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3/26/15 SL

Kristen Wilson
Comments on the City of Kingston Comprehensive Plan
March 18, 2015

Pages i&ii

Perhaps write Mayor Shayne Gallo instead of Shayne Gallo, Mayor.

My official title is Senior Resource Educator, Healthy Communities Program, Cornell Cooperative Extension Ulster County.

Perhaps ask Marco Ochoa if he wants to be identified by his ethnicity. No-one else is identified by race or ethnicity. We don't have "white resident" or "black resident." Perhaps he would want to be identified as landlord or Midtown resident.

Page 1

The Master Plan for Parks and Recreation and the SmartGrowth code audit completed by David Gilmour for the Complete Streets Advisory Council seem to be missing from the list of plans.

Page 2

2nd to last paragraph: I think a timeframe for reviewing the plan should be defined instead of just saying REGULARLY. Perhaps every 5 years the plan should be reviewed.

Page 3

Did online submissions though the website actually happen? How many were received?

Page 4

1st paragraph: The plan referenced after the Kingston Complete Streets Advisory Council was a draft 3-year strategic plan that defined the future actions of the Council.

I suggest removing Patricia Murphy's name and replace it with the organization she represents. There were significant contributions from many specific individuals who are not named in this section.

2nd paragraph: Note the name of the Broadway transportation study, Building a Better Broadway.

Page 7

It would be better to have a map in place of the quote that illustrates where the Village of Kingston, hamlet of Wilbur, and Village of Rondout were located. More user friendly.

Page 8

Paragraph 3: the word concentrated should be concentrates in the present tense. The word textile should not be capitalized.

The second map is small and hard to read. Is there a better map?

Page 9

Is there a map of the physically constrained lands that could be inserted or referenced here? It is hard to visualize the description.

Page 12

Vision statement: The trolley is not public transit and it should not be referred to as public transit as it is a tourist venue that moves people for pleasure only, not for getting from one place to another on a regular, daily basis in a reliable manner.

Page 13

Bullet 3: Commutation is an awkward word. I would use commuting instead.

Page 14-20

The Overview section is awkward for me. It seems like there is too much detail about specific sections in the Overview. It could be shortened and consolidated into the other Chapters for brevity. Maybe it could be renamed Overall Goal or Overarching Land Use Goal and simply describe Goal 1, which seems to describe the overarching land use themes for the plan. However, I think the details on Complete Streets and the Greenline map on page 15 could be left for the Transportation and Mobility Chapter. Page 17: Strategies 1.1.2 and 1.1.3 seem to belong in the Housing Chapter. I'm also not sure why the reduction to 10% affordable housing is being recommended. Perhaps a justification for that recommendation could be written.

Page 19: Objective 1.3 on urban agriculture could be put in the Open Space Chapter. Why is there a picture of signage in this section? It seems that a picture of a design for an urban garden would be more appropriate here. The signage example is great, but it seems like it belongs in the transportation and mobility section.

Page 20: Strategy 1.4.1 describes a strategy for signage that does not emphasize wayfinding and mobility in addition to cohesive design and celebrating neighborhoods. I would suggest either moving it to the Transportation and Mobility section or cross-referencing it in multiple sections. Another theme for the signs might emphasize our location on the Hudson River and in rich Ulster County ag land in addition to being the gateway to the Catskills.

Strategy 1.4.3 I don't see that requiring businesses to stay open would be popular or acceptable. Eliminate the word require.

Page 22

Goal 2: One other possible strategy for consideration that I learned about in a Crime Prevention Through Environmental Design Course would be to charge a hefty fee to banks that transfer the property to another bank without notifying the City. This would help to alleviate the problem that the building dept. has chasing down corporate, irresponsible bank owners of dilapidated properties, and help the building dept. more effectively enforce codes for bank-owned properties.

Page 29

Strategy 4.1.6: In the description of this strategy, a note about utilizing Crime Prevention Through

Environmental Design principles could be made. 20 people in the city including many city employees and police officers were trained in CPTED, and we did make a little plan for it that I can share with you.

Page 35

Objective 4.11: This objective could include a more detailed description of the plans for SUNY Ulster at the former Sophie Finn Elementary School and for the relationships with the Kingston High School.

Page 36

Objective 4.14: What about including buying locally as part of the city's procurement process or this simpler sustainable development list? Buying locally supports the local economy and reduces vehicle miles traveled or products used by the City.

Pages 37-46

As a member of the Complete Streets Advisory Council my personal comments on the Transportation and Mobility Section have been incorporated into the Complete Streets Advisory Council comments along with comments from other members of the Council .

Page 48

Strategy 6.1.6 could be applied across many sections. Why not recommend creating one app for the City of Kingston for tourists that would have historic landmarks, walking tours, great restaurants, etc. Or perhaps recommend getting Kingston into an app that already exists for exploring multiple small cities around NYS or the US or Ulster County (something like the Rough Guide or Lonely Planet apps that have multiple places on one app) Let's pool resources, and people would be more likely to download an app that has more than one place on it.