2011 and 09/30/2014, there were a total of 56 accidents at the three external intersections studied. Summaries of the accident data for the study intersections are presented below in Tables 3 and 4.

Table 3 - Intersection Accident Data Summary

Intersection Accident Data Summary						
Intersection	Fatality	Injury	PDO	NR	Total	Peds/ Bikes
#1 – Westbound Poughkeepsie Arterial (Mill Street, 44/55 WB) at North Hamilton Street	0	17	13	9	39	0
# 2 – North Hamilton St at Route 9G (Parker Avenue)/Fairview Avenue	0	4	4	4	12	0
#3 – Route 9G at Washington St	0	1	1	3	5	0
Total	0	22	18	16	56	0

Table 4 - Intersection Accident Type Summary

Intersection Accident Type Summary								
Intersection	Single Car	Rear End	Side Swipe	Overtaking	90° Angle	Other	UK	Total
#1 – Westbound POK Arterial/Mill St (Rt 44/55) at North Hamilton Street	0	12	0	8	11	6	2	39
# 2 – North Hamilton St at Route 9G (Parker Avenue)/ Fairview Avenue	0	2	0	5	4	1	0	12
#3 – Route 9G at Washington St	0	1	0	2	1	1	0	5
Total	0	15	0	15	16	8	2	56

The Westbound Poughkeepsie Arterial at North Hamilton Street stands out with the highest concentration of accidents. During the 3-year period there were a total 39 accidents at the intersection with seventeen of these accidents resulting in injuries, thirteen reported as property damage, and nine that were non-reportable. There were no fatalities. Twelve accidents were rear end accidents, eleven were right angle accidents and eight were passing or overtaking accidents. This is an extremely high volume location given the nature of the Poughkeepsie Arterial.

The accident history at the intersection of the Poughkeepsie Arterial and North Hamilton Street is significant and it is suggested that the City of Poughkeepsie and NYSDOT consider a formal accident study at this location.

The North Hamilton Street at Route 9G (Parker Avenue)/Fairview Avenue intersection experienced a total of 12 accidents, with four accidents reporting injuries, four with property damage only, and four that were not reportable. There were no fatalities. There was not one predominate type of accident.

The intersection of Route 9G and Washington Street had a total of five accidents with one injury, one with property damage only, and three that were not reportable. There were no fatalities.

The accident history at the above two locations is unremarkable and shows no specific types of accidents that can be ameliorated by improvements to the intersections.

4.0 NO-BUILD TRAFFIC FORECAST

The No-Build volumes are those that would be anticipated in the Build year (2020) without the DCJTC project being built. Normally an annual background growth factor is applied to the Existing volumes to arrive at the No-Build volumes. In some cases, volumes from other anticipated projects in the study area which may generate a significant amount of traffic may be included in the No-Build volumes as well.

The City of Poughkeepsie has recently indicated that the background growth rate for the study area has actually been negative. This is confirmed by the review of NYSDOT traffic volume data for US Route 9 in the study area. Accordingly a background growth factor of 0% would normally be used.

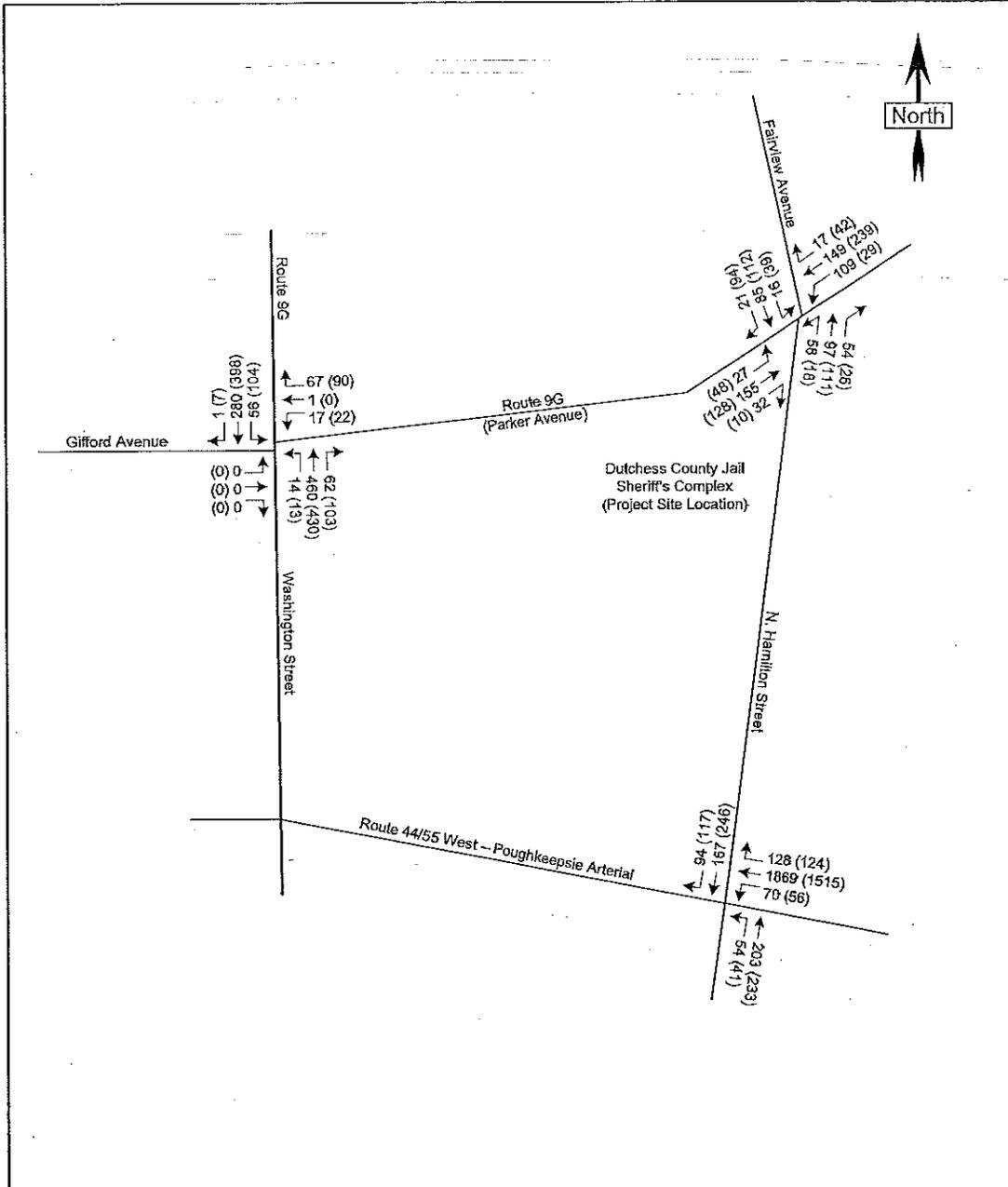
The City of Poughkeepsie also recently provided a listing on "other" projects in the City which may add traffic to the study area, and are currently in the review/approval process. These projects include the following, with an indication whether specific traffic generated is expected to impact the study area intersections.

1. 35 Main Street – 25 apartments: Approved: No traffic impact to DCJTC.
2. Highridge Gardens (Hudson Avenue Extension) – 74 apartments: Under construction: Possible traffic impact to DCJTC due to location
3. Highview at Fallkill Creek (Milton street) – 120 condominiums/townhouse: Inactive: No traffic impact to DCJTC due to inactive project status.
4. One Dutchess Avenue (Dutton) – 300 condominiums/townhouse, and 13,800 sf of retail/restaurant: Approved: No traffic impact to DCJTC due to location.
5. South Waterfront Development (Rinaldi Boulevard) – 92,000 sf of office space and 32,000 sf of retail/restaurant: No official submission yet. No traffic impact to DCJTC due to location.

Project 2 may have traffic impact to one or more of the critical intersections. Project 2 provides for the construction of 74 apartments, which would generate 37 total trips during the AM commuter peak hour, and 45 trips during the PM commuter peak hour. In response, and to carry on with a worse-case scenario, a one-time 2 % increase in traffic was utilized for the three intersections studied. The increase was added to the Existing volumes to arrive at the No-Build volumes. A similar approach was utilized on a recent local study and was approved by the City of Poughkeepsie.

Figure 4 presents the projected (with growth rate/surcharge applied) 2020 *No-Build* vehicular volumes for the weekday AM and weekday PM peak hours.

Figure 4 - 2020 No-Build Traffic Volumes



AM PEAK HOUR TRAFFIC VOLUMES (PM PEAK HOUR TRAFFIC VOLUMES)

Note: Not to Scale



**Dutchess County
 Justice & Transition Center**
 City of Poughkeepsie, New York

2020 No-Build
 Traffic Volumes

Project #: 81429.00

Date: August 2015

Figure: #4

5.0 BUILD TRAFFIC FORECAST

5.1 New Site Traffic Flow

The current site plan proposes four (4) driveways on North Hamilton Street and one (1) on Route 9G (Parker Avenue). As envisioned these new driveways will serve the following purposes.

1. The southerly most North Hamilton Street driveway, in the location of the current southerly most driveway, will allow two way traffic for parking in front of the new DCJTC facility, for new ancillary building to the south, and behind the new DCJTC facility. Deliveries to the rear of the new DCJTC facility will also utilize this driveway.
2. The next driveway to the north on North Hamilton Street, in the basic location of the current entrance only Jail driveway, will allow two-way traffic for parking in front of the new DCJTC facility.
3. The next driveway to the north on North Hamilton Street, in a new location will allow two-way traffic for parking in front of the new DCJTC facility.
4. The new driveway furthest to the north on North Hamilton Street will allow two-way traffic accessing the new Sheriff's Office Law Enforcement Building.
5. The new driveway on Route 9G (Parker Avenue) located to the west of the new Sheriff's Office Law Enforcement Building will allow two-way traffic to and from the Sheriff's Office Law Enforcement Building, as well as parking located behind the new DCJTC facility, delivery traffic, and access to two new ancillary buildings behind the new DCJTC facility.

The two current driveways serving the current Sheriff's Office will be removed as will the driveway serving the gravel parking area to the north.

5.2 Future Parking

The current design plan for the proposed DCJTC facility indicates a total of 320 designated parking spots, including 8 ADA spaces. This is an additional 65 spaces or a 25% increase in the parking supply above that currently provided. The additional parking supply will provide more personnel parking and facilitate increased off peak activities at the DCJTC facility such as transporting inmates to judicial hearings and to receive medical treatment.

5.3 Trip Generation Analysis

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, does not provide trip generation data for facilities such as the proposed DCJTC facility. This source does provide trip information for Land Use 571 - Prisons, but the information is very limited and dated, and is not considered to be applicable for this assessment.

The proposed DCJTC project is not expected to add any new significant traffic to the local roadway system, in large part because the new complex will significantly increase the correction officer to inmate ratio, allowing for more inmates per correction officer, and no new employees are anticipated. However some new traffic may be added due to the potential increase in visitors and trips to local judicial facilities. These trips would normally not coincide with the AM and PM peak hour of adjacent street traffic. However, to be conservative, the Build condition includes 50 trips to the new facility in the AM peak hour and 50 trips from the facility during the PM peak hour.

5.4 Trip Distribution

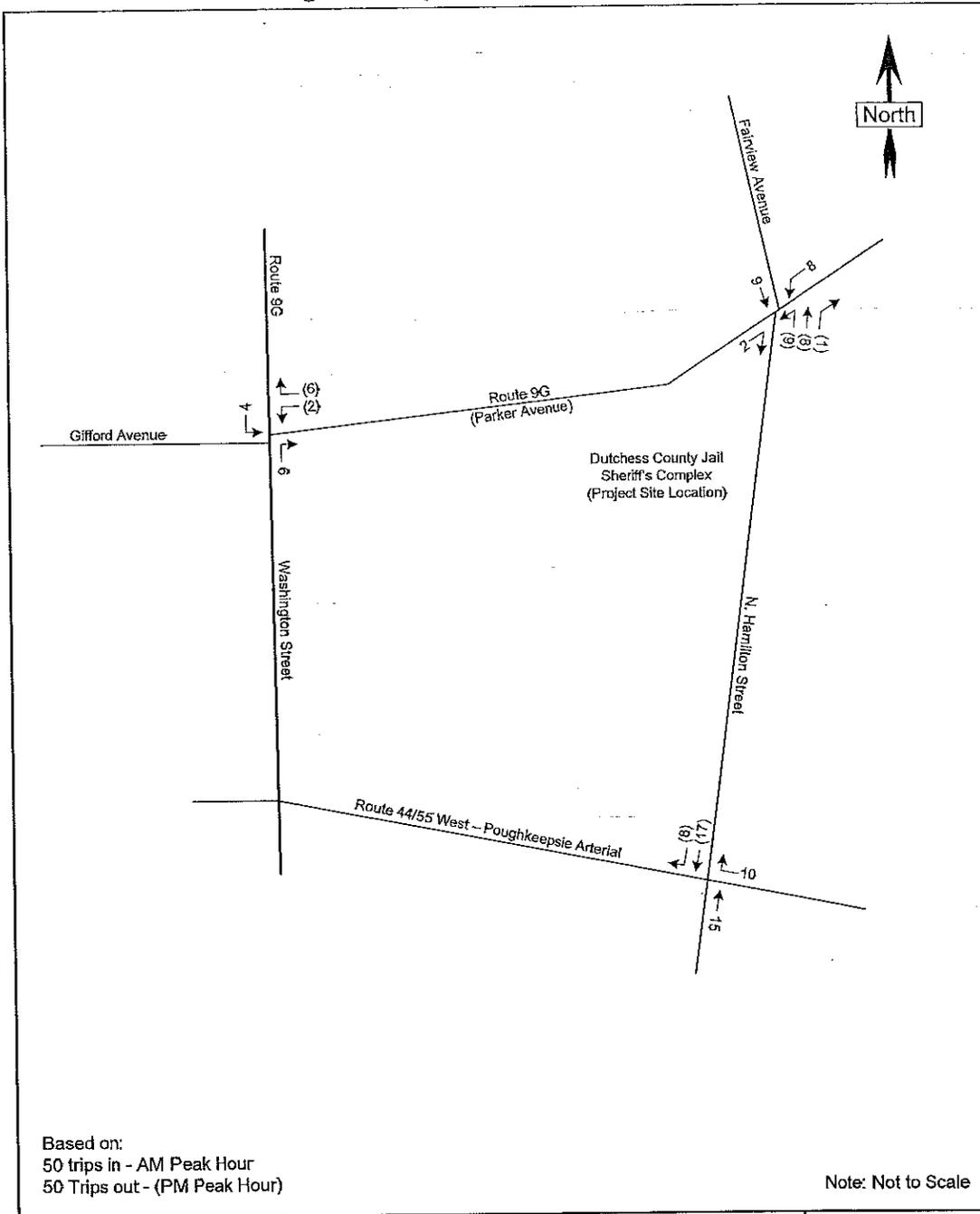
The distribution of the site-generated vehicular traffic normally follows the distribution of the existing volumes at the locations monitored during the manual counts. This would be the case for the DCJTC project at the external intersections studied. A minor change in trip distribution will develop at the site driveways as some new traffic, as well as current traffic, will use the new driveway on Route 9G (Parker Avenue) in the future.

Figure 5 presents the anticipated changes in traffic volumes at the affected locations as increases or decreases in trips from the existing patterns.

5.5 2020 Build Volumes

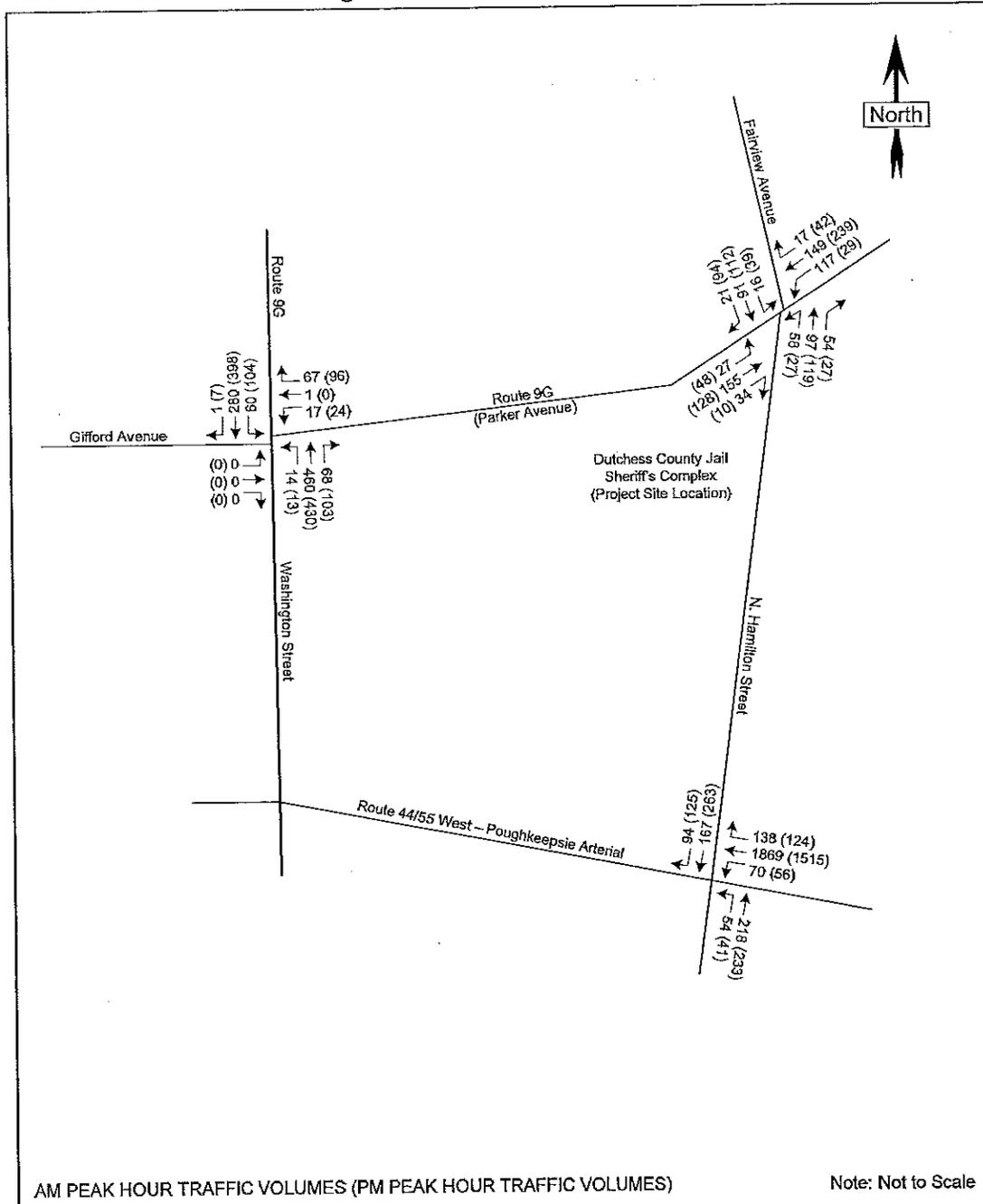
Figure 6 presents the 2020 Build traffic volumes for the AM and PM peaks. These volumes were arrived at by combining new trips assignments with the 2020 No Build volumes.

Figure 5 - Trip Distribution and Assignment



<p>THE Chazen COMPANIES <small>Proud to be Employee Owned</small></p>	<p>Dutchess County Justice & Transition Center City of Poughkeepsie, New York</p>	<p>Trip Distribution</p>
<p>Project #: 81429.00</p>	<p>Date: August 2015</p>	<p>Figure: #5</p>

Figure 6 - 2020 Build Traffic Volumes



	Dutchess County Justice & Transition Center City of Poughkeepsie, New York		2020 Build Traffic Volumes
	Project #: 81429.00	Date: August 2015	Figure: #6

6.0 ANALYSIS

6.1 Capacity/Level of Service Analysis

The capacity analysis methodology is based upon the 2010 Highway Capacity Manual.¹⁷ The terminology used in identifying traffic flow conditions is "levels-of-service" (LOS). LOS "A" represents the best condition and LOS "F" represents the worst condition. LOS "C" is generally used as a design standard while an intersection LOS "D" is acceptable during peak periods given that all approaches have LOS "D" or better. LOS "E" represents an operation at or near capacity. In order to identify a signalized intersection's LOS, the average amount of vehicle delay is computed for each approach to the intersection as well as for the over-all intersection. For unsignalized intersections, the average vehicle delay is computed for each critical movement to the intersection, which are normally the stop or yield controlled approaches along with the left-turns from any free flowing (uncontrolled) approach. A summary of the LOS criteria for signalized and unsignalized intersections is included in Appendix C.

Each external intersection was analyzed during the weekday AM and PM commuter peak hour using *Existing, No-Build* and *Build* traffic volumes. The site driveways for the current DCJTC facility and the future DCJTC facility will not handle any significant traffic during the peak commuter hours, and the traffic volumes on North Hamilton Street and Route 9G (Parker Avenue) are not significant. Accordingly these driveway intersections were not analyzed. The results of the capacity analyses for the three external intersections are summarized below and in Table 5.

All approaches to each intersection also operate at excellent to good LOS "A", "B", "and "C". The greatest increase in vehicle delay occurs at the southbound approach to the North Hamilton at Westbound Poughkeepsie Arterial intersection which shows an increase of 5.4 seconds between the 2020 No-Build and 2020 Build conditions. All other vehicle delay increases are less than 1.4 seconds.

These results are consistent with expected impact of the minimal new traffic generated by the proposed DCJTC facility.

LOS and vehicle delay output data is presented in Appendix C.

Table 5 - Level of Service Summary

Level of Service and Vehicle Delay (seconds)							
Intersections (Intersection Control)	Approach/ Movement	AM			PM		
		2015 Existing	2020 No-Build	2020 Build	2020 Existing	2020 No-Build	2020 Build
North Hamilton at Westbound Poughkeepsie (Signalized) (No Eastbound Approach)	NB	C/21.3	C/21.7	C/22.2	C/23.2	C/23.6	C/23.7
	SB	C/24.0	C/24.4	C/24.4	C/32.4	C/33.9	C/39.3
	WB	B/10.2	B/10.4	B/10.5	A/8.3	A/8.5	A/8.5
	Intersection	B/12.7	B/13.0	B/13.1	B/13.8	B/14.2	B/15.3
North Hamilton at Parker Avenue (Route 9G) / Fairview (Signalized)	NB	B/13.9	B/14.1	B/14.1	B/12.7	B/12.9	B/13.7
	SB	B/11.8	B/12.0	B/12.2	B/13.0	B/13.2	B/13.3
	EB	A/6.7	A/6.7	A/6.7	A/7.2	A/7.2	A/7.2
	WB	A/8.7	A/8.7	A/9.0	A.7.8	A.8.0	A/8.0
	Intersection	A/10.0	B/10.1	B/10.2	A/10.0	B/10.1	B/10.3
Parker Avenue (Route 9G) at Washington Street (Unsignalized - WB stop)	NB Left	A/7.9	A/7.9	A/7.9	A/8.2	A.8.3	A/8.3
	SB Left	A/8.8	A/8.8	A/8.9	A/9.0	A/9.1	A/9.1
	WB	C/16.1	C/16.4	C/16.5	C/20.2	C/20.8	C/21.6

- Notes: 1. Key: X (Y.Y) = Level of Service/Estimate Delay (Seconds per Vehicle)
 NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches
 2. Unsignalized intersection analyzes only the critical movements shown.

7.0 CONSTRUCTION TRAFFIC

Construction traffic is always a concern for any significant project. Construction traffic includes delivery of equipment and materials, and worker traffic. As this project progresses, discussions and plans for construction traffic will be included in the appropriate stages of the permitting process. At the appropriate time in the permitting/construction process a more defined approach to construction parking and construction delivery traffic can be established in line with an approved construction schedule.

8.0 SUMMARY AND CONCLUSIONS

This Traffic Impact Assessment has analyzed the impact of the proposed DCJTC project. The following findings are the result of this analysis and are meant to provide a foundation for the local decision making process.

A review of accident records for the latest available three year period within the roadway network potentially impacted by the proposed action did not reveal any location that would be exacerbated by the proposed DCJTC project. One intersection exhibited a high number of accidents and this location should be formally reviewed for accident reduction countermeasures.

The proposed project will add a small amount of traffic to the study area. Parking at the site will be increased above what is currently available.

The capacity analysis of the three critical intersections shows maintenance of excellent LOS "A" to "B" from the Existing through the Build condition for the three external intersections studied: Route 9G at North Hamilton Street/Fairview Avenue, Route 9G (Parker Avenue) at Washington Street, and the Westbound Poughkeepsie Arterial at North Hamilton Street. Very minimal increases in vehicle delay are experienced through the 2020 Build condition.

Appendix A: **Photographs - Roadways and Intersections**



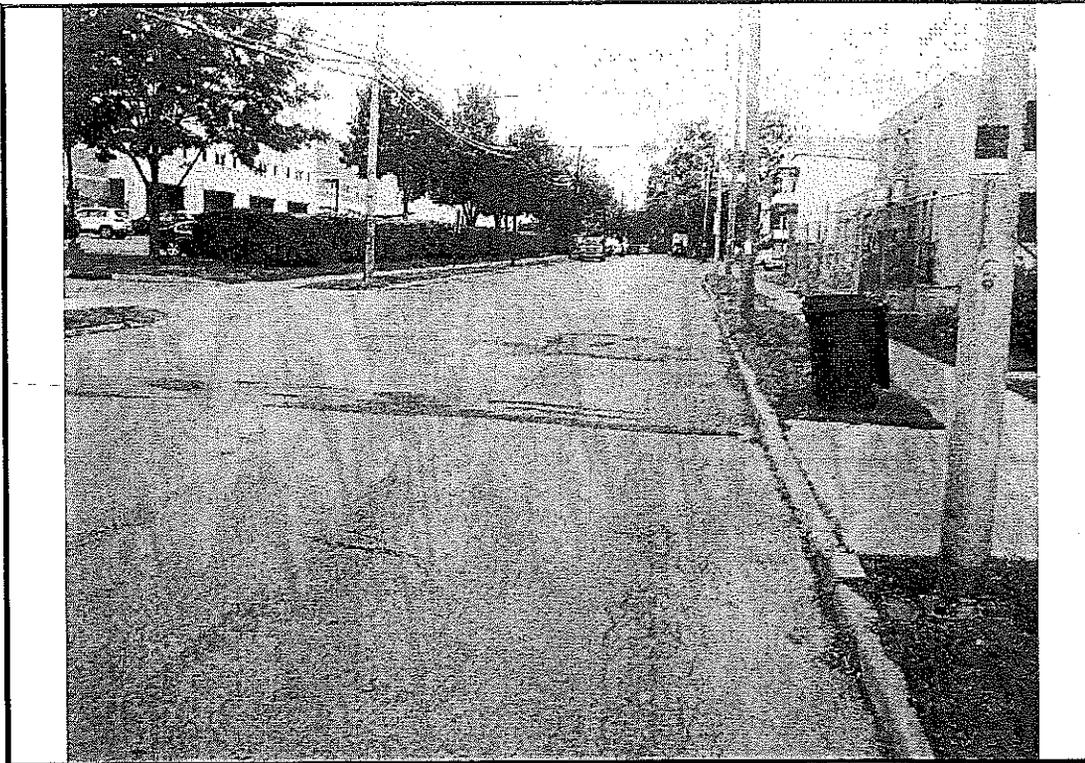


Photo #1

Description: N Hamilton Street looking north in front of project site.

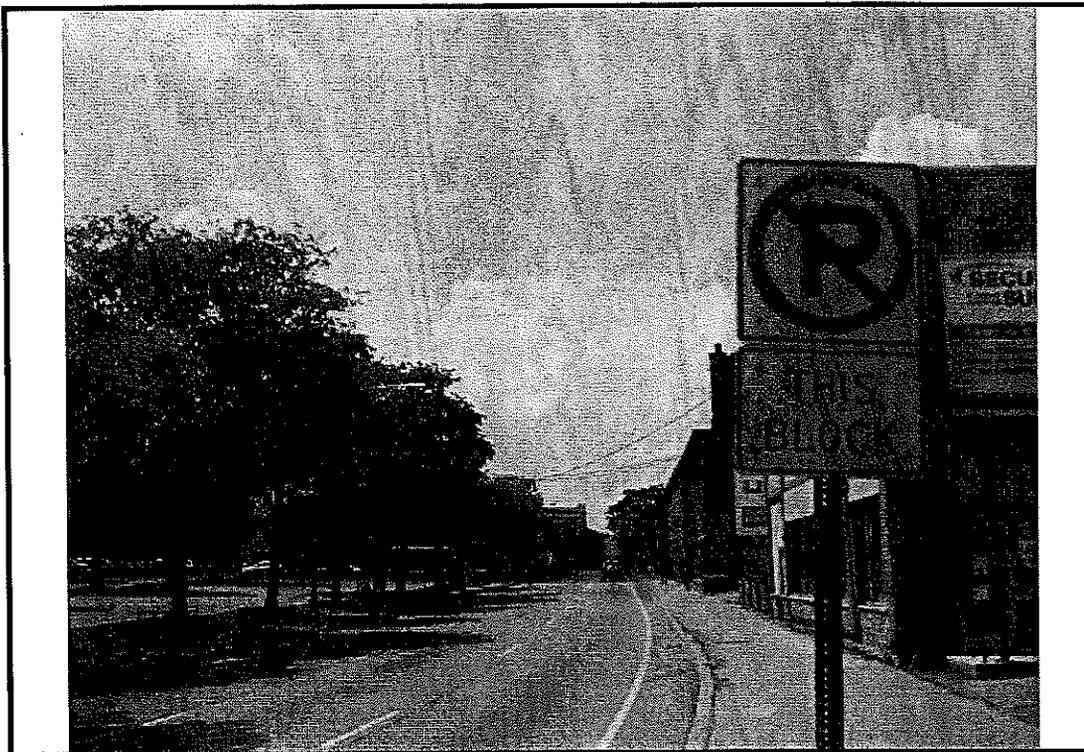


Photo #2

Description: Poughkeepsie Westbound Arterial - looking south from N Hamilton Street.



Photo #3

Description: Route 9G (Parker Avenue) looking west from N Hamilton Street.



Photo #4

Description: Intersection of N Hamilton Street and Poughkeepsie Westbound Arterial.

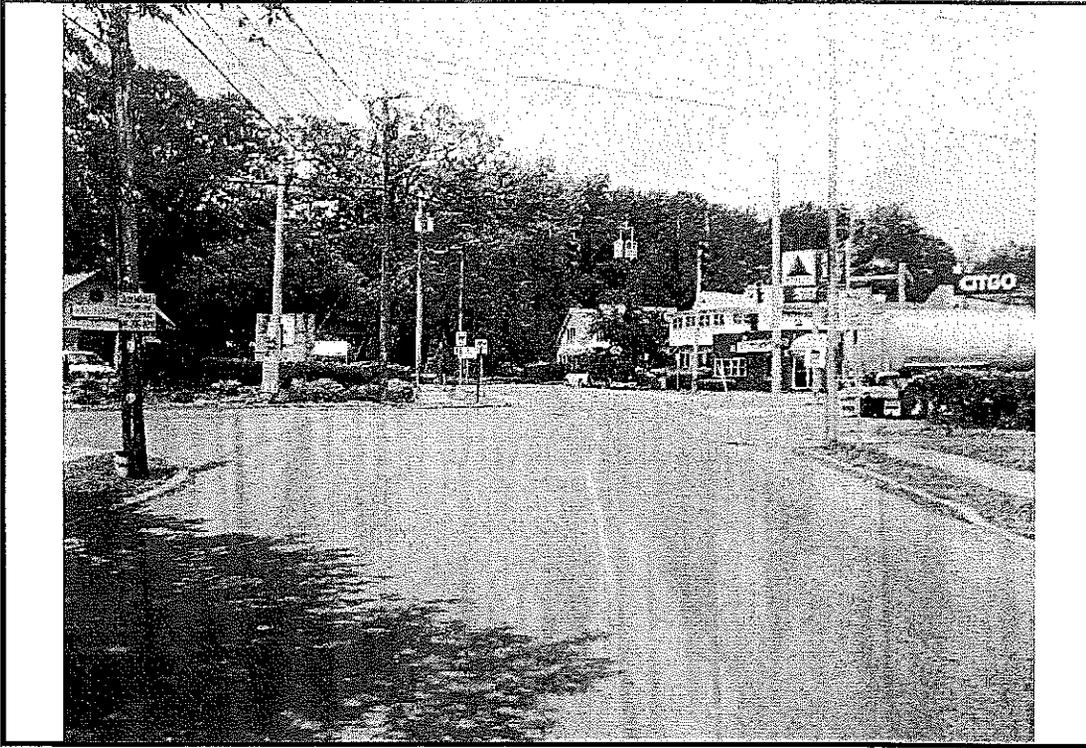


Photo #5

Description: N Hamilton Street at Route 9G (Parker Avenue) looking north.

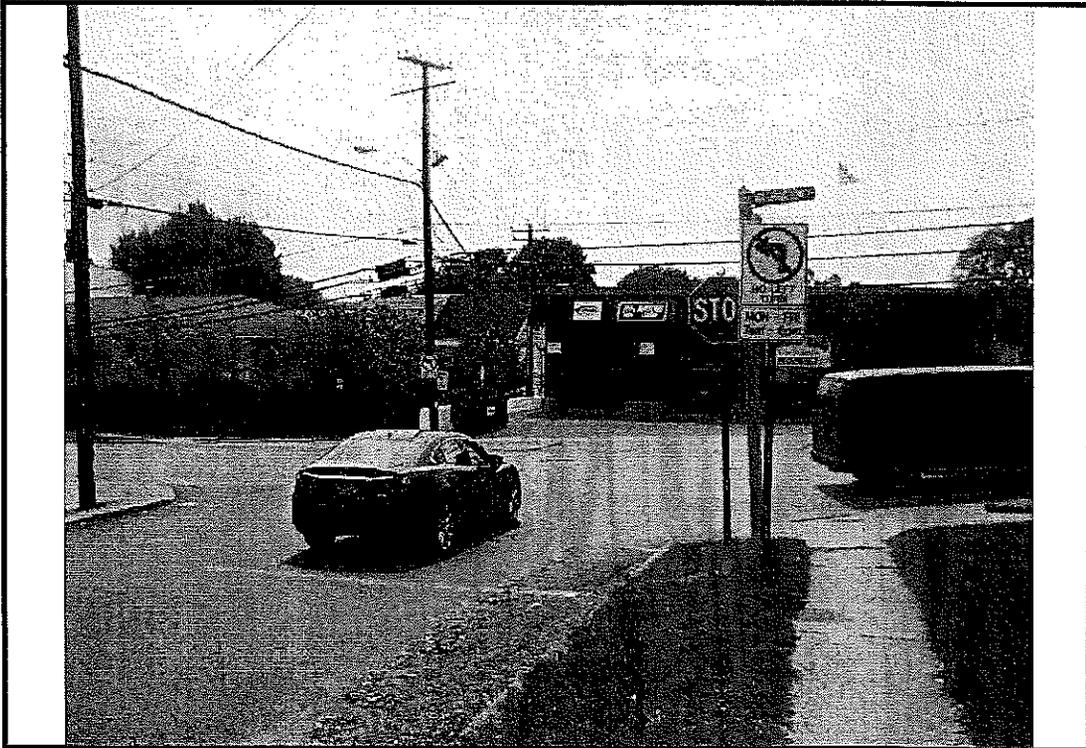


Photo #6

Description: Route 9G (Parker Avenue) at Washington Street looking west.



Photo #7

Description: Southerly driveway for the Dutchess County Jail.

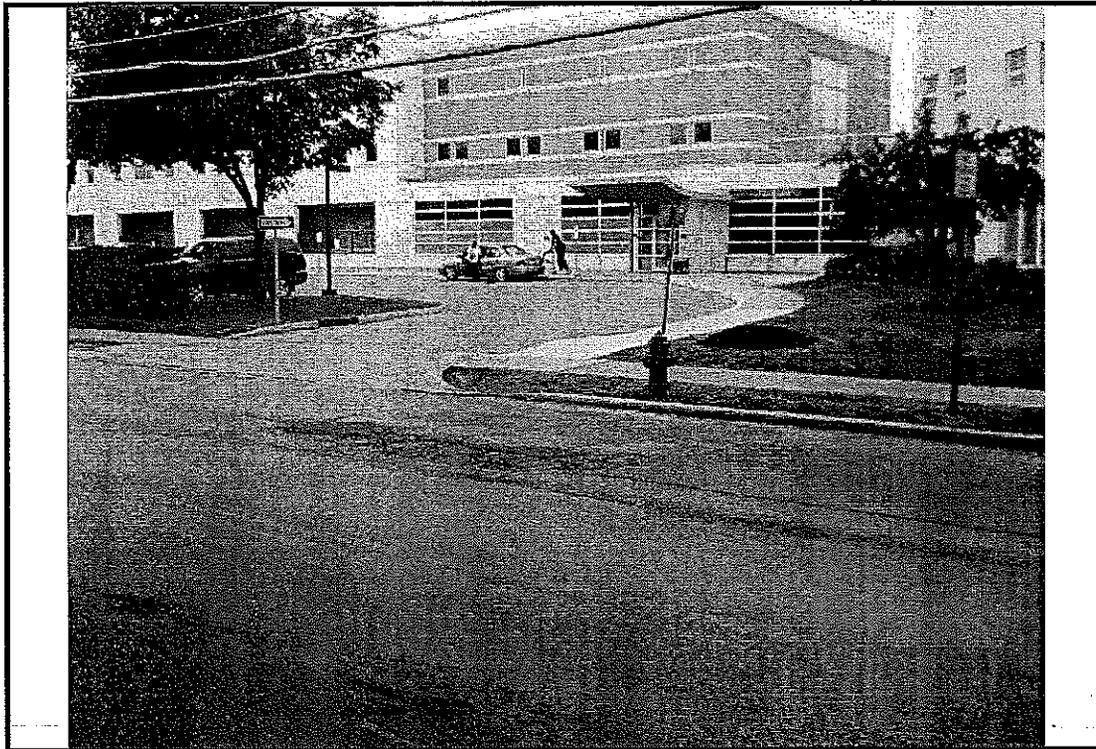


Photo #8

Description: Northerly driveway for the Dutchess County Jail.

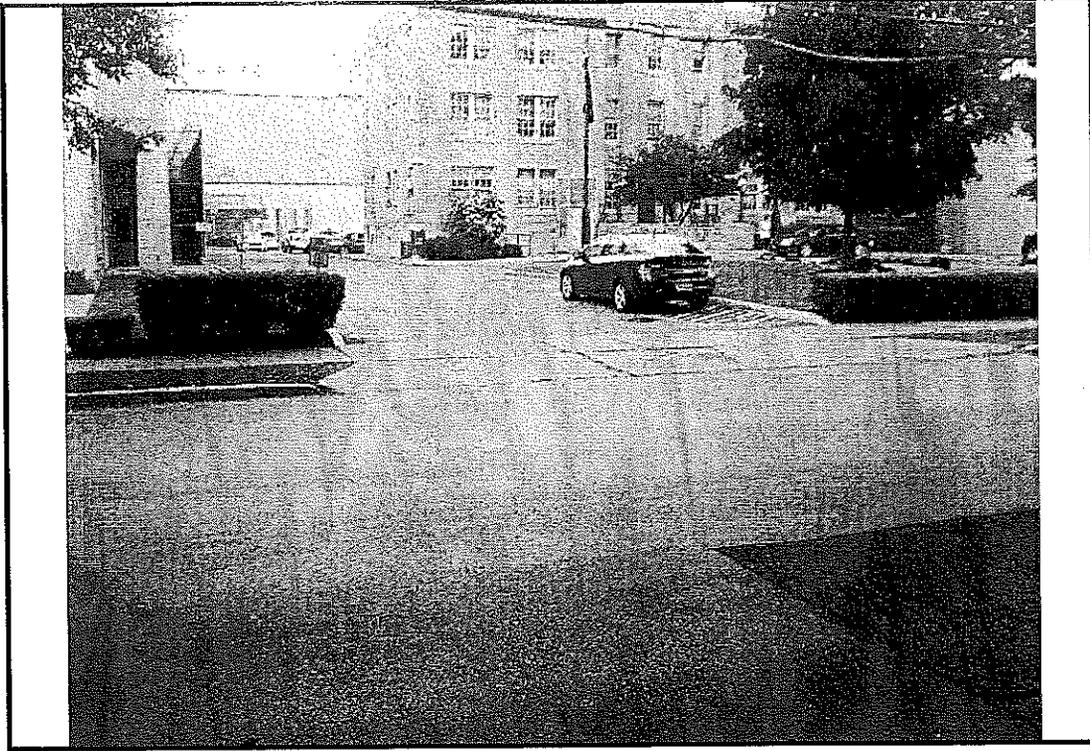


Photo #9

Description: South driveway for the Dutchess County Sheriff's office.



Photo #10

Description: North driveway for the Dutchess County Sheriff's office.

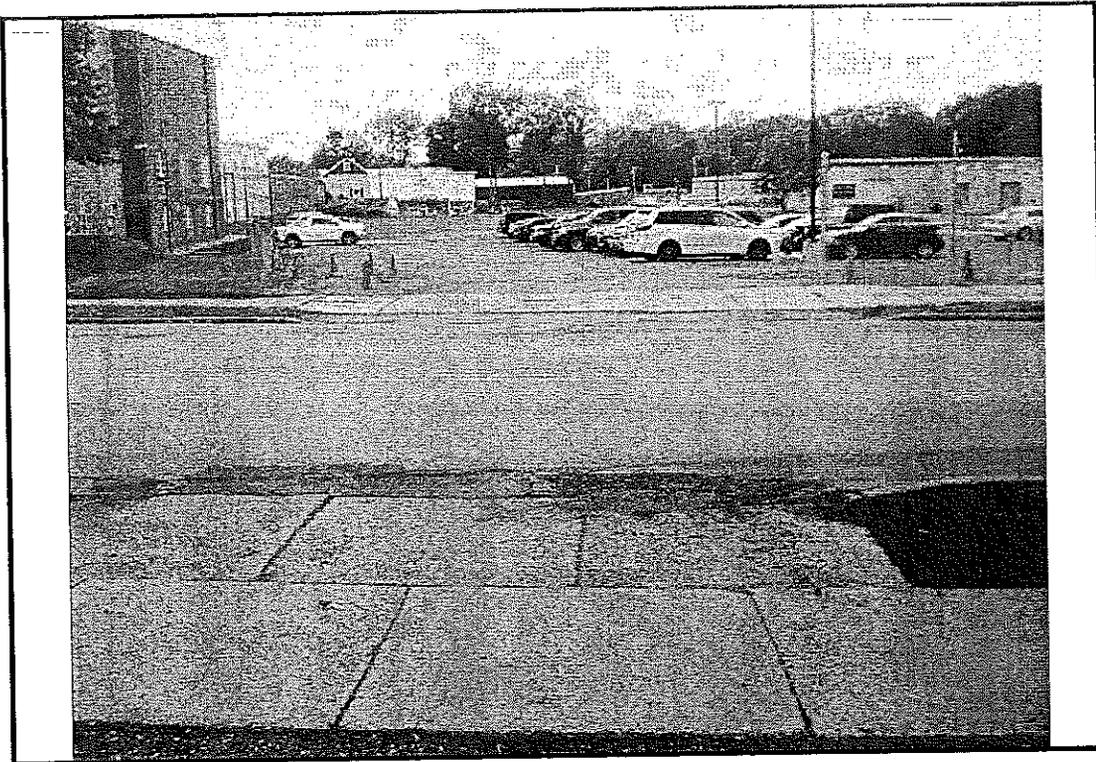


Photo #11

Description: Driveway to parking lot area for the Sheriff's Office personal and visitors.

Appendix B: **Traffic Movement Counts**

The Chazen Companies

547 River Street
Troy, New York, 12180

www.chazencompanies.com

Project No: 81429.00
Counted By: C. Korren
Intersection: Parker/Route 9G/Washington
Time: 7 - 9:00AM

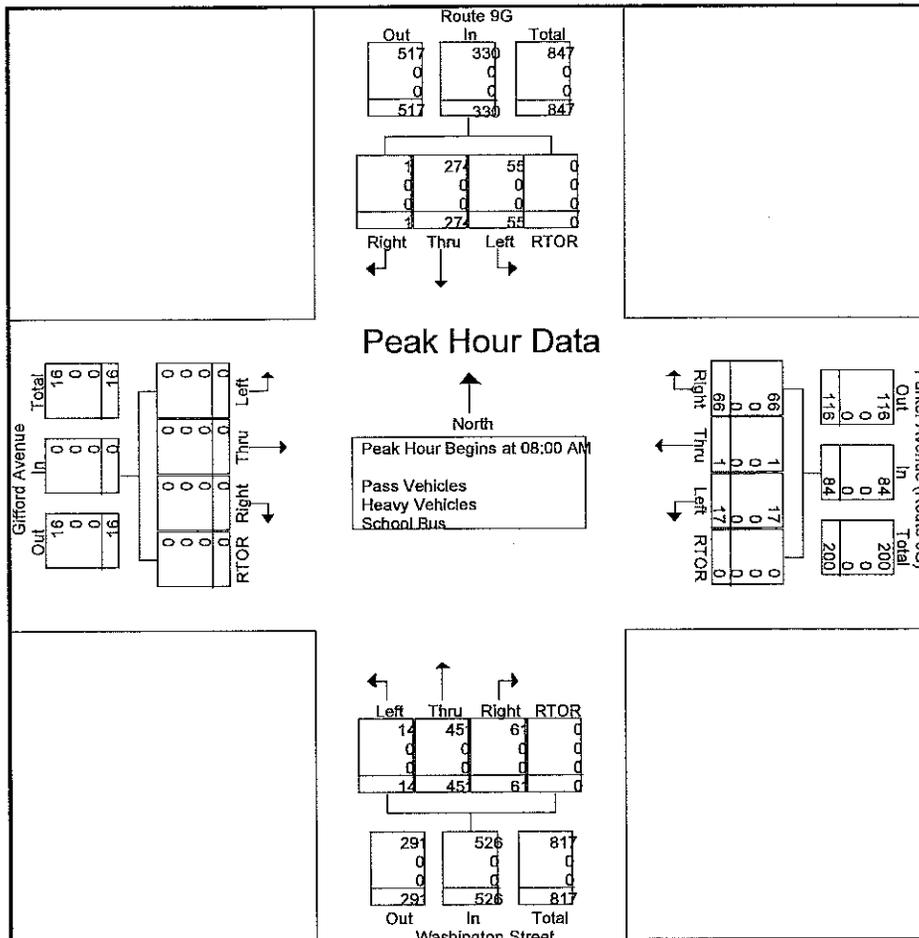
File Name : TMC_Route 9G&Washington_Intersection#01_AM Peak Hour
Site Code : Int #1
Start Date : 6/18/2015
Page No : 2

Start Time	Route 9G Southbound					Parker Avenue (Route 9G) Westbound					Washington Street Northbound					Gifford Avenue Eastbound					Int. Total
	Lef t	Thr u	Ri ght	RTOR	App. Total	Lef t	Thr u	Ri ght	RTOR	App. Total	Lef t	Thr u	Ri ght	RTOR	App. Total	Lef t	Thr u	Ri ght	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	11	59	0	0	70	2	0	17	0	19	4	107	15	0	126	0	0	0	0	0	215
08:15 AM	17	71	0	0	88	10	1	17	0	28	4	132	16	0	152	0	0	0	0	0	268
08:30 AM	14	56	0	0	70	4	0	17	0	21	4	92	15	0	111	0	0	0	0	0	202
08:45 AM	13	88	1	0	102	1	0	15	0	16	2	120	15	0	137	0	0	0	0	0	255
Total Volume	55	274	1	0	330	17	1	66	0	84	14	451	61	0	526	0	0	0	0	0	940
% App. Total	16.7	83	0.3	0		20.2	1.2	78.6	0		2.7	85.7	11.6	0		0	0	0	0		
PHF	.809	.778	.250	.000	.809	.425	.250	.971	.000	.750	.875	.854	.953	.000	.865	.000	.000	.000	.000	.000	.877
Pass Vehicles	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	0	0	0	0	0	100
% Pass Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



The Chazen Companies

547 River Street
Troy, New York, 12180

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Project No: 81429.00
Counted By: S Loverme
Intersection: Parker/Route 9G/Washington
Time: 4 - 6:00PM

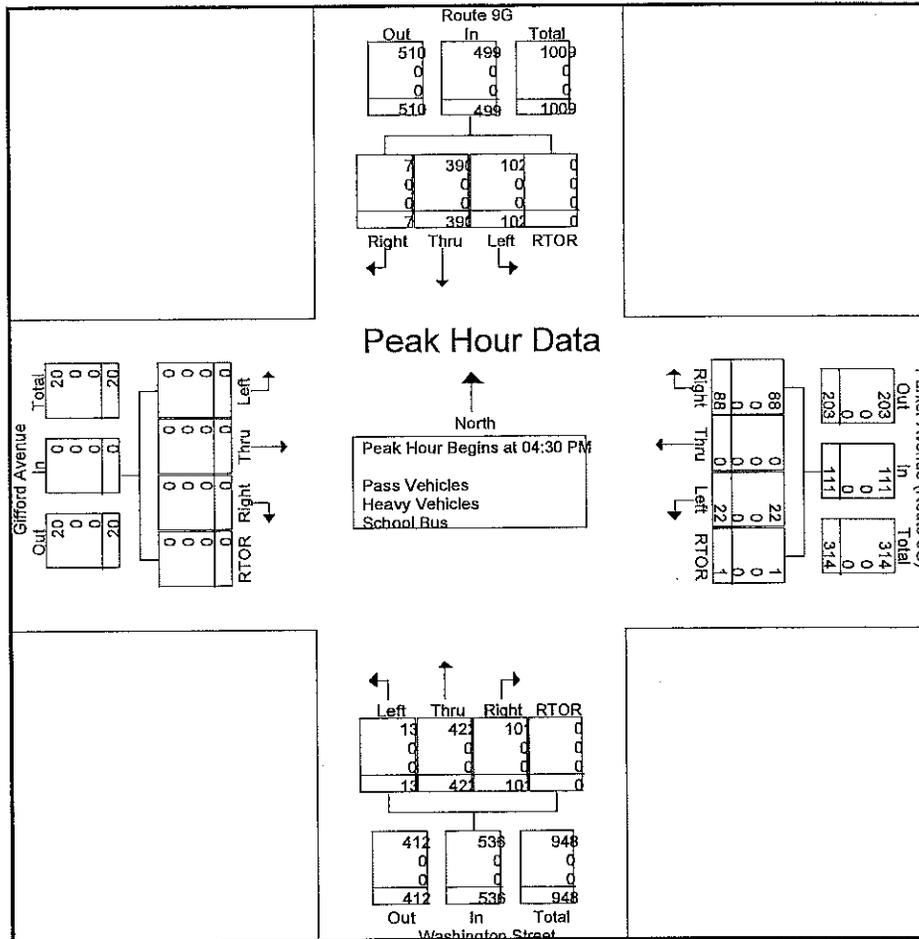
File Name : TMC_Route 9G&Washington_Intersection#01_PM Peak Hour
Site Code : Int #1
Start Date : 6/18/2015
Page No : 2

Start Time	Route 9G Southbound					Parker Avenue (Route 9G) Westbound					Washington Street Northbound					Gifford Avenue Eastbound					Int. Total
	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	28	109	1	0	138	1	0	26	1	28	4	90	32	0	126	0	0	0	0	0	292
04:45 PM	30	98	2	0	130	7	0	23	0	30	2	122	26	0	150	0	0	0	0	0	310
05:00 PM	23	107	2	0	132	7	0	19	0	26	3	114	16	0	133	0	0	0	0	0	291
05:15 PM	21	76	2	0	99	7	0	20	0	27	4	96	27	0	127	0	0	0	0	0	253
Total Volume	102	390	7	0	499	22	0	88	1	111	13	422	101	0	536	0	0	0	0	0	1146
% App. Total	20.4	78.2	1.4	0		19.8	0	79.3	0.9		2.4	78.7	18.8	0		0	0	0	0		
PHF	.850	.894	.875	.000	.904	.786	.000	.846	.250	.925	.813	.865	.789	.000	.893	.000	.000	.000	.000	.000	.924
Pass Vehicles	100	100	100	0	100	100	0	100	100	100	100	100	100	0	100	0	0	0	0	0	100
% Pass Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



The Chazen Companies

547 River Street

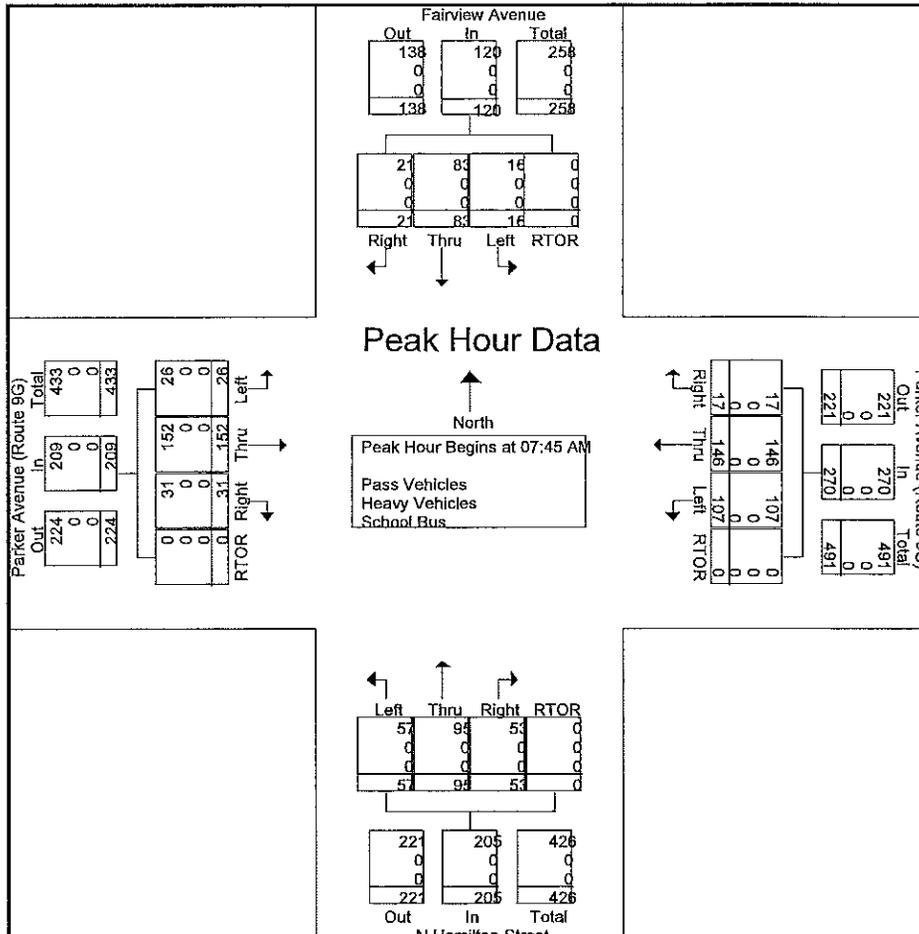
Troy, New York, 12180

www.chazencompanies.com

Project No: 81429.00
 Counted By: C. LaPorta
 Intersection: N. Hamilton/Parker
 Time: 7 - 9:00AM

File Name : TMC_N Hamilton&Parker_Intersection#02_AM Peak Hour
 Site Code : Int #2
 Start Date : 6/18/2015
 Page No : 2

Start Time	Fairview Avenue Southbound					Parker Avenue (Route 9G) Westbound					N Hamilton Street Northbound					Parker Avenue (Route 9G) Eastbound					Incl. Total
	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	20	6	0	31	23	42	2	0	67	8	20	13	0	41	7	39	8	0	54	193
08:00 AM	4	21	5	0	30	16	30	6	0	52	18	32	16	0	66	4	43	6	0	53	201
08:15 AM	3	16	3	0	22	32	44	3	0	79	11	21	14	0	46	8	41	9	0	58	205
08:30 AM	4	26	7	0	37	36	30	6	0	72	20	22	10	0	52	7	29	8	0	44	205
Total Volume	16	83	21	0	120	107	146	17	0	270	57	95	53	0	205	26	152	31	0	209	804
% App. Total	13.3	69.2	17.5	0		39.6	54.1	6.3	0		27.8	46.3	25.9	0		12.4	72.7	14.8	0		
PHF	.800	.798	.750	.000	.811	.743	.830	.708	.000	.854	.713	.742	.828	.000	.777	.813	.884	.861	.000	.901	.980
Pass Vehicles	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
% Pass Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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547 River Street
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Project No: 81429.00
Counted By: C. LaPorta
Intersection: N Hamilton/Parker
Time: 4 - 6:00PM

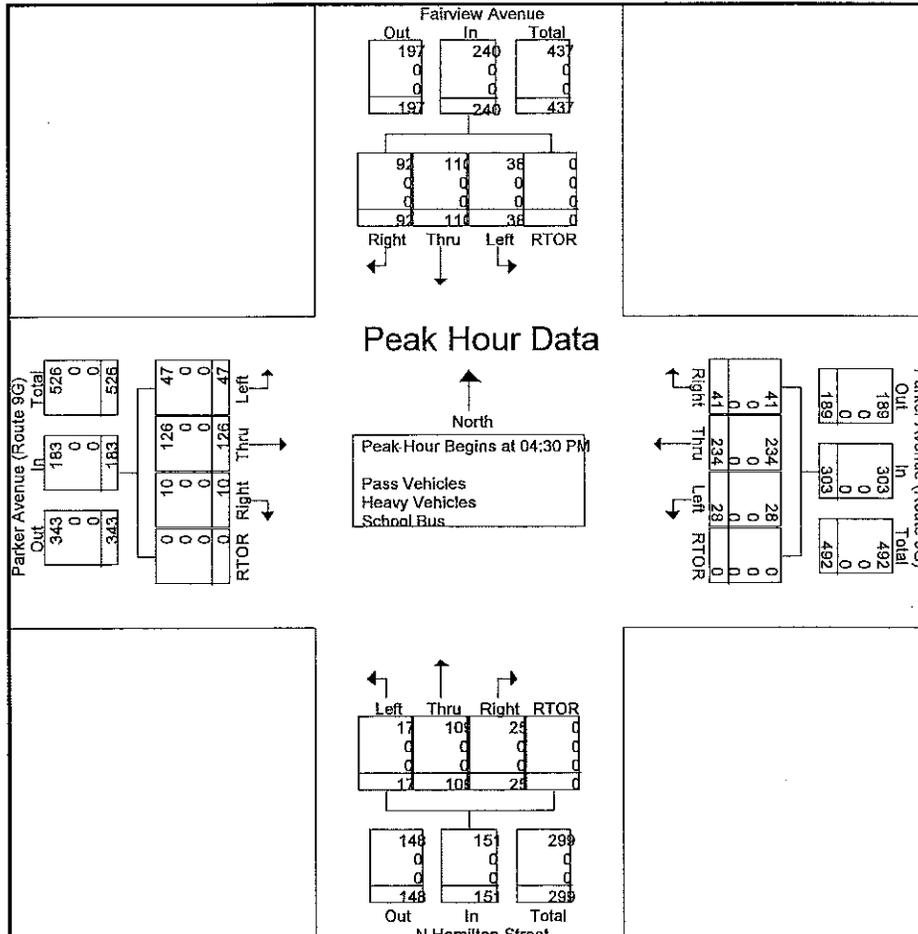
File Name : TMC_N Hamilton&Parker_Intersection#02_PM Peak Hour
Site Code : Int #2
Start Date : 6/18/2015
Page No : 2

Start Time	Fairview Avenue Southbound					Parker Avenue (Route 9G) Westbound					N Hamilton Street Northbound					Parker Avenue (Route 9G) Eastbound					Lk.Total
	Lef t	Thr u	Right	RTOR	App.Total	Lef t	Thr u	Right	RTOR	App.Total	Lef t	Thr u	Right	RTOR	App.Total	Lef t	Thr u	Right	RTOR	App.Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	9	22	21	0	52	11	58	10	0	79	1	33	9	0	43	13	38	3	0	54	228
04:45 PM	6	32	19	0	57	6	60	6	0	72	5	27	5	0	37	16	29	0	0	45	211
05:00 PM	9	29	21	0	59	7	60	13	0	80	9	25	6	0	40	8	29	4	0	41	220
05:15 PM	14	27	31	0	72	4	56	12	0	72	2	24	5	0	31	10	30	3	0	43	218
Total Volume	38	110	92	0	240	28	234	41	0	303	17	109	25	0	151	47	126	10	0	183	877
% App. Total	15.8	45.8	38.3	0		9.2	77.2	13.5	0		11.3	72.2	16.6	0		25.7	68.9	5.5	0		
PHF	.679	.859	.742	.000	.833	.636	.975	.788	.000	.947	.472	.826	.694	.000	.878	.734	.829	.625	.000	.847	.962
Pass Vehicles	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
% Pass Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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547 River Street
Troy, New York, 12180

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Project No: 81429.00
Counted By: W Coris
Intersection: N. Hamilton/Rt 55&44
Time: 7 - 9:00AM

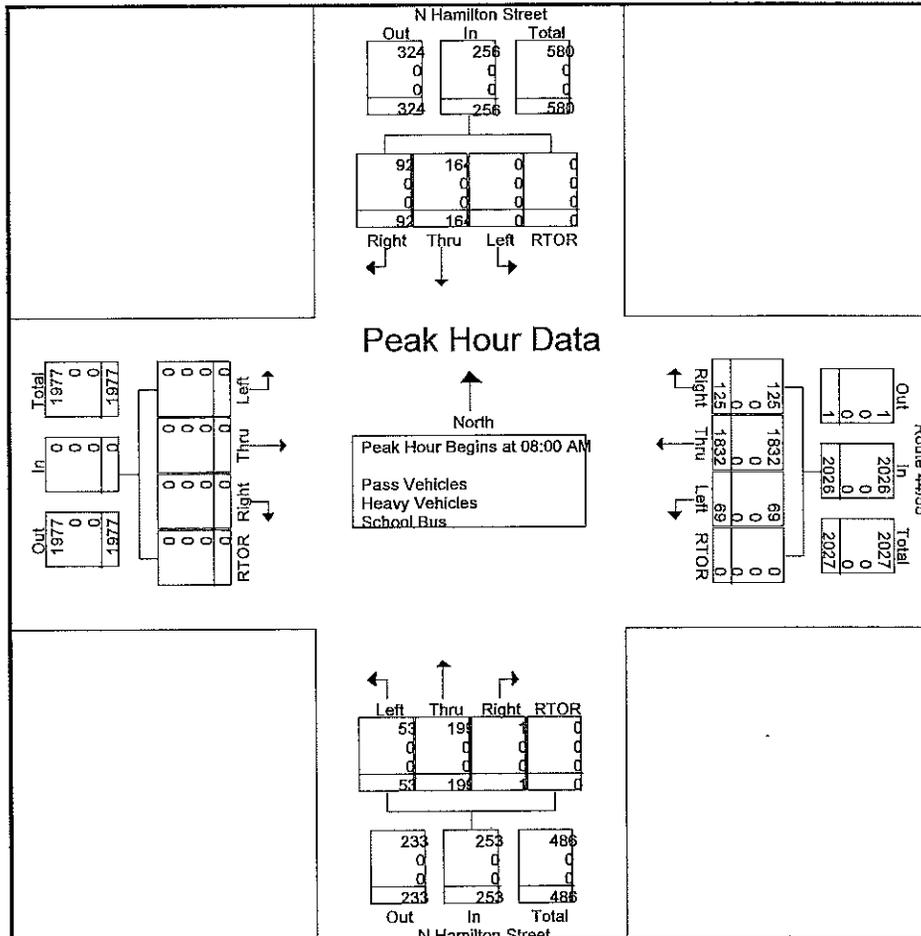
File Name : TMC_N Hamilton&Rt44&55_Intersection#03_AM Peak Hour
Site Code : Int #3
Start Date : 6/18/2015
Page No : 2

Start Time	N Hamilton Street Southbound					Route 44/55 Westbound					N Hamilton Street Northbound					Eastbound					In. Total
	Lef t	Thr u	Right	RTOR	App Total	Lef t	Thr u	Right	RTOR	App Total	Lef t	Thr u	Right	RTOR	App Total	Lef t	Thr u	Right	RTOR	App Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	45	19	0	64	30	416	33	0	479	18	38	0	0	56	0	0	0	0	0	599
08:15 AM	0	36	15	0	51	14	466	21	0	501	12	44	1	0	57	0	0	0	0	0	609
08:30 AM	0	50	30	0	80	8	408	31	0	447	8	44	0	0	52	0	0	0	0	0	579
08:45 AM	0	33	28	0	61	17	542	40	0	599	15	73	0	0	88	0	0	0	0	0	748
Total Volume	0	164	92	0	256	69	1832	125	0	2026	53	199	1	0	253	0	0	0	0	0	2535
% App. Total	0	64.1	35.9	0		3.4	90.4	6.2	0		20.9	78.7	0.4	0		0	0	0	0	0	
PHF	.000	.820	.767	.000	.800	.575	.845	.781	.000	.846	.736	.682	.250	.000	.719	.000	.000	.000	.000	.000	.847
Pass Vehicles	1832																				
% Pass Vehicles	0	100	100	0	100	100	100	100	0	100	100	100	100	0	100	0	0	0	0	0	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



The Chazen Companies

547 River Street
Troy, New York, 12180

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Project No: 81429.00
Counted By: W. Coris
Intersection: N Hamilton/Rt 44&55
Time: 4 - 6:00PM

File Name : TMC_N Hamilton&Rt44&55_Intersection#03_PM Peak Hour
Site Code : Int #3
Start Date : 6/18/2015
Page No : 1

Groups Printed- Pass Vehicles - Heavy Vehicles - School Bus

Start Time	N. Hamilton Street Southbound					Route 44&55 Westbound					N. Hamilton Street Northbound					Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	69	29	0	98	15	390	23	0	428	12	58	1	0	71	0	0	0	0	0	597
04:15 PM	0	53	19	0	72	16	345	53	4	418	14	34	0	0	48	0	0	0	0	0	538
04:30 PM	0	63	29	0	92	9	377	35	0	421	10	50	0	0	60	0	0	0	0	0	573
04:45 PM	1	47	27	0	75	20	368	24	0	412	9	55	0	0	64	0	0	0	0	0	551
Total	1	232	104	0	337	60	1480	135	4	1679	45	197	1	0	243	0	0	0	0	0	2259
05:00 PM	0	64	40	1	105	11	361	35	0	407	10	68	0	0	78	0	0	0	0	0	590
05:15 PM	4	67	19	0	90	15	379	28	0	422	11	55	0	0	66	0	0	0	0	0	578
05:30 PM	0	55	19	0	74	19	361	17	0	397	12	49	0	0	61	0	0	0	0	0	532
05:45 PM	0	24	21	0	45	11	311	17	0	339	23	48	2	0	73	0	0	0	0	0	457
Total	4	210	99	1	314	56	1412	97	0	1565	56	220	2	0	278	0	0	0	0	0	2157
Grand Total	5	442	203	1	651	116	2892	232	4	3244	101	417	3	0	521	0	0	0	0	0	4416
Approch %	0.8	67.9	31.2	0.2		3.6	89.1	7.2	0.1		19.4	80	0.6	0		0	0	0	0		
Total %	0.1	10	4.6	0	14.7	2.6	65.5	5.3	0.1	73.5	2.3	9.4	0.1	0	11.8	0	0	0	0	0	
Pass Vehicles	2892																				
% Pass Vehicles	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	0	0	0	0	0	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

The Chazen Companies

547 River Street
Troy, New York, 12180
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Project No: 81429.00
Counted By: W. Coris
Intersection: N Hamilton/Rt 44&55
Time: 4 - 6:00PM

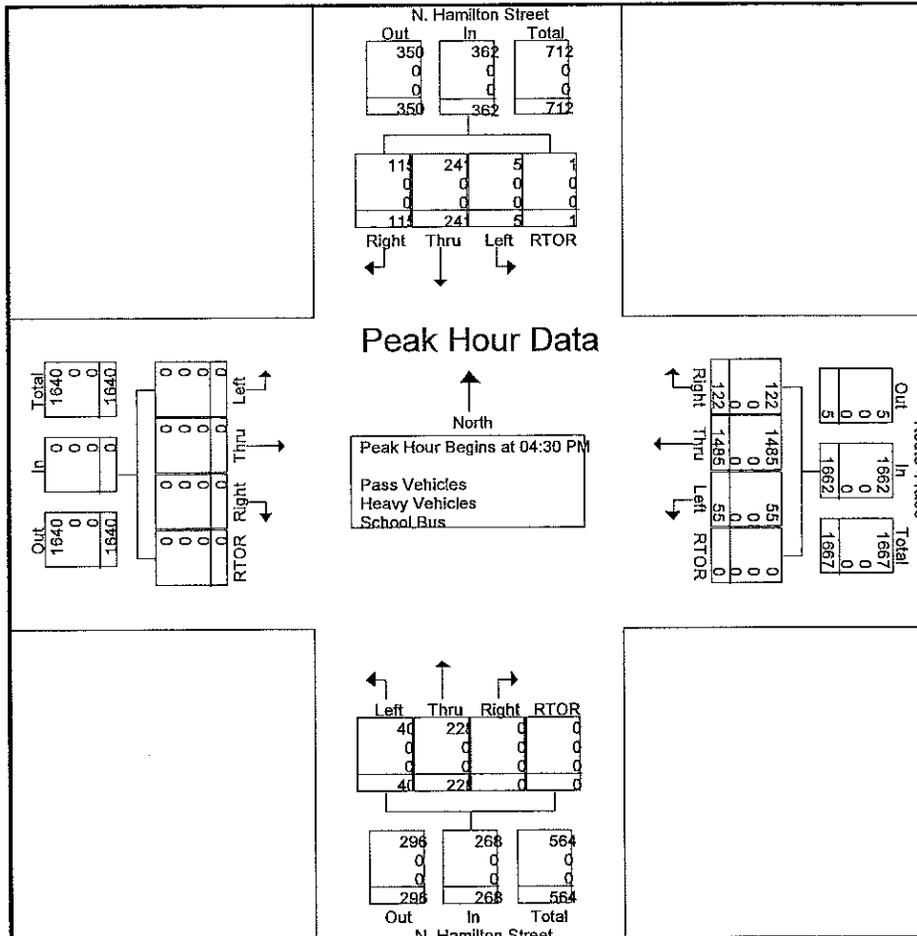
File Name : TMC_N Hamilton&Rt44&55_Intersection#03_PM Peak Hour
Site Code : Int #3
Start Date : 6/18/2015
Page No : 2

Start Time	N. Hamilton Street Southbound					Route 44&55 Westbound					N. Hamilton Street Northbound					Eastbound					Int. Total
	Lef t	Thr u	Ri ght	RTOR	App. Total	Lef t	Thr u	Ri ght	RTOR	App. Total	Lef t	Thr u	Ri ght	RTOR	App. Total	Lef t	Thr u	Ri ght	RTOR	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	63	29	0	92	9	377	35	0	421	10	50	0	0	60	0	0	0	0	0	573
04:45 PM	1	47	27	0	75	20	368	24	0	412	9	55	0	0	64	0	0	0	0	0	551
05:00 PM	0	64	40	1	105	11	361	35	0	407	10	68	0	0	78	0	0	0	0	0	590
05:15 PM	4	67	19	0	90	15	379	28	0	422	11	55	0	0	66	0	0	0	0	0	578
Total Volume	5	241	115	1	362	55	1485	122	0	1662	40	228	0	0	268	0	0	0	0	0	2292
% App. Total	1.4	66.6	31.8	0.3		3.3	89.4	7.3	0		14.9	85.1	0	0		0	0	0	0		
PHF	.313	.899	.719	.250	.862	.688	.980	.871	.000	.985	.909	.838	.000	.000	.859	.000	.000	.000	.000	.000	.971
Pass Vehicles	100	100	100	100	100	100	100	100	0	100	100	100	0	0	100	0	0	0	0	0	100
% Pass Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



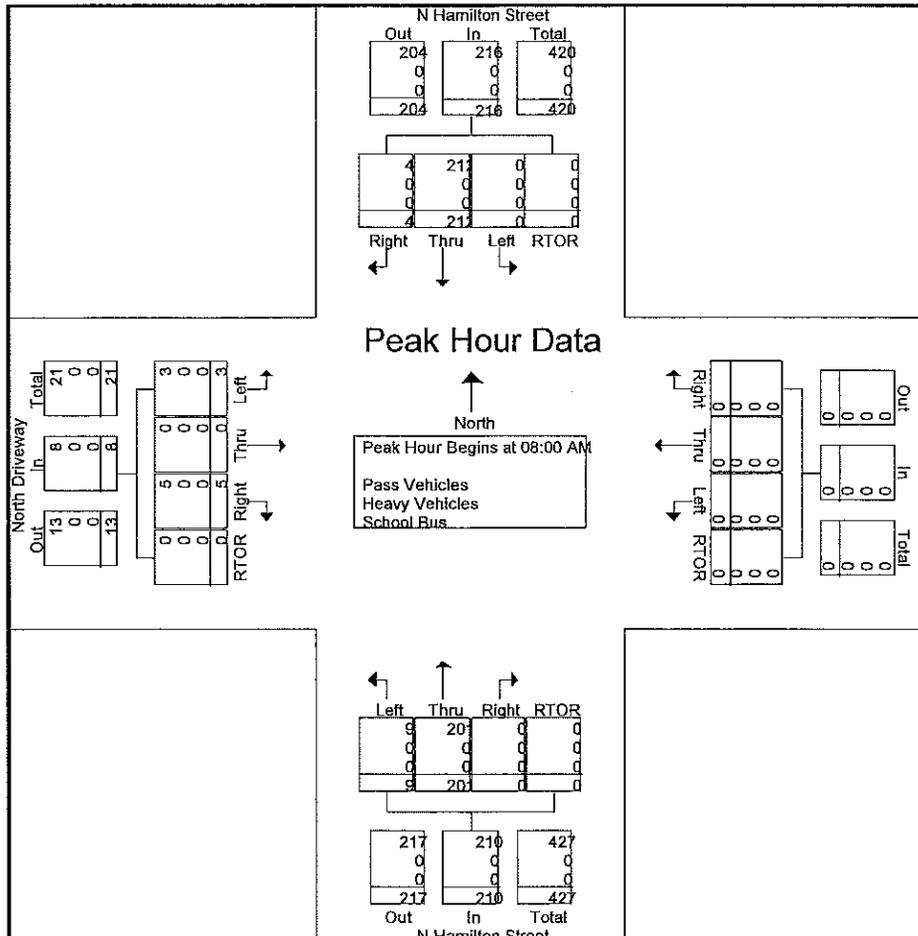
The Chazen Companies

547 River Street
Troy, New York, 12180
www.chazencompanies.com

Project No: 81429.00
Counted By: C. LaPorta
Intersection: N Hamilton/North Driveway
Time: 7 - 9:00AM

File Name : TMC_Intersection#04_AM Peak Hour
Site Code : Int #4
Start Date : 6/19/2015
Page No : 2

Start Time	N Hamilton Street Southbound					Westbound					N Hamilton Street Northbound					North Driveway Eastbound					In Total
	Lef t	Thr u	Ri gh t	RTOR	App Total	Lef t	Thr u	Ri gh t	RTOR	App Total	Lef t	Thr u	Ri gh t	RTOR	App Total	Lef t	Thr u	Ri gh t	RTOR	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	44	0	0	44	0	0	0	0	0	2	48	0	0	50	1	0	2	0	3	97
08:15 AM	0	47	0	0	47	0	0	0	0	0	4	49	0	0	53	1	0	2	0	3	103
08:30 AM	0	50	2	0	52	0	0	0	0	0	1	60	0	0	61	0	0	0	0	0	113
08:45 AM	0	71	2	0	73	0	0	0	0	0	2	44	0	0	46	1	0	1	0	2	121
Total Volume	0	212	4	0	216	0	0	0	0	0	9	201	0	0	210	3	0	5	0	8	434
% App. Total	0	98.1	1.9	0		0	0	0	0		4.3	95.7	0	0		37.5	0	62.5	0		
PHF	.000	.746	.500	.000	.740	.000	.000	.000	.000	.000	.563	.838	.000	.000	.861	.750	.000	.625	.000	.667	.897
Pass Vehicles	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100	0	100	0	100	100
% Pass Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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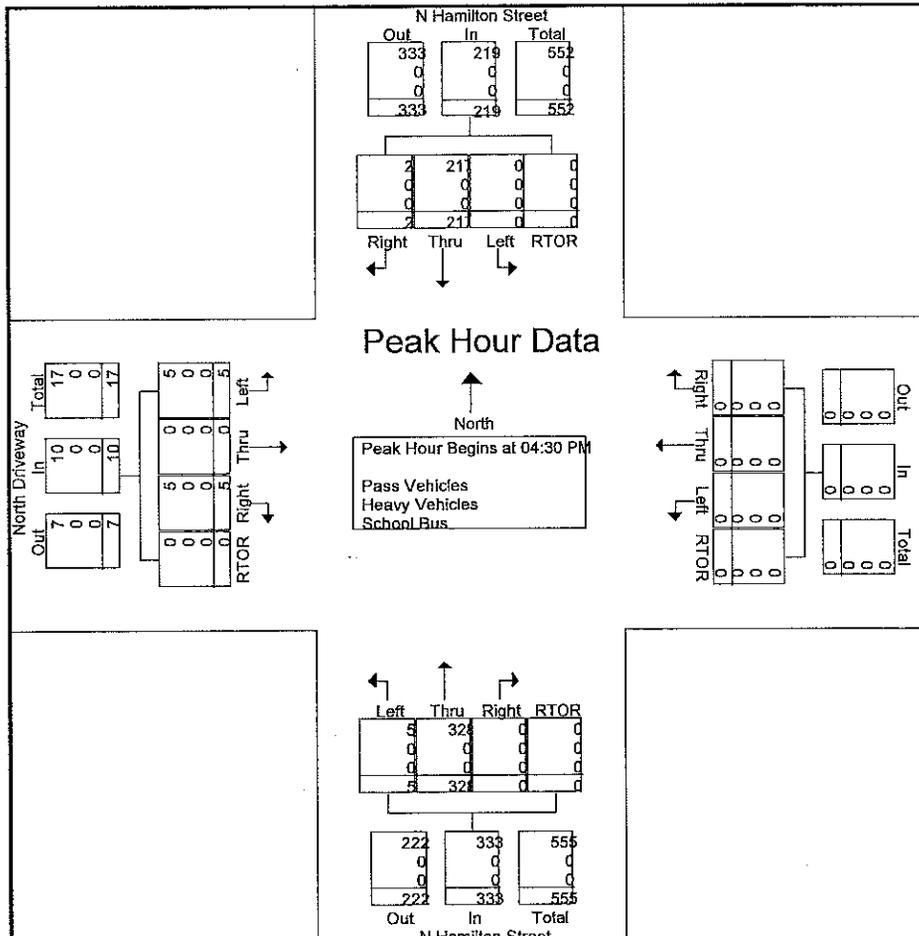
547 River Street
Troy, New York, 12180

www.chazencompanies.com

Project No: 81429.00
Counted By:
Intersection: N Hamilton St/N Driveway
Time: 4 - 6:00PM

File Name : TMC_N Hamilton&N Driveway_Intersection#04_PM Peak Hour
Site Code : Int #4
Start Date : 6/19/2015
Page No : 2

Start Time	N Hamilton Street Southbound					Westbound					N Hamilton Street Northbound					North Driveway Eastbound					In. Total
	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	Lef t	Thr u	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	45	0	0	45	0	0	0	0	0	0	85	0	0	85	1	0	4	0	5	135
04:45 PM	0	51	0	0	51	0	0	0	0	0	1	88	0	0	89	1	0	1	0	2	142
05:00 PM	0	60	0	0	60	0	0	0	0	0	1	80	0	0	81	0	0	0	0	0	141
05:15 PM	0	61	2	0	63	0	0	0	0	0	3	75	0	0	78	3	0	0	0	3	144
Total Volume	0	217	2	0	219	0	0	0	0	0	5	328	0	0	333	5	0	5	0	10	562
% App. Total	0	99.1	0.9	0		0	0	0	0		1.5	98.5	0	0		50	0	50	0		
PHF	.000	.889	.250	.000	.869	.000	.000	.000	.000	.000	.417	.932	.000	.000	.935	.417	.000	.313	.000	.500	.976
Pass Vehicles	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	100	0	100	0	100	100
% Pass Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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547 River Street

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Project No: 81429.00

Counted By:

Intersection: N Hamilton Street/Driveway

Time: 7 - 9:00AM

File Name : TMC_N Hamilton&Driveway_Intersection#05_AM Peak Hour

Site Code : Int #5

Start Date : 6/19/2015

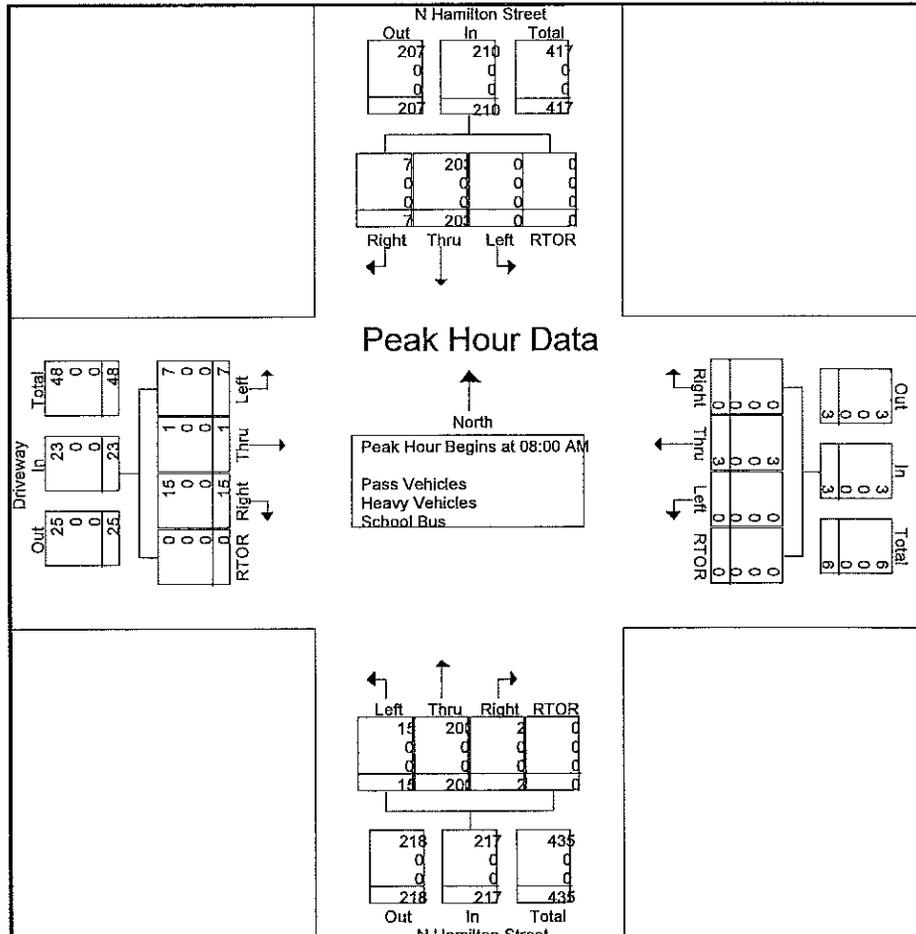
Page No : 2

Start Time	N Hamilton Street Southbound					Westbound					N Hamilton Street Northbound					Driveway Eastbound					Inc.Total
	Lef t	Thr u	Right	RTOR	App.Total	Lef t	Thr u	Right	RTOR	App.Total	Lef t	Thr u	Right	RTOR	App.Total	Lef t	Thr u	Right	RTOR	App.Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	44	3	0	47	0	0	0	0	0	4	46	0	0	50	3	0	4	0	7	104
08:15 AM	0	49	1	0	50	0	3	0	0	3	5	50	2	0	57	1	1	5	0	7	117
08:30 AM	0	46	0	0	46	0	0	0	0	0	3	58	0	0	61	2	0	6	0	8	115
08:45 AM	0	64	3	0	67	0	0	0	0	0	3	46	0	0	49	1	0	0	0	1	117
Total Volume	0	203	7	0	210	0	3	0	0	3	15	200	2	0	217	7	1	15	0	23	453
% App. Total	0	96.7	3.3	0		0	100	0	0		6.9	92.2	0.9	0		30.4	4.3	65.2	0		
PHF	.000	.793	.583	.000	.784	.000	.250	.000	.000	.250	.750	.862	.250	.000	.889	.583	.250	.625	.000	.719	.968
Pass Vehicles																					
% Pass Vehicles	0	100	100	0	100	0	100	0	0	100	100	100	100	0	100	100	100	100	0	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



The Chazen Companies

547 River Street
Troy, New York, 12180

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Project No: 81429.00
Counted By:
Intersection: N Hamilton St/Driveway
Time: 4 - 6:00PM

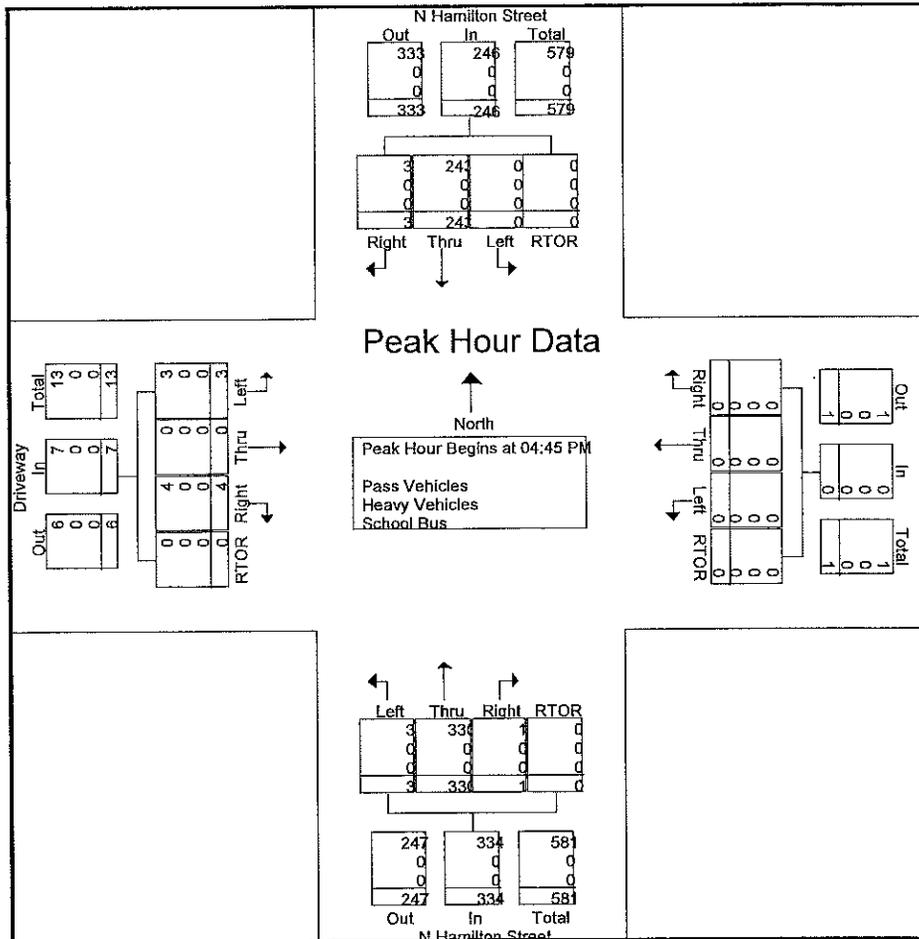
File Name : TMC_N Hamilton&Driveway_Intersection#05_PM Peak Hour
Site Code : Int #5
Start Date : 6/19/2015
Page No : 2

Start Time	N Hamilton Street Southbound					Westbound					N Hamilton Street Northbound					Driveway Eastbound					Int. Total
	Lef t	Thru	Right	RTOR	App. Total	Lef t	Thru	Right	RTOR	App. Total	Lef t	Thru	Right	RTOR	App. Total	Lef t	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	55	0	0	55	0	0	0	0	0	0	91	0	0	91	2	0	1	0	3	149
05:00 PM	0	64	1	0	65	0	0	0	0	0	1	81	0	0	82	0	0	1	0	1	148
05:15 PM	0	60	0	0	60	0	0	0	0	0	0	81	1	0	82	1	0	1	0	2	144
05:30 PM	0	64	2	0	66	0	0	0	0	0	2	77	0	0	79	0	0	1	0	1	146
Total Volume	0	243	3	0	246	0	0	0	0	0	3	330	1	0	334	3	0	4	0	7	587
% App. Total	0	98.8	1.2	0		0	0	0	0		0.9	98.8	0.3	0		42.9	0	57.1	0		
PHF	.000	.949	.375	.000	.932	.000	.000	.000	.000	.000	.375	.907	.250	.000	.918	.375	.000	1.00	.000	.583	.985
Pass Vehicles	0	100	100	0	100	0	0	0	0	0	100	100	100	0	100	100	0	100	0	100	100
% Pass Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Appendix C: Level of Service Criteria and Analysis

Level of Service (LOS) Definition – Signalized Intersections

The following information is obtained from the *2010 Highway Capacity Manual (HCM)*.

The Level of Service for a signalized intersection is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. The total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15 minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group. Levels of Service are defined to represent reasonable ranges in control delay. The Level of Service criteria are described as follows:

Level of Service Criteria for Signalized Intersections

LOS	Control Delay (sec/veh)	Description
A	≤ 10.0	This LOS occurs when progression is extremely favorable and most vehicles do not stop at all. Short cycle lengths may tend to contribute to low delays.
B	>10.0 to ≤ 20.0	This LOS generally occurs with good progression, short cycle lengths, or both. More vehicles stopping, causing higher levels of delay.
C	>20.0 to ≤ 35.0	This LOS has higher delays that may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, which occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many vehicles still pass through without stopping.
D	>35.0 to ≤ 55.0	At this LOS, the amount of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stopping and too many will pass through without stopping. Individual cycle failures are noticeable.
E	>55.0 to ≤ 80.0	This LOS experience high delays that generally indicate poor progression, long cycle lengths, and high v/c ratios. Frequent individual cycle failures are experienced.
F	>80.0	This LOS is considered unacceptable to most drivers. It often occurs with oversaturation, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

Level of Service (LOS) Definition – Unsignalized Intersections

The four measures used to describe the performance of two-way stop controlled intersections are control delay, delay to the major street, queue length, and v/c ratio. Control delay is the primary measure that is used to provide an estimate of level of service. This measure can be estimated for any movement on the minor street controlled by a stop sign. A delay estimate for each minor street movement and minor street approach can be achieved by summing delay estimates for individual movements. The Level of Service criteria are described as follow:

Level of Service Criteria for Unsignalized Intersections

LOS	Control Delay (sec/veh)
A	≤ 10.0
B	>10.0 to ≤ 15.0
C	>15.0 to ≤ 25.0
D	>25.0 to ≤ 35.0
E	>35.0 to ≤ 50.0
F	>50.0

For the all-way stop controlled intersections, the average control delay is used as the primary measure of performance. Control delay is the increased time of travel for a vehicle approaching and passing through an all-way stop controlled intersection, compared with a free-flow vehicle if it were not required to slow down or stop at the intersection.

2015 Existing Traffic Volumes (AM Peak Hour)

2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	26	152	31	107	146	17	57	95	53	16	83	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.992			0.965			0.976	
Flt Protected		0.994			0.981			0.986			0.994	
Satd. Flow (prot)	0	1815	0	0	1813	0	0	1772	0	0	1807	0
Flt Permitted		0.949			0.808			0.890			0.952	
Satd. Flow (perm)	0	1732	0	0	1493	0	0	1600	0	0	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			10			37			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2940			465			3861			571	
Travel Time (s)		66.8			10.6			87.8			13.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	165	34	116	159	18	62	103	58	17	90	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	227	0	0	293	0	0	223	0	0	130	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0			16.0			16.0	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
v/c Ratio		0.25			0.38			0.42			0.23	
Control Delay		6.7			8.7			13.9			11.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.7			8.7			13.9			11.8	
LOS		A			A			B			B	

2015 Existing Traffic Volumes (AM Peak Hour)
 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		6.7			8.7			13.9			11.8	
Approach LOS		A			A			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	10.0
Intersection LOS:	A
Intersection Capacity Utilization	54.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

2015 Existing Traffic Volumes (AM Peak Hour)

9: N Hamilton Street & Route 44/55

7/1/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				69	↑↑↑	125	↖	↑			↗	92
Volume (vph)	0	0	0	69	1832	125	53	199	0	0	164	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.991						0.951	
Flt Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	5029	0	1770	1863	0	0	1771	0
Flt Permitted					0.998		0.440					
Satd. Flow (perm)	0	0	0	0	5029	0	820	1863	0	0	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					30						11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1807			742			563			3861	
Travel Time (s)		41.1			16.9			12.8			87.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	75	1991	136	58	216	0	0	178	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2202	0	58	216	0	0	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Minimum Split (s)				20.0	20.0		20.0	20.0			20.0	
Total Split (s)				40.0	40.0		20.0	20.0			20.0	
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	
Maximum Green (s)				36.0	36.0		16.0	16.0			16.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				0.5	0.5		0.5	0.5			0.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					36.0		16.0	16.0			16.0	
Actuated g/C Ratio					0.60		0.27	0.27			0.27	
v/c Ratio					0.73		0.27	0.44			0.58	
Control Delay					10.2		21.3	21.6			24.0	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay					10.2		21.3	21.6			24.0	
LOS					B		C	C			C	

2015 Existing Traffic Volumes (AM Peak Hour)
 9: N Hamilton Street & Route 44/55

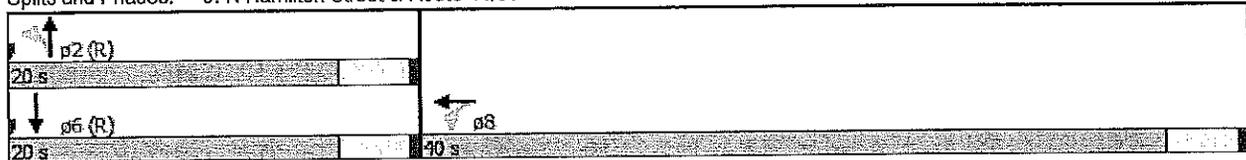
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					10.2			21.5			24.0	
Approach LOS					B			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	12.7
Intersection LOS:	B
Intersection Capacity Utilization:	67.2%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 9: N Hamilton Street & Route 44/55



2015 Existing Traffic Volumes (AM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection									
Int Delay, s/veh	2.1								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	17	1	66	14	451	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	1	72	15	490	66

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1008	1005	298	972	972	523	299	0	0
Stage 1	418	418	-	554	554	-	-	-	-
Stage 2	590	587	-	418	418	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	219	241	741	232	252	554	1262	-	-
Stage 1	612	591	-	517	514	-	-	-	-
Stage 2	494	497	-	612	591	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	177	220	741	217	230	554	1262	-	-
Mov Cap-2 Maneuver	177	220	-	217	230	-	-	-	-
Stage 1	602	549	-	508	505	-	-	-	-
Stage 2	422	489	-	569	549	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	16.1	0.2
HCM LOS	A	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1262	-	-	-	416	1014	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.219	0.059	-	-
HCM Control Delay (s)	7.9	0	-	0	16.1	8.8	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0.2	-	-

2015 Existing Traffic Volumes (AM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	55	274	1
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	60	298	1
Major/Minor	Major2		
Conflicting Flow All	557	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1014	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1014	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	1.5		
HCM LOS			
Minor Lane/Major Mvmt			

2015 Existing Traffic Volumes (PM Peak Hour)

2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	47	126	10	28	234	41	17	109	25	38	110	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.993			0.982			0.978			0.948	
Flt Protected		0.987			0.995			0.995			0.992	
Satd. Flow (prot)	0	1826	0	0	1820	0	0	1813	0	0	1752	0
Flt Permitted		0.873			0.967			0.955			0.936	
Satd. Flow (perm)	0	1615	0	0	1769	0	0	1740	0	0	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			24			21			66	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2940			465			3861			571	
Travel Time (s)		66.8			10.6			87.8			13.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	137	11	30	254	45	18	118	27	41	120	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	0	0	329	0	0	163	0	0	261	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0			16.0			16.0	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
v/c Ratio		0.24			0.35			0.29			0.46	
Control Delay		7.2			7.8			12.7			13.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.2			7.8			12.7			13.0	
LOS		A			A			B			B	

2015 Existing Traffic Volumes (PM Peak Hour)
 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.2			7.8			12.7			13.0	
Approach LOS		A			A			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	10.0
Intersection LOS:	A
Intersection Capacity Utilization	47.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

20 s	30 s
20 s	30 s

2015 Existing Traffic Volumes (PM Peak Hour)

9: N Hamilton Street & Route 44/55

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					←←←		↖	↑			↗	
Volume (vph)	0	0	0	55	1485	122	40	228	0	0	241	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.989						0.956	
Fl _t Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	5019	0	1770	1863	0	0	1781	0
Fl _t Permitted					0.998		0.265					
Satd. Flow (perm)	0	0	0	0	5019	0	494	1863	0	0	1781	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38						29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1807			742			563			3861	
Travel Time (s)		41.1			16.9			12.8			87.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	60	1614	133	43	248	0	0	262	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1807	0	43	248	0	0	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases					8			2				
Minimum Split (s)					20.0			20.0			20.0	
Total Split (s)					40.0			20.0			20.0	
Total Split (%)					66.7%			33.3%			33.3%	
Maximum Green (s)					36.0			16.0			16.0	
Yellow Time (s)					3.5			3.5			3.5	
All-Red Time (s)					0.5			0.5			0.5	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)					5.0			5.0			5.0	
Flash Dont Walk (s)					11.0			11.0			11.0	
Pedestrian Calls (#/hr)					0			0			0	
Act Effct Green (s)					36.0			16.0			16.0	
Actuated g/C Ratio					0.60			0.27			0.27	
v/c Ratio					0.60			0.33			0.50	
Control Delay					8.3			25.9			22.8	
Queue Delay					0.0			0.0			0.0	
Total Delay					8.3			25.9			22.8	
LOS					A			C			C	

2015 Existing Traffic Volumes (PM Peak Hour)
 9: N Hamilton Street & Route 44/55

7/1/2015

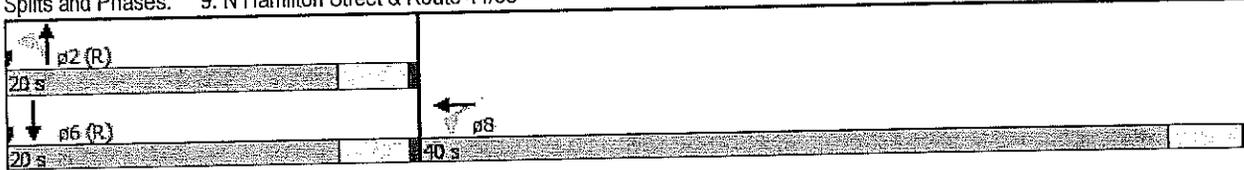


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					8.3			23.2			32.4	
Approach LOS					A			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	45
Control Type:	Pretimed
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	13.8
Intersection Capacity Utilization	65.5%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	C

Splits and Phases: 9: N Hamilton Street & Route 44/55



2015 Existing Traffic Volumes (PM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection									
Int Delay, s/veh	2.8								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	22	0	88	13	422	101
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	0	96	14	459	110

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1239	1246	428	1191	1195	514	432	0	0
Stage 1	649	649	-	542	542	-	-	-	-
Stage 2	590	597	-	649	653	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	152	174	627	164	186	560	1128	-	-
Stage 1	458	466	-	525	520	-	-	-	-
Stage 2	494	491	-	458	464	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	110	146	627	144	156	560	1128	-	-
Mov Cap-2 Maneuver	110	146	-	144	156	-	-	-	-
Stage 1	450	398	-	516	511	-	-	-	-
Stage 2	402	482	-	391	396	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	20.2	0.2
HCM LOS	A	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	-	355	1004	-	-
HCM Lane V/C Ratio	0.013	-	-	-	0.337	0.11	-	-
HCM Control Delay (s)	8.2	0	-	0	20.2	9	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0.4	-	-

2015 Existing Traffic Volumes (PM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	102	390	7
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	111	424	8
Major/Minor			
	Major2		
Conflicting Flow All	568	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1004	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1004	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach			
	SB		
HCM Control Delay, s	1.8		
HCM LOS			
Minor Lane/Major Mvmt			

2020 No-Build Traffic Volumes (AM Peak Hour)

2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (vph)	27	155	32	109	149	17	58	97	54	16	85	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.980			0.992			0.965			0.976	
Flt Protected		0.994			0.981			0.986			0.994	
Satd. Flow (prot)	0	1815	0	0	1813	0	0	1772	0	0	1807	0
Flt Permitted		0.947			0.806			0.889			0.952	
Satd. Flow (perm)	0	1729	0	0	1489	0	0	1598	0	0	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			10			37			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2940			465			3861			571	
Travel Time (s)		66.8			10.6			87.8			13.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	168	35	118	162	18	63	105	59	17	92	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	298	0	0	227	0	0	132	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0			16.0			16.0	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
v/c Ratio		0.25			0.38			0.42			0.23	
Control Delay		6.7			8.7			14.1			12.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.7			8.7			14.1			12.0	
LOS		A			A			B			B	

2020 No-Build Traffic Volumes (AM Peak Hour)
 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		6.7			8.7			14.1			12.0	
Approach LOS		A			A			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL; Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization	54.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

20 s	30 s
20 s	30 s

2020 No-Build Traffic Volumes (AM Peak Hour)

9: N Hamilton Street & Route 44/55

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					←←←		↖	↑			↗	
Volume (vph)	0	0	0	70	1869	128	54	203	0	0	167	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.991						0.952	
Flt Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	5029	0	1770	1863	0	0	1773	0
Flt Permitted					0.998		0.430					
Satd. Flow (perm)	0	0	0	0	5029	0	801	1863	0	0	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					30						10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1807			742			563			3861	
Travel Time (s)		41.1			16.9			12.8			87.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	76	2032	139	59	221	0	0	182	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2247	0	59	221	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases					8		2					
Minimum Split (s)				20.0	20.0		20.0	20.0			20.0	
Total Split (s)				40.0	40.0		20.0	20.0			20.0	
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	
Maximum Green (s)				36.0	36.0		16.0	16.0			16.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				0.5	0.5		0.5	0.5			0.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					36.0		16.0	16.0			16.0	
Actuated g/C Ratio					0.60		0.27	0.27			0.27	
v/c Ratio					0.74		0.28	0.45			0.59	
Control Delay					10.4		21.6	21.8			24.4	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay					10.4		21.6	21.8			24.4	
LOS					B		C	C			C	

2020 No-Build Traffic Volumes (AM Peak Hour)
 9: N Hamilton Street & Route 44/55

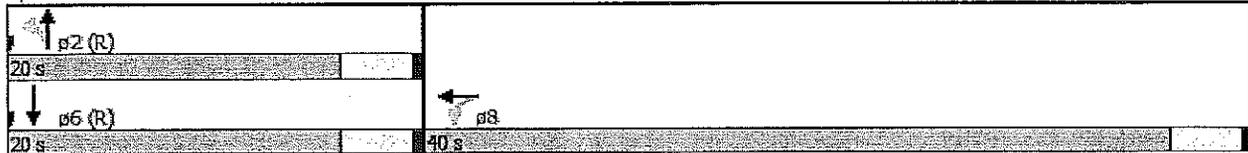
7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					10.4			21.7			24.4	
Approach LOS					B			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	13.0
Intersection LOS:	B
Intersection Capacity Utilization:	68.2%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 9: N Hamilton Street & Route 44/55



2020 No-Build Traffic Volumes (AM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	17	1	67	14	460	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	1	73	15	500	67

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1028	1025	305	991	991	534	305	0	0
Stage 1	427	427	-	564	564	-	-	-	-
Stage 2	601	598	-	427	427	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	212	235	735	225	246	546	1256	-	-
Stage 1	606	585	-	510	508	-	-	-	-
Stage 2	487	491	-	606	585	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	170	214	735	210	224	546	1256	-	-
Mov Cap-2 Maneuver	170	214	-	210	224	-	-	-	-
Stage 1	595	542	-	501	499	-	-	-	-
Stage 2	414	482	-	562	542	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	16.4	0.2
HCM LOS	A	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	-	408	1005	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.226	0.061	-	-
HCM Control Delay (s)	7.9	0	-	0	16.4	8.8	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0.2	-	-

2020 No-Build Traffic Volumes (AM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection			
Int Delay, s/veh			
Movement	SBL	SBT	SBR
Vol, veh/h	56	280	1
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	61	304	1
Major/Minor	Major?		
Conflicting Flow All	567	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1005	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1005	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Approach	SB		
HCM Control Delay, s	1.5		
HCM LOS			
Minor Lane/Major Mvmt			

2020 No-Build Traffic Volumes (PM Peak Hour)

2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

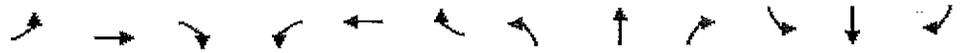
7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (vph)	48	128	10	29	239	42	18	111	26	39	112	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.982			0.978			0.948	
Flt Protected		0.987			0.995			0.994			0.992	
Satd. Flow (prot)	0	1826	0	0	1820	0	0	1811	0	0	1752	0
Flt Permitted		0.870			0.965			0.950			0.935	
Satd. Flow (perm)	0	1609	0	0	1765	0	0	1731	0	0	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			24			21			66	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2940			465			3861			571	
Travel Time (s)		66.8			10.6			87.8			13.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	139	11	32	260	46	20	121	28	42	122	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	338	0	0	169	0	0	266	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0			16.0			16.0	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
v/c Ratio		0.24			0.36			0.30			0.46	
Control Delay		7.2			8.0			12.9			13.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.2			8.0			12.9			13.2	
LOS		A			A			B			B	

2020 No-Build Traffic Volumes (PM Peak Hour)
 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.2			8.0			12.9			13.2	
Approach LOS		A			A			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization:	47.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

	p2 (R)	20 s		p4	30 s
	p5 (R)	20 s		p3	30 s

2020 No-Build Traffic Volumes (PM Peak Hour)
 9: N Hamilton Street & Route 44/55

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					←↑↑→		↖	↑			↗	
Volume (vph)	0	0	0	56	1515	124	41	233	0	0	246	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Fr't					0.989						0.956	
Flt Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	5019	0	1770	1863	0	0	1781	0
Flt Permitted					0.998		0.254					
Satd. Flow (perm)	0	0	0	0	5019	0	473	1863	0	0	1781	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38						26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1807			742			563			3861	
Travel Time (s)		41.1			16.9			12.8			87.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	61	1647	135	45	253	0	0	267	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1843	0	45	253	0	0	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2				6
Permitted Phases					8			2				6
Minimum Split (s)				20.0	20.0		20.0	20.0			20.0	
Total Split (s)				40.0	40.0		20.0	20.0			20.0	
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	
Maximum Green (s)				36.0	36.0		16.0	16.0			16.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				0.5	0.5		0.5	0.5			0.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					36.0		16.0	16.0			16.0	
Actuated g/C Ratio					0.60		0.27	0.27			0.27	
v/c Ratio					0.61		0.36	0.51			0.80	
Control Delay					8.5		27.3	23.0			33.9	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay					8.5		27.3	23.0			33.9	
LOS					A		C	C			C	

2020 No-Build Traffic Volumes (PM Peak Hour)

9: N Hamilton Street & Route 44/55

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					8.5			23.6			33.9	
Approach LOS					A			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	14.2
Intersection Capacity Utilization	66.6%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service	C

Splits and Phases: 9: N Hamilton Street & Route 44/55



2020 No-Build Traffic Volumes (PM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	22	0	90	13	430	103	104	398	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	0	98	14	467	112	113	433	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1264	1271	436	1215	1218	523	440	0	0	579	0	0
Stage 1	663	663	-	552	552	-	-	-	-	-	-	-
Stage 2	601	608	-	663	666	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	146	168	620	158	181	554	1120	-	-	995	-	-
Stage 1	450	459	-	518	515	-	-	-	-	-	-	-
Stage 2	487	486	-	450	457	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	105	140	620	138	151	554	1120	-	-	995	-	-
Mov Cap-2 Maneuver	105	140	-	138	151	-	-	-	-	-	-	-
Stage 1	441	390	-	508	505	-	-	-	-	-	-	-
Stage 2	393	477	-	382	388	-	-	-	-	-	-	-

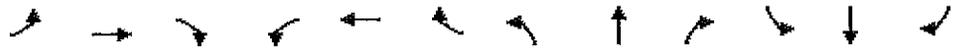
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	20.8	0.2	1.9
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1120	-	-	-	348	995	-	-
HCM Lane V/C Ratio	0.013	-	-	-	0.35	0.114	-	-
HCM Control Delay (s)	8.3	0	-	0	20.8	9.1	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0.4	-	-

2020 Build Traffic Volumes (AM Peak Hour)

2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (vph)	27	155	34	117	149	17	58	97	54	16	91	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.992			0.965			0.978	
Flt Protected		0.994			0.980			0.986			0.994	
Satd. Flow (prot)	0	1813	0	0	1811	0	0	1772	0	0	1811	0
Flt Permitted		0.946			0.794			0.887			0.955	
Satd. Flow (perm)	0	1725	0	0	1467	0	0	1594	0	0	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			9			37			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2940			465			3861			571	
Travel Time (s)		66.8			10.6			87.8			13.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	168	37	127	162	18	63	105	59	17	99	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	307	0	0	227	0	0	139	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0			16.0			16.0	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
v/c Ratio		0.26			0.40			0.42			0.24	
Control Delay		6.7			9.0			14.1			12.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.7			9.0			14.1			12.2	
LOS		A			A			B			B	

2020 Build Traffic Volumes (AM Peak Hour)

2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		6.7			9.0			14.1			12.2	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 40
 Control Type: Pretimed
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 10.2
 Intersection Capacity Utilization 55.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

<p>↑ p2 (R)</p>	<p>→ p4</p>
20 s	30 s
<p>↓ p6 (R)</p>	<p>← p8</p>
20 s	30 s

2020 Build Traffic Volumes (AM Peak Hour)
 9: N Hamilton Street & Route 44/55

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					←←←		←	↑			↑	
Volume (vph)	0	0	0	70	1869	138	54	218	0	0	167	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990						0.952	
Flt Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	5024	0	1770	1863	0	0	1773	0
Flt Permitted					0.998		0.430					
Satd. Flow (perm)	0	0	0	0	5024	0	801	1863	0	0	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					33						10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1807			742			563			3861	
Travel Time (s)		41.1			16.9			12.8			87.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	76	2032	150	59	237	0	0	182	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2258	0	59	237	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Minimum Split (s)				20.0	20.0		20.0	20.0			20.0	
Total Split (s)				40.0	40.0		20.0	20.0			20.0	
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	
Maximum Green (s)				36.0	36.0		16.0	16.0			16.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				0.5	0.5		0.5	0.5			0.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					36.0		16.0	16.0			16.0	
Actuated g/C Ratio					0.60		0.27	0.27			0.27	
v/c Ratio					0.75		0.28	0.48			0.59	
Control Delay					10.5		21.6	22.4			24.4	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay					10.5		21.6	22.4			24.4	
LOS					B		C	C			C	

2020 Build Traffic Volumes (AM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection												
Int Delay, s/veh	2.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	17	1	67	14	460	68	60	280	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Signl Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	0	-	-	0	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	1	73	15	500	74	65	304	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1039	1039	305	1002	1003	537	305	0	0	574	0	0
Stage 1	435	435	-	567	567	-	-	-	-	-	-	-
Stage 2	604	604	-	435	436	-	-	-	-	4.12	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	209	231	735	221	242	544	1256	-	-	999	-	-
Stage 1	600	580	-	508	507	-	-	-	-	-	-	-
Stage 2	485	488	-	600	580	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	167	209	735	205	219	544	1256	-	-	999	-	-
Mov Cap-2 Maneuver	167	209	-	205	219	-	-	-	-	-	-	-
Stage 1	589	535	-	499	498	-	-	-	-	-	-	-
Stage 2	412	479	-	553	535	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	16.5	0.2	1.6
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	-	404	999	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.229	0.065	-	-
HCM Control Delay (s)	7.9	0	-	0	16.5	8.9	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0.2	-	-

2020 Build Traffic Volumes (PM Peak Hour)
 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (vph)	48	128	10	29	239	42	27	119	27	39	112	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.993			0.982			0.979			0.948	
Flt Protected		0.987			0.995			0.992			0.992	
Satd. Flow (prot)	0	1826	0	0	1820	0	0	1809	0	0	1752	0
Flt Permitted		0.870			0.965			0.929			0.932	
Satd. Flow (perm)	0	1609	0	0	1765	0	0	1694	0	0	1646	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			24			19			66	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2940			465			3861			571	
Travel Time (s)		66.8			10.6			87.8			13.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	139	11	32	260	46	29	129	29	42	122	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	338	0	0	187	0	0	266	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	26.0	26.0		26.0	26.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		26.0			26.0			16.0			16.0	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
v/c Ratio		0.24			0.36			0.34			0.47	
Control Delay		7.2			8.0			13.7			13.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.2			8.0			13.7			13.3	
LOS		A			A			B			B	

2020 Build Traffic Volumes (PM Peak Hour)
 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.2			8.0			13.7			13.3	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 10.3 Intersection LOS: B

Intersection Capacity Utilization 45.7% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: N Hamilton Street/Fairview Avenue & Route 9G (Parker Avenue)

p2 (R)	p4
20 s	30 s
p6 (R)	p8
20 s	30 s

2020 Build Traffic Volumes (PM Peak Hour)

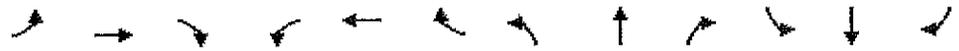
9: N Hamilton Street & Route 44/55

7/1/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑		↖	↑			↓	
Volume (vph)	0	0	0	56	1515	124	41	233	0	0	263	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.989						0.956	
Fit Protected					0.998		0.950					
Satd. Flow (prot)	0	0	0	0	5019	0	1770	1863	0	0	1781	0
Flt Permitted					0.998		0.250					
Satd. Flow (perm)	0	0	0	0	5019	0	466	1863	0	0	1781	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38						26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1807			742			563			3861	
Travel Time (s)		41.1			16.9			12.8			87.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	61	1647	135	45	253	0	0	286	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1843	0	45	253	0	0	422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases					8			2				
Minimum Split (s)				20.0	20.0		20.0	20.0			20.0	
Total Split (s)				40.0	40.0		20.0	20.0			20.0	
Total Split (%)				66.7%	66.7%		33.3%	33.3%			33.3%	
Maximum Green (s)				36.0	36.0		16.0	16.0			16.0	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				0.5	0.5		0.5	0.5			0.5	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					36.0		16.0	16.0			16.0	
Actuated g/C Ratio					0.60		0.27	0.27			0.27	
v/c Ratio					0.61		0.36	0.51			0.85	
Control Delay					8.5		27.7	23.0			39.3	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay					8.5		27.7	23.0			39.3	
LOS					A		C	C			D	

2020 Build Traffic Volumes (PM Peak Hour)
 9: N Hamilton Street & Route 44/55

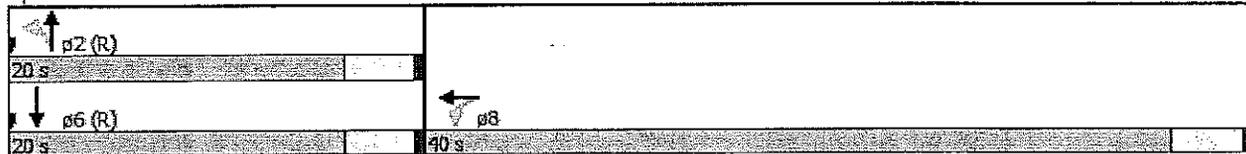
7/1/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					8.5			23.7			39.3	
Approach LOS					A			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	15.3
Intersection LOS:	B
Intersection Capacity Utilization	68.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 9: N Hamilton Street & Route 44/55



2020 Build Traffic Volumes (PM Peak Hour)
 3: Gifford Avenue/Route 9G (Parker Avenue) & Route 9G

7/1/2015

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	24	0	96	13	430	103	104	398	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	26	0	104	14	467	112	113	433	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1267	1271	436	1215	1218	523	440	0	0	579	0	0
Stage 1	663	663	-	552	552	-	-	-	-	-	-	-
Stage 2	604	608	-	663	666	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	146	168	620	158	181	554	1120	-	-	995	-	-
Stage 1	450	459	-	518	515	-	-	-	-	-	-	-
Stage 2	485	486	-	450	457	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	103	140	620	138	151	554	1120	-	-	995	-	-
Mov Cap-2 Maneuver	103	140	-	138	151	-	-	-	-	-	-	-
Stage 1	441	390	-	508	505	-	-	-	-	-	-	-
Stage 2	386	477	-	382	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	21.6	0.2	1.9
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1120	-	-	-	346	995	-	-
HCM Lane V/C Ratio	0.013	-	-	-	0.377	0.114	-	-
HCM Control Delay (s)	8.3	0	-	0	21.6	9.1	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.7	0.4	-	-

ATTACHMENT D
Survey, Limit of Disturbance Plan,
and Site Plan

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Agency Use Only [If applicable]

Project:
 Date:

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency and the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "Yes" to a numbered question, please complete all the questions that follow in that section.
- If you answer "No" to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1, D.1) <i>If "Yes", answer questions a - j. If "No", move on to Section 2.</i>			
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

2. Impact on Geological Features
 The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1, E.2.g) NO YES
If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____	E2g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

3. Impacts on Surface Water
 The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1, D.2, E.2.h) NO YES
If "Yes", answer questions a - i. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	<input type="checkbox"/>	<input type="checkbox"/>

1. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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4. Impact on groundwater The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part I, D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) <i>If "Yes", answer questions a - h. If "No", move on to Section 5.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

5. Impact on Flooding The proposed action may result in development on lands subject to flooding. <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (See Part I, E.2) <i>If "Yes", answer questions a - g. If "No", move on to Section 6.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in development within a 100 year floodplain.	E2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in development within a 500 year floodplain.	E2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	<input type="checkbox"/>	<input type="checkbox"/>
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	<input type="checkbox"/>	<input type="checkbox"/>

g. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>
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6. Impacts on Air
 The proposed action may include a state regulated air emission source. NO YES
 (See Part I. D.2.f., D.2.h, D.2.g)
 If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: i. More than 1000 tons/year of carbon dioxide (CO ₂) ii. More than 3.5 tons/year of nitrous oxide (N ₂ O) iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) iv. More than .045 tons/year of sulfur hexafluoride (SF ₆) v. More than 1000 tons/year of carbon dioxide equivalent of hydrochlorofluorocarbons (HFCs) emissions vi. 43 tons/year or more of methane	D2g D2g D2g D2g D2g D2h	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: The proposed DCJTC project may result in the temporary generation of dust during demolition and construction activities.		<input checked="" type="checkbox"/>	<input type="checkbox"/>

7. Impact on Plants and Animals
 The proposed action may result in a loss of flora or fauna. (See Part I. E.2. m.-q.) NO YES
 If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	<input type="checkbox"/>	<input type="checkbox"/>

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____	E1b	<input type="checkbox"/>	<input type="checkbox"/>
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	<input type="checkbox"/>	<input type="checkbox"/>
j. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

8. Impact on Agricultural Resources			
The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.)		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
<i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

9. Impact on Aesthetic Resources
 The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)
If "Yes", answer questions a - g. If "No", go to Section 10.

NO YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

10. Impact on Historic and Archeological Resources
 The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)
If "Yes", answer questions a - e. If "No", go to Section 11.

NO YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on or has been nominated by the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places.	E3e	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	<input type="checkbox"/>	<input type="checkbox"/>

d. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
e. If any of the above (a-d) are answered "Yes", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	<input type="checkbox"/>	<input type="checkbox"/>
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>

11. Impact on Open Space and Recreation			
The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1. C.2.c, E.1.c., E.2.q.) <i>If "Yes", answer questions a - e. If "No", go to Section 12.</i>		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	<input type="checkbox"/>	<input type="checkbox"/>
e. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

12. Impact on Critical Environmental Areas			
The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d) <i>If "Yes", answer questions a - c. If "No", go to Section 13.</i>		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

13. Impact on Transportation
 The proposed action may result in a change to existing transportation systems. NO YES
 (See Part I, D.2.j)
If "Yes", answer questions a - g. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action will degrade existing transit access.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: <u>A temporary increase in traffic at the facility will occur during demolition and construction activities.</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

14. Impact on Energy
 The proposed action may cause an increase in the use of any form of energy. NO YES
 (See Part I, D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other Impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

15. Impact on Noise, Odor, and Light
 The proposed action may result in an increase in noise, odors, or outdoor lighting. NO YES
 (See Part I, D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in routine odors for more than one hour per day.	D2o	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d. The proposed action may result in light shining onto adjoining properties.	D2n	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: A temporary increase in noise levels will occur during demolition and construction activities.		<input checked="" type="checkbox"/>	<input type="checkbox"/>

16. Impact on Human Health The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part I, D.2.q., E.1. d. f. g. and h.) <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES <i>If "Yes", answer questions a - m. If "No", go to Section 17.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans.
(See Part 1. C.1, C.2. and C.3.)

NO

YES

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.
(See Part 1. C.2, C.3, D.2, E.3)

NO

YES

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

**DUTCHESS COUNTY JUSTICE AND TRANSITION CENTER
EXPANDED FULL ENVIRONMENTAL ASSESSMENT FORM (FEAF) PART 3
Evaluation of the Magnitude and Importance of Project Impacts.**

FEAF PART 2 POTENTIAL IMPACT #1 - IMPACT ON LAND

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site.

The 12.61 acre project site is in an urban industrial area of the City and is completely developed with buildings, pavement and sidewalks, and minimal lawn/landscaping. Thus, all of the proposed construction is on previously disturbed land surface. Site soils include the Dutchess-Cardigan-Urban land complex, undulating, rocky (DxB) soil series, which is typically found in urban and suburban development. The open areas are in lawns, gardens, and woodland or brushland between structures.

The DxB soil series has a depth to lithic bedrock of 20 to 40 inches and a typical depth to unweathered bedrock of 30 to 34 inches. The soil has a depth to water table of greater than 80 inches. Slopes associated with this soil type are 1 to 6%. The natural soil layers have been altered or mixed with non-soil material such as bricks, broken concrete, or cinders. Based on the reported characteristics of site soils, the site is suitable for the proposed construction. Erosion and sediment control measures will be employed during construction and all grades will be reestablished post construction.

The proposed expansion will occur without disruption to existing facility operations. Construction of the new Sheriff's Office Law Enforcement Building will be initiated first, since the existing Sheriff's Office will continue to operate until the new facility is complete. The 1984 portion of the existing Jail will then be demolished, and the remainder of the new Jail will be constructed so that the Temporary Inmate Housing can be removed. Completion of the new Dutchess County Sheriff's Office Law Enforcement Facility is currently estimated for 2017-2018, with the full buildout of the new DCJTC facility currently estimated for 2019-2020.

Based on this information, the proposed DCJTC project is not expected to result in any significant impacts on land.

FEAF PART 2 POTENTIAL IMPACT #6 – IMPACT ON AIR

The proposed demolition and construction may result in the temporary generation of dust from open sources, such as land clearing and vehicle travel on unpaved areas. After the proposed construction is completed, the proposed DCJTC will have no significant adverse impact on air quality.

Mitigation measures to avoid impacts on air quality during construction are principally designed to prevent blowing of dust off-site. The majority of soil dust emissions are expected to settle out within a few feet of the area of disturbance. Smaller dust particles may, however, become airborne for longer periods of time and, depending on wind velocity and turbulence, could be carried off-site. The following measures will be undertaken to avoid blowing of dust off-site:

- Watering all exposed soil and rapidly stabilizing the regraded areas with topsoil, loam and/or seeding; and

- o Wetting of the site with water as needed.

With these measures in place, the demolition and construction activities associated with the proposed DCJTC project are not expected to result in any significant adverse dust-related impacts.

FEAF PART 2 POTENTIAL IMPACT #13 – IMPACT ON TRANSPORTATION

The proposed action may result in a change to existing transportation systems.

The proposed DCJTC project is not expected to result in a significant change in traffic generation at the site since the project will not result in new employees.

A temporary increase in traffic will occur as the result of demolition and construction activities. Construction traffic includes delivery of equipment and materials, and construction employees. Construction activities will be limited to the hours of 6:30 AM to 9:00 PM in accordance with City of Poughkeepsie Code Chapter 13.5, *Noise*, Section 13.5-6(c) *Building Construction*. A defined approach to construction parking and traffic control will be established during the permitting process.

Therefore, no significant traffic-related impacts will occur as a result of the proposed DCJTC project.

FEAF PART 2 POTENTIAL IMPACT #14 – IMPACT ON ENERGY

The proposed action may cause an increase in the use of any form of energy.

As stated in the Expanded FEAF Narrative Section 8.0, electricity and natural gas are provided to the facility by Central Hudson Gas & Electric Corporation (Central Hudson). Current energy usage by the Dutchess County Jail and Sheriff's Office is approximately 2.3 kilowatt hours annually, and an undetermined amount of energy was utilized by the former Taylor Manufacturing building during its occupancy. The proposed DCJTC project involves the removal of portions of the Taylor Manufacturing Building, for a net increase of 153,764 SF of floor area over existing conditions, which may result in an increase in electric and natural gas usage due to the increase in building area to be heated and cooled. However, the new structures will be designed for energy efficiency. Therefore, no significant impacts in regard to energy will occur as a result of the proposed DCJTC project. It is anticipated that Central Hudson has sufficient capacity to accommodate any increase in electric and natural gas usage.

FEAF PART 2 POTENTIAL IMPACT #15 – IMPACT ON NOISE, ODOR, OR LIGHT

The proposed action may result in an increase in noise, odors, or outdoor lighting.

Short term noise above local ambient noise levels may occur from the use of demolition and construction equipment during development of the proposed DCJTC project, which will be limited to the hours of 6:30 AM to 9:00 PM in accordance with City of Poughkeepsie Code Chapter 13.5, *Noise*, Section 13.5-6(c) *Building construction*. The noise level decreases over distance and through absorption or attenuation of the sound by surrounding structures. Noise related impacts associated with demolition/construction are an unavoidable adverse impact of development. However, noise will be short term in duration and is not expected to be significant.

The proposed DCJTC project is not expected to result in an increase in noise levels above local ambient noise levels during operation of the facility, since the project is not expected to result in any new

employees. The design of the DCJTC project may actually reduce operational noise, since all inmate activity at the jail will occur inside the secure perimeter formed by the new building. As part of the new design, all exterior windows will be heavy 14-gauge (minimum) stainless steel with thermally broken frames. The interior surfaces which are accessible to inmates are resistant to vandalism. Cell, dayroom and multi-purpose windows will provide clear glazing with views to the exterior when appropriate and translucent and/or fritted glazing to restrict views to and from the street and adjacent residences when required. This design will eliminate interaction between inmates and pedestrians on the street.

Therefore, any noise impacts resulting from the proposed DCJTC project will be temporary in nature and are not expected to be significant.

FEAF PART 2 POTENTIAL IMPACT #16 – IMPACT ON HUMAN HEALTH

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants.

The DCJTC project site includes the former Hamilton Reproduction Remediation Site (NYSDEC Site Code B00020), which is currently used as a gravel surface parking lot. The site was remediated under NYSDEC supervision and a certificate of completion was issued by the NYSDEC in June 2010. The site is subject to an environmental easement held by the NYSDEC pursuant to Title 36 of Article 71 of the Environmental Conservation Law. This environmental easement on the property limits the use of the property to “restricted commercial/industrial use” with the employment of certain long term engineering controls.

It is anticipated that NYSDEC will consider the proposed DCJTC housing equivalent to multi-family housing, a residential use. An amendment to the environmental easement will be required with additional efforts to meet the “Restricted-Residential Use” soil cleanup objectives (SCOs).

Onsite contaminants are primarily associated with chlorinated volatile organic compounds (CVOCs) in the shallow groundwater and associated saturated soil. As such, Institutional Controls and Engineering Controls (IC/ECs) prohibit use of groundwater, require soil management, and call for evaluation and mitigation of vapor intrusion. Soils will require screening during construction, potential off-site soil disposal, and a sub-slab ventilation will be required for the DCJTC.

As a condition of authorization for reclassification to a “Restricted-Residential Site Use” category, it is anticipated that NYSDEC will require the following:

1. Updated groundwater sampling rounds.
2. Updated Remedial Alternatives Analysis with Remedial Work Plan using former soil data and updated groundwater data.
3. Public notice of the approved site remedy.
4. Implementation of the new site remedy if the project advances. The revised site remedy is likely to consist of:
 - Revised standards during site footing and basement excavation for which soils may remain on site versus those requiring off-site disposal.
 - Mandatory rather than evaluative use of vapor intrusion measures for new structures.

The proposed DCJTC project will not add any new contamination to the project site. NYSDEC will be consulted during the design stage to confirm the specific requirements for the transition to "Restricted-Residential Site Use". Through consultation with NYSDEC and implementation of the noted measures, no significant adverse impacts to human health related to the existing remedial status of the site will occur as a result of the proposed DCJTC.

As part of the DCJTC project, portions of the existing Jail and the Sheriff's Office will be demolished. Prior to demolition, a survey of any hazardous materials found in these facilities will be conducted and hazardous materials will be properly disposed of as per applicable State regulations to ensure that there is no exposure to the public.

The DCJTC program reflects the needs of a modern facility conducive to the County's progressive movement towards prioritizing inmate re-entry preparation in a safe and secure environment for staff and inmates. The facility is designed to promote a stable environment whereby security, inmate rehabilitation and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. Opportunities for meaningful program participation will be available in the DCJTC as a foundation for intensive programmatic treatment as part of the transitional process aimed at helping inmates successfully reenter the community. The new facility will provide a full range of mental health services to divert those with serious mental illness who pose a low risk of re-offense from incarceration into treatment.

The new DCJTC will provide adequate incarceration capacity and adequate space for inmate programming. This combination provides the County with a real opportunity to implement programs that complement its nationally-recognized "Alternative to Incarceration" (ATI) programs to better transition inmates back into the community and reduce recidivism. A Special Populations Workgroup, working with a national expert in jail-to-community transition, is establishing a detailed approach and plan for higher risk inmates who will be participating in the reentry programs. A new Sheriff's Office Law Enforcement Building is proposed which will provide additional space and improve efficiency. The building will also provide space for law enforcement training.

Thus, the design and programs of the proposed DCJTC will result in a positive impact on human health.

FEAF PART 2 POTENTIAL IMPACT #17 – CONSISTENCY WITH COMMUNITY PLANS

The proposed action is not consistent with the adopted land use plans.

The City of Poughkeepsie adopted its current Comprehensive Plan in November of 1998. Goal #2 of the Comprehensive Plan (page 2-2) promotes "Neighborhoods with a Strong Sense of Community", and states that City government can play a strong role in making the City a safe, healthy place to live. The DCJTC program reflects the needs of a modern facility conducive to the County's progressive movement towards prioritizing inmate re-entry preparation in a safe and secure environment whereby security, inmate rehabilitation, and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. Opportunities for meaningful program participation will be available in the DCJTC as a foundation for intensive programmatic treatment as part of the transitional process aimed at helping inmates successfully reenter the community. The new facility will provide the opportunity to divert those with serious mental illness who pose a low risk of re-offense from incarceration into treatment. The construction of a new Sheriff's Office Law Enforcement Facility along Parker Avenue will

support building long term partnerships between the Sheriff's Office and local business owners and residences to reduce crime and improve quality of life. Section 3.2.3 of the Comprehensive Plan (page 3-7), Institutions and Major Employers, recognizes Dutchess County as a major employer in the City of Poughkeepsie, with 1,237 employees in the City. The Dutchess County Sheriff's Office currently has approximately 100 employees (officers and administrative staff). The Jail provides housing for 457 inmates and employs 270 staff, including administrative staff and correction officers. The proposed project is consistent with the purposes of the City's Comprehensive Plan.

The City of Poughkeepsie Zoning and Land Use Regulations, Chapter 19 of the City Charter, were originally adopted in 1979. Section 19-1.2 lists the purposes of these regulations which were established to protect and promote public health, safety and general welfare. The DCJTC will serve to protect and promote public health and safety, which is consistent with the purposes of the zoning regulations.

Until 2013 the project site was located in the I-1 Zoning District. The existing jail was an allowed use in this district.

In 2013 the project site was rezoned to a Walkway-Gateway (W-G) District. The intent of this district includes providing for the safety and comfort of pedestrians and removing barriers to the adaptive reuse of former industrial buildings. The project includes the adaptive reuse of a portion of the former Taylor Manufacturing building, and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue. The facilities are being designed to be sensitive to the local context and provide enhancement to the urban design framework. The preliminary design of the correctional facility and the sheriff's office reflects the County's sensitivity to the City's vision for the future development of the North Hamilton Street, Parker Avenue area as outlined in the W-G District. Examples of such sensitivity are the inclusion of additional landscape enhancements, the creation of unobtrusive off street parking and the creation of structures which will fit the character of the neighborhood. For an expanded discussion of this topic please refer to our response to "Potential Impact #18" as contained in Part 3 of the EFEAF.

The northern portion of the project site is included in the G-OM Sub-district. Public Uses/Community Services are permitted within this sub-district. Public Uses/Community Services are defined as "A building or use related to municipal offices and services and which may include not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking owned and/or operated by a government agency or not-for-profit corporation" The sheriff's office and jail meet this definition and thus are permitted uses.

The southern portion of the project site is located in the G-RM Sub-district of the W-G District. Public uses/community services are not specifically permitted uses in this sub-district; however, the existing sheriff's office and jail within the southern portion of the site would be allowed as pre-existing, non-conforming uses. County governmental uses and structures ("Municipal parks and recreational facilities, including refreshment and service buildings accessory thereto and any other governmental uses and structures of the City of Poughkeepsie, the County of Dutchess or the state or federal governments or agencies thereof") was a permitted use in the I-1 zoning district prior to the adoption of the Walkway-Gateway district. The I-1 district also covered both the jail and the Hamilton Reproduction site.

The proposed project is immune from the site plan and zoning regulations of the City pursuant to the Monroe Analysis prepared by the County Attorney as consented to by the City of Poughkeepsie

Corporation Counsel. (See attached Monroe analysis and correspondence from the City Corporation Counsel.) However, the County and the City government have agreed to involve the City through the creation of an ad hoc committee comprised of City officials which will provide the City with an opportunity to participate in the design review of the project in an advisory capacity.

Based on the foregoing, the project will not have a significant adverse impact on local plans or zoning regulations.

FEAF PART 2 POTENTIAL IMPACT #18 – CONSISTENCY WITH COMMUNITY CHARACTER

The proposed project is inconsistent with the existing community character.

The DCJTC project site is situated in an old urban industrial area of the City of Poughkeepsie. The DCJTC property borders the abandoned CSX railroad line to the west and south, Veith Electrical contractor office to the northwest, commercial and industrial uses to the north along Parker Avenue (auto body, diner, restaurant, gas station/minimart) and Thrifty Beverage, Smokes for Less, storage facilities, and numerous residential uses to the east along North Hamilton Street. Industrial uses such as manufacturing and storage facilities and a junkyard exist in the vicinity of the project site.

The vision for the DCJTC is to provide a 'campus-style' jail setting with various co-located services to support a strong continuum of services. This aligns with the County's embraced philosophy of evidence-based criminal justice practices. The height, scale, and size of the expansion fit within the context of the neighborhood and surrounding community. The proposed buildings will be one to three stories in height, similar to the existing buildings on the site. The three-story façade along North Hamilton has variety based on the internal programmatic operations. The proposed third floor is set back from North Hamilton Street and is located closer to the CSX Railway. New green space, including new trees, will be provided along North Hamilton Street. The exterior façade will utilize materials, colors, and textures consistent with the existing Jail and local context. These design features will reduce any negative impacts of the facility on community character.

The project site is also included in a recently enacted Walkway-Gateway (W-G) District. The northern portion of the project site is included in the G-OM Subdistrict, which is "an area where continued use of existing factory buildings as employment centers is encouraged. Vacant or underused buildings are encouraged to be adaptively reused for a mix of new and existing uses, especially low impact light manufacturing." The southern portion of the project site is located in the G-RM Subdistrict, which is "a medium-density urban neighborhood consisting mostly of a mix of residences (including single-family, two-family, multi-family and rowhouses) as well as home occupations and a variety of small-scale non-residential uses." The DCJTC project includes the adaptive reuse of a portion of the former Taylor Manufacturing building, and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue. The proposed project results in a reduction in the amount of impervious surface on the site of 1.30 acres, and will include new landscaping throughout the site. Thus, the project is consistent with the intent of the Walkway-Gateway zoning district.

As described in Section 9.0 of the Expanded FEAF Narrative, the proposed design is expected to eliminate noise generated by inmates vocalizing to unofficial visitors and pedestrians along North Hamilton Street. This will serve to reduce the number of undesirable pedestrians in the neighborhood who do not formally visit the inmates through the proper channels. The parking layout and interior design of the DCJTC will limit the location for civilian visitors to enter the Jail building. An increased

number of off-street parking spaces within the site will reduce the need for on street parking. The design of the DCJTC project may reduce operational noise, since all inmate activity will occur inside the secure perimeter formed by the new building.

The DCJTC project is a modernization of an existing use that has operated at the same location for decades. The proposed redevelopment will transform the existing jail site and former manufacturing site into a more aesthetically pleasing and pedestrian friendly environment, which is expected to positively impact the character of the neighborhood.

In addition, relocating the Sheriff's Office new Law Enforcement Building into expanded, renovated space in the former Taylor Manufacturing building on Parker Avenue will allow for the creation of a new face to the community, which is essential for addressing current community issues in these difficult times.

MARCUS J. MOLINARO
COUNTY EXECUTIVE



JAMES M. FEDORCHAK
COUNTY ATTORNEY

COUNTY OF DUTCHESS
DEPARTMENT OF LAW

March 2, 2016

Paul Ackermann, Esq.
Corporation Counsel, City of Poughkeepsie
62 Civic Center Plaza
Poughkeepsie, NY 12601

RE: Dutchess County Justice and Transition Center
Our File No. G-1378-LL/G-1582-B

Dear Mr. Ackermann:

In furtherance of our recent conference, I wish to formally advise you that, for the reasons set forth below, the County of Dutchess asserts its immunity from any regulatory authority of the City of Poughkeepsie, including, but not limited to, its site plan and zoning requirements, regarding the County's expansion of its existing Jail and Sheriff's Office located at 150 North Hamilton Street. This expansion is for the purpose of creating a facility referred to as the Justice and Transition Center Project, which will be located on County-owned property on and adjacent to the existing Jail and Sheriff's Office.

Based on the Court of Appeals Decision in *Matter of County of Monroe (City of Rochester)*, 72 NY2d 338, it is our opinion that the County is immune from the City of Poughkeepsie's zoning law and land use planning requirements. In *Monroe* the Court of Appeals determined that inter-governmental land use matters need to be analyzed by "balancing the public interest." The Court set forth factors that require review of those inter-governmental land use matters. Those factors are primarily applicable to major projects, such as the expansion of the airport in the *Monroe* case or the County's creation of the Justice and Transition Center from the existing County Jail and Sheriff's Office. The County maintains that taken in their totality, the interests of the County outweigh the approval of planning and zoning requirements of the City of Poughkeepsie.

Preamble:

Over the past several years, the County of Dutchess has engaged in a comprehensive review of its criminal justice system in an effort to address the overcrowding in the Dutchess County Jail (Jail). The County's Criminal Justice Council conducted a study of the County's criminal justice system and issued a report dated November 1, 2012. In May 2013, RicciGreene Associates, a respected architectural firm specializing in the design of correctional facilities, issued a report entitled "Validation Study of the Dutchess County Criminal Justice Needs Assessment."

In June of 2013, the County of Dutchess authorized the expenditure of \$1,212,000.00 in order to conduct studies in connection with the project definition and planning phase for the development of functional designs for a comprehensive, approach to the criminal justice facility.

The County entered into a contract with RicciGreene Associates for it to develop a phased master plan in connection with the Dutchess County Justice and Transition Center Project. The County also entered into a contract with Alternative Solutions Associates, a nationally known firm, which evaluates criminal justice systems and provides program development recommendations, to conduct a study of the inmate population at the Jail and make recommendations about meeting the needs of the various inmate populations.

In December of 2013, the County of Dutchess authorized the expenditure of \$1,477,964 for the acquisition of the former Taylor Manufacturing property located on both Parker Avenue and North Hamilton Street. The property was acquired in April 2014. This property abuts the jail property and will be necessary for the new construction.

In May 2014, the County of Dutchess authorized the expenditure of \$6,495,310.00 in connection with the installation of the Temporary Inmate Housing and other related activities. The Temporary Inmate Housing consisting of two 100-bed dormitory style structures opened for the acceptance of inmates in Spring of 2015. It should be noted that the temporary housing has been approved by the Commission of Corrections contingent upon the construction of a permanent facility.

In an effort to address the mental health issues of those who enter the criminal justice system, the County has committed to provide Crisis Intervention Training (CIT) to all law enforcement officers. In addition, in December 2015 the County of Dutchess authorized the expenditure of \$4,848,000.00 to renovate its premises at 230 North Road, the former Department of Mental Hygiene building, to create a Stabilization Center. The primary purpose of the Stabilization Center is to divert individuals who suffer mental hygiene issues from being incarcerated as they would previously have been placed in jail.

All of the County's efforts described above, in addition to the numerous meetings that have taken place involving members of the public, have brought us to the point where the County has released documentation for consideration of the construction of the Dutchess County Justice and Transition Center Project. The documentation includes an Expanded Full Environmental Assessment Form (EFEAF). The determination of environmental significance is currently under review by the County of Dutchess as Lead Agency. In addition, there is a \$192,150,000 bond resolution for the construction of the Dutchess County Jail Transition Center Project under consideration by the County of Dutchess.

As County Executive Molinaro has said, Dutchess County did not embark upon a project just to construct a new jail. It embarked upon a project to change the administration of the confinement and enforcement aspects of our criminal justice system. The proposed Justice and Transition Center will be the cornerstone of this undertaking.

We first draw your attention to the similarity of facts between the Monroe and Dutchess County projects. In Monroe, the County was allowed to create an airport pursuant to Section 350 of the General Municipal Law. In Dutchess, the County of Dutchess has an obligation imposed upon it to maintain a jail pursuant to Section 217 of the County Law. Further, the administration of the County's Jail is guided and supervised by the New York State Commission of Corrections pursuant to Section 45 of the Corrections Law and Rules and Regulations promulgated thereunder as well as the Dutchess County Charter and Administrative Code. The New York State Constitution mandates that there be a County Sheriff who administers the County Jail. In both Monroe and Dutchess, the projects under consideration called for new construction which expanded an existing facility of the same nature. In Monroe, the project was the expansion of a pre-existing municipal airport. In Dutchess, the project under consideration is the modernization and expansion in both size and purpose of a pre-existing Jail and Sheriff's Office, both of which have been existence since 1920. In both Monroe and Dutchess, the use contemplated for each project is governmental in nature and not proprietary. While we understand that the governmental-proprietary dispositive test was removed as the sole determining factor by the decision in *Monroe*, we maintain that this test is one of the factors to be considered under the doctrine set down by the Court of Appeals in the *Monroe* decision.

The "balancing of public interest" approach should be employed in considering the issue of whether the County of Dutchess is subject to the zoning and site plan approval requirements of the City of Poughkeepsie. For the reasons set forth below, it is not.

1. The nature and scope of the instrumentality seeking immunity: The County of Dutchess seeks immunity from the requirements of the City of Poughkeepsie insofar as such involve the anticipated project including, but not limited to, Planning Board approval of the project's site plan and zoning board approval which may be required by the City's zoning laws as administered by the Zoning Board of Appeals. The County also seeks immunity from oversight by the City's building code enforcement officer, since the County retains its own Building Code Officer who will oversee the building code as it applies to the project.

2. The kind of function or land use involved: As stated, the Justice and Transition Center and Law Enforcement Center will house a Jail and the Sheriff's Office respectively. These facilities will be components of a comprehensive approach to the obligation of the County to address the needs of the administration of criminal justice and law enforcement. The extent of the public interest to be served through the expansion is to provide a safe and efficient Jail and County Sheriff's Office. The increase in safety benefits both the inmates and the corrections officers who work within the Jail. Inmates will be housed in a more appropriate and safe facility and corrections officers will have better control to assure safe custodial care. The new facility also benefits the families and friends of the inmates as well as the inmates' attorneys, who heretofore were forced to travel, sometimes at great distances, to visit with inmates who were housed at jails maintained by other counties throughout the state because of the lack of space at the existing jail. The intended expansion of the Sheriff's Office provides for a modern, efficient and safe law enforcement facility located separate and apart from the actual Jail. The land use involved in the Dutchess project is the use of the property upon which the existing Jail and Sheriff's Office are constructed and premises adjacent thereto.

3. The extent of public interest to be served by the improvements: As noted above, the alternative methods of providing the services which will be addressed in the expansion of the Jail have both economical and social significance. Overall, the County of Dutchess will save \$5.3 million dollars annually compared to the costs inherent in both the housing-out methodology caused by overcrowding at the existing Jail, as well as the eventual reduction in correction officers staff brought about by the more efficient design of the new Justice and Transition Center. We cannot stress enough the social significance of maintaining a Jail for all Dutchess County inmates in Dutchess County, as opposed to housing the inmates at other county facilities.

4. The effect local land use regulation would have upon the enterprise concerned and the impact upon legitimate local interests. The creation of the Justice and Transition Center will have no effect on local land use regulation nor will it have an adverse impact on legitimate local interests. The use will be essentially as it has been since 1920. We note that the traditional use of the premises in the vicinity of the site where the Justice and Transition Center will be constructed had been and is today a mix of commercial; light industrial and residential properties with elements of each in close proximity to the existing Jail/Sheriff's Office site. We acknowledge that in 2013, the City of Poughkeepsie amended its zoning ordinance to give recognition to the existence of the Walkway over the Hudson Park which is located in the vicinity of the site. As can be seen by the EFCAF previously provided to the City of Poughkeepsie, a great deal of aesthetic planning has been done to assure that the exterior appearance of the new structures will complement the local environment.

We have cited above the state statutory authority obligating the County of Dutchess to maintain the Jail which is coupled with the state constitutional authority that creates the Office of Sheriff and the Dutchess County Charter which gives definition to the local duties and responsibilities of the Sheriff.

5. The applicant's grant of legislative authority: The authority for the County to operate a jail emanates from the New York State Constitution, County Law Section 217, Corrections Law § 45 and 500-c (and Rules and Regulations adopted thereunder), and the Dutchess County Charter and Administrative Code. The Justice and Transition Center will be a non-proprietary and governmental facility. The County's obligation to operate and maintain a Jail and Sheriff's Office is imposed by statute.

6. Alternative locations for the facility in less restrictive zoning area: Initially several sites in the county were considered for this project. After due consideration, two alternative sites were studied for the construction of the Project. One was located in the Town of Poughkeepsie on property owned by the State of New York. The State advised the County that the site was not available and therefore, it was eliminated from consideration. The other property is in the City of Beacon and previously was an outdated prison which had been closed by the State of New York. The building did not comport to the requirements of a modern county jail. Any construction on that site would have involved the complete demolition of the existing state prison complex before new construction of the Justice and Transition Center could be accomplished, resulting in greater expense to the taxpayers. This site would have also resulted in the need to transport prisoners on a daily basis from the City of Beacon to the county

courthouse in the City of Poughkeepsie. The contemplated expansion of the facility in the City of Poughkeepsie will involve the use of part of the existing Jails as well as the adaptive re-use of the former Taylor Manufacturing building which will be separate from the Jail and will house the Sheriff's Office. The City of Poughkeepsie site is also located within two miles of the county courthouse resulting in shorter and safer transportation requirements.

7. Alternative methods of providing the needed improvement: There are no alternatives. The County is mandated to provide a jail and sheriff's office. The temporary housing facility cannot be viewed as permanent. While the Commission of Corrections has given a waiver to allow the temporary housing, the Commission has made it clear it will not allow that facility to become permanent.

8. Intergovernmental participation in the project development process and an opportunity to be heard: There has been widespread publicity and opportunity for public input in this project. As noted above, the present proposal dates back to 2012 when the Criminal Justice Council issued its study of the County's criminal justice system. The need for a new Jail has been discussed at many meetings of the Dutchess County Legislature harkening back to the adoption of a bond resolution in June of 2013. The proceeds of the 2013 bond funded various studies employed by the County of Dutchess resulting with the conclusion that the best method of addressing the issues was the creation of the Justice and Transition Center as a site for the separate buildings housing the Jail and Sheriff's Office. The studies employed involved the creation of internal and external study groups which held public meetings over the course of nearly two years and eight months. The external group was made up of interested members of the community which conducted meetings that were advertised and open to the public. Further, the minutes of this group are published on the County's website. At each meeting of the County Legislature, when resolutions were presented that affected the project, an opportunity for the public to be heard with regard to these resolutions was provided pursuant to the Legislature's rules. Once the County had determined that it would propose itself as Lead Agency in the SEQRA process, a resolution was presented to the County Legislature which was also discussed in public with an opportunity for public input.

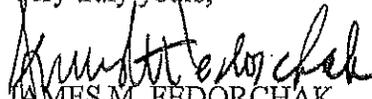
The County Executive and Administrative staff conducted a public meeting in the City of Poughkeepsie on February 16, 2016, which began at 6:30 pm and concluded at 10:00 pm. During this meeting all members of the public in attendance were invited to ask as many questions as they saw fit with regard to the proposed project. When the City of Poughkeepsie was given notice of the County's intent to seek lead agency status during August of 2015, it demurred. Recently, when the City of Poughkeepsie indicated it desired to be an interested agency within the SEQRA process, a complete set of SEQRA documents consisting of the EFEAF Parts 1, 2 and 3 were delivered expeditiously to the City administration. Further, the County Executive has publically stated that the City of Poughkeepsie will be involved in the project and anticipated future steps to be taken.

The Dutchess County Legislature conducted a Committee of the Whole Meeting on February 29, 2016, at which time the County Executive and the County's consultants completely reviewed the EFEAF in detail.

The only conclusion that can be reached through the examples of these exercises is that the project under consideration has been the subject of widespread public knowledge and opportunity to be heard over the last two years and eight (8) months.

When taken in its totality, the County's response to the test prescribed by *Monroe*, shows that the balancing of interest overwhelmingly fall in favor of the County of Dutchess. Also, the only conclusion that can be reached is that the County is not subject to the land use and zoning requirements of the City of Poughkeepsie.

Very truly yours,


JAMES M. FEDORCHAK
County Attorney

JMF/kvh

cc: Marcus J. Molinaro, County Executive
William F.X. O'Neil, Deputy County Executive
Noel H.S. Knille, Department of Public Works
Dale L. Borchert, Chairman, Dutchess County Legislature
All Members of the Dutchess County Legislature

Fedorchak, James

From: Ackermann, Paul [PAckermann@cityofpoughkeepsie.com]
ent: Monday, March 21, 2016 11:23 AM
o: Fedorchak, James
Cc: Rolison, Robert G.; Knapp, Ron
Subject: Dutchess County Justice and Transition Center

Dear Jim:

I write with regard to the County's position that it is exempt from the planning and development approval process of the City. It is my understanding that the City and County have reached an agreement where the City would have a formal role in the architectural and neighborhood functionality of the Justice and Transition Center. This agreement will be rendered to writing shortly. Based on this agreement, the City will consent to the County's position that it is exempt from the planning and development approval process of the City and accept the County's analysis under Monroe.

Paul Ackermann, Esq.
Corporation Counsel

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**State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance**

Date: March 21, 2016

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.

Dutchess County as Lead Agency has determined that the proposed action described below will not have a significant adverse environmental impact and a Draft Impact Statement will not be prepared.

Name of Action: Dutchess County Justice and Transition Center (DCJTC)

SEQR Status: Type I

Conditioned Negative Declaration: No.

Location of Action: The project site consists of the following tax parcels in the City of Poughkeepsie which will be consolidated into one parcel.

PARCEL	PARCEL ADDRESS	ACREAGE
131300-6162-62-238330 (main parcel)	150 North Hamilton Street	7.84
131300-6162-54-240389	182 North Hamilton Street	1.99
131300-6162-54-238399	North Hamilton Street	0.38
131300-6162-54-236411	108 Parker Avenue	2.24
131300-6162-54-213405	104 Parker Avenue	0.16
Total:		12.61

Description of Action:

The existing Dutchess County Jail and Sheriff's Office are located at 150 North Hamilton Street in the City of Poughkeepsie. The existing Dutchess County Jail structure was originally constructed in 1950, was renovated and expanded in 1984 and 1995, and had an overall operational capacity of 292 beds. Chronic overcrowding resulted in the housing out of 200 to 250 inmates to other New York counties. In 2014, the County received approval from the NYS Commission of Correction to construct Temporary Inmate Housing on the Jail site to house these inmates, with the condition that the County pursue a permanent, long term solution to the inadequate inmate housing situation within a specified timeframe. The Jail currently provides housing for 457 inmates, including the temporary structures, and employs 270 staff. The Dutchess County Sheriff's Office currently has approximately 100 employees.

The existing Jail has limited program space and is inefficient to operate and expensive to staff. The 1984 jail is functionally obsolete as a detention facility. The 1995 addition is sound and, with needed repairs, will remain viable for future use in terms of both its structure and its functional configuration.

The Sheriff's Office Building configuration does not support efficient public interaction and law enforcement activities, and does not provide adequate separation between the two. The building experiences water penetration, is not energy efficient, requires security, access, and technology upgrades, and is not handicap accessible. Various studies were conducted that documented the need for a new program and determined operational and floor area requirements for a new DCJTC.

The County of Dutchess is now proposing the construction of a new DCJTC at the Hamilton Street site which will enable the County to provide a variety of co-located services with a new jail facility to support a strong continuum of services, not only for correctional clients but for the City and County as a whole through the development and construction of a safe and efficient facility. The comprehensive long term solution is the development of a holistic justice campus designed to meet the needs of the community by promoting efficiency and enacting practices that reduce criminal recidivism and enhance long-term public safety.

The proposed DCJTC project will involve the removal of the existing Sheriff's Office Building and garage, removal of the north wing of the Jail (1984 section), dismantling of the Temporary Inmate Housing, and removal of portions of the former Taylor Manufacturing Building. Proposed construction includes an addition to the remaining portion of the Jail, Law Enforcement storage, and new Sheriff's Office Law Enforcement Building which will be a combination of new construction and repurposing of the former Taylor Manufacturing Building. The total area of the renovated and new DCJTC Building will be approximately 304,000± SF with an additional 3,600 SF for storage of large equipment. The total area of the adaptively re-purposed and new Sheriff's Law Enforcement Building will be approximately 56,300± SF, with an additional 12,000 SF building for large equipment storage. Access points from Parker Avenue and North Hamilton Street will be maintained. The DCJTC project will contain approximately 582 inmate beds at project completion, with the potential to expand to 660 beds. The square footage numbers and number of inmate beds are taken from the EFEAF and should be considered approximations and subject to minor adjustment as the project is designed.

Reasons Supporting This Determination:

An Expanded Full Environmental Assessment Form (EFEAF) Part 1 was circulated by the Lead Agency on August 7, 2015 to all Involved Agencies. Assessments of the potential impacts resulting from the proposed action which supported the Environmental Assessment Form findings included the following documents:

- Expanded EFEAF dated August 7, 2015 as revised on March 21, 2016. Specifically, the revisions follow the County's amendment to its answer to EFEAF, Part 2, Question 17. The revision to that answer is expounded upon in part 3 of the EFEAF "Part 2 Potential Impact #17" set forth at pages 4,5 and 6 of Part 3 of the EFEAF. ;
- External Advisory Group Meeting Minutes dated June 2, 2015, May 5, 2015, April 7, 2015, March 3, 2015, January 29, 2015, , and August 12, 2014 (Attachment A of the Expanded EFEAF);
- Phase 1A Literature Review and Sensitivity Analysis dated July 2015 prepared by Hudson Valley Cultural Resource Consultants, Ltd. (Attachment B of the Expanded EFEAF);

- Traffic Impact Assessment dated July 29, 2015 prepared by The Chazen Companies (Attachment C of the Expanded EFEAF);
- Topographic Survey, Limit of Disturbance Plan, and Site Plan dated July 17, 2015, prepared by The Chazen Companies (Attachment D of the Expanded EFEAF);
- Recommendations provided by a Special Populations Workgroup, Legislative Jail Advisory Committee, and Internal Advisory Group;
- The EFEAF was presented to the public at legislative meetings on February 4, February 29 and March 10, 2016, with February 29, 2016 being the Legislative Committee of the Whole meeting at which the EFEAF was discussed and questions were answered;
- Correspondence from NYS Office of Parks, Recreation, and Historic Preservation dated September 14, 2015;
- Monroe analysis dated March 2, 2016 prepared by County Attorney James Fedorchak.
- EFEAF parts 1, 2 and 3 as revised on March 21, 2016.

Dutchess County conducted its own independent review and analysis of the information provided and the potential environmental effects. Several impacts which potentially could have had significance, but do not, were identified. The proposed site plan incorporates design and mitigation measures contained herein that lead to the conclusion that there are no significant adverse impacts on the environment. The Jail and Sheriff's Office are institutional buildings in an urban environment. The proposed project is, at its core, a community service and is for the betterment of the community, and will result in many positive impacts as are discussed herein. The facility design incorporates elements sensitive to the urban design environment to address the buildings' fit into the local context. Any physical impacts resulting from the proposed project will be addressed by Best Management Practices.

The following describes the potential impacts and the proposed design and mitigation measures which will result in no significant adverse impacts on the environment.

1. IMPACT ON LAND

The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.

All construction has an impact on land. The project site is located in an urban industrial area of the City and is completely developed with buildings, pavement and sidewalks, and minimal lawn/landscaping. The project will require some excavation/removal of rock to accommodate new foundations. All excavation activities will be managed consistent with Federal and State controls and construction phase stormwater management requirements. Removal of rock is not large in scale, and all excavated materials will be managed appropriately to minimize any adverse impacts. Based on this information, adverse impacts related to bedrock removal are not expected to be significant.

The proposed action may involve construction that continues for more than one year or in multiple phases.

The project is a single phase, but construction will may span two to three years. Completion of the new Dutchess County Sheriff's Law Enforcement building is currently estimated for 2017-2018, with the full buildout of the new Dutchess County Justice and Transition Center facility estimated for 2019-2020.

Construction will occur without disruption to existing facility operation, including parking and traffic circulation. Based on this information, any adverse impacts related to duration of construction are not expected to be significant.

2. IMPACT ON AIR

The proposed DCJTC project may result in the temporary generation of dust during demolition and construction activities.

There are no new air sources associated with the operation of the facility; therefore, no new impacts on air are anticipated during operation of the facility. Temporary impacts to air may occur as a result of demolition and construction activities. Proactive measures associated with Best Management Practices (BMP's) will be employed to control dust, including but not limited to wetting of soils, rapid stabilization of regraded areas with topsoil, loam and/or seeding, and covering of exposed soils. Since these impacts are temporary and short term and BMP's will be employed, no significant adverse impacts are anticipated as a result of the proposed project.

3. TRANSPORTATION

A temporary increase in traffic at the facility will occur during demolition and construction activities.

No growth in employees is anticipated. The proposed project will have temporary, short term impacts on the transportation system as a result of construction activities. A defined approach to construction parking and traffic control will be established during the permitting process. The proposed construction will occur without disruption to existing facility operations, including parking and traffic circulation. Because the adverse impacts associated with traffic are temporary and short term impacts related to construction activities, and because the proposed construction will not result in any disruption in facility operations, no significant adverse impacts in regard to transportation are anticipated as a result of the proposed project.

4. IMPACT ON ENERGY

The proposed action may involve heating and/or cooling of more than 100,000 SF of building area when completed.

The proposed project results in a net increase of approximately 153,764 SF of floor area, which may result in a small to moderate increase in energy usage; however this increase will be offset by the use of energy efficient systems, fixtures, lighting, improved HVAC, etc. The utility provider has adequate capacity, and the increase in energy use is considered insignificant.

5. IMPACT ON NOISE

A temporary increase in noise levels will occur during demolition and construction activities.

The proposed project will result in a temporary, short term increase in noise as a result of demolition and construction activities. The use of demolition and construction equipment will be limited to the hours of 6:30 am to 9:00 pm on Monday through Saturday, in accordance with Chapter 13.5 of the City of Poughkeepsie City Code, *Noise*, Section 13.5-6(c), *Building Construction*. Facility design will mitigate current noise generated by facility operation. All inmate activity will occur inside the secure perimeter

formed by the new building, and all exterior windows will be heavy gauge stainless steel with thermally broken frames. Interior surfaces accessible to inmates will be resistant to vandalism. Translucent and/or fritted glazing will restrict views to and from the street and adjacent residences where appropriate to eliminate interaction between inmates and pedestrians.

Because any adverse impacts are small, short term, and temporary, and the project will comply with the City's noise ordinance, no significant adverse noise impacts will occur as a result of the proposed project. The proposed project will decrease reduce noise impacts related to operation of the facility.

6. IMPACT ON HUMAN HEALTH

The project site includes the former Hamilton Reproduction remediation site (NYSDEC Site Code B00020).

The Hamilton Reproduction site was remediated under the supervision of NYSDEC. The site is subject to an environmental easement held by the NYSDEC pursuant to Title 36 of Article 71 of the Environmental Conservation Law. This environmental easement on the property limits the use of the property to "restricted commercial/industrial use" with the employment of certain long term engineering controls. NYSDEC will be consulted during the design stage to confirm the specific requirements for a transition to "Restricted-Residential Site Use." Through consultation with NYSDEC, no significant adverse impacts to human health related to the existing remedial status of the site will occur as a result of the proposed DCJTC. All construction activities/soil removal will be managed consistent with NYSDEC prescribed protocol. Exposure to soils/groundwater will be limited to construction activities. The project will incorporate any design measures required by NYSDEC to avoid soil gas intrusion.

The DCJTC facility is designed to promote a stable environment whereby security, inmate rehabilitation and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. The new facility will provide a full range of mental health services to divert those with serious mental illness who pose a low risk of re-offense from incarceration into treatment. The new DCJTC will provide adequate incarceration capacity and adequate space for inmate programming to better transition inmates back into the community and reduce recidivism. A new Sheriff's Office Law Enforcement Building is proposed which will provide additional space and improve efficiency. Thus, the design and programs of the proposed DCJTC will result in a positive impact on human health.

7. CONSISTENCY WITH COMMUNITY PLANS

The existing and proposed use of the project site may be considered somewhat inconsistent with certain components of community plans.

Goal #2 of the City of Poughkeepsie Comprehensive Plan adopted in 1998 (page 2-2) promotes "Neighborhoods with a Strong Sense of Community", and states that City government can play a strong role in making the City a safe, healthy place to live. The DCJTC program reflects the needs of a modern facility conducive to the County's progressive movement towards prioritizing inmate re-entry preparation in a safe and secure environment whereby security, inmate rehabilitation, and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. The construction of a new Sheriff's Office Law Enforcement Facility along Parker Avenue will support building long term partnerships between the Sheriff's Office and local business owners and residences to reduce crime and improve

quality of life. Section 3.2.3 of the Comprehensive Plan (page 3-7), *Institutions and Major Employers*, recognizes Dutchess County as a major employer in the City of Poughkeepsie, with 1,237 employees in the City. The Dutchess County Sheriff's Office currently has approximately 100 employees (officers and administrative staff). The Jail provides housing for 457 inmates and employs 270 staff, including administrative staff and correction officers. The proposed project is consistent with the purposes of the City's Comprehensive Plan.

The City of Poughkeepsie Zoning and Land Use Regulations, Chapter 19 of the City Charter, were originally adopted in 1979. The DCJTC will serve to protect and promote public health and safety, which is consistent with the purposes of the zoning regulations listed in Section 19-1.2 which were established to protect and promote public health, safety and general welfare.

Until 2013, the project site, including the former Hamilton Reproduction site, was located in the I-1 Zoning District. "County governmental uses and structures", defined as "municipal parks and recreational facilities, including refreshment and service buildings accessory thereto and any other governmental uses and structures of the City of Poughkeepsie, the County of Dutchess or the state or federal governments or agencies thereof", was a permitted use in the I-1 zoning district prior to the adoption of the Walkway-Gateway district. Thus, the existing Jail and Sheriff's Department were allowed uses in this district. In 2013 the project site was rezoned to a Walkway-Gateway (W-G) District. The intent of this district includes providing for the safety and comfort of pedestrians and removing barriers to the adaptive re-use of former industrial buildings. The project includes the adaptive reuse of a portion of the former Taylor Manufacturing building, and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue. The facilities are being designed to be sensitive to the local context and provide enhancement to the urban design framework. The preliminary design of the new DCJTC reflects the County's sensitivity to the City's vision for the future development of the North Hamilton Street, Parker Avenue area as outlined in the W-G District. The proposed project incorporates landscape enhancements, the creation of unobtrusive off-street parking and the creation of structures that are consistent with the character of the neighborhood.

The northern portion of the project site is included in the G-OM Sub-district. According to the definitions provided by the City code, a government facility is considered a Public Use/Community Service, which is permitted within this sub-district. Thus, the sheriff's office and jail are considered permitted uses in the sub-district.

The southern portion of the project site is located in the G-RM Sub-district of the W-G District. Public uses/community services are not specifically permitted uses in this sub-district; however, the existing sheriff's office and jail within the southern portion of the site would be allowed as pre-existing, non-conforming uses.

The proposed project is immune from the site plan and zoning regulations of the City pursuant to the Monroe Analysis prepared by the County Attorney. However, the County and the City government have agreed to involve the City through the creation of an ad hoc committee comprised of City officials which will provide the City with an opportunity to participate in the design review of the project in an advisory capacity. Specifically, the City will have a formal role of the architectural and neighborhood functionality of the DCJTC. Based on this agreement, the City has agreed with the County's Monroe analysis and accepts the conclusions contained in the analysis. (see attached March 21, 2016 email from Corporation Counsel, Paul Ackermann

The Dutchess County Jail and Sheriff's Office provide a vital community service, and have operated at this site for decades. The government offices, jail, and Sheriff's Office provide employment, and these members of the community contribute to the well-being of the community through their service and spending of their dollars in the downtown area of the City. Facility improvements have been designed to be sensitive to local context and provide enhancement to the urban design framework. The adaptive reuse of the Hamilton Reproduction site further enhances the local character.

Based on the foregoing, the project will not have a significant adverse impact on local plans or zoning regulations.

8. CONSISTENCY WITH COMMUNITY CHARACTER

The existing and proposed use of the project site may be considered somewhat inconsistent with community character.

The DCJTC is a public/governmental use which provides vital public services. The DCJTC project site is situated in an old urban industrial area of the City of Poughkeepsie and numerous commercial and industrial uses exist in the vicinity of the project site. The DCJTC project provides a 'campus-style' jail setting with various co-located services to support a strong continuum of services, which is consistent with the County's embraced philosophy of evidence-based criminal justice practices. The height, scale, and size of the expansion fit within the context of the neighborhood and surrounding community. The three-story façade along North Hamilton has variety based on the internal programmatic operations. The proposed third floor is set back from North Hamilton Street, closer to the CSX Railway. New green space will be provided along North Hamilton Street. The exterior façade will utilize materials, colors, and textures consistent with the existing Jail and local context. No razor ribbon fencing will be visible from North Hamilton Street. The project will endeavor to take advantage of underutilized amenities, such as the Fallkill Creek and the abandoned rail bed, in the future. These design features will reduce any negative impacts of the facility on community character.

As detailed in Section 7, the northern portion of the project is a permitted use in the G-OM sub-district of the recently enacted Walkway-Gateway (W-G) District, and the adaptive reuse of a portion of the former Taylor Manufacturing building and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue are consistent with the purpose of this sub-district. The proposed project results in a reduction in the amount of impervious surface on the site of 1.30 acres, and will include new landscaping throughout the site.

The southern portion of the project site is located within the G-RM sub-district of the Walkway-Gateway District, and although the existing use of the site is not specifically permitted in this sub-district, the existing sheriff's office and jail within the southern portion of the site are allowed as pre-existing, non-conforming uses. County governmental uses and structures were a permitted use in the I-1 zoning district prior to the adoption of the Walkway-Gateway district. The I-1 district included both the jail and the Hamilton Reproduction site. Reference is made to the agreement reached between the County and City governments referred to in section 7 herein.

The design of the project is expected to eliminate noise generated by vocalization of inmates to unofficial visitors and pedestrians along North Hamilton Street, which will likely reduce the number of undesirable pedestrians in the neighborhood. The parking layout and interior design of the DCJTC will limit the location for civilian visitors to enter the Jail building. An increased number of off-street parking

spaces within the site will reduce the need for on street parking. The design of the DCJTC project may reduce operational noise, since all inmate activity will occur inside the secure perimeter formed by the new building.

The DCJTC project is a modernization of an existing use that has operated at the same location for decades. The proposed redevelopment will transform the existing jail site and former manufacturing site into a more aesthetically pleasing and pedestrian friendly environment, which is expected to positively impact the character of the neighborhood. In addition, relocating the Sheriff's Office new Law Enforcement Building into expanded, renovated space in the former Taylor Manufacturing building on Parker Avenue will allow for the creation of a new face to the community, which is essential for addressing current community issues in these difficult times.

CONCLUSION

With reference to the criteria for significance found in 617.7 (c)(1)(i) – (xii):

1. The project will not result in: a substantial change in existing air quality, other than short term; temporary construction impacts; ground or surface water quality or quantity; traffic and noise, other than short term; temporary construction impacts as discussed in Findings 3 and 4 above; a substantial increase in solid waste production or a substantial increase in potential for erosion, flooding, leaching or drainage problems.
2. The project will not result in: the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant or the habitat of such a species or other significant adverse impacts to natural resources.
3. The project will not result in the impairment of the environmental characteristics of a critical environmental area.
4. The project will not result in the creation of a material conflict with a community's current plans or goals as officially adopted because, as discussed in Finding 7 above, although a portion of the proposed project is allowed in a zoning district where the use is not allowed, the County is immune from such zoning according to the Monroe analysis prepared by the County Attorney and accepted by the City's Corporation Counsel. The City of Poughkeepsie will be afforded an opportunity to participate in the design review of the project as previously addressed herein.
5. The project will not result in the impairment of the character or quality of important historical, archeological, architectural or aesthetic resources or of existing community or neighborhood character for the reasons set forth in Finding 8 above.
6. The project will not result in a major change in the use of either the quantity or type of energy as discussed in Finding 4 above. Any increased energy use from the project is minor and will be offset by the use of conservation measures.
7. The project will not result in the creation of a hazard to human health as discussed in Finding 6 above.

8. The project will not result in a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses.
9. The project will not result in the encouragement or attraction of large numbers of people to a place or places for more than a few days, compared to the number of people who would come to such a place absent the action.
10. The project will not result in the creation of a material demand for other actions that would result in one of the above consequences.
11. The project will not result in changes in two or more areas of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment.
12. The project is not a part of two or more related actions undertaken, funded or approved by an agency, none of which has or would have a significant impact on the environment, but when considered cumulatively would meet one or more of the criteria in Part 617.7 9(c)(1).

Morris, Carolyn

From: Doreentig@aol.com
Sent: Monday, February 08, 2016 11:11 AM
To: CountyLegislature
Cc: County Legislators
Subject: DC Jail expansion and environmental easement on former Hamilton Repro. site

I would like to reiterate a concern I brought to your attention several weeks ago regarding the Environmental Easement placed on the former Hamilton Reproduction site by the NYSDEC that limits site uses, see email below.

While remediation of the contaminated site has been completed, if there is a change from the current allowed use of "Commercial/Industrial" to a use such as "residential", the Easement would need to be amended and approved by the NYSDEC Commissioner.

Thank you.

Doreen Tignanelli

"Information is the oxygen in which the fire of democracy burns. If you have information, it burns, if you don't, it chokes".
D. DeBar

In a message dated 1/23/2016 4:04:43 P.M. Eastern Standard Time, Doreentig@aol.com writes:

After reviewing the Lead Agency resolution and FEAR for the Dutchess County Justice and Transition Center, I have concerns regarding Lead Agency status and housing of inmates on a remediated site that I bring to your attention.

I read the agenda for the January 21, 2016 Committee Meeting and saw that Resolution 2016023 declaring the County as Lead Agency for the Center was pulled on January 19, 2016. Subsequently, I watched the video of the January 21 Environmental Committee Meeting.

Resolution 2016023 stated that the County had circulated Part 1 of the FEAR to a number of involved agencies. Records obtained by me through FOIL requests to involved agencies show that the County circulated Lead Agency materials, including a FEAR, in August of 2015.

Those materials included the County's Notice to Involved Agencies that stated "LEAD AGENCY MUST BE DESIGNATED WITHIN THIRTY (30) DAYS". As this is January of 2016 and Lead Agency materials were circulated in August of 2015, it would appear the Lead Agency designation was not made within the stated "thirty (30) days" and the Lead Agency designation process, including circulation of materials to the involved agencies, should begin anew.

The County received conflicting responses from the NYSDOT regarding Lead Agency consent. The Notice response from the NYSDOT checked off the "Consents" box for the County to be Lead Agency while a separate letter dated September 2, 2015 to the County from the NYSDOT regarding the "Dutchess County Justice Transition Center" stated "The Department consents to the Town Planning Board assuming the role of Lead Agency for review of the referenced proposal." The conflict should be resolved.

In watching the Jan. 21 Environmental Committee Meeting, it was said that the FEAR would be made available to the Legislators prior to the February 4 committee meeting. It was unclear if the referenced FEAR was the FEAR prepared by Chazen dated August 7, 2015 or if the FEAR has been updated since the August 2015 Lead Agency circulation.

Regarding the use of the former Hamilton Reproduction contaminated site as part of the Justice and Transition Center, while environmental remediation due to the presence of volatile organic compounds in the soil and water was completed under the supervision of the NYSDEC, the Environmental Easement placed on the site states that the property may not be used for a higher level of use such as "unrestricted or restricted residential use" without an amendment to the easement. Currently, the Highest Allowable Future Use of the site is "Commercial/Industrial". Any use amendment would need to be approved by the Commissioner of the New York State Department of Environmental Conservation

In the event that the Commissioner does not agree to an amendment of the Environmental Easement to allow inmates to reside on the site, it is unclear what options exist and how much taxpayer money would have been expended at that point.

*Doreen A. Tignanelli
29 Colburn Drive
Poughkeepsie NY 12603*

Environment Committee Roll Call

District	Name	Yes	No
District 3 - Town of LaGrange	Borchert *		✓
District 17 - Town and Village of Fishkill	Miccio*		✓
District 13 - Towns of LaGrange, East Fishkill, and Wappinger	Bolner*		✓
District 20 - Town of Red Hook	Strawinski*	1	
District 14 - Town of Wappinger	Amparo*	2	
District 9 - City of Poughkeepsie	Rieser	3	
District 11 - Towns of Rhinebeck and Clinton	Tyner	4	
District 12 - Town of East Fishkill	Metzger		4
District 16 - Town of Fishkill and City of Beacon	Forman (C)		5
District 22 - Towns of Beekman and Union Vale	Coviello		6
District 24 - Towns of Dover and Union Vale	Surman		7
District 25 - Towns of Amenia, Washington, Pleasant Valley	Washburn (VC)		8

Present: 12 Resolution: ✓ Total : 4 8
 Absent: 0 Motion: ✓ Yes No
 Vacant: 0 Abstentions: 0

KR/JT
 y ^ R
 "Motion to table"

2016 060
 3-30-16

Environment Committee Roll Call

<i>District</i>	<i>Name</i>	<i>Yes</i>	<i>No</i>
District 3 - Town of LaGrange	Borchert *	1	
District 17 - Town and Village of Fishkill	Miccio*	2	
District 13 - Towns of LaGrange, East Fishkill, and Wappinger	Bolner*	3	
District 20 - Town of Red Hook	Strawinski*		1
District 14 - Town of Wappinger	Amparo*		2
District 9 - City of Poughkeepsie	Rieser		3
District 11 - Towns of Rhinebeck and Clinton	Tyner		4
District 12 - Town of East Fishkill	Metzger	4	
District 16 - Town of Fishkill and City of Beacon	Forman (C)	5	
District 22 - Towns of Beekman and Union Vale	Coviello	6	
District 24 - Towns of Dover and Union Vale	Surman	7	
District 25 - Towns of Amenia, Washington, Pleasant Valley	Washburn (VC)	8	
Present: _____	Resolution: _____	Total : <u>8</u>	<u>4</u>
Absent: _____	Motion: _____	Yes	No
Vacant: _____		Abstentions: _____	

2016060 AUTHORIZE ADOPTION OF A NEGATIVE DECLARATION BASED ON THE CRITERIA PROVIDED IN 6 NYCRR 617.7(a)-(c) AND THE COUNTY'S FINDINGS AND DETERMINATIONS SET FORTH IN THE EXPANDED FULL ENVIRONMENTAL ASSESSMENT FORM IN CONNECTION WITH THE CONSTRUCTION OF THE DUTCHESS COUNTY JUSTICE AND TRANSITION CENTER PROJECT (TO BE ADOPTED AT MARCH 21ST SPECIAL BOARD MEETING)

Date: March 10, 2016

Roll Call Sheets

District	Last Name	Yes	No
District 3 - Town of LaGrange	Borchert	1	
District 17 - Town and Village of Fishkill	Miccio	2	
District 13 - Towns of LaGrange, East Fishkill, and Wappinger	Bolner	3	
District 20 - Town of Red Hook	Strawinski		1
District 14 - Town of Wappinger	Amparo		2
District 1 - Town of Poughkeepsie	Nesbitt	4	
District 2 - Towns of Pleasant Valley and Poughkeepsie	Sagliano	5	
District 4 - Town of Hyde Park	Black		3
District 5 - Town of Poughkeepsie	Roman	6	
District 6 - Town of Poughkeepsie	Flesland	7	
District 7 - Towns of Hyde Park and Poughkeepsie	Truitt	8	
District 8 - City and Town of Poughkeepsie	Brendli		4
District 9 - City of Poughkeepsie	Rieser		5
District 10 - City of Poughkeepsie	Jeter-Jackson		6
District 11 - Towns of Rhinebeck and Clinton	Tyner		7
District 12 - Town of East Fishkill	Metzger	9	
District 15 - Town of Wappinger	Incoronato	10	
District 16 - Town of Fishkill and City of Beacon	Forman	11	
District 18 - City of Beacon and Town of Fishkill	Landisi	12	
District 19 - Towns of North East, Stanford, Pine Plains, Milan	Pulver	13	
District 21 - Town of East Fishkill	Horton	14	
District 22 - Towns of Beekman and Union Vale	Coviello	15	
District 23 - Towns of Pawling, Beekman and East Fishkill	Thomes	16	
District 24 - Towns of Dover and Union Vale	Surman	17	
District 25 - Towns of Amenia, Washington, Pleasant Valley	Washburn	18	

Present: 25
 Absent: 0
 Vacant: 0

Resolution:
 Motion: ✓

Total: 18 7
 Yes No

Abstentions:

D Bolner / J. Miccio (Amendment Attached)

Moved to amend

*2016060
 3.21.16
 FEAF Parts 1, 2, and 3 and
 Negative Declaration of notice of
 Non-Significance*

**PROPOSED AMENDMENTS TO PART 1, 2, AND 3 OF THE FEAF AND NEGATIVE
DECLARATION OF NOTICE OF DETERMINATION OF NON-SIGNIFICANCE**

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. Yes No
 If Yes, what is the zoning classification(s) including any applicable overlay district?
 The site is zoned Walkway Gateway (W-G) District. The northern portion of the site is in the G-OM sub-district. The southern portion of the site is in the G-RM sub-district.

b. Is the use permitted or allowed by a special or conditional use permit? Yes No
 The use is allowed in the northern portion of the project site; it is not allowed in the southern portion of the project site

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

C.4. Existing community services.

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

b. What police or other public protection forces serve the project site?
 Dutchess County Sheriff's Office with support from City of Poughkeepsie Police Department and NYS Police

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

d. What parks serve the project site?
 Not applicable

D. Project Details

D.1. Proposed and Potential Development

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

b. a. Total acreage of the site of the proposed action? 12.61 acres Refer to Section 1.0 of the FEAF Narrative.
 b. Total acreage to be physically disturbed? 11.0 acres
 c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 12.61 acres

c. Is the proposed action an expansion of an existing project or use? Yes No
 i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % 104% (based on total SF) Units: maximum of 203 new units

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

e. Will proposed action be constructed in multiple phases? Yes No
 i. If No, anticipated period of construction: 36 months
 ii. If Yes:
 • Total number of phases anticipated _____
 • Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
 • Anticipated completion date of final phase _____ month _____ year
 • Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

NA = Not Applicable

17. Consistency with Community Plans
 The proposed action is not consistent with adopted land use plans.
 (See Part 1. C.1, C.2. and C.3.)
 If "Yes", answer questions a - h. If "No", go to Section 18.

NO YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

18. Consistency with Community Character
 The proposed project is inconsistent with the existing community character.
 (See Part 1. C.2, C.3, D.2, E.3)
 If "Yes", answer questions a - g. If "No", proceed to Part 3.

NO YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

**DUTCHESS COUNTY JUSTICE AND TRANSITION CENTER
EXPANDED FULL ENVIRONMENTAL ASSESSMENT FORM (FEAF) PART 3
Evaluation of the Magnitude and Importance of Project Impacts.**

FEAF PART 2 POTENTIAL IMPACT #1 - IMPACT ON LAND

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site.

The 12.61 acre project site is in an urban industrial area of the City and is completely developed with buildings, pavement and sidewalks, and minimal lawn/landscaping. Thus, all of the proposed construction is on previously disturbed land surface. Site soils include the Dutchess-Cardigan-Urban land complex, undulating, rocky (DxB) soil series, which is typically found in urban and suburban development. The open areas are in lawns, gardens, and woodland or brushland between structures.

The DxB soil series has a depth to lithic bedrock of 20 to 40 inches and a typical depth to unweathered bedrock of 30 to 34 inches. The soil has a depth to water table of greater than 80 inches. Slopes associated with this soil type are 1 to 6%. The natural soil layers have been altered or mixed with non-soil material such as bricks, broken concrete, or cinders. Based on the reported characteristics of site soils, the site is suitable for the proposed construction. Erosion and sediment control measures will be employed during construction and all grades will be reestablished post construction.

The proposed expansion will occur without disruption to existing facility operations. Construction of the new Sheriff's Office Law Enforcement Building will be initiated first, since the existing Sheriff's Office will continue to operate until the new facility is complete. The 1984 portion of the existing Jail will then be demolished, and the remainder of the new Jail will be constructed so that the Temporary Inmate Housing can be removed. Completion of the new Dutchess County Sheriff's Office Law Enforcement Facility is currently estimated for 2017-2018, with the full buildout of the new DCJTC facility currently estimated for 2019-2020.

Based on this information, the proposed DCJTC project is not expected to result in any significant impacts on land.

FEAF PART 2 POTENTIAL IMPACT #6 – IMPACT ON AIR

The proposed demolition and construction may result in the temporary generation of dust from open sources, such as land clearing and vehicle travel on unpaved areas. After the proposed construction is completed, the proposed DCJTC will have no significant adverse impact on air quality.

Mitigation measures to avoid impacts on air quality during construction are principally designed to prevent blowing of dust off-site. The majority of soil dust emissions are expected to settle out within a few feet of the area of disturbance. Smaller dust particles may, however, become airborne for longer periods of time and, depending on wind velocity and turbulence, could be carried off-site. The following measures will be undertaken to avoid blowing of dust off-site:

- Watering all exposed soil and rapidly stabilizing the regraded areas with topsoil, loam and/or seeding; and

- Wetting of the site with water as needed.

With these measures in place, the demolition and construction activities associated with the proposed DCJTC project are not expected to result in any significant adverse dust-related impacts.

FEAF PART 2 POTENTIAL IMPACT #13 – IMPACT ON TRANSPORTATION

The proposed action may result in a change to existing transportation systems.

The proposed DCJTC project is not expected to result in a significant change in traffic generation at the site since the project will not result in new employees.

A temporary increase in traffic will occur as the result of demolition and construction activities. Construction traffic includes delivery of equipment and materials, and construction employees. Construction activities will be limited to the hours of 6:30 AM to 9:00 PM in accordance with City of Poughkeepsie Code Chapter 13.5, *Noise*, Section 13.5-6(c) *Building Construction*. A defined approach to construction parking and traffic control will be established during the permitting process.

Therefore, no significant traffic-related impacts will occur as a result of the proposed DCJTC project.

FEAF PART 2 POTENTIAL IMPACT #14 – IMPACT ON ENERGY

The proposed action may cause an increase in the use of any form of energy.

As stated in the Expanded FEAF Narrative Section 8.0, electricity and natural gas are provided to the facility by Central Hudson Gas & Electric Corporation (Central Hudson). Current energy usage by the Dutchess County Jail and Sheriff's Office is approximately 2.3 kilowatt hours annually, and an undetermined amount of energy was utilized by the former Taylor Manufacturing building during its occupancy. The proposed DCJTC project involves the removal of portions of the Taylor Manufacturing Building, for a net increase of 153,764 SF of floor area over existing conditions, which may result in an increase in electric and natural gas usage due to the increase in building area to be heated and cooled. However, the new structures will be designed for energy efficiency. Therefore, no significant impacts in regard to energy will occur as a result of the proposed DCJTC project. It is anticipated that Central Hudson has sufficient capacity to accommodate any increase in electric and natural gas usage.

FEAF PART 2 POTENTIAL IMPACT #15 – IMPACT ON NOISE, ODOR, OR LIGHT

The proposed action may result in an increase in noise, odors, or outdoor lighting.

Short term noise above local ambient noise levels may occur from the use of demolition and construction equipment during development of the proposed DCJTC project, which will be limited to the hours of 6:30 AM to 9:00 PM in accordance with City of Poughkeepsie Code Chapter 13.5, *Noise*, Section 13.5-6(c) *Building construction*. The noise level decreases over distance and through absorption or attenuation of the sound by surrounding structures. Noise related impacts associated with demolition/construction are an unavoidable adverse impact of development. However, noise will be short term in duration and is not expected to be significant.

The proposed DCJTC project is not expected to result in an increase in noise levels above local ambient noise levels during operation of the facility, since the project is not expected to result in any new

employees. The design of the DCJTC project may actually reduce operational noise, since all inmate activity at the jail will occur inside the secure perimeter formed by the new building. As part of the new design, all exterior windows will be heavy 14-gauge (minimum) stainless steel with thermally broken frames. The interior surfaces which are accessible to inmates are resistant to vandalism. Cell, dayroom and multi-purpose windows will provide clear glazing with views to the exterior when appropriate and translucent and/or fritted glazing to restrict views to and from the street and adjacent residences when required. This design will eliminate interaction between inmates and pedestrians on the street.

Therefore, any noise impacts resulting from the proposed DCJTC project will be temporary in nature and are not expected to be significant.

FEAF PART 2 POTENTIAL IMPACT #16 – IMPACT ON HUMAN HEALTH

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants.

The DCJTC project site includes the former Hamilton Reproduction Remediation Site (NYSDEC Site Code B00020), which is currently used as a gravel surface parking lot. The site was remediated under NYSDEC supervision and a certificate of completion was issued by the NYSDEC in June 2010. The site is subject to an environmental easement held by the NYSDEC pursuant to Title 36 of Article 71 of the Environmental Conservation Law. This environmental easement on the property limits the use of the property to “restricted commercial/industrial use” with the employment of certain long term engineering controls.

It is anticipated that NYSDEC will consider the proposed DCJTC housing equivalent to multi-family housing, a residential use. An amendment to the environmental easement will be required with additional efforts to meet the “Restricted-Residential Use” soil cleanup objectives (SCOs).

Onsite contaminants are primarily associated with chlorinated volatile organic compounds (CVOCs) in the shallow groundwater and associated saturated soil. As such, Institutional Controls and Engineering Controls (IC/ECs) prohibit use of groundwater, require soil management, and call for evaluation and mitigation of vapor intrusion. Soils will require screening during construction, potential off-site soil disposal, and a sub-slab ventilation will be required for the DCJTC.

As a condition of authorization for reclassification to a “Restricted-Residential Site Use” category, it is anticipated that NYSDEC will require the following:

1. Updated groundwater sampling rounds.
2. Updated Remedial Alternatives Analysis with Remedial Work Plan using former soil data and updated groundwater data.
3. Public notice of the approved site remedy.
4. Implementation of the new site remedy if the project advances. The revised site remedy is likely to consist of:
 - Revised standards during site footing and basement excavation for which soils may remain on site versus those requiring off-site disposal.
 - Mandatory rather than evaluative use of vapor intrusion measures for new structures.

The proposed DCJTC project will not add any new contamination to the project site. NYSDEC will be consulted during the design stage to confirm the specific requirements for the transition to "Restricted-Residential Site Use". Through consultation with NYSDEC and implementation of the noted measures, no significant adverse impacts to human health related to the existing remedial status of the site will occur as a result of the proposed DCJTC.

As part of the DCJTC project, portions of the existing Jail and the Sheriff's Office will be demolished. Prior to demolition, a survey of any hazardous materials found in these facilities will be conducted and hazardous materials will be properly disposed of as per applicable State regulations to ensure that there is no exposure to the public.

The DCJTC program reflects the needs of a modern facility conducive to the County's progressive movement towards prioritizing inmate re-entry preparation in a safe and secure environment for staff and inmates. The facility is designed to promote a stable environment whereby security, inmate rehabilitation and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. Opportunities for meaningful program participation will be available in the DCJTC as a foundation for intensive programmatic treatment as part of the transitional process aimed at helping inmates successfully reenter the community. The new facility will provide a full range of mental health services to divert those with serious mental illness who pose a low risk of re-offense from incarceration into treatment.

The new DCJTC will provide adequate incarceration capacity and adequate space for inmate programming. This combination provides the County with a real opportunity to implement programs that complement its nationally-recognized "Alternative to Incarceration" (ATI) programs to better transition inmates back into the community and reduce recidivism. A Special Populations Workgroup, working with a national expert in jail-to-community transition, is establishing a detailed approach and plan for higher risk inmates who will be participating in the reentry programs. A new Sheriff's Office Law Enforcement Building is proposed which will provide additional space and improve efficiency. The building will also provide space for law enforcement training.

Thus, the design and programs of the proposed DCJTC will result in a positive impact on human health.

FEAF PART 2 POTENTIAL IMPACT #17 – CONSISTENCY WITH COMMUNITY PLANS

The proposed action is not consistent with the adopted land use plans.

The City of Poughkeepsie adopted its current Comprehensive Plan in November of 1998. Goal #2 of the Comprehensive Plan (page 2-2) promotes "Neighborhoods with a Strong Sense of Community", and states that City government can play a strong role in making the City a safe, healthy place to live. The DCJTC program reflects the needs of a modern facility conducive to the County's progressive movement towards prioritizing inmate re-entry preparation in a safe and secure environment whereby security, inmate rehabilitation, and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. Opportunities for meaningful program participation will be available in the DCJTC as a foundation for intensive programmatic treatment as part of the transitional process aimed at helping inmates successfully reenter the community. The new facility will provide the opportunity to divert those with serious mental illness who pose a low risk of re-offense from incarceration into treatment. The construction of a new Sheriff's Office Law Enforcement Facility along Parker Avenue will

support building long term partnerships between the Sheriff's Office and local business owners and residences to reduce crime and improve quality of life. Section 3.2.3 of the Comprehensive Plan (page 3-7), Institutions and Major Employers, recognizes Dutchess County as a major employer in the City of Poughkeepsie, with 1,237 employees in the City. The Dutchess County Sheriff's Office currently has approximately 100 employees (officers and administrative staff). The Jail provides housing for 457 inmates and employs 270 staff, including administrative staff and correction officers. The proposed project is consistent with the purposes of the City's Comprehensive Plan.

The City of Poughkeepsie Zoning and Land Use Regulations, Chapter 19 of the City Charter, were originally adopted in 1979. Section 19-1.2 lists the purposes of these regulations which were established to protect and promote public health, safety and general welfare. The DCJTC will serve to protect and promote public health and safety, which is consistent with the purposes of the zoning regulations.

Until 2013 the project site was located in the I-1 Zoning District. The existing jail was an allowed use in this district.

In 2013 the project site was rezoned to a Walkway-Gateway (W-G) District. The intent of this district includes providing for the safety and comfort of pedestrians and removing barriers to the adaptive reuse of former industrial buildings. The project includes the adaptive reuse of a portion of the former Taylor Manufacturing building, and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue. The facilities are being designed to be sensitive to the local context and provide enhancement to the urban design framework. The preliminary design of the correctional facility and the sheriff's office reflects the County's sensitivity to the City's vision for the future development of the North Hamilton Street, Parker Avenue area as outlined in the W-G District. Examples of such sensitivity are the inclusion of additional landscape enhancements, the creation of unobtrusive off street parking and the creation of structures which will fit the character of the neighborhood. For an expanded discussion of this topic please refer to our response to "Potential Impact #18" as contained in Part 3 of the EFEAF.

The northern portion of the project site is included in the G-OM Sub-district. Public Uses/Community Services are permitted within this sub-district. Public Uses/Community Services are defined as "A building or use related to municipal offices and services and which may include not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking owned and/or operated by a government agency or not-for-profit corporation" The sheriff's office and jail meet this definition and thus are permitted uses.

The southern portion of the project site is located in the G-RM Sub-district of the W-G District. Public uses/community services are not specifically permitted uses in this sub-district; however, the existing sheriff's office and jail within the southern portion of the site would be allowed as pre-existing, non-conforming uses. County governmental uses and structures ("Municipal parks and recreational facilities, including refreshment and service buildings accessory thereto and any other governmental uses and structures of the City of Poughkeepsie, the County of Dutchess or the state or federal governments or agencies thereof") was a permitted use in the I-1 zoning district prior to the adoption of the Walkway-Gateway district. The I-1 district also covered both the jail and the Hamilton Reproduction site.

The proposed project is immune from the site plan and zoning regulations of the City pursuant to the Monroe Analysis prepared by the County Attorney as consented to by the City of Poughkeepsie

Corporation Counsel. (See attached Monroe analysis and correspondence from the City Corporation Counsel.) However, the County and the City government have agreed to involve the City through the creation of an ad hoc committee comprised of City officials which will provide the City with an opportunity to participate in the design review of the project in an advisory capacity.

Based on the foregoing, the project will not have a significant adverse impact on local plans or zoning regulations.

FEAF PART 2 POTENTIAL IMPACT #18 – CONSISTENCY WITH COMMUNITY CHARACTER

The proposed project is inconsistent with the existing community character.

The DCJTC project site is situated in an old urban industrial area of the City of Poughkeepsie. The DCJTC property borders the abandoned CSX railroad line to the west and south, Veith Electrical contractor office to the northwest, commercial and industrial uses to the north along Parker Avenue (auto body, diner, restaurant, gas station/minimart) and Thrifty Beverage, Smokes for Less, storage facilities, and numerous residential uses to the east along North Hamilton Street. Industrial uses such as manufacturing and storage facilities and a junkyard exist in the vicinity of the project site.

The vision for the DCJTC is to provide a 'campus-style' jail setting with various co-located services to support a strong continuum of services. This aligns with the County's embraced philosophy of evidence-based criminal justice practices. The height, scale, and size of the expansion fit within the context of the neighborhood and surrounding community. The proposed buildings will be one to three stories in height, similar to the existing buildings on the site. The three-story façade along North Hamilton has variety based on the internal programmatic operations. The proposed third floor is set back from North Hamilton Street and is located closer to the CSX Railway. New green space, including new trees, will be provided along North Hamilton Street. The exterior façade will utilize materials, colors, and textures consistent with the existing Jail and local context. These design features will reduce any negative impacts of the facility on community character.

The project site is also included in a recently enacted Walkway-Gateway (W-G) District. The northern portion of the project site is included in the G-OM Subdistrict, which is "an area where continued use of existing factory buildings as employment centers is encouraged. Vacant or underused buildings are encouraged to be adaptively reused for a mix of new and existing uses, especially low impact light manufacturing." The southern portion of the project site is located in the G-RM Subdistrict, which is "a medium-density urban neighborhood consisting mostly of a mix of residences (including single-family, two-family, multi-family and rowhouses) as well as home occupations and a variety of small-scale non-residential uses." The DCJTC project includes the adaptive reuse of a portion of the former Taylor Manufacturing building, and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue. The proposed project results in a reduction in the amount of impervious surface on the site of 1.30 acres, and will include new landscaping throughout the site. Thus, the project is consistent with the intent of the Walkway-Gateway zoning district.

As described in Section 9.0 of the Expanded FEAF Narrative, the proposed design is expected to eliminate noise generated by inmates vocalizing to unofficial visitors and pedestrians along North Hamilton Street. This will serve to reduce the number of undesirable pedestrians in the neighborhood who do not formally visit the inmates through the proper channels. The parking layout and interior design of the DCJTC will limit the location for civilian visitors to enter the Jail building. An increased

number of off-street parking spaces within the site will reduce the need for on street parking. The design of the DCJTC project may reduce operational noise, since all inmate activity will occur inside the secure perimeter formed by the new building.

The DCJTC project is a modernization of an existing use that has operated at the same location for decades. The proposed redevelopment will transform the existing jail site and former manufacturing site into a more aesthetically pleasing and pedestrian friendly environment, which is expected to positively impact the character of the neighborhood.

In addition, relocating the Sheriff's Office new Law Enforcement Building into expanded, renovated space in the former Taylor Manufacturing building on Parker Avenue will allow for the creation of a new face to the community, which is essential for addressing current community issues in these difficult times.

MARCUS J. MOLINARO
COUNTY EXECUTIVE



JAMES M. FEDORCHAK
COUNTY ATTORNEY

COUNTY OF DUTCHESS
DEPARTMENT OF LAW

March 2, 2016

Paul Ackermann, Esq.
Corporation Counsel, City of Poughkeepsie
62 Civic Center Plaza
Poughkeepsie, NY 12601

RE: Dutchess County Justice and Transition Center
Our File No. G-1378-LL/G-1582-B

Dear Mr. Ackermann:

In furtherance of our recent conference, I wish to formally advise you that, for the reasons set forth below, the County of Dutchess asserts its immunity from any regulatory authority of the City of Poughkeepsie, including, but not limited to, its site plan and zoning requirements, regarding the County's expansion of its existing Jail and Sheriff's Office located at 150 North Hamilton Street. This expansion is for the purpose of creating a facility referred to as the Justice and Transition Center Project, which will be located on County-owned property on and adjacent to the existing Jail and Sheriff's Office.

Based on the Court of Appeals Decision in *Matter of County of Monroe (City of Rochester)*, 72 NY2d 338, it is our opinion that the County is immune from the City of Poughkeepsie's zoning law and land use planning requirements. In *Monroe* the Court of Appeals determined that inter-governmental land use matters need to be analyzed by "balancing the public interest." The Court set forth factors that require review of those inter-governmental land use matters. Those factors are primarily applicable to major projects, such as the expansion of the airport in the *Monroe* case or the County's creation of the Justice and Transition Center from the existing County Jail and Sheriff's Office. The County maintains that taken in their totality, the interests of the County outweigh the approval of planning and zoning requirements of the City of Poughkeepsie.

Preamble:

Over the past several years, the County of Dutchess has engaged in a comprehensive review of its criminal justice system in an effort to address the overcrowding in the Dutchess County Jail (Jail). The County's Criminal Justice Council conducted a study of the County's criminal justice system and issued a report dated November 1, 2012. In May 2013, RicciGreene Associates, a respected architectural firm specializing in the design of correctional facilities, issued a report entitled "Validation Study of the Dutchess County Criminal Justice Needs Assessment."

In June of 2013, the County of Dutchess authorized the expenditure of \$1,212,000.00 in order to conduct studies in connection with the project definition and planning phase for the development of functional designs for a comprehensive, approach to the criminal justice facility.

The County entered into a contract with RicciGreene Associates for it to develop a phased master plan in connection with the Dutchess County Justice and Transition Center Project. The County also entered into a contract with Alternative Solutions Associates, a nationally known firm, which evaluates criminal justice systems and provides program development recommendations, to conduct a study of the inmate population at the Jail and make recommendations about meeting the needs of the various inmate populations.

In December of 2013, the County of Dutchess authorized the expenditure of \$1,477,964 for the acquisition of the former Taylor Manufacturing property located on both Parker Avenue and North Hamilton Street. The property was acquired in April 2014. This property abuts the jail property and will be necessary for the new construction.

In May 2014, the County of Dutchess authorized the expenditure of \$6,495,310.00 in connection with the installation of the Temporary Inmate Housing and other related activities. The Temporary Inmate Housing consisting of two 100-bed dormitory style structures opened for the acceptance of inmates in Spring of 2015. It should be noted that the temporary housing has been approved by the Commission of Corrections contingent upon the construction of a permanent facility.

In an effort to address the mental health issues of those who enter the criminal justice system, the County has committed to provide Crisis Intervention Training (CIT) to all law enforcement officers. In addition, in December 2015 the County of Dutchess authorized the expenditure of \$4,848,000.00 to renovate its premises at 230 North Road, the former Department of Mental Hygiene building, to create a Stabilization Center. The primary purpose of the Stabilization Center is to divert individuals who suffer mental hygiene issues from being incarcerated as they would previously have been placed in jail.

All of the County's efforts described above, in addition to the numerous meetings that have taken place involving members of the public, have brought us to the point where the County has released documentation for consideration of the construction of the Dutchess County Justice and Transition Center Project. The documentation includes an Expanded Full Environmental Assessment Form (EFEAF). The determination of environmental significance is currently under review by the County of Dutchess as Lead Agency. In addition, there is a \$192,150,000 bond resolution for the construction of the Dutchess County Jail Transition Center Project under consideration by the County of Dutchess.

As County Executive Molinaro has said, Dutchess County did not embark upon a project just to construct a new jail. It embarked upon a project to change the administration of the confinement and enforcement aspects of our criminal justice system. The proposed Justice and Transition Center will be the cornerstone of this undertaking.

We first draw your attention to the similarity of facts between the Monroe and Dutchess County projects. In Monroe, the County was allowed to create an airport pursuant to Section 350 of the General Municipal Law. In Dutchess, the County of Dutchess has an obligation imposed upon it to maintain a jail pursuant to Section 217 of the County Law. Further, the administration of the County's Jail is guided and supervised by the New York State Commission of Corrections pursuant to Section 45 of the Corrections Law and Rules and Regulations promulgated thereunder as well as the Dutchess County Charter and Administrative Code. The New York State Constitution mandates that there be a County Sheriff who administers the County Jail. In both Monroe and Dutchess, the projects under consideration called for new construction which expanded an existing facility of the same nature. In Monroe, the project was the expansion of a pre-existing municipal airport. In Dutchess, the project under consideration is the modernization and expansion in both size and purpose of a pre-existing Jail and Sheriff's Office, both of which have been existence since 1920. In both Monroe and Dutchess, the use contemplated for each project is governmental in nature and not proprietary. While we understand that the governmental-proprietary dispositive test was removed as the sole determining factor by the decision in *Monroe*, we maintain that this test is one of the factors to be considered under the doctrine set down by the Court of Appeals in the *Monroe* decision.

The "balancing of public interest" approach should be employed in considering the issue of whether the County of Dutchess is subject to the zoning and site plan approval requirements of the City of Poughkeepsie. For the reasons set forth below, it is not.

1. The nature and scope of the instrumentality seeking immunity: The County of Dutchess seeks immunity from the requirements of the City of Poughkeepsie insofar as such involve the anticipated project including, but not limited to, Planning Board approval of the project's site plan and zoning board approval which may be required by the City's zoning laws as administered by the Zoning Board of Appeals. The County also seeks immunity from oversight by the City's building code enforcement officer, since the County retains its own Building Code Officer who will oversee the building code as it applies to the project.

2. The kind of function or land use involved: As stated, the Justice and Transition Center and Law Enforcement Center will house a Jail and the Sheriff's Office respectively. These facilities will be components of a comprehensive approach to the obligation of the County to address the needs of the administration of criminal justice and law enforcement. The extent of the public interest to be served through the expansion is to provide a safe and efficient Jail and County Sheriff's Office. The increase in safety benefits both the inmates and the corrections officers who work within the Jail. Inmates will be housed in a more appropriate and safe facility and corrections officers will have better control to assure safe custodial care. The new facility also benefits the families and friends of the inmates as well as the inmates' attorneys, who heretofore were forced to travel, sometimes at great distances, to visit with inmates who were housed at jails maintained by other counties throughout the state because of the lack of space at the existing jail. The intended expansion of the Sheriff's Office provides for a modern, efficient and safe law enforcement facility located separate and apart from the actual Jail. The land use involved in the Dutchess project is the use of the property upon which the existing Jail and Sheriff's Office are constructed and premises adjacent thereto.

3. The extent of public interest to be served by the improvements: As noted above, the alternative methods of providing the services which will be addressed in the expansion of the Jail have both economical and social significance. Overall, the County of Dutchess will save \$5.3 million dollars annually compared to the costs inherent in both the housing-out methodology caused by overcrowding at the existing Jail, as well as the eventual reduction in correction officers staff brought about by the more efficient design of the new Justice and Transition Center. We cannot stress enough the social significance of maintaining a Jail for all Dutchess County inmates in Dutchess County, as opposed to housing the inmates at other county facilities.

4. The effect local land use regulation would have upon the enterprise concerned and the impact upon legitimate local interests. The creation of the Justice and Transition Center will have no effect on local land use regulation nor will it have an adverse impact on legitimate local interests. The use will be essentially as it has been since 1920. We note that the traditional use of the premises in the vicinity of the site where the Justice and Transition Center will be constructed had been and is today a mix of commercial; light industrial and residential properties with elements of each in close proximity to the existing Jail/Sheriff's Office site. We acknowledge that in 2013, the City of Poughkeepsie amended its zoning ordinance to give recognition to the existence of the Walkway over the Hudson Park which is located in the vicinity of the site. As can be seen by the EFEAF previously provided to the City of Poughkeepsie, a great deal of aesthetic planning has been done to assure that the exterior appearance of the new structures will complement the local environment.

We have cited above the state statutory authority obligating the County of Dutchess to maintain the Jail which is coupled with the state constitutional authority that creates the Office of Sheriff and the Dutchess County Charter which gives definition to the local duties and responsibilities of the Sheriff.

5. The applicant's grant of legislative authority: The authority for the County to operate a jail emanates from the New York State Constitution, County Law Section 217, Corrections Law § 45 and 500-c (and Rules and Regulations adopted thereunder), and the Dutchess County Charter and Administrative Code. The Justice and Transition Center will be a non-proprietary and governmental facility. The County's obligation to operate and maintain a Jail and Sheriff's Office is imposed by statute.

6. Alternative locations for the facility in less restrictive zoning area: Initially several sites in the county were considered for this project. After due consideration, two alternative sites were studied for the construction of the Project. One was located in the Town of Poughkeepsie on property owned by the State of New York. The State advised the County that the site was not available and therefore, it was eliminated from consideration. The other property is in the City of Beacon and previously was an outdated prison which had been closed by the State of New York. The building did not comport to the requirements of a modern county jail. Any construction on that site would have involved the complete demolition of the existing state prison complex before new construction of the Justice and Transition Center could be accomplished, resulting in greater expense to the taxpayers. This site would have also resulted in the need to transport prisoners on a daily basis from the City of Beacon to the county

courthouse in the City of Poughkeepsie. The contemplated expansion of the facility in the City of Poughkeepsie will involve the use of part of the existing Jails as well as the adaptive re-use of the former Taylor Manufacturing building which will be separate from the Jail and will house the Sheriff's Office. The City of Poughkeepsie site is also located within two miles of the county courthouse resulting in shorter and safer transportation requirements.

7. Alternative methods of providing the needed improvement: There are no alternatives. The County is mandated to provide a jail and sheriff's office. The temporary housing facility cannot be viewed as permanent. While the Commission of Corrections has given a waiver to allow the temporary housing, the Commission has made it clear it will not allow that facility to become permanent.

8. Intergovernmental participation in the project development process and an opportunity to be heard: There has been widespread publicity and opportunity for public input in this project. As noted above, the present proposal dates back to 2012 when the Criminal Justice Council issued its study of the County's criminal justice system. The need for a new Jail has been discussed at many meetings of the Dutchess County Legislature harkening back to the adoption of a bond resolution in June of 2013. The proceeds of the 2013 bond funded various studies employed by the County of Dutchess resulting with the conclusion that the best method of addressing the issues was the creation of the Justice and Transition Center as a site for the separate buildings housing the Jail and Sheriff's Office. The studies employed involved the creation of internal and external study groups which held public meetings over the course of nearly two years and eight months. The external group was made up of interested members of the community which conducted meetings that were advertised and open to the public. Further, the minutes of this group are published on the County's website. At each meeting of the County Legislature, when resolutions were presented that affected the project, an opportunity for the public to be heard with regard to these resolutions was provided pursuant to the Legislature's rules. Once the County had determined that it would propose itself as Lead Agency in the SEQRA process, a resolution was presented to the County Legislature which was also discussed in public with an opportunity for public input.

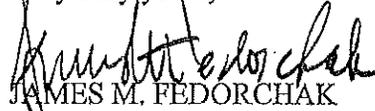
The County Executive and Administrative staff conducted a public meeting in the City of Poughkeepsie on February 16, 2016, which began at 6:30 pm and concluded at 10:00 pm. During this meeting all members of the public in attendance were invited to ask as many questions as they saw fit with regard to the proposed project. When the City of Poughkeepsie was given notice of the County's intent to seek lead agency status during August of 2015, it demurred. Recently, when the City of Poughkeepsie indicated it desired to be an interested agency within the SEQRA process, a complete set of SEQRA documents consisting of the EFEAF Parts 1, 2 and 3 were delivered expeditiously to the City administration. Further, the County Executive has publically stated that the City of Poughkeepsie will be involved in the project and anticipated future steps to be taken.

The Dutchess County Legislature conducted a Committee of the Whole Meeting on February 29, 2016, at which time the County Executive and the County's consultants completely reviewed the EFEAF in detail.

The only conclusion that can be reached through the examples of these exercises is that the project under consideration has been the subject of widespread public knowledge and opportunity to be heard over the last two years and eight (8) months.

When taken in its totality, the County's response to the test prescribed by *Monroe*, shows that the balancing of interest overwhelmingly fall in favor of the County of Dutchess. Also, the only conclusion that can be reached is that the County is not subject to the land use and zoning requirements of the City of Poughkeepsie.

Very truly yours,


JAMES M. FEDORCHAK
County Attorney

JMF/kvh

cc: Marcus J. Molinaro, County Executive
William F.X. O'Neil, Deputy County Executive
Noel H.S. Knille, Department of Public Works
Dale L. Borchert, Chairman, Dutchess County Legislature
All Members of the Dutchess County Legislature

Fedorchak, James

From: Ackermann, Paul [PAckermann@cityofpoughkeepsie.com]
ent: Monday, March 21, 2016 11:23 AM
o: Fedorchak, James
Cc: Rolison, Robert G.; Knapp, Ron
Subject: Dutchess County Justice and Transition Center

Dear Jim:

I write with regard to the County's position that it is exempt from the planning and development approval process of the City. It is my understanding that the City and County have reached an agreement where the City would have a formal role in the architectural and neighborhood functionality of the Justice and Transition Center. This agreement will be rendered to writing shortly. Based on this agreement, the City will consent to the County's position that it is exempt from the planning and development approval process of the City and accept the County's analysis under Monroe.

Paul Ackermann, Esq.
Corporation Counsel

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**State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance**

Date: March 21, 2016

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.

Dutchess County as Lead Agency has determined that the proposed action described below will not have a significant adverse environmental impact and a Draft Impact Statement will not be prepared.

Name of Action: Dutchess County Justice and Transition Center (DCJTC)

SEQR Status: Type I

Conditioned Negative Declaration: No.

Location of Action: The project site consists of the following tax parcels in the City of Poughkeepsie which will be consolidated into one parcel.

PARCEL	PARCEL ADDRESS	ACREAGE
131300-6162-62-238330 (main parcel)	150 North Hamilton Street	7.84
131300-6162-54-240389	182 North Hamilton Street	1.99
131300-6162-54-238399	North Hamilton Street	0.38
131300-6162-54-236411	108 Parker Avenue	2.24
131300-6162-54-213405	104 Parker Avenue	0.16
Total:		12.61

Description of Action:

The existing Dutchess County Jail and Sheriff's Office are located at 150 North Hamilton Street in the City of Poughkeepsie. The existing Dutchess County Jail structure was originally constructed in 1950, was renovated and expanded in 1984 and 1995, and had an overall operational capacity of 292 beds. Chronic overcrowding resulted in the housing out of 200 to 250 inmates to other New York counties. In 2014, the County received approval from the NYS Commission of Correction to construct Temporary Inmate Housing on the Jail site to house these inmates, with the condition that the County pursue a permanent, long term solution to the inadequate inmate housing situation within a specified timeframe. The Jail currently provides housing for 457 inmates, including the temporary structures, and employs 270 staff. The Dutchess County Sheriff's Office currently has approximately 100 employees.

The existing Jail has limited program space and is inefficient to operate and expensive to staff. The 1984 jail is functionally obsolete as a detention facility. The 1995 addition is sound and, with needed repairs, will remain viable for future use in terms of both its structure and its functional configuration.

The Sheriff's Office Building configuration does not support efficient public interaction and law enforcement activities, and does not provide adequate separation between the two. The building experiences water penetration, is not energy efficient, requires security, access, and technology upgrades, and is not handicap accessible. Various studies were conducted that documented the need for a new program and determined operational and floor area requirements for a new DCJTC.

The County of Dutchess is now proposing the construction of a new DCJTC at the Hamilton Street site which will enable the County to provide a variety of co-located services with a new jail facility to support a strong continuum of services, not only for correctional clients but for the City and County as a whole through the development and construction of a safe and efficient facility. The comprehensive long term solution is the development of a holistic justice campus designed to meet the needs of the community by promoting efficiency and enacting practices that reduce criminal recidivism and enhance long-term public safety.

The proposed DCJTC project will involve the removal of the existing Sheriff's Office Building and garage, removal of the north wing of the Jail (1984 section), dismantling of the Temporary Inmate Housing, and removal of portions of the former Taylor Manufacturing Building. Proposed construction includes an addition to the remaining portion of the Jail, Law Enforcement storage, and new Sheriff's Office Law Enforcement Building which will be a combination of new construction and repurposing of the former Taylor Manufacturing Building. The total area of the renovated and new DCJTC Building will be approximately 304,000± SF with an additional 3,600 SF for storage of large equipment. The total area of the adaptively re-purposed and new Sheriff's Law Enforcement Building will be approximately 56,300± SF, with an additional 12,000 SF building for large equipment storage. Access points from Parker Avenue and North Hamilton Street will be maintained. The DCJTC project will contain approximately 582 inmate beds at project completion, with the potential to expand to 660 beds. The square footage numbers and number of inmate beds are taken from the EFEAF and should be considered approximations and subject to minor adjustment as the project is designed.

Reasons Supporting This Determination:

An Expanded Full Environmental Assessment Form (EFEAF) Part 1 was circulated by the Lead Agency on August 7, 2015 to all Involved Agencies. Assessments of the potential impacts resulting from the proposed action which supported the Environmental Assessment Form findings included the following documents:

- Expanded EFEAF dated August 7, 2015 as revised on March 21, 2016. Specifically, the revisions follow the County's amendment to its answer to EFEAF, Part 2, Question 17. The revision to that answer is expounded upon in part 3 of the EFEAF "Part 2 Potential Impact #17" set forth at pages 4,5 and 6 of Part 3 of the EFEAF. ;
- External Advisory Group Meeting Minutes dated June 2, 2015, May 5, 2015, April 7, 2015, March 3, 2015, January 29, 2015, , and August 12, 2014 (Attachment A of the Expanded EFEAF);
- Phase 1A Literature Review and Sensitivity Analysis dated July 2015 prepared by Hudson Valley Cultural Resource Consultants, Ltd. (Attachment B of the Expanded EFEAF);

- Traffic Impact Assessment dated July 29, 2015 prepared by The Chazen Companies (Attachment C of the Expanded EFEAF);
- Topographic Survey, Limit of Disturbance Plan, and Site Plan dated July 17, 2015, prepared by The Chazen Companies (Attachment D of the Expanded EFEAF);
- Recommendations provided by a Special Populations Workgroup, Legislative Jail Advisory Committee, and Internal Advisory Group;
- The EFEAF was presented to the public at legislative meetings on February 4, February 29 and March 10, 2016, with February 29, 2016 being the Legislative Committee of the Whole meeting at which the EFEAF was discussed and questions were answered;
- Correspondence from NYS Office of Parks, Recreation, and Historic Preservation dated September 14, 2015;
- Monroe analysis dated March 2, 2016 prepared by County Attorney James Fedorchak.
- EFEAF parts 1, 2 and 3 as revised on March 21, 2016.

Dutchess County conducted its own independent review and analysis of the information provided and the potential environmental effects. Several impacts which potentially could have had significance, but do not, were identified. The proposed site plan incorporates design and mitigation measures contained herein that lead to the conclusion that there are no significant adverse impacts on the environment. The Jail and Sheriff's Office are institutional buildings in an urban environment. The proposed project is, at its core, a community service and is for the betterment of the community, and will result in many positive impacts as are discussed herein. The facility design incorporates elements sensitive to the urban design environment to address the buildings' fit into the local context. Any physical impacts resulting from the proposed project will be addressed by Best Management Practices.

The following describes the potential impacts and the proposed design and mitigation measures which will result in no significant adverse impacts on the environment.

1. IMPACT ON LAND

The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.

All construction has an impact on land. The project site is located in an urban industrial area of the City and is completely developed with buildings, pavement and sidewalks, and minimal lawn/landscaping. The project will require some excavation/removal of rock to accommodate new foundations. All excavation activities will be managed consistent with Federal and State controls and construction phase stormwater management requirements. Removal of rock is not large in scale, and all excavated materials will be managed appropriately to minimize any adverse impacts. Based on this information, adverse impacts related to bedrock removal are not expected to be significant.

The proposed action may involve construction that continues for more than one year or in multiple phases.

The project is a single phase, but construction will may span two to three years. Completion of the new Dutchess County Sheriff's Law Enforcement building is currently estimated for 2017-2018, with the full buildout of the new Dutchess County Justice and Transition Center facility estimated for 2019-2020.

Construction will occur without disruption to existing facility operation, including parking and traffic circulation. Based on this information, any adverse impacts related to duration of construction are not expected to be significant.

2. IMPACT ON AIR

The proposed DCJTC project may result in the temporary generation of dust during demolition and construction activities.

There are no new air sources associated with the operation of the facility; therefore, no new impacts on air are anticipated during operation of the facility. Temporary impacts to air may occur as a result of demolition and construction activities. Proactive measures associated with Best Management Practices (BMP's) will be employed to control dust, including but not limited to wetting of soils, rapid stabilization of regraded areas with topsoil, loam and/or seeding, and covering of exposed soils. Since these impacts are temporary and short term and BMP's will be employed, no significant adverse impacts are anticipated as a result of the proposed project.

3. TRANSPORTATION

A temporary increase in traffic at the facility will occur during demolition and construction activities.

No growth in employees is anticipated. The proposed project will have temporary, short term impacts on the transportation system as a result of construction activities. A defined approach to construction parking and traffic control will be established during the permitting process. The proposed construction will occur without disruption to existing facility operations, including parking and traffic circulation. Because the adverse impacts associated with traffic are temporary and short term impacts related to construction activities, and because the proposed construction will not result in any disruption in facility operations, no significant adverse impacts in regard to transportation are anticipated as a result of the proposed project.

4. IMPACT ON ENERGY

The proposed action may involve heating and/or cooling of more than 100,000 SF of building area when completed.

The proposed project results in a net increase of approximately 153,764 SF of floor area, which may result in a small to moderate increase in energy usage; however this increase will be offset by the use of energy efficient systems, fixtures, lighting, improved HVAC, etc. The utility provider has adequate capacity, and the increase in energy use is considered insignificant.

5. IMPACT ON NOISE

A temporary increase in noise levels will occur during demolition and construction activities.

The proposed project will result in a temporary, short term increase in noise as a result of demolition and construction activities. The use of demolition and construction equipment will be limited to the hours of 6:30 am to 9:00 pm on Monday through Saturday, in accordance with Chapter 13.5 of the City of Poughkeepsie City Code, *Noise*, Section 13.5-6(c), *Building Construction*. Facility design will mitigate current noise generated by facility operation. All inmate activity will occur inside the secure perimeter

formed by the new building, and all exterior windows will be heavy gauge stainless steel with thermally broken frames. Interior surfaces accessible to inmates will be resistant to vandalism. Translucent and/or fritted glazing will restrict views to and from the street and adjacent residences where appropriate to eliminate interaction between inmates and pedestrians.

Because any adverse impacts are small, short term, and temporary, and the project will comply with the City's noise ordinance, no significant adverse noise impacts will occur as a result of the proposed project. The proposed project will decrease reduce noise impacts related to operation of the facility.

6. IMPACT ON HUMAN HEALTH

The project site includes the former Hamilton Reproduction remediation site (NYSDEC Site Code B00020).

The Hamilton Reproduction site was remediated under the supervision of NYSDEC. The site is subject to an environmental easement held by the NYSDEC pursuant to Title 36 of Article 71 of the Environmental Conservation Law. This environmental easement on the property limits the use of the property to "restricted commercial/industrial use" with the employment of certain long term engineering controls. NYSDEC will be consulted during the design stage to confirm the specific requirements for a transition to "Restricted-Residential Site Use." Through consultation with NYSDEC, no significant adverse impacts to human health related to the existing remedial status of the site will occur as a result of the proposed DCJTC. All construction activities/soil removal will be managed consistent with NYSDEC prescribed protocol. Exposure to soils/groundwater will be limited to construction activities. The project will incorporate any design measures required by NYSDEC to avoid soil gas intrusion.

The DCJTC facility is designed to promote a stable environment whereby security, inmate rehabilitation and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. The new facility will provide a full range of mental health services to divert those with serious mental illness who pose a low risk of re-offense from incarceration into treatment. The new DCJTC will provide adequate incarceration capacity and adequate space for inmate programming to better transition inmates back into the community and reduce recidivism. A new Sheriff's Office Law Enforcement Building is proposed which will provide additional space and improve efficiency. Thus, the design and programs of the proposed DCJTC will result in a positive impact on human health.

7. CONSISTENCY WITH COMMUNITY PLANS

The existing and proposed use of the project site may be considered somewhat inconsistent with certain components of community plans.

Goal #2 of the City of Poughkeepsie Comprehensive Plan adopted in 1998 (page 2-2) promotes "Neighborhoods with a Strong Sense of Community", and states that City government can play a strong role in making the City a safe, healthy place to live. The DCJTC program reflects the needs of a modern facility conducive to the County's progressive movement towards prioritizing inmate re-entry preparation in a safe and secure environment whereby security, inmate rehabilitation, and staff professionalism are promoted by the building's physical and operational goals while maximizing operational efficiencies through analysis of functional adjacencies. The construction of a new Sheriff's Office Law Enforcement Facility along Parker Avenue will support building long term partnerships between the Sheriff's Office and local business owners and residences to reduce crime and improve

quality of life. Section 3.2.3 of the Comprehensive Plan (page 3-7), *Institutions and Major Employers*, recognizes Dutchess County as a major employer in the City of Poughkeepsie, with 1,237 employees in the City. The Dutchess County Sheriff's Office currently has approximately 100 employees (officers and administrative staff). The Jail provides housing for 457 inmates and employs 270 staff, including administrative staff and correction officers. The proposed project is consistent with the purposes of the City's Comprehensive Plan.

The City of Poughkeepsie Zoning and Land Use Regulations, Chapter 19 of the City Charter, were originally adopted in 1979. The DCJTC will serve to protect and promote public health and safety, which is consistent with the purposes of the zoning regulations listed in Section 19-1.2 which were established to protect and promote public health, safety and general welfare.

Until 2013, the project site, including the former Hamilton Reproduction site, was located in the I-1 Zoning District. "County governmental uses and structures", defined as "municipal parks and recreational facilities, including refreshment and service buildings accessory thereto and any other governmental uses and structures of the City of Poughkeepsie, the County of Dutchess or the state or federal governments or agencies thereof", was a permitted use in the I-1 zoning district prior to the adoption of the Walkway-Gateway district. Thus, the existing Jail and Sheriff's Department were allowed uses in this district. In 2013 the project site was rezoned to a Walkway-Gateway (W-G) District. The intent of this district includes providing for the safety and comfort of pedestrians and removing barriers to the adaptive re-use of former industrial buildings. The project includes the adaptive reuse of a portion of the former Taylor Manufacturing building, and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue. The facilities are being designed to be sensitive to the local context and provide enhancement to the urban design framework. The preliminary design of the new DCJTC reflects the County's sensitivity to the City's vision for the future development of the North Hamilton Street, Parker Avenue area as outlined in the W-G District. The proposed project incorporates landscape enhancements, the creation of unobtrusive off-street parking and the creation of structures that are consistent with the character of the neighborhood.

The northern portion of the project site is included in the G-OM Sub-district. According to the definitions provided by the City code, a government facility is considered a Public Use/Community Service, which is permitted within this sub-district. Thus, the sheriff's office and jail are considered permitted uses in the sub-district.

The southern portion of the project site is located in the G-RM Sub-district of the W-G District. Public uses/community services are not specifically permitted uses in this sub-district; however, the existing sheriff's office and jail within the southern portion of the site would be allowed as pre-existing, non-conforming uses.

The proposed project is immune from the site plan and zoning regulations of the City pursuant to the Monroe Analysis prepared by the County Attorney. However, the County and the City government have agreed to involve the City through the creation of an ad hoc committee comprised of City officials which will provide the City with an opportunity to participate in the design review of the project in an advisory capacity. Specifically, the City will have a formal role of the architectural and neighborhood functionality of the DCJTC. Based on this agreement, the City has agreed with the County's Monroe analysis and accepts the conclusions contained in the analysis. (see attached March 21, 2016 email from Corporation Counsel, Paul Ackermann

The Dutchess County Jail and Sheriff's Office provide a vital community service, and have operated at this site for decades. The government offices, jail, and Sheriff's Office provide employment, and these members of the community contribute to the well-being of the community through their service and spending of their dollars in the downtown area of the City. Facility improvements have been designed to be sensitive to local context and provide enhancement to the urban design framework. The adaptive reuse of the Hamilton Reproduction site further enhances the local character.

Based on the foregoing, the project will not have a significant adverse impact on local plans or zoning regulations.

8. CONSISTENCY WITH COMMUNITY CHARACTER

The existing and proposed use of the project site may be considered somewhat inconsistent with community character.

The DCJTC is a public/governmental use which provides vital public services. The DCJTC project site is situated in an old urban industrial area of the City of Poughkeepsie and numerous commercial and industrial uses exist in the vicinity of the project site. The DCJTC project provides a 'campus-style' jail setting with various co-located services to support a strong continuum of services, which is consistent with the County's embraced philosophy of evidence-based criminal justice practices. The height, scale, and size of the expansion fit within the context of the neighborhood and surrounding community. The three-story façade along North Hamilton has variety based on the internal programmatic operations. The proposed third floor is set back from North Hamilton Street, closer to the CSX Railway. New green space will be provided along North Hamilton Street. The exterior façade will utilize materials, colors, and textures consistent with the existing Jail and local context. No razor ribbon fencing will be visible from North Hamilton Street. The project will endeavor to take advantage of underutilized amenities, such as the Fallkill Creek and the abandoned rail bed, in the future. These design features will reduce any negative impacts of the facility on community character.

As detailed in Section 7, the northern portion of the project is a permitted use in the G-OM sub-district of the recently enacted Walkway-Gateway (W-G) District, and the adaptive reuse of a portion of the former Taylor Manufacturing building and pedestrian-friendly streetscape improvements along North Hamilton Street and Parker Avenue are consistent with the purpose of this sub-district. The proposed project results in a reduction in the amount of impervious surface on the site of 1.30 acres, and will include new landscaping throughout the site.

The southern portion of the project site is located within the G-RM sub-district of the Walkway-Gateway District, and although the existing use of the site is not specifically permitted in this sub-district, the existing sheriff's office and jail within the southern portion of the site are allowed as pre-existing, non-conforming uses. County governmental uses and structures were a permitted use in the I-1 zoning district prior to the adoption of the Walkway-Gateway district. The I-1 district included both the jail and the Hamilton Reproduction site. Reference is made to the agreement reached between the County and City governments referred to in section 7 herein.

The design of the project is expected to eliminate noise generated by vocalization of inmates to unofficial visitors and pedestrians along North Hamilton Street, which will likely reduce the number of undesirable pedestrians in the neighborhood. The parking layout and interior design of the DCJTC will limit the location for civilian visitors to enter the Jail building. An increased number of off-street parking

spaces within the site will reduce the need for on street parking. The design of the DCJTC project may reduce operational noise, since all inmate activity will occur inside the secure perimeter formed by the new building.

The DCJTC project is a modernization of an existing use that has operated at the same location for decades. The proposed redevelopment will transform the existing jail site and former manufacturing site into a more aesthetically pleasing and pedestrian friendly environment, which is expected to positively impact the character of the neighborhood. In addition, relocating the Sheriff's Office new Law Enforcement Building into expanded, renovated space in the former Taylor Manufacturing building on Parker Avenue will allow for the creation of a new face to the community, which is essential for addressing current community issues in these difficult times.

CONCLUSION

With reference to the criteria for significance found in 617.7 (c)(1)(i) – (xii):

1. The project will not result in: a substantial change in existing air quality, other than short term; temporary construction impacts; ground or surface water quality or quantity; traffic and noise, other than short term; temporary construction impacts as discussed in Findings 3 and 4 above; a substantial increase in solid waste production or a substantial increase in potential for erosion, flooding, leaching or drainage problems.
2. The project will not result in: the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant or the habitat of such a species or other significant adverse impacts to natural resources.
3. The project will not result in the impairment of the environmental characteristics of a critical environmental area.
4. The project will not result in the creation of a material conflict with a community's current plans or goals as officially adopted because, as discussed in Finding 7 above, although a portion of the proposed project is allowed in a zoning district where the use is not allowed, the County is immune from such zoning according to the Monroe analysis prepared by the County Attorney and accepted by the City's Corporation Counsel. The City of Poughkeepsie will be afforded an opportunity to participate in the design review of the project as previously addressed herein.
5. The project will not result in the impairment of the character or quality of important historical, archeological, architectural or aesthetic resources or of existing community or neighborhood character for the reasons set forth in Finding 8 above.
6. The project will not result in a major change in the use of either the quantity or type of energy as discussed in Finding 4 above. Any increased energy use from the project is minor and will be offset by the use of conservation measures.
7. The project will not result in the creation of a hazard to human health as discussed in Finding 6 above.

8. The project will not result in a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses.
9. The project will not result in the encouragement or attraction of large numbers of people to a place or places for more than a few days, compared to the number of people who would come to such a place absent the action.
10. The project will not result in the creation of a material demand for other actions that would result in one of the above consequences.
11. The project will not result in changes in two or more areas of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment.
12. The project is not a part of two or more related actions undertaken, funded or approved by an agency, none of which has or would have a significant impact on the environment, but when considered cumulatively would meet one or more of the criteria in Part 617.7 9(c)(1).

Roll Call Sheets

District	Last Name	Yes	No
District 3 - Town of LaGrange	Borchert		1
District 17 - Town and Village of Fishkill	Miccio		2
District 13 - Towns of LaGrange, East Fishkill, and Wappinger	Bolner		3
District 20 - Town of Red Hook	Strawinski	1	
District 14 - Town of Wappinger	Amparo	2	
District 1 - Town of Poughkeepsie	Nesbitt		4
District 2 - Towns of Pleasant Valley and Poughkeepsie	Sagliano		5
District 4 - Town of Hyde Park	Black	3	
District 5 - Town of Poughkeepsie	Roman		6
District 6 - Town of Poughkeepsie	Flesland		7
District 7 - Towns of Hyde Park and Poughkeepsie	Truitt		8
District 8 - City and Town of Poughkeepsie	Brendli	4	
District 9 - City of Poughkeepsie	Rieser	5	
District 10 - City of Poughkeepsie	Jeter-Jackson	6	
District 11 - Towns of Rhinebeck and Clinton	Tyner	7	
District 12 - Town of East Fishkill	Metzger		9
District 15 - Town of Wappinger	Incoronato		10
District 16 - Town of Fishkill and City of Beacon	Forman		11
District 18 - City of Beacon and Town of Fishkill	Landisi		12
District 19 - Towns of North East, Stanford, Pine Plains, Milan	Pulver		13
District 21 - Town of East Fishkill	Horton		14
District 22 - Towns of Beekman and Union Vale	Coviello		15
District 23 - Towns of Pawling, Beekman and East Fishkill	Thomes		16
District 24 - Towns of Dover and Union Vale	Surman		17
District 25 - Towns of Amenia, Washington, Pleasant Valley	Washburn		18
Present:	<u>25</u>	Resolution:	Total :
Absent:	<u>0</u>	Motion: <input checked="" type="checkbox"/>	<u>7</u>
Vacant:	<u>0</u>		<u>18</u>
			Yes
			No
		Abstentions: <u>0</u>	

Legislator Strawinski moved to delete the last WHEREAS and the last Resolved as follows:

WHEREAS, based on the size, scope, impact and costs this facility will have on the residents of Dutchess County in particular the City of Poughkeepsie the Legislature hereby votes to move forward on an Environmental Impact Statement

RESOLVED, change the word "negative" to "positive"

Resolution No. 2016060
March 21, 2016

Duly seconded by Legislator
Amparo

Roll Call Sheets

District	Last Name	Yes	No
District 3 - Town of LaGrange	Borchert	1	
District 17 - Town and Village of Fishkill	Miccio	2	
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District 23 - Towns of Pawling, Beekman and East Fishkill	Thomes	17	
District 24 - Towns of Dover and Union Vale	Surman	18	
District 25 - Towns of Amenia, Washington, Pleasant Valley	Washburn	19	

Present: 25

Absent: 0

Vacant: 0

Resolution:

Motion:

Total: 19 6

Yes No

Abstentions: 0

2016060 AUTHORIZE ADOPTION OF A NEGATIVE DECLARATION BASED ON THE CRITERIA PROVIDED IN 6 NYCRR 617.7(a)-(c) AND THE COUNTY'S FINDINGS AND DETERMINATIONS SET FORTH IN THE EXPANDED FULL ENVIRONMENTAL ASSESSMENT FORM IN CONNECTION WITH THE CONSTRUCTION OF THE DUTCHESS COUNTY JUSTICE AND TRANSITION CENTER PROJECT

Date: March 21, 2016