



Comprehensive Plan Steering Committee

Community Organization Presentations

July 15, 2013

Kingston, NY Urban Agriculture Initiative

Presented by Jennifer Schwartz Berky

July 15, 2013

Kingston, NY Urban Ag Initiative – Comprehensive Planning and Positive Policy Change Analysis
Project Approach, 2013

Citizens and organizations in the City of Kingston, NY, are engaged in many urban agricultural activities from community gardens to beekeeping (see https://www.facebook.com/pages/Urban-Agriculture-in-Kingston-NY/588017047893890?hc_location=stream). Yet, the City's comprehensive plan, last updated in 1961, and its zoning code do not currently contemplate these activities and in some cases may even prohibit them. Led by a group of interested citizens, the Pace Law School's Land Use Law Center (Center) is providing advice on how to proceed with amendments to these documents so that the City of Kingston supports local food production and allows it to flourish.

As the first step in this process, the Center is working with the former Executive Director and other individuals from the Kingston Land Trust, the Kingston YMCA Farm Project (www.facebook.com/KingstonYMCAFarmProject), the South Pine Street City Farm (<http://southpinestreetcityfarm.org/>), the chair of the city's Conservation Advisory Commission, and the former Deputy Director of the Ulster County Planning Board, to participate in an update to the comprehensive plan, which is currently underway. The primary objectives of this work will be to:

- (1) Update and catalog factual information about the City's current urban agriculture activities and related food system (e.g., <http://www.kingstoncitygardens.org/>, <http://www.healthykingston.org/healthy-food-access.html>, <http://www.localeconomies-hv.org/food-system/food-hub/> and;
- (2) Conduct a survey of properties utilizing real property data and GIS mapping to identify and classify potential types of urban agricultural sites and uses in conjunction with zoning and property classifications;
- (3) Identify best practices for learning and reference;
- (4) Propose language to be incorporated into the comprehensive plan that establishes goals, objectives, metrics and strategies for the City to increase local food production;
- (5) Provide general recommendations for zoning updates; and
- (6) Based upon the results of the Kingston Urban Ag Initiative, prepare a model local food production comprehensive plan component that can be tailored by other New York municipalities for use in their communities.

After working to incorporate local food production into the comprehensive plan update, the core team will then begin the process of identifying changes to be made to the City's zoning code to encourage urban agricultural activities on both municipally-owned and private property. This work will be based upon the local food production goals, objectives, metrics and strategies established in the comprehensive plan.

Timeframes:

Year 1: Initial study: recommendations for comprehensive plan and zoning ordinance language. Participation in Mayors' Regional Roundtable (date TBD), Pace University Law School's annual Land Use Law Conference on Resilience, December 6, 2013.

Year 2: Broader scale changes: institutional, county, other areas of their policy implementation: procurement, management of resources, professional development, farmland preservation program, transfer of development rights (TDR).



**Overcoming Barriers to
Urban Agriculture**

**Comprehensive Planning and Positive
Policy Change Analysis**

What is Urban Agriculture?

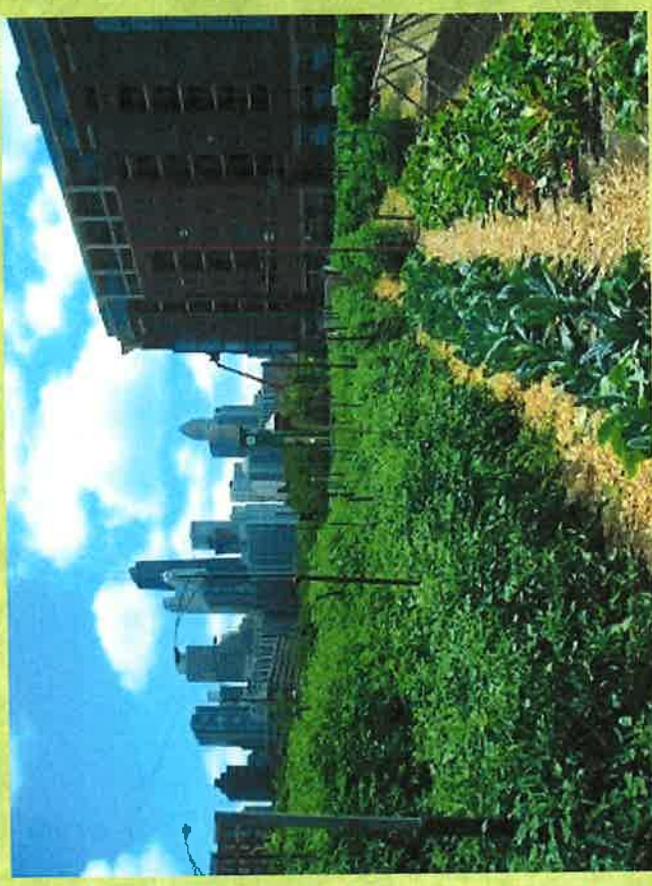
- Activities involved in the **planting, cultivation, processing, marketing, distribution and consumption of food in urban settings.**
- Includes **community gardens, personal gardens, rooftop farms, commercial greenhouses, farmers markets, community supported agriculture (CSA) operations, and apiaries** among other activities.



Urban Agriculture Trends

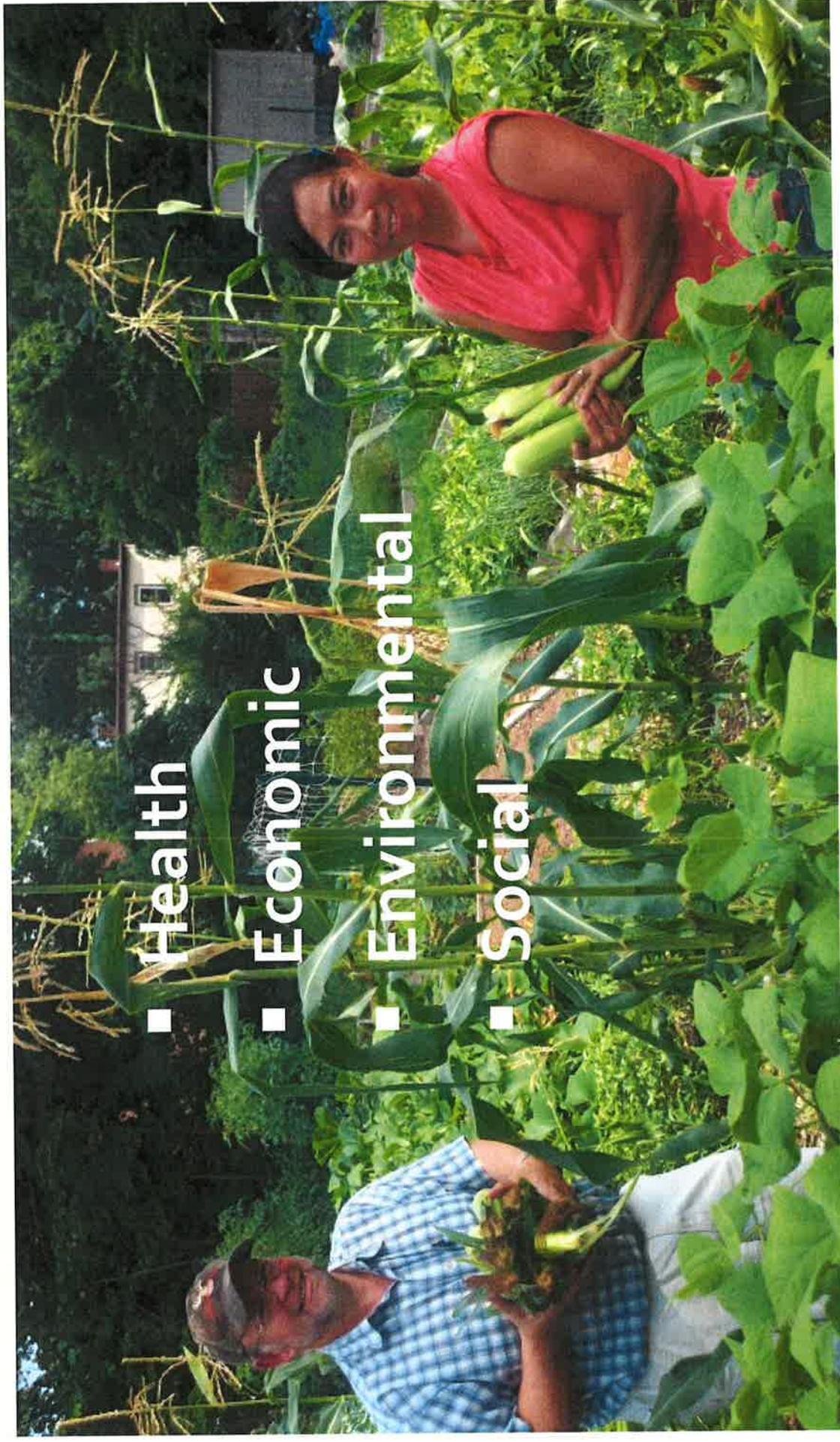


- Between 1994 and 2011 the number of farmers' markets in the U.S. grew by over 300%



- 15% of the world's food is now grown in urban areas according to the U.S. Department of Agriculture

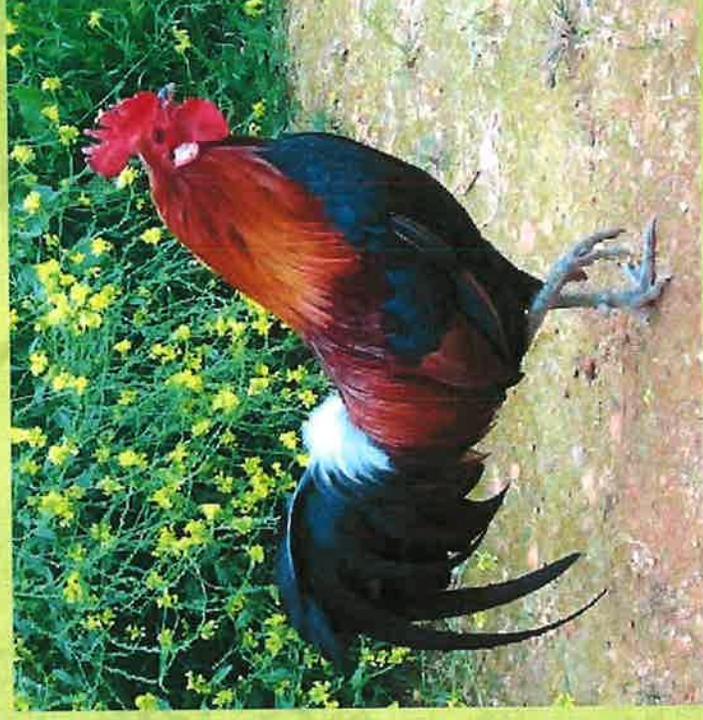
Benefits of Urban Agriculture



Concerns with Urban Agriculture

Generally stem from three issues:

- Effect on neighboring properties – noise, odor, safety, parking, traffic.
- Past property use – soil contamination leading to toxic exposure.
- Resource inputs – water, fertilizer, including manure, pesticides.

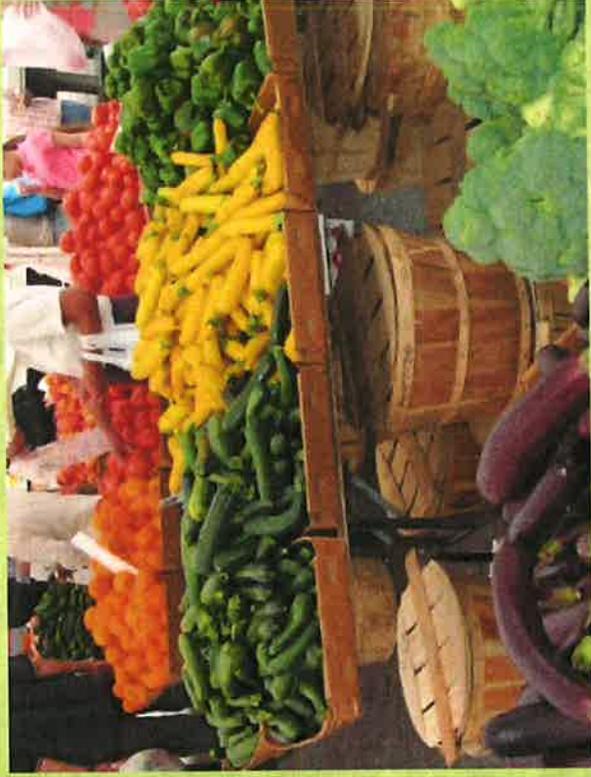


Why Take on Urban Agriculture?

- Neighbors generally favor agricultural activities, even if not expressly a permitted use in residential zones.
- Community or shared gardening efforts may already exist complete with system for distributing harvest.



Encouraging Urban Agriculture from the Grass-Roots Level



If codes are silent on defining or allowing gardening or seasonal farmers markets as a permitted use:

- **Define your terms based on neighborhood impacts** – community gardens (produce may not be sold to the public), market gardens (produce sold), CSAs (collective buying and distribution activities)
- **Defined activities added as a permitted primary use.**
- Alter any limitations on the sale of farm produce.

Encouraging Urban Agriculture from the Top Down

If particular parcels or areas seem especially suited for urban agriculture, such as areas on the urban fringe consider:

- **Creating an agricultural overlay district** that could help insure long-term commitment of lands to agricultural uses.
- **Purchasing agriculture easement** on land to ensure farm preservation in perpetuity.



Specialized Site Development Standards for Urban Agriculture

Existing site layout standards

- Uniform structure setbacks regardless of the proposed use.
- Minimum lot sizes based on housing or industry density.

Site standards that encourage urban ag.

- Special structure location and design standards for the location and design of temporary or permanent greenhouses, sheds or canopies.
- Min/max lot sizes for garden parcels; lot consolidation req.?
- Require a community garden per # of households

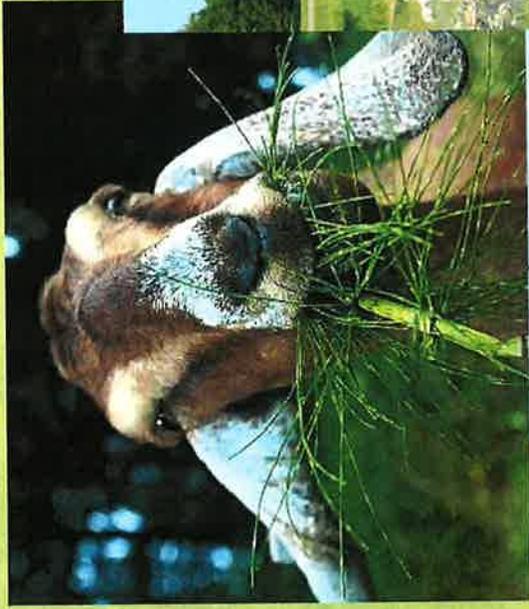
Regulate Impacts

- How do you track the owner/gardener/end-user? Require annual contact submittal? Or neighborhood meeting?
- On-site sales limitations – time and matter restrictions, only raw produce produced on site or produce prepared elsewhere?
- Limits on the number of on-site customers?
- Off-site customer parking?



**DON'T
EVEN
THINK
OF
PARKING
HERE**

Regulate Impacts (cont.)

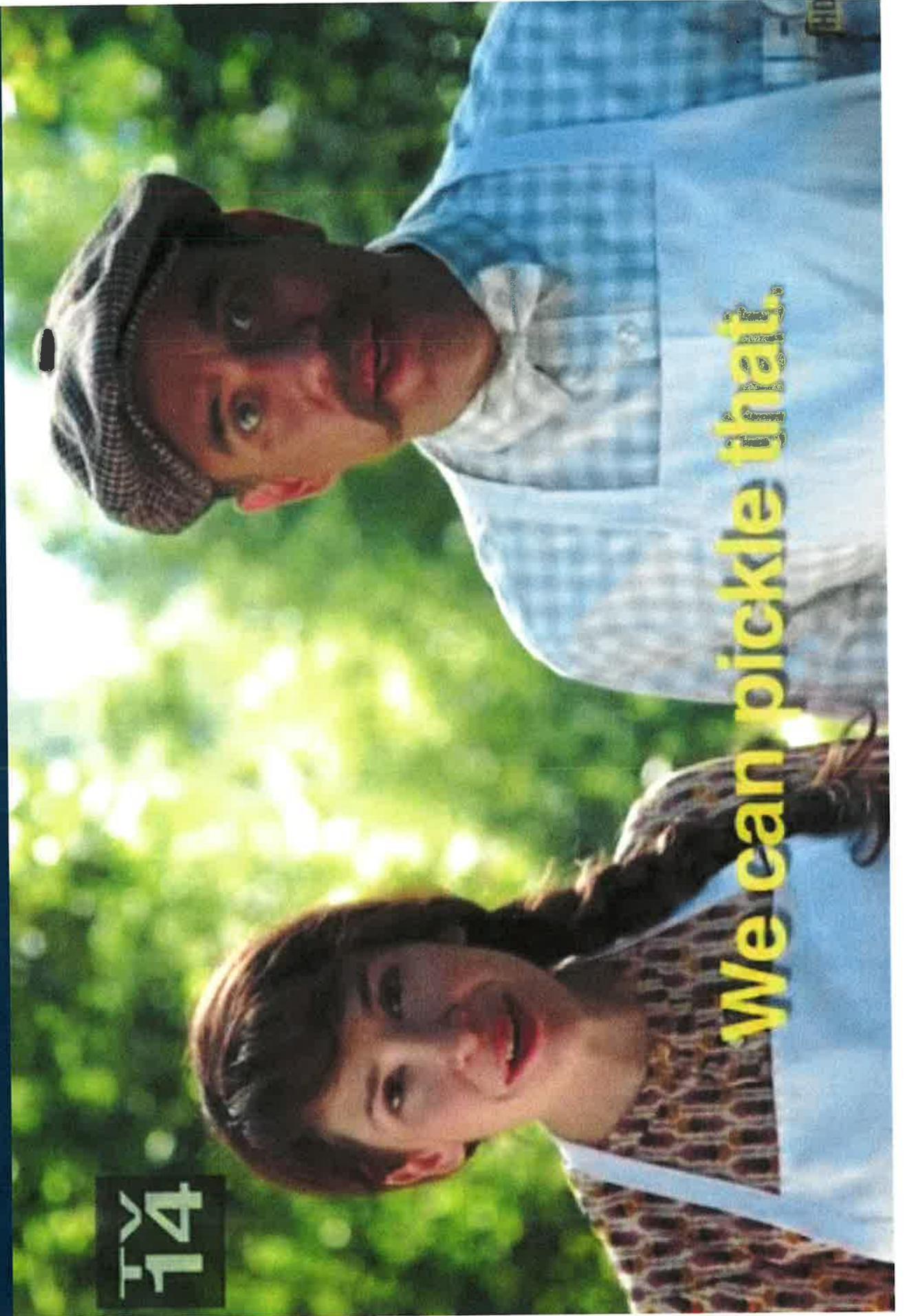


- Numbers of or types of animals?
- Composting limitations – either a primary or accessory use?
- Limitations on domestic water for irrigation use?
- Storm water drainage and/or erosion control solutions?
- Limitations on uses of pesticides or herbicides?



TV
14

We can pickle that.



What's Cooking in Newburgh, NY

2011-2013 COMMUNITY FOOD

ASSESSMENT

- What are residents eating?
- How much are they paying?
- What are the barriers to obtaining fresh, healthy, local food?

RESULTS:

Transportation plus an information/knowledge gap is contributing to poor diet in the City of Newburgh.

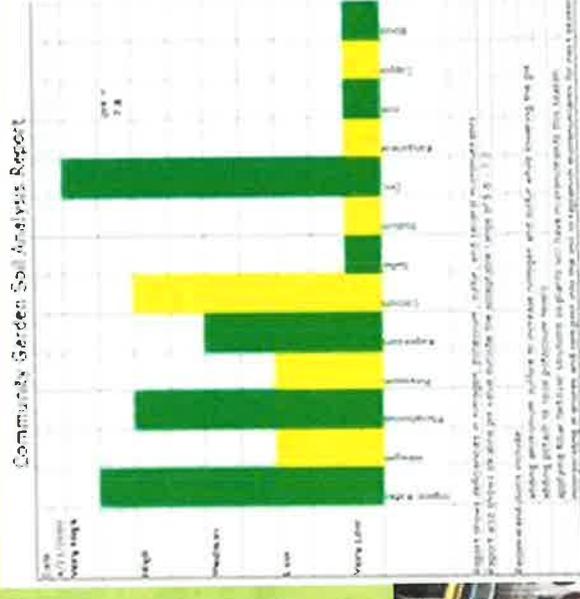
PLAN:

Increase the availability of fresh healthy food, and enable residents to "grow their own"



Step 1: INVENTORY

- Identify Vacant Land suitable for gardening
- Windshield Survey
- Soil Testing
- Community Asset Mapping



Step 2: BUILD SUPPORT

- **Political**
 - Questions regarding use
 - Liability concerns
 - Nuisance concerns
- **Community**
 - Introduce concept with Pilot Garden;
 - Offer workshops
 - Bring together diverse groups
 - Build capacity



Step 3: IDENTIFY PARTNERS

- **Community Garden and Food System Knowledge**
 - Glynnwood (Farming)
 - Cornell Cooperative Extension (Community Nutrition Education & Gardening)
- **Institutional Capacity**
 - Newburgh Armory Unity Center (Youth Programming & 12+acres)
 - Greater Newburgh Partnership (Clean & Green)
 - PathStone (Leasing, Americorps coordination)
 - Downing Park

GLYNNWOOD



Cornell University
Cooperative Extension



PathStone
Connecting You to Opportunities



Step 4: IDENTIFY BARRIERS

- Lack of clear garden regulation
- No chickens, livestock
- Composting questionable
- Small lots with high lead level



Step 5: MAKE A PLAN

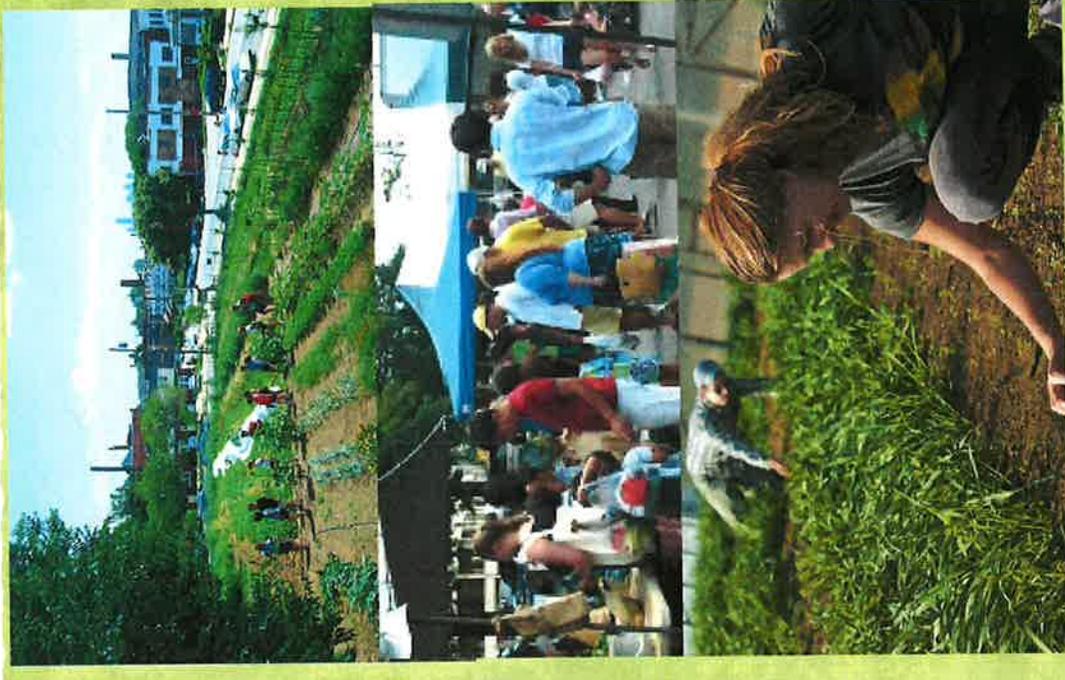


- **Create center for Urban Ag**
 - Activity coordinated out of Armory
- **Capacity building program for community groups to create neighborhood gardens**
- **Land Bank acquisition strategy for green uses**
- **Build partnerships, development strategy**



Recommendations for Further Cultivation

- **Adopt a policy statement or municipal resolution supporting urban agriculture.**
- **Establish an urban agriculture task force or task an existing organization:**
 - 1) Inventory current agricultural activities and determine future needs
 - 2) Determine land use regulatory barriers
 - 3) Make recommendations for amendments
 - 4) Engage public throughout process.
- **Amend the comprehensive master plan.**
- **Amend the zoning ordinance and related land use regulations.**





**Overcoming Barriers to
Urban Agriculture**

Thank you!

Conservation Advisory Council (CAC)

Presented by Julie Noble

July 15, 2013



Recommendations to Kingston 2025 from the Conservation Advisory Council

Comprehensive Plan Steering Committee July 15, 2013
Contact: Julie Noble (845) 481-7339 JulieLNoble@kingston-ny.gov
Kingston Conservation Advisory Council

General Information

This Conservation Advisory Council¹ is an advisory body that works to ensure the sustainable use of Kingston's natural resources and the enhancement and protection of its environment. It was created under Resolution 180 of 2008. Consisting of Kingston residents, the Council advises the Planning Board and Common Council on matters pertaining to the natural environment of the city; conducts public programs to inform the public of local and regional environmental issues, such as storm water management, climate change and biodiversity; and coordinates with local groups which have an impact on the local environment.

Priority Issues

Our concerns for *Kingston 2025* echo the types of issues we consider for new proposals or actions that come before the Planning Board: storm water runoff, green infrastructure, water quality protection, habitat conservation, open space preservation, walkability and bikeability, and in-fill development. We are also presently carrying out three initiatives that tie directly into *Kingston 2025* the latter two will be presented in separate documents:

- Natural Resource Inventory and Open Space Plan
- Implementation of the Climate Action Plan through the Climate Action Task Force
- Kingston Flooding Task Force

Natural Resources Inventory (NRI) and Open Space Plan

A Natural Resources Inventory is a survey of the natural resources in a community, with the goals of informing land use decisions and of creating an Open Space Plan. The Kingston NRI is being compiled from several studies and data sources, including a draft habitat map of portions of the City which is now available. The NRI will include map layers showing significant habitat areas, walking/biking routes and trails, cultural assets, watersheds, potential garden/park space, green infrastructure potential, renewable energy potential. These can be used to develop an inventory of open areas and a plan to implement preservation of the areas.

We feel that the natural resource and open area inventories are an essential part the process of developing the Comprehensive Plan as they provide a framework for considering all parts of the City in regards to significant and sensitive areas and connection between other areas. Our studies are of particular significance in relation to Goal 6 and Goal 10 of the June 11, 2013 draft of the *Public Visioning Report and Needs Analysis*. We will outline these further and submit in writing at the July 15 Comprehensive Plan Committee meeting.

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

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

Additional Concerns

The CAC further notes that green infrastructure, whether it is small scale rain gardens, street trees, green roofs or larger scale forests can help to divert stormwater from combined sewers and water bodies and thus protecting water quality, while providing cooling shade, soothing greenery, attractive streets and recreational areas.

The CAC suggests additional objectives under the other eight goals listed in the *Public Visioning Report*, which pertain to concerns of the CAC, including but not limited to providing for complete streets including street trees and greenery; energy conservation, renewable energy and distributed energy; planning for green infrastructure including pervious pavement, rain barrels and cisterns and rain gardens; and providing for outdoor recreational spaces and playgrounds. Some of these issues overlap with concerns and comments of the Climate Action Task Force and the Waterfront Flooding Task Force.

The CAC requests that this presentation begin a dialogue on how best to incorporate our concerns into the Comprehensive Plan.

¹ Council Members

Julie Noble (Chair), Diane Bonavita, Karen Corey, Gregg Swanzey, Diane Bonavita, Casey Schwarz and Emilie Hauser (Chair of NRI/Open Space Committee)

Kingston Waterfront Flooding Task Force

Presented by Emilie Hauser

July 15, 2013



Recommendations to Kingston 2025 from the Kingston Waterfront Flooding Task Force

Comprehensive Plan Steering Committee July 15, 2013
Contact: Julie Noble (845) 481-7339 JulieLNoble@kingston-ny.gov
Kingston Conservation Advisory Council

The City, under the auspices of the CAC, prepared and adopted a Climate Action Plan in 2012, which covers, among other things, sea level rise and climate adaptation. In the last eight months, the Kingston Waterfront Flooding Task Force has taken a detailed look at the vulnerabilities and possible adaptation strategies for the Rondout and Hudson areas due to the impacts of sea level rise and flooding and will issue a report by early fall with recommendations including land use and zoning strategies.

The findings of the Kingston Waterfront Flooding Task Force relate to the following goals listed in the *Public Visioning Report*:

- Goal 3: Encourage continued and vibrant mixed-use land use patterns in Rondout centered around water access, restaurants, and programmed recreation;
- Goal 4: Encourage development of a new Hudson Landing mixed-use area consistent with the Hudson Landing Design Manual;
- Goal 6: Preserve constrained lands as open space, agriculture or very low-density residential clustered development as appropriate;
- Goal 9: Promote further preservation of City historic and Architectural resources and leverage them for further economic development;
- Goal 10: Improve public infrastructure including City Streets, water and sewer infrastructure, as well as enhanced park facilities;

Because the Task Force's recommendations are not yet final, The Task Force requests that those involved in the Comprehensive Plan work with people involved in the Task Force to discuss how best to integrate Task Force findings and recommendations into the Comprehensive Plan in a timely fashion.

General Information

In December of 2012, Mayor Gallo appointed a Task Force to conduct a study of Kingston's waterfront flooding to make recommendations to the city. Task Force members were selected to represent a wide range of perspectives on and local knowledge of the waterfront area, The Task Force is led by a planning team composed of city staff in the Planning and Economic Development departments and members of the Kingston Conservation Advisory Council and a group of Hudson River organizations interested in helping Hudson waterfront communities address flooding risk related to sea level rise. These partner groups include Scenic Hudson, the New York State Department of Environmental Conservation (NYSDEC)'s Hudson River Estuary Program, Office of Climate Change and Hudson River National Estuarine Research Reserve, the New York State Department of State, the Consensus Building Institute, Lincoln Institute of Land Policy, and Catalysis Adaptation Partners. Planning for the project began in summer 2012. The task force began meeting in December, it has met six times, with the seventh meeting scheduled for July 16, 2013.

Activities

With technical support from the planning team, the group used multiple tools and exercises to think about Kingston's waterfront flood risk and options for how best to prepare the waterfront and community for the future. Over the course of the eight month process the group will have:

- mapped waterfront assets and evaluated their current flood risk,
- created a vision for a flood-resilient Kingston waterfront,
- chosen sea level rise and flood scenarios for planning purposes,
- assessed the vulnerability of waterfront assets and parcels under selected sea level rise and flood scenarios,
- considered site-specific options for adaptation for 11 neighborhoods/areas along the waterfront,
- analyzed the costs and benefits of three adaptation strategies for the Strand and Ponckhockie, and
- developed final recommendations for the mayor and Common Council.

The Task Force chose the following sea level rise projections and timeframes at their February meeting, based on New York State climate change studies.

Year Scenario	2060	2100
Low	20 inches	36 inches
High	33 inches	68 inches

In addition, they chose 1% and 10% storm frequencies. FEMA designates a 10% (often called "10-year") storm in the Kingston waterfront as a six foot (72") flood and a 1% ("100-yr") storm as an 8.2 ft. (98.4') flood. For context, Hurricane Sandy, which had both an astronomical tide and a storm surge, was about a foot greater than the area's 1% flood. These projections were used to assess vulnerability of assets and analyze costs and benefits of specific strategies.

The image below, from Scenic Hudson's sea level rise mapping tool (<http://www.scenichudson.org/slr/mapper>), shows sea level rise of 30 inches in blue and the new flood plains in tan, task force members worked with similar maps to identify assets and assess vulnerabilities and come up with specific adaptation actions in specific areas of the waterfront, including relocation, accommodation and fortification. For the East Strand and Ponckhockie area a vulnerability assessment and cost benefit analysis was done to compare four strategies, do nothing, elevate the road, elevate the bulkhead and implement rolling easements.



Kingston Climate Action Task Force

Presented by Jennifer Schwartz Berky

July 15, 2013



Recommendations to Kingston 2025 from the Comprehensive Plan Subcommittee of the Kingston Climate Action Task Force

Comprehensive Plan Steering Committee July 15, 2013
Contact: Julie Noble (845) 481-7339 JulieLNoble@kingston-ny.gov
Kingston Conservation Advisory Council

The Comprehensive Plan Subcommittee of the Kingston Climate Action Task Force (CATF) has taken on the task of generating recommendations for the Kingston 2025 Comprehensive Plan based on the Kingston Climate Action Plan. "City of Kingston Climate Action Plan (CAP) includes recommendations for comprehensive policies and programs that will reduce greenhouse gas emissions, enhance operational and energy efficiencies, reduce energy costs, support local job growth, and adapt to a changing climate while improving quality of life, saving taxpayer dollars, and promoting social justice" (Kingston CAP 2012, Executive Summary). As the CAP's recommendations and policies are directly related to every aspect of the Kingston 2025 Comprehensive Plan, the goal of the subcommittee's work is to assure integration of the two. To lay a solid policy foundation for the zoning and other regulatory amendments that will implement Kingston 2025, the CATF's Comprehensive Plan Subcommittee **requests that this presentation begin a dialogue on how best to** incorporate corresponding planning principles and goals into appropriate comprehensive plan elements, ultimately supporting the recommendations and actions of the plan the following areas:

- **Energy and Renewables:** to promote renewable energy and energy efficient development, incorporate the following goals and planning actions into the comprehensive plan, including energy efficiency maximizing active and passive solar strategies, encouraging on-site and district renewable energy production, and encouraging energy efficient neighborhoods.
- **Land Use:** to encourage sustainable land use and redevelopment of existing communities with infrastructure, reduce vehicle trips, increase walking and bicycling, reduce adverse environmental and public health effects, and conserve natural and financial resources.
- **Transportation:** to encourage improved multi-modal circulation (i.e., Complete Streets), street connectivity, transit facilities, transportation management, pedestrian and bicycle access, and related policies that reduce automobile and fossil fuel usage and increase other forms of access and circulation in the city.
- **Materials Management:** including waste disposal and reduction, re-use, recycling & composting to improve the management of solid waste, reduce the volume of waste deposited in landfills and promote the proper disposal of hazardous wastes
- **Sustainable Resource Management:** including the use of green infrastructure; protection of water resources and supply; management of urban forest and street trees; promotion of local food production; and sustainable practices in building operations and maintenance.
- **Outreach, Education & Training:** including community outreach and involvement in increased community outreach and involvement in project development and review.
- **Housing:** including energy efficiency, opportunities to incorporate LEED into site plan approval and neighborhood design
- **Historic Resources:** including encouraging the preservation and adaptive use of historic buildings and cultural landscapes; extending the life cycle of existing building stock to conserve resources, reduce waste; and reducing adverse environmental effects associated with new buildings.
- **Natural Resources:** including site plan and subdivision regulations to control development impacts on natural resources, such as regulations addressing development floodplains, the protection, conservation and restoration of wetlands, sensitive habitats, and water bodies, and the protection steep slopes.
- **Economic Development:** including green economic development initiatives.
- **Adaptation Planning:** Integrate climate adaptation planning, preparation and response, including sea level rise, flooding, threats to the local drinking water supply, changes in precipitation and temperature and the associated public health risks into the Comprehensive Plan and Zoning.

Trolley Museum of New York

Presented by Evan Jennings

July 15, 2013



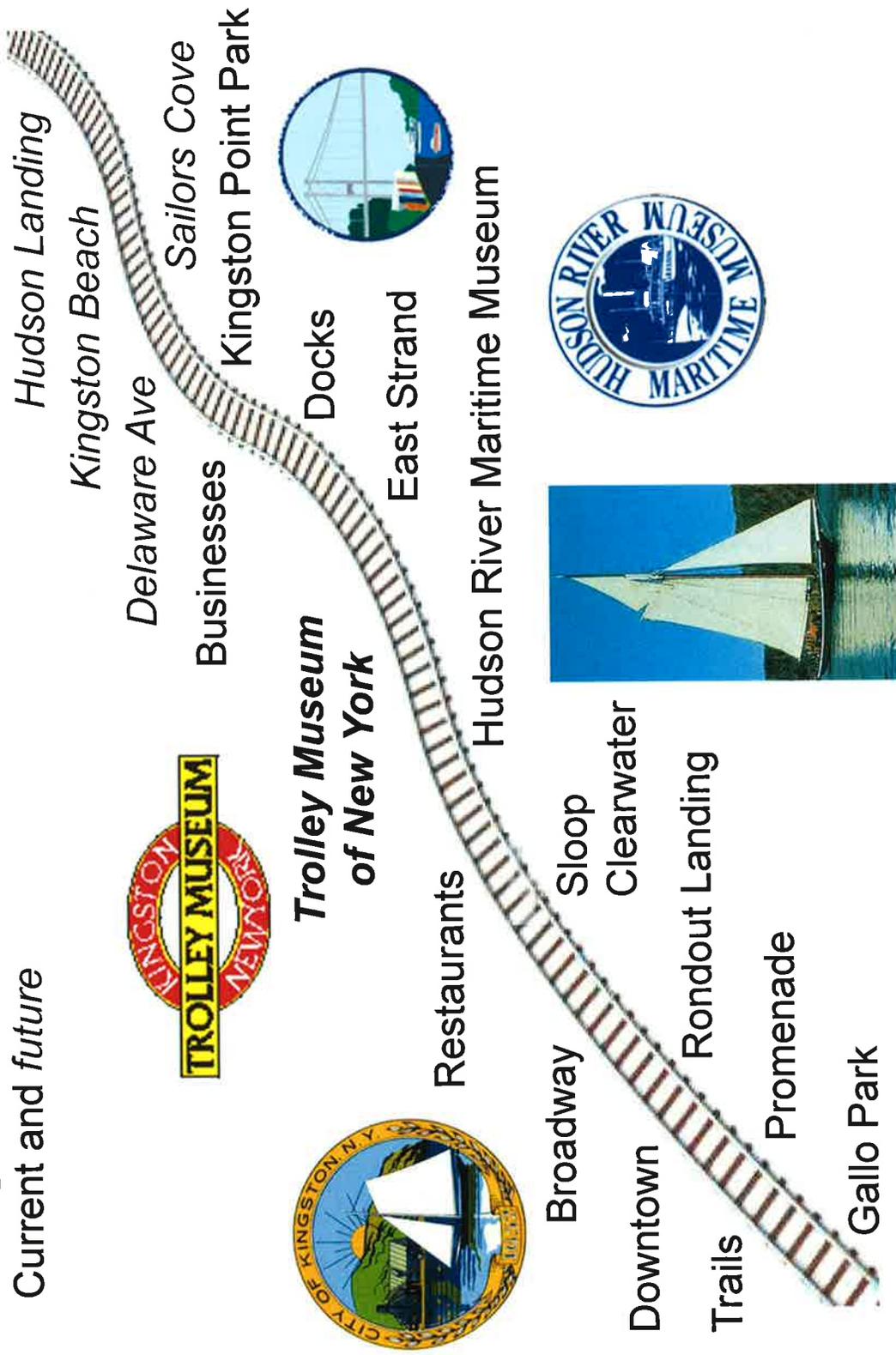
Trolley Museum of New York CPSC Input

July 15, 2013

Evan Jennings, Trustee
Jon McGrew, President

Kingston Trolley Museum Connections

Current and future



It is unique!

- The combination is unique in the US!
 - Museum-operated authentic trolley
 - In downtown
 - Along a waterfront
- How do we enhance, expand, and promote this unique resource?

Trolley benefits

- Permanent, visible link spanning waterfront
- Promote and enhance tourism
- Mutual attraction:
 - business ⇄ people ⇄ trolley
- Living history of authentic trolleys
- Enhance historic ambiance

Expand and enhance

- **Electrify**
 - Wider variety of historic cars
 - Multiple cars operating
- **Build track to new developments**
- **Restore trolleys**
- **Alternative transportation**
 - Special events
 - Charters
 - Span promenade and trail segment gaps

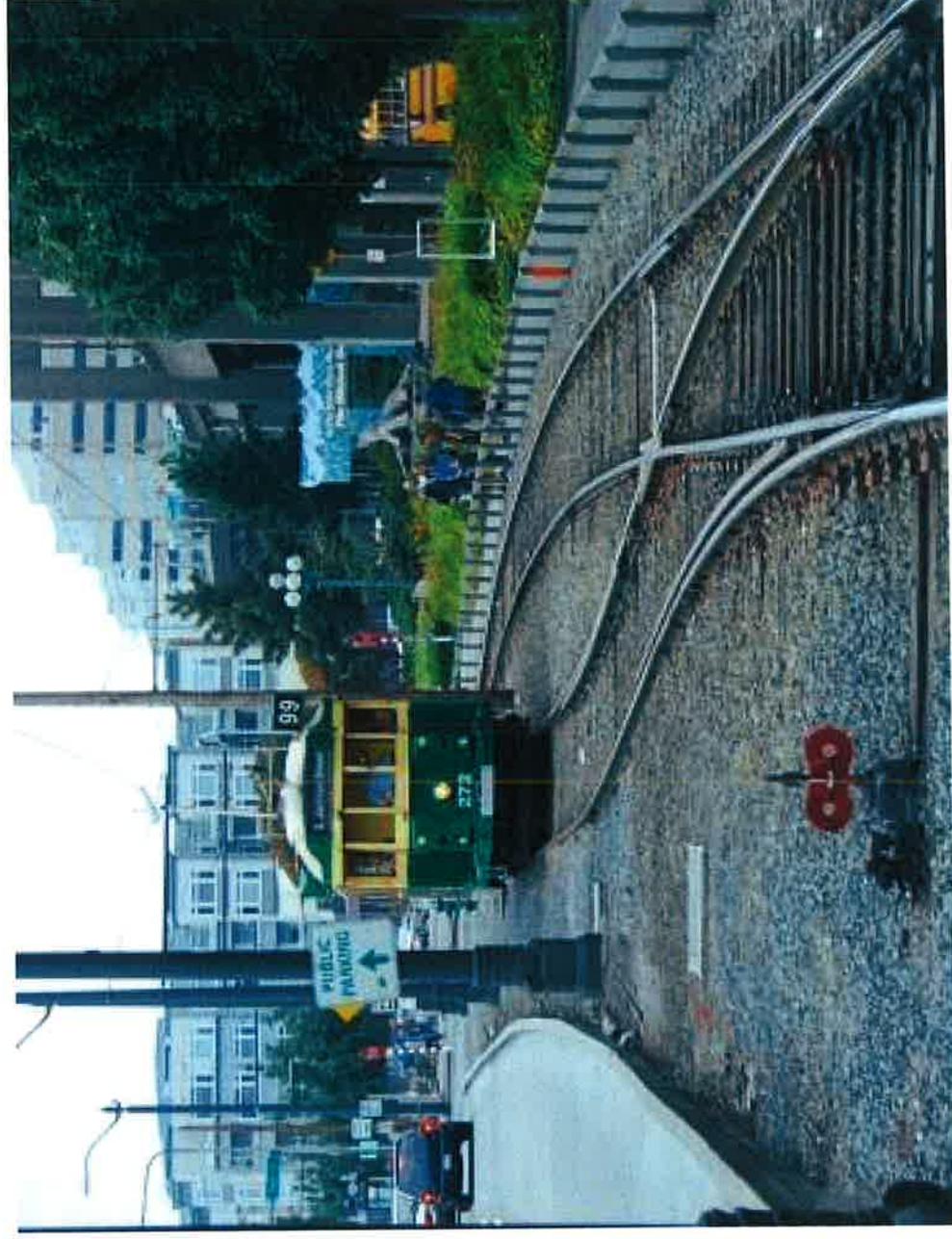
Not just a line on a map

- Sailors Cove and Hudson Landing plans show track as just a line along North St.
- Consider:
 - Where will most people will be?
 - Multiple trolleys?
 - Inbound and outbound?
 - Turning loops?
 - Aesthetics and variety?

Double track – use in busiest areas for simultaneous
inbound and outbound service



Passing track – use in long stretches of single track to allow inbound and outbound cars to pass



Consider separate right of way with hike/bike paths



Consider shelter at designated trolley stops



Trolleys can share transit-only lanes



Loop at end of line to turn cars



Funding?



- What we don't have:
- Need mutual support of City, Community, Foundations, state and federal grant sources.
- Business Improvement District?

Historic Preservation

Presented by Patricia Murphy

July 15, 2013

Patricia Murphy – City Hall – 7-15-13

Kingston's architectural and cultural heritage was ranked as the city's #1 *strength* both by those who participated in the online survey *and* those who participated in the SWOT analysis.

The new Comprehensive Plan must *validate* the consensus of the public that Kingston's architecture and cultural heritage has enormous value. This needs to be acknowledged *up front* in the new plan. It must be given *official status*. In fact, it should serve as the organizational tool or framework for the entire plan.

Why? Because the city's architectural and cultural heritage is the underlying fabric, the *very foundation* of our city. It is our shared *DNA*. It is our *collective identity*. As such, it is profoundly affected by the City's zoning code and land use regulations.

The new Comprehensive plan should be designed to *maximize* the potential of Kingston's architectural and cultural heritage. The time has come to *leverage* this valuable asset – to make it a powerful tool for marketing Kingston to both tourists *and* prospective home and business buyers.

When the last Comprehensive Plan was written in 1961, Kingston had *no* designated historic districts. Now there are *four*: the Stockade District, Rondout District, Fair Street District and Chestnut Street District. Two are *National* Historic Districts. the Stockade and Rondout Districts That's an *astounding number* of historic districts for a city of our size.

But even *outside* these designated districts, *every* neighborhood in Kingston contains architecturally significant houses. In fact, the City's treasury of architecture has been documented by art historian, Dr. William B. Rhoads, in his book, *Kingston New York: The Architectural Guide*. *Nine* neighborhood driving and walking tours designed by Dr. Rhoads serve to illustrate that the City has a very valuable asset. The new Comprehensive Plan must include

concrete recommendations and strategies that put muscle behind the effort to protect and preserve our architectural and cultural heritage.

Yes, the number of historic districts in a city of our size *is* noteworthy. But it must *also* be noted that Kingston issues a *higher* rate of *use variances* than other cities of similar size. This makes the current zoning code almost *meaningless*. It makes *not only* our *historic* districts -- but *all* our neighborhoods *fragile*. It dilutes their *integrity*, and, in time, it will destroy their character, if this trend is allowed to *continue* unchecked. Our neighborhoods are *equally* threatened by the failure to enforce *property maintenance rules*. This surfaced as the *#1 need* in the SWOT analysis.

It's time to stem this erosion, and the new Comprehensive Plan provides the opportunity to do it.

The protection of Kingston's historical assets is currently under the purview of the Historic Landmarks Preservation Commission, whose members are *volunteers*. This is *not* a criticism of the Commission's performance, but it's time to put *real teeth and muscle* into the city's oversight of its most important asset. It's time to *leverage* Kingston's architectural heritage to the powerful *economic development tool* it *can* be for both tourism *and* attracting property buyers.

The new Comprehensive Plan should recommend that a professional position – Director of Historic Preservation -- be created in the City's Planning Department. This desk would function as “one-stop shopping” for information, *and* to *streamline* the application process for building permits, zoning variances and permits to restore historic house exteriors. This would put an end to the scattershot and multi-agency approach that now exists. The Comprehensive Plan should *also* recommend *reinstating* the tax credit for restoring the exterior of historic houses and buildings to *boost* investment in these properties.

In this time of austerity budgets for governments *everywhere*, it may sound like *financial folly* to propose that a position be *added to* the roster of City employees. But *not to leverage* the city's greatest asset is *likewise* financial folly.

This is the time to act. Let's not allow the opportunity to pass. It could take another half century before this opportunity comes our way again.

Complete Streets Advisory Council (CSAC)

Presented by Tom Polk

July 15, 2013



COMPLETE STREETS ADVISORY COUNCIL KINGSTON

Kingston 2025 Comprehensive Plan Committee

July 15, 2013

Introduction

Kingston's Common Council created the Complete Streets Advisory Council (CSAC) in late 2010. The group is charged with advising the City on ways Kingston can implement Complete Streets principles in its policies, planning, design and construction activities.

The City's Comprehensive Plan will provide a vision of how residents wish to see the community evolve, and serve as a guide for decision-making regarding future development. CSAC believes that by including complete streets language in the plan and zoning code, Kingston can achieve street design and land use policies that allow people to get around safely on foot, by bicycle and by public transportation. Integrating complete streets practices into planning can be economically and fiscally beneficial, provide improved public safety, decrease pollution and reduce the damage to the community caused by childhood obesity, social isolation, heart disease and other chronic health problems.

To this end, CSAC urges the Comprehensive Plan Committee and its consultants to consider the following issues:

Creation of Sidewalk Standards and Policies: In September 2012 CSAC established a Sidewalk Task Force which has been meeting monthly since that time. The Task Force has looked at current City laws and regulations, has researched sidewalk standards and policies in other communities, and has held a hands-on workshop for bluestone sidewalk maintenance. The Task Force has outlined a timeline that would produce a completed final report by April, 2014. A copy of the March 2013 Task Force meeting is attached, which details this timeline. CSAC looks forward to sharing this valuable input with the Comprehensive Plan Committee.

Development of Bicycle Infrastructure: Cyclists have been active in Kingston since at least 2007, with the “Start Seeing Bicycles” campaign, and more recently with the formation of Bike Friendly Kingston. Over the course of four public meetings, and with mapping and research assistance from the Cornell Cooperative Extension and the City of Kingston, Bike Friendly Kingston created the “Draft Map of Desired Changes for a Bike-Friendly Kingston,” which is attached. CSAC supports the infrastructure highlighted on the map, and encourages land use requirements for bicycle amenities including signage, street painting and bicycle parking racks. CSAC has been actively working with the City to create a pilot program for painted “sharrows” on the streets of Kingston.

Sharrows are painted symbols on pavement, a double ^ with a bicycle underneath. They are a simple means of educating drivers and cyclists to safely coexist on City streets. Sharrows promote traffic safety, encourage more biking, and are a means of implementing Complete Streets. Communities who have installed sharrows have found that the behavior of drivers and cyclists change – resulting in fewer accidents and safer overall conditions. In Kingston, CSAC has proposed to paint them on Washington Avenue from the George Washington School to Lucas Avenue, and from there on Lucas Avenue to Forsyth Park. In discussion with the Department of Public Works, placing a sharrow on Broadway is also being considered.

Converting and Connecting of Non-Motorized Transportation Routes: In addition to the streets, bicyclists and pedestrians also benefit from pathways and trails that allow them to bike and walk separate from traffic. CSAC supports the conversion of abandoned or underutilized railroad corridors, and complete streets measures (on-street bike lanes, for example) that connect streets with these non-motorized paths. We urge the Comprehensive Plan Committee to consider these as requirements for all redevelopment projects and new developments in the City.

Kingston Bluestone Survey

Presented by Jack Braunlein

July 15, 2013

COMPREHENSIVE PLAN UPDATE KINGSTON BLUESTONE SURVEY

The need to preserve Kingston's historic assets is vital to the City's authentic charm and character and subsequently to the economic future of this community. These elements of our built environment are not only important public amenities significantly contributing to the integrity and authenticity of the city, but economic drivers as well, bringing tourists into the area, attracting new workers into the city, and enhancing property values. When we think of historic preservation, however, we usually think of houses, churches, schools and other buildings. Yet the historic infrastructure is important as well. In Kingston, the need to preserve our historic bluestone and the infrastructure of which it is a part is critical.

The history and importance of bluestone is well documented, as it was one of the major industries in Kingston in the 19th century and helped to build the strong economic base upon which the City grew and prospered. While it could serve any number of uses, it was primarily employed as a sidewalk material, not only in Kingston and throughout the Hudson Valley, but in New York City and other metropolitan areas as well, as it was functional, durable and beautiful.

We are fortunate to have so much of this important material is still in place. Yet, every year more and more is lost, replaced with cheaper but less durable and attractive materials; or worse, it is stolen to be sold and used elsewhere. The City's Bluestone Project is the first step in a major effort to address need to identify, restore, and preserve the City's historic infrastructure.

Kingston's extensive offering of landmark buildings, historic neighborhoods, underused commercial corridors and picturesque streetscapes can be given new life by sidewalk restorations that improve walkability and showcase the City's charm. Further, sidewalks that are more walkable and that showcase historic resources will help link Kingston's destination to the recently developed regional trail grid.

We urge the Committee to include in the Comprehensive Plan the protection of Kingston's heritage, character, and property values by ensuring that the City's streetscapes, sidewalks and other historic infrastructure and amenities are preserved and restored along with its buildings. To achieve these ends, it is recommended that the following be incorporated into Kingston 2025:

- + Recognize the importance of Kingston's miles of bluestone sidewalks, as well as the City's preeminent place in the history of the bluestone industry.
- + Recognize the importance of limestone, granite, and other historic materials in the infrastructure that comprises the City's character and heritage.
- + Ensure that Kingston's bluestone and other historic materials are highlighted and protected in transportation and way-finding projects, and that these projects are planned with the potential of historic materials for placemaking central to the process.
- + Complete a comprehensive survey of bluestone sidewalks and resources for Kingston, including an inventory of resources held in the City's Bluestone Bank and the development of a process for the use of the Bank's resources.
- + Develop and implement a prioritized program to restore, rehabilitate, or preserve Kingston's bluestone sidewalks and resources.
- + Develop regulations regarding the care and preservation of bluestone by property owners and developers; require building permits and review by the City's Historic Landmarks Preservation Commission for sidewalk repair and construction.
- + Develop a public education program to raise awareness of the importance of Kingston's bluestone, of regulations regarding its use and preservation in development projects, and its potential economic benefit to the community.

+ Support the Complete Streets walkability program and ensure that it ties into bluestone sidewalk restoration and related initiatives, such as Live Well Kingston, access to public transportation, and development of hiking and bicycling trails