

37 Bluestone Court  
Kingston, New York 12401  
February 7, 2015

To: Ms Suzanne Cahill, City Planning Director  
Sub: Comments to the City of Kingston Comprehensive Plan  
Ref: Attachment dated February 7, 2015

I am unable to attend the March 19 public comment meeting. Would you please enter the attachment into the Minutes of the Meeting. The opening paragraph could be used as an Executive Summary.

I would also like to discuss my thoughts with you in your office at your convenience. I will call to schedule a mutually agreeable time.

Thank you for your attention to this request.

Respectfully,



Ronald E. Dietl

Attachment

## Comments to the City of Kingston Comprehensive Plan

As written the Plan reads as a collection of personal agendas. Roundabouts, reversed direction of one-way streets, streets with bicycle paths sharing space with cars, walking trails galore, more subsidized housing, to name a few. To accomplish all this requires money we don't have. Lacking is any mention of a plan to increase the number of owner-occupied houses in a neighborhood to reverse the decline of sections of the City.

My vision of Kingston in 2025 begins with the reality that Kingston is a bedroom community. We don't have the physical space to attract industry and the industrial buildings we do have aren't suited to the needs of industry today.

As a bedroom community I don't envision me walking or taking my bicycle to neighborhood stores for my everyday essentials. I don't see me relying on the sun to provide my energy requirements simply because I can't afford it as a homeowner on a fixed income, a pension that hasn't increased for the last 24 years. I can't understand how making already narrow streets with limited parking more restrictive by adding bicycle paths improves the quality of life of people already living on that street. I can't imagine why spending \$4.3M on a roundabout rather than \$673K for the NYS DOT alternative of lane marking, new signs, and light changes improves my quality of life. Money spent on reversing traffic flow on Wall and Fair streets? End result, same stores just a different way to get there.

I do envision programs to encourage owner-occupied houses as a way to change blighted neighborhoods. I see us planting and maintaining tree lined streets to improve the appearance of neighborhoods. I see us expanding the Block by Block program to make each street visited an incentive for the next street to emulate. I see us capitalizing on our historic heritage by tearing down the Pike Plan canopies (looks now like a scene from a Wild West movie), restoring the facades of the buildings and promoting "life as it used to be" in concert with the other buildings in the Stockade District. As experienced by Catskill, that gives an outsider a reason to visit us. Research what other cities have done to revitalize their retail district. You might start with Ithaca. They created a traffic restricted common area in their downtown. Encourage residents and visitors to stop/shop/relax and again think about a simpler time. Encourage store occupancy to accommodate that vision.

Ronald E. Dietl  
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