

Gilmour Planning LLC

36 Bonticou View Drive

New Paltz, NY 12561

(845) 255 - 6528

davegilmour@hvc.rr.com

To: Complete Streets Committee
From: David Gilmour, AICP, Community Planner
Date: April 6, 2010

RE: *Complete Streets Plan & Code Audit*

Education and advocacy around the potential and need for complete streets in Kingston requires an early assessment of the existing policy environment in the City and the larger region. The attached audit reviews the City's zoning law, subdivision regulations, other City codes, long-range plans, and certain regional plans. The purpose, at this point, is to foster understanding about how policies are structured now -- especially the degree to which they either provide for positive growth and development, or hinder, a complete street environment and healthy and active living.

The W.K. Kellogg Foundation's Food and Fitness Initiative Planning Series – Overview of Assessment and Planning, provides one model for the overall assessment within the Healthy Kingston for Kids (HKK) project. It identifies code audits as one type of tool used for analyzing 'policy and systems change opportunities', which is one of the three major data streams to be assessed as part of a process of HKK strategic planning.

This regulatory code audit offers a structured review of municipal plans and regulations. It identifies how existing land use rules and regulations are organized to prescribe (call for and shape) development in the community. Codes need scrutiny because they can be unclear, vague or may not match reality well. They may also lack sufficient direction or incentive to achieve desired form and performance. It is also possible for codes to be barriers to physical activity, misunderstood or applied unevenly. As such, an audit identifies areas for potential action, including insufficient or potentially problematic laws. This diagnostic effort poses a series questions as a way to identify possible opportunities for policy upgrades. It should provide perspective on potential modifications or restructuring of policies in order to better achieve stated goals.

A guiding set of questions used in this audit is derived the Smart Growth Code and Zoning Audit, Version 1.0, published by the Smart Growth Leadership Institute in 2007. That audit tool contains a subject-oriented checklist. The instrument was developed in cooperation with the U.S. Environmental Protection Agency as an 'implementation' toolkit meant to help community leaders prepare for and undertake a code audit with the

Gilmour Planning LLC

36 Bonticou View Drive

New Paltz, NY 12561

(845) 255 - 6528

davegilmour@hvc.rr.com

goal of removing regulatory barriers and identifying ways to promote smarter growth. A smart growth approach is one which includes goals such as:

- Building healthier, safer communities;
- Protecting the environment;
- Improving transportation systems, particularly so that these incorporate and enable all modes, not just single occupancy automobile trips; and
- Providing for sustainable growth.

While the whole tool is valid, given the scope of this project and resource limitations, the audit for this project is tailored to particularly focus on lines of questions that pertain to complete streets and public health and safety in the street environment.

The base audit toolkit referenced above has two main segments:

1. 'Connectivity and Circulation'; and
2. 'Land Subdivision, Zoning and Services'.

Since our focus is complete streets, the checklist I created relies on the first segment, connectivity and circulation, which addresses:

- A) Street Network and Plan;
- B) Streetscape Features;
- C) Parking;
- D) Walking, Biking and Multi-Use Trail Facilities; and
- E) Transportation and Transit Zones.

I also consulted other audit tools and used ad-hoc methods. I have drawn upon regulatory diagnostic techniques developed by the American Planning Association, the national organization through which I am accredited. Other policy evaluation tools were also consulted to identify subject themes. After the checklist, I address some themes that are not covered, including ones in the second part of the Livable Communities audit, as a way to show how these topics may also play into complete streets planning.

Up to this point I have completed Columns B and C of the audit's section on Connectivity and Circulation for group review. These columns identify the existence or absence of the theme or criterion in the local code and plans. There is also a bibliography showing the documents consulted. For context, besides the existing codes, we looked at planning documents such as the Ulster County Transportation Council's 2009 Non-motorized Transportation Plan and the Hudson Landing Regulating Design Manual from 2008 by Simone Design Group; and Minno & Wasko Architects and Planners. The latter is an example of a guideline that came forward as part of a development proposal

Gilmour Planning LLC

36 Bonticou View Drive

New Paltz, NY 12561

(845) 255 - 6528

davegilmour@hvc.rr.com

review (permit process). To some extent it has standards that diverge from those in other codes. While we did receive and review a copy of the 1961 comprehensive plan, we did not cite it herein. City staff agree that this document is old – and to some officials it is not even clear if this document was formally adopted over 40 years ago when it was originally produced.

This regulatory analysis addresses code prescriptions, performance, predictability and incentive along the dimensions of ‘impact’, ‘design’ and ‘use’. It is especially useful for evaluating the specific policy tools now in use in the community.

A subsequent task will be the completion of Column D to identify 'possible improvements to the local codes and plans. Still, at this point I seek your feedback on the part of the audit completed to date in order to gain perspective. Given limited resources, my objective is to identify subjects that participants consider important or have more relative interest in. By discussing the document to this point, it should also be possible to identify topics around which there may be a need to build broader community awareness or dialogue. Later, I may summarize the findings and observations in a narrative that could provide a guide for subsequent project development.

The City has taken the initiative to improve its transportation system and regulatory environment. Yet, by many accounts it appears that a city-wide vision of complete streets is unrealized. This regulatory audit is essential to understanding how the municipal plans and codes foster desired development and affect residents’ and others’ ability to exercise and safely navigate thoroughfares on bike or on foot or as they make transit connections. This audit was not conducted by the City. The City is a partner in the project and local officials were consulted in gathering information while conducting review to this point. The review herein is meant to provide context regarding the policy environment as it relates to complete streets and active living. (A separate evaluation piece will analyze the strengths, weaknesses, opportunities and threats inherent in the local public sector and its advancement of complete streets). Accordingly, it should be viewed as a tool for both interested persons and decision makers. It should provide perspective on how existing policy is structured to achieve complete and diverse public streets and public safety. The analysis is of utility in understanding the policy environment and opportunities to promote change.

Attachment

End of document.



Smart Growth Code and Zoning Audit

Version 1.0 | December 1, 2007

Healthy Kingston for Kids Complete Streets

Annotated (Abbreviated) Project Codes Audit / April 6, 2010 / DRAFT*

** First column entered for Connectivity & Circulation (Entire section, numbers 1-5)*

Smart Growth Implementation Toolkit

Growing Smarter

Communities across the country are facing tremendous opportunities to shape their future and provide solutions to the most pressing local, national and global challenges of our time. Community leaders, serving as stewards of the future, have the power to change previous patterns of unsustainable growth and realize the benefits of smarter growth.

A growing number of local political, civic and business leaders understand that with smarter patterns of growth and development, our towns, counties and cities can enjoy the fruits of growth without the costs of poorly planned development. They understand that smart growth strategies can help communities to generate more jobs, enjoy a more stable tax base, provide more choice in the location and cost of housing and build a healthy economy while reducing our impact on the environment, securing our energy independence and creating safe and healthy neighborhoods for our children, our seniors and our families. They understand that communities that choose to grow smarter are also improving their ability to compete in the global marketplace for investments and talent.

While the challenge of building healthier and safer communities has not changed, the opportunities to move away from previous unsustainable patterns have increased. These opportunities are driven by dramatic demographic changes and shifting lifestyle preferences in our population and by a growing understanding of our shared responsibility for the future of our planet. At the same time, the prospect of ever lengthening commutes and rising gas prices is leading growing numbers of people to seek locations where they are not completely automobile-dependent. More and more people prefer neighborhoods where they can improve their

health by choosing to walk or bike to the grocery store or shrink their “carbon footprint” (reduce their greenhouse gas emissions) by taking public transit to work or to school. They want to live where they can still be active citizens as they age and where their children and grandchildren can enjoy healthy physical activity everyday.

Shortsighted planning sacrifices the long-term fiscal health of our communities — starving our established downtown businesses, overlooking existing investments in our older communities, eating up our farms and open spaces and damaging our environment. Many communities are envisioning an alternative future. They want to rebuild our existing communities and design new ones to better respond to the needs and preferences of their citizens

Getting there from where we are today can look like an overwhelming task because it asks community leaders to overhaul outdated plans. It requires rewriting laws and regulations to transform the existing development patterns.

The good news is that we can take advantage of the opportunities simply by allowing walkable, mixed-use development to happen in our communities. The tools in the Smart Growth Implementation Toolkit can help community leaders take the first step of removing the regulatory obstacles to smarter growth. The tools can help your community level the playing field to encourage development that meets your community’s goals and your citizens’ aspirations.

*If you are new to the ideas of Smart Growth,
visit smartgrowthtoolkit.net
to find more resources available for download
as well as links to other helpful sites.*

The Goals of Smart Growth

Smart growth can help communities achieve their shared vision by building on these goals:

Healthier, Safer Communities

The central goal of any smart growth plan or project is to improve the quality of the neighborhoods where we live. Our efforts should make our communities healthier, safer, more convenient, more attractive and more affordable.

Protecting the Environment

Neighborhoods designed to reduce our dependence on automobiles also reduce our impact on the environment. By creating streetscapes that encourage walking or biking, we create opportunities for individuals to reduce their carbon footprint.

Better Access, Less Traffic

Mixing land uses, clustering development, and providing multiple transportation choices helps us to encourage healthier lifestyles, manage congestion, pollute less and save energy.

Thriving Cities, Suburbs And Towns

By guiding development to existing towns and cities, we maximize our investments in transportation, schools, libraries and other public services. Our public dollars can serve the communities where people live today.

Shared Benefits

Building a comprehensive transportation system and locating jobs and accessible housing within reach of each other expands opportunities for all income levels.

Lower Costs, Lower Taxes

Taking advantage of existing infrastructure keeps taxes down. Convenient transportation choices also reduce our household transportation costs, leaving our families with more money for other needs.

Keeping Open Space Open

Protecting our natural resources creates healthier air and cleaner drinking water. From forests and farms to wetlands and wildlife, let us pass on to our children the landscapes we love.

In practice, smart growth implementation is shaped by ten principles:

1. Provide a Variety of Transportation Choices
2. Mix Land Uses
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Neighborhoods
5. Encourage Community and Stakeholder Collaboration
6. Foster Distinctive, Attractive Communities with a Strong Sense of Place
7. Make Development Decisions Predictable, Fair and Cost Effective
8. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
9. Strengthen and Direct Development Towards Existing Communities
10. Take Advantage of Compact Building Design and Efficient Infrastructure Design

About the Smart Growth Code and Zoning Audit

The **Smart Growth Code and Zoning Audit** will help you review the land use (zoning) codes and regulations in your community to see if they help your community achieve its vision for smarter growth.

This Tool will help you identify the rules and regulations in your community that support or block smart growth. It will also show the gaps in the regulations where a lack of standards may be hindering smart growth development.

About its use

Depending on what your community needs, you can *use the whole audit* or you can *use segments of the audit*.

- You can use this tool as a *guide to understanding* your community's codes and zoning regulations. It will help you appreciate which regulations are critical to achieving smart growth and how standards imposed by regulation can enable or hinder smart growth.
- You can use this tool to *learn more about a how each smart growth principle is expressed in regulations* and to understand what kind of regulations support the principle.
- You can use it to *audit one specific topic* (such as street connectivity) of your codes and zoning regulations.
- You can *conduct a full audit of all your community's codes and zoning regulations*.
- You can also use this tool *to review proposed changes* in your community's codes and zoning regulations

About the documents

Your community's codes and zoning regulations are usually set out in the following types of documents:

- The Land Use Code
- The Zoning Code and Zoning Regulations
- Subdivision Regulations and Ordinances
- Overlay District Regulations
- Special Use District Regulations

They may also be in your transportation policies, street standards, parking, design guidelines, parks and open space plans, etc.

Some caveats

This Tool is not intended to "grade" your community's performance. Don't use the tool expecting to measure how well your community (and its leadership) is doing in implementing smart growth. Use it instead to identify areas for improvement.

Undertaking a complete audit is a time-consuming process. You should be prepared to spend several hours (and several sittings) if you are using the tool for this purpose.

This is an audit tool, and though it does list some suggested standards that help to implement smart growth, it does not provide an extensive list or actual code language you can adopt. You will find more materials about actual standards in publications like EPA's *Getting to Smart Growth: 100 Policies for Implementation*, and *Getting to Smart Growth II: 100 More Policies for Implementation*.

Visit the www.smartgrowthtoolkit.net
to find more resources and links to other helpful sites.

How to use the Smart Growth Code and Zoning Audit

Preparation

You will need copies (and we recommend paper copies) of all the code and zoning documents you are reviewing (see the list above).

If you are unfamiliar with the documents, take the time to read each one at least twice. Read it the first time to get a general understanding of the scope of the regulatory document. Read it a second time, and this time mark or highlight any section or statement that may have answers to the questions below. (Consider whether the regulations are positive –they allow for smart growth; or are negative –that they prevent smart growth.)

What does the document say...

*...about **connectivity**? Does it require an interconnected street pattern? Does it require pedestrian connectivity between zones and neighborhoods?*

*...about **circulation**? Does it prescribe street widths and streetscapes that encourage people to walk or bike? Does it protect pedestrians and require pedestrian friendly environments? Does it make sure open spaces and recreation areas are accessible to the public?*

*...about **parking**? How does it treat parking lots and parking spaces? Does it prescribe a particular relationship between parking, street and buildings? Does it vary the parking requirements so that areas that are served by transit can reduce the amount of parking they have to provide?*

*...about **land subdivision and land use**? Does it allow for a mix of land uses so people can live, work and shop within the same or nearby neighborhoods? Does it allow for areas where people can run businesses from their homes?*

*...about **housing**? Does it require a mix of lot sizes to encourage a mix of housing options? Does it allow or prevent accessory units or apartments, town homes and condominiums?*

*...about **special land use zones and special districts**? Does it provide protections for historic districts? Are there special design and architecture requirements for certain districts?*

Organization

This audit is organized into two general sections: Section A, **Connectivity and Circulation**, looks at how your community's regulations shape your community's street network and streetscapes; parking; walking, biking and multi-use trails; and, transportation and transit zones.

Section B, **Land Subdivision, Zoning and Services**, looks at the way your community regulates the subdivision of land; at how the regulations allocate land use; and, at how the community connects services to development.

There is a third section, Section C, **Special Use Districts and Zones**, that looks specifically at any special zoning districts in your community. These special zoning districts usually provide exceptions to the general rules (e.g. – *special land use districts*, or *historic overlay districts*, or *planned unit development districts*.) Use this section to review each special use district. You will need to replicate the section for each special use district in your community.

The next pages show the steps you need to take as you use this tool.

STEP 1: ANSWER THE QUESTION

The first column will ask if your community has regulations that specifically address the question. (e.g. – *Is the width of sidewalks regulated?*) Each question focuses on a particular dimension of development that supports smarter growth.

Go through each of the regulatory documents you are auditing and note the articles which actually address each question.

If there are regulations which address a question, highlight or markup the document and list the article address (e.g. – "*Zoning Code 12J.6.9.10*"). This is why having paper copies of the actual documents makes it easier to conduct the audit.

Put a mark under the Y column if your community's regulations address that question. Put a mark under the N column if the regulation actually *prohibits* or *does not address* the question.

Most of the questions are phrased so that answering "yes" means that the regulations are implementing smart growth principles.

STEP 2: LIST THE IMPLEMENTING CODE

Copy the text of the regulations in the next column, marked "**From Local Code and Zoning Regulations.**" Be sure to identify the document address (e.g. – "*Zoning Code 12J.6.9.10*") where the regulation comes from.

Go through each document you are auditing, making sure you capture all the relevant regulations.

Mark up the document you are auditing to keep track of which regulations you have already listed.

If the documents you are auditing contain no regulations or standards that address the question, then put down "**Not Addressed**" in this column.

STEP 3: LIST POSSIBLE IMPROVEMENTS

List possible improvements to the code in the last column. You can refer to the *Suggested Standards* at the end of most sub-sections of the audit.

The *Suggested Standards* are some measures your community can take to implement smart growth. It is not an extensive list and the standards are also listed as general approaches rather than specific code language you can adopt.

WHERE TO FIND MODEL CODES

You will find more standards you can use in publications such as the U.S. Environmental Protection Agency's *Getting to Smart Growth: 100 Policies for Implementation*, and *Getting to Smart Growth II: 100 More Policies for Implementation*.

For examples of code language you can adopt, refer to:

- The American Planning Association's *Model Smart Growth Codes* (www.planning.org/smartgrowthcodes/).
- "*Smart Growth Zoning Codes: A Resource Guide*," by Steve Tracy, published by the Local Government Commission. (Available from the LGC website: www2.lgc.org/bookstore/)
- The resources section of **Envision Utah**'s website (www.envisionutah.org) provides sample ordinances for various aspects of smart growth (pdf documents).

You can also visit www.smartgrowthtoolkit.net for updated resources on model codes and ordinances.

A. CONNECTIVITY AND CIRCULATION

Your community's codes and zoning regulations about connectivity and circulation determine whether your community is pedestrian friendly and whether it provides people with the option of not having to drive everywhere they need to go.

The regulations (or the absence of regulations) shape the way a district connects to the next district; how a neighborhood connects to the next neighborhood; how the whole community is interconnected; and, how people can get around the community (on foot, or by cars, bikes, or public transportation). They determine what your roads look like and what your sidewalks look like. They prescribe where cars should park and how much parking is required for each type of development. They either allow bikes and bike lanes or prevent them (making streets more dangerous for would-be bikers). They also determine whether your land uses align with your transportation policies so that your community makes the most out of its investments.

Regulations that define connectivity and circulation encourage smart growth if they follow the following principles:

Provide A Variety of Transportation Choices (SMART GROWTH PRINCIPLE #1)

Providing a variety of transportation options – like safe and reliable public transportation, sidewalks, bike paths and walking trails –promotes and improves our health, conserves energy and safeguards the environment.

There are also many members of our communities who can't drive or don't have access to a car. Providing transportation options creates more inclusive communities, where our seniors, young people below driving age, and the disabled can all live comfortably.

Create Walkable Neighborhoods

(SMART GROWTH PRINCIPLE #4)

A compact, walkable neighborhood encourages physical activity and protects the environment while saving energy by reducing the miles we drive. Walkable neighborhoods are also safer neighborhoods for our children, allowing them to walk or bike to school or the local park and not have to dodge high-speed traffic. They are healthier environments for our seniors who can get their daily exercise by walking to their friends' homes or to a nearby restaurant.

Walkable neighborhoods also create more opportunities to get to

know our neighbors when we meet them on the sidewalk.

There are six sub-sections that define your community's connectivity and circulation:

- 1. Street Network and Plan**
- 2. Streetscape Features**
- 3. Parking**
- 4. Walking, Biking and Multi-Use Trail Facilities**
- 5. Transportation and Transit Zones**

CONNECTIVITY and CIRCULATION

COLUMN A	B		COLUMN C	COLUMN D
1. Street Network and Plan	Y	N	From Local Code, Zoning, Plans, Etc.	Indicate Possible Improvements to Codes
1.1. Is there a prescribed street hierarchy in place? (List hierarchy)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • Subdivision Review Regulations (Hereafter SRR); Principal (undefined); Dead end; Major collector; Arterial (undefined) Minor; Superblock • Alleyways are also allowed. • Continuation/connectivity (not required; see Section 2.D p.15) • Zoning is silent. • The 'Draft Hudson Landing Regulating Design Manual', part of the proposal for the Hudson Landing project has a street hierarchy with multiple levels /types. 	•
1.2. Do street widths vary by type of zone? (Identify each zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • Zoning is silent. • One standard, SRR Section 2.D pg.15 – does not set an arterial protection standard in relation to residential use. Also, some guidance in the Mixed Use Overlay District. 	•
1.3. Are design speed standards used?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • Waiting to check City specs (requested from City Engineering Dept. 3/2010) 	•
1.4. Are standards set for width, intersection and corner radii for neighborhood access streets ? (List standards)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • Editor’s note: There are right-of-way widths for three tiers of streets in the SRR: major streets (80ft), collector streets (60ft), and minor streets (50ft). No street pavement widths have been identified, although this may be in the City engineering standards that have been requested. However, there may not be different pavement widths corresponding with the different right-of-way widths. 	•
1.5. Are standards set for width, intersection and corner radii for neighborhood	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • Editor’s note: ‘Connector’ street is the smart growth equivalent of the conventional ‘collector’ street. But a connector has no 	•

COLUMN A	B		COLUMN C	COLUMN D
1. Street Network and Plan	Y	N	From Local Code, Zoning, Plans, Etc.	Indicate Possible Improvements to Codes
<i>connector streets? (List standards)</i>			collector function (i.e. it connects neighborhoods to village/town centers rather than arterials alone).	
1.6. Are standards set for width, intersection, and corner radii for regional access streets? (List standards)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> Zoning and SRR mostly silent. There is one standard curve radii at street intersections – SRR Article IV, Section 3.G -- applicable to all cases. 	•
1.7. Are block perimeter lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> See SRR Article IV, Section 2.G, ‘Block Size’; this is a flexible standard. 	•
1.8. Are block face lengths prescribed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> See SRR Article IV, Section 2.G, ‘Block Size’ 	•
1.9. Do prescribed block lengths differ by zone? (List block perimeter and face lengths by zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Minimum block width is defined based on prevailing lot widths (SRR Art. IV, Sect. 2.G Block Size) 	•
1.10. Are standards set for curb cut frequency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Undefined in zoning. There is no section on driveways. There are some district-specific standards, such as RF-R Zoning District. There are indirect links in SRR, including: Art.IV, Sect.1B. ‘Conformity to Official Map...’; D ‘Special treatment along arterial streets’; etc. Could check if Ulster Co. Access Management Guidelines (2003) are formally adopted. 	•
1.11. Are cul-de-sacs discouraged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> There is not outright discouragement. 	•
1.12. Are the length and size of cul-de-sacs regulated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> There are SRR limits on length and number of units served (Art. IV, Sect.3 ‘Street Design’ I. ‘Dead end Streets’. Zoning is silent. 	•
1.13. Are there provisions to ensure both pedestrian and street connectivity between neighborhoods?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•

COLUMN A	B		COLUMN C	COLUMN D
1. Street Network and Plan	Y	N	From Local Code, Zoning, Plans, Etc.	Indicate Possible Improvements to Codes
<i>1.14. Are alleyways allowed?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • Zoning definition (405.3): A narrow service way providing a secondary means of access to abutting properties. • City code CH.355 'Streets and sidewalks' is silent. 	<ul style="list-style-type: none"> •
<i>1.15. Are there restrictions on their use?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • The code performance focus is on 'service' and access. • City code CH.376 'Trucks, Parking of' is also silent. 	<ul style="list-style-type: none"> •
<i>1.16. Are there width standards for alleyways?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •
Y = Yes, N = No		Indicate if Not Addressed		Refer to Suggested Standards



SUGGESTED STANDARDS:

- *Divisions within categories will permit a finer grained street system (e.g. different widths in commercial and residential areas).*
- *Use design speed standards to establish pedestrian and bicycle friendly environments. Designing streets for higher speeds encourages speeding even through lower speed limits are set and often necessitates retrofitting traffic-calming features.*
- *Vary required Right of Way (R.O.W.) to reflect the nature of each district.*
 - *Major arterials - 110' with center median*
 - *Town center streets - 88' to 60' depending on whether center median, bike lanes, and/or angled parking are included in design.*
- *Consider using design speeds of 25 mph for **neighborhood access** streets.*
- *Tighten curb radii to shorten pedestrian crossings and force vehicles to make turns at lower speeds.*
- *Limit curb radii and require a 25' clear zone to accommodate the wider turning radii required by emergency vehicles.*
- *Consider using lower design speeds for **neighborhood connectors** and streets in commercial and industrial zones.*
- *Where wider streets are desired, require center medians to maintain a pedestrian-friendly environment.*
- *Excessively long blocks discourage pedestrian traffic.*
 - *Limit block perimeters (e.g. 1600 ft.).*
 - *Limit block face lengths (e.g. 500 ft.)*
- *Limit use of cul-de-sacs. When used, require pedestrian or bike connections to surrounding neighborhoods.*
- *Require mid-block pedestrian passages in commercial and mixed-use zones (e.g. at 250' intervals maximum).*

2. Streetscape Features	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
2.1. Are different streetscape features applied to different districts/zones? (List requirements by district/zone)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • There are instances, although not extensive. See for example City Code CH.264 ‘Historic and architectural design districts.’ • Zoning §405-27.2 Traditional Neighborhood Development Overlay District (TNDOD) G.(b)i. (general guidance) • §405-19RT Rondout District B(1) Broadway/West Strand facades • §405.31.2 Broadway Overlay District Design Standards: multiple cases of standards • See provisions for area treatment in the Uptown Stockade Area Transportation Plan. 	•
2.2. Are there provisions for traffic calming? ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • See Zoning §405-27.2 TNDOD G.6.h. This is a general standard which does not elaborate on desired impact or design. 	•
2.3. Are crosswalks required? (List if conditions vary by district/zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
2.4. Are crosswalks allowed? List if conditions vary by district/zone)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • No express prohibition or encouragement identified – the code is silent. 	•
2.5. Do pedestrians have the right-of-way at crosswalks? (List if condition varies by district/zone)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • Have not found express indication in city code or charter. Could confirm this with City Clerk. 	•
2.6. Are provisions made to ensure pedestrian right-of-way and safety in crosswalks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • The Uptown Stockade Area Transportation Plan provides for walkability/bikeability improvements (See for example pg. viii) 	•
2.7. Are sidewalks allowed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		•
2.8. Are sidewalks required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • Zoning – Ex. §405-31.1 ‘RF-R Development Standards’ B. ‘Site Planning & Landscaping Standards’ (5) 	•

¹ Traffic calming should be a last resort and roads should be designed for speed safe for pedestrians.

2. Streetscape Features	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
			<ul style="list-style-type: none"> SRR Article IV, Section 3 'Street Design' B. 'Improvements' (quite general) 	
2.9. Are complete sidewalk networks required within one mile of any school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
2.10. Are sidewalks required on both sides of the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> SRR not clear Not in zoning Waiting for City Engineering street specification. 	•
2.11. Is a minimum sidewalk width established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Not in zoning 	•
2.12. Is a maximum sidewalk width established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
2.13. Are sidewalks required to provide access to amenities such as parks and open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> See item 2.17 below 	•
2.14. Are ADA ² access standards strictly enforced or improved upon?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		•
2.15. Are there regulations that allow street vendors in specific district? (e.g.-main street, commercial zones or the central business district)	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
2.16. Is the landscaping of medians or curbsides required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Not in public streets (there are some standards for medium landscaping for private parking areas). 	•
2.17. Are street trees, street plantings required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Zoning is mostly silent. Zoning §405.27.1 'Mixed Use Overlay District' notes importance of shade trees G(4) and there are basic standards in §405-31.1 RFR along waterfront access paths 	•

2. Streetscape Features	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
2.18. <i>Is street furniture required? (Benches, waiting sheds, etc.) Are they required to be weather protected?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • There is not a street tree standard in SRR. • In a small number of zone cases, such as RF-R (see §405-31.1 B. 'Site planning and landscaping standards'. B.(2)(f)) • The Uptown Stockade Area Transportation Plan promotes 'Transportation System Enhancement Plan Improvements' (See for example page viii) 	•
2.19. <i>Is pedestrian street lighting required?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • The standard is limited. See for example Zoning §405-27 'Waterfront design overlay district' G.(5) call for human-scale lighting and §405-31.1 B(2)(g.). Also available as incentive elsewhere. • Uptown Stockade Area Transportation Plan promotes pedestrian scale lighting (See for example pg.54). 	•
2.20. <i>Are provisions made for low-voltage street lighting?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • The focus is more on pedestrian scale, such as in the Broadway overlay zone. 	•
Y = Yes, N = No		Indicate if Not Addressed		Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- *Crosswalks should not only be allowed but required on long blocks to provide access to commercial areas, schools, places of worship, transportation and recreation facilities.*
- *Crosswalk signals increase pedestrian safety and encourage walking.*
- *Landscaping softens the street environment and makes it more attractive to pedestrians.*
- *Sidewalks promote walking and contribute to pedestrian safety.*
- *Sidewalks should be required in urban and suburban areas to provide for pedestrian safety.*
- *Sidewalks should be provided on both sides of the street in commercial and industrial zones, and on at least one side of internal residential subdivision streets.*
- *Sidewalk minimums should take into account the nature of the street and the anticipated volume of pedestrian traffic.*
- *Pedestrian facilities should provide uninterrupted routes to public amenities such as parks, libraries, schools, etc.*

- *Limiting curb cuts reduces potential conflict between pedestrians and vehicles, and increases pedestrian safety.*
- *Where street design speeds encourage speeding, traffic calming features should be allowed to create conditions conducive to walking and bicycling, and to discourage the routine use of local residential streets by through traffic.*
- *Require alleys and limit number of curb cuts allowed on streets.*
- *Use should dictate width. In commercial zones, alleys can function as drive aisles for off-street parking lots and as fire lanes.*

DRAFT

3. Parking	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
3.1. Are minimum parking space requirements set?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> Zoning §405-34.5 ‘Off-Street Parking and loading; parking space ratios’ 	•
3.2. Are maximum parking space requirements set?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
3.3. Is Land Use used as a basis to establish parking requirements??	<input checked="" type="checkbox"/>	<input type="checkbox"/>		•
3.4. Is District Type used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
3.5. Is Building Type used as a basis to establish parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
3.6. Are there provisions that allow reductions in parking requirements along transit routes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
3.7. Are reductions in parking requirements allowed in exchange for bike parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
3.8. Is on street parking allowed? Does it count for meeting parking requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
3.9. Are there provisions for shared parking ? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> See for example, Zoning §405-31.2 ‘Broadway overlay district design standards’ B.(10). 	•
3.10. Are there provisions for joint parking ? ⁴	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> Zoning §405.34.D 	•

³ **Shared parking** – a parking facility use of which is allowed to two or more users based on different peak hours (e.g. businesses with peak patronage during the day, theaters and restaurants with peak patronage at night); promotes efficient use of space.

⁴ **Joint parking**- a common parking facility designed for simultaneous use by two or more uses (e.g. municipal structures or lots; privately developed structures or

3. Parking	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
3.11. Are there prescriptions defining the relationship between parking spaces and the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
3.12. Are there prescriptions defining the relationship between parking spaces and buildings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
3.13. Are there prescriptions for the location of parking lots?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• See Zoning §405 Attachment 5, Appendix A: Broadway Overlay Design District Standards, Figure 1.	•
3.14. Is street parking metered?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
3.15. Do street parking rates vary with time of day/ day of week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
3.16. Are there landscaping requirements for large parking lots?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
3.17. Are impervious surfaces minimized?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • Off-street parking and similar paved areas must be designed in regular, rectangular shapes which efficiently minimize the amount of impervious surface area. • Zoning §405-31.1 B(6)(d) RFR District Development Standards. • (Note: Did not check <u>City Stormwater Management Plan</u>) 	•
Y = Yes, N = No		Indicate if Not Addressed		Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- *Among other benefits, on-street parking encourages pedestrian traffic, and can act as a buffer between pedestrians and moving vehicles.*
- *Shared parking should be encouraged.*
- *Joint parking should be considered where conditions warrant.*

lots); allows for off-site provision of parking.

- *On street parking should count towards fulfilling parking requirements*
- *Building by building parking requirements should not be used, instead encourage neighborhood parking within ¼ mile distance from the destination (using shared or joint parking)*
- *Parking fees should be demand driven.*
- *Zone and use specific parking requirements should be established and should take transit facilities into consideration.*
- *Reductions for transit availability should be allowed.*

4. Walking, Biking and Multi-Use Trail Facilities	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
4.1. Are there walkway, greenway or hiking trails?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	•	•
4.2. Are all new developments required to connect to existing or planned walkway, greenway or hiking trails?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.3. Are safe pedestrian routes to school required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.4. Are safe biking routes to schools required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.5. Is a multi-use trail provided for or planned?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• See Ulster County Non-motorized Transportation Plan (Hereafter UCNMTP)	•
4.6. Are there requirements for open space connectivity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.7. Are bicycle lanes required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.8. Are bicycle lanes accommodated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.9. Is bicycle parking required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	•	•
4.10. Are standards established for bicycle lane width?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• See UCNMTP 'Design Guidelines' section.	•
4.11. Are standards established for bicycle lane surface?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Projects in the UCNMTP, such as the Hudson River Legacy Trail; Route 9W Bikeway; and Kingston Broadway Non-motorized Access. will provide some standards development.	•
4.12. Are standards established for separation of bike lanes from motorized	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• There are design guidelines in UCNMTP (see CH.6); confirm whether this study was adopted	•

4. Walking, Biking and Multi-Use Trail Facilities	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
<i>vehicle lanes?</i>			by the City.	
4.13. <i>Are all new developments required to connect to existing or planned multi-use trails?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> • Zoning is silent (also SRR) • UCNMTP does advocate for this (its focus is projects that connect municipalities or projects of regional significance). 	•
Y = Yes, N = No			Indicate if Not Addressed	Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- *Provide for a network of bicycle routes, lanes, or shared-use trails to promote bicycle use in all zones.*
- *Retrofit bicycle lanes into roads by changing on-street parking configuration.*
- *Require bike-parking facilities in commercial and industrial projects to encourage the use of bikes as alternative transportation.*
- *Provide for both short and secured long-term parking within convenient distances of building entrances, varying standards with use type.*
- *On new roads, a minimum lane width of 6' is suggested. A minimum width of 5' is suggested for retrofits.*
- *Where a shared lane for bikes and parking is provided, a minimum total lane width of 12' (7' for parking and 5' for bikes) is suggested.*
- *Grade differences between gutter pans and street surface should be eliminated. Uniform, smooth surfaces should be specified.*

5. Transportation and Transit Zones	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
5.1. Are multi-modal transit centers identified? (e.g. – from train to bus, or water to land transport)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Local and regional planning continues. See City of Kingston Intermodal Facility Site Location and Conceptual Design Analysis www.co.ulster.ny.us/planning/intermodal.html 	•
5.2. Is development encouraged around multi-modal transit centers?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Certain types of mass transit are allowed by special permit (so transit centers are permissible there) in the Rondout & Hudson Riverfront Zones and there is a density incentive there (§405-31.B.). 	•
5.3. Are transit zones specifically established?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
5.4. Are there standards that determine the locations of transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Does not occur locally, such in zoning or city codes. 	•
5.5. Is a systems-approach used to identify transit zones? (i.e. transit corridors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> The intermodal study is rational and thorough. Systems planning is a planning emphasis area for regional transit decision-making (source: Unified Planning Work Program (UPWO)). 	•
5.6. Is a nodal-approach used to identify transit zones? (i.e. transit oriented development)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> A city/county Transit Development Plan is being formulated, led by the U.C. Transportation Council Transit Advisory Committee. 	•
5.7. Are level-of-service (LOS) standards moderated or modified for roads in transit zones? (List modifications)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> NA 	•
5.8. Are higher densities permitted in transit zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> NA 	•
5.9. Are public transit facilities (e.g. –bus waiting stations) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> The UCNMTP does have an on-street facility on the project list (Table 7) plus the ‘Next Phase’ Broadway project. 	•

5. Transportation and Transit Zones	Y	N	From Local Code and Zoning Regulations	Indicate Possible Improvements to Codes
5.10. Are park-and-ride facilities provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• These are MPO facilitated. It is uncertain whether these are local ones.	•
5.11. Are high-occupancy vehicle (HOV) lanes in use or planned?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		•
Y = Yes, N = No		Indicate if Not Addressed		Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- *Plan and provide for multi-modal transit centers to make public transit more efficient and attractive as an alternative. Include bus stops and weather protected benches and waiting sheds.*
- *Encourage development around transit centers (and at higher densities) to maximize municipal investments (e.g.- bringing more potential users closer to the transit options).*
- *Transit corridors and transit oriented development tie land use to transportation investments.*
- *Modifying the level of service (LOS) around transit zones moderates traffic in the area to encourage more walking and taking public transport.*
- *HOV lanes and park-and-ride facilities encourage car pooling and more efficient road use.*

5. Transportation and Transit Zones	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
5.1. Are multi-modal transit centers identified?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.2. Is development encouraged around multi-modal transit centers?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.3. Are transit zones specifically established?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.4. Are there standards that determine the locations of transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.5. Is systems-approach used to identify transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.6. Is a nodal-approach to identify transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.7. Are level-of-service (LOS) standards moderated or modified for roads in transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.8. Are higher densities permitted in transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.9. Are public transit facilities required?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.10. Are park-and-ride facilities provided for?	<input type="checkbox"/>	<input type="checkbox"/>	X	
5.11. Are high-occupancy vehicle (HOV) lanes in use or planned?	<input type="checkbox"/>	<input type="checkbox"/>	X	

Healthy Kingston for Kids Complete Streets

Bibliography

Alta Planning + Design; Parks & Trails NY; and Hudson Valley Engineering, *Ulster County Non-motorized Transportation Plan*. Prepared for Ulster County Transportation Council. December, 2008. (89 pages)

City of Kingston, *2010 Adopted Budget*. James M. Sottile, Mayor. undated.

City of Kingston, *City of Kingston General Code*. Ecode360. Accessed April 6, 2010.
<<http://www.ecode360.com/?custId=KI0280>>

City of Kingston, New York, *Subdivision Regulations*. December 19, 2005.

City of Kingston, *Zoning, Chapter 405, City of Kingston*. General Code. Printed April 2008. Attachments amended through February 15, 2009.

Edwards and Kelcey Inc.; Fitzgerald and Halliday Inc., *2030 Long Range Transportation Plan*. Prepared for Ulster County Transportation Council. September 2005.

New York State Department of Transportation, *Statewide Transportation Improvement Program (STIP) for Region 08*. Accessed February 17, 2010.

Raymond & May Associates, *City of Kingston, New York Comprehensive Development Plan 1961*. September 1961.

RBA Group, The, *City of Kingston Uptown Stockade Area Transportation Plan*. Prepared for Ulster County Transportation Council & the City of Kingston. January 2009.

Simone Design Group; Minno & Wasko Architects and Planners, *Hudson Landing Regulating Design Manual*. May 23, 2008 (Revised September 8, 2008).

Ulster County Transportation Council, *Final Unified Planning Work Program: SFY 2010*. Approved March 18, 2010.

Ulster County Planning Board, *Access Management Guidelines*. April 2003.