



K. COMMUNITY SERVICES

1. Demographics

a) Existing Conditions

Within the Town of Poughkeepsie, the population is 44,786 according to the 2015 American Community Survey (ACS) 5-Year Estimates. This is a projected increase of 1,445 residents (3.3%) from the 2010 Census (43,341). Comparatively, the ACS 2015 estimated population of Dutchess County is 296,928, a decrease of 560 residents from the 2010 Census (see Table 3K-1, Population Trends). Although the overall population within the County is decreasing, the Town of Poughkeepsie has grown in population size as well as diversity in terms of ethnic and cultural profiles.¹

Table 3K-1 Population Trends

	Total Population			
	1990	2000	2010	2015
Town of Poughkeepsie	40,143	42,777	43,341	44,786
Dutchess County	259,462	280,150	297,488	296,928

Source: 1990, 2000, 2010 U.S. Censuses; 2015 American Community Survey, 5-Year Estimates

The ACS estimates that of the 44,786 residents of the Town, 30,873 are White, 5,335 are Hispanic or Latino (of any race), 4,354 are Black or African-American, 2,902 are Asian, 86 are American-Indian, and 59 are Pacific Islander. Approximately 89.9% of residents in the Town have graduated from high school and 33.4% have attained a bachelor’s degree or higher.

Of the 16,155 housing units within the Town of Poughkeepsie, 14,881 are occupied and there is a vacancy rate of 7.9% (2015 ACS 5-Year Estimates). 83.5% of the Town’s housing units were built prior to 1990 and 43.5% were built prior to 1960. Single-family detached units make up the majority of the Town’s housing stock (64.3%). Multifamily units (3 or more units) represent 29.6% of the housing stock, with 3.6% containing 20 or more units.

According to the ACS 2015 5-Year Estimates, in 2015 there were 21,740 civilian employed individuals in the Town. Of these, 35% worked in educational services, health care and social assistance fields, 13% worked in retail trade and 10% worked in professional, scientific, management, and administrative and waste management service.

Major educational and medical institutions in the area are Vassar College, Marist College, Dutchess County Community College, Culinary Institute of America, Mid-Hudson Regional

¹ Poughkeepsie Town Plan, 2007



Hospital, and Vassar Brothers Medical Center. Located directly west of the Project Site is the Lutheran Care Center, a licensed skilled nursing care and adult daycare facility that contains 120 long-term and 40 short-term beds.

The median household income in the Town is \$70,480 (2015 ACS 5-Year Estimates), which is an increase of \$3,687 from the 2010 median household income of \$66,793 (2010 ACS 5-Year Estimates). The 2015 median age among the residents of the Town is 35.6 years old. The median age of males is 36.2 and females is 35.2; the median age among residents in 2010 was 37.0 years old (35.7 and 38 years old for males and females respectively). Table 3K-2, Population Ages breaks down the age cohorts of the population. Residents ages 15 to 24 years old make up almost a quarter (22.8%) of the population within the Town. Poughkeepsie is home to Vassar College, Marist College and Dutchess Community College, all of which likely contribute to this population trend.

Table 3K-2 Population Ages

Ages	Population Percentage
5-14 years	15.9%
15-24 years	22.8%
25-34 years	10.4%
35-44 years	11.4%
45-54 years	13.3%
55-64 years	11.5%
65-74 years	7.9%
75 years and over	6.6%

Source: 2015 American Community Survey 5-Year Estimates

b) Potential Impacts

Utilizing the Rutgers University, Center for Urban Policy Research – Residential Demographic Multipliers, the residential population of the Project has been estimated based on unit type, pricing, and number of bedrooms. The residential component of the Proposed Project includes a mix of 32 townhomes (16 2-bedrooms and 16 3-bedrooms) and 358 multi-family units (6 studios, 155 1-bedrooms, 182 2-bedrooms, and 15 3-bedrooms). Based on this unit mix, it is expected that approximately 822 Town residents will be generated at full buildout and occupancy. If all of these residents were new to the Town, it would increase the Town’s population by approximately 1.84%. Table 3K-3, Resident Population Projection by Age, breaks down this population by age cohorts. Approximately 44% of the projected resident population will be between the ages of 25-44 years old and approximately 17% will be under 18 years old. Thirty percent of the projected resident population will be 45 years old or older.



Table 3K-3 Resident Population Projection by Age

Ages	Total Number of Projected Residents
0-4 years	59.87
5-17 years	79.57
18-24 years	78.49
25-44 years	360.91
45-64 years	144.06
65-74 years	37.90
75 years and over	60.46
Total	821.26

Source: Rutgers University, Center for Urban Policy Research: Residential Demographic Multipliers - Estimates of the Occupants of New Housing, June 2006 (New York, Total Persons in Units, 5+ Units-Rent, More than \$1,100, 1 BR-More than \$1,000, 2 BR-More than \$1,100 and 3 BR-More than \$1,250; Single Family, Attached, 2 BR-More than \$194,500 and 3 BR-More than \$269,500). Multipliers for 1-BR were also used for Studio units.

Table 3K-4, Resident Population Project by Unity Type, organizes the Project’s estimated population according to quantity and type of residential unit. Approximately 82% of the projected residents will reside in either the Multi-Family, 1-Bedroom or Multi-Family, 2-Bedroom units.

Table 3K-4 Resident Population Projection by Unit Type

Unit Type	Number of Units	Multiplier	Total Number of Projected Residents
Multi-Family, Studio	6	1.66	9.96
Multi-Family, 1-Bedroom	155	1.66	257.30
Multi-Family, 2-Bedroom	182	2.30	418.60
Multi-Family, 3-Bedroom	15	3.8	57.00
Townhouse, 2-Bedroom	16	2.08	33.28
Townhouse, 3-Bedroom	16	2.82	45.12
Total			821.26

Source: Rutgers University, Center for Urban Policy Research: Residential Demographic Multipliers - Estimates of the Occupants of New Housing, June 2006 (New York, Total Persons in Units, 5+ Units-Rent, More than \$1,100, 1 BR-More than \$1,000, 2 BR-More than \$1,100 and 3 BR-More than \$1,250; Single Family, Attached, 2 BR-More than \$194,500 and 3 BR-More than \$269,500). Multipliers for 1-BR were also used for Studio units.



c) Mitigation Measures

The additional population projected from the new residences is not anticipated to create a significant adverse impact to the Town as the Proposed Action may only increase the Town's population by approximately 1.84%, assuming all residents will be new to the Town. It is anticipated that any potential adverse impacts related to additional services required by the new Town residents will be offset by the taxes generated by the Project (See Section 3L). No mitigation measures are proposed.

2. Police Services

a) Existing Conditions

The Project Site is located within the jurisdiction of the Town of Poughkeepsie Police Department. The Police Department Headquarters is located at 19 Tucker Drive, approximately 2.1 miles from the Project Site. The Department provides all police services for the Town and responded to approximately 24,800 calls for service in 2016².

When fully staffed, the Department consists of 81 sworn officers, 13 full-time and 10 part-time civilian employees. Current Department management includes a Police Chief and two Police Captains who oversee an Operations Bureau and a Support Services Bureau. The Operations Bureau contains the Patrol and Communications Divisions and the Technology, Public Information, Professional Standards, and Policy Development units. The Support Services Bureau includes the Detective and Traffic Divisions, and the Juvenile, Identification, Traffic Enforcement, K-9, and Community Policing units. One Department Detective is assigned to the Dutchess County Drug Task Force. Department staff also serve on the Crisis Negotiation Team and a SWAT Team.

Department apparatus consists of 41 motor vehicles and 3 trailers. Vehicles assigned to Patrol, Traffic and K-9 units are equipped with Mobile Video Recording Equipment and Mobile Data Terminals, as well as other essential equipment.

The Dutchess County Sheriff's Office is located at 150 North Hamilton Street in Poughkeepsie. The organization of the Sheriff's Office contains two law enforcement divisions: Civil Division and Specialty Units. The County provides policing services for County owned roadways and properties.

² Letter from Town of Poughkeepsie Police Department to VHB, dated March 18, 2017



New York State Police, Troop K provides service for Columbia, Dutchess, Putnam and Westchester Counties. The headquarters of Troop K is located at 2541 Route 44 in Salt Point, NY.

b) Future without the Project

It is anticipated that the Town of Poughkeepsie Police Department, the Dutchess County Sherriff's Office, and New York State Police will continue to provide the same level of service in the future without the Proposed Project.

c) Potential Impacts

The Project is anticipated to generate 822 residents as noted in Tables 3K-3 and 3K-4. If these residents were all new to the Town, the population would increase approximately 1.84%. Assuming the 822 residents are new to the Town, this population increase would likely result in a proportionate increase in demand for police services. According to the standard planning multipliers published in the Urban Land Institute's Development Assessment Handbook³ and not accounting for any existing surplus or deficiencies in current staffing, space or vehicles, this could mean an increase of 1.64 police personnel, 164.4 square feet of facility space, and 0.49 vehicles. These project increases are not considered significant, and any associated costs would be offset by the expected increase in tax revenue (See Section 3L).

The Town of Poughkeepsie Police Department responded to a request for information regarding project concerns. As noted in the Department's letter, dated March 18, 2017, the Project "will undoubtedly create an increased demand for police services to [the] site which is currently undeveloped land."⁴ The Town of Poughkeepsie Police Department stated that it is anticipated that the Project will result in an increase in calls for service along Dutchess Turnpike. The Department also identified that there will be an indirect increase in the demand for police services due to an increase in pedestrian and vehicular traffic in the immediate area of the project. A primary concern of the Department is the inability to forecast the cumulative increase of demand for police services caused by the Project.

Primary access to the Project is provided from Dutchess Turnpike. Vehicles traveling southbound on Dutchess Turnpike can access the western portion of the Project Site via two curb cuts; one towards the northern end of the site, opposite of Darrow Lane and one at the planned intersection, providing access to the Site on both sides of Dutchess Turnpike. Secondary access to the site will be located off Concord Village Drive and Victory Lane. All

³ Model Factors for Social Impact Analysis (Police Services), Development Impact Assessment Handbook. Urban Land Institute, 1994.

⁴ Letter from Town of Poughkeepsie Police Department to VHB, dated March 18, 2017



access and internal movements will meet all applicable standards and regulations to accommodate emergency vehicles.

As described in Chapter 3L, Fiscal and Economic, the Applicant has entered into a Payment in Lieu of Taxes (PILOT) agreement for the Proposed Project. The Police Department's budget is paid through the Town's general fund. It is anticipated that the additional services that may be required of the Police Department will be offset by the taxes generated by the Project. The Project, based on the original Program and PILOT assumptions, is estimated to generate approximately \$6,104,058 for the Town of Poughkeepsie during the term of the PILOT and \$386,076 per year at full build-out conditions at present value, following the expiration of the PILOT program.

d) Mitigation Measures

The additional population projected from the new residences and the new commercial establishments are not anticipated to create a significant adverse impact to the Town of Poughkeepsie Police Department. It is anticipated that any adverse impacts to Town of Poughkeepsie Police Department will be offset by the taxes generated by the Project. No other mitigation measures are proposed.

3. Fire and Emergency Services

a) Existing Conditions

The Project Site is located in the Arlington Fire District, a full-service department which provides fire suppression, first response advanced life support services, fire prevention, technical rescue, fire origin and cause determination, emergency preparedness planning, construction plan review, and other community services⁵. There are four stations located within Arlington Fire District:

Station 1 – Headquarters: Engine Company #1
11 Burnett Boulevard
Poughkeepsie, NY 12603

Station 3 – Red Oaks Mill Fire Company
213 Vassar Road
Poughkeepsie, NY 12603

⁵ Letter from Arlington Fire District to VHB, dated February 9, 2017



Station 4 – Rochdale Fire Company
1075 Dutchess Turnpike
Poughkeepsie, NY 12603

Station 5 – Croft Corners Fire Company
7 Spackenkill Road
Poughkeepsie, NY 12603

The Arlington Fire District is the largest fire district in the Town of Poughkeepsie, serving approximately 22 square miles. The Fire District employs 71 career and approximately 51 volunteer personnel. Management staff includes a Fire Chief, a volunteer Assistant Chief, and a career Director of EMS. The District also employs a District Secretary, an Account Clerk, a Bookkeeper and an EMS secretarial position. Other positions, such as firefighters and EMTs, include both paid positions and volunteers, however, all four stations are staffed with career personnel for 24-hour immediate response.

The nearest fire station to the Project Site is the Rochdale Fire Company, which is 0.6 miles from the Project Site. Apparatus of the Arlington Fire District includes seven engines, two ladders, one heavy rescue, two paramedic fly cars, one command vehicle and other support vehicles.

The Fire District received approximately 6,000 calls for emergency service in 2016. Of these, approximately 21% of calls were fire related, 74% were for EMS, and 5% were for both fire and EMS services. According to the Fire District, they continue “to experience an upward trend in the number of incident responses and demand for other services.”

The average response time from the nearest fire station to the Project Site is approximately two minutes. The Fire District notes that response time can vary according to incident type, priority levels, time of day, and weather.

Mobile Life Support Services, Inc., a commercial ambulance service, contractually provides transportation services for the Arlington Fire District. According to the Fire District, “An Arlington Fire District unit is simultaneously dispatched with the commercial ambulance and responds immediately to medical calls.” Mobile Life Support Services, Inc, is located at 695 Dutchess Turnpike, approximately 1.3 miles from the Project Site.

b) Future without the Project

It is anticipated that the Arlington Fire District will continue to provide the same level of service in the future without the Proposed Project.



c) Potential Impacts

The Proposed Project is expected to have approximately 822 residents, a Town-wide population increase of 1.84%. This population increase would likely result in a proportionate increase in demand for fire and emergency medical services. Based on the planning standards published in the Urban Land Institute's Development Assessment Handbook, and not accounting for any existing surplus or deficiencies in current staffing, space or vehicles, the increase in population could result in an increased demand for 1.36 fire personnel, 205.50 square feet of facility space, and 0.02 additional vehicles. This increase in population could also result in an increased demand for 30.00 EMS calls, 0.82 EMS vehicles, and 3.37 EMS full-time personnel.⁶

As stated in a letter responding to the request for information, the Arlington Fire Department identified that there will be "an indirect increase in the demand for fire and emergency services due to the increased pedestrian and vehicular traffic in the immediate area and roadways leading to and from the proposed development(s)."⁷

To mitigate the need for fire and emergency medical services, the Fire Department requested that the Applicant address several items "such as the installation and maintenance of advanced fire detection and suppression systems and structure type, design operating systems, and materials." Addressing these items will contribute towards providing "enhanced safety of civilians and first responders."⁶

As described in Chapter 3L, Fiscal and Economic, the Applicant has entered into a Payment in Lieu of Taxes (PILOT) agreement for the Proposed Project. The PILOT agreement tax abatement does not apply to special districts, including the Arlington Fire district, which would receive full taxes from the Proposed Project, which is estimated at present value to be \$250,264 annually, at full build out.

d) Mitigation Measures

The additional population projected from the new residences and the new commercial establishments are not anticipated to create a significant adverse impact to fire and emergency services. To reduce the potential for impacts, all of the buildings will be constructed with new, fire-resistant materials. The Multifamily and Commercial buildings will be fully sprinklered, and the buildings will have a centrally-monitored fire detection and suppression system. Further, as the Arlington Fire District is exempt from the approved PILOT program, the District will

⁶ Model Factors for Social Impact Analysis (Fire and Emergency Medical Services), Development Impact Assessment Handbook. Urban Land Institute, 1994.

⁷ Letter from Arlington Fire District to VHB, dated February 9, 2017



receive full tax revenues. It is anticipated that any potential adverse impacts to fire and emergency service budgets will be offset by the taxes generated by the Project. No other mitigation measures are proposed.

4. Recreation and Open Space

a) Existing Conditions

According to the 2007 Town Plan, there are 600 acres of designated open space and 21 parks within the Town. Recreational amenities located within these parks include ball fields, basketball courts, fishing ponds, picnic areas, play areas, tennis courts, shelters, and natural areas⁸. In addition, Wappinger Creek provides recreational opportunities for activities such as kayaking and fishing. There are three Dutchess County Parks within the Town: Quiet Cove Riverfront Park, Bowdoin Park, and William R. Steinhaus Dutchess Rail Trail.

Longview Park is a six-acre park located along the Hudson River and contains a waterfront Greenway Trail for walking and biking, and other passive recreational activities and water-dependent recreation. The park is a public/private partnership between the Town and City of Poughkeepsie and Marist College. Vassar College Farm is a publicly accessible "larger open space parcel with community gardens, open fields, and hiking trails"⁹.

There are numerous walking and hiking trails within the Town and surrounding areas. The Wappinger-Poughkeepsie Greenway Trail is a publicly accessible trail along the Wappinger Creek. This trail consists of an 11-mile figure-eight loop of on- and off-road trails and follows along the lower Wappinger Creek and Wappinger Lake. A nearby trail-like attraction is the Walkway Over the Hudson, located approximately 4.3 miles west of the Project Site. The Walkway Over the Hudson is a linear state park, reusing the former Poughkeepsie-High Railroad Bridge across the Hudson River. The park has connections with trails on the western side of the Hudson River as well as the eastern side. On the eastern side, it connects with the Poughkeepsie Central Historic Trail and other looped connections along the waterfront.

Another trail within the Town of Poughkeepsie is the William R. Steinhaus Dutchess Rail Trail. This 13.4-mile multi-use linear county park runs along the former Maybrook Rail corridor and has a direct connection with the Walkway Over the Hudson and also links with the regional trail network.

⁸ Poughkeepsie Town Plan, 2007

⁹ Poughkeepsie Town Plan, 2007



Public parks and recreational amenities that are located in the closest vicinity to the Project Site are Townsend Park, Rochdale Park, Peach Hill Park, Overocker Park, and College Hill Park. Townsend Park is the closest park to the Project Site at approximately one mile away.

b) Future without the Project

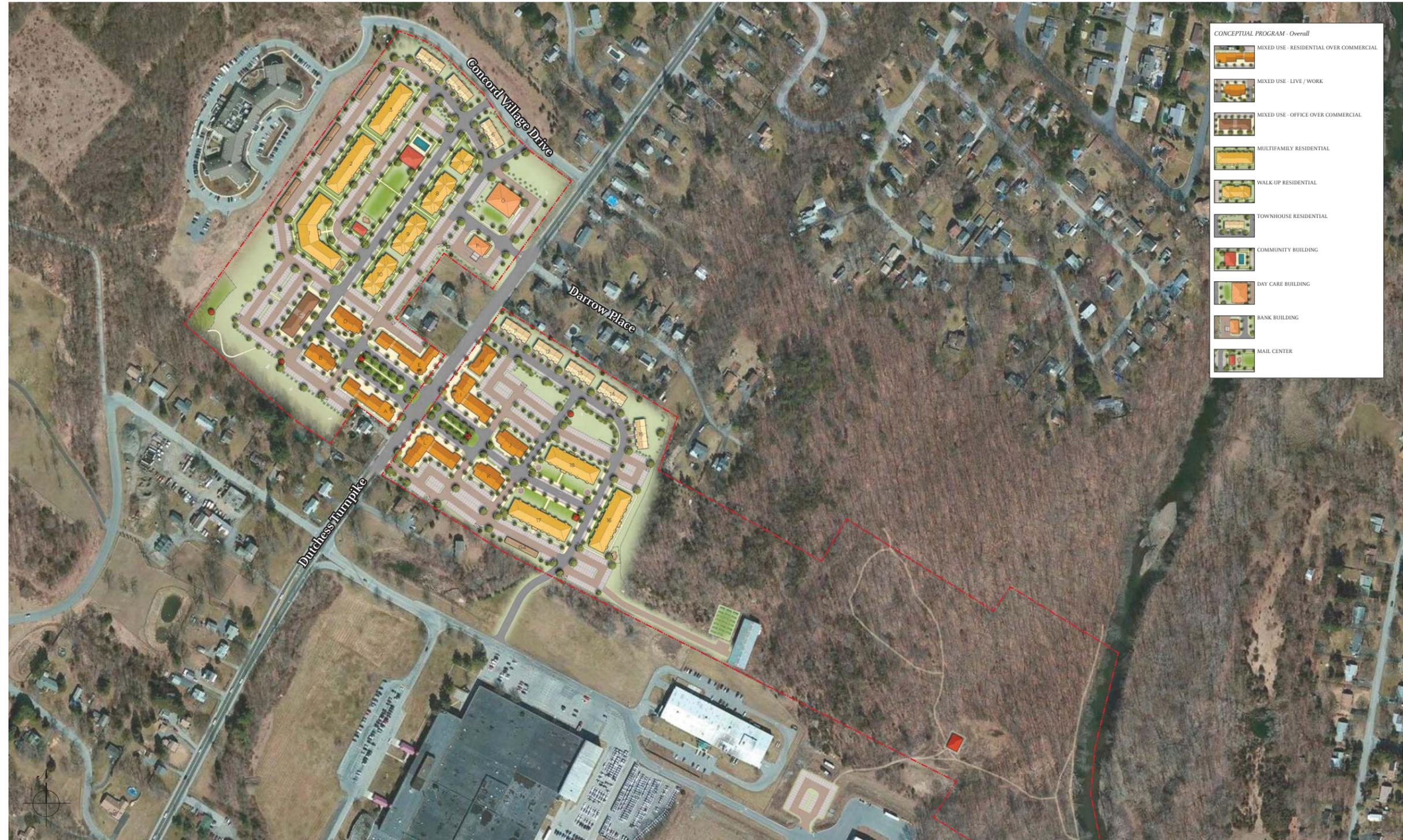
In the future without the Proposed Project, the baseline conditions of open space and recreation would remain the same. Demand for recreational amenities and open space would also remain the same.

c) Potential Impacts

The Project Site, while undeveloped, is underutilized for its recreational potential. The Proposed Project will include two community buildings, two playgrounds, a central green space, pool, a community garden, dog park, walking trails, pavilions, picnic areas and Wappinger Creek access (see Exhibit 3K-1, Overall Conceptual Program). Most of the amenities will be for the residents of the Project. However, the walking trails, pavilion, picnic areas and Wappinger Creek access on the eastern portion of the Project Site will be open to the public. The Site will have over 21.7 acres of open space, of which most of the open space will be kept in its natural forested condition.

Table 3K-5 Recreation/Open Space West Side

Community Center Building	3,920 s.f.
Proposed Pool and Pool Area	3,780 s.f.
Northerly Picnic Area	430 s.f.
Central Lawn (in residence area)	19,470 s.f.
Playground	2,240 s.f.
Mail Building / Kids Center	1,400 s.f.
Community Garden (Building 1)	1,370 s.f.
Dog Park	13,040 s.f.
Community Green with Pavilion and Sitting Area	9,460 s.f.
Open Space at South End with Gazebo and Pond	42,740 s.f.
Total West Side	97,850 s.f. / 2.25 ac ±



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MacDonnell Heights Town Center | Dutchess County, NY

Overall Conceptual Plan

Source: Union Studio Architecture & Community Design



Table 3K-6 Recreation/Open Space East Side

Community Green with Pavilion and Sitting Area	6,000 s.f.
Northerly Lawn (near Building 13)	8,110 s.f.
Playground	1,540 s.f.
Northerly Gazebo at Pond	340 s.f.
Central Lawns at Buildings 17 and 18 with Gazebo and Sitting Areas	17,200 s.f.
Recreation Parking for Creek Side Public Access	18,610 s.f. / 46 parking spaces
Community Garden Area at Maintenance Building	18,100 s.f.
Subtotal	69,900 s.f. / 1.6 ac±
Overall Easterly Open Space to Wappinger Creek with existing Walking Trails and Pavilion	21.7 ac*
Total East Side	23.3 ac±

* Includes 2,000 s.f. pavilion, open space east of developed area to Wappinger Creek with existing trails and Creekside access to Wappinger Creek.

The amenities provided on Site are not expected to satisfy all recreational needs of the new residents. The new residents will utilize existing open space and recreation facilities throughout the Town. The new residents, however, may increase the population by only approximately 1.84 percent which is not anticipated to create significant additional demand for parks and recreation services.

d) Mitigation Measures

The Proposed Project will include two community buildings, two playgrounds, central green space, pool, community gardens, dog park, walking trails, pavilions, picnic areas and Wappinger Creek access. As the Project proposes numerous passive and active recreational opportunities for the Project residents, commercial users and the general public the increase in the population of the Town is not anticipated to create significant demand for parks and recreation services. It is anticipated that any adverse impacts to Town of Poughkeepsie's parks and recreation services will be offset by the taxes generated by the Project.



5. Other Community Services and Community Needs

a) Existing Conditions

Other community services surrounding the Project Site are libraries, day care centers, medical facilities, and intermodal transit facilities. The Poughkeepsie Public Library District includes two libraries: Adriance Memorial Library and Boardman Road Branch Library. The library located closest to the Project Site is Adriance Memorial Library, which is approximately 4.3 miles from the Project Site. Previously, the library branch located closest to the Project Site was the Arlington Branch Library on Haight Avenue, however, this branch closed on March 14, 2015¹⁰.

There are numerous day care center facilities located within the Town of Poughkeepsie, including Cedar Tree Inc. and Kim's Little Angels Daycare.

There are several medical facilities located in and near the Town. Directly adjacent to the Project Site is the Lutheran Care Center, a licensed skilled nursing care center and adult day care facility. The closest hospital to the Project Site is the Mid-Hudson Regional Hospital, located approximately 5.9 miles away at 241 North Road. Other nearby medical facilities include:

- Vassar Brothers Medical Center, 45 Reade Place
- HRHCare Family Partnership Health Center at Poughkeepsie, 29 N Hamilton Street
- Poughkeepsie Medical Group, 375 Hooker Avenue
- The Children's Medical Group, 104 Fulton Avenue

The closest intermodal transit facility is the Poughkeepsie Train Station located within the City of Poughkeepsie, which is approximately 4.5 miles from the Project Site. This station serves the Metro-North Railroad's Hudson Line as well as Amtrak. From the station, there is a connection available to the Dutchess County LOOP. Dutchess County LOOP is the bus system that provides public transportation service to the County. The LOOP is operated and maintained by the Dutchess County Division of Public Transit. The Dutchess County LOOP also has connections with the Beacon and New Hamburg RailLinks.

Dutchess County Airport is located approximately 10 miles from the Project Site in the Town of Wappinger. The Airport provides air travel for Dutchess County and the surrounding Hudson Valley region.

Additionally, there are various other community service agencies within the Town or nearby. Some of these organizations include Arts Mid-Hudson, Abilities First Inc., Hudson Valley Community Center, Hudson River Housing Inc., and Dutchess ARC in Pleasant Valley, NY. As

¹⁰ Poughkeepsie Public Library District website, <http://poklib.org/> accessed on 12/12/2016.



mentioned in Chapter 3B, Community Character and Visual Resources, Dutchess County BOCES and the Mid-Hudson Athletic Center are both located within the Poughkeepsie Business Park, directly southeast of the Project Site.

b) Future without the Project

In a future without the completion of the Proposed Project, it is expected that the existing baseline conditions of community service agencies and related organizations will continue to operate at the same capacity. Town community services will continue to operate as-is.

c) Potential Impacts

The Project is anticipated to generate as many as 822 residents as noted in Tables 3K-3 and 3K-4. If these residents were all new to the Town, the population would increase approximately 1.84% and this population increase would likely result in a proportionate increase in demand for the other community services.

As described in Chapter 3L, Fiscal and Economic, the Applicant has entered into a Payment in Lieu of Taxes (PILOT) agreement for the Proposed Project. The PILOT agreement tax abatement does not apply to special districts, including the Poughkeepsie Public Library district, which would receive full taxes from the Proposed Project. The other services described above are private services or involve public transportation agencies. The new residents may use the medical and daycare services in the area, which will be a financial benefit to those businesses. The public transportation services such as the Dutchess County Loop, the Dutchess County Airport, or the MTA /Amtrak trains are supported by both public and private funds. The taxes generated for this site along with the ridership potential of the new residents will offset any impacts due to this development. Similar to the private services, the new residents will potentially be new riders and will provide an economic benefit to the existing public transportation services.

d) Mitigation Measures

The increase in the population of the Town is not anticipated to create significant demand for the other community services but will provide an economic benefit through taxes and resident spending for the commercial community services. It is anticipated that any adverse impacts to the other services will be offset by the taxes generated by the Project and direct payment by the residents for the services. Therefore, no mitigation is required.



6. Schools

a) Existing Conditions

The Project Site is served by the Arlington Central School District. The Arlington Central School District encompasses eight elementary schools, two middle schools, and one high school. The School District covers a 114 square mile area, including most of the Towns of LaGrange, Pleasant Valley, Beekman, and Union Vale. Significant portions of the Towns of Poughkeepsie and East Fishkill, as well as smaller portions of Hyde Park, Wappinger, and Pawling, are also served by the School District¹¹.

Current enrollment in the Arlington Central School District for the 2016-2017 school year is 8,220 students. Overall, the student enrollment in the Arlington Central School District has declined by 3.9% over the past four years. The only schools that have had enrollment increases over the past four years are Traver Road Primary School and the two middle schools in the District (Union Vale and LaGrange Middle Schools). Enrollments at the middle schools have partially increased due to the closure of Arlington Middle School in 2014. A breakdown of enrollment for each school is displayed in Table 3K-5.

Table 3K-7 Arlington Central School District Enrollment Trends

School	Enrollment				
	2016-2017	2015-2016	2014-2015	2013-2014	-/+%
Arthur S. May School	395	424	435	457	-13.6%
Beekman Elementary School	439	465	512	562	-21.9%
West Road Intermediate School	332	321	311	332	0.0%
Noxon Road Elementary School	334	370	374	405	-17.5%
Overlook Primary School	353	374	367	359	-1.7%
Titusville Intermediate School	381	367	376	416	-8.4%
Traver Road Primary School	367	331	339	312	17.6%
Vail Farm Elementary School	597	657	660	724	-17.5%
Union Vale Middle School	1,085	1,129	1,113	895	21.2%
LaGrange Middle School	956	942	949	776	23.2%
Arlington High School	2,981	3,096	3,219	3,315	-10.1%
Total	8,220	8,476	8,655	9,045	-3.9%

Source: Arlington Central School District, Educational Plan and Budget 2017-2018, Budget Workshop #1, January 10, 2017 presentation, www.arlingtonschools.org

¹¹ http://www.arlingtonschools.org/pages/arlington_schools/District/About_Arlington



The School District expects the number of enrolled students to decrease by 3.6% next year¹², and, it expects enrollment to decrease by almost 18% over the next ten years¹³. Table 3K-6 below provides the projected enrollment for next year as well as the capacity of each schools.

Table 3K-8 Arlington Central School District Projected Enrollment and Existing Capacity

School	Projected Enrollment 2017/2018	Existing School Capacity	% of Capacity
Arthur S. May School	391	650	60%
Beekman Elementary School	430	650	66%
West Road Intermediate School	356	425	84%
Noxon Road Elementary School	307	450	68%
Overlook Primary School	360	500	72%
Titusville Intermediate School	374	525	71%
Traver Road Primary School	344	500	69%
Vail Farm Elementary School	559	825	68%
Union Vale Middle School	960	1,150	83%
LaGrange Middle School	871	966	90%
Arlington High School	2,981	3,700	81%
Total	7,933	10,341	77%

Source: Arlington Central School District

Based on current practices of the School District, school-aged children who will reside in the residential component of the Proposed Project will attend Overlook Primary School for grades Kindergarten to 2nd grade, Titusville Intermediate School for 3rd to 5th grade, LaGrange Middle School for 6th to 8th grade, and Arlington High School for 9th to 12th grade. As shown in Table 3K-5, enrollments for Overlook Primary School, Titusville Intermediate School, and Arlington High School have decreased over the past four years. LaGrange Middle School enrollment has increased, partly due to the closure of Arlington Middle School. The School District, however, forecasts a decrease in enrollment for middle schools next year and in the coming 10 years. Currently, the School District is at 77% capacity for all its schools. No schools in the district have reached capacity.

The total Arlington Central School District budget for 2016-2017 was \$201,225,000. Approximately 67% of the School District budget is paid by local tax levy; the remainder of the budget is paid through State aid and other sources.

¹² Letter from Arlington Central School District Superintendent Brendan Lyons, Ed. D., dated March 3, 2017, see Appendix I.

¹³ Arlington Central School District, Educational Plan and Budget 2017-2018, Budget Workshop #1, January 10, 2017 presentation, www.arlingtonschools.org



The budget includes costs for administrative, program and capital costs. While an average total per-pupil costs could be useful metrics for certain tasks, such as overall district budgeting, it would not be appropriate for evaluating the marginal cost of educating a new student in situations where no new facility construction is required. This is because the average cost includes fixed administrative and capital expenditures that are not affected by the introduction of new students (e.g., superintendent salary, building maintenance and service costs, debt service, etc.). Further, as the student population is projected to fall within the School District at least for the next 10 years, it is not anticipated that there will be new facility construction during that time-period. Program costs provide a more accurate assessment of the incremental cost of educating additional students generated by new residences, although it is still conservative as costs do not increase in a direct ratio. Therefore, for purpose of analysis, the cost per pupil is calculated using only program costs. It should be noted that as the student body population has been on the decline for several years and is projected to continue to decline for the next 10 years, the introduction of new students as a result of this Project may actually offset the projected decline in the student body and have a positive effect on controlling District costs.

According to the School District’s Budget Communicator for 2016, \$152,221,354 is allocated for program costs. Based on a student population of 8,306, the instructional cost per pupil is approximately \$18,327, of which 67% or \$12,279 is paid by local tax levy.

Table 3K-9 Program Costs and Tax Levy Per Pupil

A Program Costs (76% of total budget)	B Enrollment (2016-17)	C Program Cost Per Pupil (A÷B)	D % Paid by Local Tax Levy	E Per Pupil Program Costs Paid by Local Tax Levy (CxD)
\$152,221,354	8,306	\$18,327	67%	\$12,279

b) Future without the Project

In the future without the Proposed Project, it is anticipated that the Arlington Central School District will continue to undergo a decrease in student enrollment.

c) Potential Impacts

The 2006 Rutgers Demographic Multipliers study has been utilized in order to estimate the number of public school aged children expected to be generated at the time of full residential occupancy of the Project. Based on the Project’s unit distribution, it is anticipated that approximately 56 public school aged children will be generated from the Project (see Table 3K-8). This would result in an approximate 0.7% increase in the Arlington Central School District’s



enrollment. The School District is currently at 77% capacity, therefore, it is anticipated that the School District would be able to absorb the increase of 56 new public school aged children.

As mentioned earlier in this chapter, the public school aged children who will reside in the Proposed Project will attend Overlook Primary School (K-2), Titusville Intermediate School (Grades 3-5), LaGrange Middle School (Grades 6-8), and Arlington High School (Grades 9-12). The Arlington Central School District Superintendent stated in a letter dated March 3, 2017, "the district anticipates no adverse effects to capacity or program as a result of this project."¹⁴

Table 3K-10 Projected School Aged Children

Unit Type	Multiplier	Number of Units	Potential School Children
Multi-Family, Studio	0.07	6	0.42
Multi-Family, 1-Bedroom	0.07	155	10.85
Multi-Family, 2-Bedroom	0.16	182	29.12
Multi-Family, 3-Bedroom	0.63	15	9.45
Townhouse, 2-Bedroom	0.11	16	1.76
Townhouse, 3-Bedroom	0.28	16	4.48
Total		390	56.08

Source: Rutgers University, Center for Urban Policy Research: Residential Demographic Multipliers - Estimates of the Occupants of New Housing, June 2006 (New York, Public School Children, 5+ Units-Rent, More than \$1,100, 1 BR-More than \$1,000, 2 BR-More than \$1,100 and 3 BR-More than \$1,250; Single Family, Attached, 2 BR-More than \$194,500 and 3 BR-More than \$269,500). Multipliers for 1-BR were also used for Studio units.

As indicated in Table 3K-4, the current instructional cost per pupil is \$12,279. While applying this cost to the 56 additional public school aged children that may be added to the School District, it is expected to cost the Arlington Central School District \$687,624. It is important to note that the current and projected decline in the student body population will be partially offset by the potential new students generated by the Project.

As described in Chapter 3L, Fiscal and Economic, the Applicant has entered into a Payment in Lieu of Taxes (PILOT) agreement for the Proposed Project. Arlington Central School District's taxes will be part of the PILOT. Any additional costs to educate the project school children will be offset by the taxes generated by the Project. The Project, based on the original Program and PILOT assumptions, is estimated to generate approximately \$20,067,560 for the Arlington Central School District during the term of the PILOT and a present value of \$1,216,260 per year with full build-out conditions following the expiration of the PILOT program, which would be a surplus of \$528,600 annually after subtracting the amount estimated to educate the new students.

¹⁴ Letter from Arlington Central School District Superintendent Brendan Lyons, Ed. D., dated March 3, 2017, see Appendix I.



d) Mitigation Measures

The potential impact of 56 new school children into the Arlington Central School District is not considered significant especially since none of the schools are at capacity, therefore no mitigation is proposed. The Project at full build-out is estimated to generate a present value of approximately \$528,600 per year in surplus taxes to the school district following the expiration of the PILOT program.