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3/26/15 42

Cahill, Suzanne

From: KB <laeassoc@earthlink.net>
Sent: Thursday, March 26, 2015 4:49 PM
To: Cahill, Suzanne
Subject: Kingston 2025 Draft Comprehensive Plan Comments
Attachments: Comp Plan Comments 3-26-15.pdf; Vol42_No1_winter2013 excerpt.pdf

Hello Suzanne,

Attached please find Kingston 2025 Draft Comprehensive Plan comments together with an excerpt from the Society of Industrial Archeology Newsletter discussing Hutton Brickyard submitted at the request of one of their members.

Thanks

Kevin McEvoy
845-331-9266

COMMENTS ON KINGSTON 2025 DRAFT PLAN – Kevin McEvoy March 26, 2015

I want to thank the Steering Committee, Planning Staff and the consultants for their work on the Kingston 2025 Comprehensive Plan project and for including sections on open space, complete streets, Greenline, urban agriculture and open space. Below please find written comments on the Kingston 2025 Draft Comprehensive Plan.

Introduction (p1): This section should reference establishment of the Historic landmarks Preservation Commission (HPLC) and the Heritage Area Commission (HAC) via local legislation. Both commissions are concerned with design standards significantly influencing Kingston's built environment. Additionally, HAC is charged with review responsibilities under the Local Waterfront Revitalization Program (LWRP).

Background (p.2): The original concept of the comprehensive plan update is stated incorrectly as a means to “streamline City development regulations” but rather was a call from the public and public officials to create a citywide blueprint of what the municipality should look like and serve as a guide to future development which call to action had been stalled for years due to lack of funding with the Kingston Daily Freeman quoting City Planner Suzanne Cahill on May 23, 2011 as follows “the city has created a number of design plans for specific areas of the city, such as at the waterfront, and will be able to incorporate that already-gathered material into an overall master plan.”

Process (p3):

It is appreciated that the recent Bluestone Survey is included in the current draft however the National Historic Register and Local Historic Districts established in Kingston which form the context for the Bluestone Study are not listed and should be added.

Existing Neighborhoods (p8):

The text notes Stockade District is NR-designated but should also note that a large portion of Rondout is also designated as is Chestnut Street nearby to and above Rondout. All existing National Register and local historic districts should be placed in context with the “Existing Neighborhoods” narrative, as well as the pending Broadway survey funded by the Certified Local Government (CLG) program.

Physically Constrained Lands (p9):

This heading would be better labeled Open Space.

Vision (p. 12): The plan should include language referencing Kingston as a model for small cities as discussed by Kingston Mayor Shayne Gallo's statement in the forward of Tidal Flooding Task Force Report “The City was selected to participate in this pilot effort because of the actions we are taking to respond to climate change by adopting the “Climate Smart and Green Jobs Community” pledge and becoming a New York State “Climate Smart Community”. Kingston's historic and architectural heritage should be a framework for the comprehensive plan since it is the foundation upon which the City is built and as such should be strongly protected and leveraged to the maximum extent to attract residents, businesses and tourism thereby creating and promoting economic development with the City's historic resources including National and State Historic Register and Local Landmark listed properties and Districts, the Heritage Area and the numerous bluestone sidewalks, recognizing each as a key feature in this historic fabric.

Greenline (p.15): The Greenline Map on page 15 contains an erroneous black line that I will ask Kingston Land Trust to correct for the final draft so as to avoid confusion.

Strategy 1.1.4 (p17), Strategy 1.1.6 (p18), Objective 2.4, Strategy 8.4.1, 8.4.3 (GEIS Discussion), Strategy 9.7.2, Strategy 10.5.1: Form Based Codes

Regarding form based codes and form based policy in historic districts, these may work well in certain historic settings elsewhere and especially in new development utilizing new urbanist regulating design, attempting to apply such codes in the Kingston historic districts could prove inappropriate as these districts do not lend themselves well to homogenous forms, have unique development patterns and widely varying styles of historic architecture reflecting different periods of significance covering several centuries of Kingston's history. However, several of the new urbanist principles behind form based codes should be encouraged including smart growth, support for mixed uses and pedestrian friendly development. Form based codes could be considered for Midtown Kingston in areas not within designated historic districts provided that in areas within the Broadway Overlay area such codes are consistent with existing design standards.

For further discussion on Form Based Codes and Historic Preservation, see the following written for a Master Degree thesis at the School of the Art Institute of Chicago by Lalue Mitchell in August 2011 on page 111.

<https://www.scribd.com/doc/83839918/Form-Based-Codes-and-Historic-Preservation-A-Case-Study-Primer#scribd>

“Historic districts and city centers that are full of historic buildings, even when they are not officially designated as such, are delicate places. Additional effort and thought must be put into tailoring the proposed code to a historic context. Whereas in a stereotypically suburban area, a cursory survey of the city's urban form and the application of several existing pre-designed building types may be passable, in a historic area, a thorough survey of existing conditions must be performed and custom building types must be created in the code to match types and sub-types present in the historic place. It is possible that a recent historic resources survey can serve as the basis for the examination of existing conditions in the district, but further examination of urban design features present should be done. This extra research and tailoring will add more cost, but substantially more quality, to the code. At this point in time, the quality of consultants that develop form-based codes varies widely. Some consultants do a full-scale analysis of the city and base the new code on the results, whereas others are less thorough in their analysis of existing context. Some firms develop a code from scratch whereas some calibrate the Smart Code to the conditions in each city in which they work. Because many larger code consultants do not yet fully understand form-based coding, some have been developing “hybrid codes,” which have the layout of a conventional zoning with the addition of design standards that specify bulk, materials, parking, and architectural features, and laid out in a more user-friendly graphics-intensive manner than that of a typical conventional zoning code. Nonetheless, these codes tend to be based around the idea of uses rather than physical form, which is the principal way in which the two classes of zoning codes fundamentally differ. The City of Phoenix was duped by this approach, having spent one million dollars to receive a use-based code similar to what it already had.”

Ashton Mullins drew the following conclusions on form based codes on pages 60 & 61 of her 2010 Master's Degree thesis work submitted to the Graduate Faculty at the University of Georgia entitled Form Based Codes and Historic Preservation: Recommendations For Communities

Considering The Adoption Of Form-Based Codes with regards to Savannah Georgia and Charleston South Carolina. Link below:

https://getd.libs.uga.edu/pdfs/mullins_ashton_e_201008_mhp.pdf

“In Savannah, a form-based approach was adopted alongside the traditional zoning. This approach may be a good option for cities that are very comfortable with their historic preservation ordinances, but want greater design standards and control for infill and new construction within historic districts. Charleston illustrated the contention that introducing a brand new idea into an old city can create. Preservationists fall on either side of the issue, some with full support for Form- Based Codes, and others fearing such a large change. In Charleston, preservationists will now have to take a “wait and see” approach, as the Special Area Plan has now been adopted and new projects will soon be developed for the area. How Charleston handles issues that arise between the Form-Based Code and the preservation of the historic districts will be a model for other cities across the nation.”

Goal 3: Preserve constrained lands as open space, agriculture or very low-density residential clustered development as appropriate;

Objective 3.3: Promote protection and conservation of environmentally constrained lands and important natural resources; (p. 27-28)

Strategy 3.3.4: Develop and adopt a Natural Resources Inventory and Open Space Plan (p28);

Regarding Open Space, it is appreciated that a section is devoted to this important topic in the comprehensive plan. The Kingston Conservation Advisory Council is presently engaged in preparation of a Natural Resources Inventory (NRI). Including maps and text from the Kingston Habitat Summary prepared by Hudson River Estuary Program (HREP) and Habitat Mapping done by Hudsonia for the Kingston Conservation Advisory Council could be useful as these are intended for use in preparing the NRI.

Regarding specific open space areas the following should be discussed as candidates to remain open space as either all or a significant portion of each are indentified as constrained in the Kingston 2025 Constrained Lands Map and are covered in the Hudsonia Kingston Habitat Mapping referring to general areas of Kingston, to wit:

1. "East": Delaware Forest & Hudson River areas partly earmarked for open space preservation through the Hudson Landing environmental review but also including other constrained areas at Hutton Brickyard and several municipal owned parcels including Hasbrouck Park and open space areas to the north of the park.
2. "South": Twaafskill, Wilbur, Lawton Park, Fly Mt, some areas of which were once parkland or proposed for parkland in the 1961 plan.
3. "West": Esopus Creek previously studied in 2009 as part of the Hudsonia Biodiversity Training. There is also mention of an Esopus Creek trail in the comp plan draft at Strategy 9.6.4 while the O&W Rail Trail goes near to the Esopus as referenced on the Greenline map on page 15.

Regarding the Constrained Lands Map at the end of the draft plan, it should be noted that additional constraints besides flood plains, steep slopes and wetlands shown, habitat areas, karst geology and Native American archeology should be included.

Protecting these areas discussed above is consistent with language in the draft plan text and GEIS discussion on page 28, however as noted in the discussion text zoning changes may be necessary for general land use to be consistent with the constrained lands map shown in the draft plan.

Strategy 4.1.1: Support the establishment of Kingston as a Rail Trail hub for Ulster County's system of rail trails by creating linear parks and implementing Kingston Greenline Conceptual plans. (p. 29)

Strategy 5.2.8: Implement the recommendations of the Kingston Greenline Conceptual Plan to convert abandoned railroad beds to multi-use trails providing off-road pedestrian and cyclist routes throughout the City. (p 43)

The recommendations of the Kingston Greenline Conceptual Plan are in the process of being implemented as part of the Kingston Connectivity Project and by Kingston Land Trust.

Goal 6: Promote further preservation of City historic and architectural resources and leverage them for further economic development (p47); Objective 6.1: Continue protection of existing historic assets through recognition; 6.1.2, 6.1.3, 6.1.6, (p47-48):

Regarding Historic Preservation, protecting maintaining in good standing the Certified Local Government status should be a principal priority for Kingston.

The mapping referenced in **Section 6.1.1** should utilize GIS capabilities to associate city tax parcels with historic designation status (local and/or State/National), federal and state rehabilitation tax credit eligibility and availability of local tax abatement thus enabling property owners and prospective owners and investors to understand the opportunities and responsibilities associated with each property. Incentives should emphasize together with recognition. The City of Kingston could play a key role in promoting the incentives that underwrite historic preservation in the community. In addition to federal and state rehabilitation incentives, Kingston could establish a low interest revolving loan fund to fund reinvestment in historic properties, conduct new survey work to qualify properties for federal or state tax credit use, or work with local lending institutions and real estate companies to develop and market tools and properties for reinvestment. Establishment and promotion of such tools could enable Kingston to attract new property owners, business investments, media attention, and public recognition utilizing historic preservation and Kingston's inventory of historic properties as a vehicle for economic development.

Strategy 6.1.7, Ensure that the Greenline provides entryways into the City's Historic Districts (p. 48);

Kingston Land Trust and its associated Rail Trail Committee have already discussed connectivity to historic districts, as connectivity is one of the key features of the Greenline. The Rondout section of the Greenline is within walking distance of the Rondout Historic District, the East Chester St. section is close to Chestnut Street Historic District and the Uptown section runs close to the Stockade District while the various proposed Wallkill Valley sections come close to Fair St. District. The several portions of the Greenline cross or are within the Heritage Area.

Objective 6.2: Simplify the regulatory program and protections to ease the processing of development approvals involving historic preservation (p48):

No justification is offered for this objective. This section proposes sweeping changes to the City's administration of historic preservation that is not clearly articulated and documented and may be inconsistent with provisions of law. See further discussion under 9.7.2 hereafter regarding a coordinated agency review if a problem in handling applications is perceived.

Strategy 6.2.1: Develop procedures to combine, coordinate, and/or eliminate review functions by multiple agencies:

"Preservation of valuable historic resources must be ensured while expediting the reviews required by zoning and related laws."

Elimination of the HPLC or HAC would represent a dramatic step backward for historic resource protection in the city. Elimination of the HLPC would terminate Kingston's Certified Local Government (CLG) program inclusion, eliminating a source of funding and technical assistance for the city in regards to historic preservation. The planning board may not be equipped with the expertise of the historic resource commission regarding historic architecture. See further discussion under 9.7.2 hereafter regarding a coordinated agency review if a problem in handling applications is perceived.

It would be appropriate to consider reviewing the law against the new Model Historic Preservation Ordinance, jointly authored by the Preservation League and New York State and published in 2014.

Model Law: <http://nysparks.com/shpo/certified-local-governments/documents/ModelLawForLocalGovernments.pdf>

Supplemental Guide to the Model Law: <http://www.preservenys.org/model-law.html>

The Supplemental Guide in the link above would be useful material to explain and justify the components of the landmark law and its work as a standalone commission.

Strategy 6.3.1: Allow a zoning incentive for adaptive reuse of landmark buildings, should their current use prove untenable (p49):

The text should be clarified to determine if it refers to the Rehabilitation Tax Credit program. Density bonus impacts should be considered carefully for other impacts such as need for increased parking and should be consistent with height limitations especially in the Stockade District.

Strategy 6.3.2: Task Landmarks Commission with Assistance to local Landmark Owners (p49):

The HLPC appears to be fulfilling this role already. Certified Local Government status also allows the commission to receive assistance from the State Historic Preservation Office and represents a funding source for outreach, develop education programs and materials, and for historic resource survey.

Plan: Public Facilities; Objective 7.1 (p. 51)

Regarding infrastructure and resiliency, a discussion including both water supply and waste water infrastructure should be included in the comprehensive plan. Improving and maintaining public infrastructure including city buildings, streets, sidewalks, bridges, water, stormwater and wastewater infrastructure, park facilities, and shoreline protection should be a priority with an implementation strategy. Add objectives and strategies which address the following:

- a. Reducing flooding of streets, yards and basements by the using landscape green infrastructure;
- b. De-certification of levee along Esopus Creek;
- c. Drinking water supply and distribution system,
- d. Municipal buildings and their energy use,
- e. Shoreline protection along Rondout Creek
- f. Recognition of Esopus Creek as an inland waterway and the possibility of establishing a Local Waterfront Revitalization Plan for Esopus Creek,
- g. Bridge repair and rehabilitation,
- h. Private owned utilities, including but not limited to, electricity, natural gas, cable television, telephone, fiber optic systems, Internet providers and wifi.

Strategy 7.2.2 Bluestone (p.52)

A summary of the recommendations from the Kingston Historic Bluestone Survey Report prepared by Jack Braunlein dated 11-20-13 should be included here in addition to recommendations already in the text.

Strategy 8.1.2: Acquire vacant lots and blighted properties for public spaces and urban agriculture: Caution should be exercised so as to not demolish properties with historic preservation value so as to not further disrupt the fabric of the Midtown area. With such properties other approaches should be taken to make them eligible for tax credits or other funding for rehabilitation.

Strategy 8.3.1, 8.4.1, 8.4.3: Interesting Signage, Form Based Codes; Streamline Broadway Overlay District (p. 69,71):

Form based codes are discussed earlier herein. The Heritage Area Commission is not an impediment to development. It is a review board with regards to design standards. If there is a perceived problem with the review process, there should be a coordinated agency review procedure implemented with planning and where applicable HPLC. It is agreed that strict conformance should not be required, where an applicant proposes a visually interesting and aesthetically pleasing high-quality design.

9.2.4: Prohibit on-street deliveries from 8am until after 9pm. (p.76)

Some businesses are only open part of the day with residents above shops who will not appreciate early and late deliveries. The needs of businesses should be accommodated. This provision may be inconsistent with promoting economic development.

9.3 Promote increased availability of parking; (p 76)

A strategy discussion should be included regarding redevelopment of both parking lots on North Front St. to accommodate new commercial uses together with parking structures perhaps placed underground if feasible. An example accommodating historic preservation needs, parking and commercial uses can be found at Ellis Square in Savannah Georgia. This was reviewed at the time of the Teicher proposal as an alternative development possibility to stay within the Stockade District height limitations.

9.5.3: Gas lamps (p. 78)

Consider energy efficient LEDs that look like old historic gas lamps.

Objective 9.6: Improve the connections physically and in character between Kingston Plaza and Uptown, Strategy 9.6.2, 9.6.3 (p 78-79)

Discuss the implications of Army Corps decertification of the levee.

Strategy 9.6.4: Esopus Creek Trail (p 79)

Discussion of Esopus Creek proposed trail should be also referenced under open space (SEE ABOVE 3.3.4)

Strategy 9.7.2 Provide more concrete design standards for development in the Stockade Area (p 80)

Regarding Code Chapter 264 and perceived redundancy with the historic preservation sections of the zoning resolution Code Chapter 405, Chapter 264 as the local preservation code should

remain but be re-written to be made consistent with the NYS Model Preservation Law for Certified Local Government communities.

Regarding multiple agency reviews in areas under Historic Landmarks Preservation Commission (HLPC) and Heritage Area Commission (HAC) jurisdiction, the two commissions should not be combined nor should they be put under the planning board or planning department which lack may expertise in historic preservation as this may be inconsistent with the laws under which the two commissions are established and may disqualify Kingston under the Certified Local Government Program. If a problem with the review process is perceived, a coordinated agency review process among planning, HPLC and HAC such be considered provided it does not endanger the Certified Local Government status. Regarding GEIS discussion, there will serious adverse consequences to losing Certified Local Government status.

NYS Model Preservation Law for Certified Local Government can be found below:

<http://nysparks.com/shpo/certified-local-governments/documents/ModelLawForLocalGovernments.pdf>

Supplemental Guide to the Model Law: <http://www.preservenys.org/model-law.html>

Goal 10: Encourage vibrant mixed-use land use patterns in Rondout centered around waterfront access, restaurants and tourist attractions, and active recreation; (p81)

Consider for consistency to the extent possible within concurrent timeframes, the Brownfield Opportunity Area GEIS presently in progress.

Objective 10.5.1 Broadway Overlay District Design Standards (p84):

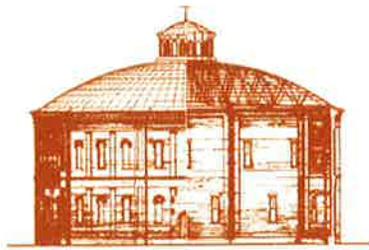
Caution is urged in attempting to apply the Broadway Overlay Standards or form based codes to areas in the Rondout and West Strand Historic Districts. The implications of the review process and consistency with historic district standards need to be considered.

Goal 11: Encourage development of a new Hudson Landing mixed-use area consistent with the Hudson Landing Design Manual (p85);

The Generalized Land Use Map in the draft plan shows the Hutton Brickyard in the Hudson Landing Mixed Use Area but there is no reference in the text to include this site in this core area. The Constrained Lands Map at end of the draft plan indicates constrained lands at Hutton Brickyard including steep slopes, flood plains and steep slopes at undeveloped municipal owned properties adjoining or near to the Hudson Landing open space preservation areas shown on the generalized Land Use Map as Tech Area and Hudson Landing Mixed Use Core. In addition to the steep slopes and floodplains shown, additional steep slopes exist at the north end of the brickyard site adjoining Hudson Landing while Figure 3.5.2 and Appendix F of the Sailors Cove DEIS contain wetlands maps showing additional constraints at the Hutton Brickyard in the center of the site and near to the Hudson River indicating approximately 16 acres of wetlands while the steep slope areas are stated to host Native American archeology sites. The wetlands were included by Hudsonia in its Habitat Mapping. Additional offshore site constraints include historic barges and submerged aquatic vegetation (SAV beds) making the site unsuitable for a marina. Land and offshore constraints at the Hutton Brickyard should be mentioned in the text while inclusion of Hutton Brickyard in the Landing Mixed Use Core including a recommendation to extend the design standards and regulating design manual from Hudson Landing should be mentioned in the text for the Brickyard areas with re-development potential with additional recommendations to preserve certain historic features deemed eligible for the National Historic Register such as the iron Lidgerwood crane (Structure L in Appendix K Sailors Cove DEIS Historic Resource Inventory) and certain significant buildings. The SHPO Inventory Forms included in the previous Sailors Cove project environmental review as Appendix K can provide detailed information or same can be obtained through SHPO directly. Recommendations for consistent zoning changes

should be made as well for all parcels discussed herein. Further recommendations for HABS HAER standard photography and full documentation of the Hutton Brickyard area and structures deemed eligible for the National Historic Register should be done before redevelopment. See further discussion on open space at 3.3.4 earlier herein and attached Society of Industrial Archeology document dated Winter 2013 covering Hutton Brickyard submitted herewith at the request of members of that organization.

Miscellaneous: Billboards: It has been discussed by NYS Department of State that billboards are an unwanted land use. Sometime ago the Kingston Common Council took this matter up for discussion. The comprehensive plan should discuss regulation and limiting of billboards and introduce recommendations consistent with the following:
http://www.dos.ny.gov/lg/publications/Locally_Unwanted_Land_Uses.pdf



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume 42

Winter 2013

Number 1

HUTTON BRICK WORKS, KINGSTON, N.Y. THREATENED

The future for a rare surviving example of a type of industrial operation once common along the Hudson River is in question pending the outcome of development plans for the site. The surviving structures of the Hutton Company Brick Works in Kingston, N.Y., including rare surviving kiln sheds, currently face the threat of demolition.

The Hutton brickyard operated near Kingston Point from 1865 until 1980, according to George V. Hutton who wrote about the operation in his book *The Great Hudson River Brick Industry*. The Hutton Company was founded as Cordts & Hutton by Prussian emigre John H. Cordts and William Hutton. Cordts' mansion, now listed in the National Register, still stands above the brickyard. In

1890 the company assumed the Hutton name solely. For more than a half-century the Hutton Company persevered through market instability, consolidations, and changing technology. The Hutton yard supplied brick throughout the Hudson Valley and New York City and to many large projects including Yankee Stadium. Bricks marked "HUTTON" are frequently encountered during New York City renovation and demolition projects today.

The Hutton Company was one of a dozen to resume production following World War II, during which regional brick works temporarily ceased operations. Although Hutton's business prospered in the post-war years, a number of factors including loss of key personnel and the need for drastic modernization of machinery led to the family's deci-

(continued on page 2)



Rob Yasinsz

Kiln sheds at the Hutton Brick Works, 2008.

In This Issue:

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HUTTON BRICK WORKS *(continued from page 1)*

sion to exit the industry in the 1960s. The Jova Company of Roseton (downriver near Newburgh) acquired the Hutton yard in 1965, ending at 100 years the longest term of continuous ownership for a single yard on the Hudson River. Staples Brick, whose upriver Malden yard closed in 1958, acquired the Hutton site in 1970. In 1979, environmental regulation enacted by the N.Y. State Dept. of Conservation required Hutton to replace its antiquated scove kilns, a source of air pollution, with modern, expensive, tunnel kilns. Unable to afford the upgrade, Hutton closed instead.

The Hutton Company yard also includes three connected steel-frame kiln sheds originally erected in 1928 at the Excelsior brickyard in Haverstraw, N.Y. and moved to Hutton in 1940. Not only are the Hutton kiln sheds an iconic example of Hudson River industrial architecture, they are significant in their rarity in the region. Below Albany, at Coeymans, the Powell and Minnock Brick

The *SIA Newsletter* is published quarterly by the Society for Industrial Archeology. It is sent to SIA members, who also receive the Society's journal, *IA*, published biannually. The SIA through its publications, conferences, tours, and projects encourages the study, interpretation, and preservation of historically significant industrial sites, structures, artifacts, and technology. By providing a forum for the discussion and exchange of information, the Society advances an awareness and appreciation of the value of preserving our industrial heritage. Annual membership: individual \$50; couple \$55; full-time student \$20; institutional \$50; contributing \$100; sustaining \$150; corporate \$500. For members outside of North America, add \$10 surface-mailing fee. Send check or money order payable in U.S. funds to the Society for Industrial Archeology to SIA-HQ, Dept. of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton, MI 49931-1295; (906) 487-1889; e-mail: SIA@mtu.edu; Website: www.sia-web.org.

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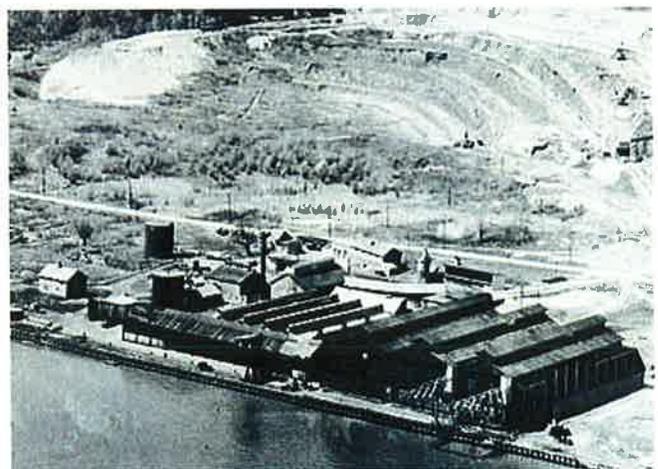
The *SIA Newsletter* welcomes material and correspondence from members, especially in the form of copy already digested and written! The usefulness and timeliness of the newsletter depends on you, the reader, as an important source of information and opinion.

TO CONTACT THE EDITOR: Patrick Harshbarger, Editor, *SIA Newsletter*, 305 Rodman Road, Wilmington, DE 19809; (302) 764-7464; e-mail: phsianews@aol.com.

Company was the last manufacturer of Hudson River brick until it closed in 2001. A marine salvage terminal opened at the P&M site but the new company demolished the kiln sheds, leaving the Hutton sheds as the only surviving examples of their type in the Hudson Valley region. The Hutton sheds also include rare remains of "scove" type kilns used to fire the brick; the only other known Hudson Valley scove kiln ruins stand at the Empire Brickyard in Stockport, N.Y.

Today boaters on the Hudson River and curiosity-seekers on foot may find a few occasional standing relics of the brick industry, primarily in Ulster County and north, although discarded brick itself can be found on the shores as far south as Croton and Haverstraw. Chimneys still mark the sites of the Shultz and Terry yards, just north of Hutton, and at Malden the ruins of several buildings remain from the Staples yard. Two brick buildings at Glasco, near Saugerties, attest to the Washburn yard. At Coeymans a brick building for coal storage was renovated by the new owners of the Powell and Minnock yard; a structure similar in appearance believed to have been a mule barn remains abandoned at the East Kingston Shultz yard. The Rivers and Estuaries Center at Dennings Point in Beacon incorporates former brickyard structures, although at least one brick building was demolished in that recent redevelopment project. A narrow-gauge claypit railroad bridge still spans the Metro-North Railroad tracks at the Brockway brick yard site in Fishkill.

A restaurant operated at the Hutton site until the early 1990s. The buildings were subsequently abandoned and in 2002 the property was sold at auction. Development plans began in 2004 and now call for a 383-unit housing project called "Sailors Cove." Plans call for removal of historic structures including a Lidgerwood crane, also the last such brickyard relic of its type on the Hudson River following the New York State-sponsored removal of a crane at the Staples yard in Malden in about 2004-05. According to the Draft Environmental Impact Statement for the project, the Hutton property has been determined eligible for



The Hutton Company, 1948. The steel kiln sheds, erected in 1940 are visible at lower right.

Air Photos Associates Inc.

SIA 42nd Annual Conference

THE TWIN CITIES, SAINT PAUL AND MINNEAPOLIS

MAY 30–JUNE 2, 2013

The Twin Cities of Minneapolis and St. Paul, the first and second largest cities in Minnesota, will host SIA's 42nd annual meeting. The development of these cities is closely tied to the Mississippi River, which runs through both. St. Paul was a well-established trading center with an active riverboat landing and the beginnings of railways (Minnesota's first steam locomotive arrived there in 1861) by the mid-19th century. Minneapolis' St. Anthony Falls spurred sawmills and a flour milling industry that gave rise to industry giants Pillsbury and General Mills.

Tours of the greater metropolitan area will highlight such industrial heritage sites as the historic home of James J. Hill, the Empire Builder, who founded the Great Northern Railway; the family-owned and fully integrated Faribault Woolen Mill, established in 1865; Northfield Woodworking Machinery, making custom machinery since 1920; Mill Ruins Park and Mill City Museum in the St. Anthony Falls district; and the 1929 Ford Dam, which provided hydroelectric power to the recently abandoned Ford Motor Co. plant. A narrated riverboat cruise will allow attendees to view historic bridges, locks, forts, and mills from the water.

The conference hotel is the restored 1910 St. Paul Hotel, just across Rice Park from the 1915 Minnesota Club, site of the opening reception. The banquet will be in a most unusual venue—the Wabasha Street Caves. Originally hollowed out for silica mines, the caves were re-used for mushroom farming and cheese storage and then for the Castle Royale Night Club in the 1930s.

Brochures will be mailed to members in March and updates will be posted on the SIA website, www.siahq.org/conference/twincities/sia2013.html.

Film Night. The SIA invites submission of DVDs for a film night to be held at the Annual Conference in Minneapolis-St. Paul on Friday evening, May 31. DVDs



HAER MINN-27, Jet Lowe (1993)

Washburn "A" Mill, Minneapolis. View taken after the fire in 1991, looking northeast to the Mississippi River. The Mill City Museum is now located within the ruins of what was once the world's largest flourmill.

on IA-related subjects, historic and contemporary, are welcome. DVDs running no longer than 30 minutes are preferred. If you have a DVD that you would like to submit for consideration, please contact Bob Stewart, robert.stewart13@att.net; (860) 668-2928.

Student Travel Scholarships. The SIA awards travel scholarships to help full-time students and professionals with less than three years of full-time experience to offset some of the expenses of attending annual conferences. To apply, send a letter of interest demonstrating a commitment to IA and a letter of reference to Patrick Harshbarger, SIA Scholarships, 305 Rodman Rd., Wilmington, DE 19809; phsianews@aol.com. Deadline for applications is Mar. 31, 2013.

listing in the National Register of Historic Places as an industrial archeological district by the N.Y. State Historic Preservation Office.

The Hutton Company Brick Works remains the last nearly-intact assemblage of buildings from the Hudson River brick manufacturing industry, a prominent presence on the river for 350 years but now extinct. Although no machinery survives, the Hutton landscape and buildings still clearly express the brick-making process from the clay pits, through the plant and kilns to the riverside crane and

transport barges. The Hutton site presents the last chance to study and interpret an industry integral to the Hudson River Valley and is worthy of HAER-level documentation. The chance to preserve the Hutton site's kiln sheds, gantry crane, and associated brick buildings and integrate them into waterfront development is a unique opportunity that the City of Kingston and proponents and supporters of Hudson River Valley heritage should embrace.

Rob Yasinsac