



VISION FOR THE FUTURE AND PLANNING NEEDS

Conclusion and Results of Phase One Reconnaissance for the
City of Kingston Comprehensive Plan

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October 9, 2013

Contents

Part I. Introduction.....1

Part II. Arriving at A Vision3

 1. Vision Statement.....3

 2. Synopsis of Public Visioning4

 A. Survey4

 B. "SWOT" Meeting7

 C. General Submission of Comments on Website.....9

 D. Recommendations by Concerned Organizations10

Part III. Future Actions11

 1. Goals and Objectives to Achieve Before 2025.....11

 2. Planning Need15

Part IV. Background16

 1. Existing Demographics16

 2. Planning Needs Assessment17

 A. Past Planning Efforts.....17

 B. Stable Areas of City That Should be Maintained.....22

 C. Physically Constrained Land22

 D. Community Service, Utility, and Transportation Infrastructure Capacity.....23

 E. Inconsistencies between Land Use and Regulatory framework.....25

 F. Consistency of Existing Land Use Regulations with Statutory and Case Law26

Part V. Appendices28



Part I. INTRODUCTION

Over the last twelve months, the Comprehensive Plan Advisory Committee has convened a number of times to pour over the significant catalog of existing planning studies and to discuss issues confronting the City. Shuster-Turner, the planning consultant has prepared and compiled a number of planning studies including:

- Existing Land Use Maps;
- Environmental Constraints Maps;
- Public Facilities Maps;
- City Staff and Departmental Interviews;
- Review and Report on Past Planning Efforts;
- Review of Variances;
- Review of Statutory and Case Law Compliance of Existing Codes;
- Consistency of Land Use and Zoning analysis;
- Demographic conditions analysis.

The Comprehensive Plan Committee then embarked on a three-phased public outreach effort. This effort was comprised of:

- Online and paper surveys on a number of topical areas including sentiment on existing conditions; support for potential policies; and prioritization of existing needs;
- Identification of Strengths, Weaknesses, Opportunities and Threats in a small-group workshop meeting;
- Online submission of suggestions through the City website;

Additionally, the Comprehensive Plan Advisory Committee itself was comprised of a diverse assemblage of citizens engaged in civic, business and trade organizations as well as City staff.

These prior reports, analyses and public outreach processes culminate in this Public Visioning Report and Needs Analysis, which concludes the first phase of the Comprehensive Plan preparation process. This report is organized as follows:

1. The culmination of this effort a Vision for the future is presented first along with a description of the extensive Citizen and Stakeholder outreach performed to develop the Vision;

October 9, 2013

2. Based on the Vision and a review of background studies and conditions, recommended future actions are provided and include goals and objectives to be met as well as a planning program for further refining the planning focus of the Kingston 2025 effort;
3. A synopsis and summary of background work performed to arrive at the Vision and recommended future actions including demographic condition review, as well as a planning needs analysis reviewing all relevant previous planning studies, existing physical conditions and existing regulatory conditions;
4. Appendices containing the raw data from the public outreach efforts as well as the reports upon which the needs analysis are based

For conciseness, the reports and information compiled as well as input received will be included as an appendix hereto and will be a central repository for the background information upon which the Comprehensive Plan policies depend.

Part II. ARRIVING AT A VISION

1. VISION STATEMENT

Based on the public input received, the following Vision for Kingston is proposed:

In 2025, Kingston will be a City of Neighborhoods - vibrant neighborhoods diverse in land use and diverse in population. Development will be focused around four cores at the Stockade District; at the Rondout; at a future Hudson Landing Core; and at a new core in Midtown centered at the existing Ulster Performing Arts Center. These cores will be comprised of mixed-use centers with multifamily residential incorporated with ground floor retail; pedestrian and bicycle friendly streets; active use of sidewalks; traditional architecture and historic identity. These nodes will be connected not only by a network of streets supporting slow-speed/high-capacity vehicular travel, but by a network of on-road and off-road bicycle paths, and by public transit ranging from shuttle bus to trolley. Extending outward from the cores, lower densities of mostly well-maintained and predominantly owner-occupied two-family and single-family residential neighborhoods will dominate, with occasional neighborhood corner stores and well-designed townhouses and multifamily residential interspersed. Remote or environmentally-sensitive areas will remain as open space, agriculture, forestry or used for clustered, very low-density residential. Employment opportunities will be diverse from County government, historic tourism and specialty retail in Uptown; to arts and new media in Midtown; to cultural, water-related, restaurant and entertainment uses in the Rondout; and to clean, green industry along existing active rail lines and within Kingston Business Park.

2. SYNOPSIS OF PUBLIC VISIONING

A. Survey

In order to arrive at a Vision for future development in the City of Kingston, the City engaged in efforts to gauge the general sentiment of stakeholders. The first tool employed for this purpose was an on-line survey conducted between December 21, 2012 and May 3, 2013. Additionally, paper copies of the survey were made available through the City Planning office, although none were submitted.

The survey was advertised in the Daily Freeman, over the radio, through engagement of organizations, and through the Ward representatives themselves. It was posted on both the City's official website and it's unofficial social media page. There were 325 completed surveys. The general results of the survey are as follows:

Quality of Life:

- Geographic location, emergency services were highly rated attributes of Kingston;
- Employment opportunities and property taxes were seen as the greatest challenges;
- Most people felt that quality of life and environmental quality in Kingston is "Average;"
- The City's Arts and Entertainment Opportunities ranked highly;

Natural and Cultural Resources:

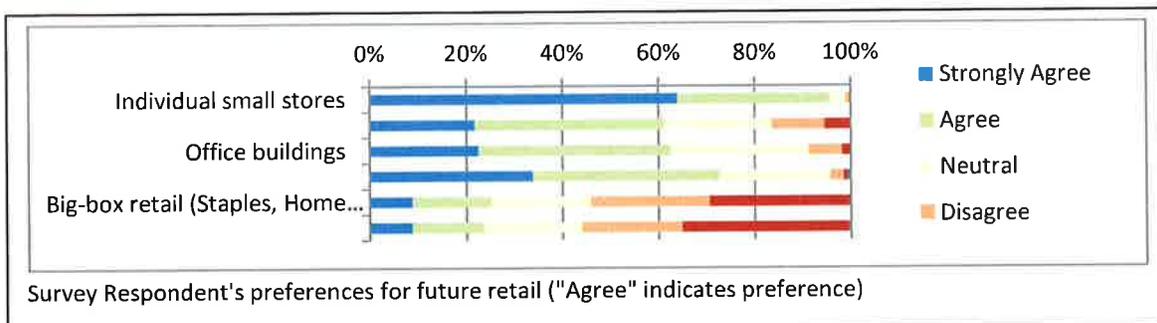
- There was overwhelming response on the importance of historic and cultural resources;

Housing and Development:

- There was more support for adding lower density housing and senior housing to the City, and less support for higher densities and "affordable" housing;
- There was support for providing assistance for low- and moderate-income residents to improve their homes;

Land Use Policy:

- Most did not feel the existing density was too great, and most did not feel the City was too restrictive on new development;
- There was support for incentive zoning where a developer would help to pay for street and utility improvements;
- There was less support, although still support for funding improvements with taxes;
- There was support for expanding sewer and water capacity to support future development;
- There was strong support for encouraging development and coordinating between local governments;
- By an overwhelming margin, respondents identified reducing crime rates as the top management issue, with water and sewer infrastructure, schools, and community character also receiving strong support;
- There was strong support for small stores and small shopping centers and opposition to "big-box" retail and larger malls;
- All tourism and entertainment uses received support, with small inns and beds and breakfasts and restaurants receiving the most support;
- There was support for light industry such as laboratories and assembly, lumber yards and building supply, and foundries and metal fabrication;
- The general sentiment was more mixed for heavier industry with power plants receiving the highest degree of opposition;

Transportation:

- The strongest sentiment regarding transportation infrastructure was for the construction and improvement of sidewalks and bikeways;
- There was general support for additional traffic roundabouts throughout the City, including at the I-587 and Broadway intersection, although there was some limited strong opposition as well;
- Most felt that transportation infrastructure, especially streets, needed improvement;

- There was not strong indicated need for expanded bus service, and most respondents indicated that they would only occasionally use bus service locally or to New York City, and probably would not participate in ride sharing;

Public Health:

- Most people felt that healthy foods were attainable in Kingston;

Community Facilities and Services:

- Most agreed with moving the Police Station to midtown;
- There was strong support for moving an Ulster Community College campus to Kingston;

Neighborhood Revitalization:

- Property maintenance enforcement was the number one neighborhood need, followed by traffic calming, police protection, and park improvements;

Of the people who took the survey:

- The majority owned single-family homes that they rated in good, safe and healthy condition;
- Most felt comfortable walking in their neighborhoods, although 15% a significant number felt uncomfortable;
- Most owned a private automobile;
- There was a good representation of varying age groups, except for children;
- There was a good representation of varying marital status;
- The vast majority of respondents were employed or retired;
- There was a good representation of varying incomes;
- There was a good representation of educational attainment, although the majority of respondents had at least attained a bachelor's degree;
- Most respondents were Kingston residents although a full 25% were non-resident or part-time residents or worked, visited frequently or owned property in Kingston;
- There was a good representation of varying terms of residency;
- There was a good representation geographically amongst the City's wards.

Additionally, a surprising number of respondents to the survey significantly expanded upon the answers of the survey by completing sections at the end of questions allowing for

additional input. Some of the most common sentiments expressed in this optional survey section include:

- Existing structures should be reused and upgraded over construction on new sites;
- Approval process should be streamlined and land use regulations made less restrictive;
- Form-based zoning regulations should be pursued/explored;
- Development of green space/open space should be discouraged;
- For economic development - build upon the character, charm and uniqueness of existing neighborhoods and commercial areas;
- In attracting employment, aim for higher-paying jobs over just more jobs;
- Promote more seasonal events;
- Limit the location and hours of drinking establishments;
- Promote green industry such as renewable energy generation;
- Industry must be appropriately located.

The full results to the survey are appended hereafter.

B. "SWOT" Meeting

On January 31, 2013 at 6:00 PM, the City of Kingston Comprehensive Plan Steering Committee held a meeting for the purpose of collecting background data, views and opinions from community residents and stakeholders.

This meeting was well-attended by roughly 80 to 100 members of the public and local media. The



Break-out Group - January 31, 2013

The attending public was broken into twelve groups. One or two members of the Comprehensive Plan Steering Committee were assigned to each group as facilitators, but facilitators were asked not to contribute their own opinions to the group discussion.

The facilitators then led their group through the SWOT exercise. This exercise has facilitators prompting group discussion on the Strengths, Weaknesses, Opportunities and

October 9, 2013

Threats present or confronting the City. Participants then were asked to vote on a compiled master list of top responses.

The following are the top responses indicated by the public

Strengths

- Historical and Cultural Heritage
- Location / Proximity to Hudson River and Catskills
- Waterfront
- Racial Economic Diversity

Weaknesses

- Transportation infrastructure/ Bike lanes / sidewalks / traffic lights and buses
- No Spanish speaking police and teachers
- Lack of employment opportunities and quality jobs
- Lack of opportunities for representation for Spanish population

Opportunities

- Beautify Broadway Corridor
- Bike lanes/ rail trails/ green space
- Better mobility / walkability
- Desire from Latino Community to improve economy

Threats

- Aging Infrastructure
- Racial profiling by society and police
- Climate change
- Emphasis on auto travel/ auto-centric uses

C. General Submission of Comments on Website

Lastly, the City posted all background information developed as part of the Phase 1 reconnaissance on a new City webpage devoted to the Comprehensive Plan. This webpage allowed interested residents to submit comments on any of the material posted, or simply to submit suggestions. This web submittal was made available starting in October of 2012, and remains available to date (June 2013). In that time, the City has received 21 suggestions. While these suggestions are only representative of a single person's views, the additional effort needed to write and submit a comment in this manner merits some consideration. The following were relevant unique ideas or sentiments expressed through this venue and not addressed in the survey or SWOT meeting:



- Transportation resources from homeless shelters to employment centers and BOCES programs is required;
- Expanded shuttle bus/trolley/light rail especially between Uptown and the Rondout would help to increase patronage;
- Rush hour traffic discourages business patronage in Midtown;
- Extend waterfront walkways;
- Divide the Broadway corridor into distinct nodes instead of a linear corridor;
- Encourage cluster development over large-lot low-density;
- Make sure comprehensive plan objectives are measurable;
- Make the comprehensive planning process ongoing and continuous, instead of infrequent;
- Involve kids in the planning process;
- Incorporate green building practices;
- Preserve the Port Ewen Suspension Bridge;

October 9, 2013

- Promote view appreciation from Hasbrouck Park through construction of a platform;
- Provide seasonal ferry service to Island Dock;

D. Recommendations by Concerned Organizations

Having successfully engaged the public at-large through the public visioning process, the Comprehensive Plan Advisory Committee received requests by several community organization that wished to address the committee and have their concerns and ideas considered and addressed in *Kingston 2025*. The Committee decided to continue as scheduled with the Plan drafting process, while scheduling an additional meeting for these groups to be heard and their concerns considered. The subject matter discussed at this meeting has not been included in the scope of this Visioning Report, but will be considered as appropriate for inclusion in the Plan as preparation proceeds. The materials discussed are also appended hereto. Community Groups invited and subjects discussed include:

- Kingston Urban Agricultural Initiative - Opportunities to support local food production from beekeeping to community gardens;
- Recommendations of Kingston Conservation Advisory Council - Natural Resource Inventory currently in preparation and green infrastructure practices;
- Kingston Waterfront Flooding Taskforce (Conservation Advisory Council) - Recent sea level rise and coastal flooding planning performed;
- Kingston Climate Action Taskforce (Conservation Advisory Council) - A Climate Action plan addressing and mitigating greenhouse gas emissions and energy efficiency;
- Trolley Museum of New York - Potential to extend Trolley service along the waterfront and to downtown (midtown).
- Patricia Murphy - Recommendations to protect historic resources;
- Complete Streets Advisory Council - Enhancing sidewalk, bicycle paths and non-motorized, transit linkages;
- Kingston Bluestone Survey - The importance of bluestone sidewalks to Kingston's charm and historic setting.

Part III. FUTURE ACTIONS

1. GOALS AND OBJECTIVES TO ACHIEVE BEFORE 2025

Goal 1: Promote a new planned commercial node in Midtown centered around Education, the Arts, Entertainment and Ethnic Diversity;

Objective: Establish an outdoor venue/park and program several arts-related programs or events per year;

Objective: Reduce crime in Midtown Census Tracts to within existing City-wide averages;

Objective: Improve the appearance of the Midtown Area;

Objective: Decrease vacancy rates and non-commercial use of Broadway storefronts to below 5%;

Objective: Attract several new significant gallery and/or museum uses within comfortable walking distance of UPAC;

Objective: Promote additional housing for artists and craftsman;

Objective: Establish the area as a destination for multicultural food and dining providing outlets for fresh and prepared food and produce, as well as restaurants on non-traditional cuisine;

Objective: Focus any future investment in new government and educational facilities within Midtown to the extent practical, but not in prime commercial frontage;

Objective: Maintain residential affordability and owner-occupancy of midtown neighborhoods to ensure that Midtown remains livable for existing residents;

Objective: Promote sustainable practices and green technologies be incorporated in any proposed redevelopment consistent with Climate Smart Communities;

Goal 2: Encourage continued and vibrant mixed-use land use patterns in Uptown centered around area historic resources and County offices;

Objective: Decrease vacancy rates in the Stockade District to 5%.

Objective: Promote a multi-modal transit hub in the vicinity of County offices or in Midtown;

Objective: Promote increased availability of parking;

Objective: Support and encourage specialized retail and service uses to build on the existing quaint retail environment;

Objective: Insure that public investment respect the historic character of this area;

Objective: Improve the connections physically and in character between Kingston Plaza and Uptown;

Objective: Promote traditional mixed-use development at densities consistent with the existing built environment;

Goal 3: Encourage continued and vibrant mixed-use land use patterns in Rondout centered around water access, restaurants, and active recreation;

Objective: Increase the number of recreational events held by the City and not-for-profits at the Rondout;

Objective: Extend continuous public waterfront access from the Rondout to Kingston Point Park to the extent practicable and respecting access limitations of working waterfront uses;

Objective: Promote additional cultural and Museum uses along the Strand;

Objective: Encourage additional year-round retail, as well as event programming;

Objective: Promote working waterfront uses such as deep water ports, docking by cruise ships and boat yards, especially at Island Dock.

Goal 4: Encourage development of a new Hudson Landing mixed-use area consistent with the Hudson Landing Design Manual;

Objective: Promote construction of the first phase of the proposed project;

Objective: Construct public improvements and public amenities of the project;

Objective: Maintain and promote additional use of the unique open space network;

Goal 5: Promote maintenance and improvement of existing stable neighborhoods outside the "mixed-use cores;"

Objective: Significantly reduce the number of illegal conversions of single- and two-family dwellings;

Objective: Encourage improvement of existing single- and two-family residences;

Objective: Increase homeownership to be more consistent with Ulster County averages;

Objective: Discourage new multifamily uses outside of the identified core areas;

Objective: Maintain and promote traditional architectural form consistent with the existing neighborhoods, including provision of front porches, short setbacks, and traditional building scales;

Objective: Promote social interaction through the provision of neighborhood gardens, parks and other open spaces;

Goal 6: Preserve constrained lands as open space, agriculture or very low-density residential clustered development as appropriate;

Objective: Promote agricultural use in outlying areas of the City;

Objective: Promote conservation of environmentally constrained lands;

Goal 7: Enhance employment opportunities and promote economic vitality within the City; and jobs

Objective: Attract new active users, especially green-technology users to Kingston Business Park and along existing active rail lines including by investing in the provision of technology infrastructure such as fiber optic;

Objective: Attract three new regional employers of at least 50 positions each;

Objective: Reduce and maintain unemployment at less than the New York State average;

Objective: Build upon existing strong industry clusters in the City, from Crafts and Art Production to Manufacturing to Micro-Brewing to Information Technology and Data Management;

Objective: Promote small-business entrepreneurship, especially in the Arts and New Media Clusters;

Objective: Promote development of human capital through job-training and adult education from advanced specialized education to English-language classes to build a more qualified local workforce and attract industry;

Objective: Promote tourism based on historic resources and regional eco-tourism destinations as a new industry cluster;

Objective: Work with State University of New York to provide education concentration related to a City niche, such as healthcare/nursing or hospitality.

Goal 8: Promote slower but more continuous traffic flow in and out of the City and its core areas that is safer for all users including bicyclists and pedestrians;

Objective: Improve all intersections under City jurisdiction to level of service D or better;

Objective: Transform all city streets within core areas into "Complete Streets" inclusive of pedestrians, cyclists and on-street parking;

Objective: Reduce the actual speed limit in residential neighborhoods;

Objective: Improve the actual and perceived quality of roads and sidewalks within the City;

Goal 9: Promote further preservation of City historic and Architectural resources and leverage them for further economic development;

Objective: Continue protection of existing historic assets through voluntary recognition

Objective: Simplify the regulatory programs and protections to ease processing of development approvals involving Historic resources;

Objective: Actively seek preservation and maintenance of historic resources through public-private partnerships, including seeking State Funding for rehabilitation;

Goal 10: Improve public infrastructure including City Streets, water and sewer infrastructure, as well as enhanced park facilities;

Objective: Eliminate events during which maximum sewer capacity is exceeded;

Objective: Improve the condition and appearance of the City's roadways and sidewalks;

Objective: Increase the access and maintenance of neighborhood park and recreation facilities;

Objective: Promote low-impact development practices such as rain gardens, stormwater infiltration, swales and other manners of reducing stormwater runoff to the City storm sewer.

2. PLANNING NEED

The reconnaissance of existing conditions, has led to a pronounced need for intensive planning attention in the Midtown area of the City. A consolidated land use approach to support economic revitalization in Midtown may be the most consistent theme apparent through the reconnaissance phase of the Comprehensive Planning process.

Another area that deserves attention includes the former industrial areas that extend from Midtown along the CSX rail line.

While Uptown and the Rondout exhibit areas of planning concern, these areas have been the subject of numerous planning efforts, many of which proposed strategies that are still largely relevant and have yet to be implemented. Future attention in these areas is likely to be in the form of a restatement of the best unimplemented policies that were born from those planning efforts.

It is clear that there needs to be a clear statement of policies for the City's stable neighborhoods. Here, strategies should be encouraged that are protective of existing land use, and that concentrate on promoting maintenance and investment of existing properties. Where land is physically constrained strategies should be developed in order to discourage any future intensive development and promote use that is compatible with physical constraints.

Lastly, because a comprehensive approach to land use regulation has not been undertaken in more than 50 years, the City's development regulations need significant attention. Strategies need to be developed and applied in order to simplify regulations, make them more understandable, and make them consistent with current statutes and recent case law.

Part IV. BACKGROUND

1. EXISTING DEMOGRAPHICS

As part of the background research leading up to the needs analysis, the Shuster-Turner compiled and reviewed a variety of demographic information. The strong trends observed included:

- Nominal growth and population below historic peak;
- Slow, steady housing growth;
- Increase in vacancy rates over the last ten years;
- Higher than County-average and increasing rental occupancy;
- Marked improvement in education attainment, but still lagging the County;
- Increased unemployment over the last 10 years, but rate and rate of increase lagged the national average;
- Unemployment fueled by a loss of real estate, construction, and professional services;

In summary, broad demographic trends show that while the City of Kingston population remains stable over the last 30 years, housing units have grown, particular, rental households. The population remains well below historic highs. The City has been hit by the recent recession and has seen growth in unemployment, especially among construction-related and public administration jobs. The effects of these demographics is reflected in the increased residential vacancy rates in the City, as well as the closure of public schools, firehouses and the Kingston Hospital.

Additionally, the consultant also compiled a number of maps in order to understand the demographics of the City on a Census Block Group Basis. These maps, along with analysis and the demographic data described above are appended to this report.

Based on the analysis of intra-city demographics, a concentration of concerning demographic indicators exists in the Midtown area. Midtown generally exhibits higher densities, lower median incomes, higher unemployment, higher average household sizes, and lower homeownership than the City in general. The Midtown area also represents the most racially and ethnically diverse area of the City, which raises social equity concerns.

The Rondout and Ponckhackie neighborhoods also exhibit lower median incomes, higher unemployment, and below average homeownership, although generally the divergence is not as acute as in Midtown. Ethnic and racial diversity is also strong in these neighborhoods.

2. PLANNING NEEDS ASSESSMENT

The Planning Needs Assessment is an analysis of what further studies are required in order to achieve the City's Goals and Objectives. It begins from an analysis of existing conditions, regulatory policies, and previous planning efforts, and ends with a detailed recommendation for further study during Phase 2 of the Comprehensive Planning process.

A. Past Planning Efforts

The City of Kingston has an extensive established catalog of planning studies and policies. Recent planning efforts with the most continuing relevance are centered around four particular areas of the City.

West Broadway/Strand/Rondout/Kingston Point

The Rondout has received the most and the most recent attention of all area of the City. This is in part due to the availability of public funding through the State's Coastal Resources programs. Additionally, the City utilized Urban Renewal funding to address the redevelopment of this area, which made the area the first area to undergo revitalization. The first significant plan for the Rondout dates back to 1972, when the Broadway West planning report made a number of significant recommendations for the revitalization of the area including:

- Recommending emergency repairs by the City to preserve historic structures;
- Creation of a rehabilitation loan program;
- Establishment of urban design standards;
- Development of the West Strand Plaza;
- Sale of City-owned buildings with requirements for restoration and various street, sidewalk and park improvements;
- Use of federal community development funds to finance repair and restoration of building facades, acquisition and re-sale of the Sampson Opera House (the former Freeman Building) and site improvements;

The area also received planning attention in the Urban Cultural Parks study, which dates back to 1982. Recommendations of that plan include:

- Establishing a unique architectural and cultural identity for the Rondout;
- Restore the Kingston Point Core Area to include major recreation facilities;
- Locate a second visitor center in the Rondout Core Area focusing on the transportation theme (the other is the aforementioned Stockade Visitor Center which opened in 1986 and focused on government);
- Encourage the mixed use development and redevelopment and renovation of historic buildings in the Rondout District;
- Expand West Strand Park [T.R. Gallo Park] along the Waterfront from the Port Ewen Bridge to the Maritime Museum to further encourage revitalization of the Rondout Waterfront;
- Reestablishment of day liner docking in Kingston Point Park in order to link with the Trolley Museum and bring visitors into the Rondout Core Area. Expand opportunities for active and passive recreation at this park;
- Upgrade and renovate Block Park along Abeel Street;
- Reestablish the dike and pier to the Rondout Lighthouse which originally linked the lighthouse to the mainland;
- Wilbur Avenue Park should remain a passive, pastoral atmosphere;
- Create Island Dock Park located on the east tip of Island Dock in conjunction, and in cooperation with the private redevelopment of Island Dock. The park should be passive in nature and include interpretive features depicting the island's historic role as a major storage and cargo transfer facility;
- Public and private docking should be permitted along Rondout Creek;
- Provide public parking areas in the Rondout Core Area ;
- Make the West Strand Area priority planning area #1;

The Local Waterfront Revitalization Plan (LWRP), prioritizes State Coastal Zone policies for the Hudson River and Rondout Creek waterfronts. The Local Waterfront Revitalization Plan, provided the basis for new zoning , public infrastructure improvements, public recreation, public access and a publically-funded museum project along both waterfronts.

The more recent follow up to the LWRP - the Waterfront Implementation Plan, also proposed a number of discrete recommendations relative to the Rondout. These include:

- Develop a set of design standards to guide future development and redevelopment;
- Public access should be provided along the waterfront in a riverfront trail which may deviate from the shoreline in some locations. The trail should provide access from Island Dock, to Block park, and then eastward along West Strand Street through the park and continue to the tip of Kingston Landing;
- Reconstruct East Strand to accommodate cars, pedestrians, bicycles, trolley service and local business delivery needs;
- Resolve odor problems at the wastewater treatment plant. This should be a main priority. Short term strategies include chemical treatment to mask the odor problem while the City secures funding to construct tank seals and system wide controls;
- Trolley Service should be provided along the entire length of the primary study area, with service operating from West Strand Park to the former Dayliner Dock. Future extensions may include service to Island Dock, particularly if a proposed Hudson River aquarium is located there, the former Tilcon Quarry and Hasbrouck Park with the potential for connections from the park to the rest of the city;

The Ulster County Non-Motorized Transportation Plan, recommended the extension of the Trolley to Kingston Point from the Strand.

The Economic Base Diversity Plan recommended the promotion of tourism through restaurants, waterfront access and special events for the Rondout. It stressed the necessity to promote special events during the slower winter and early spring months.

Uptown/Stockade District

The Uptown/Stockade District received the second most planning attention. Much of this attention may have stemmed from the presence of Ulster County offices in this part of the City, as many of the recommendations and policies extend from the County's transportation plans.

The Urban Cultural Parks study includes a number of recommendations:

- Establish a unique architectural identity for the Stockade District;
- Focus on diversity of activity and showcase history to create economic growth and full utilization of existing structures;
- Create a centrally located park for small concerts and event somewhere in the Stockade District;
- The study recommended making the Uptown district the second highest priority behind the West Strand Area;

October 9, 2013

The Uptown/Stockade District area has been the subject of numerous Ulster County Transportation Council transportation studies, that have had significant land use components. This is not surprising, since the area contains a number of County offices. Key recommendations that are of continuing importance and value include:

- An intermodal transit hub project proposed in the vicinity of the County offices near Schwenk Drive, increasing the accessibility of not only the County offices, but also of the adjacent Stockade District;
- A catalog of suggested traffic circulation improvements for the Stockade district including recommendations to reverse traffic flow on paired one-way streets, and installing coordinated timed traffic signalization;
- Recommendations for programmatic parking enhancements - including having employees utilize on-street parking (rather than free off-street parking) in areas;
- Streetscape improvement recommendations including taller lighting, sidewalk extensions, street trees, and better wayfinding signage;
- A plan for a traffic roundabout at the intersection of Interstate 587 and Route 32;
- Create a City gateway at Washington Avenue by instituting a planted median, signage and identifiable structures such as a stone entry wall with the name of Kingston on it;
- Enhance the bridge at Washington Avenue over the Esopus Creek with ornamental lighting, trees and seasonal/community banners/flags;
- Define and delineate turning lanes and create raised pedestrian havens at the Schweink Drive/Hurley Avenue/Washington Avenue intersection;
- Explore the possibility of converting I-587 to a state highway and providing intersections from it to an extended Uptown street system. The plan would expand and intensify Uptown and the Kingston Plaza area and create opportunities for mixed use development;

The Economic Base Diversity Plan contained recommendations on the economic development activities that should be pursued in Uptown. These include:

- Develop *Uptown* initiatives to attract customers on weekends and evenings, by building on the district's appeal as a specialty retail location. For example, re-opening the old theater as weekend or evening attraction.
- Promote tourism by attracting food festivals and antique fairs as well as sporting events at Dietz Stadium.

Midtown

Midtown did not receive as much timely focused planning attention, but some studies do provide recommendations relevant to the area.

The oldest and most focused study, was the Central Broadway planning study performed in 1976. This study looked to address the loss of competitiveness of the downtown area in the face of automobile-convenient development in the surrounding suburbs including the Town of Ulster. Basic recommendations included traffic signalization, installation of small parking lots and streetscape improvements. While many of the improvements were made, they have not done enough to strengthen the desirability of the Midtown Broadway corridor for retail.

The Urban Cultural Parks study also recommended establishing a unique architectural and cultural identity for Midtown. It suggested the area should be the third priority after Uptown and the Rondout/Strand.

Ulster County Transportation Council transportation studies included several recommendations including:

- Alternatives for improvement of the five-way intersection at Route 32 and Fair Street;
- Provide better non-motorized access including complete streets to Broadway;

The Economic Base Diversification Plan recommended that economic development activities in Midtown be focused around the Ulster Performing Arts Center (UPAC) and aesthetic improvements;

Hudson Landing

The Hudson Landing is the fourth area and was the subject of a lengthy environmental review process which resulted in the development of an extremely innovative planned development district, inclusive of form-based zoning codes and design guidelines. The City spent extensive time on this area, and the area will be built out in the future with private investment. The City has sought and received state funding to assist in developing public amenities in the area including the Hudson Landing Promenade, a section of the Ulster County proposed "legacy trail" along the Hudson River from Kingston to Saugerties.

Summary of Past Planning Efforts

The City has spent significant time and effort and has an existing catalog of recent and timely recommendations for the future use of land and required public infrastructure improvements to the Uptown and Rondout areas of the City. Additionally, future development of the Hudson River Waterfront will be guided significantly by the Hudson Landing Design Handbook, which can also serve as a basis for other future Hudson River waterfront developments. While Midtown has received some attention, generally the attention pre-dates 1990 and is not contemporary nor based on contemporary physical and economic realities. Other areas of the City have received little planning attention since the last Comprehensive Plan in 1961.

B. Stable Areas of City That Should be Maintained

When determining the need for further planning attention, the most practical approach is to conduct a windshield survey of the City, and query existing Planning and Community Development staff. Based on informal assessment and discussions with City staff, it is believed that large segments of the City are generally stable and should be maintained in their present state. These areas will need to be treated in the Comprehensive Plan with general policies intended to maintain and preserve their existing quality, or to encourage small improvements.

The areas of the City believed to be stable are generally comprised of an urban mix of residential single-, two- and multi-family uses interspersed with neighborhood retail, restaurant and other low-intensity non-residential uses. These areas tend to be of higher aesthetic quality, and better maintained than other areas of the City that are identified as transitional. These areas are shown in tan on Figure 6, attached to the end of this report. This tan area also includes a number of very large tracts, especially in the south part of the City, that are vacant due to physical constraints as described below.

C. Physically Constrained Land

The City has several areas that are not suitable for intensive future development. This principally involves existing flood hazard areas, wetlands, steep slopes, as well as low-lying areas along the tidal Hudson River and Rondout Creek. Not surprisingly, most of these lands have remained generally undeveloped. One exception to this, is the flood hazard area along the Hudson River and Rondout Creek, where water access first fueled water-dependent industry, and later transitioned to the current mix of restaurant, entertainment, recreational and cultural uses alongside remnant industry and brownfields.

Where existing areas remain underdeveloped in these regions of the City, the City should consider significantly restricting future development. Generally significantly physically constrained lands would best be limited to use for agriculture, open space, recreation, and rural-density residential. Physically constrained lands are shown in Figure 6 as the gray hatched areas.

The City is also currently preparing a climate change study that is considering the possible impacts of sea level rise. It is anticipated that the Climate Change Report will propose strategies for future land use of areas that may be effected by sea level rise, and more specifically, where waterfront areas may be designed to confront challenges, where conservation and open space is advisable and where planned retreat may be necessary.

Physically constrained lands are shown on Figure 6 as grey hatched areas. Further exploration of these areas is likely not necessary as these areas are generally undeveloped and not suited for future development. Where waterfront areas are developed or proposed for development, including the Strand, Hudson Landing site and along the Esopus Creek, separate planning efforts are underway or have been concluded that do or will provide insight into proper land use.

D. Community Service, Utility, and Transportation Infrastructure Capacity

A number of department head interviews were conducted in order to determine Community Service, Utility and Transportation Infrastructure needs.

Parks

The City contains an impressive collection of parks located throughout the City. These parks provide neighborhoods with local recreational needs. However, providing local parks comes with added costs of maintenance, and more recently, the City has looked to consolidate programming at several central locations. Based on provider interviews, there is no pressing need for new parks, and a new park would further tax limited City resources. However, previous planning studies recommend a new neighborhood park in the Stockade District, as well as significant improvements to Kingston Point Park. The Hudson Landing Promenade will offer a new significant regional recreational amenity that may serve to draw tourists to the City.

Sanitary/Storm Sewer

The City has a partially combined sanitary and storm sewer. The sewer is currently beyond its existing permitted capacity due to infiltration during storm events, and there are existing issues with regard to overflows. The City is seeking ways in which to remedy this including retention of effluent during storm events, but any significant increase in housing density would likely tax the system further.

Flooding

The Army Corps of Engineers has decertified the levees along the Esopus Creek, increasing the risk of damage during extreme storm events. The suitability of lands along the Esopus creek to support future development is limited. Additionally, the City currently experiences flooding along Main Street near Emerson Street, along Hurley Avenue, along Tannery Brook at Amy Court, and along the Strand. Future development in these areas must consider these physical constraints.

Housing and Community Development

The Community Development Agency, has seen the greatest housing needs in the Midtown Area. The CDA has focused much of its rehabilitation and homeownership programs in this area, and has been seeking City infrastructure investments in this area as well. The CDA office has compiled significant data documenting the need for public safety, jobs, and general economic development efforts in the Midtown area. The Midtown Area has become increasingly dominated by communities of Hispanic origin, and programs addressing the Midtown area must be bilingual.

Economic Development

The City Economic Development director sees significant opportunities in the extension of rail-trails into the City and connection at a hub in Midtown. Midtown is seen as the area in most need of economic development efforts and opportunities include arts based live-work and studio spaces around the former textile mills, paint factory, and UPAC. A regional farmers market based (possibly a large market serving regional restaurants) in Midtown as well as a transit hub could also bring economic development to Midtown.

E. Inconsistencies between Land Use and Regulatory framework

In order to determine inconsistencies between existing land use and the existing regulatory framework a two-fold approach was pursued. First the agenda and decisions of the Zoning Board of Appeals was reviewed to determine if there were any locational or subject-based trends for variance applications. Secondly, the zoning regulations were compared to the built environment to determine where general inconsistency may exist.

Based on the review of variance applications, several conclusions were made. These include:

- Residential Intensification - There is a trend toward intensification of residential density throughout the City, but especially in Midtown. A clear policy will need to be developed that addresses this trend. It is understood through conversations with the Planning Department, that many of these variance applications were generated after enforcement actions by the Building Department.
- Parking Requirements - In many instances, parking variances were being sought by those wishing to intensify residential use. However, the City should revisit its parking requirements, to insure that it is not requiring more pavement of yards than is necessary.
- Barbed wire - Barbed wire, while necessary, especially for some commercial and manufacturing uses, generally is perceived as having a blighting effect on neighborhoods. Clear standards should be established for when barbed wire is permissible.
- Signs - It appears that the City's sign standards may be too standardized across the City. It may be more prudent to regulate signage on a district or area basis throughout the City. It may be appropriate to promulgate design guidelines and an Architectural Board or Special Sign Committee review over strict dimensional standards.
- Use Variances in general - The City is issuing higher rates of use variances than is typical for a community of its size.

With regard to the review of existing land use and zoning several areas were identified throughout the City wherein land use was not consistent with existing zoning. These areas have been identified on Figure 3 and also on Figure 6. Most of this area is centered in Midtown, but there are also significant nodes in Ponckhackie, along Flatbush Avenue, in the neighborhood east of the High School, and along Washington Avenue.

F. Consistency of Existing Land Use Regulations with Statutory and Case Law

A thorough review was conducted of the conformance of existing land use regulations with current statutory and relevant case law. The Zoning Law and other land use sections of the City Code were determined to need significant attention. The most important criticism was that there are many provisions which are outdated and do not comply sufficiently with the more modern provisions and mandates which have been enacted to the state General City Law (GCL).

Many of the provisions of the GCL impose requirements which are not optional and must be picked up by cities in their laws. The City Code needs to be brought into conformity with these requirements.

Also, the Code and Zoning Law appear to be a long compendium of patches and amendments. Hence, the present law is disjointed and irregular. Provisions drafted based on outdated land use planning policies or procedures are lumped in with, and sometimes grafted to, more modern provisions which were passed later as amendments. This has led to a condition where the regulations have become difficult to understand.

There are provisions of the City Code that conflict with the GCL and conflict with other portions of Kingston's own Code. Over the years, various land use provisions have been enacted and amendments passed which have resulted in the land use provisions being scattered across the Code. For example, the statute for the planning board is at Ch. 96, the ZBA at Ch. 122, site plan review at Ch. 347, etc. This may be why some Code provisions conflict with each other. Also, the scattered arrangement is far from user-friendly. The Code would benefit greatly from a reorganization designed to unify land use regulation and bring all the land use provisions under one Chapter.

Lastly, the Code suffers from age. There are new land planning techniques which have been added to the GCL which are available and not being used. Revisions to the Code provide an opportunity to incorporate some of these more contemporary tools.

Part V. APPENDICES



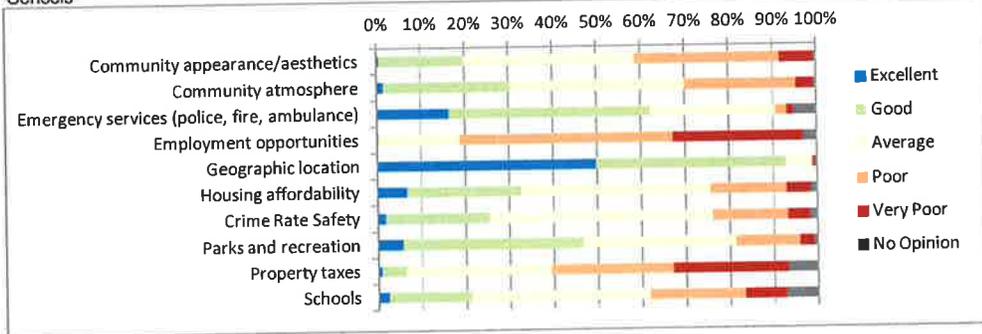
Part V. APPENDICES



COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

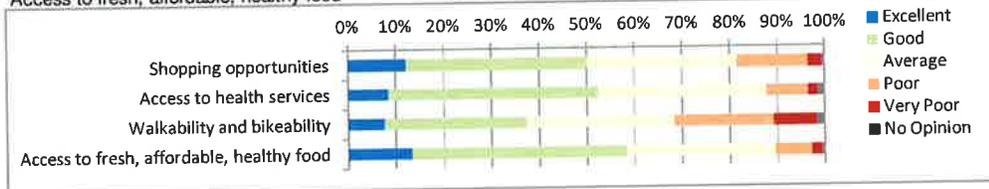
1. If asked by someone contemplating a move to the City of Kingston, how would you rate the following?

	1	2	3	4	5	6		
	Excellent	Good	Average	Poor	Very Poor	No Opinion	Average Score	Average Sentiment
Community appearance/aesthetics	2	72	145	123	29	2	3.28	Average
Community atmosphere	6	107	146	94	15	2	3.01	Average
Emergency services (police, fire, ambulance)	61	171	106	10	5	20	2.23	Good
Employment opportunities	0	2	68	180	110	12	4.11	Poor
Geographic location	186	162	21	1	2	2	1.58	Excellent
Housing affordability	25	97	160	65	20	6	2.89	Average
Crime Rate Safety	7	88	189	64	18	7	2.99	Average
Parks and recreation	21	152	127	54	12	3	2.68	Average
Property taxes	3	21	122	103	97	25	3.78	Poor
Schools	9	70	150	80	35	27	3.18	Average



2. As with the previous question, if asked by someone contemplating a move to the City of Kingston, how would you rate the following?

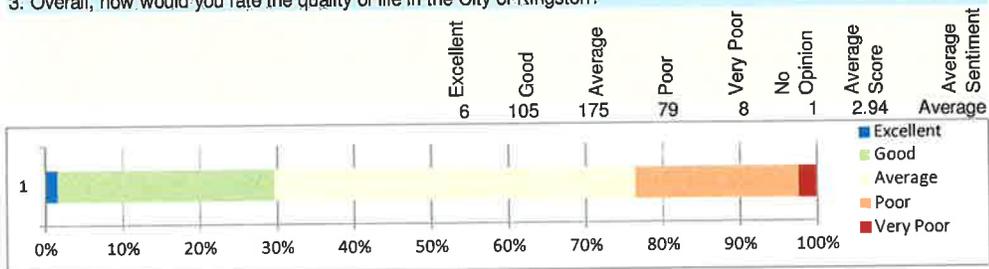
	1	2	3	4	5	6		
	Excellent	Good	Average	Poor	Very Poor	No Opinion	Average Score	Average Sentiment
Shopping opportunities	46	142	116	56	11	2	2.58	Good
Access to health services	32	164	132	33	8	5	2.51	Good
Walkability and bikeability	29	111	115	78	34	6	2.94	Average
Access to fresh, affordable, healthy food	50	166	116	29	8	2	2.40	Good



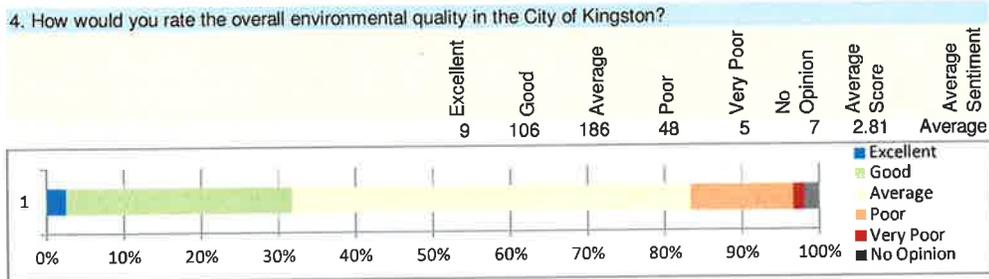


COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

3. Overall, how would you rate the quality of life in the City of Kingston?



4. How would you rate the overall environmental quality in the City of Kingston?

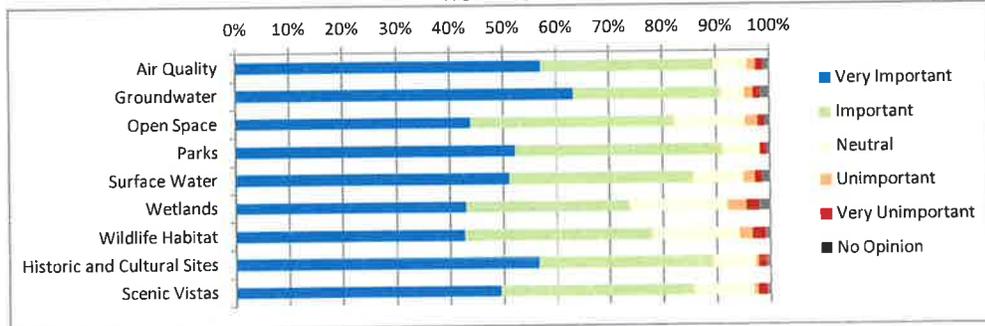




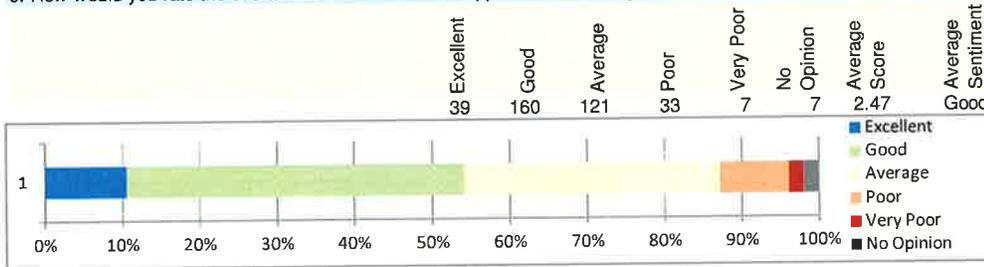
COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

5. Please let us know how important or unimportant you feel it is to protect the following resources:

	1	2	3	4	5	6		
	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion	Average Score	Average Sentiment
Air Quality	209	119	23	6	5	4	1.56	Very Important
Groundwater	231	101	16	6	5	6	1.48	Very Important
Open Space	161	141	48	9	5	3	1.78	Very Important
Parks	191	142	25	1	4	2	1.58	Very Important
Surface Water	186	126	34	8	5	5	1.66	Important
Wetlands	158	113	67	13	9	7	1.89	Important
Wildlife Habitat	155	128	59	9	9	3	1.86	Very Important
Historic and Cultural Sites	208	120	29	2	6	2	1.57	Very Important
Scenic Vistas	179	131	40	3	6	2	1.68	Important



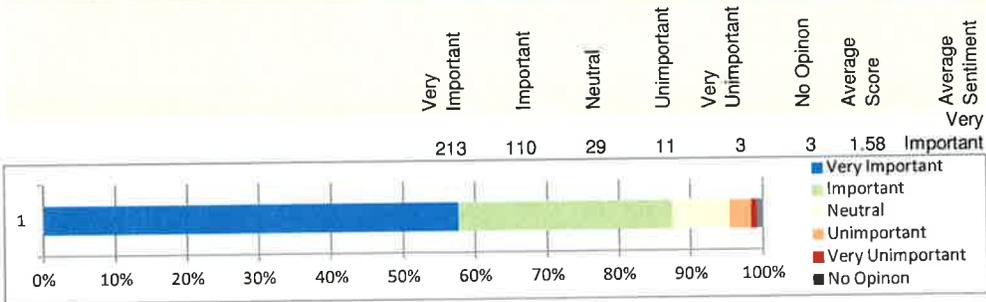
6. How would you rate the overall arts & entertainment opportunities in Kingston?





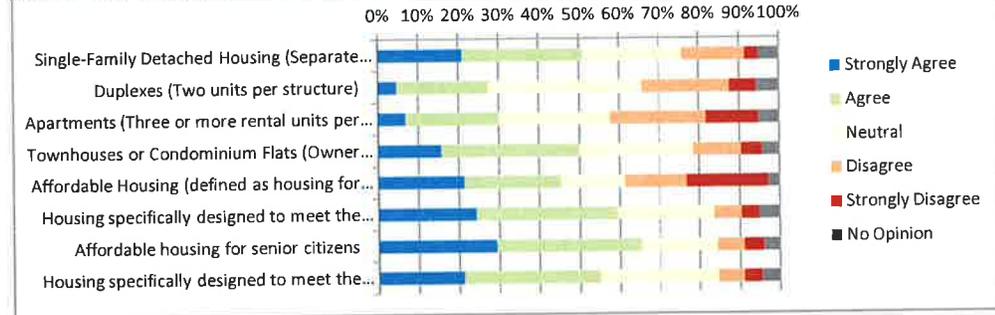
COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

7. How important is it to you that the historical and cultural character of the City of Kingston be maintained?



8. Please indicate whether you agree or disagree that more of the following types of housing are needed in the City of Kingston:

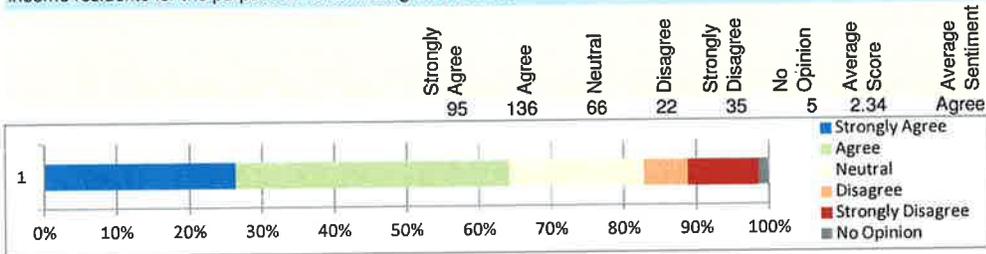
	1	2	3	4	5	6	Average Score	Average Sentiment
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Opinion		
Single-Family Detached Housing (Separate houses on individual lots)	76	108	89	57	12	18	2.48	Agree
Duplexes (Two units per structure)	17	81	136	77	24	20	3.03	Neutral
Apartments (Three or more rental units per structure)	25	82	99	85	47	18	3.14	Neutral
Townhouses or Condominium Flats (Owner occupied)	57	123	102	43	19	15	2.55	Agree
Affordable Housing (defined as housing for which the occupant is paying no more than 30% of gross income for housing costs)	77	86	57	55	73	10	2.89	Neutral
Housing specifically designed to meet the needs senior citizens	88	126	86	25	16	18	2.28	Agree
Affordable housing for senior citizens	106	130	68	24	18	14	2.18	Agree
Housing specifically designed to meet the needs of people with disabilities	77	122	106	23	16	16	2.36	Agree





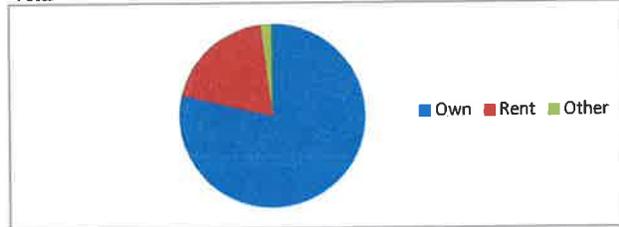
COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

9. Please indicate whether you agree or disagree that the city needs to provide programs to low- and moderate-income residents for the purpose of rehabilitating their homes.



10. Do you own or rent your home?

	Number of Responses	Response Ratio
Own	280	59.3%
Rent	69	14.6%
Other	7	1.4%
No Responses	116	24.5%
Total	472	100%

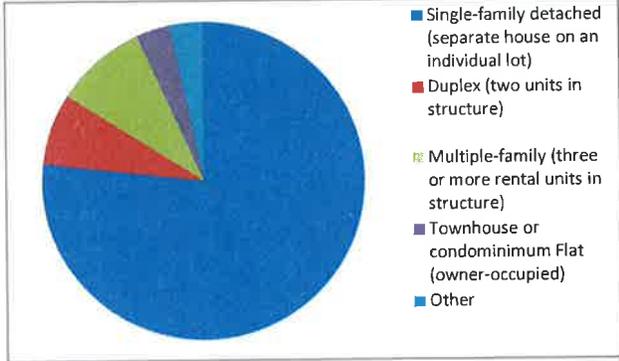




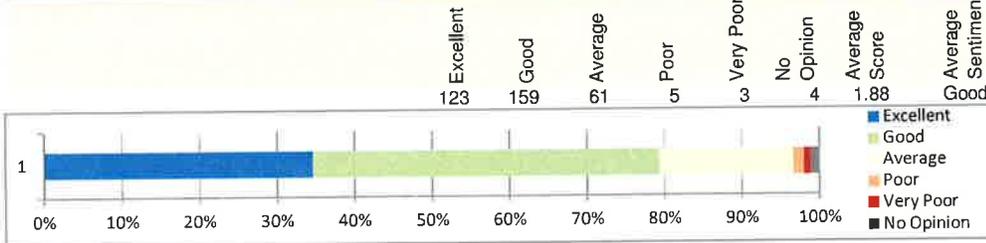
COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

11. In what type of housing do you currently live?

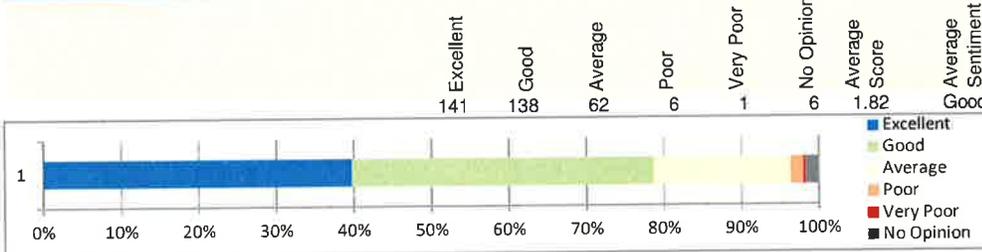
	Number of Responses	Response Ratio
Single-family detached (separate house on an individual lot)	275	58.2%
Duplex (two units in structure)	26	5.5%
Multiple-family (three or more rental units in structure)	33	6.9%
Townhouse or condominium Flat (owner-occupied)	12	2.5%
Other	12	2.5%
No Responses	114	24.1%
Total	472	100%



12. Please rate the general condition of your residence.



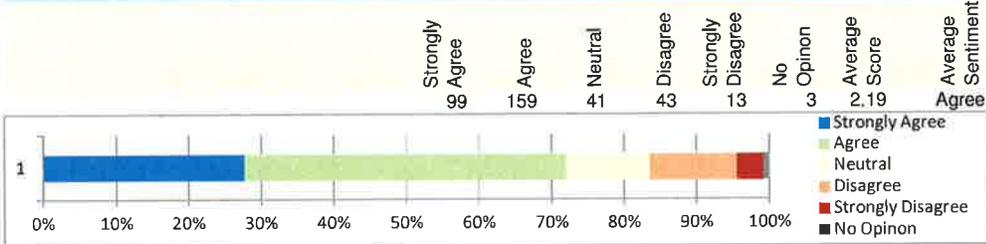
13. Please rate the health and safety level of your home (e.g. safe building, lead free)





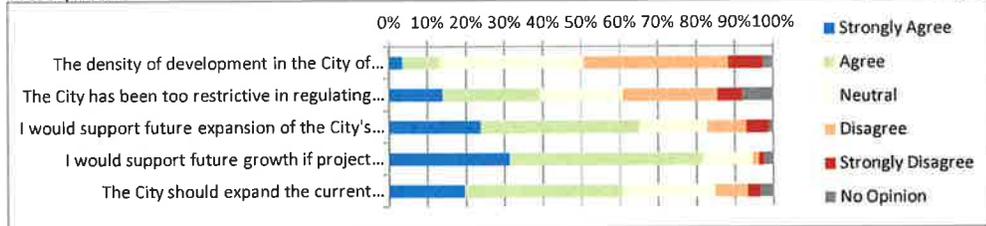
COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

14. Please indicate whether you agree or disagree with the following statement: "I feel comfortable walking in my neighborhood."



15. Please indicate whether you agree or disagree with the following statements:

	1	2	3	4	5	6	Average Score	Average Sentiment
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Opinion		
The density of development in the City of Kingston is too great.	12	33	124	126	30	9	3.40	Neutral
The City has been too restrictive in regulating development.	46	84	71	81	21	27	2.83	Neutral
I would support future expansion of the City's public facilities such as city parks, paid for with City funds.	79	138	58	34	19	4	2.32	Agree
I would support future growth if project sponsors pay for street and utility improvements.	104	167	42	6	4	8	1.88	Agree
The City should expand the current sewer/water capacity to support additional development.	65	135	79	28	11	11	2.32	Agree



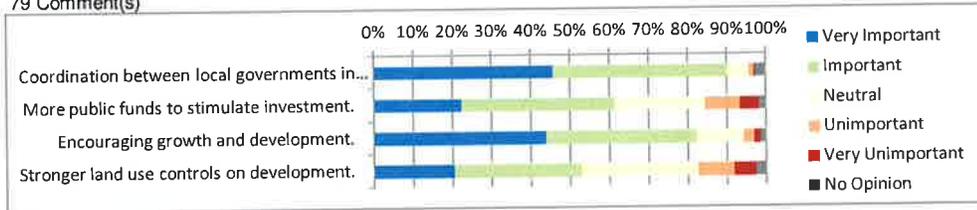


COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

16. As the City deals with land use issues, how important do you think the following strategies are?

	1	2	3	4	5	6	Average Score	Average Sentiment
	Very Important	Important	Neutral	Unimportant	Very Unimportant	No Opinion		Very
Coordination between local governments in the region.	150	146	18	4	1	9	1.62	Important
More public funds to stimulate investment.	73	127	75	29	16	6	2.34	Important
Encouraging growth and development.	144	126	39	9	5	5	1.78	Important
Stronger land use controls on development.	67	106	97	30	18	9	2.45	Important

79 Comment(s)



17. Please rank the following list of city management issues in order of importance to you:

	Most Important											Average Score	Average Rank
	1	2	3	4	5	6	7	8	9	10			
Reduce crime rates, making the City safer	103	61	30	35	13	25	15	18	9	2	3.28	1	
Ensuring quality of Public works (quality of water, sewer, garbage collection)	36	47	49	45	26	31	30	17	26	4	4.48	2	
Maintaining or enhancing school facilities and programs	41	44	48	32	37	32	25	21	19	12	4.54	3	
Maintaining community atmosphere	23	29	48	40	43	38	36	32	15	7	4.95	4	
Improving quality of roads/traffic congestion	18	43	39	36	34	43	37	27	25	9	5.09	5	
Protecting the Environment	21	29	30	39	52	41	37	33	21	8	5.22	6	
Preserving or increasing the amount of green space	14	19	20	35	44	39	41	43	38	18	5.98	7	
Assuring housing affordability	10	26	24	24	25	31	40	52	53	26	6.35	8	
Controlling housing density (limiting)	4	9	16	18	29	20	44	60	88	23	7.13	9	
Other (add comment below if you would like to rank something not listed above)	41	4	7	7	8	11	6	8	17	202	7.98	10	



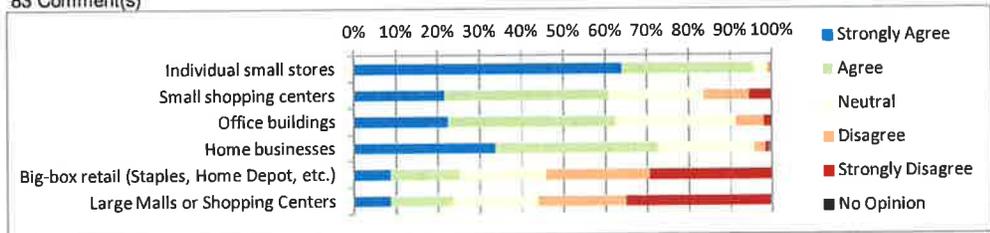


COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

18. Should the following types of commercial economic development be encouraged or discouraged in Kingston?

	1	2	3	4	5	6	Average Score	Average Sentiment
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Opinion		
Individual small stores	213	106	10	3	0	1	1.41	Strongly Encourage
Small shopping centers	71	129	74	36	17	1	2.39	Encourage
Office buildings	74	132	94	23	5	1	2.25	Encourage
Home businesses	109	126	74	9	2	3	1.97	Encourage
Big-box retail (Staples, Home Depot, etc.)	29	54	68	82	96	1	3.49	Discourage
Large Malls or Shopping Centers	29	49	67	69	114	2	3.58	Discourage

83 Comment(s)



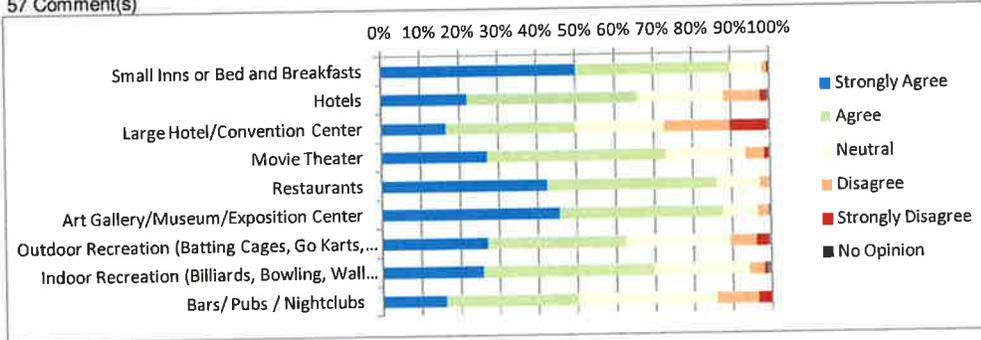


COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

19. Should the following types of tourism/entertainment economic development be encouraged or discouraged in Kingston?

	1	2	3	4	5	6		
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Opinion	Average Score	Average Sentiment
Small Inns or Bed and Breakfasts	165	131	27	4	1	1	1.61	Strongly Encourage
Hotels	72	144	71	31	5	3	2.24	Encourage
Large Hotel/Convention Center	54	108	74	55	31	3	2.69	Neutral
Movie Theater	89	150	67	16	3	2	2.06	Encourage
Restaurants	139	143	36	8	0	1	1.73	Strongly Encourage
Art Gallery/Museum/Exposition Center	149	137	29	9	0	2	1.69	Strongly Encourage
Outdoor Recreation (Batting Cages, Go Karts, Driving Range, Mini golf, etc.)	88	116	87	23	9	3	2.22	Encourage
Indoor Recreation (Billiards, Bowling, Wall Climbing, etc.)	85	145	80	13	2	4	2.08	Encourage
Bars/ Pubs / Nightclubs	53	111	116	36	10	1	2.51	Encourage

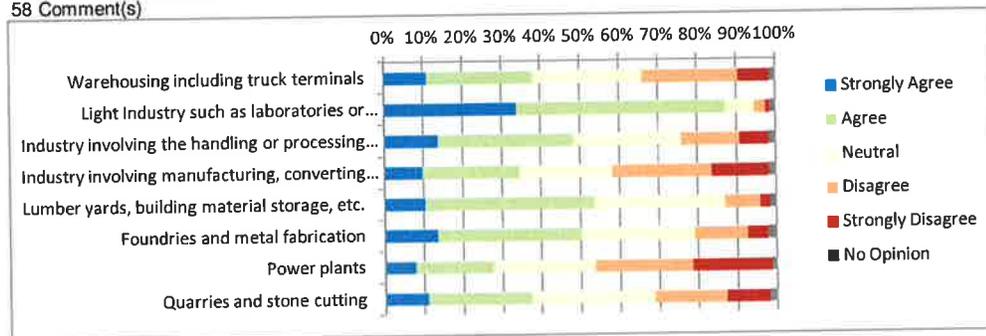
57 Comment(s)





COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

20. Should the following types of industrial economic development be encouraged or discouraged in Kingston?									
	1	2	3	4	5	6			
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Opinion	Average Score	Average Sentiment	
Warehousing including truck terminals	36	89	91	80	26	5	2.91	Neutral	
Light Industry such as laboratories or assembly/disassembly	111	175	24	10	3	5	1.82	Encourage	
Industry involving the handling or processing of solid waste into energy	45	114	90	49	24	6	2.67	Neutral	
Industry involving manufacturing, converting or processing of raw materials including chemicals	32	81	77	83	48	6	3.11	Neutral	
Lumber yards, building material storage, etc.	34	141	109	30	8	5	2.49	Encourage	
Foundries and metal fabrication	44	120	94	44	17	7	2.59	Encourage	
Power plants	26	65	84	82	66	4	3.30	Neutral	
Quarries and stone cutting	36	87	102	60	36	6	2.92	Neutral	

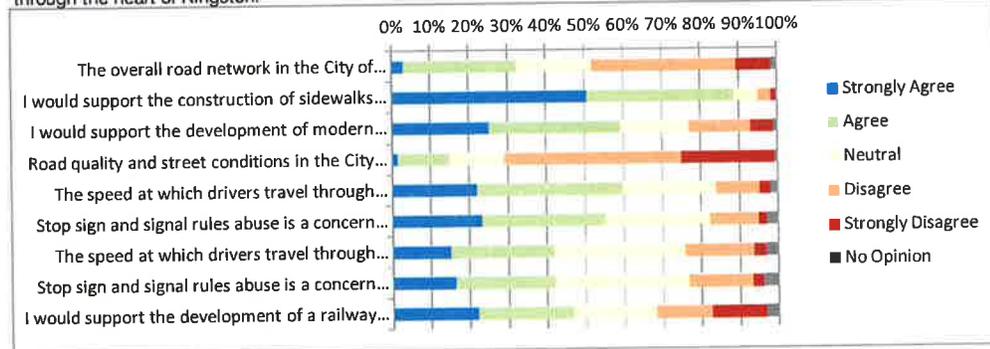




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

21. Please indicate whether you agree or disagree with the following statements:

	1	2	3	4	5	6		
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Opinion	Average Score	Average Sentiment
The overall road network in the City of Kingston meets the needs of its citizens.	10	93	62	119	29	5	3.20	Neutral
I would support the construction of sidewalks and pathways to promote walking and bicycling within the City.	160	121	19	11	4	1	1.66	Strongly Agree
I would support the development of modern roundabouts at new or reconstructed intersections that are heavily trafficked.	80	108	56	51	19	3	2.43	Agree
Road quality and street conditions in the City of Kingston are acceptable for present usage.	5	42	45	146	77	2	3.79	Disagree
The speed at which drivers travel through residential areas is a concern.	70	119	77	36	9	6	2.34	Agree
Stop sign and signal rules abuse is a concern in residential areas.	74	100	86	40	7	9	2.37	Agree
The speed at which drivers travel through commercial areas is a concern.	48	84	107	56	10	10	2.66	Neutral
Stop sign and signal rules abuse is a concern in commercial areas.	52	81	109	52	9	12	2.62	Neutral
I would support the development of a railway through the heart of Kingston.	69	77	66	45	44	10	2.73	Neutral

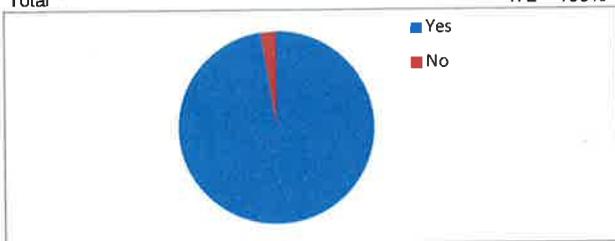




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

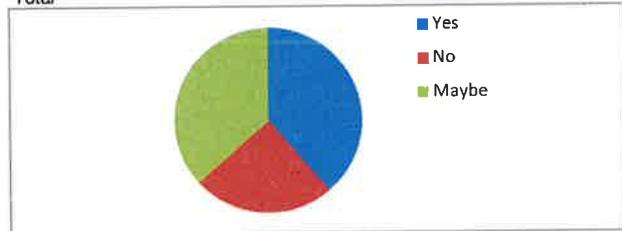
22. Do you own a motor vehicle or have one available for use?

	Number of Responses	Response Ratio
Yes	309	65.4%
No	8	1.6%
No Responses	155	32.8%
Total	472	100%



23. Would you use public transportation to locations within the City of Kingston if it were available?

	Number of Responses	Response Ratio
Yes	124	26.2%
No	79	16.7%
Maybe	117	24.7%
No Responses	152	32.2%
Total	472	100%

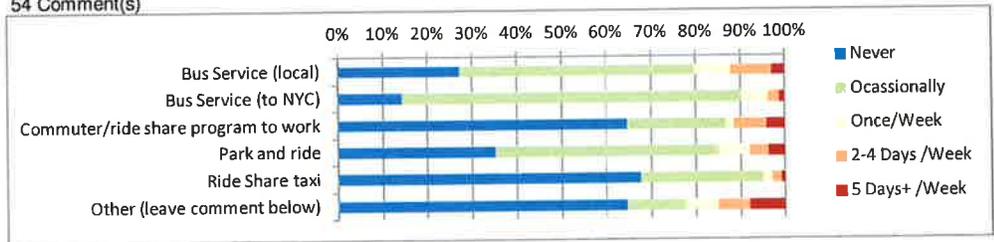




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

24. You indicate you might use public transportation. How often would you use the following forms of public transportation.

	1	2	3	4	5	Average Response	Average Sentiment
	Never	Occasionally	Once/Week	2-4 Days /Week	5 Days+ /Week		
Bus Service (local)	65	126	19	22	7	2.14	Occasionally
Bus Service (to NYC)	34	180	14	6	3	2.06	Occasionally
Commuter/ride share program to work	153	53	4	17	10	1.63	Never
Park and ride	83	118	16	10	9	2.19	Occasionally
Ride Share taxi	161	65	5	5	2	1.46	Never
Other (leave comment below)	64	13	7	7	8	1.70	Never

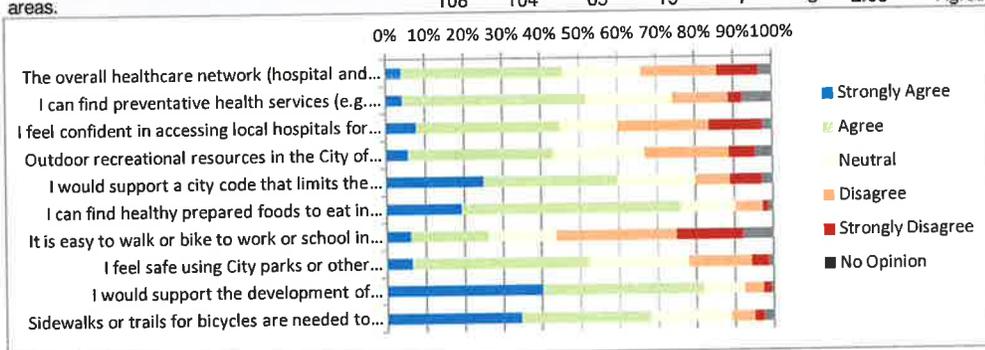




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

25. Please indicate whether you agree or disagree with the following statements:

	1	2	3	4	5	6	Average Score	Average Sentiment
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Opinion		
The overall healthcare network (hospital and clinics) in the City of Kingston meets my needs.	12	132	62	62	33	11	2.91	Neutral
I can find preventative health services (e.g. nutrition classes, physical therapy, stress reduction classes, etc.) that fit my needs within the City of Kingston.	13	149	69	45	11	24	2.62	Neutral
I feel confident in accessing local hospitals for emergency service needs.	24	116	46	73	43	8	2.98	Neutral
Outdoor recreational resources in the City of Kingston meet my needs.	17	118	73	68	21	14	2.86	Neutral
I would support a city code that limits the posting of tobacco and alcohol advertisements on storefronts.	78	108	62	28	25	9	2.38	Agree
I can find healthy prepared foods to eat in local Kingston restaurants.	60	176	44	22	4	4	2.13	Agree
It is easy to walk or bike to work or school in Kingston.	19	63	53	97	53	24	3.36	Neutral
I feel safe using City parks or other recreational facilities.	20	142	79	51	13	4	2.66	Neutral
I would support the development of community gardens in public spaces.	125	129	33	15	6	2	1.86	Agree
Sidewalks or trails for bicycles are needed to connect my neighborhood to commercial areas.	108	104	65	19	7	8	2.05	Agree



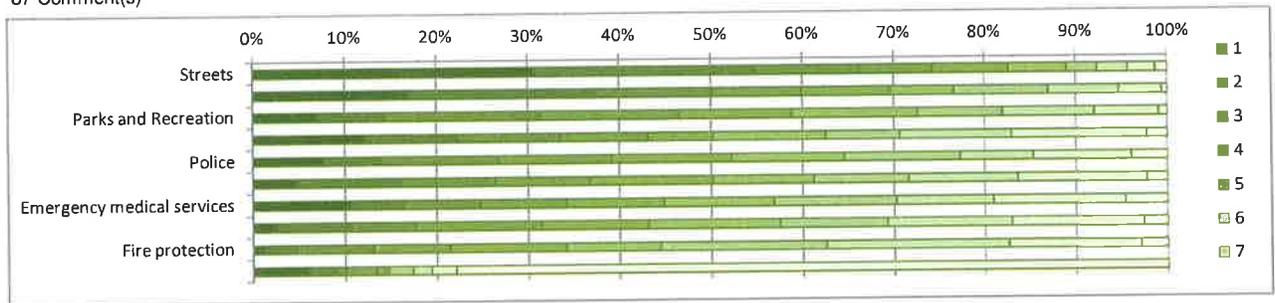


COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

26. Please rank the following list of services and facilities in order of their need for new development or physical improvement.

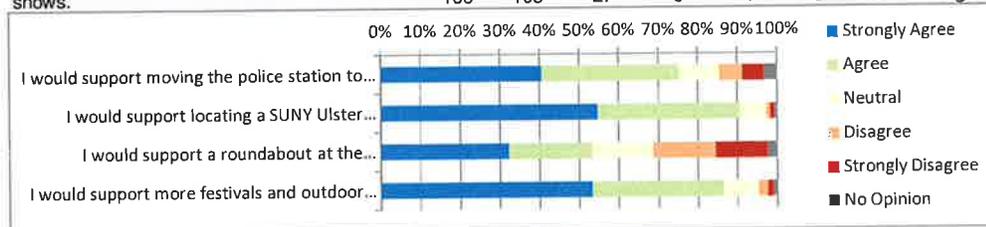
	Greatest Need	1	2	3	4	5	6	7	8	9	10	Average Score	Average Rank
Streets		92	72	34	24	25	19	10	10	9	4	3.16	1
Water and Sewer		51	61	38	29	29	21	31	23	14	2	4.08	2
Parks and Recreation		21	22	51	45	37	41	28	30	21	3	4.96	3
Communications: Wireless, cable or fiber optic to homes and businesses		36	31	33	29	21	37	24	37	44	7	5.25	4
Police		23	19	38	37	39	37	38	24	32	12	5.37	5
Public Transportation		14	34	31	31	40	33	31	36	42	7	5.52	6
Emergency medical services		32	17	25	28	32	36	40	32	43	14	5.66	7
Library		8	24	21	41	35	43	35	41	43	8	5.87	8
Fire protection		4	10	25	25	38	31	54	60	43	9	6.39	9
Other (add comment below if you would like to rank something not listed above)		18	9	3	10	3	1	8	6	8	233	8.74	10

87 Comment(s)



27. Please indicate whether you agree or disagree with the following statements:

	1	2	3	4	5	6	Average Score	Average Sentiment
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Opinion		
I would support moving the police station to Broadway in midtown.	126	108	31	18	17	10	1.97	Agree
I would support locating a SUNY Ulster Community College Campus in Kingston.	170	111	21	3	3	2	1.56	Strongly Agree
I would support a roundabout at the intersection of I-587 and Broadway.	100	65	47	49	41	7	2.56	Agree
I would support more festivals and outdoor art shows.	166	103	27	8	4	3	1.64	Strongly Agree



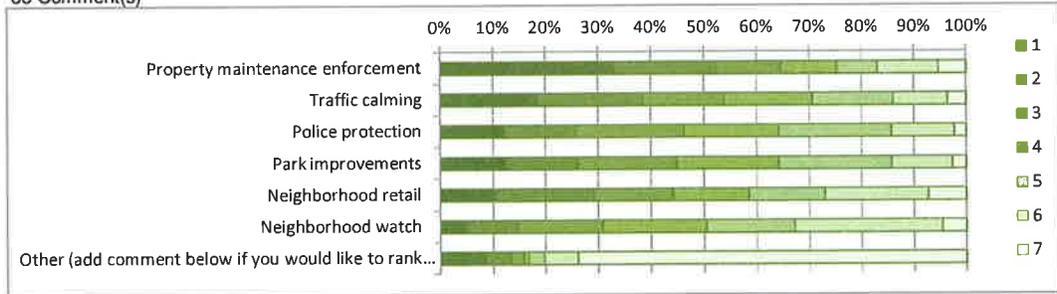


COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

28. Please rank the following list of services and facilities in order of the most important need for your neighborhood to the least important need.

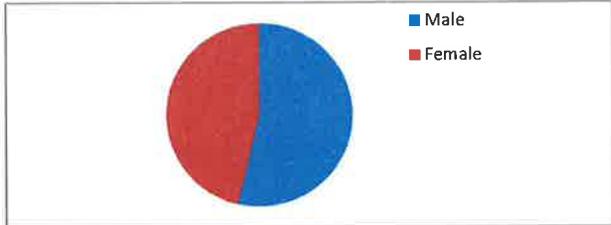
	Greatest need							Average Score	Average Rank
	1	2	3	4	5	6	7		
Property maintenance enforcement	99	58	36	32	23	35	16	2.97	1
Traffic calming	55	60	46	50	46	31	11	3.36	2
Police protection	36	41	61	54	64	36	7	3.69	3
Park improvements	37	41	56	58	64	35	8	3.70	4
Neighborhood retail	31	56	45	43	43	59	22	3.92	5
Neighborhood watch	15	29	48	59	50	84	14	4.36	6
Other (add comment below if you would like to rank something not listed above)	26	14	7	3	9	19	221	6.00	7

88 Comment(s)



29. Gender

	Number of Responses	Response Ratio
Male	164	34.7%
Female	141	29.8%
No Responses	167	35.3%
Total	472	100%

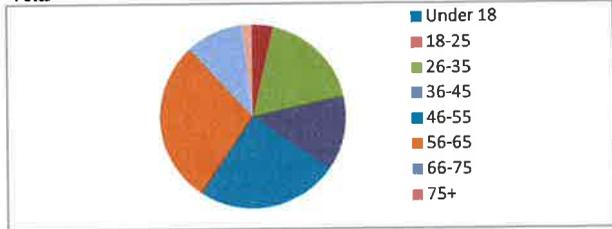




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

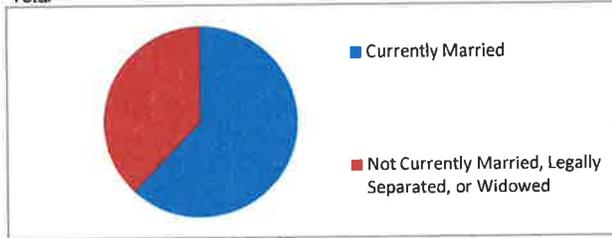
30. What is your age?

	Number of Responses	Response Ratio
Under 18	0	0.0%
18-25	11	2.3%
26-35	55	11.6%
36-45	40	8.4%
46-55	76	16.1%
56-65	88	18.6%
66-75	31	6.5%
75+	5	1.0%
No Responses	166	35.1%
Total	472	100%



31. Marital Status

	Number of Responses	Response Ratio
Currently Married	187	39.6%
Not Currently Married, Legally Separated, or Widowed	114	24.1%
No Responses	171	36.2%
Total	472	100%

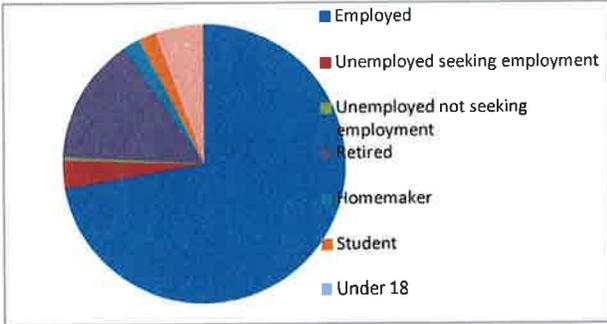




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

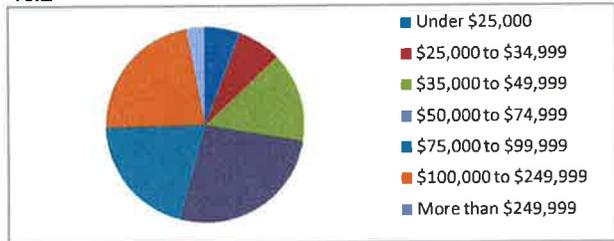
32. Employment status? (If you are under 18, check "Under 18" regardless of status)

	Number of Responses	Response Ratio
Employed	221	46.8%
Unemployed seeking employment	10	2.1%
Unemployed not seeking employment	1	<1%
Retired	45	9.5%
Homemaker	6	1.2%
Student	6	1.2%
Under 18	0	0.0%
Other	17	3.6%
No Responses	166	35.1%
Total	472	100%



33. What is your approximate annual family income?

	Number of Responses	Response Ratio
Under \$25,000	17	3.6%
\$25,000 to \$34,999	21	4.4%
\$35,000 to \$49,999	44	9.3%
\$50,000 to \$74,999	78	16.5%
\$75,000 to \$99,999	60	12.7%
\$100,000 to \$249,999	66	13.9%
More than \$249,999	9	1.9%
No Responses	177	37.5%
Total	472	100%

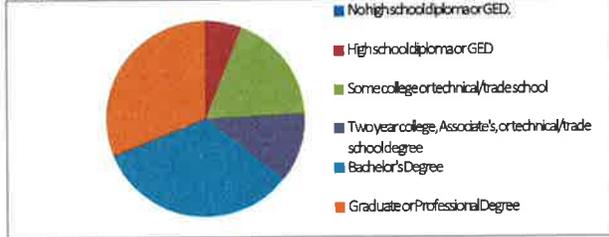




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

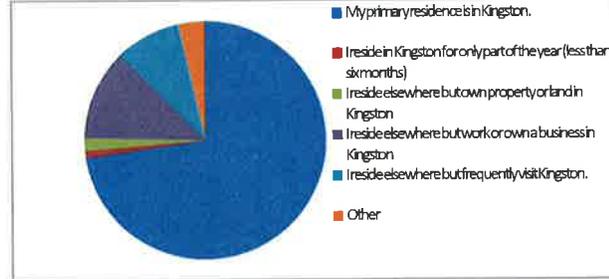
34. What is your highest level of education?

	Number of Responses	Response Ratio
No high school diploma or GED.	0	0.0%
High school diploma or GED	18	3.8%
Some college or technical/trade school	56	11.8%
Two year college, Associate's, or technical/trade school degree	35	7.4%
Bachelor's Degree	102	21.6%
Graduate or Professional Degree	95	20.1%
No Responses	166	35.1%
Total	472	100%



35. Please choose your residency status (please choose the first answer that applies to you)

	Number of Responses	Response Ratio
My primary residence is in Kingston.	224	47.4%
I reside in Kingston for only part of the year (less than six months)	3	<1%
I reside elsewhere but own property or land in Kingston	5	1.0%
I reside elsewhere but work or own a business in Kingston	38	8.0%
I reside elsewhere but frequently visit Kingston.	27	5.7%
Other	11	2.3%
No Responses	164	34.7%
Total	472	100%

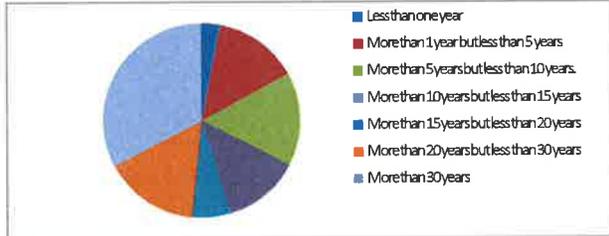




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

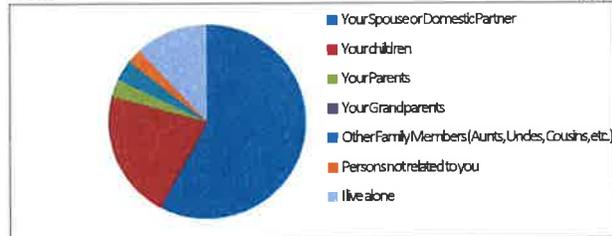
36. Approximately how long have you lived in Kingston?

	Number of Responses	Response Ratio
Less than one year	7	1.4%
More than 1 year but less than 5 years	33	6.9%
More than 5 years but less than 10 years.	37	7.8%
More than 10 years but less than 15 years	30	6.3%
More than 15 years but less than 20 years	15	3.1%
More than 20 years but less than 30 years	37	7.8%
More than 30 years	77	16.3%
No Responses	236	50.0%
Total	472	100%



37. If you reside in Kingston, please identify with whom you reside. (check all that apply)

	Number of Responses	Response Ratio
Your Spouse or Domestic Partner	165	72.3%
Your children	61	26.7%
Your Parents	8	3.5%
Your Grandparents	0	0.0%
Other Family Members (Aunts, Uncles, Cousins, etc.)	10	4.3%
Persons not related to you	7	3.0%
I live alone	34	14.9%
Total	228	100%

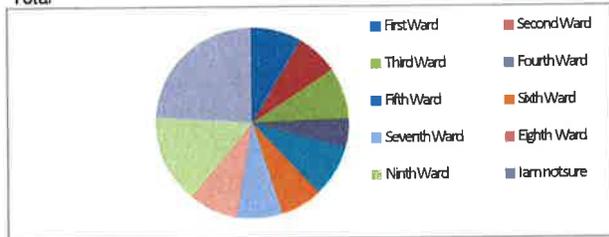




COMPREHENSIVE PLAN PUBLIC OPINION ONLINE SURVEY

38. What City Ward do you live in?

	Number of Responses	Response Ratio
First Ward	19	4.0%
Second Ward	16	3.3%
Third Ward	20	4.2%
Fourth Ward	11	2.3%
Fifth Ward	20	4.2%
Sixth Ward	16	3.3%
Seventh Ward	17	3.6%
Eighth Ward	19	4.0%
Ninth Ward	34	7.2%
I am not sure	54	11.4%
No Responses	246	52.1%
Total	472	100%



39. Is there anything else you would like to tell us about the City of
156 Response(s)



RAW RESULTS OF PHASE ONE PUBLIC INPUT (SWOT) MEETING

Prepared by

Shuster-Turner
Planning Consultants

Stone Ridge, New York

February 15, 2013

INTRODUCTION

On January 31, 2013 at 6:00 PM, the City of Kingston Comprehensive Plan Steering Committee held a meeting for the purpose of collecting background data, views and opinions from community residents and stakeholders. Given that this was the first public meeting at the outset of the Comprehensive Planning Process, the purpose of this meeting was to identify public and stakeholder sentiment regarding existing conditions within the City.

To accomplish this, Shuster-Turner - the Comprehensive Plan consultants coordinated with the City Planning Office and a subcommittee of the Comprehensive Plan Steering Committee to design a meeting that would consist of numerous break-out groups.

This meeting was well-attended by roughly 80 to 100 members of the public and local media. The meeting began with introductions and a welcome by the Chairman of the Comprehensive Plan Steering Committee - James Noble who also serves as President of the City Common Council. This was followed by a message of support from Mayor Shayne Gallo. Planning Director Suzanne Cahill followed with a short description of what a Comprehensive Plan was and why the City was undertaking its update. Stuart Turner, FAICP explained what the purpose of the public meeting was. Dan Shuster, FAICP introduced the process that the consultant team had undertaken thus far. Max Stach, AICP explained the procedure that the meeting would follow.

METHOD

Prior to the meeting, a number of tables with benches had been set up around the council chambers. As attendees entered the council chambers for the meeting, they chose places at twelve different tables. It was explained, that attendees that arrived together as part of an interest group might want to spread among groups to have their perspectives represented amongst multiple groups, but few if any people changed their groups.



One or two members of the Comprehensive Plan Steering Committee were assigned to each group as facilitators. In some groups these facilitators were assisted by members of the consulting team. These facilitators started by introducing themselves and having the members of the group introduce themselves and record their names and contact information on a sign-in sheet. Ground rules for respectful conduct were given and enforced. In order to avoid groups from being "steered" by members of the Comprehensive Plan Committee, facilitators were asked not to contribute their own opinions to the group discussion.

One of the groups had two Spanish speaking facilitators. Meeting announcement flyers were posted in Spanish as well as English in order to engage the Spanish speaking population. Those attendees whose first language was Spanish and who felt more comfortable communicating in Spanish chose this group.

The facilitators then led their group through the SWOT exercise. This exercise has facilitators prompting group discussion on the Strengths, Weaknesses, Opportunities and Threats present or confronting the City. It was clarified that a strength was an existing positive quality of the City, while an opportunity was a circumstance that was not present in the City yet but could be pursued. Likewise a weakness was an existing negative quality of the City, while a threat was a circumstance that was not present in the City yet but could develop in the future. Groups were given approximately five minutes for introductions and ten minutes each for strengths, weaknesses, opportunities, and threats. Time periods were not strictly enforced. With some groups proceeding more slowly than others, an additional five minutes was added at the end of the process to allow groups to finish.

Following the SWOT exercise, facilitators asked their groups to then pick the top three responses in each category. Each group was allowed to use whatever method they felt appropriate to agree on these top three responses. Some groups simply voted with a show of hands, some had each member pick their top three, while others had consensus discussions.

Following the group voting, City staff, Committee members and the consultant team worked as quickly as possible to compile the top three responses from each group. While this list was being compiled and groups wanting more time were wrapping up the exercise, the Consultant team distributed six red adhesive dots to each attendee. Attendees were informed that they would use the dots to vote on items on the master list. It is noted, that compiling SWOT qualities and wrapping up of various groups took approximately 20 minutes, during which several members of the public decided to leave instead of waiting to vote or network.

Once the master list was compiled, participants were asked to vote on the compiled master list of top responses by placing up to six red adhesive dots next to the responses they felt were most important on the master list. Each person had to decide how to allocate each dot among the various responses in the four categories. Attendees were allowed to use all six dots in one category or on one item, or to place single or multiple dots among the various responses in different categories however they wished. Because there was only one Master List and only a few persons could vote at a time, this was done during an informal discussion period where several groups continued to talk amongst themselves. This also allowed opportunities for attendants to engage members of the steering committee one-on-one informally.

While this voting was taking place, and in light of the number of people that had left already or were still waiting to vote, the consultant team announced the close of the meeting, and announced the availability of an online survey on the City website. A suggestion box on the website was also advertised for those that wished to provide more input. It was announced that the results of the SWOT meeting would be posted once they were compiled.

Lastly, James Noble thanked all attendees for coming and closed the meeting.

February 15, 2013

It is noted that the responses set forth below are paraphrased notes of more robust discussions held at the meeting. Since the Steering Committee members and consultant team were directly involved as facilitators, these discussions will be reflected by the continuing involvement of the group facilitators as Steering Committee members.



Break-out Group - January 31, 2013

RESULTS – TOP RESPONSES

The following lists were compiled from the top three responses in each category identified by each group. Similar responses were combined. The entire group then cast its votes using the red adhesive dots. The number beside each comment denotes how many votes were received by that comment.

NOTE: These are the raw results from the exercise and no analysis of results is offered at this time.

Strengths

- Historical and Cultural Heritage 11
- Location / Proximity to Hudson River and Catskills 8
- Waterfront 8
- Racial Economic Diversity 6
- Natural Environment and Beauty 3
- Parks and Recreation Opportunities 3
- Housing stock and built environment 3
- Low Population Density 2
- Increase in Hispanic businesses
- Restoration of Wall Street
- Good Community Groups
- Restaurants
- Sense of Community

Weaknesses

- Transportation infrastructure/ Bike lanes / sidewalks / traffic lights and buses 19
- No Spanish speaking police and teachers 16
- Lack of employment opportunities and quality jobs 14
- Lack of opportunities for representation for Spanish population 9
- High Real Estate Taxes effects affordability 8
- Aging infrastructure 6
- Lack of higher education 5
- Lack of cross river transportation 4
- Vacancies in Midtown 4

February 15, 2013

- Safety/ crime in midtown 3
- Development in flood prone areas 3
- No soccer field 2
- Lack of political vision 2
- Zoning too rigid 2
- Negative perception of safety and education 2
- Decline of building stock
- Lack of unified vision/ focus for public space
- Commercial draw to Ulster
- Difficult access

Opportunities

- Beautify Broadway Corridor 13
- Bike lanes/ rail trails/ green space 12
- Better mobility / walkability 8
- Desire from Latino Community to improve economy 8
- Make it easy for new business start up 7
- Integrate Latino Community with larger community 7
- Redevelopment of existing vacant industrial buildings 5
- Preserve historic character of neighborhoods (uptown) 5
- Tax incentives for historic preservation 5
- Attract young people 4
- Cultural and Eco Tourism 3
- Develop vision 2
- Increase revenue 2
- Better use of nearby colleges 2
- Kingston Point / Laughran Park soccer field
- Seasonal Events
- Better high speed internet service
- Sustainable building practices
- Consolidation of services (City /town and County)
- Marketing commercial buildings
- Reuse of culturally significant buildings

Threats

- Aging Infrastructure 12
- Racial profiling by society and police 8
- Climate change 8
- Emphasis on auto travel/ auto-centric uses 7
- Economic Decline 5
- No job opportunities for new residents 5
- Flooding 4
- Crime / safety 3
- Future development not consistent with comp plan 3

- Gentrification / too upscale 3
- Obesity and cost of healthcare 3
- Rising taxes 2
- Lack of input from all groups within community 2
- Poor urban planning 2
- Big box retail 2
- Lack of places for children to play
- Lack of appreciation for aesthetics
- Losing critical services
- Large low income buildings in Midtown
- Low income housing



Break-out Group - January 31, 2013

RESULTS – FULL LIST OF RESPONSES

Following are all comments posted by category from each group. Where a particular response was given by multiple groups the number of groups with that response is listed next to the comment.

Strengths

- Historic assets / heritage / architecture 12
- Arts / music / cultural opportunities 8
- Diversity 8
- Parks and Recreation 8
- Waterfront / Natural Scenic Beauty / Environmental Assets/ Geography 7
- Location / proximity to NYC / River and Catskills 6
- Shopping and Dining Opportunities 6
- Community Events / Festivals 5
- Affordability 4
- Sense of family / Community 4
- Community Groups and clubs 4
- Farmers market 4
- Education System 3
- UPAC 3
- Walkability 3
- Stockade District 3
- Neighborhoods 2
- Manufacturing infrastructure 2
- Housing stock 2
- Quality Community Services / Police 2
- Fairly Safe 2
- Mall in the Town of Ulster
- Increase in Hispanic businesses
- Museums
- Access to transportation
- Forest Areas

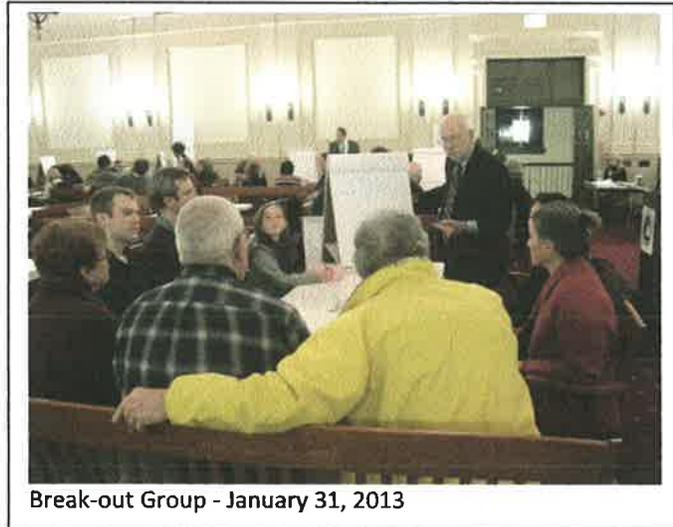
February 15, 2013

- Recycling program
- Relatively low population density
- Lack of sprawl
- Agricultural resources
- Social Services
- Medical facilities
- Proximity to Airports
- Minimal Traffic congestion
- Large public sports complex
- Uniqueness of City
- County Seat
- Broadway improved sidewalks

Weaknesses

- Lack of bike lanes/ sidewalks / crosswalks / walkability 8
- Deteriorating / old infrastructure / sewer & water systems antiquated/at capacity / failing 6
- High taxes 6
- Lack of jobs / no major employers 7
- Older Buildings/ buildings in disrepair on Broadway 6
- Lack of public transportation / local bus routes 6
- Crime / drugs / prostitution / safety concerns 4
- Confusing or bad road system and signage 4
- Lack of entertainment uses /movie theater 3
- Abandoned or vacant buildings 5
- Lack of vision / political vision 4
- Need to better identify or bring attention to historic resources / need better marketing of resources 4
- Bad appearance at gateways / lack of gateways 2
- Need to improve streetscape / increase street trees 3
- Lack of marketing for vacant commercial properties 2
- Laws not being enforced 2
- Lack of inexpensive recreation for children 2
- Loss of commercial base / Commercial draw into Ulster 2
- Lack of City-wide sense of community / cohesiveness 2
- Deteriorating housing stock (midtown) 2
- Poor public perception / negative media attention 2
- Lack of high speed internet 2
- Parks underutilized and poorly maintained 2
- Lack of higher education 2
- Graffiti and litter / more trash cans needed 2
- Lack of incentives for business start up 2
- Loss of industry/ manufacturing 2
- Cost of living 2
- Lack of affordable housing 2
- Lack of neighborhood parks 2
- High crime in the area bound by Broadway, Greenkill, Clinton, Franklin
- Lack of Government Representation of Latino Community
- Zoning overly restrictive / does not encourage creative uses
- Lack of medical facilities

- Difficult to access City
- Poorly maintained parking lots
- School district too large
- Lack of Spanish language printed government information
- Lack of public events
- Lack of public soccer field
- Lack of understanding of housing and commercial stock that exists
- Lack of Spanish speaking Police that the Latino community trusts
- High failure rate of local businesses
- Development in flood prone areas
- Lack of well defined City center
- Lack of small grocery store and shopping in Rondout
- Snow plowing
- Children are offered drugs at some parks in Kingston
- Lack of government and business interaction
- Heritage Area is too small
- Too many properties off the tax roles
- Low rate of home ownership
- Lack of trained workforce
- Development opportunities unrealized



Break-out Group - January 31, 2013

Opportunities

- Rail Trails / Bike Routes 10
- Re-use vacant properties/ old buildings 7
- Cultural / Eco Tourism 5
- Seasonal events/ festivals/ concerts 6
- Need better mobility/ sidewalks and connectivity within City 5
- Encourage entrepreneurs / business start up 5
- Community gardens / urban farming 5
- More or Redevelopment of Uptown Area with housing / retail and entertainment uses 3
- Hotel in Rondout 2
- Public / private partnerships / partner with local colleges 3
- Historic preservation tax incentives 2
- Attract new residents / attract young creative class 3
- Sustainable building techniques 2
- Increase community and community group involvement 2
- Beautify Broadway Corridor 2
- Housing along the River 2
- Consolidation of Services (city/ town/ county) 2
- Better marketing of commercial properties 2
- The Hispanic/Latino community's desire to integrate with larger community
- Promenade extension
- Preserve historic character
- Engaging youth
- Hispanic/Latino businesses could promote economic development

February 15, 2013

- Trolley service
- Better digital presence
- Increase revenue / build tax base
- Encourage volunteering
- Provide spanish language outdoor movies
- Housing for artists
- Clarify system of signage (road signs and POI signs)
- Bring in movie theater / arts uses
- Provide guidance in Spanish for businesses wishing to locate in Kingston
- Grocery store
- Focus on “central spine”
- Develop vision
- Contest for the “greenest” block
- High tech industry
- Taller buildings
- Hazard preparedness
- Take advantage of arts & entertainment industry in the area
- Kingston Plaza

Threats

- Aging or decaying infrastructure (sewers and sidewalks most mentioned) 8
- Crime 5
- Youth flight 4
- Rising real estate taxes / loss of tax base 4
- Loss of historic assets / historic identity or character 4
- Climate change 2
- vulnerability to flooding 4
- Need input / idea exchange among groups within Community / input lacks diversity 3
- Poor planning / lack of vision 3
- Negative press coverage 2
- Economic decline 2
- Unemployment / lack of good jobs 2
- Unbalance of owner occupied vs rental properties. 2
- Lack of community pride 2
- Losing critical services / hospital 2
- Confusing traffic patterns/ corridors interrupt walkability 2
- Apathy / Loss of hope 2
- Lack of youth activities 2
- Deteriorating Park facilities
- More midtown affordable housing could deteriorate area further
- City perceived as anti-development
- Social isolation
- Racial profiling could threaten economic development by quality Hispanic/Latino businesses
- Sewer system at capacity / overflows
- Low income housing
- Bad landlords
- Loss of wetland areas at Kingston Point
- Gentrification
- Future development not high quality / consistent with plan

- Lack of sustainable development
- Not supporting small / local business
- Lack of job opportunities for young professionals
- Planning for / over-focus on auto-centric uses and car travel
- School closings
- Big box retailers
- School safety
- Dilapidated housing stock
- Mall
- Closing businesses / vacancies
- Group homes/ not for profits
- Political infighting
- Obesity / cost of health care
- Climate change
- Lack of code enforcement
- Tappan Zee Bridge costs
- Rising costs
- Lack of state funding
- Potential bankruptcy of the City
- Need plan to develop tree population



Break-out Group - January 31, 2013



DOCUMENT REVIEW

DEPARTMENT HEAD INTERVIEWS

Prepared by

Shuster-Turner
Planning Consultants

Stone Ridge, New York

September 26, 2012

Part I. Contents

Part I. Relevant Document Review	2
1. Comprehensive Development Plan: 1961	2
2. Existing Zoning Law: 1963 (As Amended To Date)	3
3. Community Development Planning: 1976 - Central Broadway	4
4. Community Development Planning: 1976 - Broadway West	5
5. Urban Cultural Park Management Plan (1987)	5
6. Local Waterfront Revitalization Program (1993)	8
7. Waterfront Implementation Plan	10
8. Hudson Landing Feis	13
Ulster County Transportation Studies:	
9. Uctc - Intermodal Facility Site Location And Conceptual Design Analysis	16
10. Route 32 at Fair Street Intersection Study (2006)	17
11. Uptown Stockade Area Transportation Plan (2009)	19
12. City of Kingston / Town of Ulster Quiet Zone and Pedestrian Safety and Mobility Analysis: 2006	25
13. Maps & Figures Moving Forward: The Ulster County Transportation Plan, April 2003...	29
14. I-587 Intersection Study	30
15. Ulster County Non-Motorized Transportation Plan	31
16. Kingston Economic Base Diversification Master Plan Project	33
17. Local Landmark Listing (1988)	37
18. Consolidated Housing Plan (2009)	38
19. Complete Streets	41
20. Parks And Recreation Plan	41
21. Town Of Ulster Comprehensive Plan	41
Part II. City Department Head Interviews	43
1. City engineer	43
2. Community Development	45
3. Department of Public Works	47
4. Parks and Recreation	48
5. Economic Development	49
6. Water Department	51



Part I. RELEVANT DOCUMENT REVIEW

INTRODUCTION

As part of Phase 1 of the contract between the City of Kingston and Shuster-Turner, a review of all relevant past planning documents has been undertaken. The purpose of this review is to determine the continued validity of these plans and related policies and to identify gaps to be filled in the planning framework or contradictions to be resolved.

1. COMPREHENSIVE DEVELOPMENT PLAN: 1961

A. Summary

The 1961 Comprehensive Development Plan was the City's first such plan. It was prepared as a prerequisite for the City to be eligible for federal funding for proposed urban renewal projects.

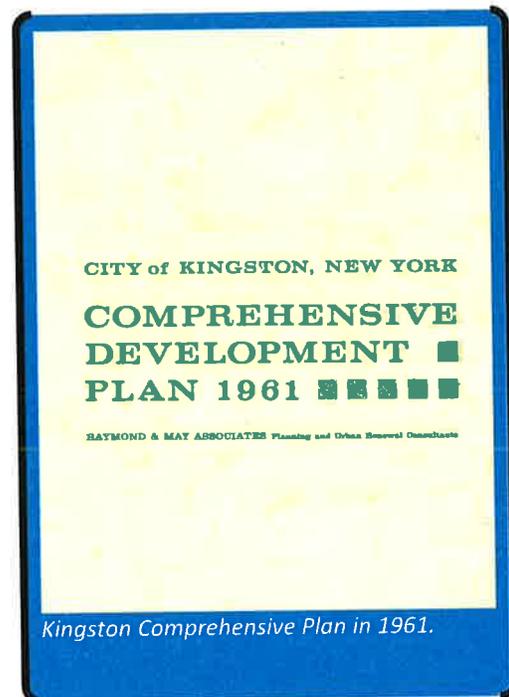
The Plan included extensive analysis of existing conditions, demographics, economic factors, City finances and public facilities. Typical of Plans of that period, it was quite specific in terms of recommendations for the type and location of future land uses throughout the City as well as future public uses.

B. Key Findings/Recommendation

The 1961 Plan was prepared at a time of recent and soon to come major changes in the City and Ulster County. IBM had opened its plant five years earlier; the New York State Thruway and Kingston-Rhinecliff Bridge were recently completed; Uptown was the retail center of Ulster County but new shopping centers (most in the suburbs) were soon to come, and; the Plan itself laid the groundwork for urban renewal projects which made significant changes in both Uptown and the Rondout areas. City population at the time was over 29,000 and was projected to achieve a maximum capacity of about 40,000 based on the zoning ordinance proposed at that time.

Major recommendations of the Plan included the following:

- An urban renewal program for the Rondout Area of which the Broadway East Project was the first stage. It should be noted that, under the rules in place at that time, rehabilitation of commercial buildings was not an option.



- An entirely new zoning law was proposed to replace the City's first zoning law enacted in 1925. Rather than the original three zoning districts (residential, commercial and industrial) the new zoning law proposed 16 districts.
- The Plan recognized the Uptown Business Area as the City's best chance to compete with new shopping centers which were on the horizon. It proposed conversion of Wall Street and North Front Street as pedestrian malls, development of a parking garage in the low area behind North Front Street and extension of Clinton Avenue to Hurley Avenue (now Schwenk Drive). The Plan also endorsed the proposed development of a modern shopping center in the flats below Uptown as "complementary to, rather than in competition with" the existing business area.
- The Plan recognized the deficiencies of the Broadway Business Area – its length, mix of through and local traffic, inadequate parking and mixture of uses. Various recommendations were proposed to address these conditions.
- Various street improvements were proposed including the relocation of Route 9W which became Frank Koenig Boulevard. High density residential development was proposed in several undeveloped areas on the periphery of the City.

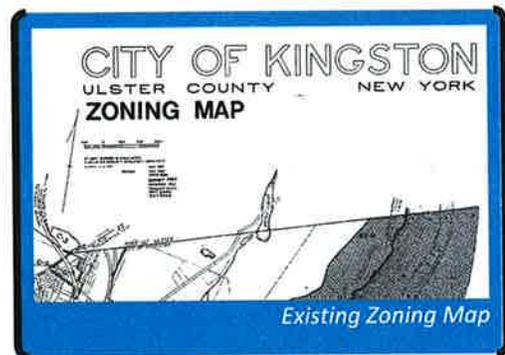
C. Implications for the Comprehensive Plan

- Although the 1961 Plan provided many detailed proposals, it did not provide many specific policies to guide decision makers in the future, and, as a result, was not as useful as it could have been to provide direction in the event of changing or unforeseen circumstances.
- Even though the Plan recommended that it be periodically reviewed and updated, this never happened. As a result it became outdated, less relevant and less useful as a guide.

2. EXISTING ZONING LAW: 1963 (AS AMENDED TO DATE)

A. Summary

The 1963 Zoning Law was prepared in conjunction with the Comprehensive Plan. A major revision was adopted in 1984 and there have been numerous amendments since then. The original 1963 law was 68 pages long and created 16 zoning districts. The current law is over 155 pages and includes 19 basic zoning districts plus seven overlay districts.



B. Key Findings/Recommendation

- The format of the existing zoning law is very repetitive and requires a great deal of reference to separate sections for specific standards.
- The distinction between permitted uses and bulk standards between districts is minimal in many cases and creates more districts than necessary.

- The various overlay districts are written in different formats and require different procedures. Some overlay districts are also governed by provisions set forth elsewhere in the City Code, e.g. Chapter 264, Historic and Architectural Design Districts.
- The Zoning Law is replete with many extremely detailed standards from which the only relief is via a variance from the Zoning Board of Appeals. Very little discretion or flexibility is provided.
- It appears that the zoning law has not been kept current with NYS enabling law regarding various procedural standards and time frames. For instance, the regulations regarding variances do not distinguish between use and area variances or the criteria which apply to each and do not comply with the time frames for action.

C. Implications for the Comprehensive Plan

Many advances in zoning techniques and policies have evolved since the 1963 ordinance was enacted. Land use development controls and incentives would benefit greatly from a major over-haul of the current zoning law to provide greater clarity, flexibility and ease of use.

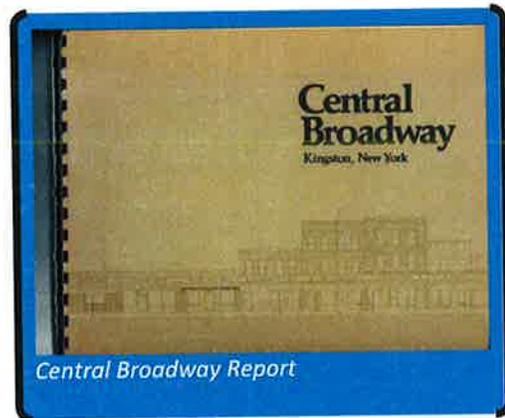
3. COMMUNITY DEVELOPMENT PLANNING: 1976 - CENTRAL BROADWAY

A. Summary

An inventory and analysis of Broadway from Delaware Avenue to Albany Avenue was completed and a plan and action program prepared to address traffic and land use issues.

B. Key Findings/Recommendation

- The analysis found that "...in recent years, Central Broadway has experienced a decline in both physical appearance and importance. This loss of competitive position can be attributed to many factors, including the development of new convenient shopping centers on the outskirts of the city, ... congested traffic conditions, inadequate parking, dangerous pedestrian crossing, lack of a concentrated retail core, and generally poor physical appearance".
- The Plan proposed traffic signal improvements, development of small parking lots, sidewalk and landscaping improvements and building façade and signage enhancement.



C. Implications for the Comprehensive Plan

Although many of the public improvements recommended were completed, the basic liabilities of the Broadway corridor could not be overcome and the conditions have worsened in the 35 years since the plan was prepared.

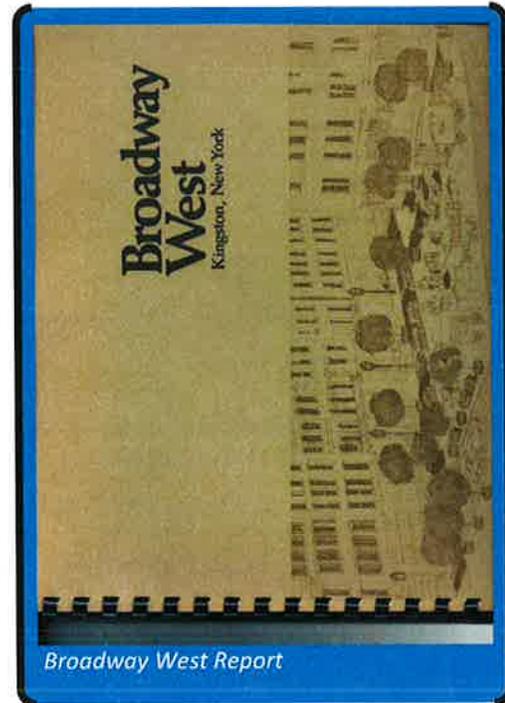
4. COMMUNITY DEVELOPMENT PLANNING: 1976 - BROADWAY WEST

A. Summary

In order to address the severe deterioration of historic properties on the west side of Broadway, particularly the West Strand, a plan for the revitalization and restoration of this area was prepared.

B. Key Findings/Recommendation

- Analysis of the area documented the blighted conditions but recognized its historic value and potential for rehabilitation. Vacancy and deterioration of buildings along the West Strand was extensive.
- Public actions recommended included emergency repairs to preserve historic structures, creation of a rehabilitation loan program, establishment of urban design standards, development of the West Strand Plaza, sale of City-owned buildings with requirements for restoration and various street, sidewalk and park improvements.
- Many of the plan's recommendations were implemented through the West Strand urban renewal project, approved in 1979, which used federal community development funds to finance repair and restoration of building facades, acquisition and re-sale of the Sampson Opera House (the former Freeman Building) and site improvements. City owned buildings were sold at auction with requirements for timely rehabilitation.



C. Implications for the Comprehensive Plan

Combined public/private efforts can accomplish significant results, as evidenced by the active mixed use, tourist destination the West Strand and surrounding area has become.

5. URBAN CULTURAL PARK MANAGEMENT PLAN (1987)

A. Summary

In the early 1980's, two facilities were funded, in part, by the Urban Cultural Park program; West Strand Plaza, open space adjacent to the Rondout, and the Historic Kingston UCP Visitor Center, a historic building across from the Senate House complex in the Stockade Area. This plan constitutes a feasibility and management plan for the creation of an Urban

Cultural Park in the City of Kingston¹ focused on the theme of transportation and the role it has played in the development of both the city and New York State. The stated purpose of this plan and urban cultural park is to attract tourists, instill community awareness and pride and stimulate economic development. The preparation and approval of this plan makes Kingston part of the statewide Urban Cultural Park System.

Goals of the statewide program are as follows:

- Preservation of state historic resources;
- Education of general public as to these resources and their role in the development of the local community and state;
- Recreational use; both active and passive; and
- Economic development to encourage the revitalization of the communities involved in the Urban Cultural Park program.

B. Key Findings/ Recommendations

The major recommendations of this plan are as follows:

Core Areas

- Creation of core areas (Stockade Area, Rondout and Kingston Point) with their own architectural and cultural identity and theme, as well as the creation of visitor centers in each of the core areas.
- Restore the Kingston Point Core Area to include major recreation facilities.
- Locate a second visitor center in the Rondout Core Area focusing on the transportation theme (the other is the aforementioned Stockade Visitor Center which opened in 1986 and focused on government).
- Revitalization of the Stockade Historic District. Focus on the diversity of activity and history to create economic growth and full utilization of existing structures.
- Encourage the mixed use development and redevelopment and renovation of historic buildings in the Rondout District.

Parks

- Expand West Strand Park along the Waterfront from the Port Ewen Bridge to the Maritime Museum to further encourage revitalization of the Rondout Waterfront.
- Reestablishment of day liner docking in Kingston Point Park in order to link with the Trolley Museum and bring visitors into the Rondout Core Area. Expand opportunities for active and passive recreation at this park.
- Upgrade and renovate Block Park along Abeel Street.
- Reestablish the dike and pier to the Rondout Lighthouse which originally linked the lighthouse to the mainland.
- Wilbur Avenue Park should remain a passive, pastoral atmosphere
- Create Island Dock Park located on the east tip of Island Dock in conjunction, and in cooperation with the private redevelopment of Island Dock. The park should be

¹ Note that the State changed the term to Heritage Area in 1999

passive in nature and include interpretive features depicting the island's historic role as a major storage and cargo transfer facility.

- A feasibility study should be undertaken for the potential of creating a park somewhere in the Stockade District. The park should be centrally located and provide a location for small concerts, special events and passive relaxation.

Access and Circulation

- Access should be possible from boat, automobile and bus
- Public and private docking should be permitted along Rondout Creek
- Signage in parks should direct visitors to Visitor Centers
- Corridors should be created to link Core Areas
- Mass transit systems including bus service, Trolley, bus tours, and shuttle service should supplement and reduce automobile traffic

Parking

- Public parking areas will be required in the Rondout Core Area as the Urban Cultural Park Plan is realized. Areas identified as appropriate are in the vicinity of West Strand Plaza and Route 9W bridge
- Additional parking may be required along Broadway in the vicinity of Prince and Downs Streets.

Streetscape

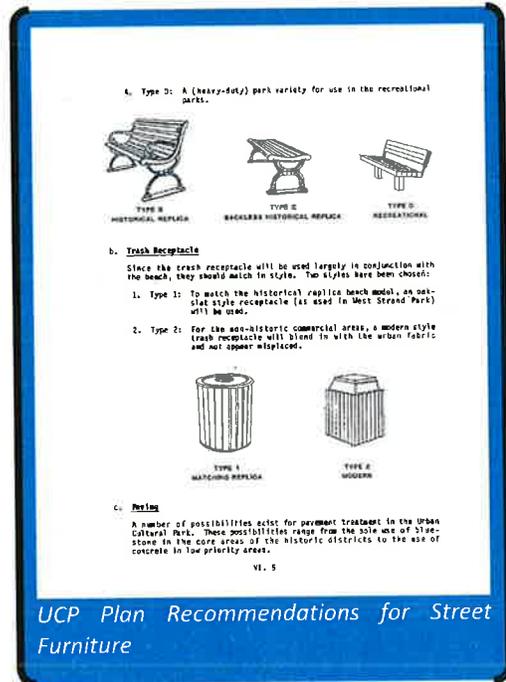
- Comprehensive streetscape improvements should be utilized to achieve a sense of unity and continuity throughout the Urban Cultural Park. Historically relevant elements should be used in the historic districts, while more modern elements should be used in peripheral areas of the Park.

Façade Program

- A façade program will facilitate the rehabilitation of storefronts and upper stories of commercial buildings within the Urban Cultural Park. Guidelines have been established around US Department of Interior standards.
- The façade program should establish a revolving fund to provide low-interest loans to property owners who chose to upgrade their properties consistent with the goals and objectives of the plan.
- Priorities for this program have been identified as the (1) Broadway / West Strand Area, (2) Stockade District, (3) Central Broadway and (4) other commercial areas of the Urban Cultural park including Wilbur, Ponckhockie and small neighborhood commercial areas.

Interpretive / Visitor Program

- Gateways should be created with signage and special facilities to create a sense of



arrival

- Visitors arriving to the visitor centers should be greeted by staff persons to make them feel welcome and the center should provide an orientation to the Cultural Park through maps, photographs and video presentations
- Once visitors have defined their interests and available time they should be provided with the appropriate literature, maps, brochures, tour guides and schedules of programs.
- Special programs, festivals and events designed around park themes will be used to promote and draw attention to the Urban Cultural Park.
- Signage should be used to enhance the “outdoor museum” quality of historic buildings.

C. Implications for Comprehensive Plan

The 1987 UCP Plan provides a full range of recommendations for enhancement of multiple areas of the City. Recommendations should be contemporized to determine what recommendations remain unimplemented and feasible.

6. LOCAL WATERFRONT REVITALIZATION PROGRAM (1993)

A. Summary

The purpose of a Local Waterfront Revitalization Program (LWRP) is to promote economic development and revitalization of the City’s local waterfront while assuring the protection and beneficial use of coastal resources. The Waterfront Revitalization of Coastal Areas and Inland Waterways Act (NYS Executive Law, Article 42) and the implementing of rules and regulations for the Act (Part 600 NYCRR) authorize the preparation of Local Waterfront Revitalization Programs with financial and technical assistance from the NYS Department of State. Article 42 and Part 6800 also require that all State agency actions proposed in a local waterfront area covered by an approved program be undertaken in a manner consistent, to the maximum extent practicable, with the policies and purposes of such program. In the absence of an approved LWRP, State agency actions in the coastal area must be consistent with the forty-four (44) coastal policies set forth in the New York State Coastal Management Program (CMP). When a LWRP has been approved by the NYS Secretary of State its policies and purposes are substituted for those of the CMP.

B. Key Findings/Recommendations

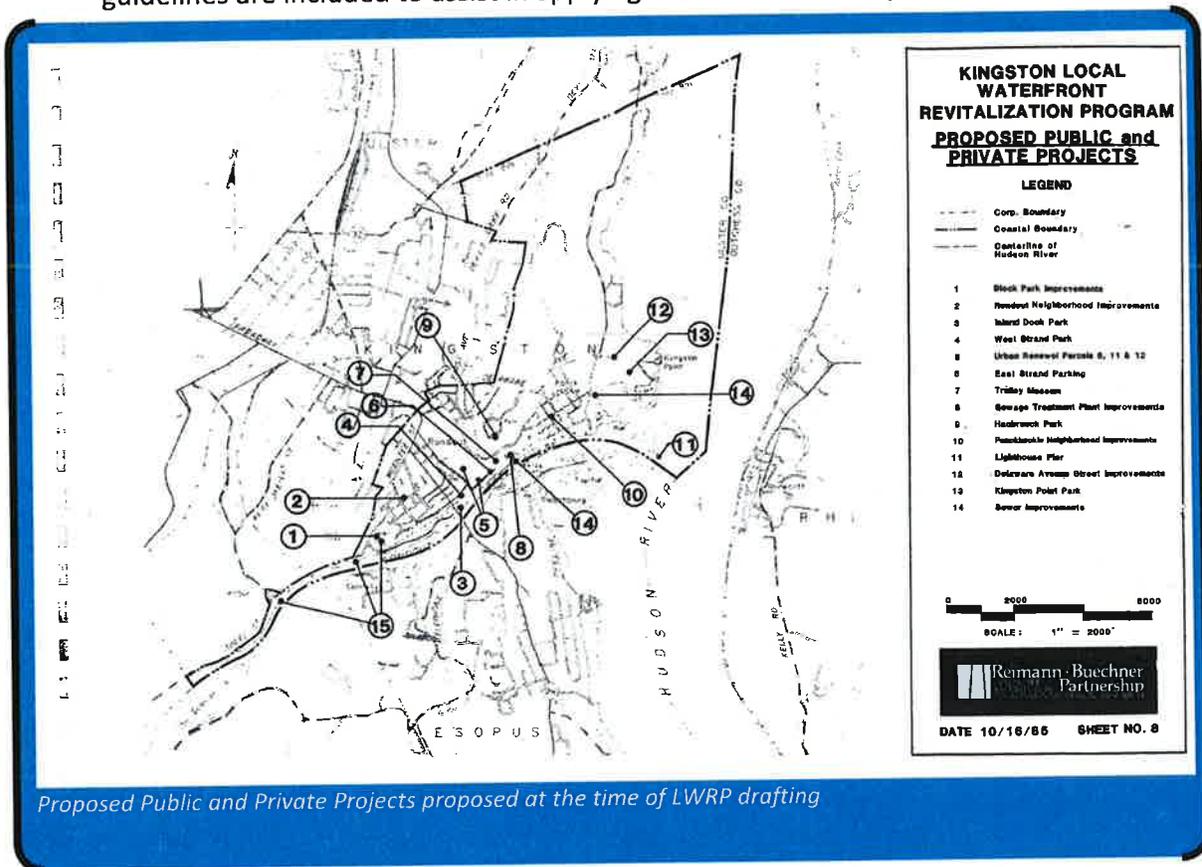
An LWRP follows guidelines developed by the NYS Department of State. The LWRP assesses local waterfront conditions, identifies policies applicable to those conditions, proposes future land and water uses and projects for the local waterfront area and describes local means for implementing such policies, uses and projects. It also identifies State and Federal agencies that would be affected by or would be needed to implement the program; indicates those government agencies and other organizations consulted during preparation of the program, and describes measures taken to assure local commitment to program implementation.

Upon approval of the LWRP, all State and Federal agencies are required by law to undertake

proposed actions in the local waterfront area in a manner that is consistent, to the maximum extent practicable, with the policies and purposes of the approved LWRP. The local government is similarly obligated by a local law enacted to assure consistency.

The LWRP includes the following:

- Delineation of the coastal area boundary.
- The inventory and analysis of the City's natural resources (water, land, vegetation, fish and wildlife and scenic resources), community/cultural resources (development, public access and recreation, historic and archeological resources and agricultural resources), existing land and water uses and important economic activities within the waterfront area. For each category inventoried, the analysis portion discusses problems, issues and/or opportunities which should be addressed in later sections of the program.
- The 44 NYS coastal policies are evaluated under the following headings: Development Policies, Fish and Wildlife Policies, Flooding and Erosion Hazard Policies, General Policy, Public Access and Recreation Policies, Scenic Resources Policies, Agricultural Lands Policy, Energy and Ice Management Policies, and Water and Air Resources Policies. Of the 44 State coastal policies, 40 are explained as applicable while 4 are identified as not applicable. Accompanying the State policies are 28 local policies aimed at providing greater specificity and additional coastal management capability. Where appropriate, guidelines are included to assist in applying the State and local policies.



Proposed Public and Private Projects proposed at the time of LWRP drafting

- Proposed future land and water uses were recommended for the City's waterfront area. The proposed land use pattern generally reflects the existing zoning map. One

notable exception is the land along the Hudson River and Rondout Creek that has been rezoned to afford priority to water-dependent uses. They also achieve public access to the coastal area, control development, create distinct Hudson River and Rondout Creek waterfront districts, and serve to implement the policies and purposes of the Kingston LWRP. The two zoning districts also provide opportunities for permanent public views and access to the Hudson River and Rondout Creek and encourage the phase out of certain uses which are incompatible with, and detract from the Hudson River and Rondout Creek waterfront areas.

- The City has proposed fourteen (14) projects that will enhance, encourage, and contribute to the redevelopment of Kingston's waterfront area and the entire City. Projects range from municipal park improvements and coastal public access projects to infrastructure and museum improvements.
- The local laws and regulations, other public and private actions, management structures and financial resources necessary to implement the LWRP. Also described are additional local laws which were specifically enacted to implement the program, such as amendments to the City's zoning regulations. The City has established two new zoning districts covering the City's entire waterfront: The RF-H Hudson Riverfront Zoning District and the RF-R Rondout Riverfront Zoning District. These new zoning districts have replaced the previous zoning districts along the waterfronts of both bodies of water. In addition, the City has enacted a Local Waterfront Revitalization Program Consistency Review Law that will provide a framework for agencies of the City to consider the policies and purposes of the LWRP when reviewing applications for actions or direct agency actions located in the City's waterfront area. In addition, the LWRP Consistency Review Law will assure that such actions and direct actions are consistent with the LWRP policies and purposes.

C. Implications for the Comprehensive Plan

An approved LWRP can help attract public and private investment in waterfront projects since it demonstrates a community's commitment to revitalization and resource protection, and contains conceptual plans for projects which make the development process more predictable and efficient. These plans help to convince funding entities and private developers that the projects are realistic and that money will be well spent and fits into a comprehensive plan that will ultimately protect the investment.

7. WATERFRONT IMPLEMENTATION PLAN

A. Summary

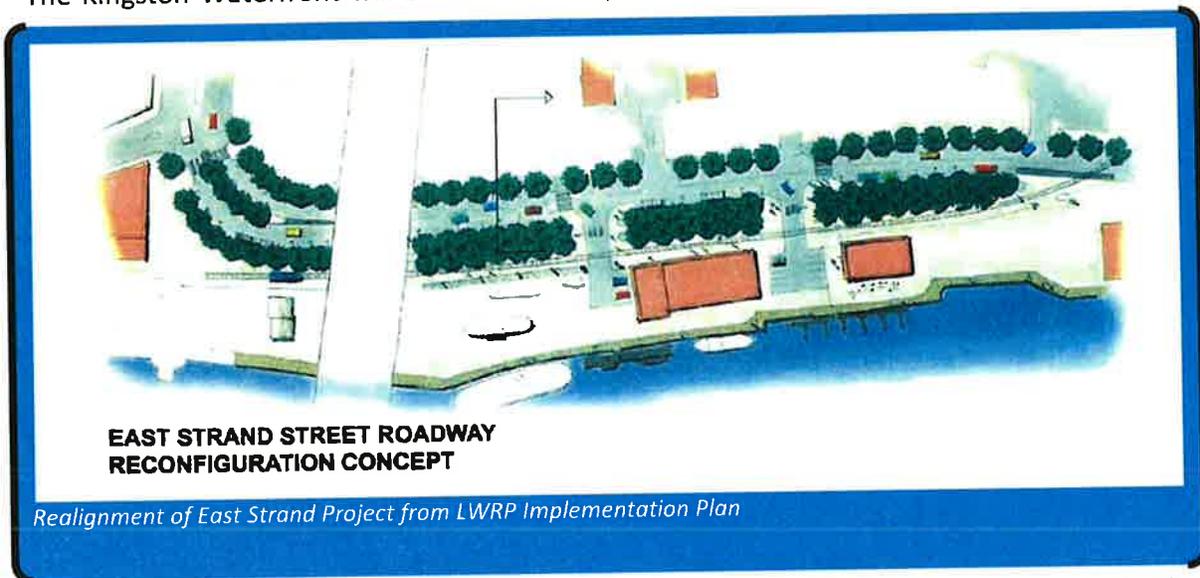
This plan builds upon the Kingston Waterfront Revitalization Program and Urban Cultural Park management plan. In 1992, the LWRP proposed a set of 14 projects to enhance and encourage waterfront redevelopment. The implementation plan is charged with creating a formal structure for implementing the LWRP as well as a detailed guide for future development, a context for investments, and strategies for funding and marketing to support and enhance Kingston's LWRP.

Public participation efforts identified visual and physical access to the shoreline, water, wetlands, wildlife and other natural resources as particularly important to residents. They felt that new development must not only accommodate but enhance the waterfront's natural resources. Improvements should accommodate both motorized and human-powered boats. Organized waterfront festivals and events as well as restaurants and entertainment venues were seen as the most important assets. Remaining historic structures such as Millens Steel and former Cornell Steamships buildings were identified as assets that must be preserved.

Meeting the needs of both residents and tourists was viewed as the biggest challenge as well as the odor from the wastewater treatment facility and the appearance of the auto and metal recycling facilities.

Vision Statement

The Kingston Waterfront will be an attractive, active, walkable, culturally vibrant district with



strong linkages to the rest of the city of Kingston. Shops, restaurants, recreational opportunities, museums, and events will attract visitors and residents seven days per week all through the year. New development will be consistent with established character and will highlight the area's historic and natural resources. Trails, parks, marinas and boat launches will maximize access to the waterways, creating high-quality recreational opportunities and optimizing meaningful permanent public access to the waterfront.

Goals

- Increase amenities and facilities to attract and serve waterfront visitors
- Provide goods, services, and housing options needed to support local waterfront residents and business.
- Enhance the public access to the waterfront
- Enhance passive and active recreational opportunities
- Ensure the design of new development is consistent with natural and historic character
- facilitate clean-up and reuse of industrial sites

- Improve transportation access and parking

B. Key Proposed Findings/ Recommendations

- Develop a set of design standards to guide future development and redevelopment
- Public access should be provided along the waterfront in a riverfront trail which may deviate from the shoreline in some locations. The trail should provide access from Island Dock, to Block park, and then eastward along West Strand Street through the park and continue to the tip of Kingston Landing.
- Reconstruct East Strand to accommodate cars, pedestrians, bicycles, trolley service and local business delivery needs
- Resolve odor problems at the wastewater treatment plant. This should be a main priority. Short term strategies include chemical treatment to mask the odor problem while the City secures funding to construct tank seals and system wide controls.
- Trolley Service should be provided along the entire length of the primary study area, with service operating from west strand park to the former Dayliner Dock. Future extensions may include service to Island Dock, particularly if a proposed Hudson River aquarium is located there, the former Tilcon Quarry and Hasbrouck Park with the potential for connections from the park to the rest of the city.

There are also a number of sub-area improvement recommendations for Island Dock, East Strand and Kingston Point.

Implementation

The plan recommends that the City create or designate a specific agency or entity to implement and manage the plan. Given the plan's complexity and funding needs, it is likely that the waterfront development entity will take the form of an IDA or Waterfront Authority. It is also possible the Ulster County Development Corp. could take on such a role.

Development will be facilitated through a mix of private and public investment. The city can also offer incentives to invest in the waterfront through state and federal funding programs and through incentives within the waterfront zoning.

C. Implications for the Comprehensive Plan

The Waterfront Implementation Plan provides discrete recommendations for the Kingston Waterfront, mostly along the Rondout. Several of the administrative recommendations for implementation are not likely. The Comprehensive Plan should reexamine the recommendations of the report to determine which remain unimplemented and feasible. The Comprehensive Plan should look to revisit implementation of recommendations in a manner that requires reduced oversight and hands-on involvement by City resources.



8. HUDSON LANDING FEIS

A. Summary

The Final Environmental Impact Statement (FEIS) for the Hudson Landing development is located online at Hudsonlanding.com under the 'news' heading. The document was prepared and accepted by the City's Planning Board on December 18, 2008. Hudson Landing is a mixed use development project consisting of 1,682 residential units and 78,500 square feet of commercial space on a 508 acre site located on a former industrial site along the Hudson River with access from Route 32. It is anticipated that approximately 4000 residents will reside in this development. A Traditional Neighborhood Design District and implementing design manual were created specifically for this development. Due to the significant project changes that took place during the SEQR process, this document has more information than would typically be provided in a Final EIS.

B. Key Findings/Recommendations

Traffic

A full traffic supplement is included in Appendix B. The following intersections are studied:

- Delaware Ave and Murray Street
- Route 32 and Route 199 ramps
- Main St. and Route 32
- Route 32 and Old Flatbush Road
- Flatbush Ave and Albany Ave
- Route 32 and Ulster Landing
- Route 9W and Delaware Ave
- Route 9W and Route 32
- Route 32 and Frank Sottile Blvd
- Delaware Ave and North St
- Hasbrouck Ave and East Chester Street
- Route 9W and Murray and Garringham Drive



The FEIS reports that all intersections will operate at a level of service D or better in the Build condition. The report provides tables containing traffic counts and Levels of Service for all studied intersections. Traffic is proposed to be mitigated as follows:

- Route 199 EB Ramps / Route 32 – Traffic signal installation prior to completion of Phase I. This improvement has already been completed and is expected to accommodate traffic associated with the project through full build-out.
- Route 199 WB Ramps / Route 32 – Traffic signal installation prior to completion of Phase III. This improvement has already been completed and is expected to accommodate traffic associated with the project through full build-out.
- Route 32 / Main Street – Provide a southbound exclusive left-turn lane and install a traffic signal with construction of Phase III. Frank Sottile Boulevard / Route 32 – Provide a second northbound left turn lane with construction of Phase IV. Frank

Sottile Boulevard will require widening to accommodate the improvement. The conceptual highway improvement plan provided by John Meyer Consulting indicates that there is sufficient right-of-way to accommodate the recommended improvement.

- Site Driveway / Route 32 – The site driveway approach to Route 32 should provide separate left and right-turn lanes. A northbound exclusive right-turn lane and a southbound exclusive left-turn lane should be provided on Route 32 during construction of Phase I. Installation of a semi-actuated traffic signal with protected southbound left-turn phasing should be provided during Phase II of construction.
- Flatbush Avenue / Albany Avenue – Stripe a southbound left-turn lane and provide traffic signal timing modifications with construction of Phase IV.

Cultural Resources

This section provides some background information related to the industrial history of the City, as the project site was home to Terry Brother's Brickyard and other industrial uses. This information is likely also detailed in earlier Comprehensive Plans prepared for the City. The report states SHPO is considering listing multiple existing structures as historic (an existing mule barn is being preserved and converted into a community center).

Utilities

As part of the FEIS a Desktop Capacity Evaluation City of Kingston Wastewater Treatment Facility (WWTF) was performed and is contained in Appendix B of the document. The conclusion of the report is that the WWTF will operate at between 68 and 74% of its SPDES permitted flow after the completion of the Landing project and 2 other large proposed/pending projects if a number of recommended improvements are made. The SPDES permit limits the average flow to 6.8 mgd on a 12 month rolling average and discharges to the Rondout Creek. The FEIS states that certain improvements are "currently" being undertaken by the City at the wastewater treatment plant to, "improve operational reliability, energy efficiency, odor control and treatment efficiency".

The report provides some background history of the WWTF as well as an operating data analysis. Appendix B of the document also contains water consumption data for the City on a yearly basis from 1988 through 2006 and average daily consumption for a number of large residential projects within the City. Exhibit J is a report on projected impacts to the City's water department which includes current (2007) capacity and demand numbers as well as budget data. The current dependable yield of the city's water supply is 6.1 mgd with 14.1 mgd in storage in the system². In 2006, the water department's average daily demand was 3.28 mgd which includes 0.2 mgd to the Town of Ulster³. The water demand related to the development of The Landing (0.48 mgd) would be less than average demand on the City's water prior to the closing of IMB. No problems with supply are anticipated.

² According to the report these figures were calculated in 1958.

³ The City provides water to the Town under a 2004 agreement. Under this agreement an additional 0.3 mgd was slated to be committed to the Town in 2007 and an additional 0.2 mgd has been reserved for future Town usage.

Land Use/Traditional Neighborhood Zoning

The Hudson Landing Plan was developed as a compact mixed use community in accord with Traditional Development principles, also known as “Smart Growth”. These concepts have been accepted as a means to reduce the effects of sprawl and preserve open space and vegetation where appropriate. Approximately 350 acres of the 508 acre site will be set aside for open space.

Neighborhoods are the primary building blocks that support larger regional centers such as towns, villages and cities. The basic criteria to support a neighborhood are incorporated in the revised plan. To implement the plan, a new Traditional Neighborhood Development Overlay District (TNDOD) was enacted in the Zoning Laws of both the City and Town of Ulster. The TNDOD will provide an option to development under the existing zoning regulations for the site and establish procedures under which the site can be rezoned as well as specific standards and guidelines for development.

The major tool in the TNDOD to ensure realization of the revised plan for the site, which is based on traditional neighborhood development principles, is the Regulating Design Manual prepared and approved prior to development. The regulating design manual defines development and open space areas, delineate small sub-areas by use and establishes density limits, housing types, building height, lot size and similar development standards in each sub-area. The manual also includes design guidelines which will govern general community character for the project as well as architectural guidelines which will address acceptable architectural styles, building massing, roof slopes, exterior materials, window and door types, etc. In addition, the manual incorporates site plan parameters such as roadway standards, alley standards, on street parking standards, curbs, sidewalks, street trees, lighting, signage, etc. Also, building setbacks, building heights and general lot topologies are defined for the different residential, commercial and mixed use sub-areas. Lastly, development guidelines include details which will guide development of the open space such as promenade detailing, landscaping, sitting areas, signage, etc., as well as details for the upland hiking trails and overlooks.

C. Implications for the Comprehensive Plan

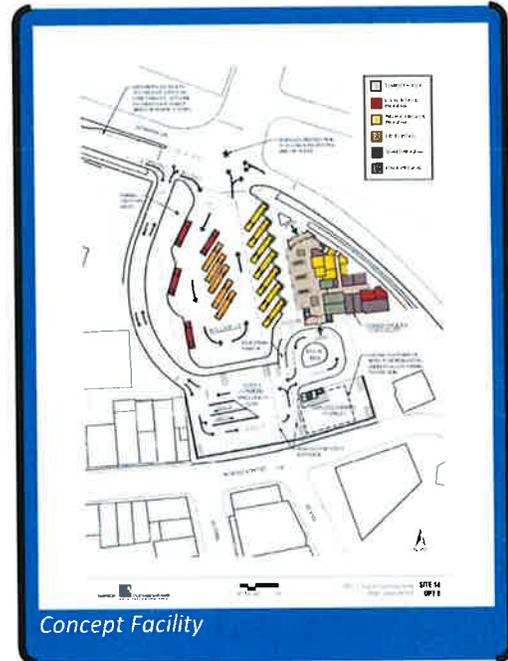
- The Regulating Design Manual required under the TNDOD establishes techniques that can be used to create a more graphic and easily understood format that can be applied to the revised Zoning Law which will be the conclusion of the Comprehensive Plan process.
- Traffic improvements proposed under this plan should be compiled in the Comprehensive Plan
- The report provides background on existing utility system planned improvements.

9. UCTC - INTERMODAL FACILITY SITE LOCATION AND CONCEPTUAL DESIGN ANALYSIS

A. Summary

The Ulster County Transportation Council (UCTC) recently completed a study of various public transportation issues which called for a number of service and facility improvements to the public transportation system. The need for a new intermodal transit facility in the City of Kingston area emerged as one of the highest priorities in the recently completed *Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis*.

In 2005, the construction of a robust, fully integrated intermodal center in the City of Kingston to serve as a central public transportation hub for the growing needs of the traveling public in the City of Kingston, Town of Ulster, Ulster County and the surrounding region was recommended. In recognition of this identified need, the UCTC retained professional consultant services to help identify intermodal facility site locations in the Kingston area and develop conceptual intermodal facility designs to meet the needs of public and private carriers as well as the public.



Concept Facility

B. Key Findings/Recommendations

In 2010, the City and County prepared a plan that addressed the specific feasibility of one particular site, the Uptown Parking Garage. The site, bordered by Schwenk Drive and North Front Street, is adjacent to the Uptown Business District, a tight knit retail, office, and government center, that serves as Kingston's western gateway. The facility's footprint is proposed to be approximately 12,000 sq. ft. The proposed facility is designed to allow the construction of additional floors of approximately 8,000 sq. ft. each. The building design includes a glass atrium that brings ample, natural daylight into the facility. The second floor, steps back from the front, allows an open waiting area on the first floor, as well as continuous views to the bus slips located under the new parking garage. This is an important visual connection for the building users that is seen as a common design characteristic throughout the schemes. The Intermodal facility's overall design relates to the Stockade District by breaking the façade down into smaller, detailed components. Exterior material choices on the facility will be consistent with the Stockade District, including punched window openings, blue stone trim, corbelled brick veneer and ornamental cornices. The new parking structure would have similar detailing. The final plan offers multiple site plan layout options. It appears this effort is ongoing.

C. Implications for the Comprehensive Plan

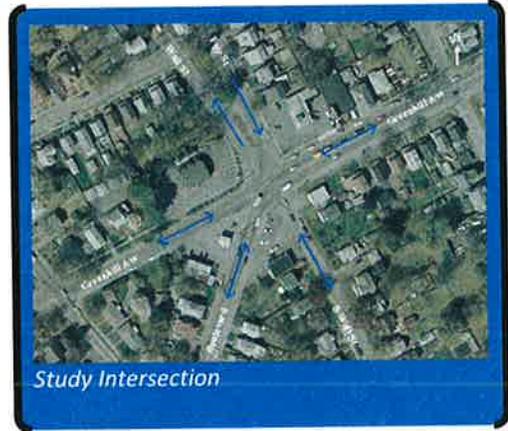
The Comprehensive Plan should examine ways to further encourage implementation of this transit hub/parking garage.

10. ROUTE 32 AT FAIR STREET INTERSECTION STUDY (2006)

A. Summary

Concerns related to this intersection included the odd geometry of the intersection, driver confusion, the wide expanse of pavement, and perceived safety issues. As a result of these concerns, the City approached the Ulster County Transportation Council (UCTC) to fund a planning study at the NY Route 32 / Fair Street intersection to document existing conditions and to develop potential re-design alternatives to mitigate any existing problems.

The study intersection has five approaches and encompasses a large expanse of pavement. Greenkill Avenue east of the intersection is approximately 68 feet wide. Two-way travel is provided on the Greenkill Street eastbound and westbound approaches, the Boulevard northeast approach, and the South Wall Street northwest approach to the intersection. The Fair Street/Wall Street one-way pairing is separated by a raised median and has a counter-intuitive flow pattern which defies the traditional directional patterns and is a major cause of confusion at the intersection. Vehicles approach the intersection southbound on Fair Street on the left side of the median, rather than on the right side of the median on Wall Street as expected.



B. Key Findings/Recommendations

Five possible design alternatives were prepared to address concerns. A short term and long term plan were proposed for this intersection. The short-term design proposal, will improve the existing intersection by providing additional signing to improve driver guidance and re-enforce existing travel patterns and installing / constructing pedestrian enhancements, but will maintain the existing geometry. Another component of the short-term alternative involves re-designating NY Route 32 at the study intersection from Fair Street and Wall Street to Greenkill Avenue. This topic has been opened for discussion with New York State Department of Transportation (NYSDOT). Conversations should continue with NYSDOT to re-designate NY Route 32 at the study intersection. This alternative is not intended as a long-term alternative because it does not address all concerns in the study and the long-term capacity sufficiency is in doubt.

The existing conditions and issues at the study intersection indicate the need for a capital improvement project at this location. Therefore, implementation of a long-term intersection improvement is also recommended, although public support for such a project is mixed. The

four long term design alternatives are as follows:

- Five-way intersection - This alternative includes closing Fair Street immediately adjacent to the intersection and opening Wall Street to two-way traffic. The existing one-way travel pattern on Wall Street will be maintained from Elizabeth Street north. Improvements also include providing sidewalks and crosswalks on all intersection approaches, intersection channelization curb bump-outs and reduction of pavement width. Full access to the adjacent land uses would be maintained.
- Single lane Roundabout - the Fair Street / Wall Street flow is corrected by closing Wall Street adjacent to the intersection and opening Fair Street to two-way traffic. Improvements also include sidewalks and crosswalks on all intersection approaches. Access to adjacent land uses would be limited to right-in right-out only driveways on the intersection approaches and full access on the intersection exits. This condition is to prevent a motorist from stopping to make a left-turn immediately after exiting the roundabout. A noticeable impact from this alternative is the loss of direct access to Boulevard Liquors, thereby requiring convenient on-street parking in its place.
- Four-way Intersection - This intersection improvement involves retro-fitting a more typical four-way intersection within the five-way intersection footprint. This involves providing one-way travel toward the intersection from Boulevard and providing one-way travel away from the intersection on Greenkill Avenue west of the intersection. One way travel could be provided only between the Stewart's driveways and the study intersection or could be maintained from Washington Avenue to the study intersection. Improvements also include sidewalks and crosswalks on all intersection approaches. Under this alternative existing full access to adjacent parcels is envisioned. The possibility of a raised median on Greenkill Avenue is also shown on this alternative.
- This alternative was developed during the 3rd public meeting held on March 21, 2006. It includes switching the Fair Street/Wall Street flow between the study intersection to either Henry Street or for the entire length of the streets to North Front Street. Improvements also include providing sidewalks and crosswalks on all intersection approaches, intersection channelization, curb bump-outs and reduction of pavement width. Full access to the adjacent land uses would be maintained.

Installation of a traffic signal with the existing geometry will have a limited life-span and would also result unacceptable operations at the study intersection by the 2015 horizon year. Although the roundabout is preferred from a traffic engineering standpoint, support for this alternative from the public and local officials appears to be limited. The findings of this planning study indicate that each of the four long-term alternatives can be considered feasible alternatives.

C. Implications for Comprehensive Plan

The Comprehensive Plan will need to gauge the effectiveness of short-term solutions and further examine long-term solutions to arrive at a preferred plan.

11. UPTOWN STOCKADE AREA TRANSPORTATION PLAN (2009)

A. Summary

The Uptown Stockade Area Transportation Plan was initiated by the Ulster County Transportation Council (UCTC) at the request of the City of Kingston. The Uptown Stockade Area is generally surrounded by four major roadways –Washington Avenue to the west, Clinton Avenue/Albany Avenue to the east, Schwenk Drive to the north and New York State Route 32 (NY 32) to the south. Identified problems with this area is that these roadways, in the vicinity of the Uptown Stockade Area, are congested. Existing traffic and pedestrian signals in the area are unconventionally timed, not functioning properly, or outdated. The combination of two-way and an inconsistent pattern of one-way streets, as well as the non-standard designs of some intersections, are confusing and, in some cases, hazardous. On-street parking and indistinct signage to the Uptown Stockade Area attractions and off-street parking lots also causes confusion. Despite its historic appeal, poor access to and circulation within the area deter travelers from shopping, dining, or visiting the Uptown Stockade District.

The purpose of this project is to achieve consensus among stakeholders and the public on an Uptown Stockade Area Transportation Plan that recommends changes that could be made to improve access to, circulation within, and economic vitality in this historic area within the City of Kingston.

Note: Roadway descriptions, traffic counts, accident data, transit data and parking surveys for the study are provided in this report from 2007/2008 which could be beneficial for the Comprehensive Plan.

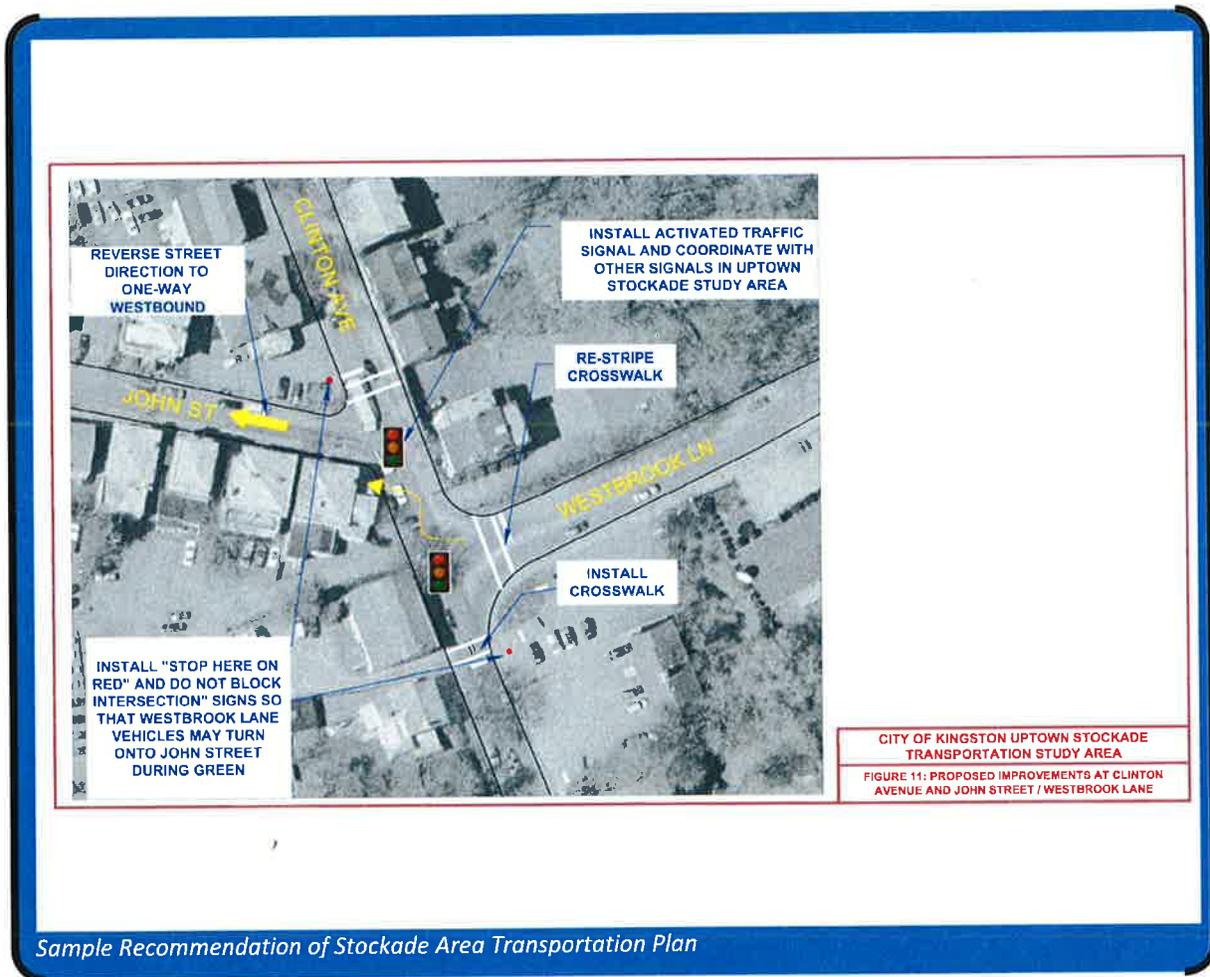
Capacity analysis was completed at the following intersections:

- | | |
|---|--|
| 1. Washington Ave at Schwenk Drive/Hurley | 13. Fair Street and North Front Street |
| 2. Washington Avenue at North Front Street | 14. Fair Street and John Street |
| 3. Washington Avenue at Lucas Avenue | 15. Fair Street and Main Street |
| 4. Washington Avenue at Main Street | 16. Fair Street and Pearl Street |
| 5. Washington Avenue at Pearl Street | 17. Fair Street and St. James Street |
| 6. Washington Avenue at Linderman Avenue | 18. Wall Street/Fair Street and Boulevard/Greenkill Avenue (NY 32) |
| 7. Green Street at Main Street | 19. Clinton Avenue and Westbrook Lane |
| 8. Wall Street at North Front Street | 20. Clinton Avenue and Main Street |
| 9. Wall Street at John Street | 21. Clinton Ave and Albany Ave/Pearl Street |
| 10. Wall Street at Main Street | 22. Clinton Avenue and St. James Street |
| 11. Wall Street at Pearl Street | 23. Albany Avenue and Maiden Lane |
| 12. Fair Street Extension/Kingston Plaza at Schwenk Drive | 24. Albany Avenue and I-587 South |
| | 25. Albany Avenue and I-587 North |

B. Key Findings/Recommendations

The results of the capacity analysis show most of the intersections in the project study area currently operate at overall acceptable levels of service (LOS C or better) during both peak hours. However, some intersections en route to the Uptown Stockade District are congested.

Results of an online parking survey indicate that over 95% of responders who park on-street sometimes have difficulty finding parking, while about 75% on those who park off-street have difficulty. Survey responses indicate that the critical on- and off-street parking periods are weekday mornings and middays. The on-street parking survey corroborates the on-line survey responses to some extent. There are approximately 640 on-street parking spaces in the parking study area. On-street parking is at capacity along North Front, Wall, and Fair Streets in the immediate vicinity of the Pike Plan throughout most of the weekday survey period (i.e., from 8 a.m. to 2:30 p.m.). Since stores and attractions in the study area do not open until later than 8 a.m., the survey results suggest that employees utilize many of the on-street parking spaces. In some areas, this would require that employees feed the meters throughout the day, which is a problem that was expressed at public meetings and in the on-line survey. This results in fewer available spaces for the shoppers and visitors that are needed in the area to boost the local economy. The difficulty in finding shopper and visitor parking also explains why multiple survey responders stated that they no longer visit the Uptown Stockade Area. Further, field reconnaissance indicates that signing to the off-street parking lots is almost non-existent, and



survey comments mention that most of the parking signage that does exist indicates that it is for private use only. Visitors to the area would likely have difficulty even finding an off-street public lot.

General recommendations for the Stockade District at large include curb extensions and high-visibility crosswalks to improve pedestrian safety, the provision of street furniture to enhance the pedestrian and bus passenger environment, the development of pedestrian streets and alleys to provide a connection between the street and adjacent land uses, and the planting of trees and flowers. It was also proposed that decorative sidewalks and a fountain be provided in the Uptown Stockade area to provide open space and enhance the area's historic character.

Transportation system improvements

- Reverse the street directions along Wall Street and Fair Street to southbound and northbound, respectively, between North Front Street and the Boulevard/Greenkill Avenue (NY 32). This would correct the unconventional directions of the one-way pair at NY 32, which would eliminate some of the confusion and likely improve safety at the Wall Street/Fair Street at NY 32 intersection. The reversal would provide drivers direct access to Kingston Plaza through the Uptown Stockade Area, which could promote stopping in the Uptown Stockade Area. The reversal would also allow school buses to load and unload passengers on the George Washington and St. Joseph Schools sides of Wall Street.
- Reverse the direction of North Front Street to eastbound between Fair Street and Clinton Avenue. This would allow school buses to load and unload passengers on the Senate House side of North Front Street.
- Reverse the street directions on John, Main, and Crown Streets. This would improve circulation in the Uptown Stockade Area with the reversal of the Wall and Fair Streets one-way pair. Reversing Crown Street to northbound between John and North Front Streets would provide another northbound roadway in the area on which drivers could circulate to find parking spaces. Changing Main Street to one-way eastbound would eliminate the problem of backup along Clinton Avenue due to high-volume northbound left turns from Clinton Avenue to the Uptown Stockade Area. Changing John Street to one-way westbound would improve the problem of the close proximity of the Clinton Avenue Westbrook Lane and John Street intersections by eliminating basically one approach of the offset intersection.
- Install/reactivate actuated traffic signal with pedestrian signals and push buttons at Fair Street and North Front Street. Operate on same controller as Wall Street at North Front Street signal.
- Install actuated traffic signals with pedestrian signals and push buttons at Clinton Avenue and John Street and at Clinton Avenue and Westbrook Lane. Move southbound Clinton Avenue stop bar north of John Street so that the signals can operate on one controller;
- Construct roundabout or install semi-actuated traffic signal at Wall Street/Fair Street and NY 32 intersection. It is agreed, as discussed in Creighton Manning's *Route 32 at Fair Street Intersection Study – Final Planning Study*, that a roundabout would better serve traffic volumes at the location. However, both modifications would improve traffic operations and safety at the intersection.
- Install pedestrian signals and push buttons at Washington Avenue and North Front Street, Washington Avenue and Pearl Street, and Fair Street and Pearl Street.

- Repair pedestrian signals and push buttons at Washington Avenue and Schwenk Drive/Hurley Avenue, Fair Street Extension/Kingston Plaza and Schwenk Drive, and Albany Avenue and Maiden Lane;
- Add second eastbound left-turn lane to Washington Avenue at Schwenk Drive/Hurley Avenue. This would require the removal of the median and the shifting of lanes on Hurley Avenue;
- Eliminate on-street parking on the north and south sides of Albany Avenue, and shift and/or narrow or widen Albany Avenue slightly so that there will be two continuous eastbound through lanes on Albany Avenue between Clinton Avenue and I-587
- At Clinton Avenue and Albany Avenue/Pearl Street, re-stripe the eastbound curbside lane as a through/right-turn lane, relocate the Governor Clinton driveway on the northeast corner to Clinton Avenue approximately 120 feet north of the intersection, and relocate the north end of the east crosswalk farther east to where pedestrians naturally cross and to reduce the crossing distance. Retime the signal to provide sufficient pedestrian crossing times assuming no greater than a 3 foot per second crossing speed.
- Eliminate on-street parking on the west side of Washington Avenue between at least Lucas and Linderman Avenues. Re-stripe the roadway to provide northbound and southbound left-turn bays between Lucas and Linderman Avenues;
- Implement an actuated coordinated traffic signal system along Washington Avenue between Schwenk Drive/Hurley Avenue south to at least Linderman Avenue. Optimize traffic signal timings and offsets. Update signal equipment as necessary. Since it is planned as part of the Washington Avenue access management study that Washington Avenue at Schwenk Drive/Hurley Avenue and at North Front Street will be coordinated with signals farther north, traffic signal timing and offset modifications will also be required at intersections to the north.
- Implement an actuated coordinated traffic signal system along Schwenk Drive/Clinton Avenue/Albany Avenue and within the heart of the Uptown Stockade study area (i.e., basically, coordinate all signals in the study area east of Washington Avenue between Schwenk Drive and Pearl Street inclusive). Optimize traffic signal timings and offsets. Update signal equipment as necessary.
- Implement a pre-timed coordinated traffic signal system east of Washington Avenue between St. James Street and Henry Street inclusive. Optimize traffic signal timings and offsets. Update signal equipment as necessary.

Lighting

It is recommended that the taller mast-arm streetlights be replaced with pedestrian-scaled lights for the sake of consistency within the stockade district, unless they are historically significant in their current locations. The unique character of the stockade district is magnified at night when modern details and distractions are difficult to see in the darkness. This character could be exploited and the setting made even more dramatic than it already is by installing authentic gas lamps at appropriate locations near the districts oldest buildings. This would help to magnify the feeling, already present at night, of having stepped back in time.

Street Trees

While street trees can be a positive attribute, many trees were overgrown and seen a distracting from store front and historic building facades and others were awkwardly undersized or unhealthy looking. As a short-term fix it is recommended that the smaller underperforming trees and their planters be removed and the remaining planters reconstructed as necessary. When reconstructing planters, they should be enlarged a foot on the three sides away from the buildings to provide room for root growth and expansion. As a long-term fix, all of the trees and their planters should be removed and replaced with trees in decorative at-grade tree pits. This will make a lot of room available for benches and other street furniture.

Sidewalks

Generally speaking, sidewalks throughout the Uptown Stockade District are narrow – too narrow to contemplate placement of street furniture and, in most cases, trees. Most of the sidewalks feature some combination of brick and bluestone pavement, which, in many areas, is in poor condition and in need of repair and/or replacement. Sidewalk extensions at corners and/or mid-block locations could provide valuable added space for trees and/or amenities, but would require elimination of some on-street parking spaces.

Signage

- Provide a neighborhood map in kiosk form at several locations that serves as a store directory and a way to locate points of interest for pedestrians.
- There are three types of signage directing people to historically significant sites in the Stockade District – signage erected by the City (the blue and white signs), the aforementioned Heritage Trail signs, and the brown signs put up by the State directing visitors to the historic Senate House and the two recognized historic districts: the Stockade, and the Waterfront. If possible, these three historic signage systems should be consolidated.
- The blue and white Uptown District way-finding signs should be revised to include the many new venues and destinations that have opened in Kingston since the signs were installed (and which all now have their own individual signs placed in awkward locations throughout the Uptown District) and redesigned to increase the size and legibility of the text and arrows.
- Easy to read signs directing motorists to available free and/or low cost off street parking should be installed.

C. Implications for Comprehensive Plan

The Comprehensive Plan will need to determine which of the detailed recommendations remain unimplemented and feasible.



12. CITY OF KINGSTON / TOWN OF ULSTER QUIET ZONE AND PEDESTRIAN SAFETY AND MOBILITY ANALYSIS: 2006

A. Summary

The purpose of this County of Ulster study is to (1) assess the feasibility and costs of implementing a Quiet Zone which includes twelve public grade crossings within the City of Kingston and Town of Ulster, and (2) perform a pedestrian safety and mobility analysis in the City of Kingston, with regard to six grade crossings. These crossing include the following:

- Smith Avenue
- Ten Broeck Avenue
- Foxhall Avenue
- Gage Street
- Cemetery Road
- Flatbush Avenue
- Boices Lane (Town of Ulster)
- Old Neighborhood Road (Town of Ulster)
- Grant Avenue (Town of Ulster)
- Leggs Mill Road (Town of Ulster)
- Katrine Lane (town of Ulster)
- Eastern Parkway (Town of Ulster)

Currently the responsibility for the twelve crossings resides with City of Kingston, for City of Kingston Crossings, with Town of Ulster for its crossings, and with the County of Ulster for county roads (Boices Lane and Leggs Mill Road). These appear to be the appropriate lead agencies for implementation and maintenance of a Quiet Zone. It is strongly recommended that there be overall coordination and direction of any implementation activities regarding establishment of a Quiet Zone.

Accident Data

The Ulster County Traffic Safety Board provided the following data on railroad crossing and railroad-related incidents. It is important to understand that *none of the highway vehicle accidents involved trains.*

Foxhall Avenue: Three highway vehicle accidents, 1998, 2004 and 2005. Two are attributable to inattention or reckless behavior on the part of operators. The other accident's contributing factor is described as human error.

Flatbush Avenue: One accident, 1999. Contributing factor, alcohol.

Gage Street: One accident, 2000. Contributing factor, inattention.

Trespassers on Railroad Right of Way: There have been five pedestrians struck by trains while trespassing on the railroad right of way, four of which were fatalities. These

incidents occurred between Smith and Ten Broeck (two incidents), between Foxhall and Flatbush (two incidents), and north of Flatbush. Specific dates are not available for these pedestrian incidents; however, all occurred since 1997.

Traffic

Following are annual average daily traffic (AADT) figures for the 6 City of Kingston crossings, provided by Ulster County measured in 2003. This data provide a measure of crossing activity, and therefore of collision exposure.

Smith Avenue	4,208
Ten Broeck Avenue	1,735
Foxhall Avenue	11,436
Gage Street	1,830
Cemetery Road	141
Flatbush Avenue	6,719

Implementation of a new Quiet Zone involves the following steps:

- (1) Arrange for funding.
- (2) Meet qualifying conditions.
- (3) Petition State of New York with regard to crossings which are to be closed.
- (4) Update Grade Crossing Inventory forms.
- (5) Arrange for Diagnostic Team inspection if any new private or pedestrian crossings are created.
- (6) Issue Notice of Intent to railroad (CSX) and State of New York.
- (7) Resolve any comments received.
- (8) Install recommended infrastructure
- (9) Publish Notice of Quiet Zone Establishment.

B. Key Findings/Recommendations

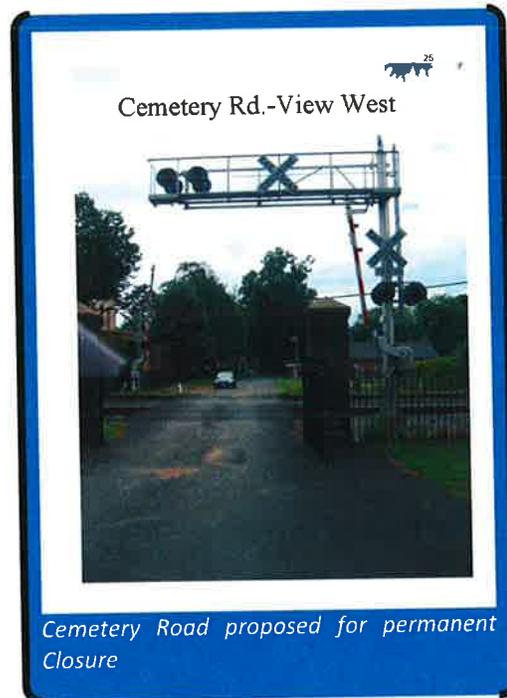
Foxhall Avenue is a relatively high risk crossing. It would be prudent for the City of Kingston to examine this crossing for safety improvements, irrespective of the proposed Quiet Zone. Given the history of trespasser fatalities, it would be prudent for the City of Kingston to work with the railroad and determine what actions may be taken to reduce or prevent trespassing.

With regard to the planned Quiet Zone, a Diagnostic Team visited twelve crossings in the City of Kingston and the Town of Ulster and made recommendations regarding employment of Supplementary Safety Measures (SSMs).

Smith Avenue	4 quadrant gate
Ten Broeck Avenue	4 quadrant gate
Foxhall Avenue	4 quadrant gate
Gage Street	Permanent Closure
Cemetery Road	Permanent Closure
Flatbush Avenue	4 quadrant gate

Old Neighborhood Road(Town)	4 quadrant gate
Grant Avenue (Town)	One Way Street
Katrine Lane (Town of Ulster)	4 quadrant gate
Eastern Parkway (Town of Ulster)	4 quadrant gate
Leggs Mill Road (Town of Ulster)	Medians / Channelization
Boices Lane (Town of Ulster)	4 quadrant gate

Because of the presence of street intersections within 60 feet of the grade crossing, at most of the crossings, the Diagnostic Team was obliged to recommend the most expensive SSM – four-quadrant gates – at eight of the 12 crossings. Four-quadrant gates fully block highway traffic from entering a crossing when the gates are lowered; in other words, four-quadrant gates block also those drivers inclined to “beat the train” and illegally drive around two-quadrant gates. All lanes are blocked, in all directions. Four-quadrant gates must conform to MUTCD standards, constant warning time devices must activate the crossing warning systems (a requirement for every crossing with warning systems in the Quiet Zone), and the crossing warning systems must be equipped with power-out indicators.



Gate timing should be established by a qualified traffic engineer based on site specific determinations, including consideration of the need for a timing of the delay in the descent of the exit gates, following descent of the entrance gates, to allow vehicles to clear the crossing. A determination should be made as to whether it is necessary to provide vehicle presence detectors to open or keep open the exit gates until all vehicles are clear of a crossing.

The effectiveness of a four-quadrant gate system is between 0.77 and 0.92, depending upon design. With vehicle presence detectors, effectiveness is 0.77. Without vehicle presence detectors, effectiveness is 0.82. Four-quadrant gates with traffic channelization of at least 60 feet, with or without presence detection, have an effectiveness of 0.92. The term “channelization” means a traffic separation system composed of a raised longitudinal median, or series of vertical tubular markers or panels, placed between opposing highway or street lanes and designed to prevent vehicles from crossing over into the opposing lane.

In the case of two crossings, Gage Street and Cemetery Road, the County recommended permanent closure. Leggs Mills Road is amenable to low-cost medians, while Grant Avenue’s wide median allows the low-cost one-way street with gates. Two-quadrant gates with medians or channelization devices will tend to prevent a vehicle driver from circumventing gates by driving around them. Non-traversable curbs or vertical markers or panels must extend at least 100 feet from a gate arm, or if there is an intersection within 100 feet of the

gate, at least 60 feet. Intersections within 60 feet of a gate arm must be closed or relocated. Effectiveness of gates with medians or channelization devices is 0.75. If non-traversable curbs are used, effectiveness rises to 0.80.

Key Recommendations for Pedestrian Safety and Mobility

The County made the following recommendations for each intersection:

Smith Avenue	Wait Stations
Ten Broeck Avenue	Wait Stations
Foxhall Avenue	Wait Stations and sidewalks
Gage Street	Wait Stations
Cemetery Road	Wait Stations
Flatbush Avenue	Wait Stations and Sidewalks

Wait stations may help those who must wait for a passing train at a grade crossing, in inclement weather. Cost is dependent upon materials, size and design. One model prefabricated aluminum, glass and acrylic 15 foot by 5 foot bus stop type shelter with windscreen and aluminum bench would cost approximately \$7,500 installed.

Implementation of all pedestrian safety and mobility measures may be effected irrespective of Quiet Zone decisions. It is recommended that the implementing entity discuss funding with New York State Department of Transportation, inasmuch as it is possible that federal and state funding may be available.

Long-term pedestrian safety and mobility improvements were discussed by the Diagnostic Team, and generally focused on overpasses (over the railroad) and tunnels (under the railroad). Overpasses and tunnels will be more costly compared with the near-term improvements recommended above.

C. Implications for Comprehensive Plan

The Comprehensive Plan will need to determine which of the detailed recommendations remain unimplemented and feasible.



13. MAPS & FIGURES MOVING FORWARD: THE ULSTER COUNTY TRANSPORTATION PLAN, APRIL 2003.

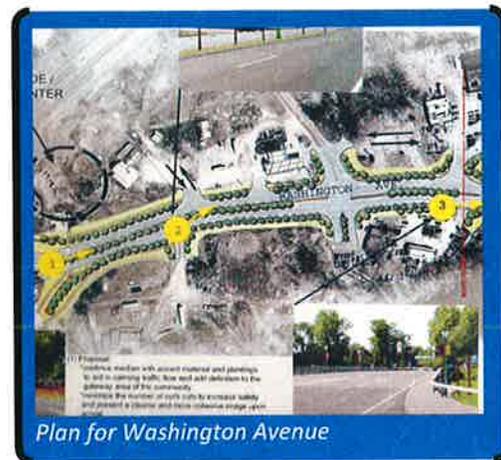
A. Summary

The Maps & Figures Moving Forward: The Ulster County Transportation Plan was completed in April 2003. The Plan includes figures for the County Highway System, Functional Road Classification, Traffic Volume, Traffic Volume Capacity, Road Conditions, Bridge Conditions, UCAT System, Privately Operated Bus Routes, Major Bike Routes, Trails and Attractions, Railroads, Ports and Aviation and other county-wide transportation features.

The Plan also includes a detailed analysis of the Washington Avenue Corridor from the Traffic Circle in the Town of Ulster to North Front Street in the City of Kingston. The Washington Avenue Corridor is studied in three (3) segments as follows: Traffic Circle to City/Town Line (i.e. Esopus Creek), Esopus Creek Bridge to Patroon Drive, and Patroon Drive to North Front Street. An Existing Conditions Sheet and Proposed Improvements Sheet is provided for each segment with detailed recommendations for roadway and streetscape enhancements.

B. Key Findings/Recommendation

The Plan identified a variety of problems within the Washington Avenue Corridor including the following: Main access to City lacks definition or character and there needs to be some expression of gateway to provide sense of arrival; there is no sense of transition from the highway to the community; lack of "road edge" definition creates a feeling of an overly wide right-of-way; numerous curb-cuts reinforce the sense of clutter and creates unsafe turning movements; bridge serves as a "gateway" but lacks any expression of character, due to its utilitarian style; bridge has no provision for safe pedestrian use; no sidewalks or pathways for pedestrians; and pedestrian access overall is not well defined.



Major recommendations of the Plan included the following:

- Continue median from Traffic Circle with accent material and plantings to aid in calming traffic flow and add definition to the gateway area.
- Minimize number of curb cuts to increase traffic safety and present cleaner and more cohesive image upon arrival.
- Create an expression of a gateway through complementary plantings, signage and identifiable structures such as stone entry wall with the name of the community on it.

- Limit road lanes to 11 feet with a 2-foot offset.
- Allow for development of sidewalks.
- Enhance bridge image with ornamental lighting and seasonal/community banners/flags.
- Tree plantings at the entrance to the bridge can enhance the transition from the outer to the inner commercial areas.
- Add landscape median to enhance appearance and install traffic signal and crosswalks in vicinity of Patroon Drive/Washington Avenue.
- Define and delineate turning lanes and create raised pedestrian havens at the Schweink Drive/Hurley Avenue/Washington Avenue intersection.

The Plan also includes detailed recommendations for Marlboro, Port Ewen and Stone Ridge, but these are not relevant to the City of Kingston Comprehensive Plan.

C. Implications for the Comprehensive Plan

- The Plan includes a number of very specific recommendations for the Washington Avenue Corridor, which should be reevaluated to determine whether they should be embraced within the updated City of Kingston Comprehensive Plan.
- NYSDOT Plans for a Traffic Circle at Sawkill Road/Washington Avenue is not reflected in the Maps & Figures Moving Forward: The Ulster County Transportation Plan, which was completed in April 2003. A review of NYSDOT Plans for the Washington Avenue Corridor is also recommended to determine whether certain recommendation would still be feasible in the context of planned NYSDOT corridor improvements.

14. I-587 INTERSECTION STUDY

A. Summary

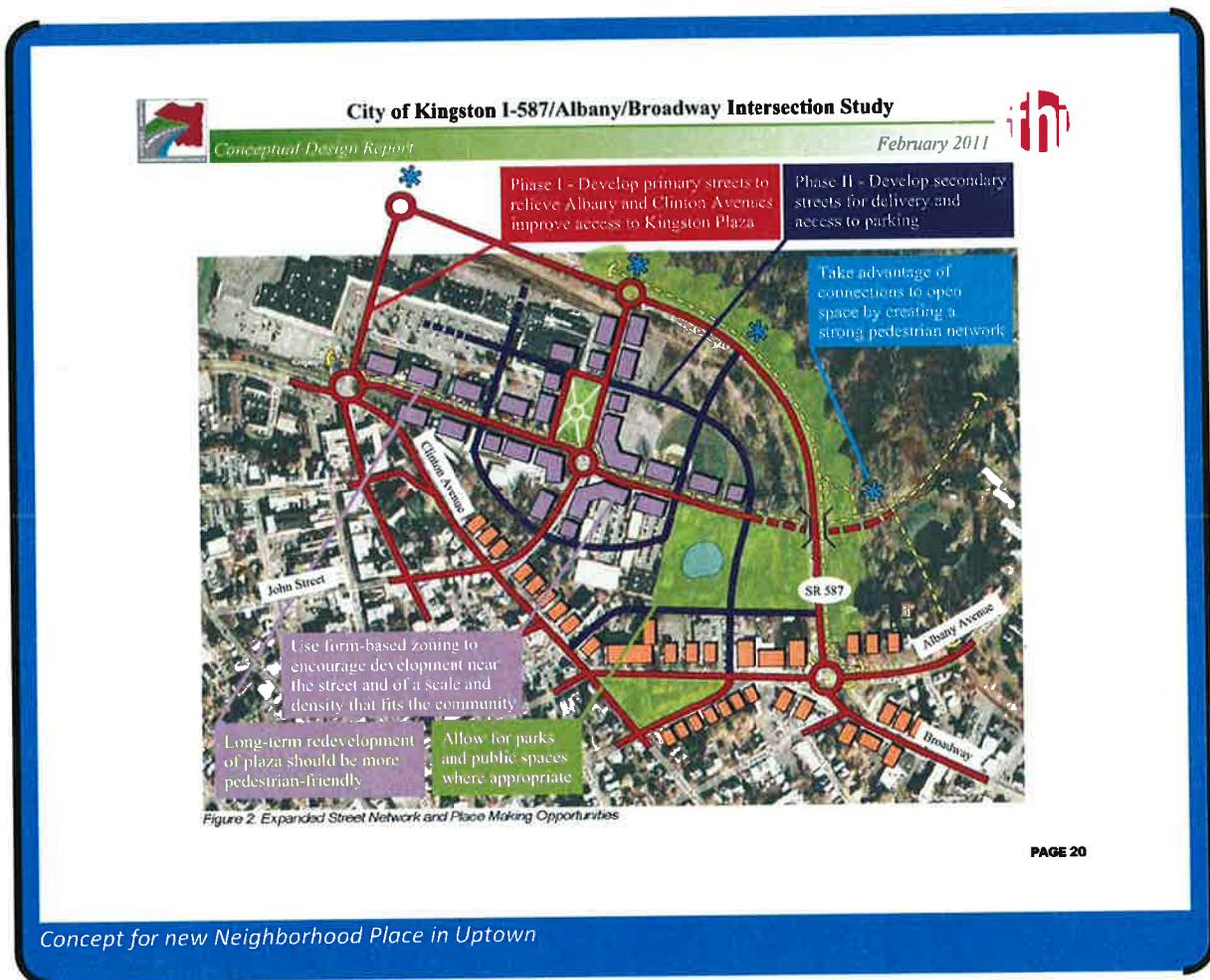
A study was undertaken to redesign the intersection of I-587, Broadway and Albany Avenue. Two alternate approaches were investigated – a compact four-way intersection and a roundabout. The roundabout solution was favored because it offers the most effective traffic operations and provides an attractive gateway to the City.



B. Key Findings/Recommendations

- Traffic volumes on all four approaches to the intersection are not too unequal – ranging from 15,200 to 18,800 trips per day.
- Many deficiencies in design, signage and pedestrian/bicycle function were identified which contributed to a poor level of service during the peak travel hours.
- In addition to design of the intersection itself, the study considered the possibility of converting I-587 to a state highway and providing intersections from it with an extended Uptown street system. The plan would expand and intensify Uptown and the Kingston Plaza area and create opportunities for mixed use development.

C. Implications for Comprehensive Plan



The proposed extension of the Uptown street system into the Kingston Plaza area, connections to I-587 and development of a more neo-traditional mixed use business area is a concept which has great potential and should be investigated further.

15. ULSTER COUNTY NON-MOTORIZED TRANSPORTATION PLAN

A. Summary

The objective of this plan is to develop a county-wide non-motorized transportation plan that includes strategies for promoting and implementing non-motorized transportation solutions. The plan provides policy guidelines and project recommendations to promote and implement a county-wide non-motorized transportation system. It identifies existing and potential commuter and recreational corridors, provides concept plans for priority projects, and recommends potential programs for encouragement, education and enforcement. The Plan also recommends ways to connect the Ulster County system with surrounding County systems, including recommendations for overcoming barriers to connections, such as the bridges across the Hudson and jurisdictional issues across both county and town lines.

B. Key Findings/Recommendations

Ulster County Transportation should continue to promote trail projects.

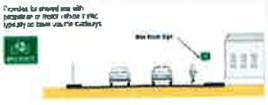
- Reauthorization of the federal SAFETEA transportation legislation may provide funding. NYS Environmental Bond Act funds and recreational funds available at the county and local level could be used to pay for paths.
- Establish new non-profit advocacy group (or partnership with an existing 501(c) organization)
- Non-Motorized Transportation Advisory Committee (NTAC) should continue to meet as part of UCTC's ongoing coordination, public input, and implementation process.
- Local communities should help maintain paths.
- A new County-wide trails map should be developed.
- Have non-profit hold an annual event to promote trails
- Coordinate with the 2009 Hudson-Champlain Quadricentennial Celebration
- Adopt "Complete Streets" policy at County and Local Community
- Promote Education, Enforcement and Encouragement Programs

Project 1 Hudson River "Legacy Trail"

Description	
<p>The "Legacy Trail" is an important component of the Hudson River Greenway stretching from Kingston north to Saugerties. The corridor does not have a continuous existing public right-of-way but could utilize a combination of local and county roads, utility right-of-ways, existing parks and trails incorporated into development proposals.</p> <p>Option 1 proposes a signed route and additional accommodations on the existing local and county roads. Option 2 proposes a shared use trail on the utility corridor and/or rail with trail component parallel to the Hudson River.</p>	
Type-Width	Length
1) signed bike route on Rte 32 2) long-term shared use trail	12 miles
Context	
<p>1) Existing topography may not be able to accommodate roadway widening for bike lanes in all locations. Portions of Rt 32 are signed for the RT 9W Bikeway.</p> <p>2) Potential coastal impacts zone, wetlands, public/private ROW. Environmental awareness is needed when constructing trails along the shoreline.</p>	
Ownership	
Mixed public and private ownership, including several parks and public access sites along the River.	
Key Land Uses / Destinations	
<p>The Legacy Trail would be a key connection bringing travelers from the North into Kingston to connect with the Trolley Trail and other projects proposed in the NMTP. The trail offers extensive waterfront open space possibilities and would be a major link in the Hudson River Greenway from NYC to Albany once the Walkway Over the Hudson bridge is restored.</p>	
Issues	
<ul style="list-style-type: none"> • Numerous land owners • Coastal impacts • Rail with trail sections (Trolley) • Integration with development proposals 	
Planning-Level Cost Estimate	
Option 1: \$2.5M Option 2: \$17.1M (including Right-of-way acquisition)	



Provides for shared use with recreation or transit, subject to state and local authority.



Option 1: Signed route with bicycle lanes and/or sharrows where needed.
This option is the most cost effective and would provide bicycle access through signed routes and additional facilities along the route.



Option 2: SHARED USE PATH ALONG RIVER
This option is the more costly of the two options, and would create a long-term alternative parallel to the Hudson River. The feasibility of a RWT facility at this location would need to be further explored in cooperation with the railroad and local landowners.



Trail Proposal for "Legacy Trail"

Kingston Related Recommendations

- Promotes the Trolley Trail - connect the Trolley Museum and existing sidewalks parallel to the Rondout Creek to Kingston Point.
- Suggests better non-motorized access to Broadway - redevelop the urban neighborhood's bicycle, pedestrian and transit access with additional traffic calming improvements. This neighborhood is home to the Kingston High School and other significant destinations will benefit from improved non-motorized access.
- Promotes on-street bike lanes in uptown
- Provide better water access
- Link existing rail trails
- Hudson River "Legacy Trail" Kingston North to Saugerties
- Provide "Legacy Trail" along west side of the Hudson River - Greenway stretching from Kingston north to Saugerties.

C. Implications for the Comprehensive Plan

This plan includes several trail designs and recommendations relative to trails and pedestrian/bicyclists in Kingston. Those plans should be reprinted wholesale in the Comprehensive Plan and the Committee should weigh in on whether they agree with policies and specific proposals.

16. KINGSTON ECONOMIC BASE DIVERSIFICATION MASTER PLAN PROJECT

A. Summary

The *Kingston Economic Base Diversification Master Plan Project* "Final Report" was prepared and accepted by the City of Kingston Department of Economic and Community Development in March 1998. The project involved three primary components: 1) The assessment of the impact of the IBM-Kingston closure and other corporate downsizing on the area's basic economic structure, 2) An evaluation of the community's resources and relative competitiveness for fostering investment and *expansion* of existing and prospective businesses; and 3) An action plan for the community to make necessary improvements and try new initiatives to *attract* more investment and become more diversified. The consultants were charged with examining the area's opportunities and constraints for promoting *traditional "industry attraction"* and asked to explore the areas of *tourism* and "*Main Street*" development and opportunities for the area in *new media, entrepreneurial development, the arts and service sector*. "The Plan's principal objective is to chart an economic development strategy for Kingston and Ulster County."

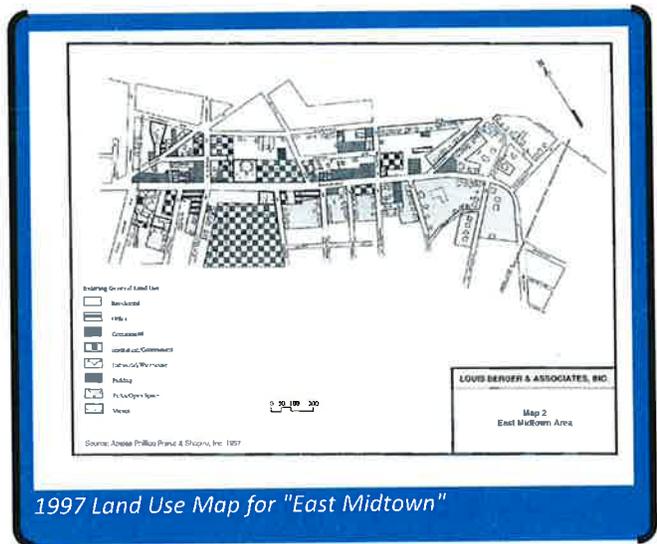


B. Key Findings/Recommendations

1. The Economy

The report relied upon economic data for the City of Kingston and Ulster County up to 1997. A major factor affecting the economy of the City and County during the 1990's was the closing of the IBM-Kingston campus in the Town of Ulster and the loss of 6,000 manufacturing jobs.

- Economic adjustment to the IBM cutbacks had principally taken place through the out-migration of labor, particularly in highly trained and skilled workers and their families.
- Service and retail performed surprisingly well during the 1990's, helping to stabilize the local economy during IBM cutbacks.
- Non-IBM manufacturing sector remained stable in area during 1990's.



1997 Land Use Map for "East Midtown"

The Area's Competitiveness

The competitive advantages of the City and County were found to include the following:

- Transportation (e.g. access to Thruway, I-84 and Stewart/Albany Airports).
- Commercial and residential properties lower cost than New York metropolitan area.
- Utility rates significantly lower than New York metropolitan area.
- Quality of life (scenic and recreational opportunities, low crime rates, etc.).
- Highly rated primary and secondary education system (e.g. highest share of regents diploma graduates in NYS in 1995-96). However, the report also acknowledged below average graduation rates in High School.

3. Existing Industry Clusters

A major input into the economic development recommendations included an identification of existing industry clusters in Kingston and Ulster County. The following industry clusters were identified:

- Crafts, including art production, crafts as well as manufacturing.
- Measuring and Analysis Equipment, including laboratory apparatus, optical instruments and surgical appliances.
- Electronics and Machinery, including relays and industrial controls, lighting fixtures and broadcasting equipment.

- Printing and Publishing, including commercial printing and miscellaneous printing.
- Information Storage, Retrieval and Management, a diverse group of data-management or business services industries.
- Management Services and Research comprised principally of management consulting and management services industries.
- Health and Social Services, including skilled nursing care, medical laboratories and residential care.

4. Workforce Training and Development

Report identified mismatch between needs of employers and skills of labor force. Generalized sense that the work ethic and desire for work of new entrants to the labor force was declining.

5. Entrepreneurship

Small-scale entrepreneurs were seen as potential source for regional economic growth. Certain initiatives were recommended to be taken by City and County to further encourage growth in small businesses. Report found combination of technical expertise and an artistic community could provide foundation for growth in fast-growing “New Media” (Internet-related) industry.

6. Main Street Business and Tourism

Kingston’s Main Street and tourism activities were analyzed in detail in the report and included a land use inventory of Kingston’s Rondout, Midtown and Uptown sections. The major assets of each were as follows:

- Kingston’s Rondout – restaurants, waterfront access and special events for the Rondout.
- Midtown – Ulster Performing Arts Center and special events for Midtown.
- Uptown – food festivals, antique fairs and Dietz Stadium for Uptown.

7. Strategies and Recommendations

The following strategies were recommended:

Industry Attraction

Implement marketing strategy to attract the following target industries: Crafts; Measuring & Analysis; Electronics and Machinery; Information Storage, Retrieval & Management; and Catalogue & Mail Order Houses.

- Develop building in downtown that can serve as a focal point for the arts and artisans of Kingston.

Workforce Training and Development

- Establish Task Force for Integrated Workforce Development System.
- Focus on English Language Mastery and Computer Literacy.
- Internships for students.

Entrepreneurial Enterprises

- Encourage *Development of the “New Media” Industry*. Encourage local financial institutions to lend to these business start-ups.
- Develop strong support system for local entrepreneurs (e.g. mentoring programs, strategic attraction programs, and space for conference hosting).

Kingston’s Main Street

- Initiate a City-wide Program to Link and Improve Kingston’s Three Business Districts (e.g. unified signage, maps, additional parking facilities, and possibly increased trolley service, while maintaining the unique character of each district).
- Special events for *Rondout* during slow winter and early spring seasons.
- Develop *Uptown* initiatives to attract customers on weekends and evenings, by building on the district’s appeal as a specialty retail location. For example, re-opening the old theater as weekend or evening attraction.
- *Midtown* – strive to improve the area’s appearance, with the Ulster Performing Arts Center and the ‘anchor tenant’.

Tourism

- Aggressively market Kingston as a Tourist Destination. Kingston should market itself more aggressively as a tourist destination, building on the City’s many assets such as exceptional waterfront access, close proximity to the Catskills and its considerable historical heritage.
- Enhance less obvious assets such as the historic *City Hall*.
- Package Kingston’s historic attractions under a “*Museum Without Walls*” concept.
- Target a marketing effort to second homeowners.

C. Implications for the Comprehensive Plan

The *Kingston Economic Base Diversification Master Plan Project “Final Report”* provides a good starting point for the development of an Economic Development Element within the City of Kingston’s new Comprehensive Plan. A number of recommendations are still relevant today. However, others are no longer relevant due to the passage of time and changes in the local, State, Regional and worldwide economies. For example, the concept of “New Media” touched upon in the 1998 Report, is now a dominant industry cluster worldwide. It is also likely time to re-evaluate the industry clusters, which were selected for *business attraction* and to place additional focus on *business retention* and *expansion* programs. Finally, the approach to “Main Street” redevelopment needs to be broadened beyond

September 26, 2012



business district *“Promotion.”* Each business district also needs strategies related to *Organization, Design, and Economic Restructuring.* Retaining and expanding successful businesses to provide a vibrant commercial mix, while sharpening the merchandising skills of business owners, and attracting new businesses that the market can support is the key to accomplishing economic restructuring.

Since Kingston Economic Base Diversification Master Plan Project was written there has been a major paradigm shift in how communities look at economic development. This has led to the “Old Economy” versus “New Economy” paradigm, which would affect the approach the City may want to take with respect to economic development initiatives in the future. A summary of the “Old Economy” versus “New Economy” is provided in the table below.

OLD ECONOMY V. NEW ECONOMY	
In the Old Economy, people believed that:	In the New Economy people believe that:
Being a cheap place to do business was the key.	Being in a place rich in talent is key.
Attracting companies was the key.	Attracting educated talent is key.
A high-quality physical environment was a luxury, which stood in the way of attracting cost-conscious businesses.	Physical and cultural amenities are key to attracting knowledge workers.
Regions won because they held a fixed competitive advantage in some resource or skill.	Regions prosper if organizations and individuals have the ability to learn and adapt.
Economic development was government-led.	Only bold partnerships among business, government, and non-profit sector can bring about change
Source: “Metropolitan New Economy Index, “Progressive Policy Institute.”	

17. LOCAL LANDMARK LISTING (1988)

A. Summary

This document lists local, state and National historic landmarks by section, block and lot. This makes mapping such properties more easy but provides no background information. The National and State historic listing websites provide some information (i.e. type of structure, year constructed) but local officials will need to be consulted for local landmarks. The report also provides maps of local historic districts including the Rondout Historic District, Stockade Historic District, Chestnut Street Historic District. Our copy has no map of the Clinton Avenue Historic District.

B. Key Findings/Recommendations

This document does not contain any analysis, recommendations or findings.



C. Implications for Comprehensive Plan

The local landmark listing provides some existing conditions on historic resources for the Comprehensive Plan.

18. CONSOLIDATED HOUSING PLAN (2009)

A. Summary

This Five Year Consolidated Plan provides a basis and strategy for the use of federal funds granted to the City of Kingston by the United States Department of Housing and Urban Development (HUD) under the Community Development Block Grant Program (CDBG). The Kingston Community Development Office ("CDO") is responsible for the administration of the Community Development Block Grant program.

The purposes of developing a Consolidated Plan are focused on three primary goals which are defined by HUD; to develop viable urban communities by providing *decent housing* and a *suitable living environment* and *expanding economic opportunities* principally for low- and moderate-income persons. The primary means toward this end is to extend and strengthen partnerships among all levels of government, the private sector and nonprofit organizations, in the production and operation of affordable housing.

B. Key Findings/Recommendations

The City of Kingston has an estimated 11,125 housing units. Of all units, 10,112 or 90.9 percent are occupied and 1,013 or 9.1 percent are vacant. Forty-four percent of the housing units in Kingston are single unit structures and 56 percent are contained in multi-unit buildings. Although much of the government and institutional services remain in the City, retail and related commercial activity has migrated to the Town of Ulster. However, Kingston's geographic location on the Rondout Creek and Hudson River, its historic districts, and its urban character position it well for an economic revival. During the first four (4) years of the 2004-2009 Consolidated Plan reporting, the City managed an average of approximately \$855,000 in CDBG funding each year.

C. Summary of Goals, Objectives and Percentage of Funds Budgeted

The 2009-2013 Consolidated Housing and Community Development Plan established the following priorities for funding along with recommended allocation of funds to each priority as follows:

PRIORITY NEEDS # 1 – HOMEOWNERSHIP \$500,000 (12%)

Objectives: Decent Housing through rehabilitation and homeownership opportunities

PRIORITY NEEDS #2 – OWNER-OCCUPIED and RENTAL HOUSING \$800,000 (19%)

Objectives: Decent housing through rehabilitation programs, create affordable rentals

PRIORITY NEEDS #3 – PUBLIC SERVICES - \$615,000 (15%)

Objectives: Suitable living environment, job training, adult literacy, youth mentoring and crime prevention

PRIORITY NEEDS # 4 – PUBLIC FACILITIES - \$1,500,000 (37%)

Objectives: Suitable living environment, improve neighborhoods, eliminate slum and blight conditions and address public infrastructure needs

PRIORITY NEEDS #5 – ECONOMIC DEVELOPMENT \$685,000 (17%)

Objectives: Economic opportunity via loans, grants, job training business retention

Obstacles to Meeting Underserved Needs

The Consolidated Plan states “The largest obstacle to meeting all of the community’s underserved needs is the limited funding available to address these important issues. The best hope for being able to maintain these public services is an increase in CDBG annual funding. Unfortunately, the City’s Block Grant award has declined each year since the inception of the program (page 44 of Consolidated Plan).”

The Plan also concludes that regulations, fees and pre-development requirements that restrict the variety of homes that can be built, diminishes the opportunity for consumers to choose among housing types.

The City expended an average of \$120,000 each year (2004-2009) to produce the following housing units at a cost per unit of approximately \$15,000:

- Assisted 8 new homeowners purchase homes.
- Provided 25 rehabilitation grants to low- and moderate-income homeowners.

In addition to these housing activities, the City utilized \$1,500,000 to fund capital/public improvement projects, \$350,000 for public service activities, and \$150,000 for economic development programs (2004-2009).

Affordable Housing Program

The Kingston Housing Authority (KHA) owns, manages and maintains 481 public housing units for low-income households. Of those, 261 are for elderly/disabled and the remaining are family units. The Kingston Housing Authority also operates the Section 8 Housing Choice Voucher program serving 359 low-income households throughout the City.

The City intends to allocate CDBG funding to provide homeownership opportunities through a down payment and closing cost forgivable loan program (\$20,000 per unit) and will continue to provide rehabilitation assistance to owner occupiers and renter housing units. The City will coordinate with RUPCO to expand affordable housing opportunities. The Kingston Housing Authority serves as the public housing authority for the City of Kingston.

Strategies to Ameliorate Barriers

During 2009-2013, the City intends to provide more capital in an effort to address the affordable housing need. The City and its affordable housing producers have primarily depended on federal entitlements under CDBG, HOME (DHCR provided) programs to produce affordable housing. The Section 42 Low Income Housing Tax Credit (LIHTC) program also assists projects in Kingston. The City coordinates with not-for-profit entities like RUPCO to provide affordable housing opportunities and address substandard housing.

Infrastructure

The City has identified the following *high priority infrastructure projects* that it will be undertaking over the next five years:

- Hunter Street CSO – elimination through sanitary sewer separation;
- Broadway CSO – construction to provide for improved maintenance and overflow monitoring, and minimization through sanitary sewer separation;
- Hasbrouck Avenue CSO – construction to provide for improved maintenance, treatment, reliability and over-flow monitoring;
- Green Street (North Front to St James) – Street reconstruction including sanitary and storm water upgrades, sidewalk repairs and accessibility improvements;
- Flatbush Avenue (Foxhall Ave. to East Chester Street) – street reconstruction including sanitary and storm sewers, sidewalk repairs and accessibility improvements;
- Roosevelt Park Storm Water Improvements – to mitigate localized flooding conditions;
- Hasbrouck Avenue Storm Water Improvements – to provide for sewer separation Tributary to one of the City’s largest combined sewer outflows;
- Dock Street – street reconstruction including sanitary and storm sewers, sidewalks, curbs, lighting, accessibility and improvements;
- Front Street – Street reconstruction including sanitary and storm sewers, sidewalks, curbs, lighting and accessibility improvements;
- Continued upgrade of Sewage Treatment Plant to address odor control issues;
- Bulkhead improvements along the Rondout Creek and the Hudson River; and
- Abeel Street – Street improvements including sanitary and storm sewers, sidewalks, curbs, lighting and retaining walls.
- Renovation of the Everett Hodge Center
- Handicapped Accessibility improvements to public and not-for-profit owned buildings
- Handicapped curb cuts throughout the City
- Odor Control programs at the Sewage Treatment Plant

Brownfields

The City has identified the following properties for Brownfield initiatives:

- Millen Steel
- Luke Oil site
- Island Dock
- L&M

- The Brick Yard (Hudson Landing)

D. Implications for the Comprehensive Plan

The Consolidated Plan provides recommendations for housing, infrastructure, brownfield and economic development. The Comprehensive Plan should reexamine the recommendations of the Consolidated Plan to determine which recommendations remain feasible and to determine how the land use regulations in the City might be revised to help facilitate affordable housing and economic development opportunities. The Comprehensive Plan might also be utilized to identify “neighborhood enhancement areas” where funding should be targeted. Programs to encourage market rate housing and neighborhood specific infrastructure improvements could also be touched upon within the Comprehensive Plan

19. COMPLETE STREETS

Not Yet Complete

20. PARKS AND RECREATION PLAN

Not Yet Complete

21. TOWN OF ULSTER COMPREHENSIVE PLAN

A. Summary

The Town of Ulster Town Board adopted the Comprehensive Plan on July 2, 2007. The Comprehensive Plan includes relevant background studies and analysis along with chapters focusing on Natural Resources; Transportation; Recreation, Historic and Cultural Resources, Community Facilities, Agriculture and Farmland, Economic Development, and Land Use & Zoning. The following discussion deals with elements of the plan which affect the City of Kingston.

B. Key Findings/Recommendations (relevant sections)

1. Transportation

Washington Avenue. Washington Avenue is an important gateway to the City of Kingston for visitors arriving from NYS Route 28 or the New York State Thruway. The Town of Ulster Comprehensive Plan supported findings and recommendations provided in the Ulster County Transportation Plan (2003) for Washington Avenue intended to make the corridor more visually appealing while improving traffic safety and traffic circulation through access management.

Recommended improvements call for enhancing to road edge through selected tree plantings, sidewalks, and streetlights; the creation of a green median between traffic lanes and the creation of a roundabout at Washington Avenue and Old Sawkill Road. Improvements to the bridge over the Esopus Creek, which divides the City from the Town,

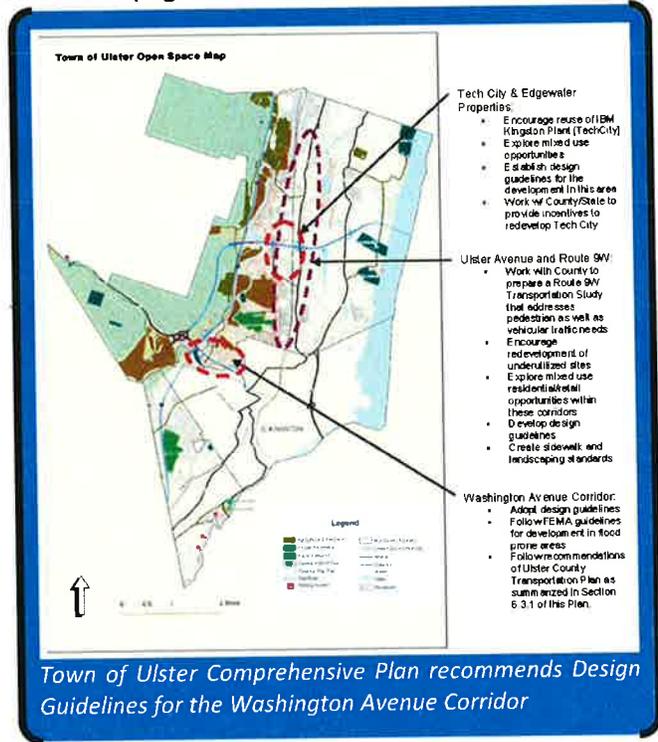
September 26, 2012

were also proposed. Recommended improvements included accent lighting, community banners and sidewalks.

Ulster Avenue. Ulster Avenue is an important gateway for the City of Kingston for travelers entering the City from the north through the Town of Ulster. The Town Comprehensive Plan calls for measures to improve traffic circulations (e.g. cross access agreements) enhance pedestrian safety (e.g. requirement for MOU to install sidewalks), and streetscape enhancements.

2. Recreational, Historic & Cultural Resources

The Town Comprehensive Plan recommends the Town Board work with Ulster County, the City of Kingston and Town of Hurley to create a paved rail-trail along the Ontario & Western railroad right-of-way between the City of Kingston and Town of Hurley. Town Plan also supports rail trail along Ulster & Delaware railroad r-o-w.



3. Community Facilities

Town of Ulster Comprehensive Plan acknowledges the existing relationship between the City of Kingston and the Town of Ulster, whereby the Town contracts with the City for water and sewer services. The Town Plan supports a policy of directing higher density growth near existing centers and/or where water and sewer infrastructure is provided.

4. Economic Development

Town of Ulster Comprehensive Plan encourages continued growth in the Ulster Avenue Corridor and redevelopment within the Washington Avenue Corridor. The Town Plan also strongly supports redevelopment of the former IBM East and West Campus along Enterprise Drive.

5. Ridgeline Protection

The Town of Ulster Comprehensive Plan calls for the creation of a Ridgeline Protection Overlay District to the west of NYS Route 32.

C. Implications for the Comprehensive Plan

The Town of Ulster Comprehensive Plan sets the stage for intermunicipal cooperation and



coordination concerning corridor improvements and development along Washington Avenue and Ulster Avenue. The Town Comprehensive Plan also embraces the creation of rails-to-trails, which transcend municipal boundaries in order to create a regional trail system. The City of Kingston Comprehensive Plan can take the queue from the Town Plan to support these opportunities for intermunicipal cooperation and perhaps further advance plans to facilitate these corridors and trail improvements.

Part II. CITY DEPARTMENT HEAD INTERVIEWS

1. CITY ENGINEER

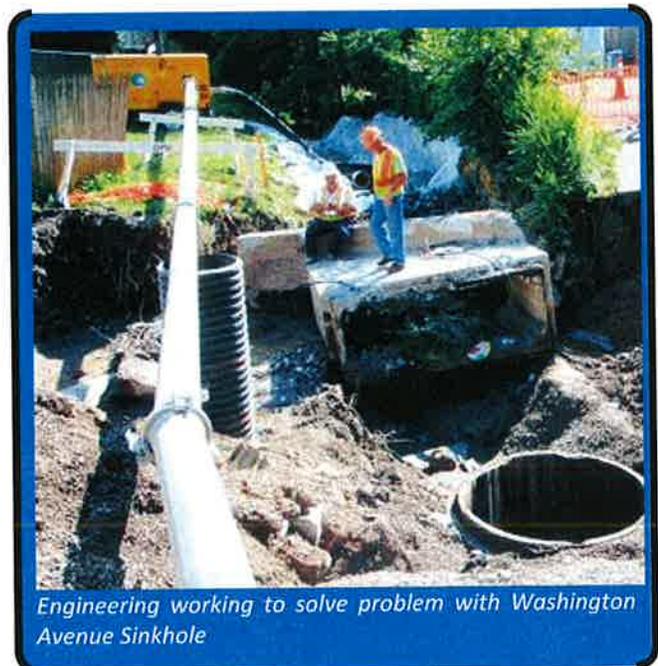
An interview with Ralph Swenson, City Engineer was conducted on July 9, 2012.

A. Interview Notes

Rondout Watershed Mapping

The City has received a grant and is currently undertaking the mapping of the Rondout and Esopus Watersheds. This includes Tannery Brook, Main Street brook. This will completely map the topography in Kingston as well as areas of the Town of Ulster that flow into Kingston. Work is being performed by Krista Hey[sp?] of CT Male. Work will include:

- converting minisystem map from autocad to ArcView;
- Providing Topo for entire City at 2-ft contours;
- Providing LIDAR data - spectrum shifted aerial mapping;
- Would ultimately like to do joint watershed planning with the Town of Ulster;
- Expects delivery in next couple of months



Engineering working to solve problem with Washington Avenue Sinkhole

Abeel Street Reconstruction

- Contract has been awarded and will commence shortly
- First phase will be Broadway to Dock Street;
- Will include granite curbing and bluestone sidewalks

Sewer Projects

Collection system -

- Line replacement in ongoing throughout City as needs demand
- Main purpose is to replace aging pipes before they fail;
- Often is reactive to needs, not proactive;

September 26, 2012

- May recapture some sewer capacity as stormwater is separated and I&I is reduced; Hasbrook Combined Sewer Overflow Valve -
- Will be electronic and will release only when there is capacity at the Plant
- May include potential enlargement of facilities including a larger storage tank to reduce overflow events

Sewer Treatment Plan

- Exceeds 90% rolling average requirement
- Permit Capacity - dry weather flow - 6.8MGD; wet weather - 10.5 MGD
- Combined system for portions of the City;
- Capital projects separates stormwater from system as possible

Flood

- City recently remapped flood data
- Esopus Creek Levy was decertified and now Kingston Plaza commercial area is in floodzone
- Levy needs to be recertified
- Same design as infamous New Orleans levy
- Rondout Creek Waterfront flooding is currently being investigated by Millone and McBroom [sp?]
- First phase assessment for flood control to recertify levy estimates at \$50-75k
- Waterfront flooding work includes parking garage and streetscape improvements
- Uptown some of the stormwater pipes are structurally sound but do not have adequate pitch so flood
- On Grand and Broadway near City Hall, many of the pipes are unreinforced concrete pipe and subject to frequent failure
- City approach is reactionary with little to no thought to growth; It would be better if City made equal payments each year so that City could catch up
- Problems with flooding at Hurley Avenue; Main St Brook new Johnston/Emerson; Tannery Brook at Amy Ct., the Strand

Traffic Improvements

- Possibility of reversing flow of Fair and Wall Streets/Route 32 was considered but no change made;
- Route 587 and Broadway - considered roundabout, would greatly improve
- Roundabouts considered for several other areas
 - Grand, Prince, Hoffman, Grove

Annexation Policy

- Generally, residential is fiscally negative
- City currently allows out-of-city contracts for sewer
- Annexation may allow tax revenue, since edge growth likely impacts City anyway
- Perhaps fee for density when annexed

B. Implications for Comprehensive Plan

The forthcoming watershed study should provide accurate topographic data. Areas of flooding should be indicated. City is at or approaching limits of sewer collection system and treatment plant, but further separation of stormwater from sanitary sewers has the capability of increasing capacity. Roundabouts at multi street intersections should be considered. Annexation instead of out-of-district contracts should be considered for adjacent lands and policy needs to be established.

2. COMMUNITY DEVELOPMENT

An interview with Jennifer Fuentes - newly appointed Director of Community Development on July 9, 2012.

A. Interview Notes

Neighborhood Revitalization Strategy Area

- Comprises parts of Census Blocks 95.21 and 95.20
- Broadway near UPAC
- Established Microloan for 721 Broadway - a business incubator
- Desires to make UPAC year-round
- Took down King's Inn - Wishes to make green space - fall farmer's Market
- Is currently working to convert Rondout National Bank to a new Police Station
- 25% of all police calls originate in this area of midtown
- Provide aide for housing Rehab
- Wishes to do a windshield survey for building conditions to establish if area is blighted
- Hodge Center - environmental learning center between Library and Broadway
- Stability from UPAC, 721, C-Delie, Pupusaria
- May have prostitution concerns in the area



Park Improvements

- Works on movies under the park
- Working on parks improvements
- Colonial Gardens - Housing Development - working to put in playgrounds and half-court basketball
- Looking to provide half-courts in dense areas throughout the City
- Looking to install a fishing Pier at Kingston Point
- Looking to provide a Soccer field for latino population
- Music for seniors in the park

- Really leverages Parks and Recreation for programs

Rehab Program

- Would like to acquire foreclosed properties and rehab.
- Department works jointly with RUPCO on rehabs
- Target is \$20-25,000 funded by HUD grants
- Runs handyman program - small fix projects less than \$500 in material no more than 3 days on project
- Income qualification for handyman and rehab program is 80% of AMI except disabled and veteran

First time Homebuyer program

- Provides up to \$7500 to assist with loan costs and downpayment for qualified first time homebuyers

CDBG

- Administers Community Development Block Grant CDBG - \$664,000
- Tries to focus on big infrastructure projects, such as the Flatbush water and sewers
- Sidewalk upgrades

Would like to Assemble a Directory of Programs

- Cultural Assets
- Private Entertainment
- Healthcare
- Institutions
- Churches
- Faith based programs

Other/General

- There are currently language barriers between the City and latino populations
- Little diversity in departments
- Kingston Cares recently did a survey in the midtown area
- Much of the problem with midtown surrounds dominance of speculative rental market
- Single-family homes are the stability of neighborhoods
- The worst housing has the highest turnover

B. Implications for Comprehensive Plan

The Community Development Office is concentrating its efforts on midtown. The Comprehensive Plan should coordinate efforts to revitalize this area.



3. DEPARTMENT OF PUBLIC WORKS

Interviews of Michael Schupp, Director, Ed Boyle, Allen Wincher, Jim Podeszedlik (CAMO) and George "Bob" Cacchio (CAMO) were conducted on July 11, 2012.

A. Interview Notes

Department Responsibilities

- City Bus
- Road maintenance
- Sewer
- Solid waste
- Transfer Station
- Budgetary constraints are tight.
- Solid waste takes four days.
- Personnel do not necessarily match department needs - lack of adequate training
- Contracts for milling of streets
- Partially contracts for paving of streets
- DPW does any repair or construction

Solid Waste

- City will be going to liftover cans - will help reduce the amount of solid-waste services to three days.
- Looking into contracting with a third party for acceptance of recycling. Will pay for stream. County currently charges to accept.

Sewer Plan

- 2004 Evaluation remains valid
- If projects do not appear, dry flow does not require expansion
- Wet flow currently requires improvements
- Operations would be more efficient with improvements
- AVR will pay 14% of improvements to system
- 1994-95 last time plan improved
- DEC approved design, but does not meet 10-state standards
- DEC wants compliance with clarifiers
- Hasbrouck CSO (Consolidated Service Overflow) is ready to begin improvements - will help overflow issues
- DEC wants city to remove inflow from storm system
- DEC will sample creek to determine effectiveness of improvements
- DEC sends mandates to community such as 4-hour overflow notice and priority pollutant testing that are bureaucratic and unfunded
- Plant upgrades through NYSERDA could help lower operational costs -example turbo blowers (3-year payback)
- DEC will want settled sewage pump redundancy to increase capacity to 13.6 MGD. This will cost \$7-9M

- Fixing I&I is expensive
- If permit is changed to increase the quality of treatment, will be expensive.
- Sludge handling contracted with private business. Looking to improve contract costs.
- Odor complaints at the waterfront are issue although odor meters have helped
- Need to address staffing titles to help with budgets

Facility Needs

- Need a heated structure at Wilbur Avenue CSO
- Storage of Jet-Vactor
- Drive-through building with bays
- Wash facilities
- New sludge drying pad
- Consolidate administrative functions into one building.

B. Implications for Comprehensive Plan

The Comprehensive Plan should acknowledge the budgetary constraints that the DPW operates under and attempt to find mitigations where higher density residential is proposed. Opportunities for addressing facility needs should be explored.

4. PARKS AND RECREATION

An interview of Kevin Gilfeather, Superintendent of Parks and Recreation was conducted on July 17, 2012.

A. Interview Notes

Facility List

- Department runs 11 neighborhood parks
- One Pool
- One Beach
- Rondout Neighborhood Center (September through May)
- Andy Murphy Community Center

Needed Improvements

- Facility needs currently total approximately 2.2M in capital improvements
- All parks have some need for upgrades
- Hasbrouck Park is getting separate funding (\$50k) for bathroom facilities from Assemblyman Cahill
- Applied to the CFA for 5 new green rest facilities including a new changing facility at KPP but Denied
- All parks need upgraded rest facilities
- Basketball court needed in Rondout
- Gazebo needed at Van Bueren Street
- No Soccer - sometimes people use the outfield at Lauren Park
- No need for a senior center. Andy Murphy works fine.

- Kinderland play structure at Hutton Park requires serious upgrades
- Dog park is needed, perhaps behind Kingston Point Park (Gallo and Academy - no dogs)

Other

- Parks and Recreation Plan is still in preparation
- Role of the Department is to provide recreation and leisure to the City residents and surrounding communities
- Department serves pre-school through active seniors
- Services have been reduced by budget constraints
- No additional land is needed
- Currently department has \$100k in rec fees
- Recently redid pool with fees - first project funded with rec fees
- Dietz Stadium was renovated 2 years ago with \$900,000 of funding from Community Playthings (Rifton)
- Dietz Stadium is funded 50/50 City/School District
- Attendance and usage records were conducted for Forsyth park
- Kingston Point Park was improved as service project by Rotary

B. Implications for Comprehensive Plan

Comprehensive Plan should appreciate that no additional parks are required. Instead, Comprehensive Plan should recognize tight budget and explore ways to increase capital funding for parks.

5. ECONOMIC DEVELOPMENT

An interview of Gregg H Swanzey - Director was conducted on July 17, 2012

A. Interview Notes

CFA was submitted with 2 big proposals

Tiger 4 - USDOT

- Funding for multimodal transportation to continue rail trails into the City
- Will build upon: Non-motorized Transportation Plan
- Kingston Land Trust U&D Plan
- Kingston Ulster Rail Trail
- O&W Rail Trail will also be brought in

Complete Streets

- Plan not underway
- Need to engage Comprehensive Plan Committee to encourage Complete Streets
- Safe Routes to school
- Complete street for Broadway

Role of Marketing and Attracting Development

- Wishes to implement Business Analyst on-line as a way to increase data usage
- Need to Build a Economic Development Website
- Refers new businesses to UCDC and other not-for-profit economic development organizations
- Acts as a gatekeeper
- Capacity and budget is limited

Identified Niches

- Artists - Midtown , Uptown - Lace Curtain Project Artist lofts, Shirt Factory, 721 Marketing, Paint factory
- Rondout - Tourism, nightlife

Plans - Strategies

- Year-Round Farmers Market in Midtown
- Food store in midtown
- Marketing to telecommuters
- Inventory large homes in City as potential bed and breakfasts
- Rapid Bus Transit System
- Bluestone survey - restore sidewalks
- Interpretive Plan - Dyson wants to fund - compile history, culture, "untold stories" Signage, Branding
- Need overall Branding in City
- Business park - look at available sites
- Fund Promenade - needs \$5.9M
- GIS Mapping - collect site data
- Harbor Management Plan - currently under preparation of ACOE, However is not concerned with success of harbor as much as minimizing responsibilities
- Identifying artisan businesses
- Promoting Media Production such as Woodstock Film Festival, Market

Other

- Recent analysis of business clusters did not yield any clear patters beyond arts and restaurants

B. Implications for Comprehensive Plan

While the Comprehensive Plan should promote the established niches of arts, and nightlife, increased use of technology and extension of trails, the Plan will clearly need to develop further ideas in support of economic development.



6. WATER DEPARTMENT

Interview with Judy Hansen, Water Superintendent, conducted on July 17, 2012.

A. Interview Notes

- City water supply gravity feed from Cooper Lake
- Safe yield of 6 million gallons per day (mgd).
- Current usage is 4 mgd; 2 mgd available for new development such as Hudson Landing.
- Distribution system generally works well; a few areas, such as Chapel Street are dead end lines and/or inadequate size.
- A storage tank at Kingston Business Park would improve pressure in the “avenues” area.
- Capacity of Cooper Lake could be increased by about 25% to create regional water supply – from 1.2 billion gallons to 1.465 billion gallons.



B. Implications for the Comprehensive Plan

Neither capacity nor distribution are major problems for future water supply. Continued expenditure for capital improvements is necessary to maintain the present high quality of the system.



ANALYSIS OF VARIANCE REQUESTS

2008- 2012

Prepared by

Shuster-Turner
Planning Consultants

Stone Ridge, New York

December 29, 2012

The City of Kingston Planning Department compiled a list of variance applications made in the four years between September 1, 2008 through September 1, 2012.

Area Variances

During that time there were 38 applications for area variances (six of which were joint applications for use variances and area variances), which are applications to build a structure with less than the required yard, setback, lot area or parking than is required by zoning. Generally, the standard that must be met for the authorization of an area variance is that the benefit sought by the applicant outweighs any potential detriments to the neighborhood or community, if any. In making a determination for an area variance, the Zoning Board of Appeals generally considers, whether there is some other way to achieve the benefit sought through the variance, whether the variance is substantial, and whether there will be an undesirable change in the neighborhood. The Zoning Board may also consider whether or not the difficulty in meeting the zoning was self-created.

Of the 38 applications for area variances, there were only 4 denials, and of the four, three were joint applications for use and area variances and the denial likely can be attributed to the denial of the use variance. The one area- only variance that was denied, was an application to install a six-foot high fence in a front yard on Third Avenue, an area of stable residential development.

Generally, there are no overwhelming trends indicating that any particular neighborhood or zoning district generates area variances at a higher than average rate. The most prevalent variance sought were variances from parking requirements, followed by variances from the free-standing sign dimensional requirements. Interestingly, the Zoning Board of Appeals has been considering the authorization of Barbed Wire as an area variance. Generally, this would be considered a use variance in most communities, as it does not involve a dimensional standard, but rather the authorization for construction of a structure that would otherwise be prohibited.

Use Variances

Also during that time, there were 23 use variances (six of which were joint applications for use variances and area variances). The standards that must be met for a use variance are much more onerous than an area variance. Generally, use variances must be denied unless the applicant makes a case that the zoning regulations have cause an unnecessary hardship, that the applicant cannot realize a reasonable return on its property, that the hardship is unique to the property and is not a condition prevalent through the district or neighborhood, that the variance will not alter the character of the neighborhood, and that the variance was not self-created. The last requirement, is generally, the most difficult to prove, as generally Zoning Boards will consider the purchase of the property after the effective date of the zoning as a basis for a finding that the hardship was self-created.

Of the 23 use variance applications, there were nine denials, which is an approval rate of over 60%. This is high, given that there is generally understood to be a presumption that use variances should only be authorized in extraordinary circumstances. Of the 23 use variance applications, 19 were for authorization to transform commercial spaces to apartments, to

December 29, 2012

permit residential uses in districts that prohibit them or to add more units than were permitted by zoning, activities which can be categorized as "residential intensification." Of the nine denied applications, eight were for residential intensification.

Generally, there are no overwhelming trends indicating that any particular neighborhood or zoning district generates use variances at a higher than average rate. However, the majority of unsuccessful use variance requests and residential intensification applications originate in the midtown and lower uptown neighborhoods west of Broadway, that is to say in the area bounded by Front Street to the North, Washington Avenue to the West, Greenkill Avenue to the South and Broadway to the east. In terms of Wards, this residential intensification as evidenced by use variance applications is focused in the Second and Fourth Wards, although applications for residential intensification have been received in every ward except the Ninth.

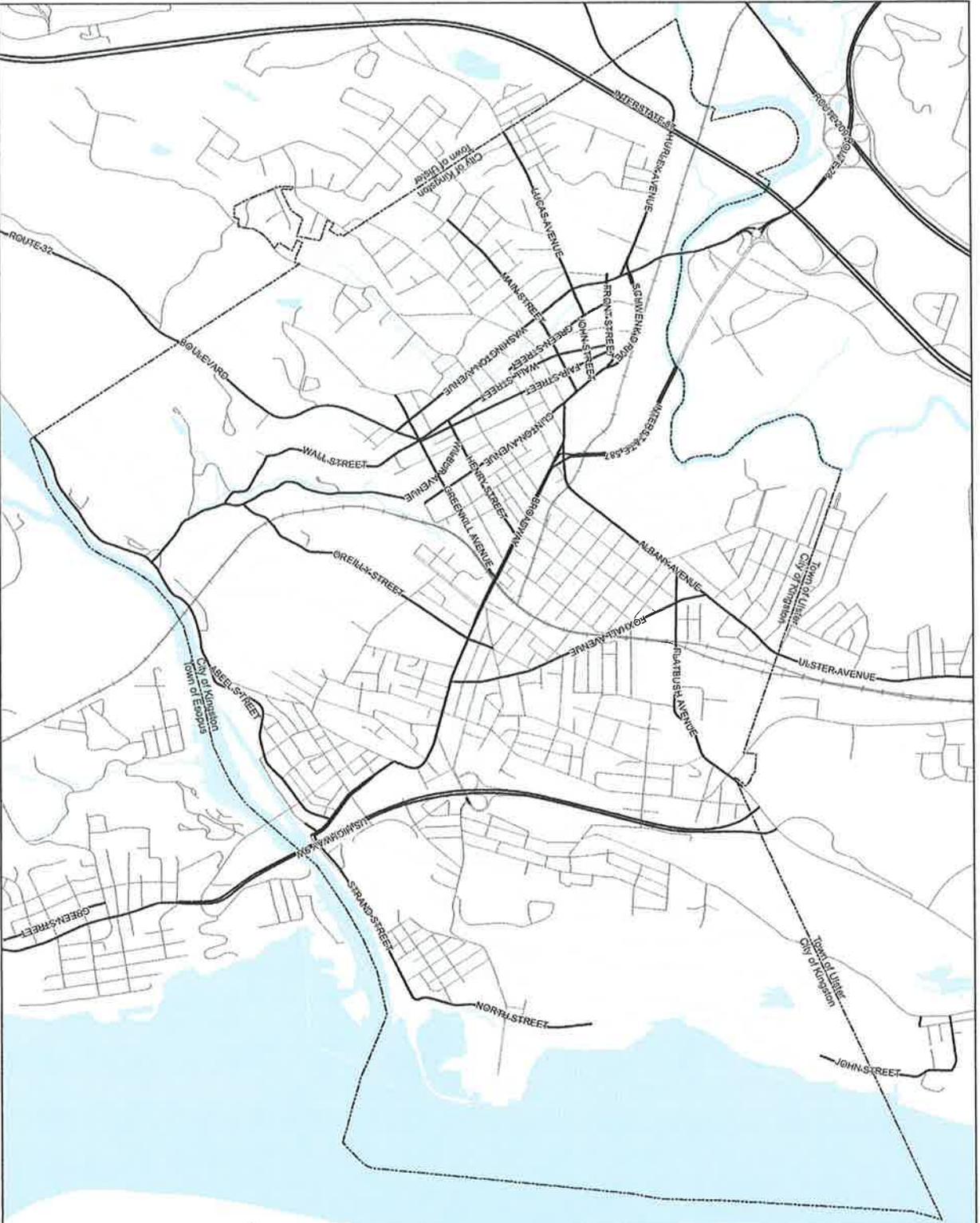
The applications that were not for residential intensification were for a commercial parking lot associated with a landscape business on Boulevard; for a Place of Worship on Downs Street just east of Broadway; for the construction of a free-standing sign along Fair Street; and for a bed and breakfast in the Rondout area.

Conclusions

The variance applications indicate several trends that should be investigated further, and adjustments to land use regulations or policies explored:

- Residential Intensification - This is perhaps the most significant trend evidenced through our analysis of variance requests. There is a clear desire on the part of property owners, to increase the number of residential units on properties throughout the City, but especially in Midtown and lower Uptown West of Broadway. A clear policy will need to be developed that addresses this trend. It is understood through conversations with the Planning Department, that many of these variance applications were generated after enforcement actions by the Building Department.
- Parking Requirements - In many instances, parking variances were being sought by those wishing to intensify residential use. However, the City should revisit its parking requirements, to insure that it is not requiring more pavement of yards than is necessary.
- Barbed wire - Barbed wire, while necessary, especially for some commercial and manufacturing uses, generally is perceived as having a blighting effect on neighborhoods. Clear standards should be established for when barbed wire is permissible.
- Signs - It appears that the City's sign standards may be too standardized across the City. It may be more prudent to regulate signage on a district or area basis throughout the City. It may be appropriate to promulgate design guidelines and an Architectural Board or Special Sign Committee review over strict dimensional standards.

- Use Variances in general - The City is issuing higher rates of use variances than is typical for a community of its size. The City may wish to investigate its use variance policies to investigate whether it is being too facile in issuing use variances, especially in response to enforcement actions.



Base Streetmap

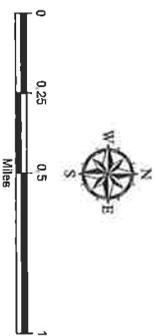


A Vision for Our Community
www.kingston-ny.gov/2025

Legend

-  Streams
-  Waterbodies

Sources: Ulster Co. GIS
 ESRI 2013



Map Number
1

March 2013
 Prepared by: Siu-ster-Turner

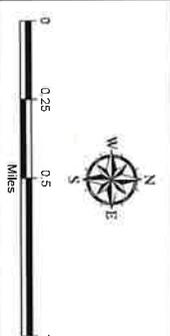
Existing Land Use
Nov 2012



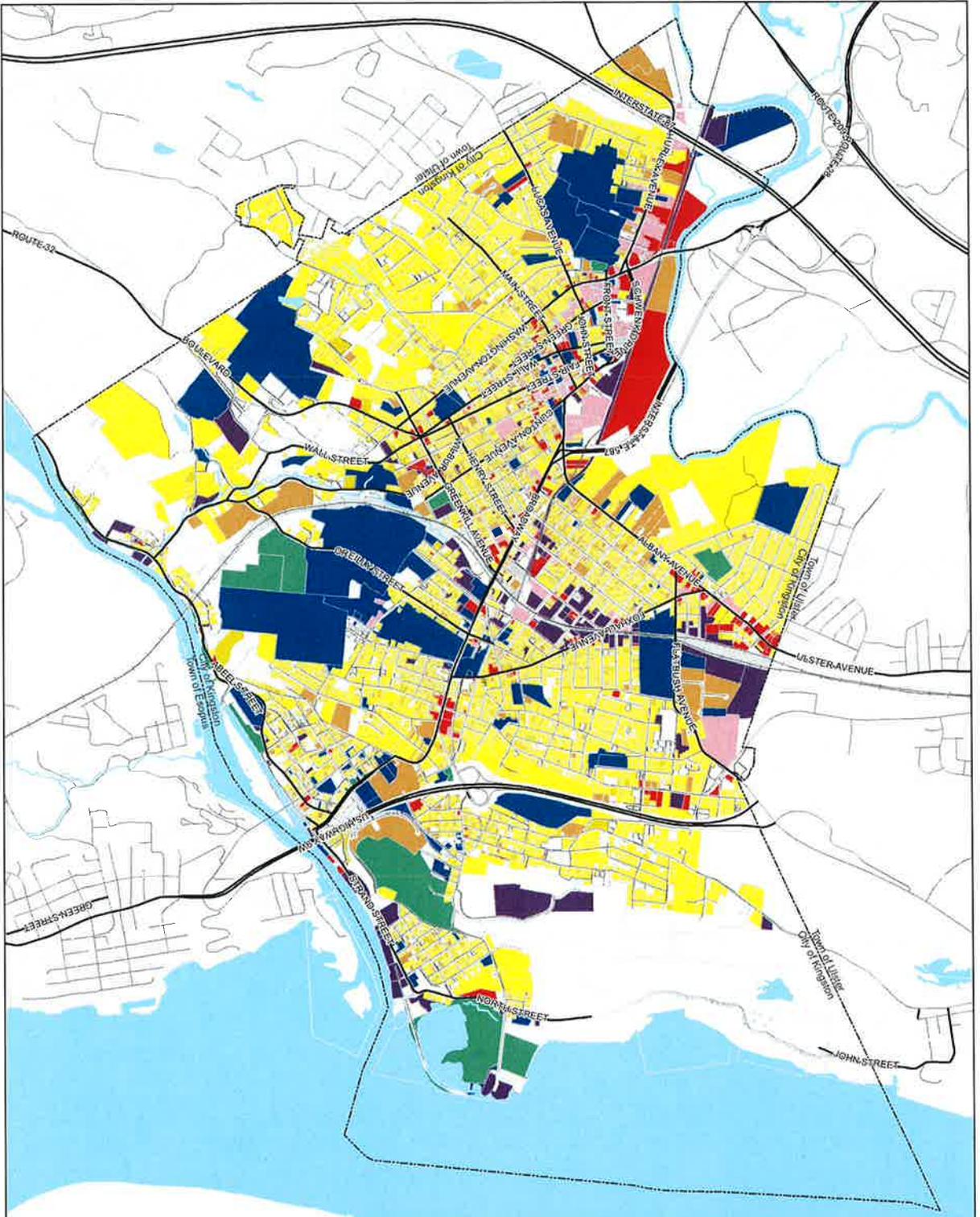
Legend

- Streams
- Waterbodies
- Land Use**
- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Rural Residential
- Commercial
- Mixed-Use
- Office
- Public/Quasi-Public
- Industrial
- Parks, Recreation & Open Space
- Parking
- Vacant

Sources: Ulster Co. GIS



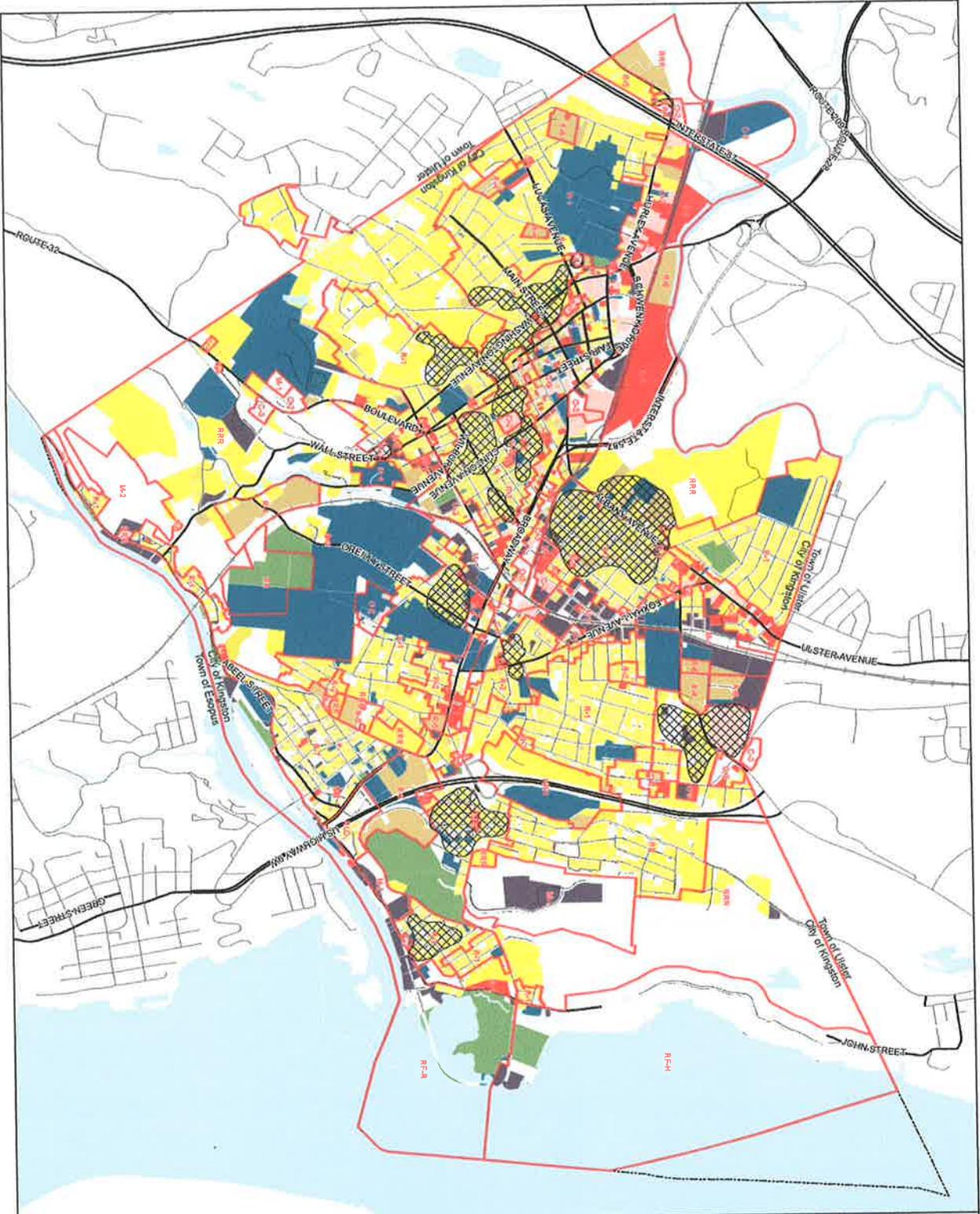
Map Number
2
March 2013
Prepared by: Shuster-Turner



Consistency of Zoning and Land Use

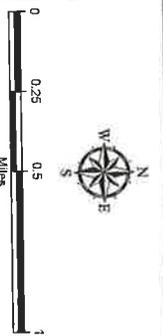


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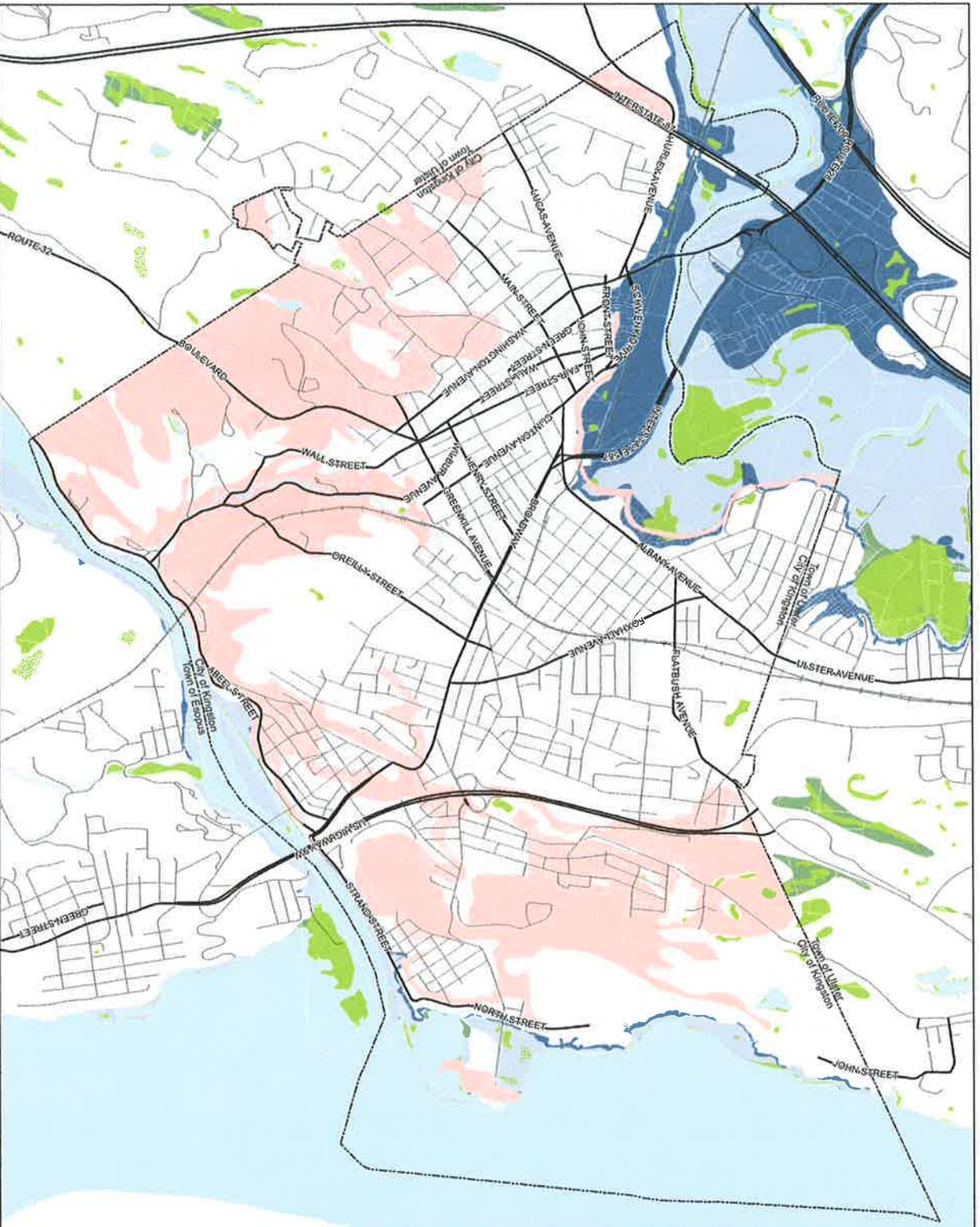


- Legend**
- Significant Inconsistency
 - Zoning District Boundaries
 - Streams
 - Waterbodies
- Land Use**
- Single-Family Residential
 - Two-Family Residential
 - Multi-Family Residential
 - Rural Residential
 - Commercial
 - Mixed-Use
 - Office
 - Public/Quasi-Public
 - Industrial
 - Parks, Recreation & Open Space
 - Parking
 - Vacant

Sources: Ulster Co. GIS



Map Number
3
 March 2013
 Prepared by: Shuster-Turner



Environmental Constraints

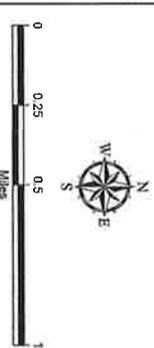


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Legend

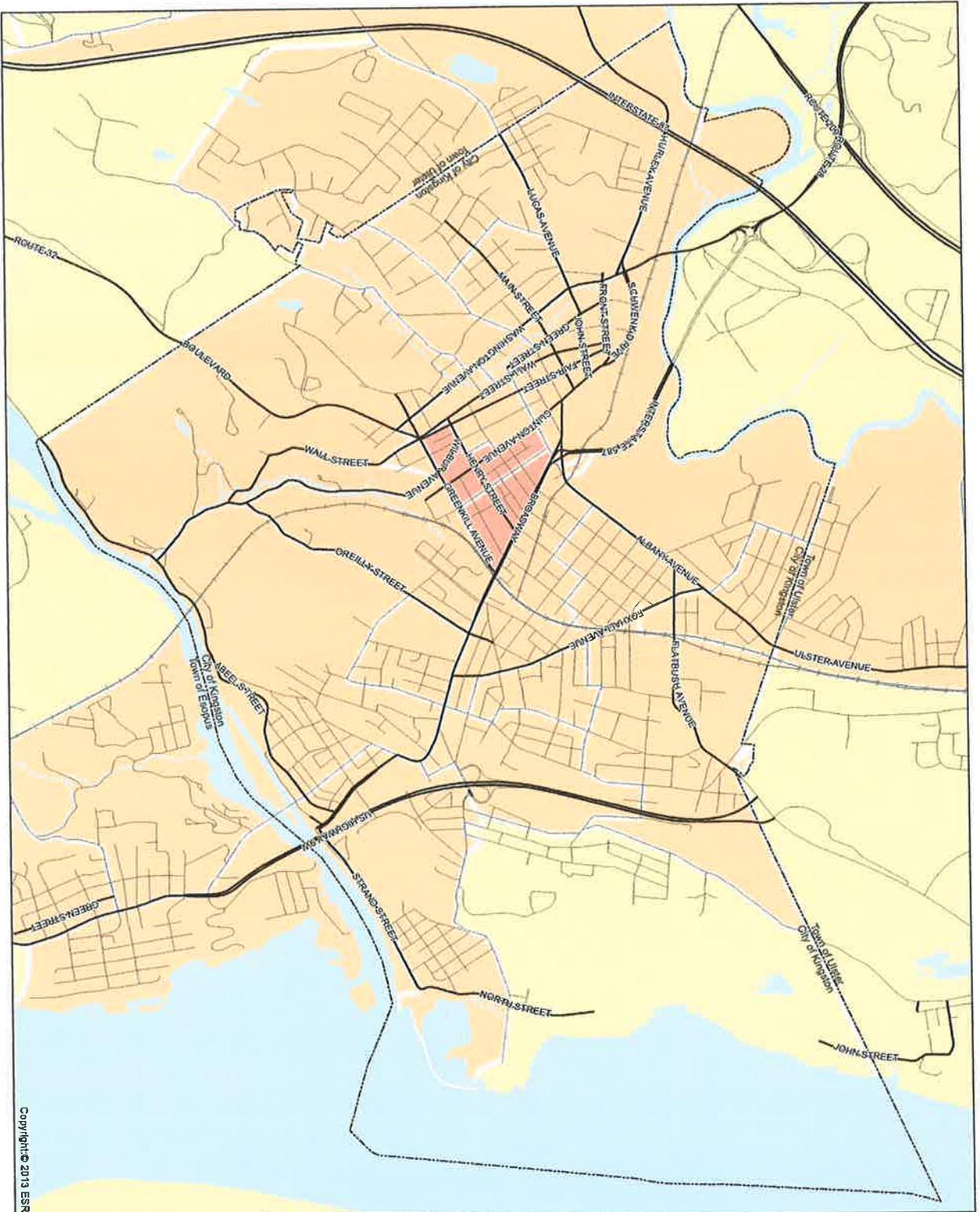
- Streams
- Waterbodies
- Severe Slopes (Kingston)
- NYS DEC Wetlands
- NYS DEC Wetlands
- FEMA High Risk
- FEMA 100 Year Flood
- FEMA 500 Year Flood

Sources: Ulster Co. GIS
 ESR 2013



Map Number
4

March 2013
 Prepared by: Shuster-Turner



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Population Density



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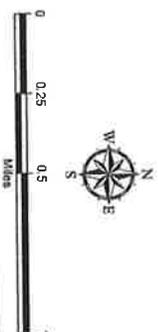
Legend

- Streams
- Waterbodies

Block Groups 2010 Population per Square Mile

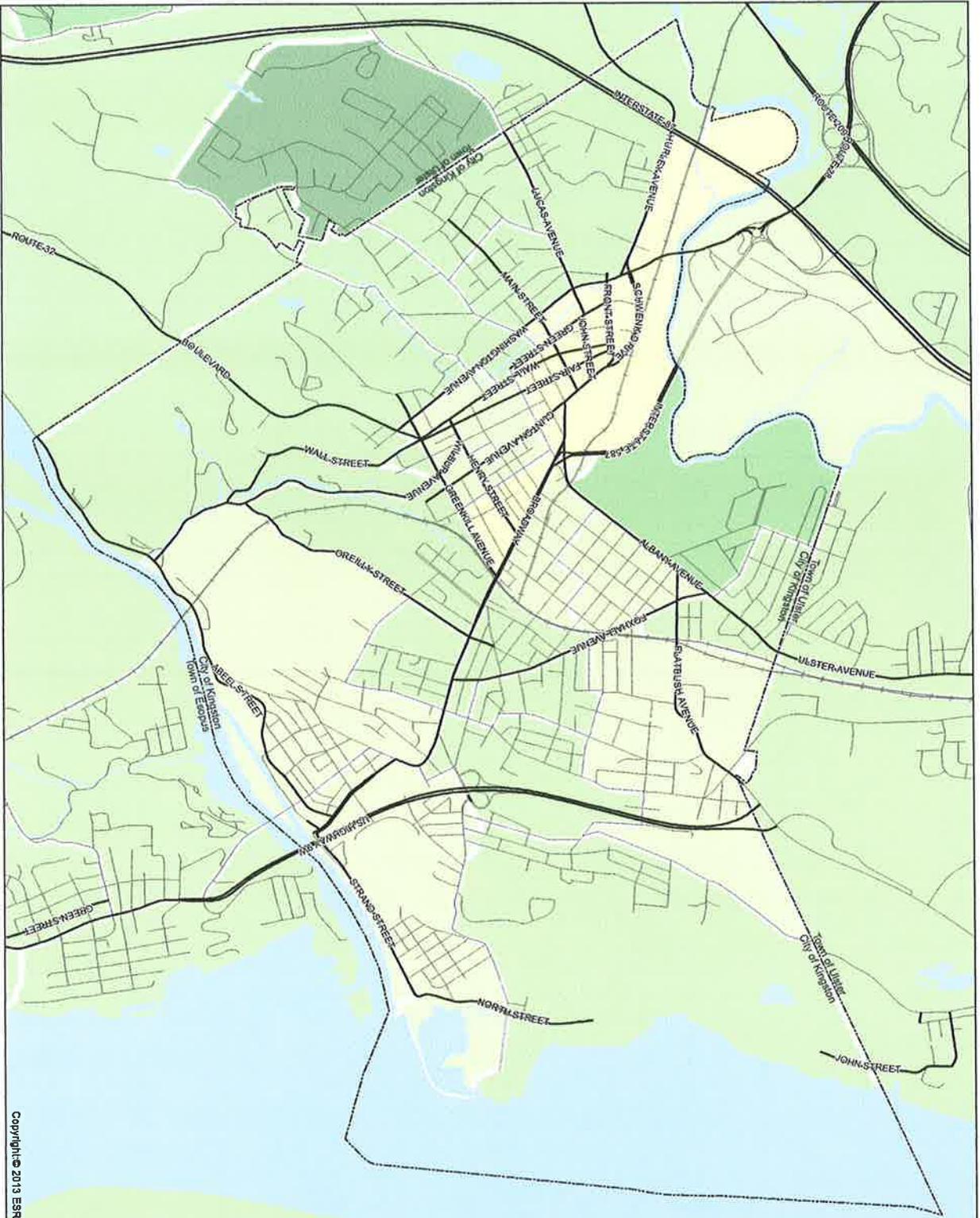
- 100,001 to 382,183
- 25,001 to 100,000
- 10,001 to 25,000
- 1,001 to 10,000
- 101 to 1,000
- 0 to 100
- Zero Population

Sources: Ulster Co. GIS
 ESRI 2013



Map Number
5a

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Median Household Income



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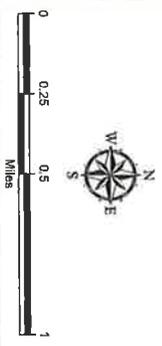
Legend

- Streams
- Waterbodies

Block Groups

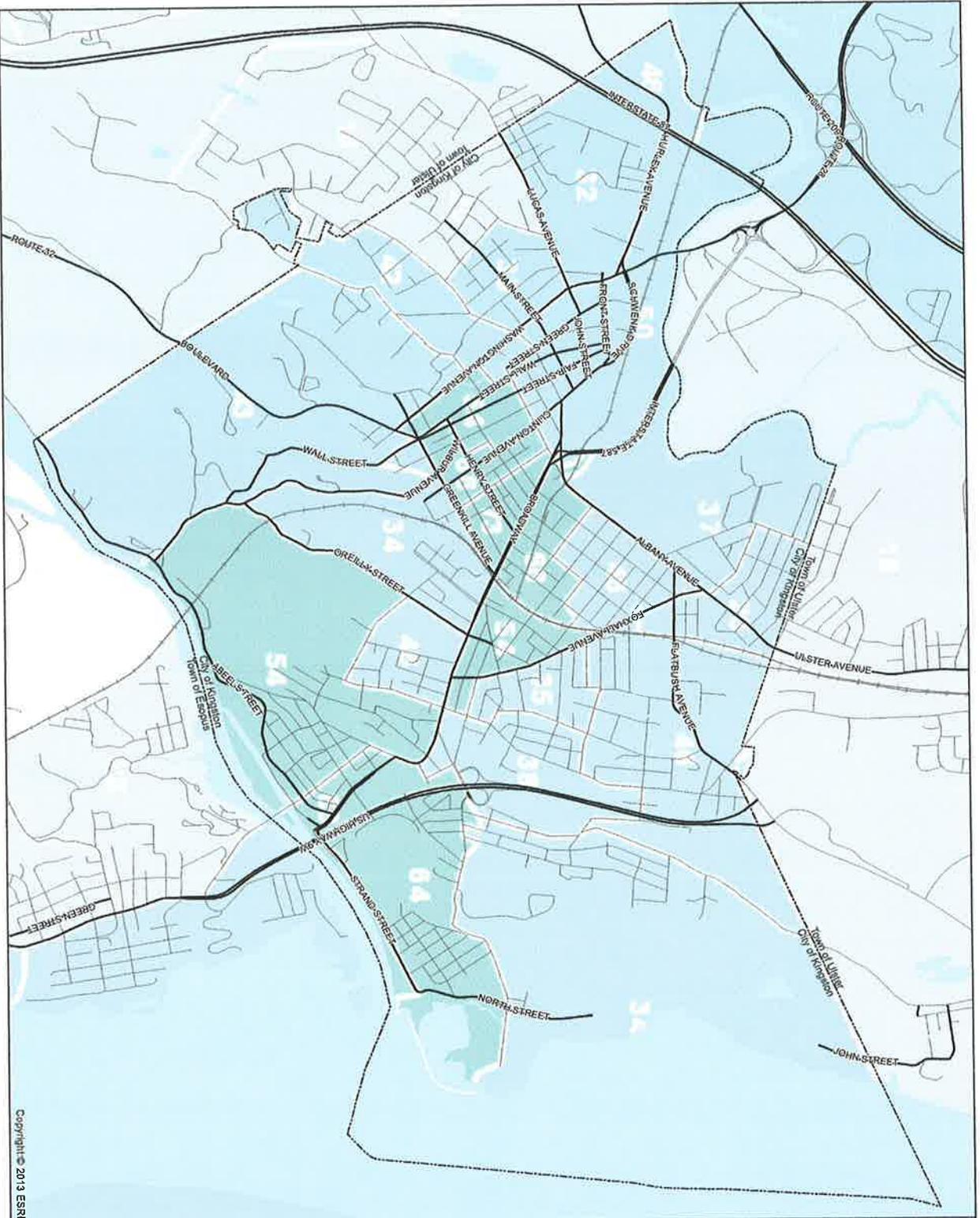
- \$84,001 to \$375,000
- \$70,001 to \$84,000
- \$41,001 to \$70,000 (Mean: \$55,265)
- \$27,001 to \$41,000
- \$0 to \$27,000
- Zero Population

Sources: Ulster Co. GIS
 ESRI 2013



Map Number
5b

March 2013
 Prepared by: Shuster-Turner



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Diversity

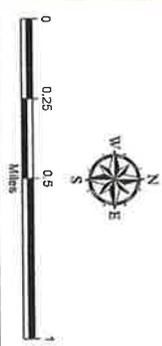


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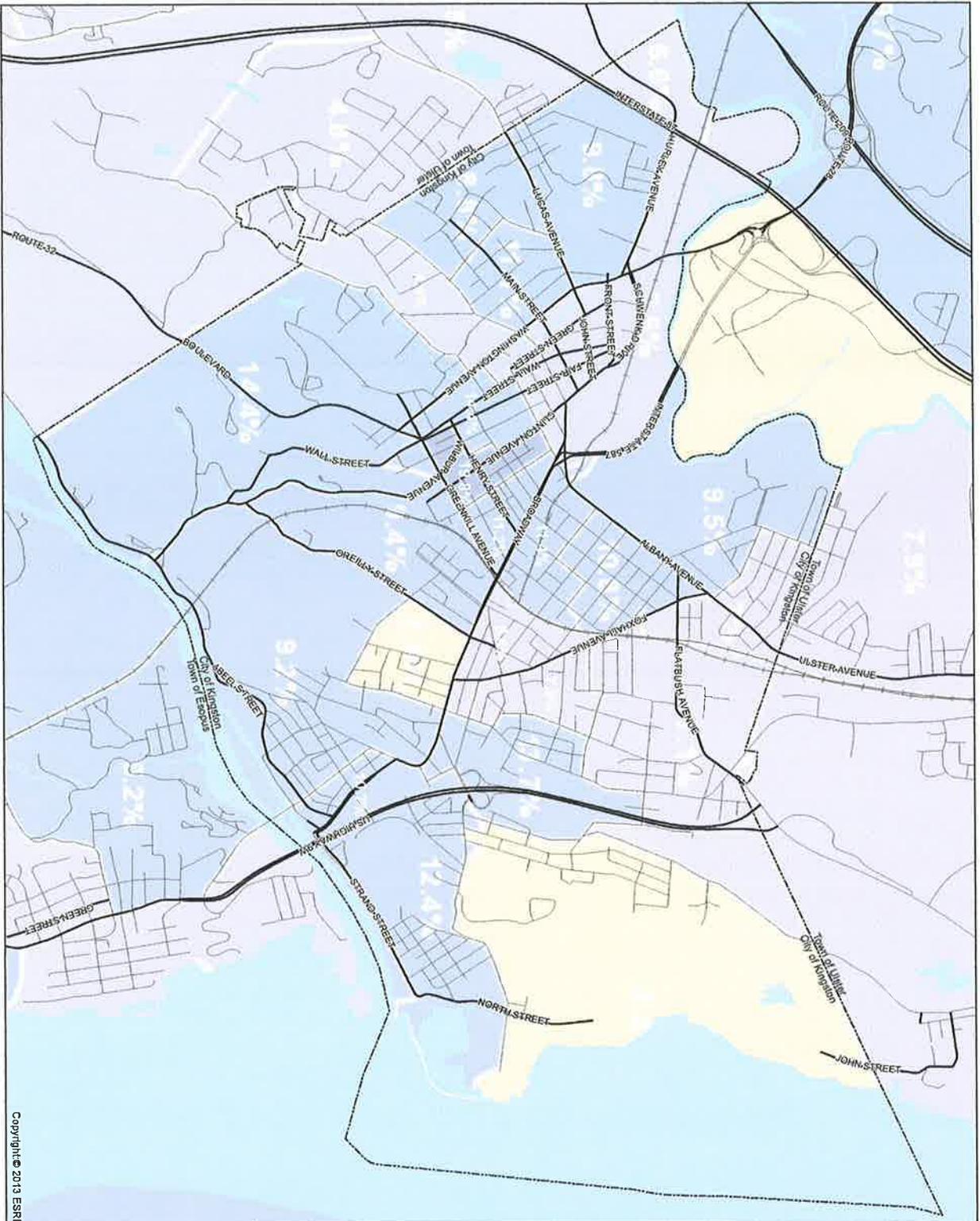
Legend

- Streams
- Waterbodies
- Block Groups
- 2010 Diversity Index
 - 75.1 to 100 (more diverse)
 - 53.1 to 75.0
 - 26.1 to 53.0 (Mean: 39.8)
 - 12.1 to 26.0
 - 0 to 12.0 (less diverse)
- Zero Population
- Diversity Index = Probability that two persons chosen at random will be of different races.

Sources: Uister Co. GIS
 ESRI 2013



Map Number
5C
 March 2013
 Prepared by: Shuster-Turner



Unemployment

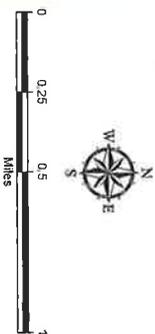


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Legend

- Streams
- Waterbodies
- Block Groups
- 2010 Unemployment Rate**
- 0% to 4.0%
- 4.1% to 7.9%
- 8.0% to 15.3% (Mean: 11.6%)
- 15.4% to 22.7%
- 22.8% to 100%
- Zero Population

Sources: Ulster Co. GIS
 ESRI 2013



Map Number
5d

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 Prepared by: Stuszel-Turner

Population Change



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Legend

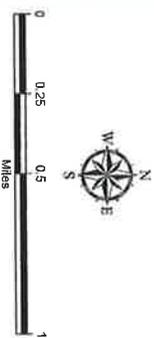
- Streams
- Waterbodies

Block Groups

2000 - 2010 Population Change

- 1.5% to 128.8%
- 1.0% to 1.4%
- 0.1% to 0.9% (Mean: 0.6%)
- 0.2% to 0%
- 0.7% to -0.3%
- 37.6% to -0.8%
- Zero Population

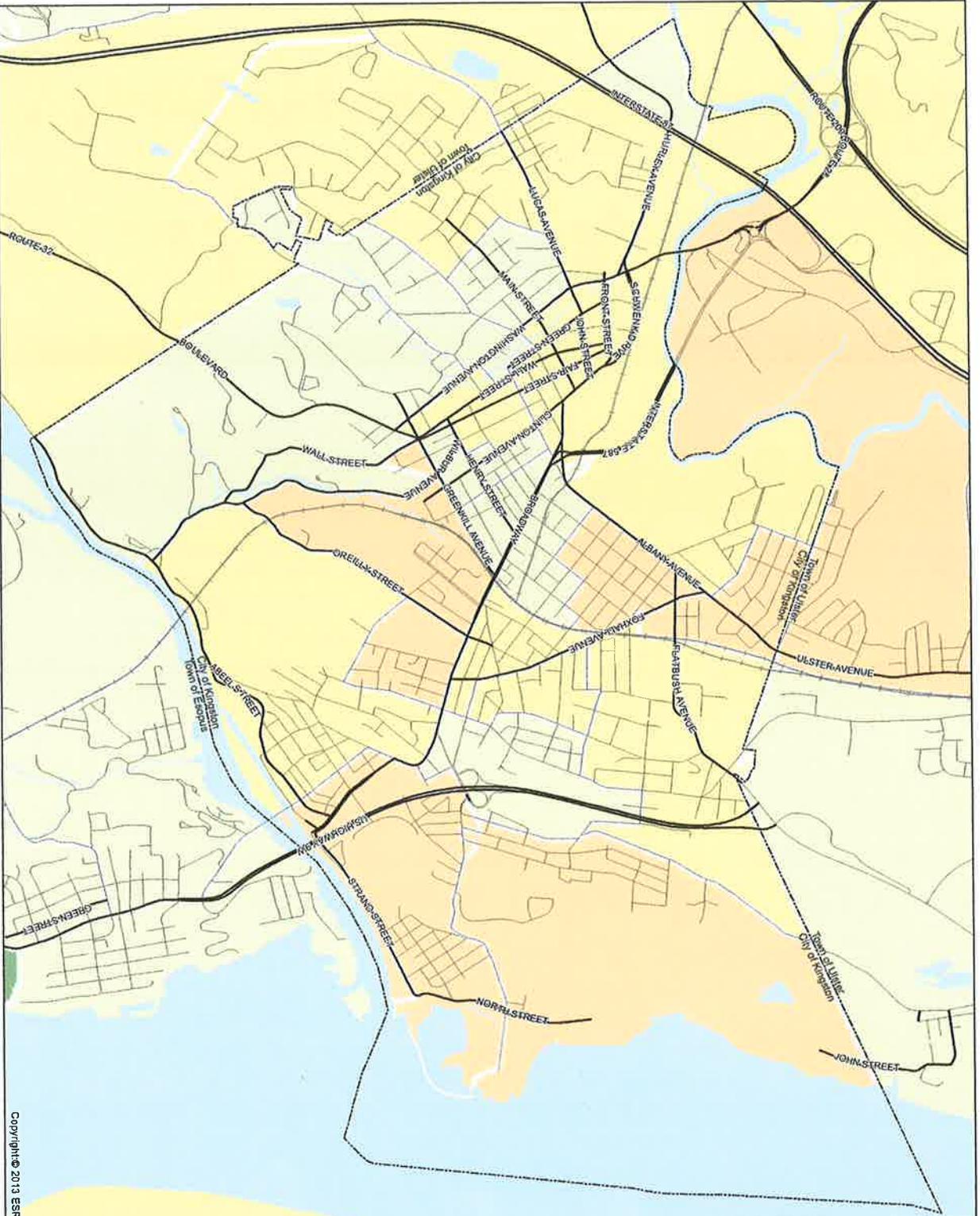
Sources: Ulster Co. GIS
 ESRI 2013

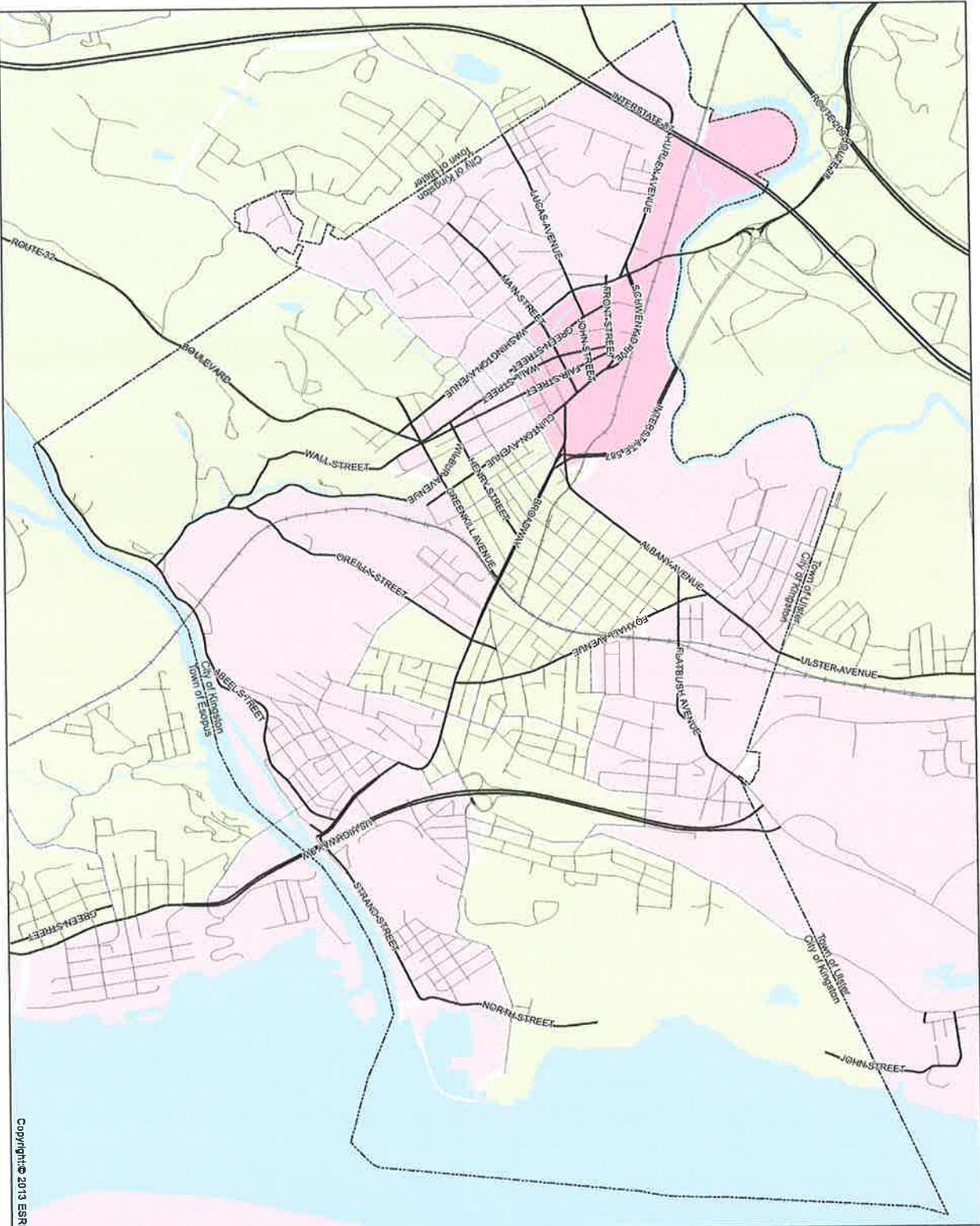


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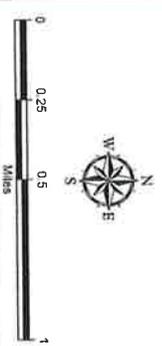
Average Household Size



Legend

- Streams
- Waterbodies
- Block Groups
- 2010 Average Household Size**
- 3.42 to 8.00 people
- 2.89 to 3.41
- 2.36 to 2.88 (Mean: 2.61)
- 1.83 to 2.35
- 1.30 to 1.82
- 0 to 1.29
- Zero Population

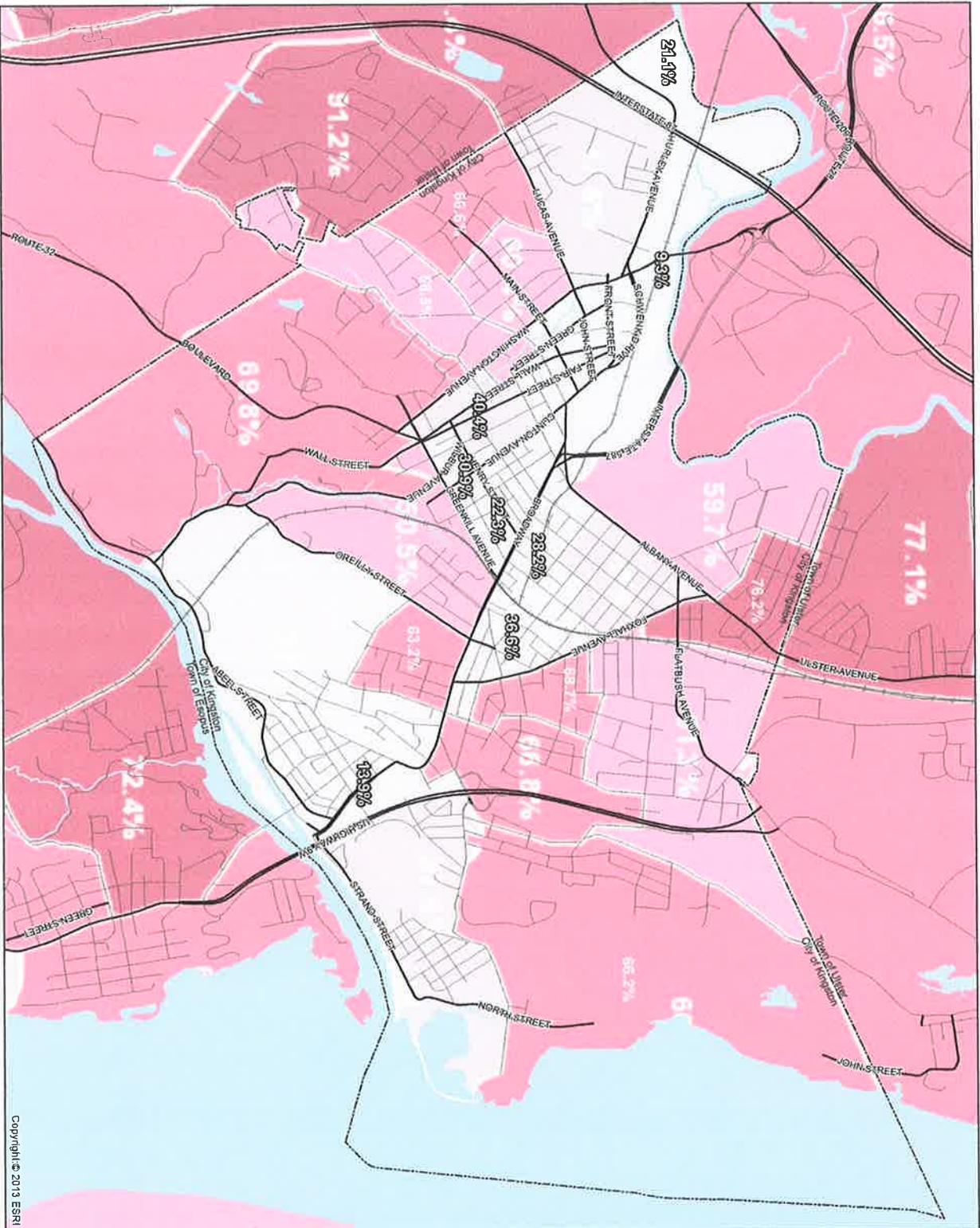
Sources: Ulster Co. GIS
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Map Number
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Owner Occupancy

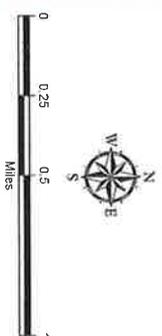


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Legend

- Streams
- Waterbodies
- Block Groups
- 2010 Percent Owner Occupied Housing**
- 72.1% to 100%
- 60.5% to 72.0%
- 49.0% to 60.4% (Mean: 58.4%)
- 37.4% to 48.9%
- 0% to 37.3%
- Zero Population

Sources: Uster Co. GIS
 ESRI 2013



Map Number
59
 March 2013
 Prepared by: Shuster-Turner

Planning Priorities

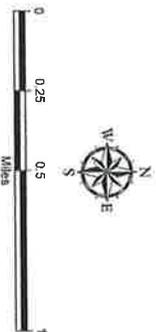


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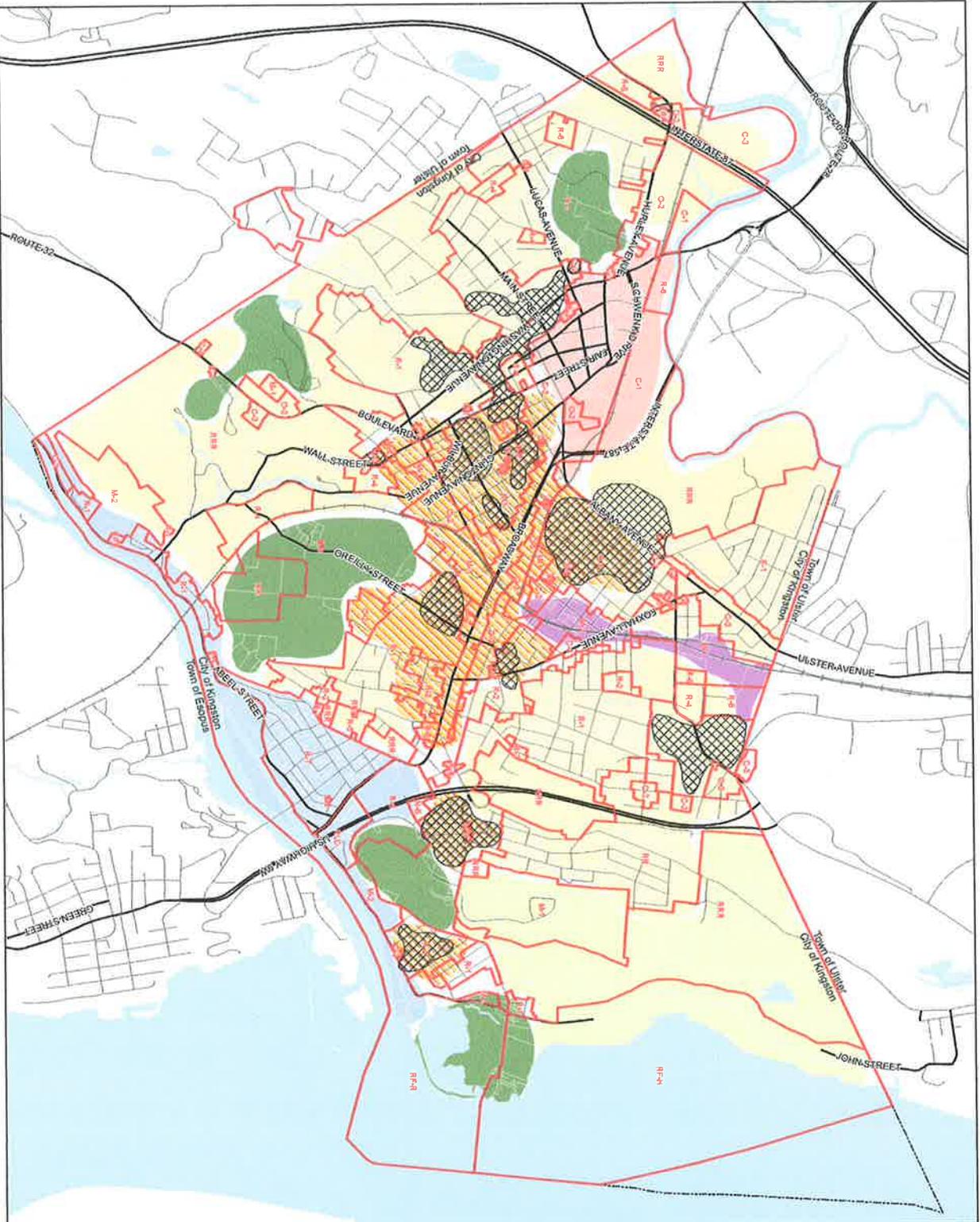
Legend

- Significant Inconsistency
- Zoning District Boundaries
- Streams
- Waterbodies
- Planning Areas**
- Public Facility/Open Space Area
- Stable/Environmental Constrained Area
- Hudson Waterfront/Area/Kingston Business Park
- Roundout Planned Area
- Uptown/Stockade District Planned Area
- Transitional Industrial Area
- Transitional Area - Needs Attention

Sources: Ulster Co. GIS



Map Number
6
 March 2013
 Prepared by: Shuster-Turner





MEMORANDUM

Date: March 22, 2013
To: Daniel Shuster, AICP
Firm: Shuster-Turner Group
From: John Lyons
Subject: Review of City of Kingston Zoning Law

Dear Dan:

Below is preliminary statutory compliance analysis of the Kingston Code. Per your instructions, the purpose of this memo is to identify areas within the Zoning Law and other land use provisions in the City Code which will require revision in order to comply with state enabling legislation governing land use. Although there are general suggestions and references to solutions, the goal of this memo is to identify the problems so that solutions can be crafted later in the process.

Summary

The Zoning Law and other land use sections of the City Code need work. The most important criticism is that there are many provisions which are outdated and do not comply sufficiently with the more modern provisions and mandates which have been enacted to the state General City Law (GCL). Many of the provisions of the GCL impose requirements which are not optional and must be picked up by cities in their laws. The City Code needs to be brought into conformity with these requirements.

Also, at this point in time the Code and Zoning Law appear to be a long compendium of patches and amendments. Hence, the present law is choppy and irregular. Provisions drafted based on outdated land use planning policies or procedures are lumped in with, and sometimes grafted to, more modern provisions which were passed later as amendments. After its done often enough, there comes a point when the patches come to dominate the cloth they are patching. That is the case here.

There are provisions that conflict with the GCL and conflict with other portions of Kingston's own Code. Over the years, various land use provisions have been enacted and amendments passed which have resulted in the land use provisions being scattered across the Code. For example, the statute for the planning board is at Ch. 96, the ZBA at Ch. 122, site plan review at Ch. 347, etc. I suspect this is why some Code provisions conflict with each other. Also, the scattered arrangement is far from user-friendly. The Code would benefit greatly from a reorganization designed to unify land use regulation and bring all the land use provisions under one Chapter.

Finally, the Code suffers from age. There are new land planning techniques which have been added to the GCL which are available and not being used. Revisions to the Code provide an opportunity for that kind of updating.

Conflicts with State Law

The powers exercised by municipalities come to them by state laws commonly referred to “enabling statutes”. In the case of cities the size of Kingston, its authority to regulate land use and zoning comes to it primarily through sections of the New York State General City Law (GCL).

Cities, towns and villages possess only those zoning powers delegated to them by the state enabling statutes. These delegated powers do not include the authority to enact regulations that conflict with the general laws of the state. In the event of a conflict, the state law will prevail unless some special provision is made to resolve the conflict. 1 NY Zoning Law & Practice § 4:22.

One of the primary problems with the Code and the Subdivision Regulations is the raft of conflicts with provisions of state law. In the instances in my review below where those conflicts have been identified, it is mandatory that Kingston’s Code be revised to comport with the requirements of the state legislation.

Both the Zoning Law and the Subdivision Regulations make little or no mention of SEQRA. In contrast, express provisions addressing SEQRA and coordination with the SEQRA process are woven into the state enabling statutes governing site plan and subdivision review. This should be done with the Kingston Code.

Review & Comments

Kingston Code Chapter 96 - Planning Board

The enabling statute for city planning boards appears in § 27 of the NYS General City Law.

In general, GCL § 27 is much more comprehensive than the Ch. 96 provisions. It is recommended that Ch. 96 be revised in its entirety to conform with the present provisions of GCL § 27.

§ 96-9.1

Education

This zoning law section is at mild variance with GCL § 27(7-a) which specifies four hours of training per year for each board member. The zoning law assumes this but does not state it expressly.

Kingston Code Chapter 122 - Zoning Board of Appeals

§ 122-1 Appointment

This provision, which provides for a five member ZBA, conforms with GCL § 81, which authorizes board composed of three or five members. However this provision conflicts with Zoning Law § 405-54 which provides for a seven member ZBA.

§ 122-2 Term of office

This sets ZBA member terms at three years. This conflicts with GCL § 81(3) which provides that terms should be equal in years to the number of members of the board.

§ 122-3.2 Education (Training)

This provision does not conform to the provisions of GCL § 81(7-a), which sets forth training requirements for ZBA members and should be revised to conform.

General comment regarding Ch. 122. Chapter 122 should be repealed in favor of allowing Ch. 450 of the Zoning Law to be the single code provision governing the ZBA. See also comments on Ch. 450 below.

Kingston Code Chapter 264 - Historic and Architectural Design Districts

This Chapter of the Code is authorized by New York State General Municipal Law (GML) Sections 96-a (Protection of historical places, buildings and works of art) and 119-dd. (Local historic preservation programs). The programs authorized by these sections allow wide flexibility in the crafting of local programs. The primary legal requirement is that where the exercise of police power is involved, it must be reasonable and appropriate for the purpose. This Chapter appears to meet that standard in the procedures and provisions it sets forth.

Kingston Code Chapter 347 - Site Plan Review

This provision of the Code is tiny and not a true site plan review provision. It is devoted solely to two subjects, the authority to require a dedication of parkland or a fee in lieu

thereof, and authorizing escrows for consulting fees. Reservation of parkland provisions should be brought into conformity with GCL § 27-a(6).

The Code's more comprehensive site plan provisions appear in the Zoning Law at § 405-30 [Site Development Plan Approval]. Chapter 347 should be moved to be included in that Section of the Zoning Law. See also, comments below re Zoning Law § 405-30.

Kingston Code Chapter 450 - Zoning

Article III - Zoning Districts and Map

§ 405-5 Zoning Map

GCL § 29 governs official zoning maps and the procedures which must be followed in making changes to that map. Zoning Law § 405 is brief and contains no provisions for required procedures to follow for updates to the official map. This section should be revised to conform with the content of GCL § 29.

Article V Supplementary Regulations - § 405-30 - Site Development Plan Approval

GCL § 27-a contains a comprehensive set of provisions for every aspect of site plan review.

§ 405-30(D)(9) Performance bonds.

GCL § 27-a(7) incorporates by reference the performance bond provisions of GCL § 33(8) [performance bonds for subdivisions]. That section sets forth a comprehensive and modern treatment of performance bond authority and requirements. Section 405-30(D)(9) need not be completely revised, but should be expanded to include the provisions of GCL § 27-a(7) and 33(8) .

§ 405-30(H) Court review

This section should be expanded to include the more

comprehensive provisions regarding court review which appear in GCL § 27-a(11), most notably the provision establishing a 30-day statute of limitations for Article 78 proceedings challenging approvals issued pursuant to this section.

GCL § 27-a(9) incorporates by reference the referral obligations for planning boards for certain projects to county planning pursuant to GML § 239-m. It is recommended that a similar provision be inserted into § 405-30 of the Zoning Law.

Article V Supplementary Regulations - § 405-31 - Development Incentives for RF-R Rondout Creek District

This section should be reviewed for conformity with GCL § 81-d entitled "Incentive zoning, definitions, purposes, conditions, procedures". That GCL section contains the treatment of provisions which do not appear in the Kingston Zoning Law, e.g., generic EISs, public hearings, procedures.

Article V Supplementary Regulations - § 405-32 - Special Permits

The Special Permit section is brief by modern standards and the provisions are outdated. This Section should be redrafted to incorporate the provisions of GCL § 27-b entitled "Approval of special use permits." This will accomplish conformity with that section and also add useful provisions.

Article V Supplementary Regulations - § 405-35 Cluster Developments

Section 405-35 approves the use of cluster developments in the RRR and RR zoning districts. GCL § 37, entitled "Subdivision review; approval of cluster developments", contains provisions governing cluster developments with a wider scope than the provisions of § 405-35, including prescribing procedures. Section 405-35 should be revised to ensure conformity with GCL § 37.

Article VII - Enforcement

There is little in the GCL regarding enforcement of zoning laws by cities, except a general provision in § 20(22) which permits cities to provide penalties for violation of city ordinances. However, the New York State Department of State

(NYS DOS) has published an excellent pamphlet entitled "Zoning Enforcement" [latest edition revised 2008]. I suggest that the Kingston Zoning Law enforcement section be revised to incorporate the recommended procedures and practices for zoning enforcement recommended by the NYSDOS in that pamphlet.

Article VIII - Board of Appeals

§ 405-54. Provides for appointment of seven member ZBA. GCL § 81 authorizes a three or five member ZBA. This section is also in direct conflict with Ch. 122 of the Kingston Code which authorizes a five-member ZBA (see § 122-1).

GCL § 81(7) requires training for each ZBA member. It would be good for the law to incorporate a requirement for training in accordance with the requirements of § 27(7-a) of the GCL.

§ 405-54 Powers and Duties.

The best practice would be to rewrite this section to conform to the powers and duties given to ZBAs by GCL § 81-b(2).

§ 405-54 (B)(1) Variances.

I recommend that this Section be rewritten.

This section incorporates by reference § 81 of the GCL for use variances and area variances.

First, the citation is to the wrong section of the GCL. The citations should be to the applicable subsections of GCL § 81-b, not § 81. (cite should be to GCL § 81(3) [use variances] and 81(4) [area variances].

More importantly, the language of § 405-54(B)(1) is confusing, and perhaps contradictory. The language incorporates the provisions of GCL § 81 which contains

the state-prescribed standards which must be met in order to grant area and use variances. But after that, the language goes on to add its own standards: not contrary to the public interest, owing to exceptional and extraordinary circumstances; and there are practical difficulties and unnecessary hardships if the strict letter of the law is applied. These additional standards do not conform to the state-prescribed area and use variance standards and seem to be leftovers from the outdated “practical difficulties” standards. Moreover, they are certainly not appropriate for use variances.

I suggest that this section be rewritten to specify the separate standards for use and area variances as they are set forth in state law and the confusing additional standards be deleted.

§ 405-55

ZBA Procedures

This section needs to be completely revised to bring the procedures section in conformity with the provisions of GCL § 81-a. Section 81-a contains numerous provisions regarding required time frames, e.g., appeals should be taken within 60 days of the determination appealed from, the board decision must be made within 62 days of the close of the public hearing, etc. There are also other important provisions from GCL § 81-a regarding a stay of enforcement upon appeal and voting requirements. All of these provisions of state law are mandatory. The entirety of GCL § 81-a needs to be reflected in the zoning law procedures section.

Article IX - Historic Landmarks Preservation Commission

This Article of the Zoning Law is authorized by state GML § 119-dd, “Local historic preservation programs”, at subsection (2). The powers of the Commission authorized by the GML are those “the local legislative body deems appropriate”. This Chapter appears to be fairly well drafted and is within the grant of authority of the GML.

City of Kingston Subdivision Regulations

The City of Kingston Subdivision Regulations exist outside the City Code. I recommend that, in accordance with the more modern approach commonplace in other municipalities, the subdivision regulations be incorporated into the City Code.

There is enabling legislation in the General City Law for subdivision review in cities. GCL §§ 32, 33, 34, 37 and 38 together set forth a comprehensive framework for the entire subdivision review process.

Generally, the City Subdivision Regulations should be brought into conformity with the subdivision provisions of the GCL, both in substance, process. There are many instances of conflicts with state enabling statutes. More detail on that point is provided below.

In addition, the City regulations should also be revised to match the nomenclature of the GCL. For instance, "preliminary plat" should be used instead "preliminary layout". These differences make it difficult to compare the regulations with the applicable provisions of the GCL.

Like the Zoning Law, the Subdivision Regulations make little or no mention of SEQRA. In the state enabling statutes which address subdivision review and approval, the SEQRA process is woven into the subdivision review process. This should be done with the Subdivision Regulations.

Article II - Definitions. The definitions set forth in GCL § 32(4) should be incorporated into this Article. In addition, as noted above, the regulations should be revised to use nomenclature which matches the GCL definitions and usage.

Article III - Procedure in Filing Subdivision Applications

Section 2 - Preliminary Layout

This Section requires that preliminary layouts conform with the requirements of GCL §§ 32 and 33. But the procedures set forth in the regulations do not match the procedures for consideration and approval of preliminary plats set forth in GCL § 32(5).

Coordination with SEQRA is omitted. Coordination of preliminary plat review with SEQRA is treated at length in the GCL. See GCL §32(5)(b)

and (c). Also missing is the requirement that a preliminary plat cannot be considered complete until SEQRA has been complied with (either a negative declaration has been issued or a draft environmental impact statement has been filed).

GCL § 32(5)(d) sets forth specific requirements for public hearings on preliminary plats and how those hearings are to be coordinated depending on the SEQRA path that the application follows. Those sections include time frames for the holding of public hearings. The City regulations on preliminary layout approval do not match the GCL provisions. For instance, the hearing on a preliminary plat is a required element under the GCL, but under the City regulations the public hearing on a preliminary layout is optional. There are also provisions in the GCL which address: (a) time frames for making decisions on preliminary plats [which differ from the time frames set forth in §2 of the regulations]; (b) grounds for decision; (c) certification and filing of preliminary plats and the time frames for those actions; (d) filing of the preliminary plat decision; and (e) a provision governing automatic revocation of preliminary plats. Most of these provisions are not present in the City Subdivision Regulations.

Section 3 - Subdivision Plat.

GCL § 32(6) governs approval of final plats.

Significantly missing from the City regulations are the requirements of GCL § 32(b), (c) and (d) which address the need for the final plat to be in "substantial agreement" with the approved preliminary plat. This seems obvious, but its presence insures agreement between the preliminary and final plats and provides a basis to denial final plat approval in the absence of that substantial agreement. This should be incorporated into the regulations.

GCL § 32(6) also incorporates SEQRA and sets different procedures for final plat review depending on the SEQRA path of the project. Section 2 does not specifically incorporate SEQRA, but it does state that public hearings shall be conducted in conformity with GCL § 32, and so treatment of SEQRA is included indirectly by reference. A more specific inclusion and incorporation would be preferable.

There are also provisions in the GCL which address: (a) time frames for making decisions on final plats [which differ from the time frames set forth in §3 of the regulations]; (b) grounds for decision; (c) certification and filing of final plats and the time frames for those actions; and (d) filing of the final plat decision; and (e) a provision governing expiration of approval. Most of these provisions are not present in the City Subdivision Regulations.

GCL § 32(10) addresses the potential applicability of GML § 239-n and the possible need to refer the application to the County Planning Board. This is missing in the City Subdivision Regulations.

Section 4 - Required Improvements

A - Improvements and Performance Bond

This section should be revised to include the requirement for a written security agreement between the applicant and the City to address the performance bond and the performance guarantees. The use of a security agreement is required by GCL § 33(8)(c) and detailed in GCL § 33(8)(c), (d) and (e).

Section 5 - Filing of Approved Subdivision Plats

A - Approval and Filing

This section of the City regulations references GCL § 32, but does not conform to its requirements as they regard the filing of the final plat map. For example, GCL § 32(11) requires that the final plat map shall be filed with the County Clerk within 62 days of approval or the approval expires. Section 5(A) of the City regulations requires filing with the County Clerk within 90 days. GCL § 32(11) also defines "final approval". The City regulations do not. GCL § 32(11) also addresses filing of final plat maps in parts and establishes a separate 32 day time frame for filing with the County Clerk's office under those circumstances. This is not addressed in the City regulations.

Article IV - General Requirements and Design Standards



The provisions of this article seem to conform well with the provisions of GCL § 33 and expand appropriately on the requirements in GCL § 33.

Section 7 - Parks, Open Spaces, School Sites and Natural Features

Section 7 should be partially revised to conform with the provisions of GCL § 33(4) which governs the reservation of parkland on subdivision plats containing residential units, in particular with regard to the standards to be applied.

Other Available Enabling Legislation in the NYS General City Law

The following is a list of programs and/or actions which are authorized for cities by the GCL in connection with planning and the regulation of land uses in cities. The City may want to consider adding some of these subjects to its new zoning law.

GCL § 20-f	Transfer of development rights: definitions, conditions, procedures
GCL § 20-g	Intermunicipal cooperation in comprehensive planning and land use regulation
GCL § 81-d	Incentive zoning; definitions, purposes, conditions, procedures
GCL § 81-f	Planned unit development zoning districts
GCL § 83	Amendments, alterations and changes in district lines
GCL § 83-a	Exemption of lots shown on approved subdivision plats

This concludes this memorandum. If you have any questions or require anything further, please contact me.

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