



# CITY OF KINGSTON

## BROWNFIELD OPPORTUNITY AREA STEP 3

Background Document | October 2014 **DRAFT**



**PROJECT TEAM**

**New York Department of State**

**City of Kingston**

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**Watts Architecture & Engineering**



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# INTRODUCTION



## DOCUMENT OVERVIEW

The purpose of this document is to update and realign the findings from the Kingston BOA Step 2 in order to inform the design and implementation process for the Kingston BOA Step 3. The BOA Step 2 final report was completed on August 19, 2010 and this exercise served as a vetting process for previous work.

This document was created as a reference for the October 28, 2014 stakeholders visioning workshop held in Kingston, NY. It sets baseline assumptions and empowers the various stakeholders to test and discover the best possible plan for the boundary area. It attempts to extract key issues, opportunities and constraints to frame the discussion at the workshop. Key findings from this report will be used

as background and introduction in the Final BOA Step 3 document. This report in its entirety will serve as an addendum in the final BOA Step 3 document.

It is not meant to be a complete comprehensive document but instead be the first step in an evolving process. It aims to synthesize a range of data, studies and information to frame issues and outline where it is necessary to dig deeper.

## BROWNFIELD OPPORTUNITY AREA (BOA) PROCESS

**BOA Step 1: Pre-Nomination Study.** The Pre-Nomination Study provides a basic and preliminary analysis of the area affected by brownfield sites

**BOA Step 2: Nomination.** The Nomination provides an in-depth and

thorough description and analysis, including an economic and market trends analysis, of existing conditions, opportunities, and reuse potential for properties located in the proposed Brownfield Opportunity Area with an emphasis on the identification and reuse potential of strategic sites that are catalysts for revitalization. The Nomination concludes with a description of key findings and recommendations to advance redevelopment of strategic sites and to revitalize the area.

**BOA Step 3: Implementation Strategy**  
The Implementation Strategy provides a description of the full range of techniques and actions, ranging from actions and projects that can be undertaken immediately to those which have a longer time-frame, that are necessary to implement the area-wide

plan and to ensure that proposed uses and improvements materialize.

The final plan will be comprised of both the Step 2 Nomination Study and Step 3 Implementation Strategy.

## PLANNING EFFORTS AND ONGOING PROJECTS

### PLANNING DOCUMENTS

- Kingston 2025: A Plan for the City of Kingston - ongoing
- Kingston Midtown Revitalization Plan - 2014
- Kingston Climate Action Plan - Sept 2012
- Revitalizing Hudson Riverfronts - 2010
- Kingston Urban Cultural Park Final Report - June 1987
- Rondout Local Waterfront Revitalization Program - October 1993
- Rondout Waterfront Development Implementation Plan - 2002

- City of Kingston-Brownfield Opportunity Area - Step II Narrative
- Rail Reconstruction & Electrification Study May 2008
- Ferry Feasibility Study 2010
- Economic Impact Analysis
- Catskill Mountain Rail Trail Economic Analysis - June 2013
- SCENIC HUDSON Revitalizing Hudson Riverfronts

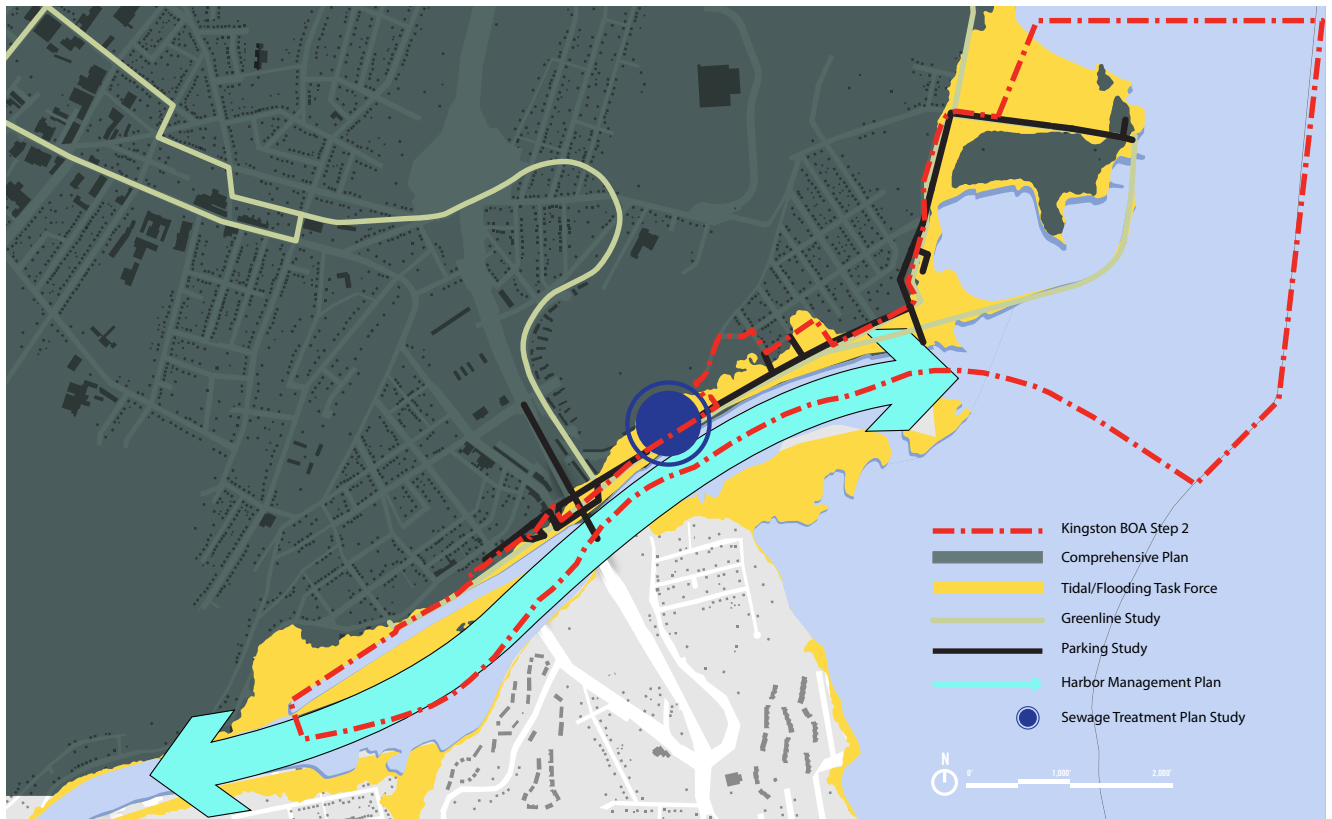
### KINGSTON CONNECTIVITY PROJECT DOCUMENTS

- Kingston Greenline Conceptual Plan -March 2014
- Kingston Connectivity Conceptual Map - 2013
- Kingston Connectivity Project Overview - 2013
- Transportation Enhancement Program Application - 2013
- Hudson Landing Promenade Project Site Plans - August 2013

- Kingston Point Rail Trail Engineering Study - March 2013
- Kingston Bluestone Sidewalk Survey Report - November 2013
- Kingston Point Rail Trail Survey Maps

### RONDOUT WATERFRONT CURRENT INITIATIVES

- Kingston Rondout Harbor Management Plan Draft - May 2014
- East Strand Stormwater Management Analysis - Oct 2013
- Rondout Parking Feasibility Study - Sept 2013
- East Strand Streetscape Concepts - Draft - Sept 2013
- Cornell Building Streetscape Improvements April 2014
- Kingston Tidal Waterfront Flooding Task Force Final Report - Sept 2013
- WWTP Streetscape Screen Set of Drawings
- WWTP Streetscape Screen Bid Docs



*Selected Overlapping Studies*

**KINGSTON TAX STUDIES**

- Homestead Non-Homestead Study Presentation 4/30/2014
- Kingston Homestead Tax Study - Full Report March 2014

As the previous list suggests, there has been a tremendous amount of thought, time and funding put into a range of issues around Kingston. From that list, these are some of the recent and on-going studies that are critical to understand and will have direct impact on the revitalization of the Rondout Waterfront.

**CITY OF KINGSTON-BROWNFIELD OPPORTUNITY AREA STEP 2**

The BOA Step 2 is the legal nomination of the study area. The current step 3 will need to build off of the ideas established, including the identified strategic sites and strategies.

The Kingston waterfront vision defined

in this document states: 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.

It is also important to note that his study was completed in 2010 and the information provided will need to be validated to ensure relevance and that we are addressing current trends.

**KINGSTON 2025: A PLAN FOR THE CITY OF KINGSTON**

The City of Kingston is looking towards the future and has undertaken the update of its Comprehensive Development Plan, which currently dates back to 1961. This plan is being updated in parallel to the BOA study. While the comprehensive plan is an independent exercise ideas developed in the BOA Step 3 do have the potential to influence decisions and policy being developed in the larger plan. On October 9, 2014 the Vision for the Future and Planning Needs was presented as a conclusion and results of the Phase One Reconnaissance for the City of Kingston Comprehensive Plan. This is a critical step in forming the comprehensive plan expected to be completed next year.

**SEWAGE TREATMENT PLANT STUDY**

An on going study to understand the existing conditions of this critical

infrastructure. A range of scenarios are being explored from necessary upgrades to opportunities to relocate

#### **RONDOUT PARKING FEASIBILITY STUDY**

As part of the BOA Step 2 planning process, the City commissioned a full parking strategy addressing needs of the adjacent Rondout area and parts of the BOA.

#### **KINGSTON TIDAL WATERFRONT FLOODING TASK FORCE**

Created in July 2013 by the Mayor to assess local risks of rising waters and flooding and to generate strategies that will help create a more vibrant, secure and prosperous waterfront.

#### **KINGSTON CLIMATE ACTION PLAN**

Created in September 2012 to reduce local green house gas emissions. This plan is a comprehensive energy assessment and GHG emissions inventories for both the community and government operations

#### **KINGSTON GREENLINE**

A March 2014 document proposing a network of urban trails, complete streets including direct links along the trolley line within our study area.

#### **KINGSTON HARBOR MANAGEMENT PLAN**

Created in June 2014 this document is a comprehensive conditions report of the harbor and edge conditions created by the US Army Corps of Engineers.

#### **SCENIC HUDSON REVITALIZING HUDSON RIVERFRONTS**

A partnership with the City of Kingston and Scenic Hudson and serves as an illustrated guide, designed to inspire and inform all who wish to create vibrant waterfront communities. Outlines principles and implementation strategies for waterfront revitalization that are adaptable to your community's character and circumstances.

## **KINGSTON WATERFRONT BOA STEP 2 GOALS**

- 1** Facilitate clean-up and reuse of brownfield and underutilized sites.
- 2** Improve transportation access and parking.
- 3** Provide goods, services and housing options needed to support local waterfront residents and businesses.
- 4** Enhance public access to the waterfront.
- 5** Enhance passive and active recreational opportunities.
- 6** Ensure that the design of new development is consistent with natural and historic character.
- 7** Increase amenities and facilities to attract and serve waterfront visitors.

## PROJECT SCHEDULE

**August 2014** - Kick Off

**September 2014** - Clearwater Sail/Background Gathering

**October 2014** – Begin SEQR Process/ Visioning Session with Stakeholders

**December 2014** –Public Meeting Notice / Focused Site Workshop with Stakeholders

**Jan / Feb 2014** – Public Meeting #1 / Scoping Session

**Feb – Oct 2015** - SEQR / BOA Step 3 Process Throughout 2015

**Fall 2015** – Public Meeting #2 / Confirmation of SEQR / BOA Process for the Public (close of the SEQR / BOA Step 3 Process)

**June / July 2015** – Implementation Strategy / Draft Document

**Sept / Oct 2015** – Implementation Strategy / Final Document

**Aug – Nov 2015** – SEQR Review

**Oct – Nov 2015** – 60-day Review of the BOA Step 3 Plan

**Late December 2015** -

**Early March 2016** – Final Coordination of the BOA Step 3 Implementation Plan Elements for Final Production

## COMMUNITY STAKEHOLDERS

- Alderman Ward 2
- Artist Workspace
- At Home Antiques
- CB Developers
- City of Kingston
- Clearwater
- CLG Consultant
- Community Residents
- Esopus Business Alliance
- Feeney's Shipyard
- Friends of Kingston Waterfront
- Guardia Architects
- Heritage Energy
- Historic Kingston Waterfront
- Honorable Mayor of the City of Kingston
- HRMM
- Hudson River Cruises
- Hudson River Ventures
- Hudson Valley Developers
- Irish Cultural Center Hudson Valley
- Jewish Federation of UC
- Joseph Hurwitz & Associates, Architects
- Kingston CAC
- Kingston City Marina, Harbormaster
- Kingston Fire Department
- Kingston Land Trust
- Kingston Times
- Lyghtforms
- Mariners Harbor
- Merrill Lynch
- Millens Steel
- New Central Baptist
- NYS DOS
- NYSDEC
- Ponckhockie Resident
- R&F Paints
- Reher Center
- Riverview Missionary Baptist Church
- Rondout Consulting
- Rondout Resident
- Rondout Rowing Club
- S. Finkle Associates
- Savona's
- Scenic Hudson
- Ship to Shore
- Steelhouse
- Steelhouse Community Relations
- Town of Esopus
- Trolley Museum of NY
- Ulster County Planning Department

**MISS SOMEONE? LET US  
KNOW SO WE CAN STAY  
CONNECTED**

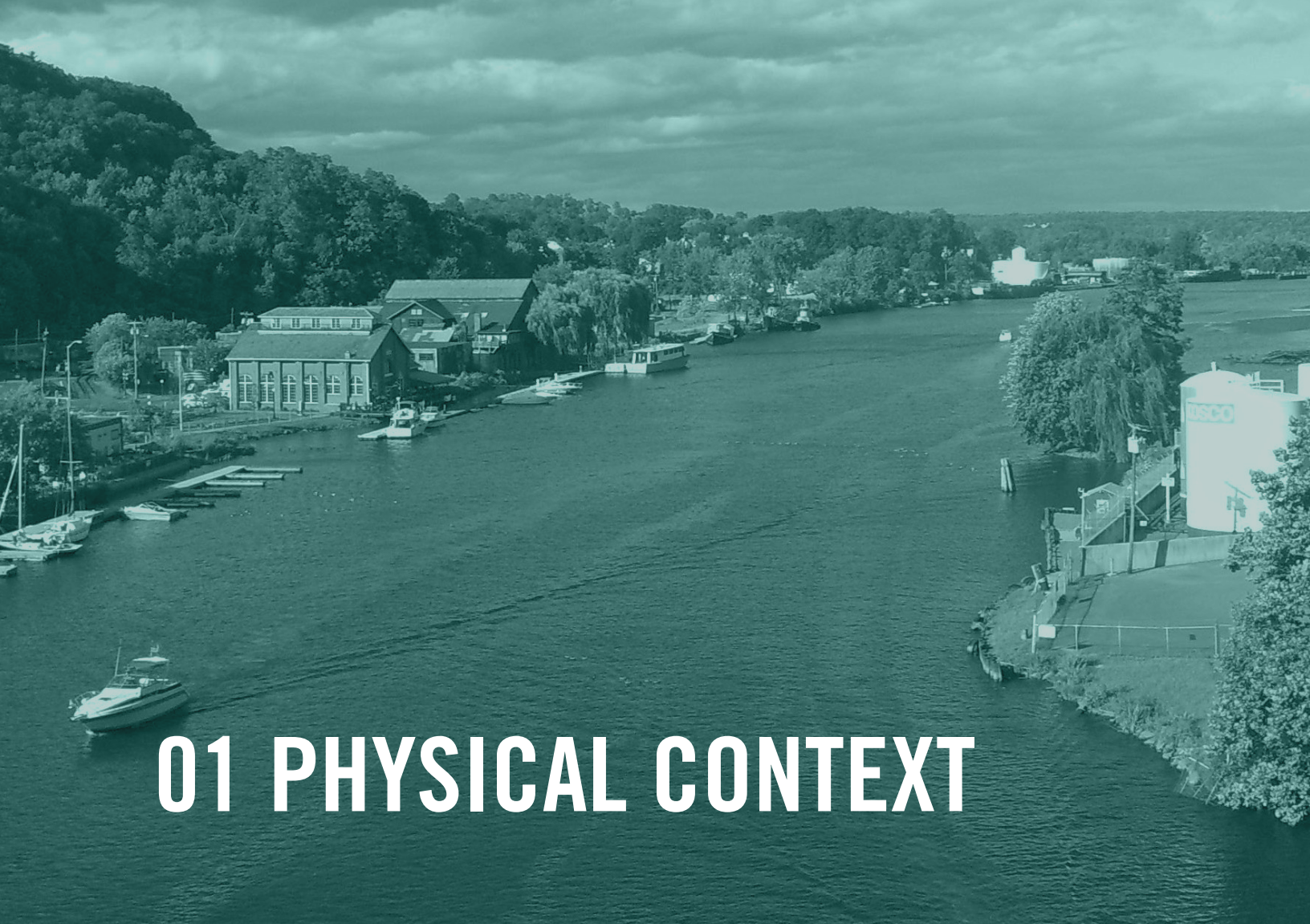






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# 01 PHYSICAL CONTEXT

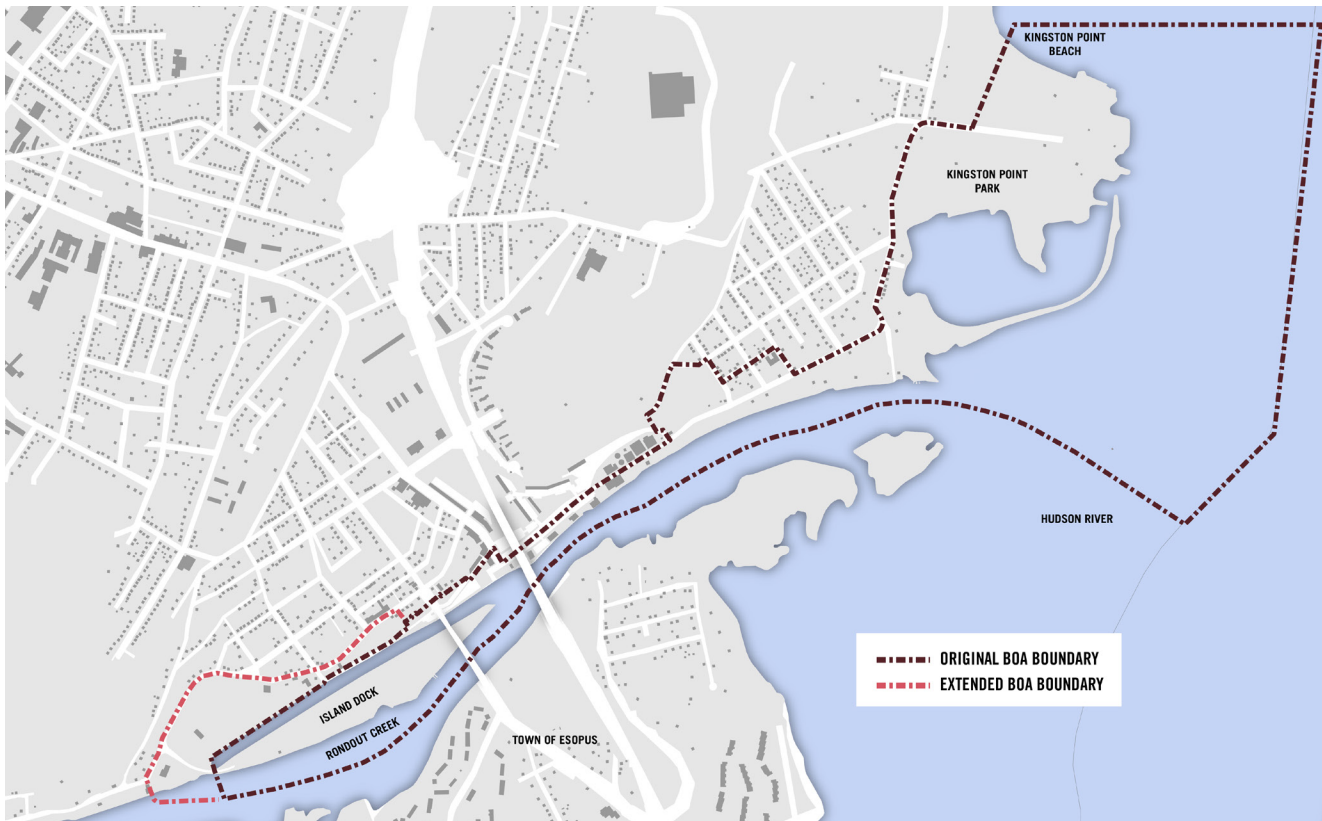
## PROJECT CONTEXT

The proposed City of Kingston Waterfront Brownfield Opportunity Area is a strategically located and developable portion of the Rondout and Hudson River Waterfronts and adjacent inland parcels. Much of the BOA's redevelopment potential has been limited by its long industrial history. For over 150 years, a continuous flow of industry including rail yards, boiler facilities, a coal gasification plant, a bulk petroleum facility, and salvage scrap metal yards have located along the Creek. Several of these industries continue today. Fear of environmental contamination associated with these types of industrial facilities and the potential for high liability and remediation costs have significantly hampered previous efforts to redevelop many of the Rondout's industrial sites.

The adjacent Rondout and Ponckhockie neighborhoods are negatively affected by the real and perceived environmental conditions in the area.

The key challenges to redevelopment in the Rondout area are site configuration, property ownership patterns, and potential site contamination by prior industrial uses. The BOA is in many parts very narrow, with frontage on the Rondout and/or the Hudson that is less than 150 feet deep. Even in the wider areas, the redevelopment tract does not have extensive depth, in places reaching approximately 1,000 feet from the water's edge. Access to the BOA is limited. Though there is access from Route 9W and from Broadway, the addition of new road connections would be difficult and further restrict the area available for easy redevelopment. A large proportion

of the land in the BOA is owned by the City of Kingston. These lands are not available for redevelopment since they are public infrastructure or recreation areas. The remaining acres are owned by a number of private property owners. Since the Pre-Nomination Study was completed a private developer has purchased or optioned a number of parcels and now controls significant acreage in the BOA. The developer's plans for reuse closely follow the land use recommendations outlined in the Pre-Nomination Study and further detailed in this Step 2 Nomination. That reuse plan calls for development of a mixed use area including public space, a waterfront promenade, active trolley service, adequate parking, public recreation, view corridors from nearby neighborhoods, a mix of low rise (two to three story) buildings with retail on



the first floors and offices or residences on the upper floors, restaurants and services to serve recreational boaters and connections to existing and new cultural attractions.

**ORIGINAL BOUNDARY**

The area contains a 172 acre stretch of land along Rondout Creek, from Block Park to the juncture with the Hudson River in the area of Kingston Beach. Most of the brownfield, underutilized and vacant sites are located on 67 acres known as the Rondout Waterfront which is not large and is in many parts very narrow, in places less than 150 feet, with frontage on the Rondout and/or the Hudson. Even in the wider areas, the redevelopment tract does not have extensive depth, in places reaching approximately 1,000 feet from the water's edge. The parcel configuration and size, perhaps more

than any other variable, is driving the range of appropriate future land uses. Though there is access from Route 9W and Broadway, the addition of new road connections would be difficult and further diminish the area available for redevelopment.

**EXTENDED BOUNDARY**

In order to maximize the potential of the waterfront and create a cohesive and vibrant district an additional study area is being proposed as an extension. The additional area is approximately 18 acres and is located primarily at Block Park. This allows a strategic bookend amenity with additional adjacent vacant private lots. This process will define the additional extended boundary to show implementation strategies to achieve the overall vision for the waterfront. Because this is going beyond the existing designated boundary we will

document the additional area in the coming months to meet the BOA Designation checklist. For the extended area the following will be provided:

- 1 known or suspected brownfield sites
- 2 size with location and tax map parcel number,
- 3 current use and condition,
- 4 ownership,
- 5 current ground water conditions,
- 6 potential contamination issues,
- 7 existing infrastructure,
- 8 proximity to existing transportation networks,
- 9 natural and cultural resources or features, and
- 10 environmental and land use history.

As part of the extended boundary will look to add additional strategic sites that will act as a catalyst for activating the southwestern portion of the boundary.



*Northeast Region*

## REGIONAL SETTING

While most of the Northeastern United States lie in the Appalachian Highlands physiographic region, some are also part of the Atlantic coastal plain which extends south to the southern tip of Florida. The coastal plain areas (including Cape Cod in Massachusetts, Long Island in New York, most of New Jersey, Delaware, and the Chesapeake Bay region of Maryland) are generally low and flat, with sandy soil and marshy land. The highlands, including the Piedmont and the Appalachian Mountains, are generally heavily forested, ranging from rolling hills to summits greater than 5,000 feet, and pocked with many lakes.

New York State as we know it, attributes much of its boundaries through

strategic connections and alignment with important resources. The Hudson River and the Mohawk River are two key connections. Historically these links have proved to be critical transportation and migration paths to the west as a passage through the Appalachian Mountains, between the Catskill Mountains and Allegheny Plateau to the south and the Adirondack Mountains to the north. Historically linking New York City with the Great Lakes, the Northeast Region and to the Western United States. Kingston was part of this extensive network.

## UNDERSTANDING THE NEW YORK ECOLOGIES

Understanding the larger ecological systems are key to revitalizing the Kingston Waterfront. They illuminate key synergies and look beyond political

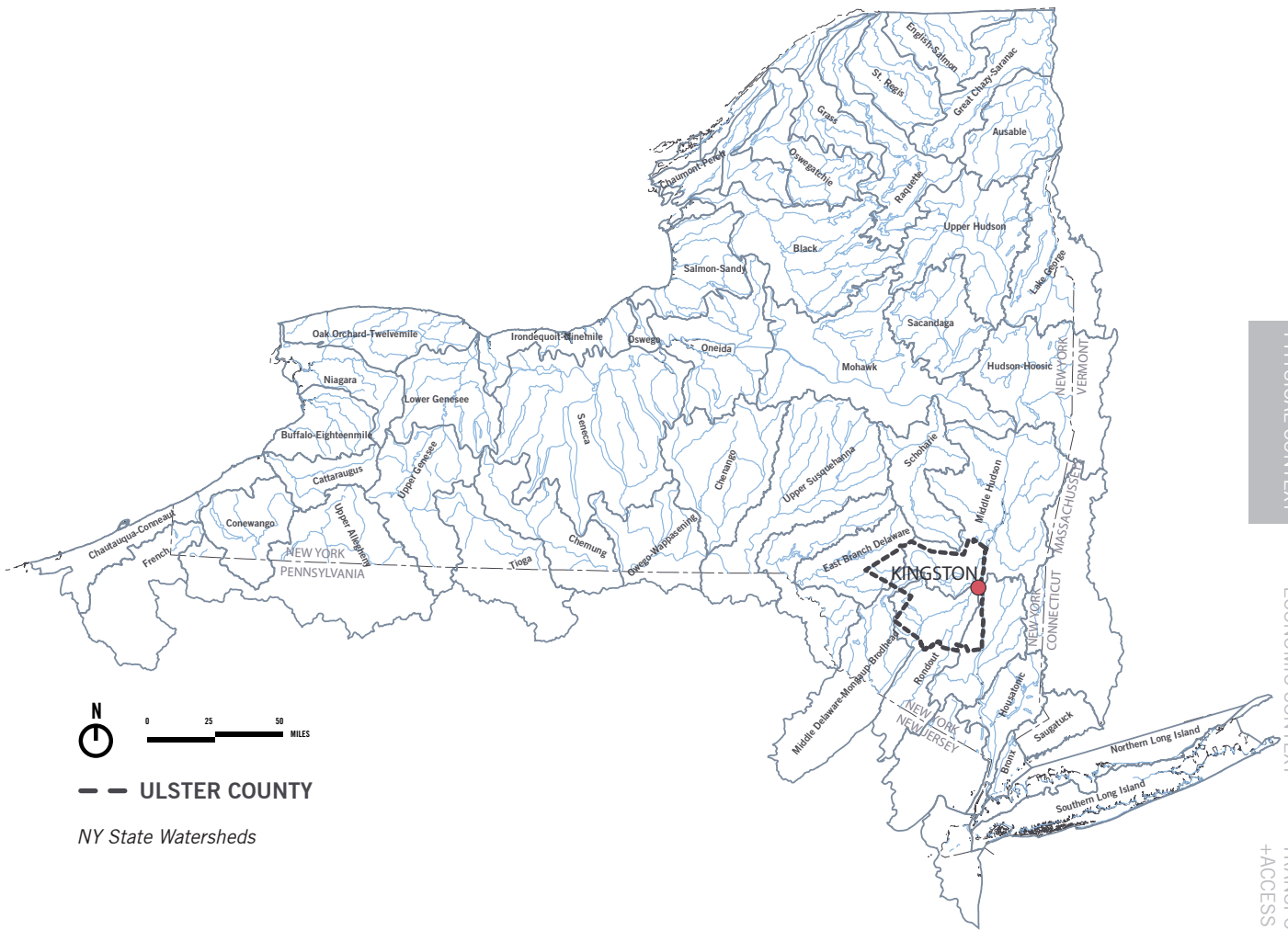
boundaries that may be arbitrary.

The map at the top of the following page depicts how the boundaries of watersheds extend beyond political jurisdiction. The watersheds of New York state cross the boundaries of four different states as well as international borders. The Rondout is a critical link to intersecting sheds.

Source: NYSGIS, USGS

The map at the bottom of the following page illustrates the New York State Ecozones and highlights Kingston, New York and Ulster County within the state ecozone fabric. The City of Kingston is spread between the Catskill Peaks, Neversink Highlands, Shawangunk Hill, and the Central Hudson ecozones. The BOA study site lies within the Central Hudson ecozone.

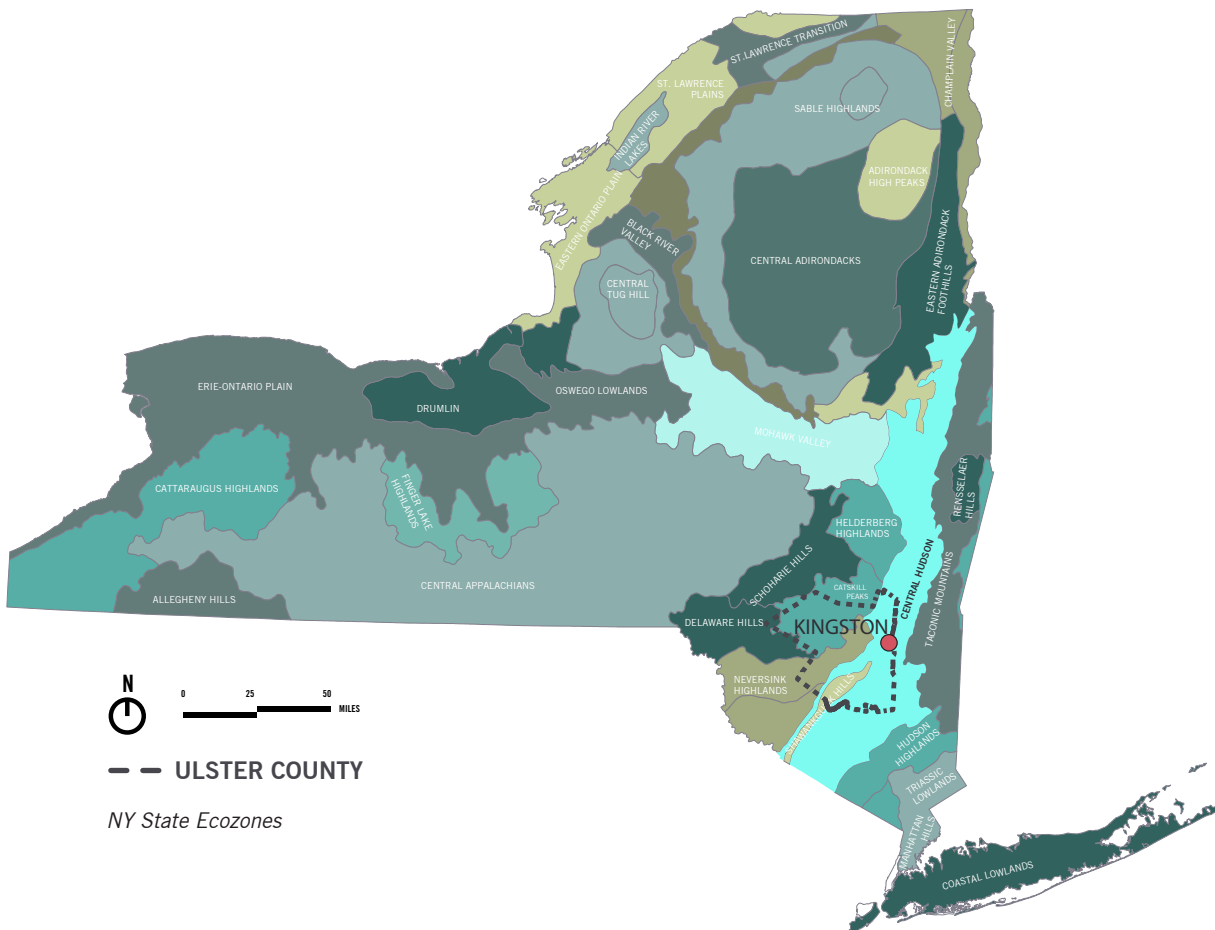
Source: NYSDEC, NYSGIS



N  
0 25 50 MILES

--- ULSTER COUNTY

NY State Watersheds



N  
0 25 50 MILES

--- ULSTER COUNTY

NY State Ecozones



*Hudson River Valley*

## HUDSON RIVER VALLEY

Henry Hudson explored the area of present-day New York in 1609 and claimed it for the Netherlands. His journey stimulated Dutch interest, and the area became known as New Netherland. In 1625, the city of New Amsterdam (the location of present-day New York City) was designated the capital of the province.

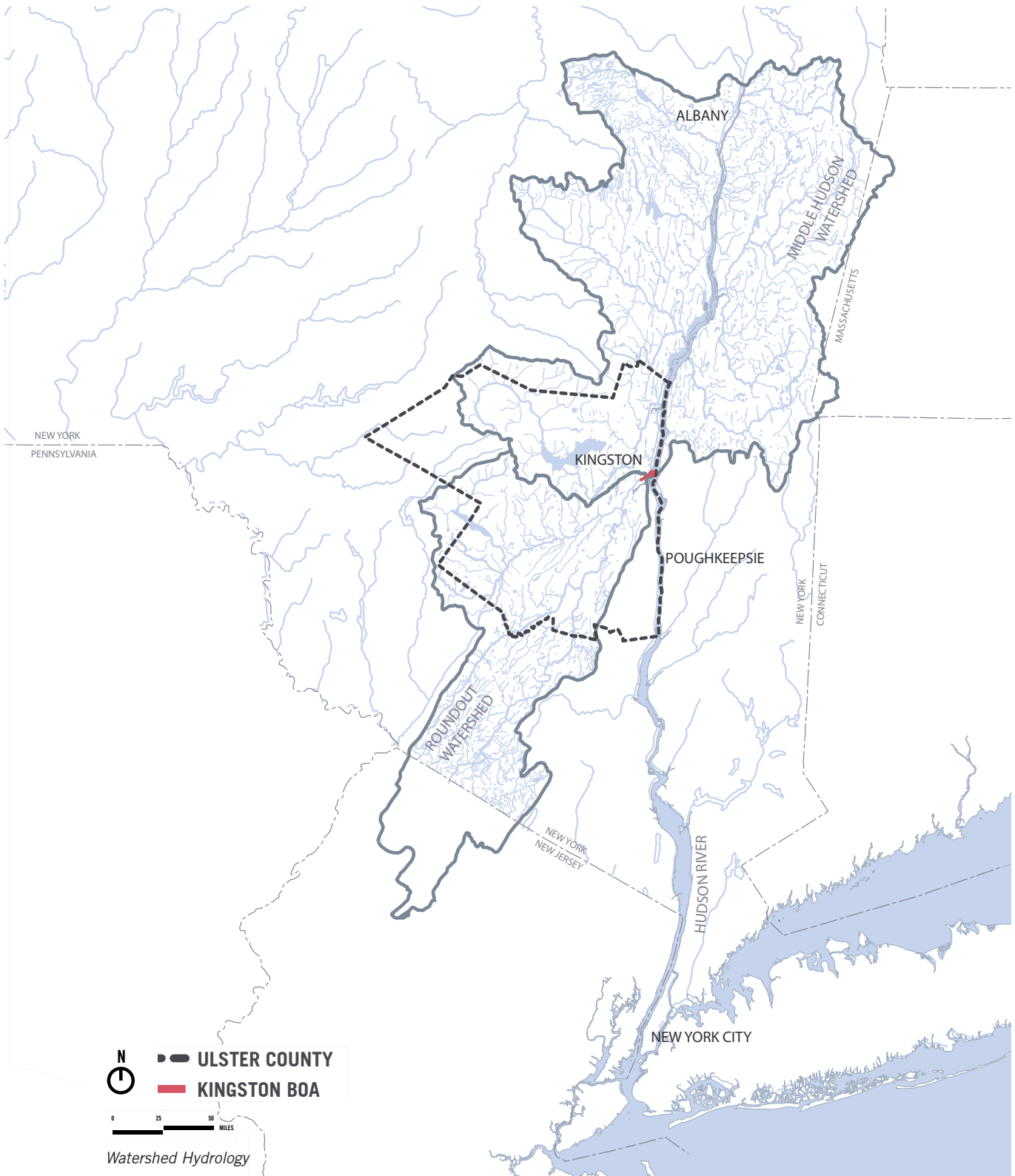
The Mid-Hudson Valley and Ulster County began as farming communities and prospered during the industrial revolution later to emerge as a regional economic powerhouse in New York State. The City of Kingston is located on the western bank of the Hudson River approximately 54 miles south of Albany, and 104 miles north of New York City. It is roughly bounded by the New York State Thruway to the west, the Town of

Ulster to the north, the Town of Esopus to the south, and the Hudson River to the east. Kingston is located in the northeastern portion of Ulster County directly across the Hudson River from the Town of Rhinebeck. As mentioned earlier, Kingston is the county seat of Ulster County and is a major regional commercial and business center. The City has significant frontage on the Hudson River and a lengthy and protected shore on Rondout Creek, a major tributary of the Hudson. Rondout Creek in particular offers space for marina activity for small craft and river tour vessels. The river and creek once had a considerable amount of barge traffic. Kingston is on the edge of the Catskill Mountains, which are home to the Catskill Park and the well-known Catskill resort area. Interstate Highway 87, the New York State

Thruway, crosses the western edge of Kingston and is connected to the City center by Interstate 587. US Highway 9W provides additional north-south highway access, paralleling the Hudson River, US Highway 209 intersects the Interstate to the west of the City. State Highways 28 (east-west) and 32 (north-south) provide access to other communities in the county.

The map on the following page shows how Kingston is made up of three distinct watersheds: Roundout, Middle Hudson, and East Branch Delaware. This map illustrates the Town of Kingston's watershed reach at a regional scale. Water that emerges at the mouth of Rondout creek begins at the northern portion of New Jersey.

Source: NYSGIS, USGS



01  
PHYSICAL CONTEXT

02  
ECONOMIC CONTEXT

03  
TRANSPORTATION  
+ACCESS

04  
INFRASTRUCTURE

05  
STRATEGIC SITES

06  
CASE STUDIES



## KINGSTON AND THE WATERFRONT

### UPTOWN, MIDTOWN, DOWNTOWN

Kingston's Uptown neighborhood is where visitors will find many fine examples of America's early colonial history. The first permanent settlement was built in 1652. Governor Stuyvesant ordered the original stockade built in 1658 to protect the early settlers from local Indian attacks. Originally called Wiltwyck, Uptown Kingston is the largest remaining example of early Dutch settlement in New York State. In 1777, Uptown Kingston's Senate House is where the first capital of New York was established, and visitors can explore many historic sites and

museums that represent that era.

Midtown Kingston reflects a history of industry and expansion. Following the opening of the railroad in the mid-nineteenth century, which ran between (Uptown) Kingston and Rondout, there was a natural growth towards the new transportation line. When the two villages merged, City Hall and other municipal features were built in this newest part of the city. Visitors will find an eclectic mix of shops, music venues, restaurants, specialized manufacturing (many related to the arts), micro breweries, city government offices, Kingston Hospital, and many fine examples of Victorian and early twentieth century architecture.

The Rondout neighborhood is located on the shore of Rondout Creek near where it meets the Hudson River.

Initially a key port for the shipment of timber and agriculture to the colonies and beyond, the area boomed with the opening of the Delaware and Hudson Canal in 1828; it became a trade hub for coal from Northeast Pennsylvania, bluestone from the Catskill Mountains, cement from Rosendale, and bricks made from local clay. The area grew so rapidly that it incorporated as the Village of Rondout in 1849, and by 1872 it merged with the then-Town of Kingston to form today's city. By the time the canal closed in 1899, the port area featured buildings in all the nineteenth century architectural styles.

Activating the Rondout and creating upland connections is key to the revitalization of the waterfront. The waterfront will be an exciting place for locals and a regional draw for visitors.



# HISTORICAL CONTEXT

**1614**

The Town of Esopus begins as a trading post between the Dutch and the Esopus Indians. The town grows but sees many violent conflicts with the Indians in the following decades.



**1683**

The colony of New York is divided by the British into counties and Kingston becomes part of Ulster County.



**1777**

Kingston is New York's first capital before it is burned by the British and the capital is moved to Albany.

**1828**

Port of Rondout grows to rival the stockade area with the construction of the Delaware and Hudson Canal.

**1962**

Urban Renewal is included in city's comprehensive development plan.



**1950s**

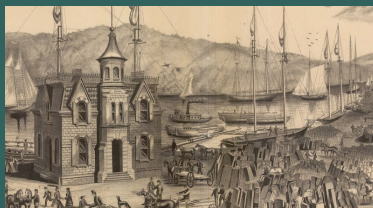
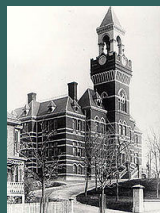
As the State's highway system expands, trucks and cars gradually overtake the railroads as the major transporter of goods.

**Late 1800s**

Railroads replace the canal and river as the dominant form of commercial transportation.

**1872**

The City of Kingston is created including the Village of Rondout, the Village of Kingston, and the Hamlet of Wilbur.



**1970s**

Much of Kingston's waterfront is in deteriorated condition, the Kingston Point Lighthouse is abandoned, Kingston Point is a landfill, commuter railroad tracks are rusting and overgrown with weeds, Rondout is a series of vacant and deteriorating structures.

**1992**

The city's Local Waterfront Revitalization Program (LWRP) is adopted.

**1995**

After operating its main plant in Kingston for 40 years, IBM closes its doors, leaving thousands of residents unemployed.



**2010**

BOA Step 2 report completed.

01  
PHYSICAL CONTEXT

02  
ECONOMIC CONTEXT

03  
TRANSPORTATION  
+ACCESS

04  
INFRASTRUCTURE

05  
STRATEGIC SITES

06  
CASE STUDIES



## CLIMATE

On average, there are 177 sunny days per year in Ulster County, NY. The July high is around 79 degrees and the January low is 15. Given the extreme temperature variances across the calendar year there is a need to design an adaptable all season waterfront. An actively programmed waterfront that allows a flexible range of uses and celebrates each season, including the colder months. There should be areas of refuge from the cold and extreme heat and provide active recreation during all months. Building ground floors can be used as public amenities and opportunities to get out of the weather. Pleasant months offer opportunities to provide open air atmosphere that leverage the breezes and sound of the Rondout.

## WIND

The average wind speed is comparable to the national averages and are slightly higher in the winter. Typically the wind blows into the Rondout from the Hudson and can be quite strong at times. Careful considerations should be made to orientate buildings and landscape to protect from the wind and provide areas of refuge. The wind can be an asset for recreational boaters choosing to sail but also tend to change quickly.

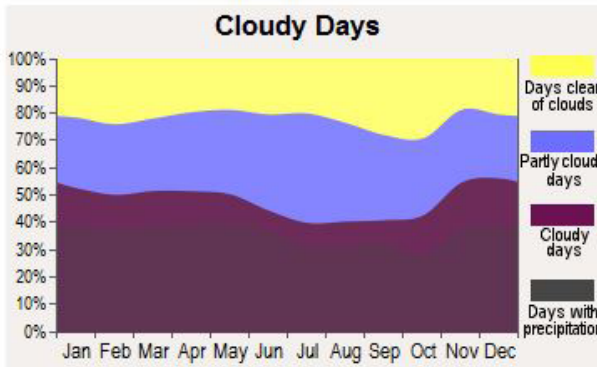
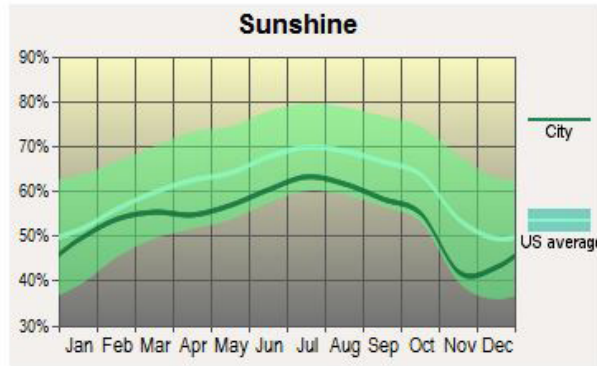
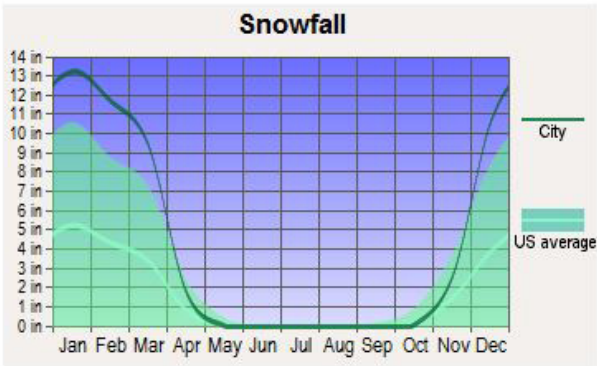
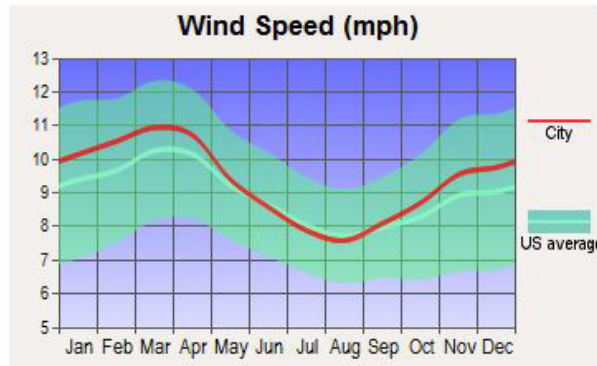
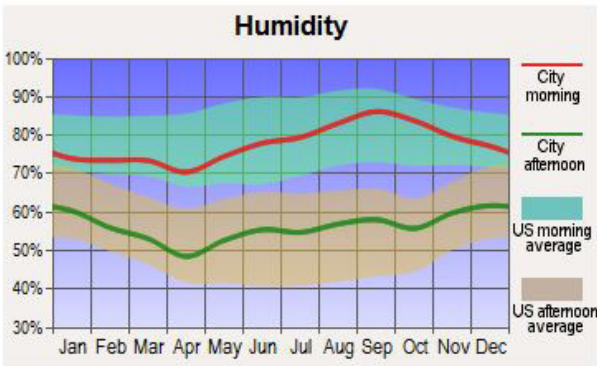
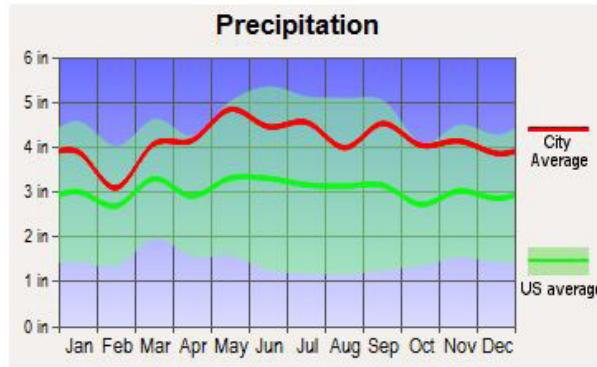
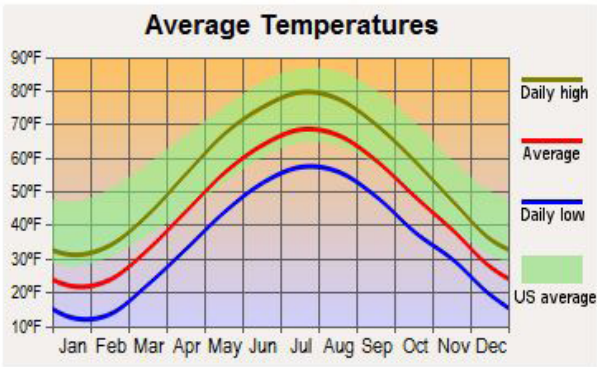
## SOLAR

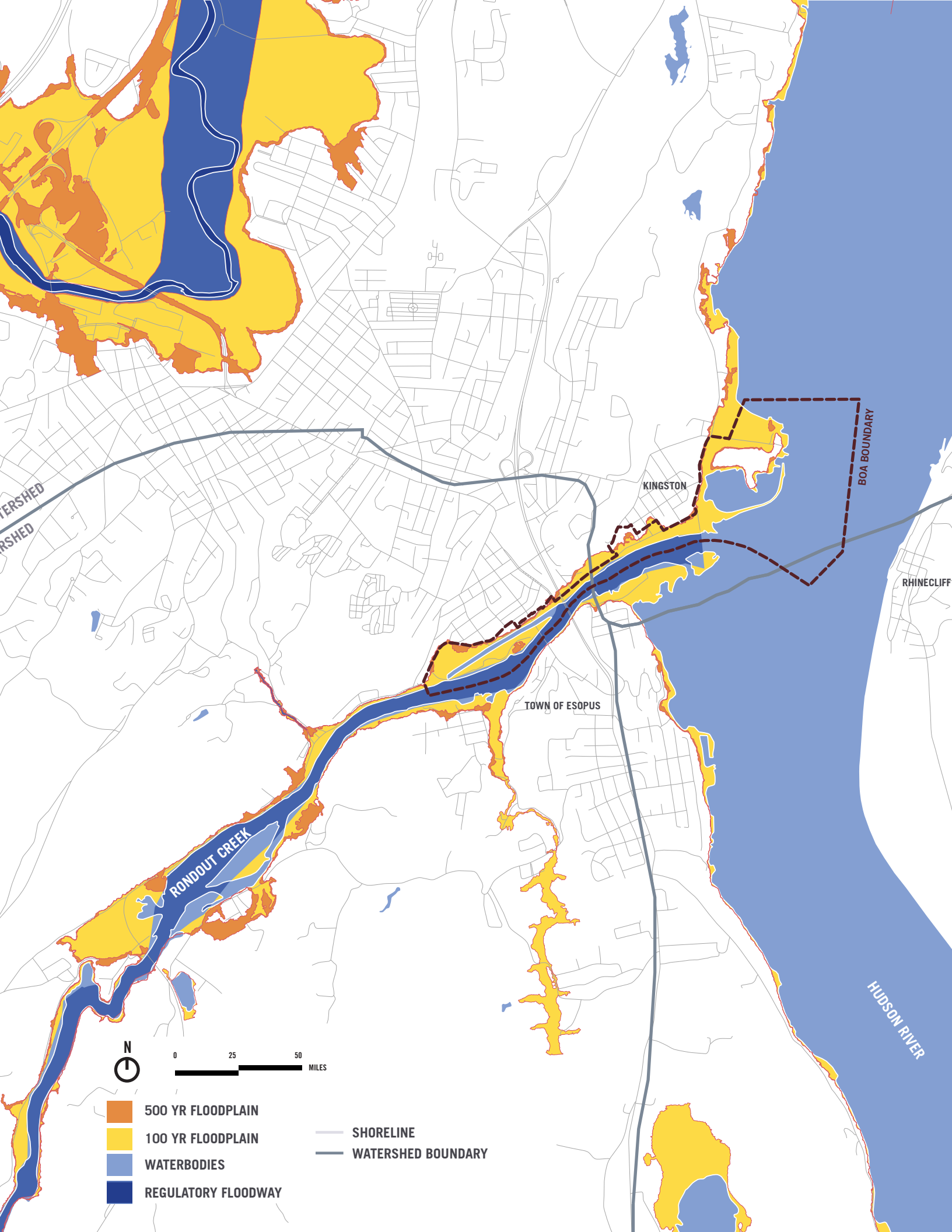
Given the breadth of the Rondout Creek and low scale buildings much of the waterfront is exposed to direct southern exposure. This is an asset in the winter when maximum sun exposure is desirable. In the stronger

summer months shade structures and landscaping will be needed to provide

## PRECIPITATION

Ulster County, NY, gets 46 inches of rain per year compared to the US average of 37. Ulster County also gets 45 inches of snowfall compared to the US average of 25 inches of snow per year. The number of days with any measurable precipitation is 120. Given the high level of precipitation strategies should be implemented to capture rain water and increase permeable surfaces to reduce strains on infrastructure and the potential of contaminants washing into the creek.





WATERSHED BOUNDARY

KINGSTON

TOWN OF ESOPUS

RHINECLIFF

HUDSON RIVER

RONDOUT CREEK

BOA BOUNDARY



0 25 50 MILES

- 500 YR FLOODPLAIN
- 100 YR FLOODPLAIN
- WATERBODIES
- REGULATORY FLOODWAY

- SHORELINE
- WATERSHED BOUNDARY

## REGIONAL HYDROLOGY + FLOOD RISK

The Kingston BOA site area is susceptible to flooding from two different watersheds—Middle Hudson Watershed and Roundout Watershed. It is also vulnerable to storm surge from the lower Hudson, as during Hurricane Sandy. As illustrated in the map to the left, the bright yellow zones highlight the 100-year floodplain. The majority of the BOA site lies within this area. It is important to consider BOA recommendations that take into consideration the impacts of residing in the 100-year floodplain. However (see sea level rise), the 100 year floodplain will be shifting upland over the next century, expanding the areas now vulnerable to flood and inundation.

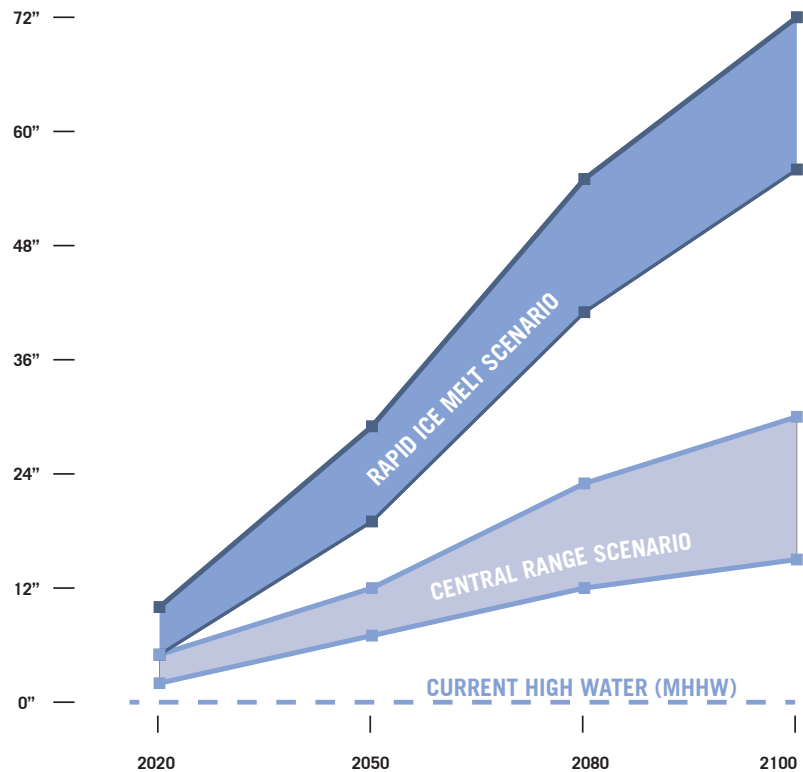
Source: FEMA, USGS, Planning for Rising Waters: Final Report of the City of Kingston Tidal Waterfront Flooding Task Force, Scenic Hudson

The Following map series (pages 22-25) illustrate the increased movement and projected 100 year floodplain over time. Many significant waterfront sites within the BOA—including the sewage treatment plant—will be inundated or made more vulnerable to flooding. So the question is how do we make recommendations that consider the vulnerable Kingston waterfront edge through our BOA research and recommendations? The areas of highest risk of contamination are also at greatest risk of inundation. How can we use the process of remediation and clean-up to create a vibrant public spaces, linking Kingston to the Hudson, while acknowledging how the shoreline will change in the coming decades?

Source: Planning for Rising Waters: Final Report of the City of Kingston Tidal Waterfront Flooding Task Force, Scenic Hudson, USGS

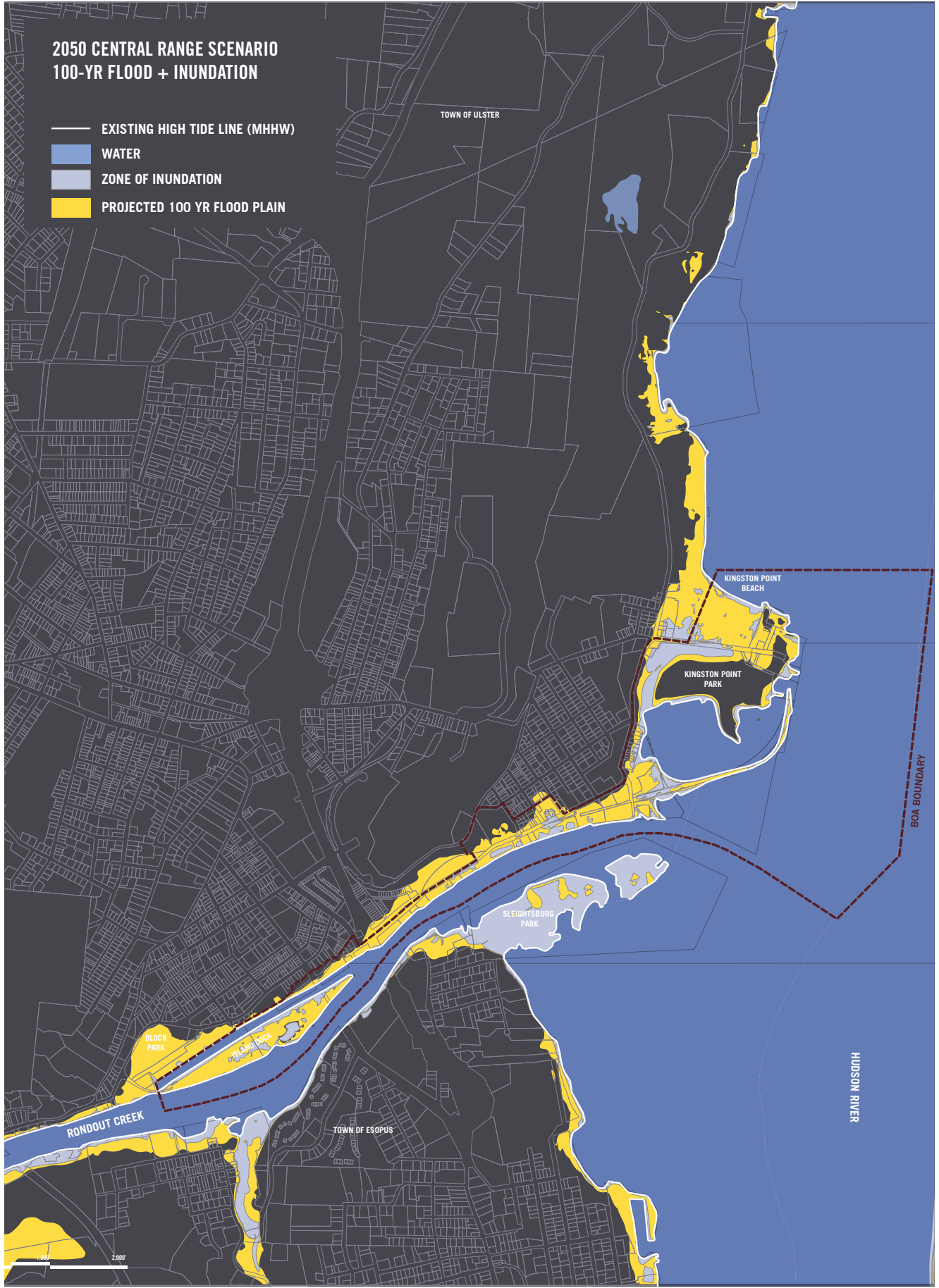


## KINGSTON HUDSON RIVER LEVEL RISE PROJECTIONS







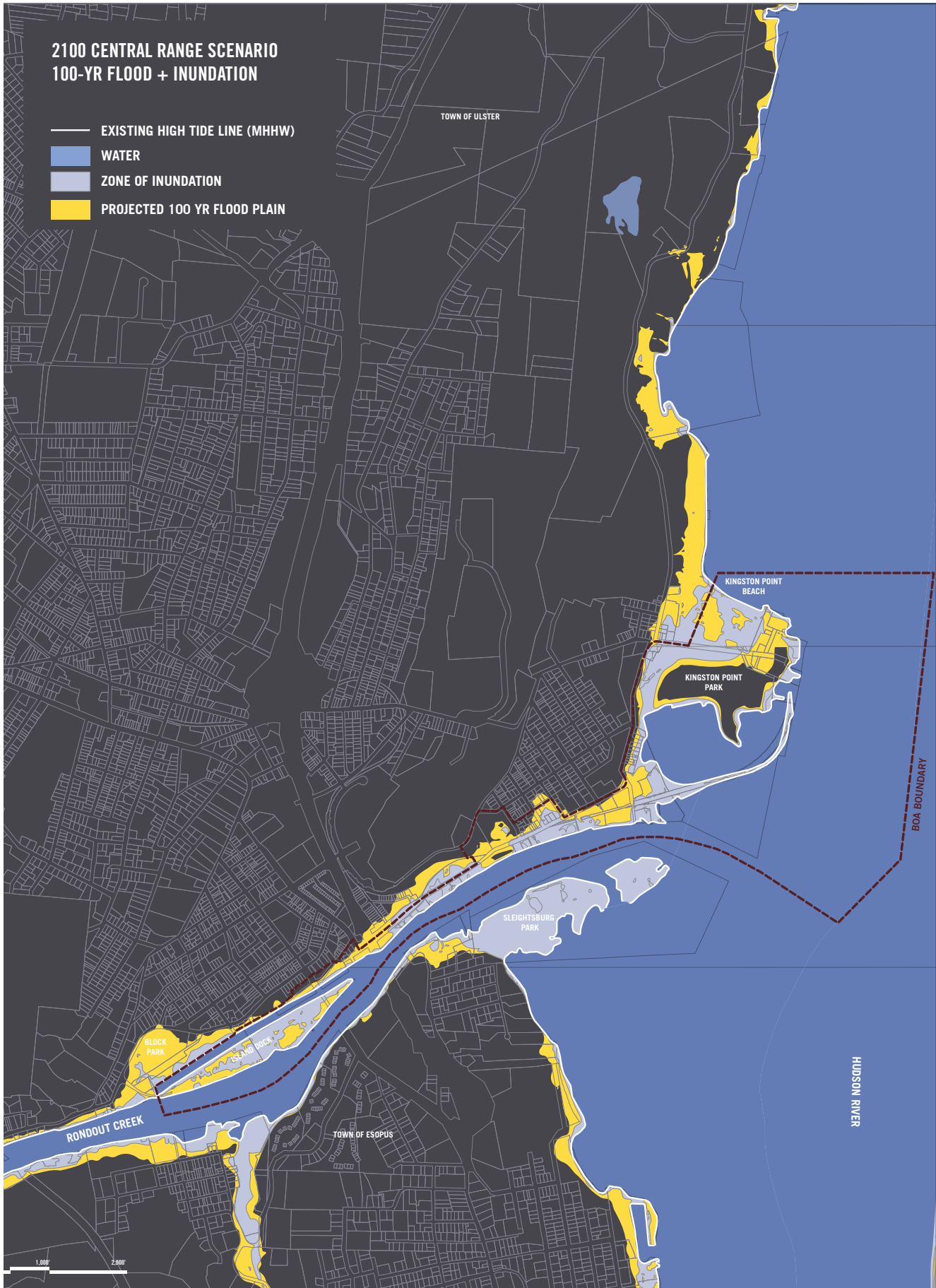
# 2050 CENTRAL RANGE SCENARIO 100-YR FLOOD + INUNDATION

- EXISTING HIGH TIDE LINE (MHHW)
- WATER
- ZONE OF INUNDATION
- PROJECTED 100 YR FLOOD PLAIN



**2100 CENTRAL RANGE SCENARIO  
100-YR FLOOD + INUNDATION**

-  EXISTING HIGH TIDE LINE (MHHW)
-  WATER
-  ZONE OF INUNDATION
-  PROJECTED 100 YR FLOOD PLAIN



**01**  
PHYSICAL CONTEXT

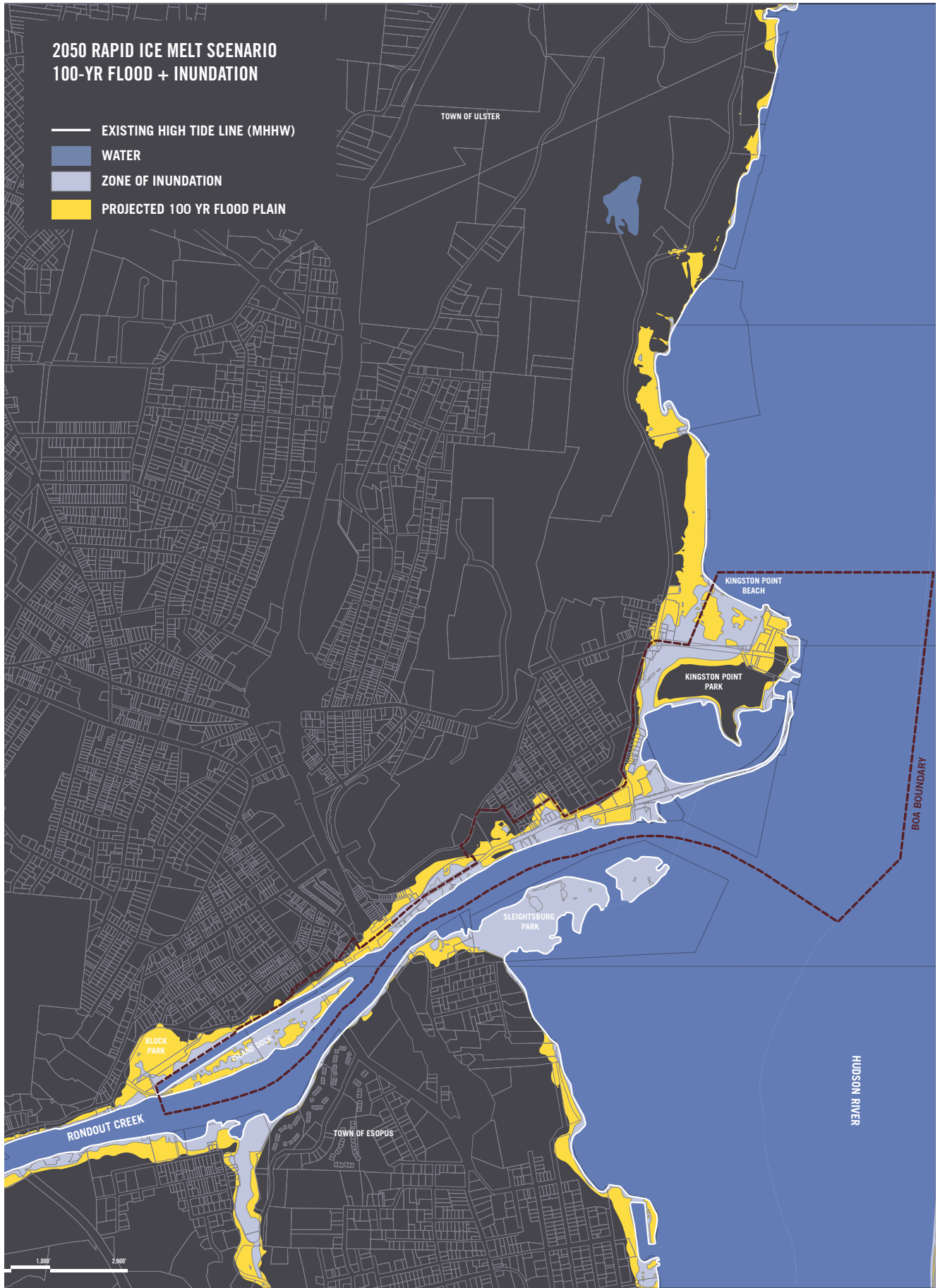
**02**  
ECONOMIC CONTEXT

**03**  
TRANSPORTATION  
+ACCESS

**04**  
INFRASTRUCTURE

**05**  
STRATEGIC SITES

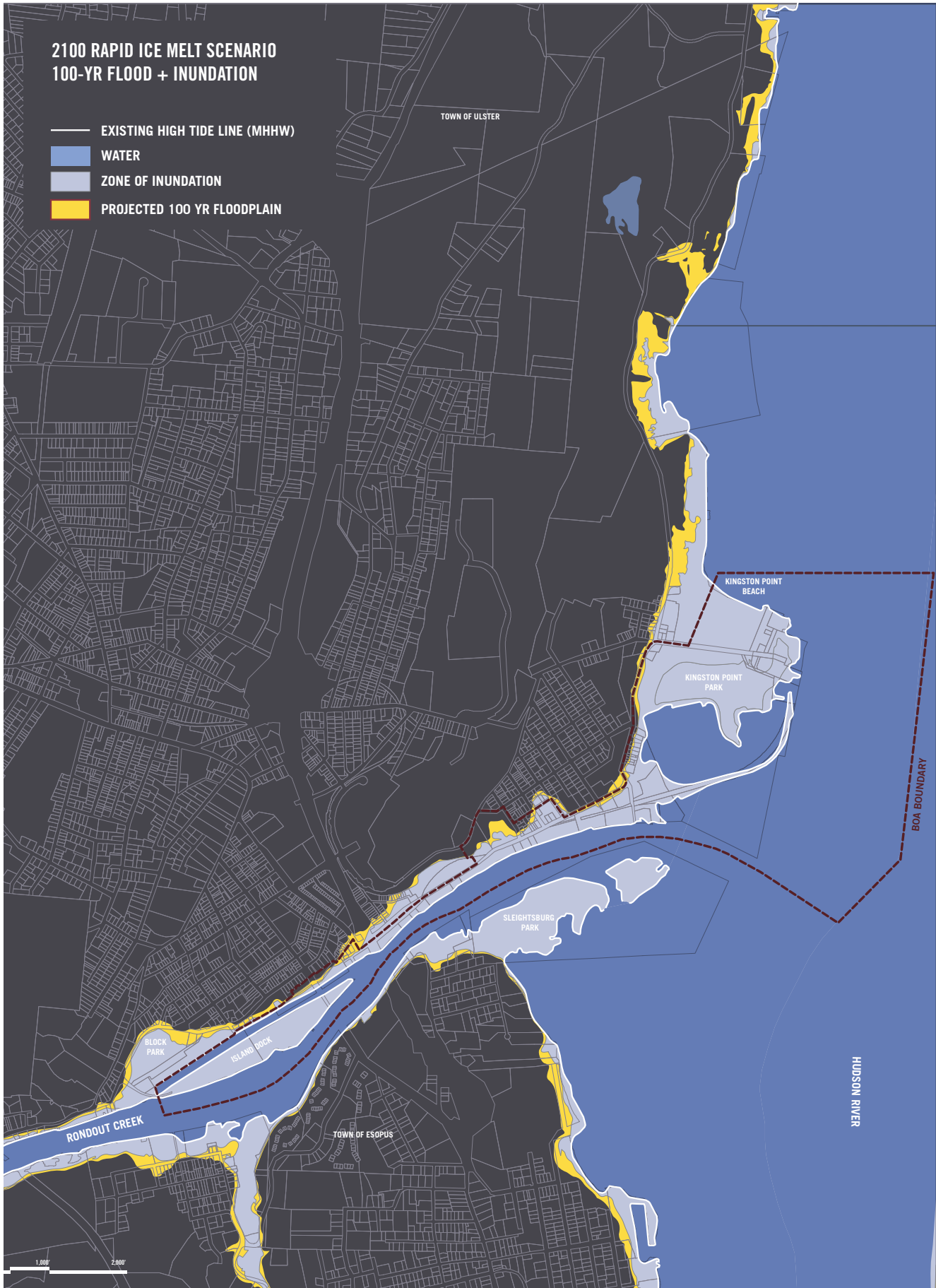
**06**  
CASE STUDIES





**2100 RAPID ICE MELT SCENARIO  
100-YR FLOOD + INUNDATION**

- EXISTING HIGH TIDE LINE (MHHW)
- WATER
- ZONE OF INUNDATION
- PROJECTED 100 YR FLOODPLAIN



**01**  
PHYSICAL CONTEXT

**02**  
ECONOMIC CONTEXT

**03**  
TRANSPORTATION  
+ACCESS

**04**  
INFRASTRUCTURE

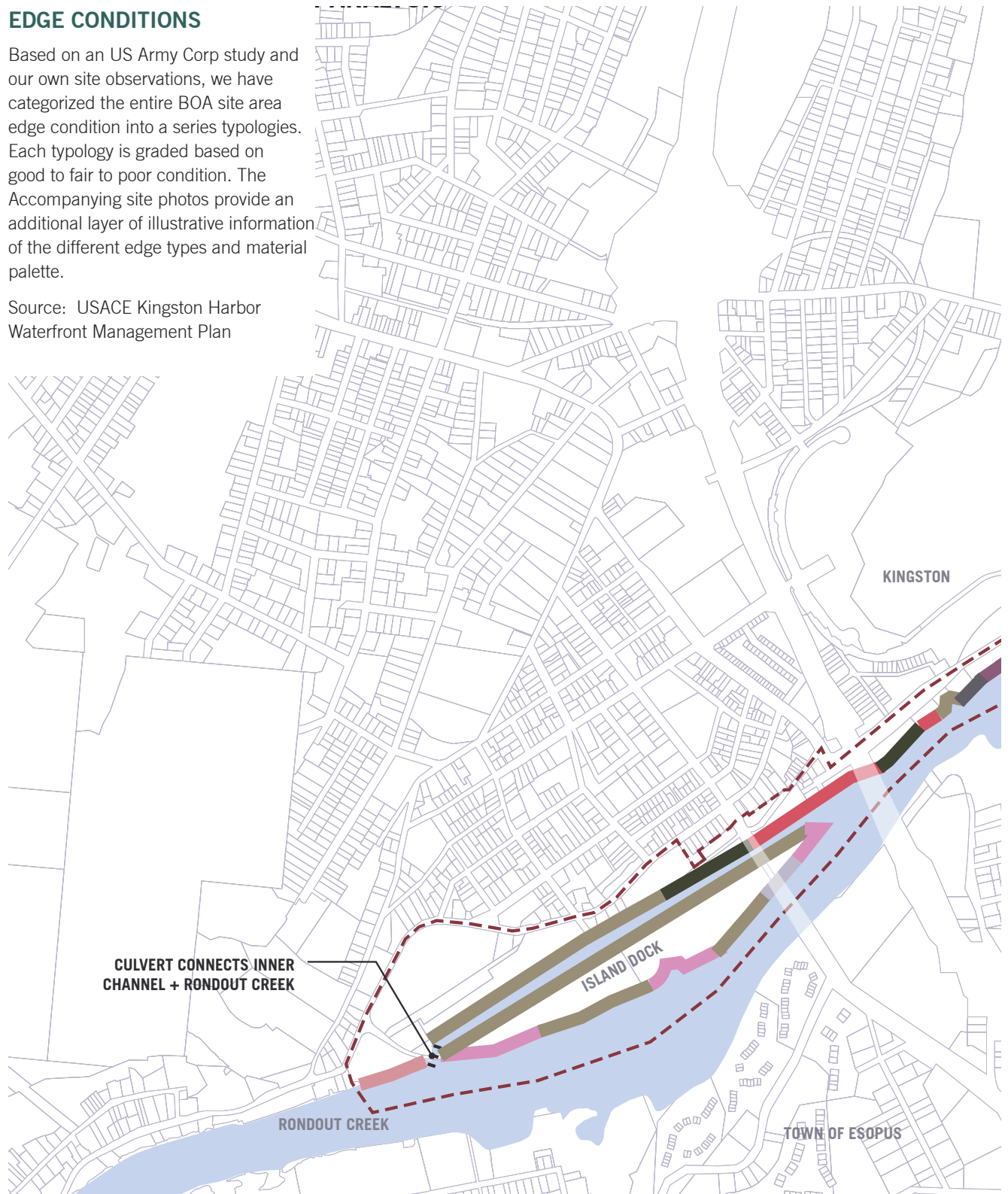
**05**  
STRATEGIC SITES

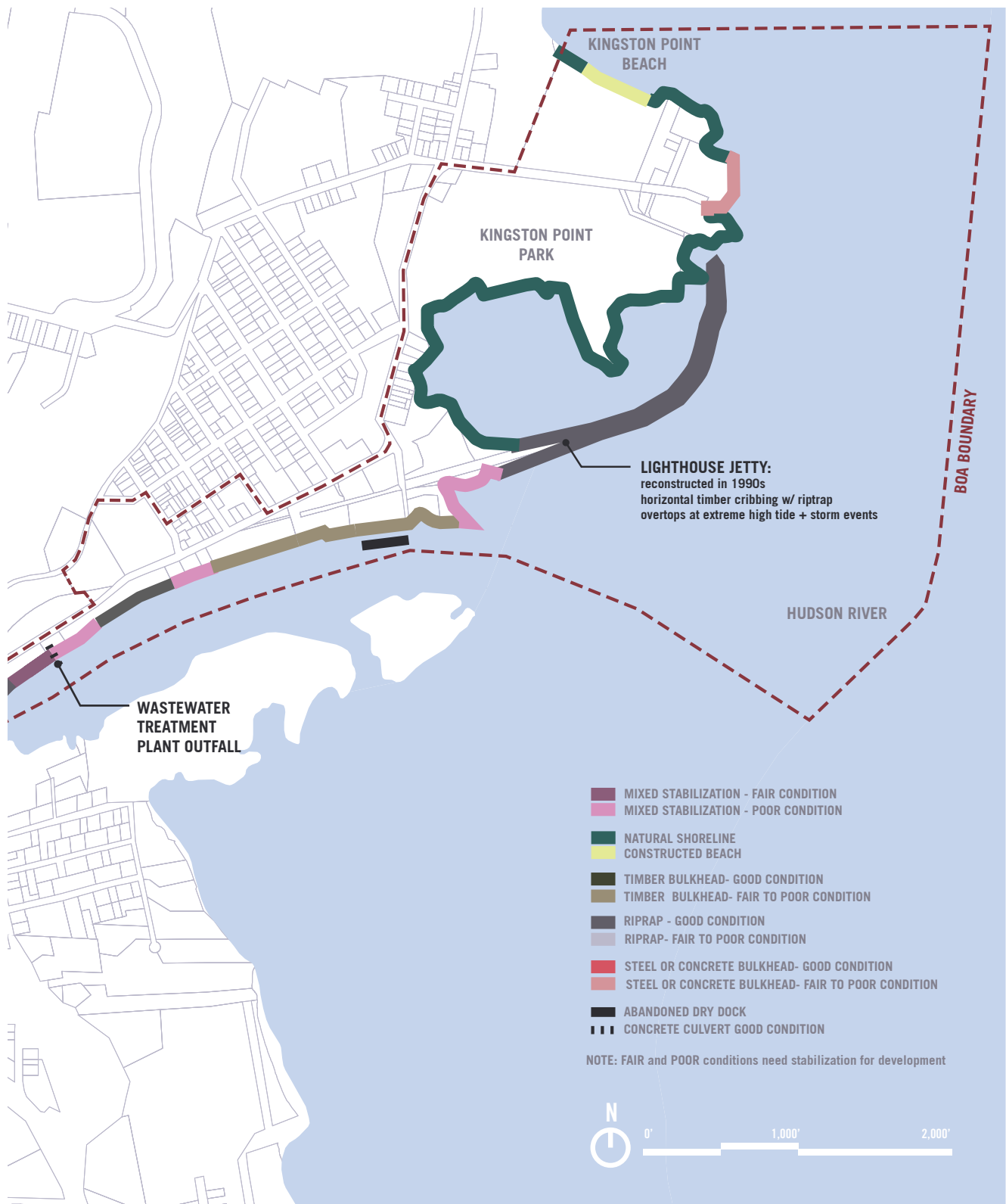
**06**  
CASE STUDIES

## EDGE CONDITIONS

Based on an US Army Corp study and our own site observations, we have categorized the entire BOA site area edge condition into a series typologies. Each typology is graded based on good to fair to poor condition. The Accompanying site photos provide an additional layer of illustrative information of the different edge types and material palette.

Source: USACE Kingston Harbor Waterfront Management Plan





## EDGE CONDITION ANALYSIS

In an inspection conducted in 2011 for the Planning Assistance to States (PAS) study, the creek was found to be segmented with large areas of underutilized, abandoned, and deteriorating shoreline. As the LWRP supports mixed use, water-based land uses along the Rondout Creek, it envisions improving the appearance and stability of the shoreline via a joint effort by the City of Kingston and the private sector. Part of this vision has already been realized, with the northern shoreline of Rondout Creek having already been extensively developed for marinas, dry docks, and residential and commercial uses.

As the map on the previous page and the key to the right indicate, the shoreline is in a variety of conditions along the Rondout Creek waterfront and the Hudson River waterfront.

Source: Rondout Harbor Management Plan, 2014



MIXED STABILIZATION - FAIR CONDITION  
MIXED STABILIZATION - POOR CONDITION



RIPRAP - GOOD CONDITION  
RIPRAP - FAIR TO POOR CONDITION

01  
PHYSICAL CONTEXT

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06  
CASE STUDIES



■ NATURAL SHORELINE  
■ CONSTRUCTED BEACH



■ TIMBER BULKHEAD- GOOD CONDITION  
■ TIMBER BULKHEAD- FAIR TO POOR CONDITION



■ STEEL OR CONCRETE BULKHEAD- GOOD CONDITION  
■ STEEL OR CONCRETE BULKHEAD- FAIR TO POOR CONDITION



■ ABANDONED DRY DOCK  
■ CONCRETE CULVERT GOOD CONDITION



## LAND USE, ZONING AND URBAN FORM

### LAND USE AND ZONING

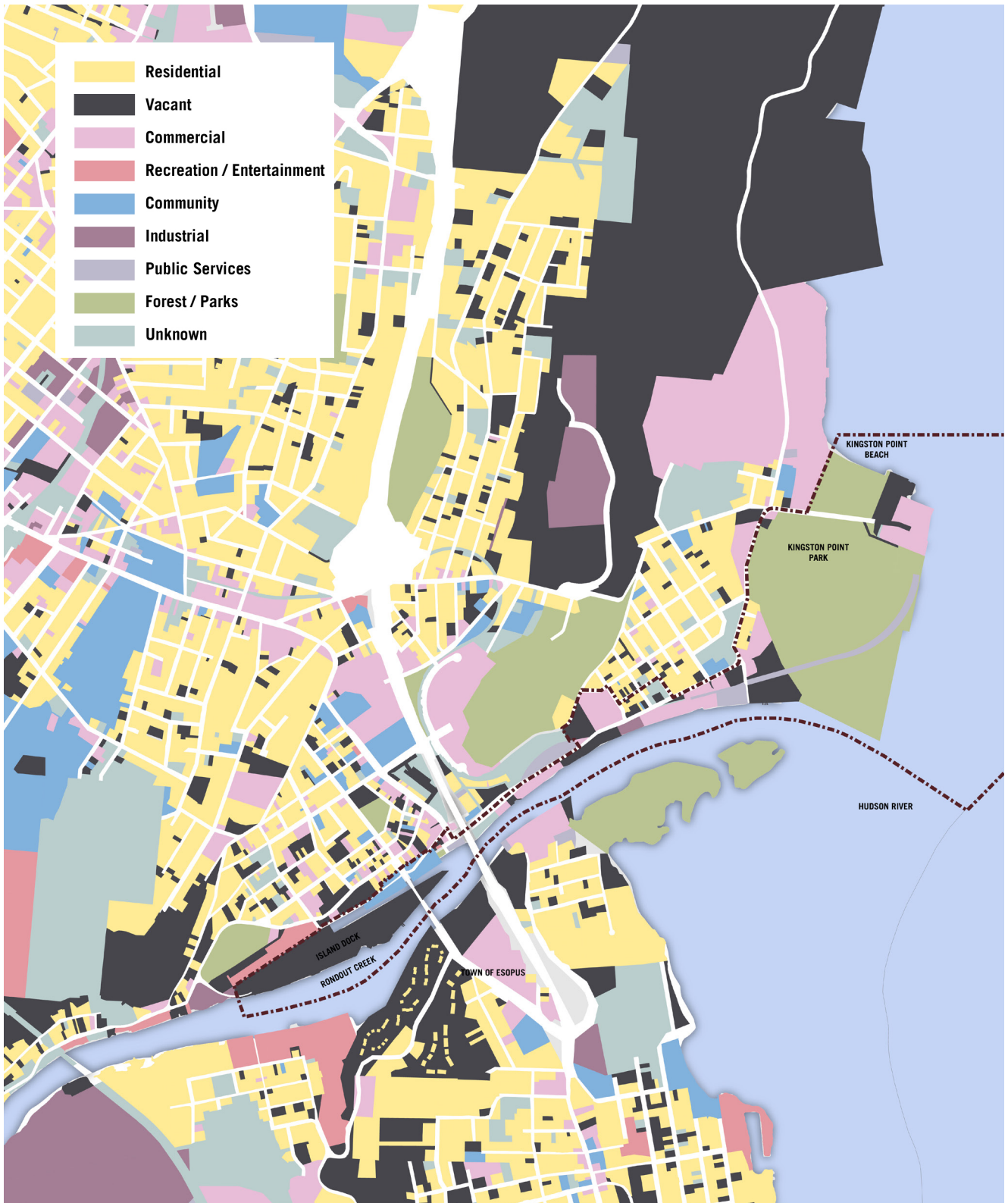
The zoning designation for the main BOA is RF-R (Rondout Creek District). The purpose of the Riverfront District RF-R Rondout Creek zoning is to “afford priority to water dependent uses, achieve public access to the BOA, control development, create distinct Hudson River and Rondout Creek waterfront districts and to implement the policies and purposes of the City of Kingston Local Waterfront Revitalization Program. Further, it is the purpose of the districts to provide opportunities for permanent public views and access to the Hudson River and Rondout Creek and to encourage the phase out of certain uses which are incompatible

with and detract from the Hudson River and Rondout Creek waterfront areas.” Most of the remaining land in the BOA is zoned RFH (Hudson Riverfront District). A one-family residential district (RRR) covers the Ponckhockie Neighborhood. Parts of the East Strand and Abeel Street area are zoned as General Manufacturing (M-2) and General Commercial (C-2). The following table (Table One – Page 51) summarizes the uses allowed as of right in each district. Related codes affecting the BOA and adjacent lands include the control of “Waterfront Facilities”. These codes identify the uses and policies related to marine facilities in the general harbor area under the administration of the City Harbor Manager. The area is also subject to “Waterfront Consistency Regulations”. The purpose of that article is to “provide a framework for agencies of the City of Kingston to consider the

policies and purposes contained in the Local Waterfront Revitalization Program when reviewing applications for actions or direct agency actions located in the BOA and to assure that such actions and direct actions are consistent with said policies and purposes”.

### TAX STRUCTURE

The Waterfront BOA “underperforms” from a tax base perspective. While the area represents more than three percent of the City’s assessed land area, it accounts for less than one-half of one percent of the tax base, in large part because of real and perceived environmental contamination. The various opportunities to encourage and incentives economic development are currently being explored in the comprehensive planning exercise and will be further assessed later in this process.



**01**  
PHYSICAL CONTEXT

**02**  
ECONOMIC CONTEXT

**03**  
TRANSPORTATION  
+ACCESS

**04**  
INFRASTRUCTURE

**05**  
STRATEGIC SITES

**06**  
CASE STUDIES



**DESIGN GUIDELINES**

In 2006 the City prepared and adopted a set of design guidelines to shape future development and rehabilitation of buildings on the waterfront within the BOA. These guidelines help the City to direct the density, appearance and massing of waterfront development so that it accomplishes the goal of an active vibrant waterfront. Key elements include:

- a. Environmental Context
- b. Building Height and Scale.
- c. Building Material
- d. Site Planning

These guidelines are being reevaluated in the new comprehensive planning process.

**WATERFRONT ZONING REGULATIONS**

Chapter 398 of the Kingston Charter that regulates waterfront development including those found abutting the Rondout. These particular regulations and standards dictate access, set backs, protect the environment and spur economic development.

These guidelines are being reevaluated in the new comprehensive planning process.

**OPEN SPACE**

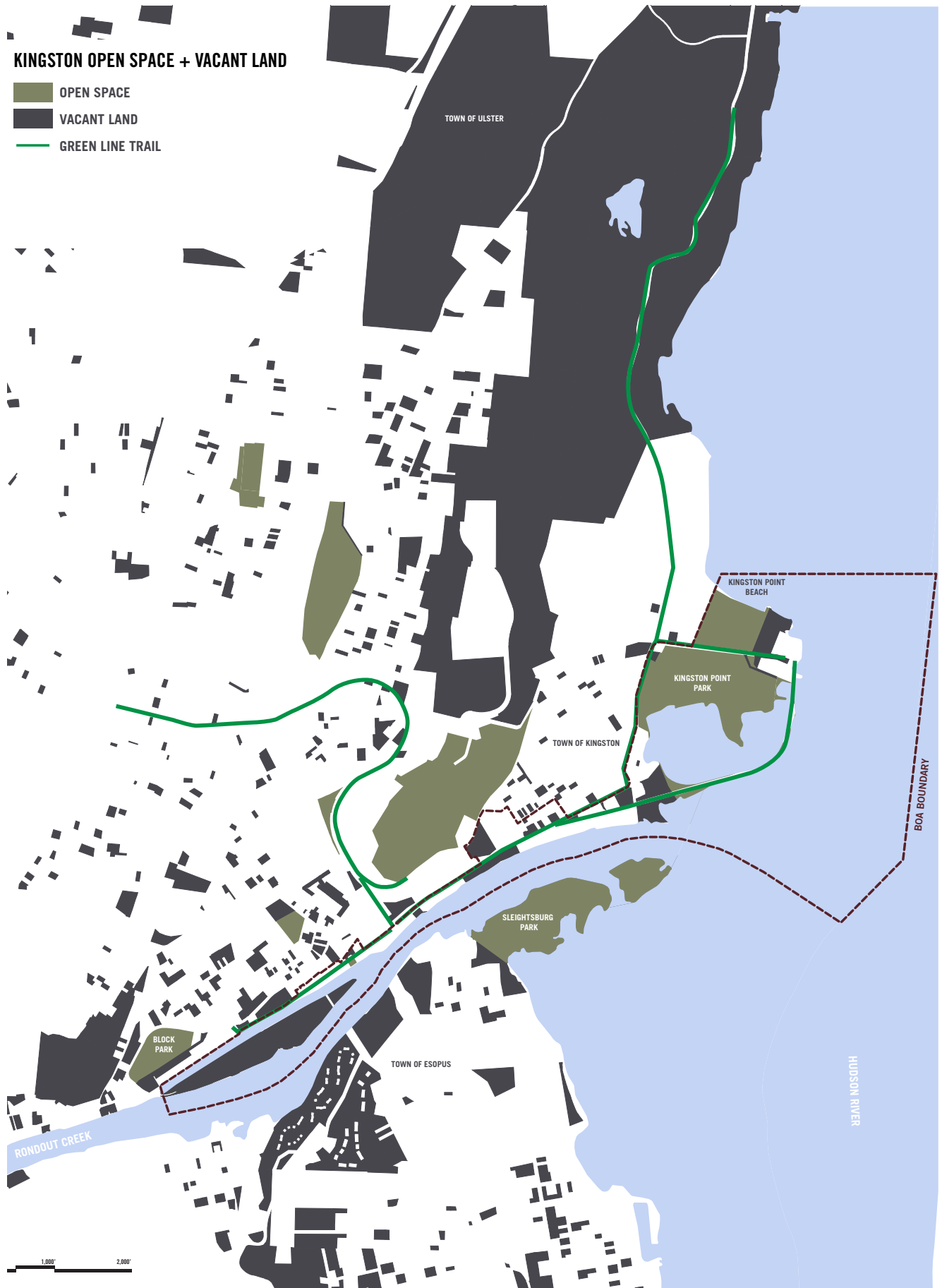
Kingston Point Park is a critical amenity for the Hudson and Rondout waterfronts. It was the historic landing for the Day Line boats from New York City. Passengers disembarked and could visit the amusement park then on site, take a trolley into Kingston, or

stroll along the waterfront. The Day Line Dock held two sets of Rail Road tracks for the Ulster and Delaware Rail Road and passengers would disembark, and could also go elsewhere in the City of Kingston or the northern Catskill Mountains. Today, parts of the site have been restored with landscaping, picnic pavilions, and a bridge connecting the park’s mainland to the peninsula that connects the park to the Rondout waterfront and the trolley tracks (the location of the former Day line boat dock). Kingston Point Park is well utilized for events and by neighborhood residents. With additional investment, it would become a major attraction for waterfront visitors. Kingston Beach is adjacent to Kingston Point Park and is heavily used as a summer recreation site. Block Park is also included within the BOA and is largely unprogrammed for recreation at this time.



# KINGSTON OPEN SPACE + VACANT LAND

- OPEN SPACE
- VACANT LAND
- GREEN LINE TRAIL



01  
PHYSICAL CONTEXT

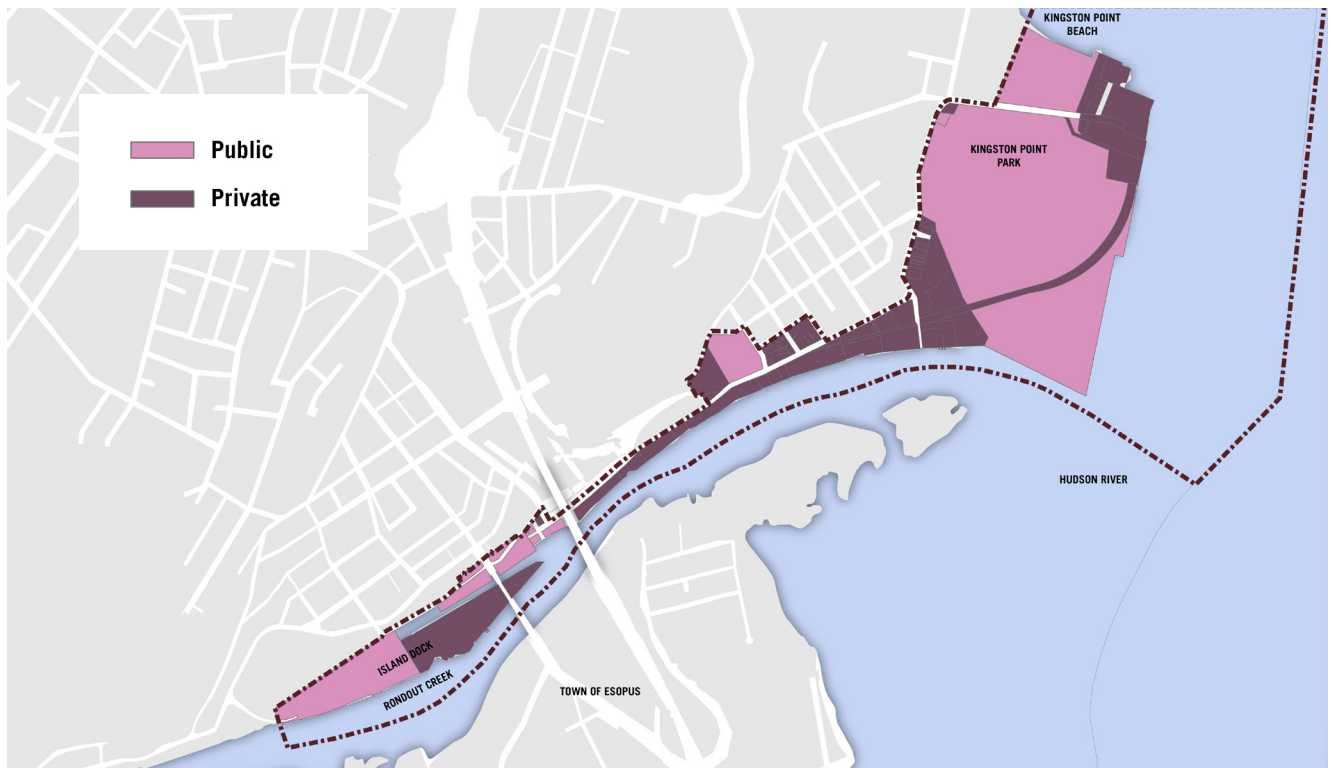
02  
ECONOMIC CONTEXT

03  
TRANSPORTATION  
+ACCESS

04  
INFRASTRUCTURE

05  
STRATEGIC SITES

06  
CASE STUDIES



## URBAN FORM

The City's population continues to decrease and income growth has been slower than projected and did not keep pace with inflation between 1990 and 2000. This was likely influenced by the closure of IBM, but it represents decreased spending power by Kingston residents, as will the declining rate of consumer confidence throughout the current year. Incomes among Rondout area residents were slightly lower in 2000 than the City as a whole, but are increasing faster than other city neighborhoods. Recent data indicates that this trend is continuing. The Rondout waterfront experienced significant growth in population and housing units between 1990 and 2000, though the pace has slowed significantly in the past three years. Constriction in the housing market

in general and a rising rate of home foreclosure is a concern for the adjacent low and moderate income neighborhood. In migration of some second homeowners indicates an increased need for goods and service providers. Though the pace of growth has slowed, a strong "buy local" mentality exists in the neighborhood. Kingston has experienced the same impacts as the surrounding Mid-Hudson Valley including skyrocketing housing costs, continual immigration from the greater NYC metro area, and more recently, a slowing climate for economic development as investors react to national economic trends. Though the current economic recession and world-wide financial crisis will obviously impact the City, the economic analysis of recent years found that the City of Kingston is a regional

commercial and business center with strengths in services and health care, retail and Finance, insurance and Real Estate (FIRE) sectors.

Kingston's strong "new economy" orientation means that it is ahead of national percentages of total employment in service occupations. Its strongest growth sectors are in transport, communication, services and FIRE. The Kingston area has a substantial amount of office and industrial space available and some retail space. New development along the waterfront should differentiate itself from the City's current inventory of space so that it will attract and accommodate new business and residents without contributing to higher city-wide vacancy levels.

The City's location at the juncture of

the Hudson and Rondout, significant historic resources, and good access to I-87 and thence to the New York metropolitan area create some currently unexploited tourism opportunities. The Hudson River is currently an under-used waterway with regard to tourism potential. The strong “influence” of the New York metropolitan area which offers unique opportunities for tourism and visitor activity, cultural and destination retail, and economic development for high value added activities (both service and production) where proximity to final customers does not require companies to be located in that metro region. The obvious downside of dependence on the NY metro market at the current time is that it may take many years for key industries (and their employees) to recover from the recent recession. This population feeds the City’s tourist and visitor base but has also been a source of disposable wealth from second home owners and artists relocating to the City. The region has significant “facilities assets” that are available for development (some with and some without the need for significant renovations). These could be utilized without adversely affecting Ulster County’s open land assets. Redevelopment of existing facilities, buildings, and industrial land including brownfield sites can be made more competitive during this period if state and federal agencies do not disrupt the flow of funds for infrastructure improvement, economic development incentives and access to specialized lending pools and subsidized loan products. The region was still undergoing economic change following adjustments by major employers (including the reduction and re-establishment—albeit in a neighboring county—of IBM as one of Ulster County’s largest employers). The new economic downturn will frustrate

efforts to recover from earlier business losses. The region has also experienced an increasing number of in-migrants who work outside of Ulster County due to housing market developments in the greater Hudson Valley region. Economic development policies could be explored to take advantage of these new in-migrants that may represent an opportunity to cultivate quality jobs for those new residents that could also encourage a new level of level of entrepreneurship in the region

### LOT OWNERSHIP

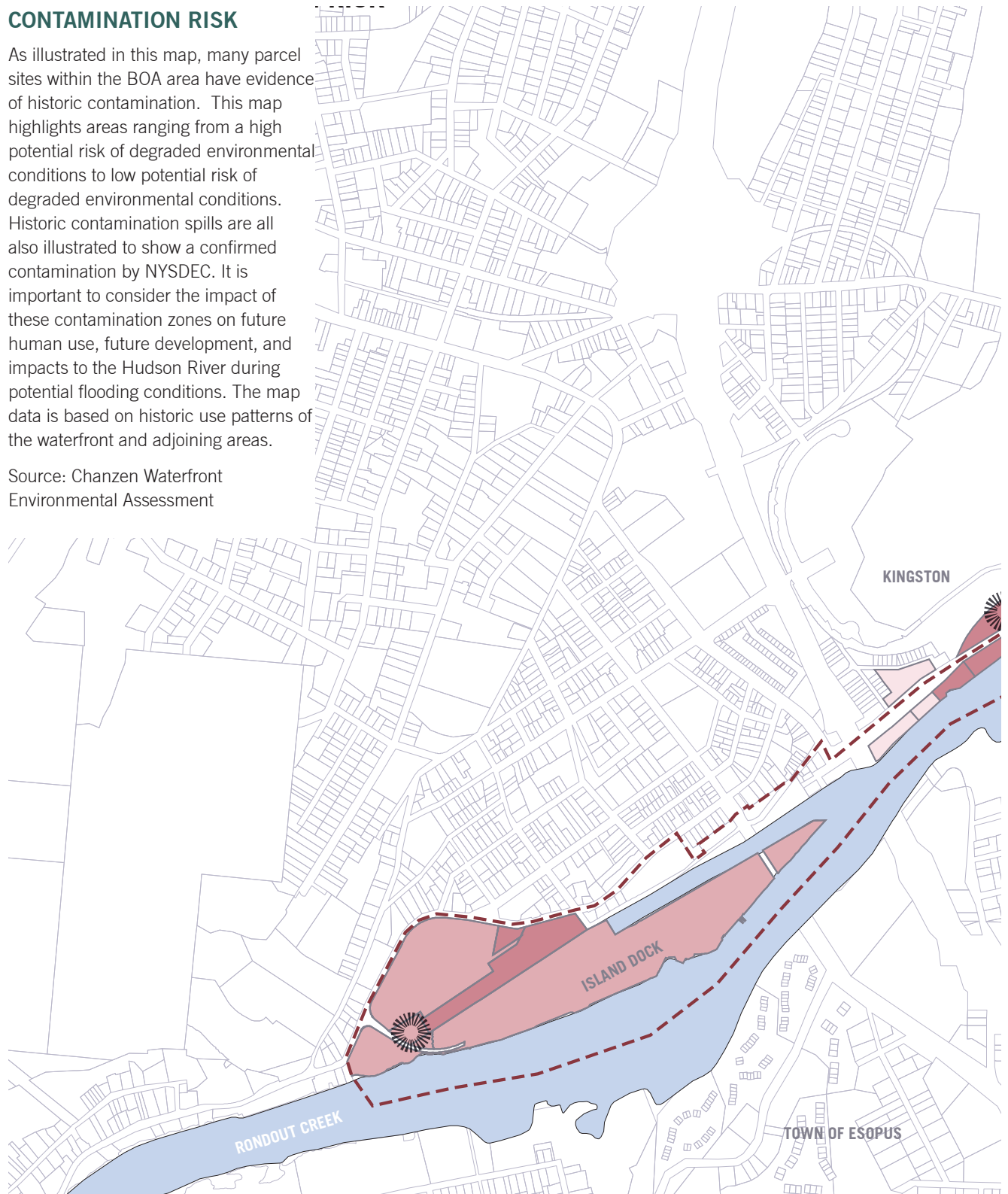
The table the right lists the public and private owners of the lots within the BOA boundary. The City of Kingston is the only public owner within the boundary.

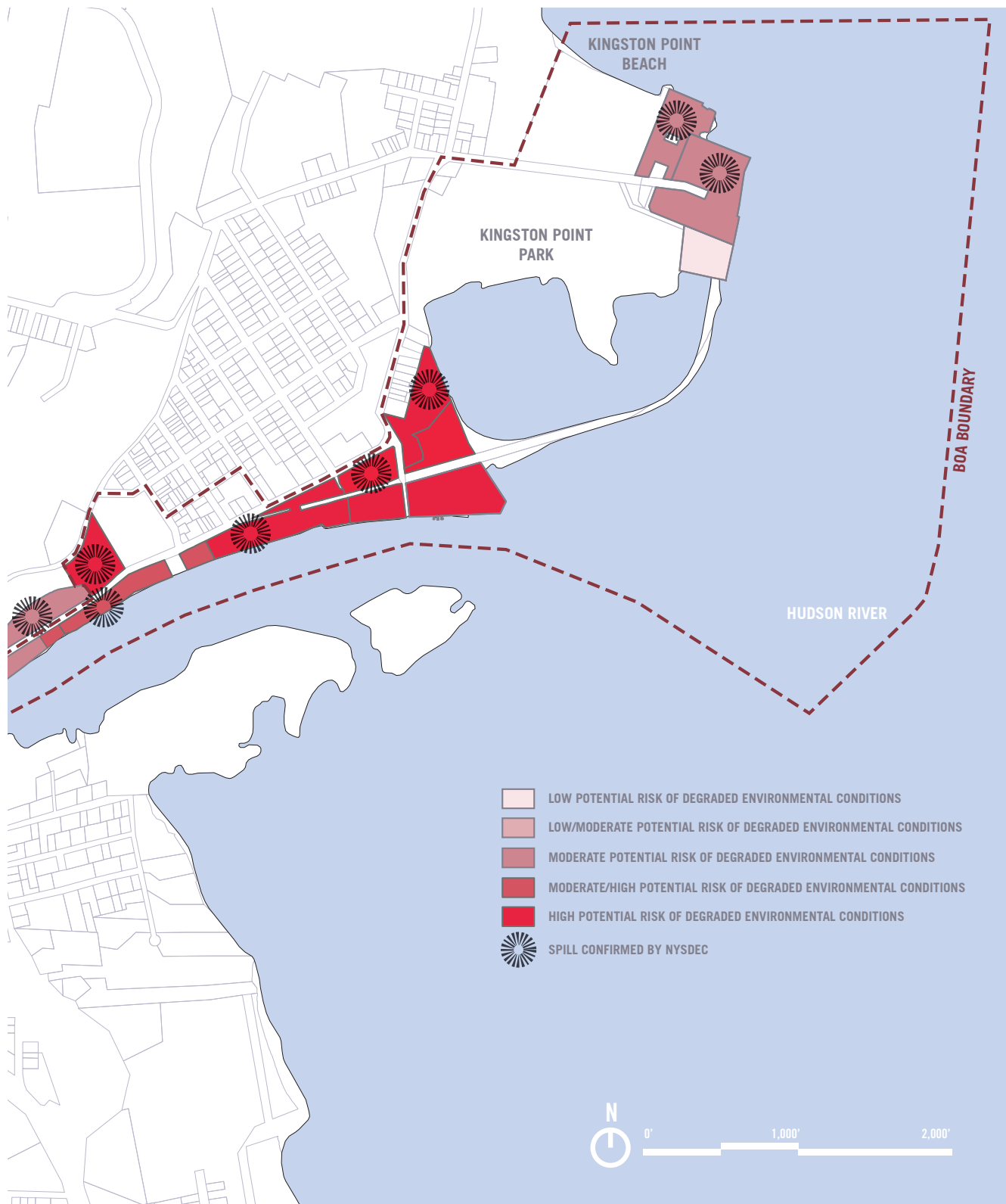
OWNER
Armstrong, Nathan
B Millens & Son Inc
Blue, John
Central Hudson Corp
City Of Kingston
Historic Kgn Waterfront LLC
Jackson, Fred B
Jacobson, Amy
JAF Partners Inc
JKJ Properties LLC
Jones, Patricia
Kgn Point Terminal
Manatee LLC
Martin, Lloyd
Melke Land Co LLC
Millens, Barney
Mohegan Vista Prop LP
Nauta, Gary
New Central Bap Church
ONeil, Judy
Rondout Land Corp
RW Garraghan Inc
Sensini , Aldo
VanWert, Brenda
Vivianni, Catello
Washington, Hattie
Wolfeil, Bruce
Wolfeil, Craig
Wolfeil, Craig P
Wolfeil, Frank
Wolfeil, James

## CONTAMINATION RISK

As illustrated in this map, many parcel sites within the BOA area have evidence of historic contamination. This map highlights areas ranging from a high potential risk of degraded environmental conditions to low potential risk of degraded environmental conditions. Historic contamination spills are all also illustrated to show a confirmed contamination by NYSDEC. It is important to consider the impact of these contamination zones on future human use, future development, and impacts to the Hudson River during potential flooding conditions. The map data is based on historic use patterns of the waterfront and adjoining areas.

Source: Chanzen Waterfront Environmental Assessment

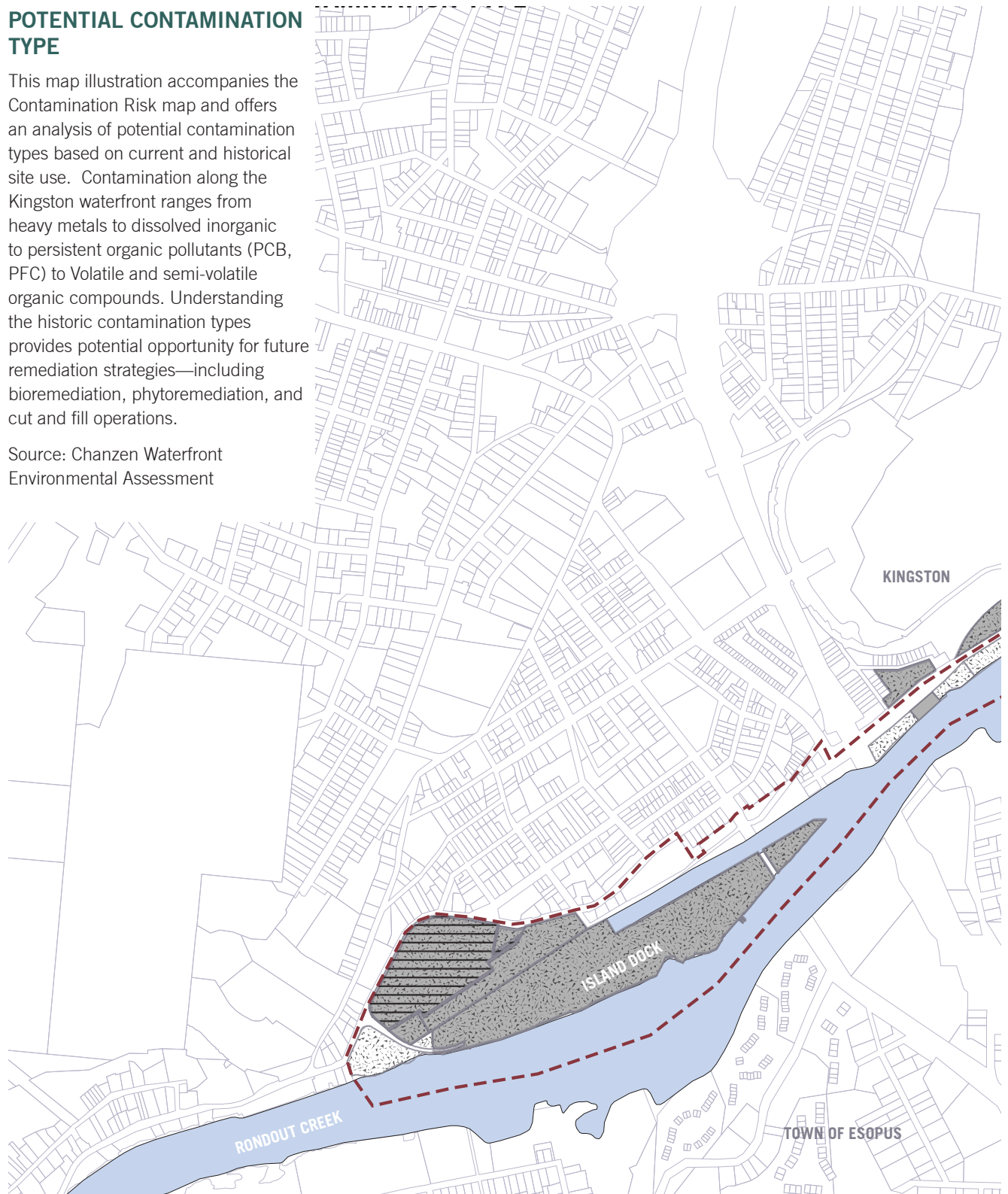


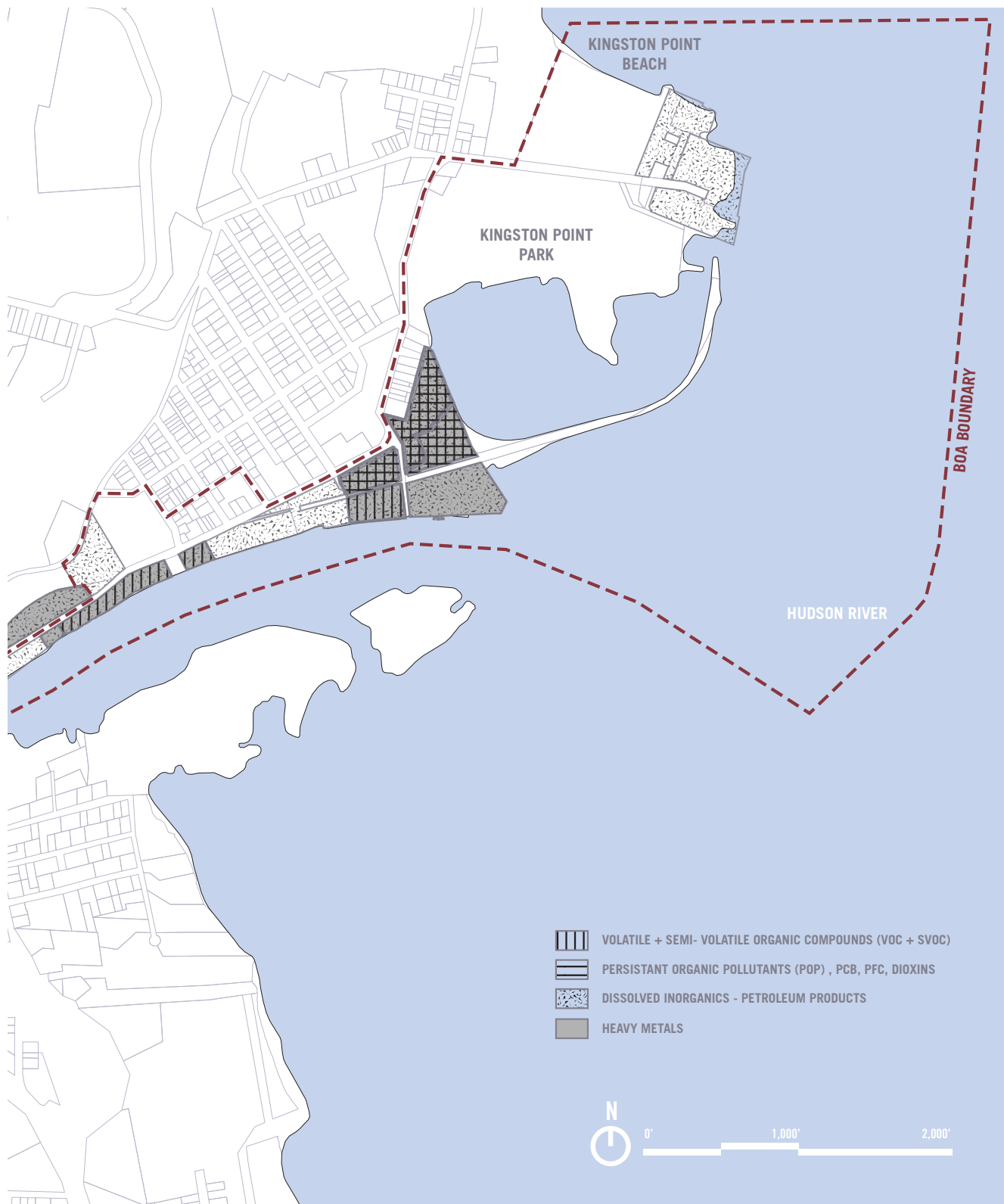


## POTENTIAL CONTAMINATION TYPE

This map illustration accompanies the Contamination Risk map and offers an analysis of potential contamination types based on current and historical site use. Contamination along the Kingston waterfront ranges from heavy metals to dissolved inorganic to persistent organic pollutants (PCB, PFC) to Volatile and semi-volatile organic compounds. Understanding the historic contamination types provides potential opportunity for future remediation strategies—including bioremediation, phytoremediation, and cut and fill operations.

Source: Chanzen Waterfront Environmental Assessment

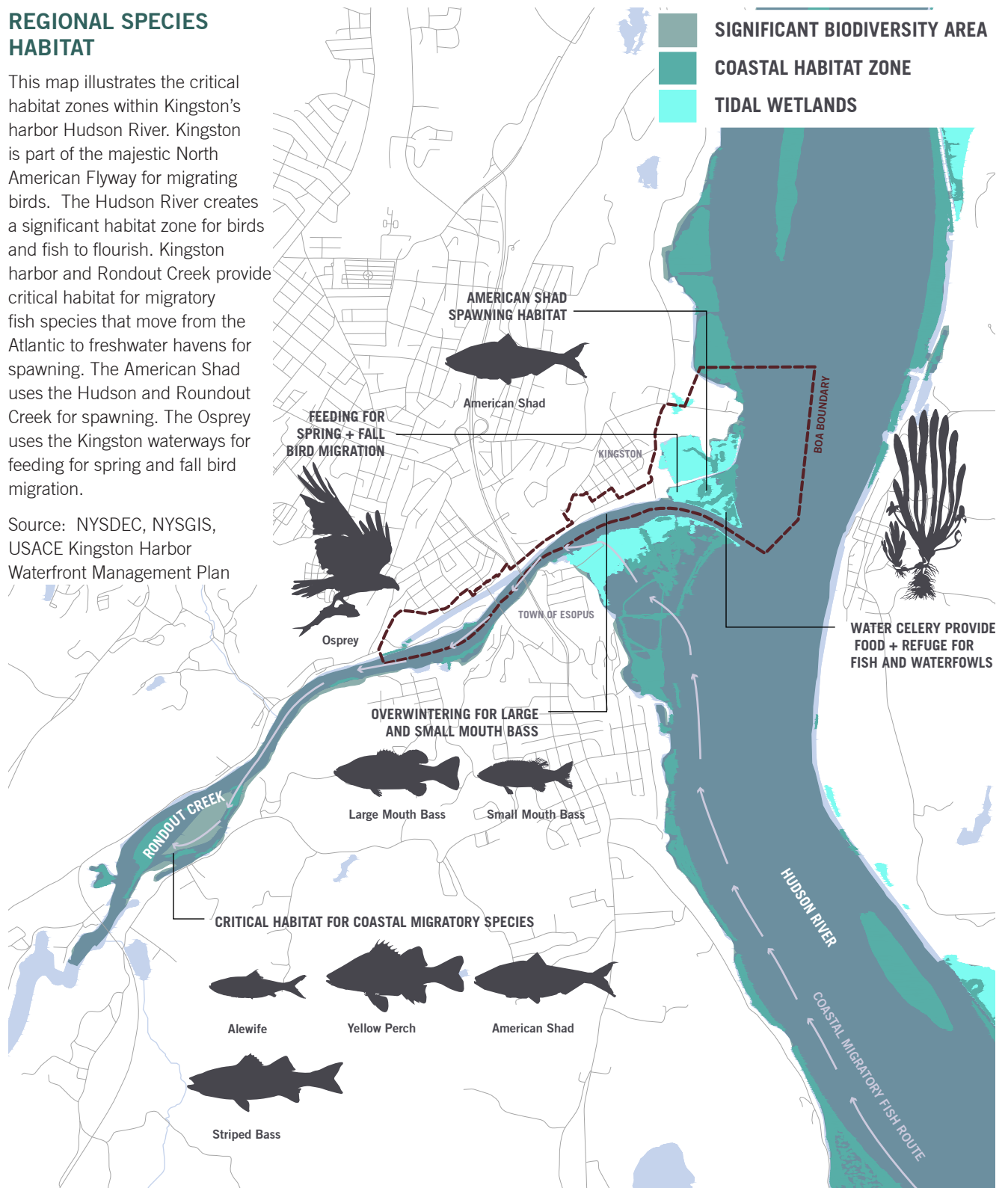




## REGIONAL SPECIES HABITAT

This map illustrates the critical habitat zones within Kingston's harbor Hudson River. Kingston is part of the majestic North American Flyway for migrating birds. The Hudson River creates a significant habitat zone for birds and fish to flourish. Kingston harbor and Rondout Creek provide critical habitat for migratory fish species that move from the Atlantic to freshwater havens for spawning. The American Shad uses the Hudson and Roundout Creek for spawning. The Osprey uses the Kingston waterways for feeding for spring and fall bird migration.

Source: NYSDEC, NYSGIS, USACE Kingston Harbor Waterfront Management Plan

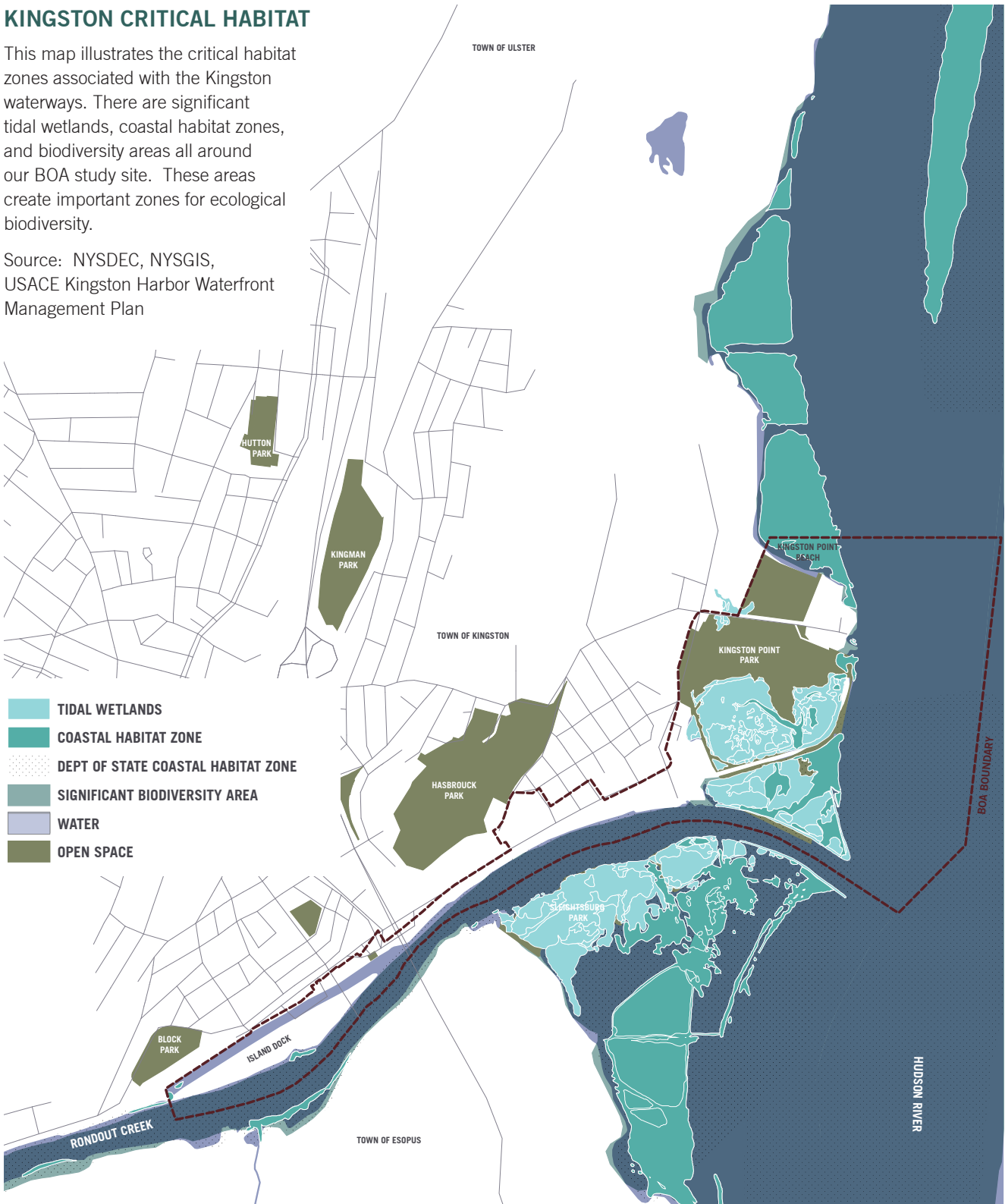




# KINGSTON CRITICAL HABITAT

This map illustrates the critical habitat zones associated with the Kingston waterways. There are significant tidal wetlands, coastal habitat zones, and biodiversity areas all around our BOA study site. These areas create important zones for ecological biodiversity.

Source: NYSDEC, NYSGIS, USACE Kingston Harbor Waterfront Management Plan



# 02 ECONOMIC CONTEXT



This section forms an important update to the “August 19, 2010 Waterfront Brownfield Opportunity Area - Step 2 Nomination Report”. At that time, the “2010 Census” data and the “2012 American Community Survey” data was not available. The data has been reviewed from these sources, along with reports from the Ulster County Chamber of Commerce and field interviews to drive the analysis of the economic dynamics in the City of Kingston.

## DEFINING THE STUDY AREA

While the aforementioned map displays the study area for the BOA – Step 3 project, we must examine a wider geographic area to assess the economic context and opportunities for the Kingston Waterfront Revitalization project. For the purpose of this analysis, we have identified three “Economic



Study Areas”, including, from micro-to-macro, the 2010 Census Tract 9517, the City of Kingston and Ulster County.

## POPULATION TRENDS

### POPULATION GROWTH

Ulster County’s population grew from 2000 to 2010. As per the “2010 Census”, there were 182,493 people residing in Ulster County – up from 177,749 people, as noted in the “2000 Census”. This data demonstrates an approximately 0.26% compound annual growth rate for the population. The majority of the population growth was concentrated in the northern and southern municipalities of the County. Saugerties, to the north, and New Paltz, Lloyd and Shawangunk, to the south, experienced the highest growth rates in the County – significantly higher than the City of Kingston. In fact, although the City of Kingston made up approximately 13% of the County population in 2010, the City only accounted for 9% of the total growth over the 2000 to 2010 period.

The City of Kingston’s population remained relatively stagnant from 2000 to 2010. As per the “2010 Census”, there were 23,893 people, 10,217 households, and 5,441 families residing in the City of Kingston – slightly up from 23,456 people, 9,871 households, and 5,497 families, as noted in the “2000 Census”. This data demonstrates a 0.2% compound annual growth rate for the population. The natural growth rate in the City of Kingston has been supported by in-migration. Anecdotally, the City of Kingston has witnessed growth due to the rising cost of living in the New York City metro area, as young professionals, particularly artists, have moved to the city from areas, like



*Ulster County + Kingston*

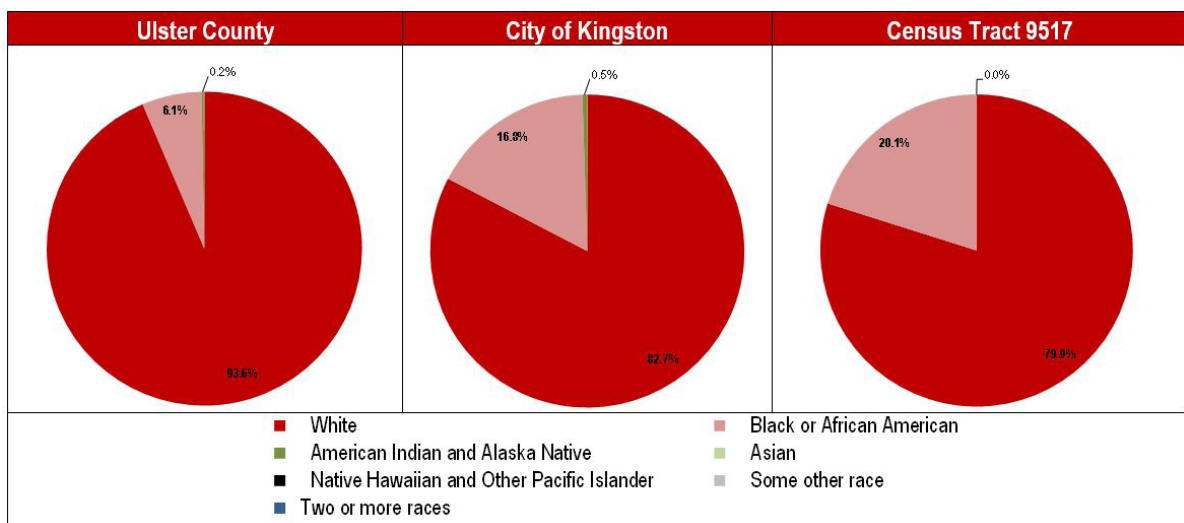
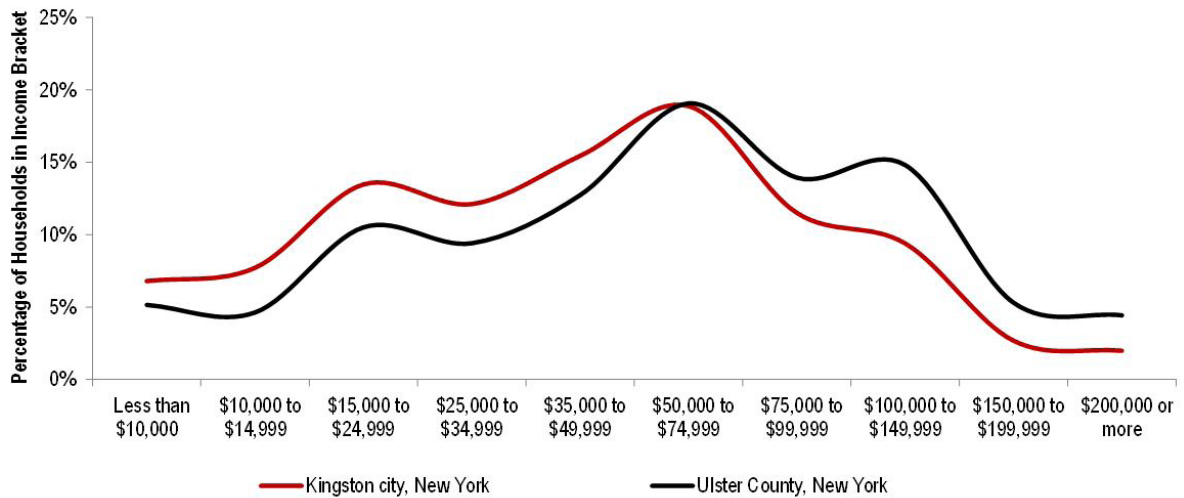
Brooklyn, seeking cheaper artist lofts/studios.

As compared to the County and the City, the population of Census Tract 9517 decreased from 2000 to 2010. As per the “2010 Census”, there were 4,782 people residing in Census Tract 9517 – down from 4,841 people, as noted in the “2000 Census”. The loss of the 59 people translates to a -0.12% compound annual growth rate for the population.

Another recent survey, the “2012 American Community Survey”, paints a more positive picture for Census Tract 9517. Paradoxically, while the populations of the County and the City remained stagnant or declined from 2010 to 2012, the population of Census Tract 9517 increased 0.48% per annum over the same period.

In summary, the following table provides the total population of each “Economic Study Area”:

TOTAL POPULATION	CENSUS 2000	CENSUS 2010	ACS 2012
<b>Ulster County</b>	177,749	182,493	182,516
<b>City of Kingston</b>	23,456	23,893	23,864
<b>Census Tract 9517</b>	4,841	4,782	4,828



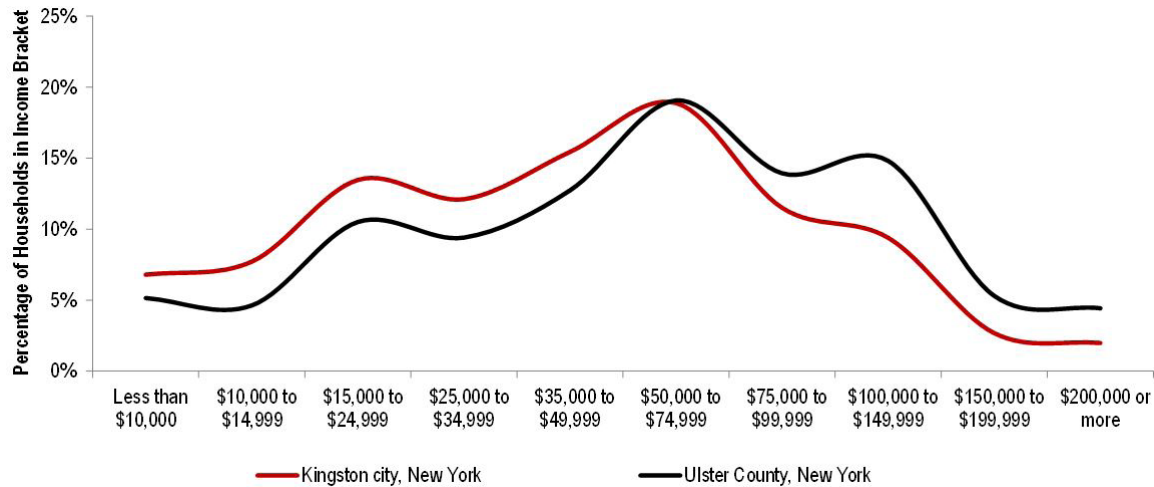
## DEMOGRAPHICS TRENDS

One of the greatest population trends negatively impacting the City of Kingston is the aging population. The diagram above compares the age distribution of the three “Economic Study Areas” as per the “2012 American Community Survey”:

In addition to the distribution by age, the pie chart provides the demographic breakdown of the three “Economic Study Areas” per “2012 American Community Survey”:

## KEY TAKEAWAYS:

- 35.3% of the City of Kingston’s population is over the age of 50, with 43% of that group over the age of 65, the traditional age of retirement.
- 30.1% of the population of Census Tract 9517 is under the age of 20 as compared to 25.7% for the City of Kingston and 23.3% for Ulster County, which indicates that the quality of primary schools may be of great importance to the community.
- The median age in the City of Kingston was 39.2 years as compared to 35.0 in Census Tract 9517, which is important as the population around this age is typically establishing families.
- The Census Tract is more racially diverse than the other two “Economic Study Areas”.



## ECONOMY

The economy in Ulster County is predominantly focused on the healthcare sector. The key healthcare employers include UnitedHealth Care, HealthAlliance of the Hudson Valley and Ulster-Greene ARC. Per the Ulster County Chamber of Commerce, other important employers include: Ulster Savings Bank, Ametek Rotron, Alcoa Fastening Systems, Zumtobel-Staff Lighting, and Ceres Technologies, Inc.

Another often overlooked fact is that Ulster County has one of the largest concentrations of higher education institutions in the Lower Hudson Valley. With over 12,000 students and faculty, Ulster County's colleges and universities include The State University of New York in New Paltz and SUNY Ulster in Kingston and Stone Ridge. As the StartUp New York program, which provides tax incentives for businesses that locate near eligible colleges or universities, positive community and economic benefits are anticipated to increase enrollment.

In addition to institutions of higher education, another significant employment driver is the Kingston City Schools. There are 1 high school, 2 middle schools and 7 elementary schools in the district.

The economy of the "Economic Study Area" continues to struggle with the impacts of structural and cyclical unemployment. In terms of structural unemployment, approximately 20 years after IBM's closure of its operations on a 256-acre campus in northern Ulster County, the "Economic Study Area" continues to adjust to the new technology driven economy. In order to reverse the negative impacts on consumer spending and consumer confidence as driven by these structural economic conditions, various State and Municipal agencies will need to continue working to re-train workers, educate the next generation, and craft incentive packages to draw new companies to the region. Given the diverse 100G fiber optic network that runs along the I-87 corridor between New York City and Albany, it is also important for the "Economic Study Area" to capitalize on its proximity to this resource to drive the technology sector.

In terms of cyclical unemployment, the "Economic Study Area" is slowly recovering from the Great Recession. Entrepreneurs and the musician/artist community have helped to revitalize the town. There has been an increasing focus on the food industry, given the proximity to the Culinary Institute of America and Hudson Valley farms with

fresh fruits, vegetables, dairy products and meat. In addition to various retail operations (restaurants, butchers, wine shops), the area has been successful attracting food-based industrial operations. Specifically, a company called Farm to Table Co-packers is a "full service contract packaging facility that produces everything from frozen vegetables and soups to jarred pickles and sauces". The company occupies over 28,000 SF within TechCity, the former IBM campus.

The City of Kingston lags behind other areas in Ulster County regarding household incomes. Per data from the "2012 American Community Survey", the following graph displays the percentage of households within each household income bracket for the City of Kingston versus Ulster County:

### KEY TAKEAWAYS:

- Only 14% of the City of Kingston's households have an income above \$100,000 as compared to 25% for the County of Ulster
- The median income for a household in the City of Kingston was \$44,646, while the median income for a household in the County of Ulster was \$58,934

# REAL ESTATE TRENDS

## HOUSING TRENDS

This section provides an overview of the residential market in Kingston, which is comprised of three major sub-markets, the Uptown Stockade Area, the Midtown Area, and the Downtown Waterfront Area.

### SUPPLY COMMENTARY

The supply of housing units across various price points is constrained in the City of Kingston and has led to rising home prices and an increased rental market. Many households are choosing to rent given the high cost of home ownership. Per the “2010 Census” Ulster County had 48,189 or 26.4% of the population living in rental housing. Although around a quarter of the households are choosing to rent, even renting is increasingly not affordable. According to the American Community Survey, 53.6% of Ulster County renters pay more than 30% of their incomes toward housing costs and 28.3% pay more than half their income toward housing costs.

The City of Kingston has the most rental units in the County (5,897 units or 21% of the total rental units in the County). In 2010, the Department began collecting data for the “2011 Non-Subsidized Housing Survey” was sent to 133 owners/managers. The following table provides the average monthly rents for non-subsidized housing in Ulster County in 2010

UNIT TYPE	AVERAGE RENT (PER MONTH)
Studio	\$ 564
1-BR	\$ 796
2-BR	\$ 959
3-BR	\$ 1,147

## RETAIL TRENDS

This section provides an overview of the retail market in Kingston, which is comprised of two major sub-markets, the Uptown Stockade Area and the Downtown Waterfront Area

### SUPPLY COMMENTARY

Both sub-markets within the City of Kingston are characterized by ground floor, street front retail. The majority of the businesses are locally owned. Various business organizations, including Kingston Waterfront Business Association and Kingston Uptown Business Association, support the local retailers by programming events, such as farmers’ markets, street music festivals, holiday activities, and art fairs.

Key Terms:

- Asking rents (NNN) range from \$12.50-17.50 per SF[JLL TO CONITNUE UPDATING BASED UPON FIELD RESEARCH]
- Retail units range from 500 to 1,000 SF for specialty uses / apparel shops and 1,500 to 7,500 SF for restaurants

Nationally and internationally branded retailers, whether Big Box, Apparel, Homewares, or Food & Beverage (“F&B”) companies, are concentrated just north of the city in the Town of Ulster at the junction of Highway 9 and Highway 209/199.

## OFFICE TRENDS

This section provides an overview of the office market in Kingston, which is comprised of two major sub-markets, the Uptown Stockade Area and the Downtown Waterfront Area

## SUPPLY COMMENTARY

Key Terms:

- Asking rents (NNN) range from \$10-15 per SF
- Office space tends to range from 2,500 to 20,000 SF

## DEMAND COMMENTARY

There is unlikely to be significant demand from “traditional” users of office space within the study area. Empire State Development has identified various sectors for growth potential in the Mid-Hudson Valley, including energy (high-technology, biotechnology and green technology), film television, financial services, advanced manufacturing, agribusiness, tourism and international opportunities. Not all of these sectors are applicable to the subject site. There are strong opportunities for the high-technology and agribusiness on the subject site:

- Given the proximity of the fiber optic network, there could be an opportunity to attract data centers or other companies that rely on high-speed connections.
- As noted, there is an opportunity to capitalize on fostering agribusiness and becoming the conduit between famers and the New York City market. The abundance of fresh food and the proximity to innovation and young entrepreneurs at the Culinary Institute of America generates an opportunity for packaging companies, like Farm to Table Co-packers, or industrial kitchens for co-production.

NAME OF RETAILER	USE
<b>Uptown Stockade</b>	
Boitson's	F&B – Bar
Colonial Health Food Center	Specialty F&B – Organic
Ecce Terra	F&B - Restaurant
Elephant	F&B – Wine Bar
Fleisher's Grass-Fed & Organic Meats	Specialty F&B – Butcher
Hoffman House Restaurant	F&B - Restaurant
Jane's Ice Cream	F&B – Ice Cream Parlor
Keegan Ales	F&B – Bar
Outdated	F&B - Cafe
Santa Fe	F&B - Restaurant
Sissy's Cafe	F&B - Cafe
Snapper McGee's	F&B – Bar
Stella's Restaurant & Artie's Bar	F&B - Restaurant
Yum Yum Noodle Bar	F&B - Restaurant
<b>Downtown Waterfront</b>	
Bella Mia's	F&B – Ice Cream Parlor
Dolce	F&B – Ice Cream Parlor
Karmabee	Apparel –Infant & Children
Kingston Wine Co.	Specialty F&B – Wine Shop
Mariner's Harbor	F&B - Restaurant
Mole Mole	F&B - Restaurant
Next Boutique	Apparel
Pirate Upholstery	Homewares
Rachel's Deli	F&B – Quick Service
P&T Surplus	Hardware
Rondout Music Lounge & Bistro	F&B - Restaurant
Savonas	F&B - Restaurant
Ship to Shore	F&B - Restaurant
Skilypot Antiques Co.	Homewares
Steel House	F&B - Restaurant
The New Leaf	Specialty F&B – Tea Shop
Trends Hair Design	Salon

## INCENTIVES

- Tax Credits
- Excelsior Program
- Legacy Manufacturing Program: monies for re-purposing Abandoned and underutilized industrial sites
- New Technology Seed Fund: to support NY's world-class research & development programs, nurture early-stage companies, and foster regional technology partnerships.

## CATALYST OPPORTUNITIES

In order to catalyze development and further activate the site, it will be important to attract one or two anchor tenants that intend to use the space for various functions during different days of the week / times of day – not just an office tenant or a large format retailer. For example:

- In Quechee, VT there is a famous glass-blowing establishment called Simon Pearce. On the bottom floor, there is a glass-blowing factory. The first floor is a showroom / sales floor with a restaurant/ bar. The third floor is a special events space. <http://www.simonpearce.com/> A similar concept on the site would enhance employment opportunities and drive tourism
- Another potential idea is a trade/art school to capitalize on the existing creative population in the Downtown Waterfront Area. An art school would not only serve to drive housing demand for the area, but it could drive demand for artist loft / studio space. Alternatively, there could be a partnership with SUNY to facilitate a satellite program focused on agricultural production / technology / sustainability.



# 03 TRANSPORTATION + ACCESS

## REGIONAL CONNECTIVITY

### VEHICLE ACCESS

The nearest bridge connecting Kingston to the east bank of the Hudson River is just over four miles to the north, on New York State Route 199. The New York State Thruway (Interstate 87) passes through the western part of Kingston, while U.S. Highway 9W runs north-south through the city.

### AIRPORTS

Kingston-Ulster airport, located at the western base of the Kingston-Rhinecliff bridge, serves the area. The major airports closest to Kingston are Stewart International Airport in Newburgh,

39 miles to the south, and Albany International Airport, about 65 miles north. The three major airports serving the City of New York metropolitan area, John F. Kennedy International Airport, Newark Liberty International Airport, and La Guardia Airport, are approximately 93, 86, and 80 miles to the south, respectively.

### RAIL

While passenger rail service to and from Kingston was discontinued decades ago, there is a Rhinecliff-Kingston Amtrak station 11 miles away, and a Poughkeepsie Amtrak/Metro-North station 17 miles away. Freight rail service through Kingston is operated by CSX Transportation on the River Line Subdivision, and there is a small rail yard of about 7 tracks in the city. Commuter bus service between

Kingston and New York City is available daily.

### FERRIES

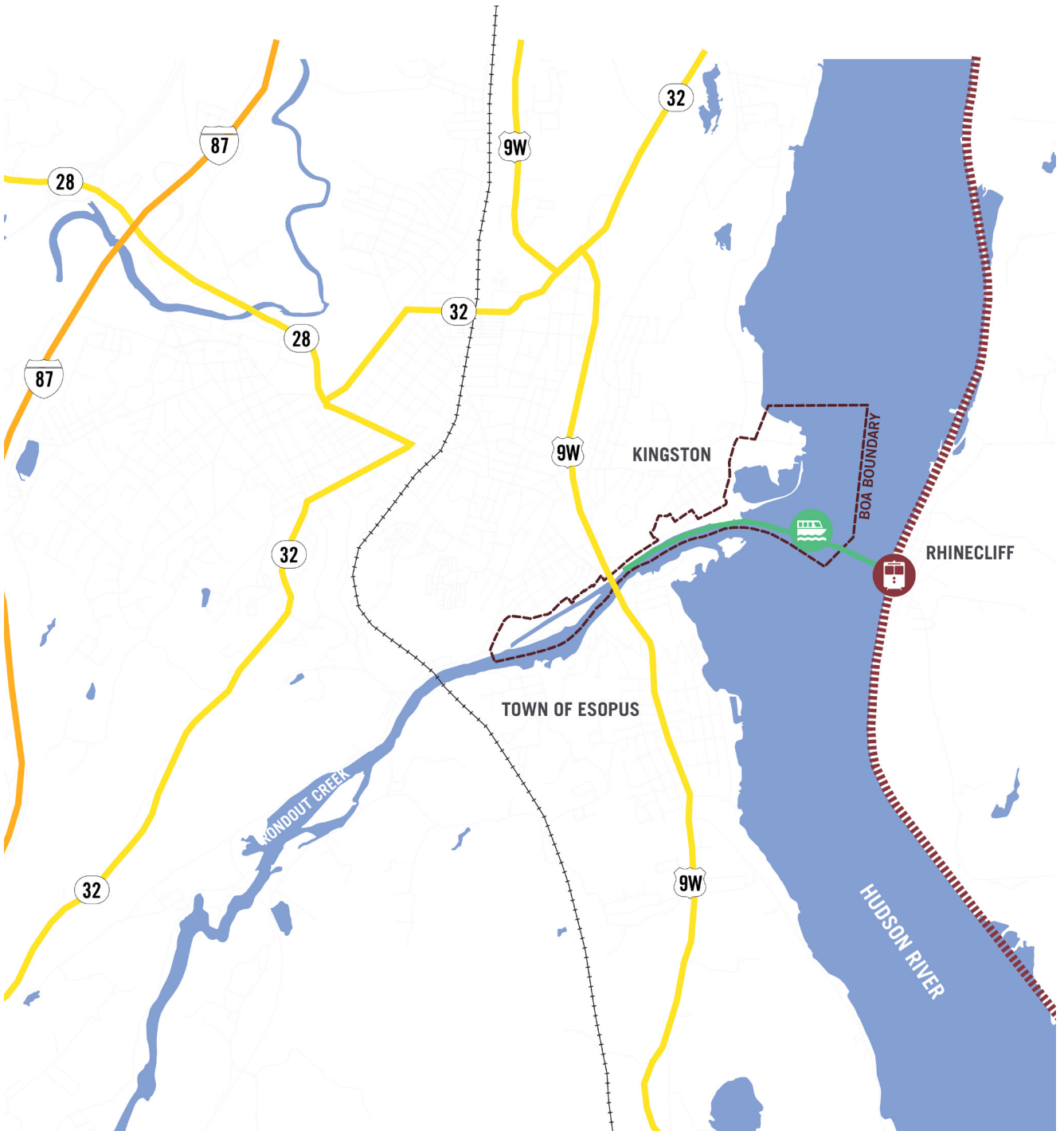
Water taxi service between Kingston and Rhinecliff operates on weekends from May through October.

### KINGSTON GREENLINE

The Kingston Greenline comprises four separate sections across the City of Kingston. The Wallkill Valley section establishes a route that will eventually link Midtown to Rosendale, New Paltz, Gardiner, Highland and Poughkeepsie.

The Uptown section is the gateway to the Rondout Valley, via the O&W Link Trail, and the Catskill Mountains, via the proposed Catskill Mountain Rail Trail.





Regional connectivity Map

## VEHICLE NETWORK

Kingston’s waterfront area is accessible via an interconnecting network of local streets, state highways and the interstate system. N.Y. Route 9W crosses the Rondout Creek at Kingston. This portion of 9W is part of the proposed Scenic Roads System for the Hudson Valley.

## BRIDGES

Three bridges span the Rondout within Kingston’s BOA. They include the West Shore railroad trestle, Port Ewen Suspension Bridge, and the Route 9W bridge.

## VEHICLE ACCESS

The Rondout waterfront is easily accessible to motor vehicles via city streets and highways. Abeel Street, closely parallels the waterfront for much of its length. Dock Street, West Strand and East Strand connect with Abeel Street to form a continual route for the entire length of the City’s waterfront between Wilbur and Kingston Point. This eastwest street system connects with north-south routes which, in turn, connect with other regional transportation routes including New York State Routes 32 and 28 and N.Y. Route 9W. Route 9W also connects with the New York State Thruway, part of the nation’s interstate highway system. The waterfront’s accessibility via streets and highways is a positive factor in encouraging use by residents and tourists alike.

## PARKING

As part of the BOA Step 2 planning process, the City commissioned a parking strategy addressing needs of the adjacent Rondout area and parts of the BOA. The results of the

study indicate that there is currently a marginally sufficient supply of parking within the Rondout Study Area.

- Peak occupancy rates during the weekday: 34% - 40%
- Peak occupancy rates during the weekend: 56%

The Step 2 report projected that anywhere from 1,656 to 1,956 additional parking spaces may be required to accommodate future development assuming a full build out of the BOA and based on a conventional approach to calculating parking needs.

The Parking Study recommends:

- Movement away from conventional parking solutions to parking management strategies.
- A shared parking approach to the provision and management of future parking as it is developed in the BOA

- That the City should adopt/develop the following long and short term parking management strategies.

### SHORT TERM RECOMMENDATIONS

1 – 2 Years

- Provide Parking Information to Users
- Adopt a Special Event Parking Management Plan
- Create Shared Parking Opportunities
- Provide Bicycle Facilities

### LONG TERM RECOMMENDATIONS

5 – 10 Years

- Expand Trolley Services
- Develop Remote Parking Facilities
- Redesign Existing Parking Facilities
- Regulate Parking
- Improve Pedestrian Conditions
- Address Spillover Parking

Location	Section	Spaces	Regulations	Type
West Strand	S. Side, Waterfront Parking	67	None	off-street
West Strand	N. Side, Between Broadway & Dock	13	Metered	on-street
Abeel	S. Side, Off Broadway	12	None	on-street
West Union	S. Side, Off Broadway	8	None	on-street
Post St.	W. Side, Between Abeel & W. Union	8	None	on-street
Broadway	Handicap Parking, End of Broadway	3	None	on-street
Broadway	Adjacent to Mariners Restaurant	6	Metered	on-street
Broadway	W. Side, Between W. Strand & Abeel	14	Metered	on-street
Broadway	W. Side, Between Abeel & W. Union	8	Metered	on-street
Broadway	W. Side, Between W. Union & Spring	9	Metered	on-street
Broadway	E. Side, Between W. Strand & Condo Entrance	18	Metered	on-street
Broadway	E. Side, Between Condo Entrance & Spring	21	None	on-street
Broadway & E. Strand	N. Side, Municipal Parking Under 9W Bridge	83	None	off-street
East Strand	N. Side, Under 9W Bridge	30	Metered	on-street
East Strand	N. Side, Between Condo Entrances	40	None	on-street
East Strand	N. Side, Trolley Museum Parking Lot	47	None	off-street
East Strand	S. Side, West of Rip Van Winkle Tour Boat Parking Entrance	7	Metered*	on-street
East Strand	S. Side, Under 9W Bridge	17	None	off-street
East Strand	S. Side, East of Rip Van Winkle Tour Boat Parking Entrance	39	Metered*	on-street
East Strand	S. Side, Rosita’a Restaurant	5	Private	off-street
East Strand	S. Side, Steel House Restaurant	10	Private	off-street
East Strand	S. Side, Steel House Restaurant	6	Private	off-street
<b>Total</b>		<b>471</b>		

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Vehicle Map

# TRANSIT, BICYCLE, AND PEDESTRIAN NETWORK

## BUS LINES

Bus service within Kingston is provided by the city-owned CitiBus system, while service to other Ulster County locations is offered by Ulster County Area Transit (UCAT). Boasting a thriving arts community, the City of Kingston offers the service of an “art bus,” usually a CitiBus tourist trolley, which, on the first Saturday of every month, takes riders on a guided tour of the city’s art galleries, all of which have openings on such days.

## TROLLEY

The City is planning for expanded trolley services to serve the entire waterfront, and ultimately, provide regular weekend, holiday and event service throughout the year, operating with 15 or 20 minute headways between trolleys to make the service an attractive circulation option for visitors. The plan also calls for trolley services to connect the waterfront with mid-town Kingston via Broadway and Hasbrouck Park. Because 52 percent of commuters travel less than 15 minutes to work, it may be appropriate to offer weekday trolley services if demand warrants. Recent improvements along East Strand provide an excellent example of improved pedestrian conditions. The recent development of a multi-use trail, improved sidewalk conditions, and the narrowing of the roadway (through diagonal parking) has efficiently increased parking capacity and provided for a more friendly pedestrian experience – encouraging overall pedestrian usage.



## KINGSTON GREENLINE

The Greenline will be a combination of shared use paths, sidewalks, and on-road bicycle accommodations and will be made of four sections: the Wallkill Valley section, the Rondout Section, the Uptown Section, and the Midtown Hub

In the Rondout, the Kingston Greenline connects Midtown to the Rondout Creek, the lower Broadway business district and the Hudson River.

Starting as a multi-use trail, the Greenline links neighborhoods across busy US Route 9W with parks and schools. At East Strand, the trail gives way to on-street connections that link Broadway and the existing Rondout Promenade to North Street and Delaware Avenue. A pedestrian pathway is envisioned next to the trolley tracks out to Kingston Point. Farther up

North Street, the trail connects with the proposed Hudson Landing Promenade.

In Uptown Kingston, the Greenline provides a protected pedestrian and bicycle link from midtown to the Kingston Plaza and the Stockade business district.

Midtown Kingston, along the center of the region’s railroad network, is a natural hub for the growing network of trails in Ulster County.

A network of shared and dedicated bicycle and pedestrian pathways is envisioned as part of the City’s overall complete streets initiative.



Transit / Bike / Ped Map

## WATER ACCESS

Kingston was once a busy transportation hub, with the Hudson River, Rondout Creek, and the Delaware and Hudson Canal all serving as significant commercial waterways. The Rondout was, in fact, the terminus of the D&H Canal, with the canal transporting coal over the Shawangunk Mountains to the Hudson. From here, the canal barges were unloaded and the coal transferred to river boats that took it down to New York City.

This burgeoning water traffic prompted the construction of a lighthouse at the mouth of the Rondout Creek, a necessity to warn captains of the dangers of the shore and the shallow tidal flats surrounding the mouth of the Rondout. The first two lighthouses were located on the south side of the Rondout Creek. The first of the two, a wooden structure, was destroyed by fire. The second lighthouse, Rondout I, a stone structure, was abandoned in 1915 and demolished in 1953. The foundation is still visible.

The current Rondout II Lighthouse is located at the eastern end of the entrance dike, where the dike begins to extend northward. It was built in 1915. Its predecessors, built in 1837 and 1867, were located on the south side of the southern dike of the channel entrance.

### MOORING FIELD PROPOSED LOCATIONS

The entire extent of Rondout creek within Kingston City limits was studied for proper placement of mooring fields. The proposed locations for this harbor infrastructure have been identified as openings in the main navigational waters on the right bank of the creek across Island Dock, and across the



cities Cornell building. These locations serve as optimal areas for vessel anchoring due to their inland outline and ground transportation accessibility. These benefits prove essential in significant weather events where water levels become highly volatile towards the center of the channel. The locations depths range 10-13 feet, which suffices private and recreational smaller to moderate sized vessels. In addition, the amount of vacant land in proximity to these locations could be repurposed to serve these docking facilities. The mooring fields would be directly visible from the city of Kingston busy water front and be aesthetically pleasing due to its encouragement of marine activity.

### COMMERCIAL WATER TRANSPORT

In addition to local commercial transport activity, the Kingston harbor hosts larger commercial vessels that have significant

influence on the local economy. American and Blount, two cruise lines, dock within the harbor on a regular basis. Projections indicate that four more additional cruise lines will dock this year with ships ranging from 184 ft to 215 ft ((Grande Mariner, Grande Caribe, American Star & Independence) in the upcoming season. The season will run from 7/28/2014 to 10/30/2014. Annual commercial cruise visits have been recorded on an average of 20-25 separate dockings. While each vessel provided the town with approximately 100 individuals, the season is expected to cause about 1500 people to pass through the city of Kingston, NY.



Water Access Map

- Marinas
- Public Boat Launches
- Cruise Launches
- Mooring Feilds (proposed)

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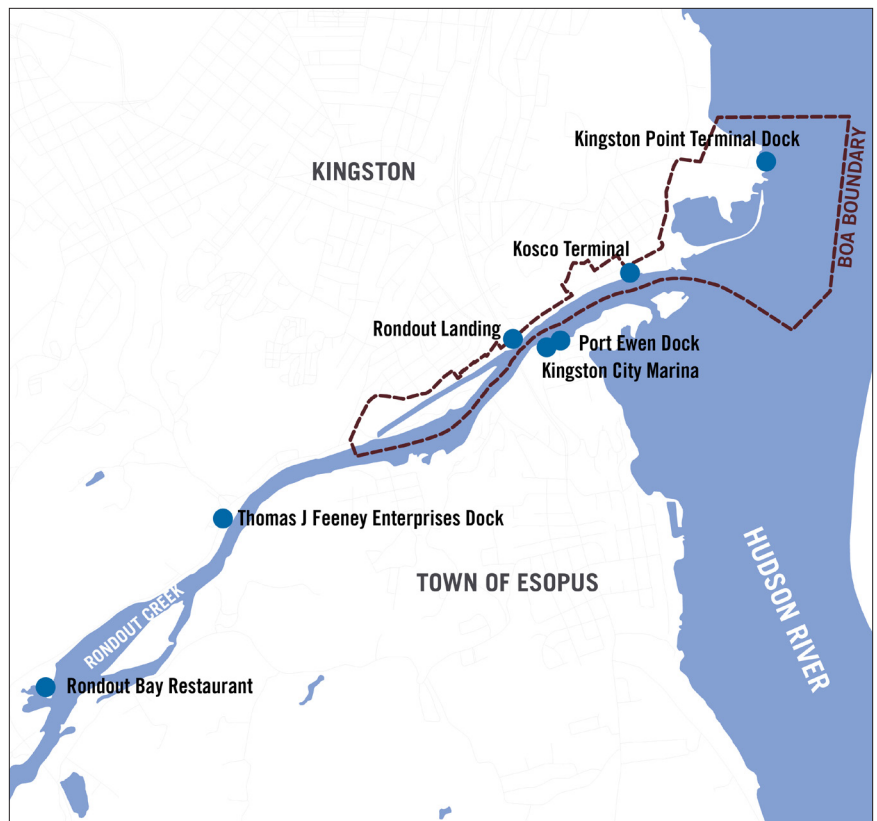
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## DEEP WATER PORTS

Kingston’s waterfront offers one of the best harbors along the length of the Hudson River with potential for more than 2,000 feet of deepwater dockage space from the Cornell Building along the Steelhouse Restaurant and past the Hudson River Maritime Museum to the first bridge. Regular visitors to this area are Tall Ships such as Clearwater, Half Moon, Ernestina (official vessel of the Commonwealth of Massachusetts) and many others. This is an ideal location to invest funding to promote resiliency by installing sheet piling and increasing bulkhead height to resist impacts from flooding.

Source: Rondout Harbor Management Plan, 2014



Deep water ports

Name	Dist.	Depth	Amenities
Kingston City Marina	150'	8'-12'	Electricity, water, pump-out services, showers, restrooms, marine repair facility
Rondout Bay Restaurant			150-slips, no-wake zone, dockage, indoor and outdoor dining, swimming pool, land and water winter storage for winter (includes hauling, towing, washing, blocking, and spring launch), seasonal trailer storage, crane, forklift, pumping, haul, launch, block, load/unload services, and pressure-washing
Rondout Landing Marine Terminal Site D Dock	120'	9'	Dock is used for boarding river-excursion passengers
Kosco Terminal			Connected via three pipelines to five steel storage tanks at the rear of the facility, with a total capacity of nearly 88.4 thousand barrels. Owned by Getty Realty. Site is available for redevelopment.
Port Ewen Dock	150'	9'	
Kingston Point Terminal Dock	250'	13'	Three pipelines connect this wharf to 13 steel storage tanks with a total capacity of over 89.6 thousand barrels. Owned by Heritagenergy Corporation and operated by Kingston Point Terminal Corporation to receive petroleum products by barge.
Thomas J Feeney Enterprises dock	290'	7'-20'	Mooring for floating dry docks and vessels for repair, 1200-ton floating dry dock, 2400-ton dry dock. 20-foot dredged basin allows operation of floating dry docks off the bulkhead. Privately owned and operated by Thomas J Feeney Enterprises.





Kingston City Marina

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# 04 INFRASTRUCTURE



At present, utilities on the Rondout waterfront area are underutilized. Business and industry in this area have declined during the last century, and that trend has dramatically reduced the demand on utilities in this section of the City.

## **WATER**

The Kingston Water Department, established in 1895, is an autonomous and financially independent department within the City of Kingston. It is governed by a Board of Water Commissioners and each is appointed by the Mayor to a five-year term. The daily operation of the department is under the supervision of the Superintendent.

The water system consists of a series of upland reservoirs and transmission

mains that supply the City's Edmund T. Cloonan Water Treatment Plant in the Town of Woodstock. This facility, an American Water Works Historic Landmark, was constructed in 1897. It uses direct, in-line pressure filtration with alum coagulation, chlorination and calcium carbonate for pH adjustment. It has a nominal capacity of 8 million gallons per day (MGD) and produces, on average, 4 MGD. Approximately 100 miles of cast iron and ductile iron pipe comprise the distribution system that serves the City of Kingston and IBM facility in the adjacent Town of Ulster.

At present there are about 8,500 service connections and 1,000 fire hydrants in the system. With the exception of two small high-pressure districts, all flow from the City's reservoirs to the consumer's tap by gravity. The City's public water supply

services most of the waterfront area. The area, once occupied by the cement plant on the Hudson River, is the only one not serviced by public water. This availability of public water is a positive factor in determining the feasibility and desirability of development projects of all types (industrial, commercial, residential) along the waterfront and within the BOA.



© 2014 Microsoft Corporation Pictometry Bird's

## SANITARY SEWER

Most of the City of Kingston is served by municipal sanitary and storm sewers. The sewage treatment plant currently has a capacity of 4.8 MGD and improvements are currently underway to increase this to 6.0 MGD. In addition the City conducts a federally mandated pre-treatment program to monitor specific users for discharge of pollutants into the sanitary system. Most of the Kingston waterfront along the Rondout is serviced by sanitary sewers. The City is continually upgrading the sanitary sewer system and has been concentrating on renewal areas such as the Rondout, West Strand and Ponckhockie neighborhoods. Originally a combined sanitary and storm system was built in Kingston. The City is now in the process of separating these two lines. Currently pollutants are

discharged into the Rondout Creek during heavy rainstorms when storm runoff generates flows that exceed the capacity of the sewage treatment plant. Continued separation of these two systems will reduce frequency of this discharge and eventually eliminate it. As part of a program to update its sanitary sewer system and eliminate pollution of the Rondout Creek, the City has completed projects to correct situations where direct sewage discharge had occurred at Wilbur Avenue, North Street/East Strand area, Hudson Street, Block Park and at the sewage treatment plant.

Kingston's wastewater treatment plant located in the center of the BOA had an odor problem that has been mitigated through installation of new equipment, filtration and improved processed. The City has invested over \$2.5 million

in the upgrades and has a long term contract for sludge control.



## SOLID WASTE TREATMENT

There are no active landfills within the City of Kingston's waterfront area. Solid wastes are disposed of outside the BOA and the City's corporate limits.

## STORM DRAINAGE

Currently the City has a combined sanitary-storm system. As improvements in the overall system area made, sanitary and storm systems will be separated. The Rondout Creek waterfront is also serviced by a storm drainage system in the same general areas serviced by the sanitary system. Areas not serviced by storm sewers, such as the Wilbur Avenue area and the Hudson River, utilize natural drainage channels and runoff patterns.

Rainfall is expected to become more intense, and periods of heavy rainfall

are expected to become more frequent. The Northeast Regional Climate Center (NRCC) reports that severe precipitation events that once occurred with a 1 percent chance in any given year are now likely to occur twice as often.

## MARINE INFRASTRUCTURE ASSESSMENT

The waterfront planning process included a detailed assessment of marine infrastructure for the Rondout Creek and Hudson River. The assessment included an evaluation of the presence and condition of the Rondout Creek bulkheads and the bulkheads along the west bank of the Hudson River adjacent to the Brickyard and the Tilcon properties. The conditions evaluation also addressed the condition of the Kingston Point Causeway, the potential for pedestrian

access along the jetty leading to the Kingston Lighthouse and Hudson River water depths. The City of Kingston Waterfront Conditions Assessment is incorporated by reference and available at Kingston City Hall. The waterfront planning process included a detailed assessment of marine



## EAST STRAND

The City of Kingston intends to lay the groundwork for redevelopment of the East Strand waterfront through the physical construction of infrastructure, zoning and policy changes, economic development, and tax incentives to potential developers. However, flooding of the East Strand waterfront area may inhibit any redevelopment efforts the city or others may undertake. The purpose of this study is to understand the causes of the periodic flooding of the roadway and surrounding area and to develop a plan to mitigate it to the extent possible. The specific goals of this study are:

1. Identify and quantify the

contributions to flooding in the East Strand Street waterfront area that riverine, tidal, and stormwater influences have under current conditions.

2. Discuss the potential for flooding to worsen under future conditions based upon the influence of SLR and the trending increase in frequency and magnitude of heavy precipitation events.

3. Provide potential solutions and recommendations for the future adaptation of the East Strand area to minimize the frequency and severity of flooding along the waterfront.

# 05 STRATEGIC SITES



## STRATEGIC SITES

### BOA PROCESS

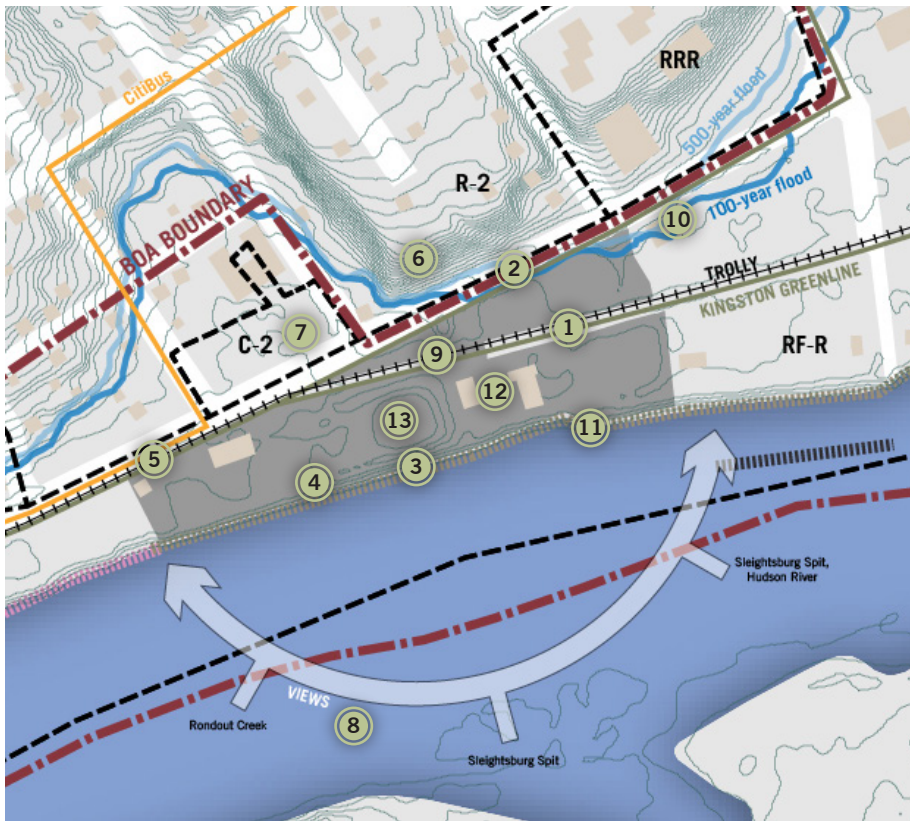
Three strategic sites have been identified in the BOA designation process. They can anchor future development efforts and are the key parcels necessary for the overall redevelopment plan to be completed most efficiently. Based upon the Phase One Site Assessments, the City of Kingston and its partners identified three priority assemblages. These sites were selected because they are strategically located, preferred by the neighborhood, have a high capacity for redevelopment, can catalyze other economic investment, and have historical uses that indicate a significant chance of environmental contamination which requires additional investigation.



Phase I Environmental Site Assessments have been completed for two of these properties. While some concerns have been identified and future analysis is necessary, none of the findings represent a substantial obstacle to redevelopment. The willingness of property owners to work through the

Voluntary Clean Program and other DEC initiatives is promising in expediting redevelopment. The three strategic sites are:

- 1 KOSCO Assemblage
- 2 The Landing
- 3 Millens and Son Scrap Metal Recycling



## OPPORTUNITIES

1. Access to Greenline
2. Road frontage
3. Long expanse of uninterrupted waterfront (900')
4. 10' setback required (unless structure is a marina)
5. Citibus access
6. Steep slope / maintained views
7. Commercial zone
8. Views

## CONSTRAINTS

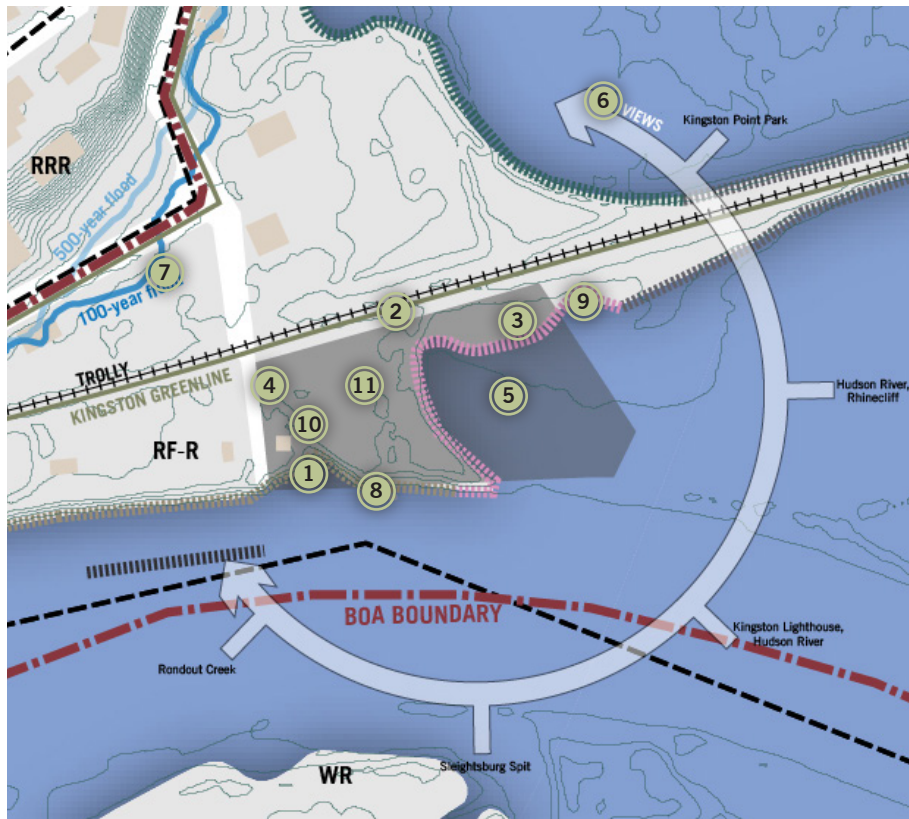
9. Required easement for public access on Greenline
10. FEMA Flood zone
11. Edge: Timber Bulkhead – Fair to Poor condition
12. Existing structures
13. Entire site has high risk of contamination by petrol.

## KOSCO ASSEMBLAGE

This site is a 4.14 acre facility on the south side of East Strand, adjacent to L & M Auto Parts. The site was acquired by Robert Ianucci's Historic Kingston Waterfront Corporation, LLC in April 2007. The site is currently unoccupied and was the location of the Kingston Oil Supply Company (KOSCO) Service Department. Until recently the site was the base for 25 technicians for residential and commercial heating customers and marine fueling terminal. Tanks were removed from the site within the last two years. The site is surrounded by a chain link fence and includes four one-story structures. The areas of the former above ground storage tanks are open, but the rings at the base of the former tanks remain as do the remnants of the concrete spill



containment dikes and earthen berms around the former tanks. Historically, the site was used for rail operations.



## OPPORTUNITIES

1. Possible kayak launch (as identified in BOA step 2)
2. Greenline frontage
3. 10' setback required (unless structure is a marina)
4. Road frontage
5. About 50% of assemblage is water
6. Views

## CONSTRAINTS

7. FEMA Flood zone
8. Edge: Timber Bulkhead – Fair to Poor condition
9. Edge: Mixed Stabilization – Fair to Poor condition
10. Existing structure
11. Entire site has high risk of contamination by petrol and heavy metals

## THE LANDING

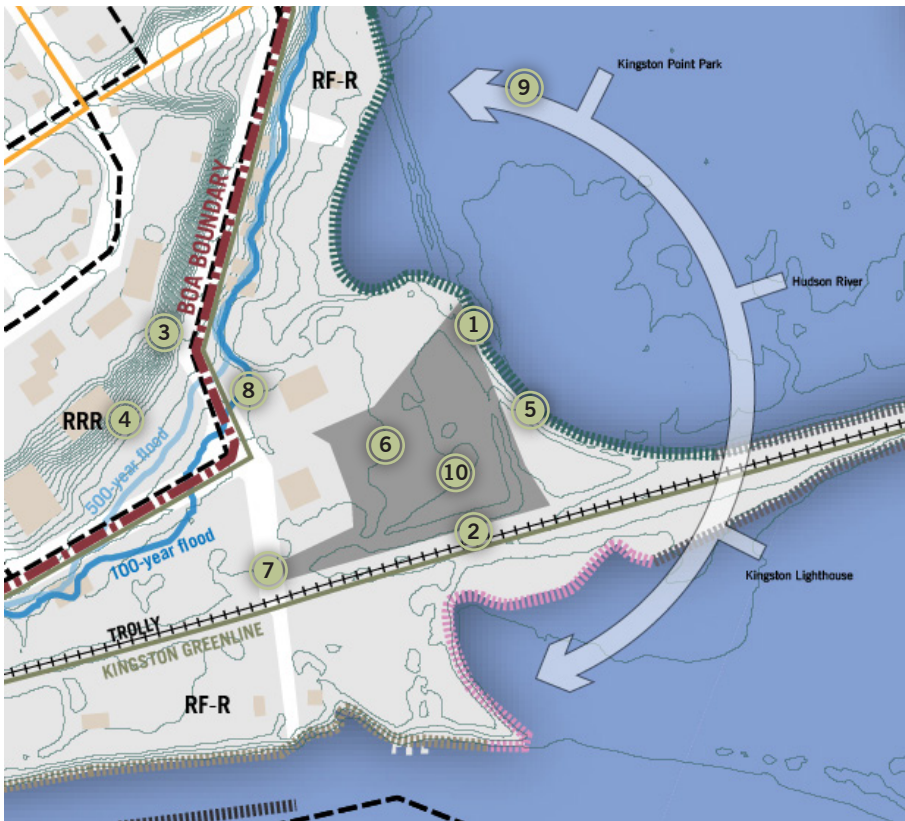
Kingston Landing is located southeast of the intersection of North Street and East Strand, bordered on the north and the west by B. Millens Recycling operations. This 3.77 acre site is vacant land and marshland located at the mouth of the Rondout Creek. It offers unobstructed views of the Hudson River, Kingston Point Lighthouse and surrounding environs. The property was acquired by Historic Kingston Waterfront Corporation, LLC in April 2007. The site is reclaimed land. During the 1970's a portion of the eastern area was reclaimed using fill material. About half of the parcel is submerged at high tide. The western half of the property is marshland. There is a boat launch ramp to the Rondout Creek at the southwest corner of the property. The property has



215 feet of frontage along the east side of North Street. There are currently no on-site structures. The site was formerly used as a marina from the early 1970's to the 1980's. The most appropriate

reuse for this property is likely to be a destination project that will take advantage of its prominent location, such as a high-end restaurant.





## OPPORTUNITIES

1. Kingston Point Park Access
2. Greenline access
3. Steep slope / maintained views
4. RRR one family residential zone
5. Edge: Natural shoreline
6. No existing structures

## CONSTRAINTS

7. Minimal road frontage
8. FEMA Flood zone
9. Views
10. Entire site has high risk of contamination by petrol and heavy metals

## MILLENS & SONS

B. Millens & Son Scrap Metal Recycling operates its vehicle and equipment maintenance facility on the north side of East Strand Street. The site includes a small brick and concrete block structure built at the front of the lot that is used for vehicle and equipment maintenance and storage. A gravel area to the east of this building is used to store trailers, miscellaneous heavy equipment and scrap metal in roll-off containers. Historically the site has been used for cement works, storage and vehicle maintenance. The Landing and KOSCO sites assemblages are the critical areas for redevelopment. The KOSCO site is strategically located adjacent to the Millens Property and the Central Hudson Former Coal Gas Facility, which is also under consent



order. The Millens Site has been recently added to the State list in the second half of 2008 and there is a consent order for that site as well.

# 06 CASE STUDIES



We have set out to compare similar Hudson Valley Waterfronts to establish ideas, challenge common approaches and understand regional assets. Through a comparative analysis we can evaluate the merits of Kingston's neighbors and help unlock the potential of the Rondout.

We have selected a variety of Hudson Valley Waterfronts known for a variety of reasons. They are Beacon, Newburgh, Saugerties and Hudson. Each is evaluated at the same scale and set of lenses to identify how opportunities are captured and challenges met. Kingston has the potential to recreate and brand an entirely new destination waterfront and leverage lessons learned from the Region.



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**KINGSTON, NY**



**BEACON, NY**



**HUDSON, NY**



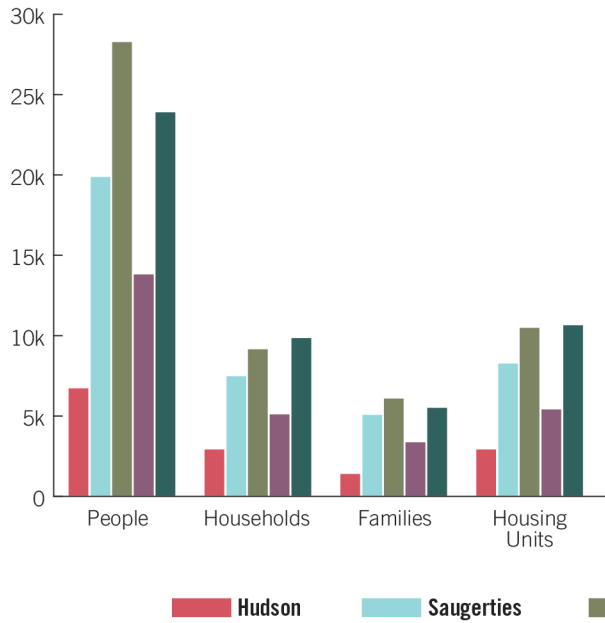
**NEWBURGH, NY**



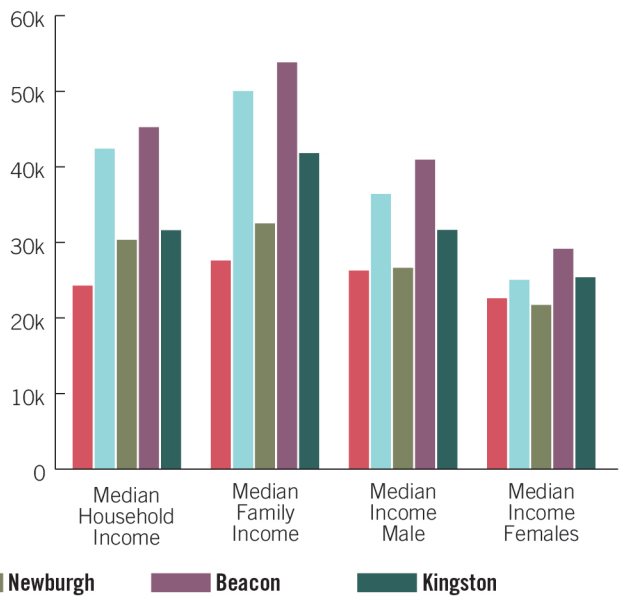
**SAUGERTIES, NY**



### KEY DEMOGRAPHICS

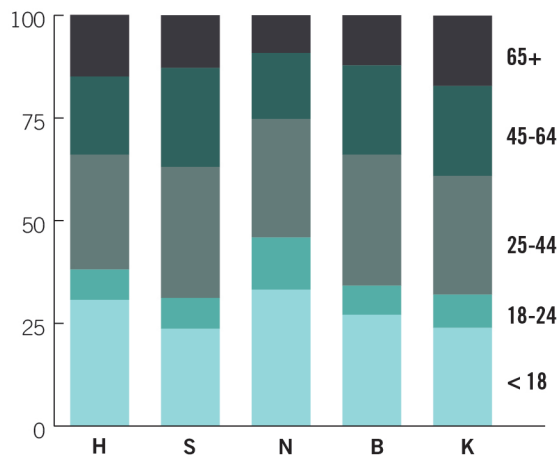


### MEDIAN INCOME LEVELS

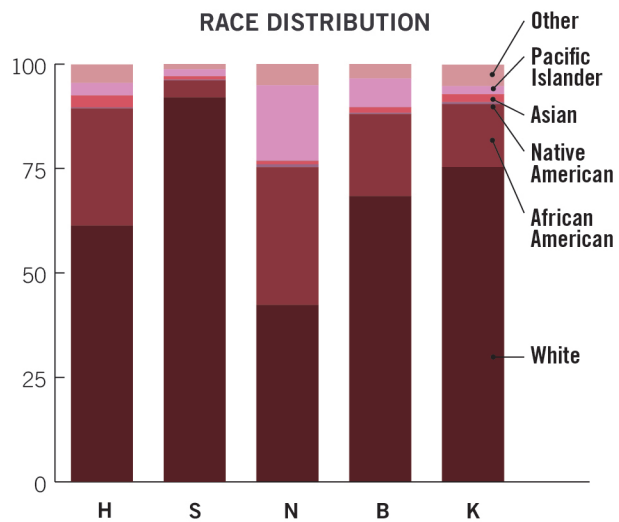


Legend: Hudson (Red), Saugerties (Cyan), Newburgh (Olive), Beacon (Purple), Kingston (Dark Green)

### AGE DISTRIBUTION



### RACE DISTRIBUTION



## HUDSON, NEW YORK

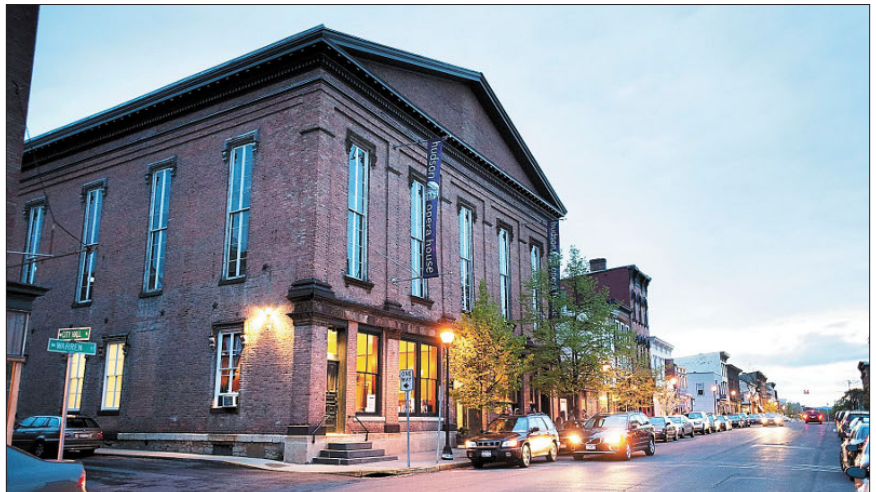
Hudson was the first chartered city in the United States. It was first settled by the Dutch in the mid-17th century and called Claverack Landing. In 1783, the Proprietors, a group of predominantly Quaker whalers and merchants came, seeking refuge from the Revolutionary War torn east coast and purchased the land from the Dutch. The Proprietors created a city plan consisting of a large grid, with a main street running west to east and lots measuring 50 by 120 feet, with 20 foot lanes behind. That grid largely exists to this day, with Warren Street at its center.

Early Hudson flourished early on thanks to the whaling, sealing, fishing and shipbuilding industries. While it was never a premier whaling locale, Hudson's early prosperity was a direct result of an industry with its origins in and around its deep water port, and it remained a shipping and manufacturing center well into the 20th century. Although the city declined during the 1960s and 1970s, many of its abandoned and derelict buildings were reclaimed in the 1980s, and its former glory slowly began to re-emerge. Today, Hudson has transformed itself into a vital arts and antiques center.

The mile-long business district – centered on Warren Street – boasts dozens of first-tier antique and home furnishing shops, along with an eclectic mix of art galleries, restaurants and performance spaces, housed in buildings that constitute “one of the richest dictionaries of architectural history in New York state.”

Source: gotohudson.net

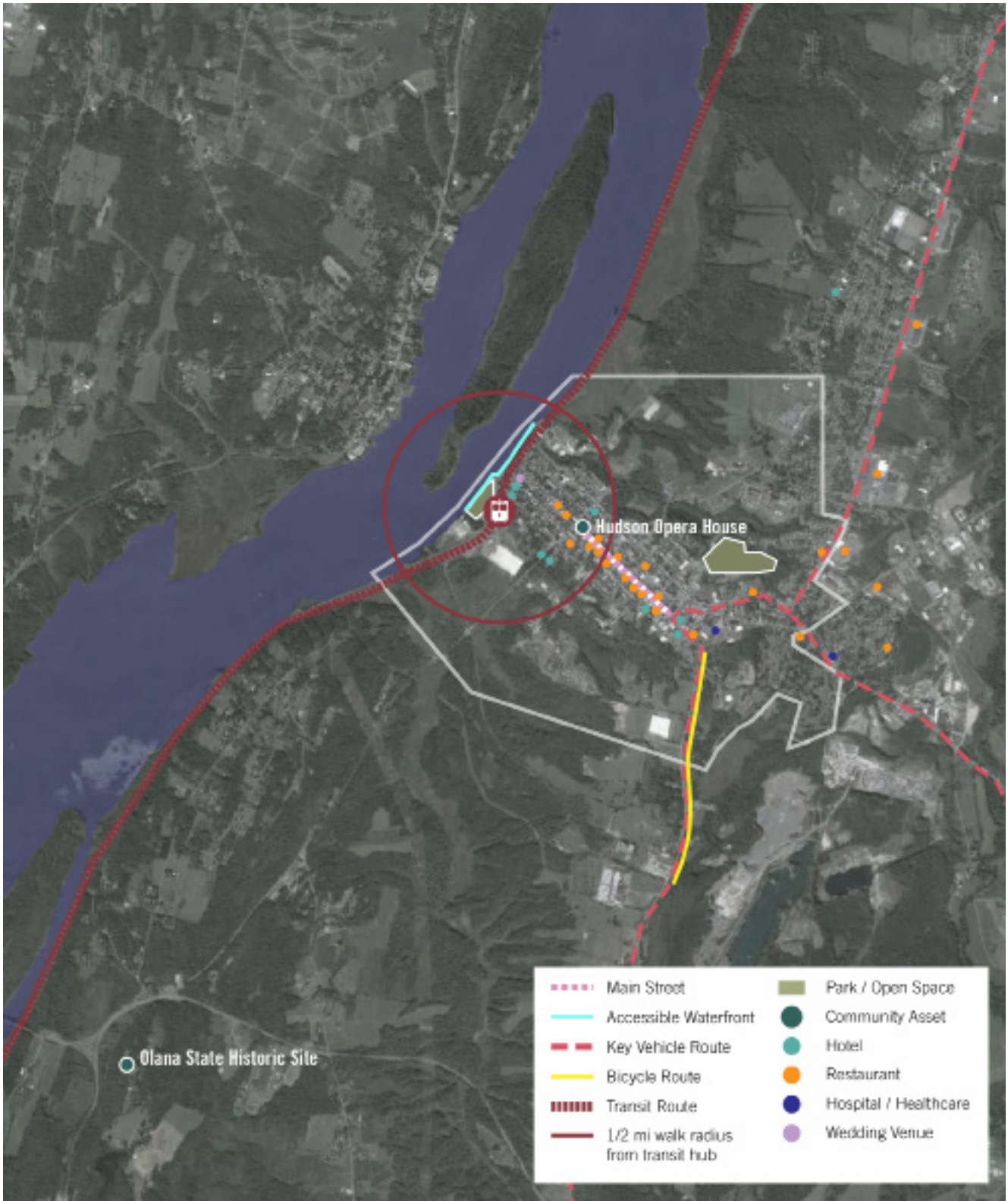
TO NEW YORK	TO KINGSTON
2h 20m driving	40m driving
2h 30m Amtrak/Metro-North	2h 45m biking



*Hudson Opera House*



*Olana State Historic Site*



Aerial View

## SAUGERTIES, NEW YORK

Settled in its early days by the Dutch, the Town of Saugerties sits nestled between the base of the Catskill Mountains and the Hudson River. Saugerties experienced minimal growth after the mid-1600s until two major events occurred. One was the coming in 1710 of the Palatines, a group of refugees who had fled the Rhine Valley in Germany to settle in West Camp, a hamlet of this community. The second important event was the arrival of industrialist Henry Barclay in 1825. Barclay immediately secured title to land on both sides of the Esopus Creek where he built his dam and used the water flow to generate power needed to run his mills and build an industrial community.

Irish, Italians, Germans and scores of others arrived to work in these mills. It was discovered also that the quarries here held some of the most beautiful bluestone in the world, bringing even more workers.

Today, the Town of Saugerties, which just celebrated its 200th anniversary of incorporation, is still growing and thriving. Industry still has a home here but the community has evolved into so much more. The community has become an important tourist location energized by the artists, environmentalists, historians, antiquarians, restaurateurs and sports enthusiasts who reside here today.

Source: [discoversaugerties.com](http://discoversaugerties.com)

TO NEW YORK	TO KINGSTON
2h driving	25m driving
2h 40m bus (Adirondack Trailways)	1h 10m biking
	15m bus (Adirondack Trailways)

*Graphic*

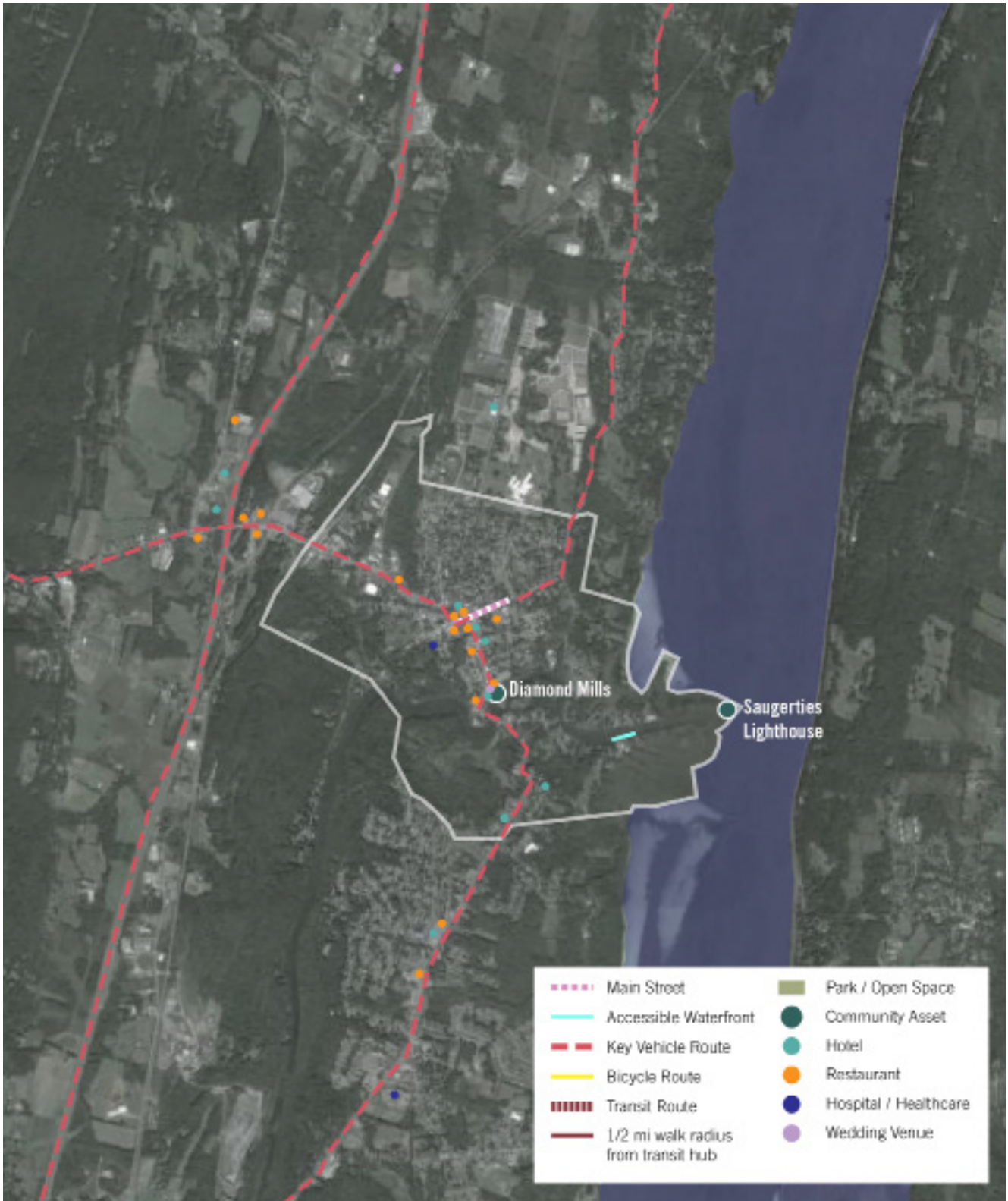


*Diamond Mills*



*Saugerties Lighthouse*





Aerial View

## NEWBURGH, NEW YORK

The City of Newburgh boasts the second largest historic district in New York State. An easy walking tour of the East End will encounter architectural gems from the 1800s, including the Greek Revival Dutch Reformed Church on Grand Street, a National Historic Landmark. On Liberty Street, Washington’s Headquarters, the nation’s first publicly owned historic site, is bordered by quaint shops and cafes. Hudson River vistas can be seen from the Headquarters’ spacious grounds, as well as along the City’s main thoroughfare, Rev. Dr. Martin Luther King Boulevard, and from the “Bluff” in Washington Heights.

A tour of Broadway and adjacent neighborhoods will provide not only a taste of Newburgh, but of cuisines from around the world. The City’s diversity is one of our greatest assets, and we commemorate it throughout the year with festivals, parades and celebrations.

Newburgh is an “artist-friendly” City, and has a diverse population of talented and creative people, who call the City of Newburgh home. Events like “Last Saturday” and “Open Studios,” draw visitors from all over the mid-Hudson.

Source: [cityofnewburgh-ny.gov](http://cityofnewburgh-ny.gov)

TO NEW YORK	TO KINGSTON
1 h 30m driving	45m driving
2 h 30m ferry>train	3 h 15m bicycling
	55m bus (Adirondack Trailways)



*Motorcyclepedia Museum*



*George Washington Headquarters*



*Storm King Sculpture Center*



Aerial View

## BEACON, NEW YORK

Beacon is a city located in Dutchess County, New York, United States. Beacon is part of the Poughkeepsie–Newburgh–Middletown, New York Metropolitan Statistical Area as well as the larger New York–Newark–Bridgeport, New York–New Jersey–Connecticut–Pennsylvania Combined Statistical Area. It was named to commemorate the historic beacon fires that blazed forth from the summit of the Fishkill Mountains to alert the Continental Army about British troop movements.

The area occupied as Beacon was originally settled as the villages of Matteawan and Fishkill Landing in 1709, which were among the first communities in the county. Beacon is located in the southwest corner of Dutchess County in the Mid-Hudson Region, approximately 90 miles (140 km) south of Albany, New York, and approximately 65 miles (105 km) north of New York City.

TO NEW YORK	TO KINGSTON
1h 30m driving	45m driving
1h 45m Metro-North	3h 30m biking



*Hudson Beach Glass*



*Southern Dutchess Country Club*



*DIA: Beacon*



Aerial View

# FRAMEWORK FOR NEXT STEPS

## 1 COHESIVE

Creating a 2 mile holistic, end to end waterfront that provides a variety of unique moments that establish a world class waterfront destination.

### KEY IDEAS FOR DEVELOPMENT:

- Interstitial space that weaves the waterfront together
- Overall brand of the waterfront
- Park bookends
- Special nodes and opportunities along the way

## 1 cohesive



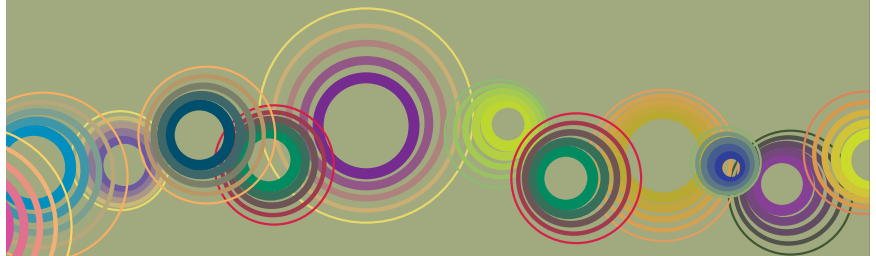
## 3 VIBRANT

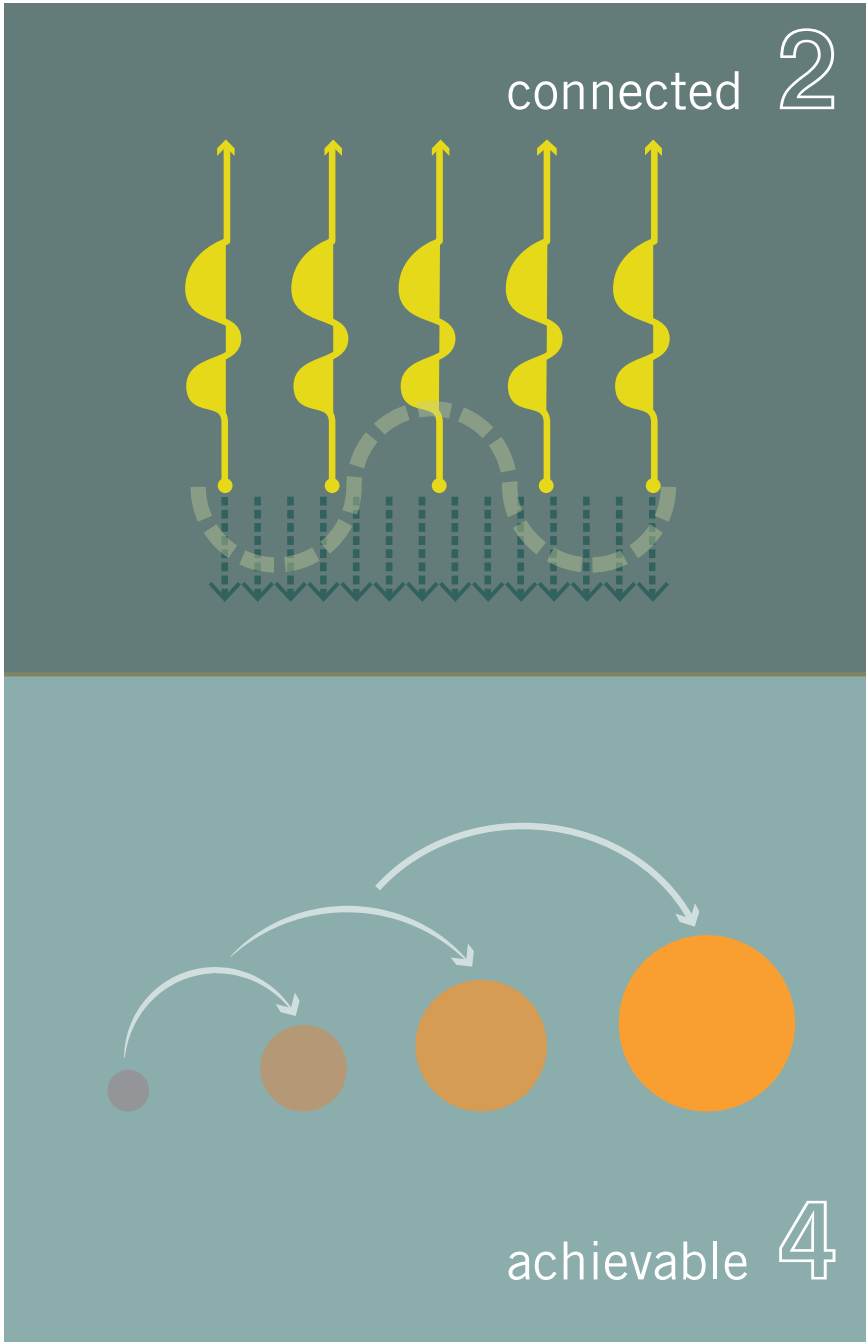
Creating a sustainable waterfront development that activates the entire area through exciting and innovative land use, programming, branding, character and building typologies.

### KEY IDEAS FOR DEVELOPMENT:

- What types of uses are exciting and appropriate?
- What types of seasonal uses and programs would work?
- What do you want your waterfront to look like?
- What is the right height and density at the water?
- Who are the potential partners and institutional anchors?

## 3 vibrant





**2 CONNECTED**

Creating a waterfront for all by connecting upland, at the waterfront and to the water through physical, visual and social links.

**KEY IDEAS FOR DEVELOPMENT:**

- Where are the best opportunities to connect upland
- Critical habitat and ecology connections
- Opportunities to get in the water
- Leverage tourism and regional assets and deficiencies
- Partnership opportunities
- Larger cultural and recreation systems to connect to

**4 ACHIEVABLE**

Identifying the opportunities and constraints for implementation of an exciting waterfront vision.

**KEY IDEAS FOR DEVELOPMENT:**

- Where are the shovel ready projects?
- Resiliency and Sustainability as the new standard
- Site remediation as a way to activate the site
- Potential catalyst projects
- What are the regulatory roadblocks/red tape?
- What do private owners want/need from the city?

