



Project Profiles

This section of the Strategic Investment Plan presents a detailed profile for each of the projects recommended for DRI funding as part of the Kingston Stockade Business District DRI program. This group of projects was originally identified by the City of Kingston and was further refined throughout the DRI process based on input from the public and the LPC, project feasibility and readiness, and a project’s ability to further the goals and strategies of the Strategic Investment Plan. The LPC, together with City officials, reviewed the projects. Based on feedback from the LPC and input and support from the public, the eleven projects profiled in this section are recommended for funding through the DRI program.

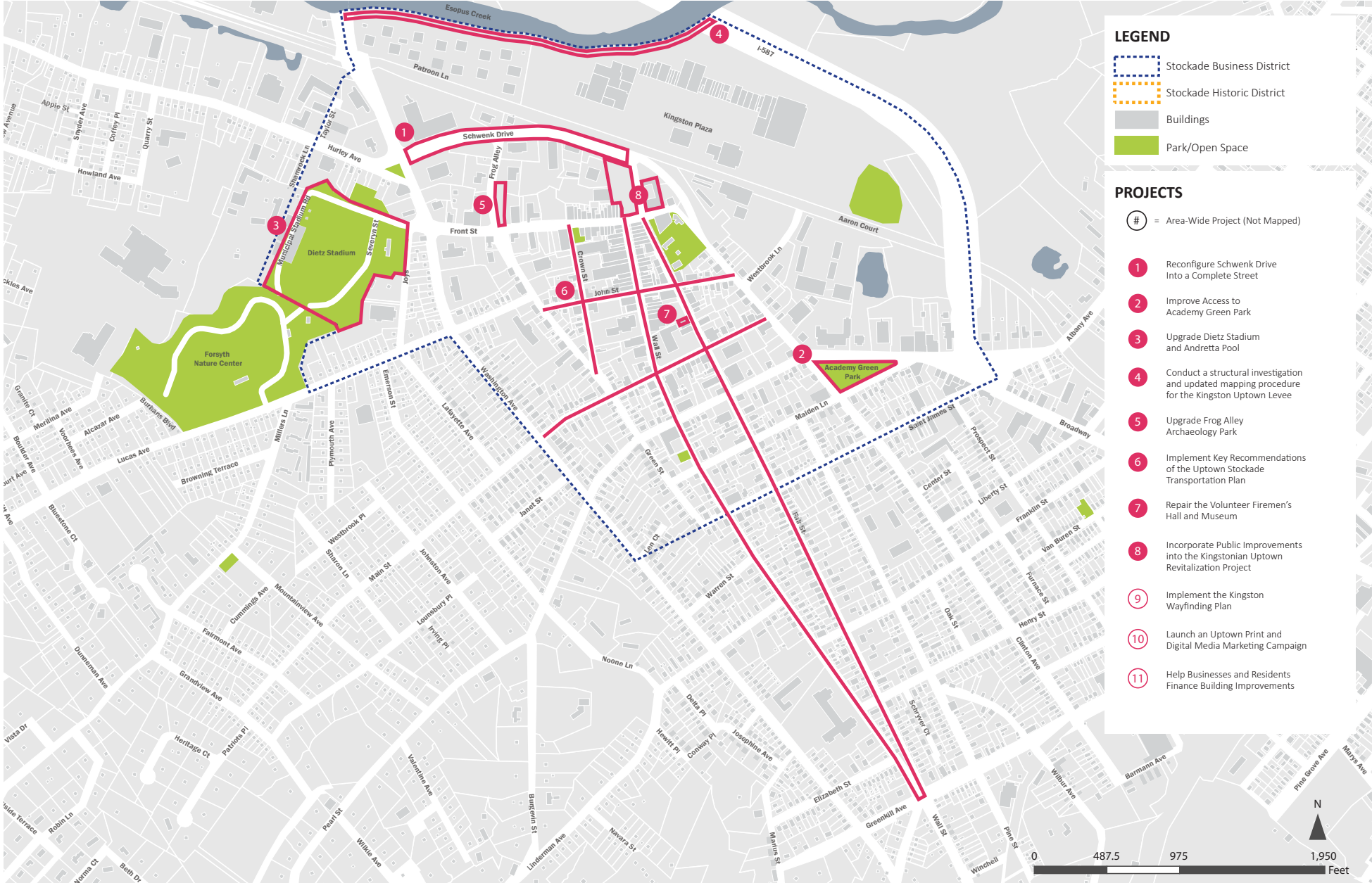
Projects that are outlined in this section generally contribute to one or more the following criteria:

- › Support and advance the DRI Goals and Strategies set forth in the Strategic Investment Plan
- › Potential to drive downtown revitalization and support collective transformative efforts
- › Feasible for implementation within two years
- › Supported by City officials, local stakeholders and the public

Together, the projects profiled below amount to an investment of approximately \$15.7 million, surpassing the available funding of \$9.7 million through the DRI program. This excess in cost is designed to provide both flexibility and collaborative opportunities to the funding process, to account for unanticipated changes to proposed projects or future funding opportunities that may arise and could build on the initial DRI investment. Where appropriate, alternative sources of funding are identified within the Project Profiles, and if any of these projects were to no longer need DRI funds, the LPC and City officials would work with the State to reallocate funding as appropriate or necessary.

Several projects identified during the DRI process are not recommended for DRI funding, but still reflect the priorities of the LPC and would support the local revitalization efforts and vision for the Stockade Business District (the SBD, generally known as “Uptown” Kingston). These projects either were ineligible for DRI funding due to the nature of the program or need additional project planning and refinement, and therefore would not meet the short-term goals for implementation. These projects are summarized at the end of this section and highlighted as potential candidates for future funding opportunities and prioritization by the City of Kingston.

Kingston DRI Project Locations



Reconfigure Schwenk Drive into a Complete Street

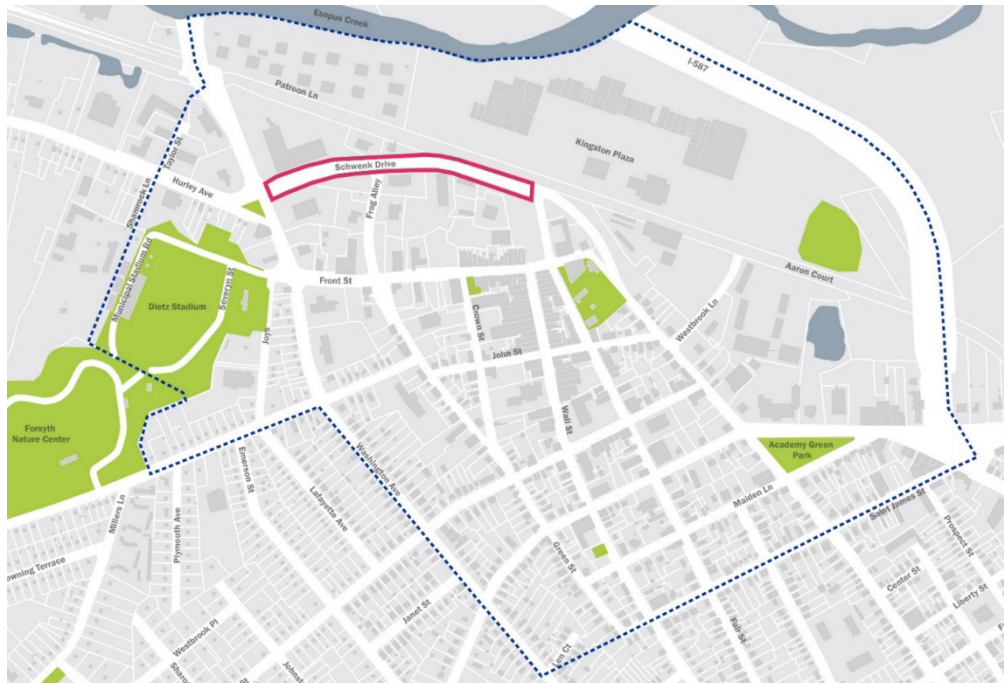
This project would reconfigure Schwenk Drive between Washington Avenue and Fair Street into a complete street, which would partially address a gap in the Kingston Greenline between the Midtown Linear Park segment and the Kingston O&W Rail Trail segment. A complete street is a street designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders. Currently, plans call for the Midtown Linear Park to end at or near Westbrook Lane, which is less than 1,000 feet east of the intersection of Fair Street and Schwenk Drive. Plans for the Kingston O&W Rail Trail call for the trail to end at Washington Avenue, less than 800 feet north of the intersection of Schwenk Drive and Washington Avenue. Though additional work will be necessary to connect these termini, the conversion of Schwenk Drive to a complete street and the inclusion of this segment in the overall Kingston Greenline system will greatly enhance connectivity.

DRI Funding Request

\$ 987,102

Project Location

The complete street project will be implemented from the intersection of Schwenk Drive and Washington Avenue to and including the intersection of Schwenk Drive and Fair Street.



Project Description

Kingston Plaza is cut off from the rest of the SBD by Schwenk Drive, which is in a 4-lane configuration at this node. Intersections are difficult to navigate, and insufficiently signed and lit, particularly at Frog Alley and Fair Street. Complete street enhancements will significantly improve the pedestrian safety and experience along Schwenk Drive as well as the linkage between the SBD and Kingston Plaza.

DRI funding would be used to develop a complete street along Schwenk Drive from the intersection of Washington Avenue to and including the intersection of Schwenk Drive and Fair Street. Work would include lane reconfiguration, signal upgrades, intersection upgrades (including ADA improvements and bulb-outs), the creation of a new two-way bicycle lane (westbound), and the creation of a new parking lane (eastbound).

An important goal of this project is to enable future linkage into the Kingston Greenline system by allowing for future connections at Westbrook Land and Washington or Hurley Avenues. The Kingston Greenline is a vision for a network of urban trails, bikeways, water-trails, walkable sidewalks and complete streets that provides residents and visitors a healthy, fun and sustainable way to connect with Kingston's rich cultural, historical, commercial and recreational resources. The Greenline also serves as an important hub for the growing system of rail trails throughout Ulster County and beyond, eventually linking from the Catskill Mountains and the Hudson River Valley to New York City. Pending an agreement with the owners of the Catskill Mountain Railroad right-of-way, complete street improvements to Schwenk can provide a shorter-term linkage solution, as well as a longer-term investment in public infrastructure.

It is envisioned that this project would be the first phase in providing a full connection to the Kingston Greenline system. In addition to providing a key component of the missing Greenline link, this project will implement streetscape improvements that will promote pedestrian activity and higher retail foot traffic in the SBD. Once the Greenline link is made, signage will be a key component for wayfinding and connectivity to the larger Greenline network. Recognizing that this neighborhood will continue to require vehicular access and parking space, several proposed improvements balance these needs with improving walkability and creating visual interest at the pedestrian level. These proposed improvements complement other funded pedestrian-enhancement projects being undertaken by the City, and fill in the gaps to complete necessary improvements throughout the DRI area.

The streetscape improvement project will create a desirable, walkable, pedestrian-friendly connection through the SBD, and will serve as a catalyst for future business growth and active recreation on Schwenk Drive. The improvements for DRI funding will include:

- › Alter lane configurations to introduce two-way protected bicycle lanes.
- › Intersection upgrades and ADA improvements where needed.
- › Upgrade traffic control systems at key existing intersections to improve network efficiency, and protect cyclists and pedestrians.
- › Increase the amount of pedestrian space in target areas. This includes adding bulb-outs that can help shorten the crossing area and allow for additional benches and vegetation.
- › Improve curbs, paving and striping where needed.

Future work along Schwenk Drive and connector roadways to the Ulster and Delaware Scenic Rail right-of-way could include:

- › Installing one-way bike lanes or sharrows (shared-lane markings along a travel lane meant to be shared by motorists and bicyclists) where space is more limited on two-lane roads.
- › Introduce new sidewalk amenities on wider sidewalks and in new bulb outs. Sidewalk amenities can include benches, bike racks, trash receptacles, and recycling receptacles.
- › Identify publicly-owned properties abutting the right-of-way, and consider adding additional open space amenities and improvements in those locations. In addition, kiosks, gateways, and power hookups can be installed to encourage users to agglomerate in these expanded areas.
- › Increase vegetation, while maximizing walkable surfaces. Grates can be installed over tree pits to maximize the walking surface on the narrow sidewalks. Install new trees where feasible. Implement planter boxes, bioswales, rain gardens, permeable pavements and rainwater harvesting on appropriate sites.
- › Provide unified signage and wayfinding along the route in coordination with the Kingston Wayfinding Plan



Status of Kingston Greenline Completion with Proposed Schwenk Drive Improvements Superimposed

Source: Kingston Greenline

Schwenk Drive Existing Site Plan





Typical Roadway Conditions



Beethovenstraat, Amsterdam



Houston St, New York, NY



Hamburg, NY



Bell St, Seattle, WA



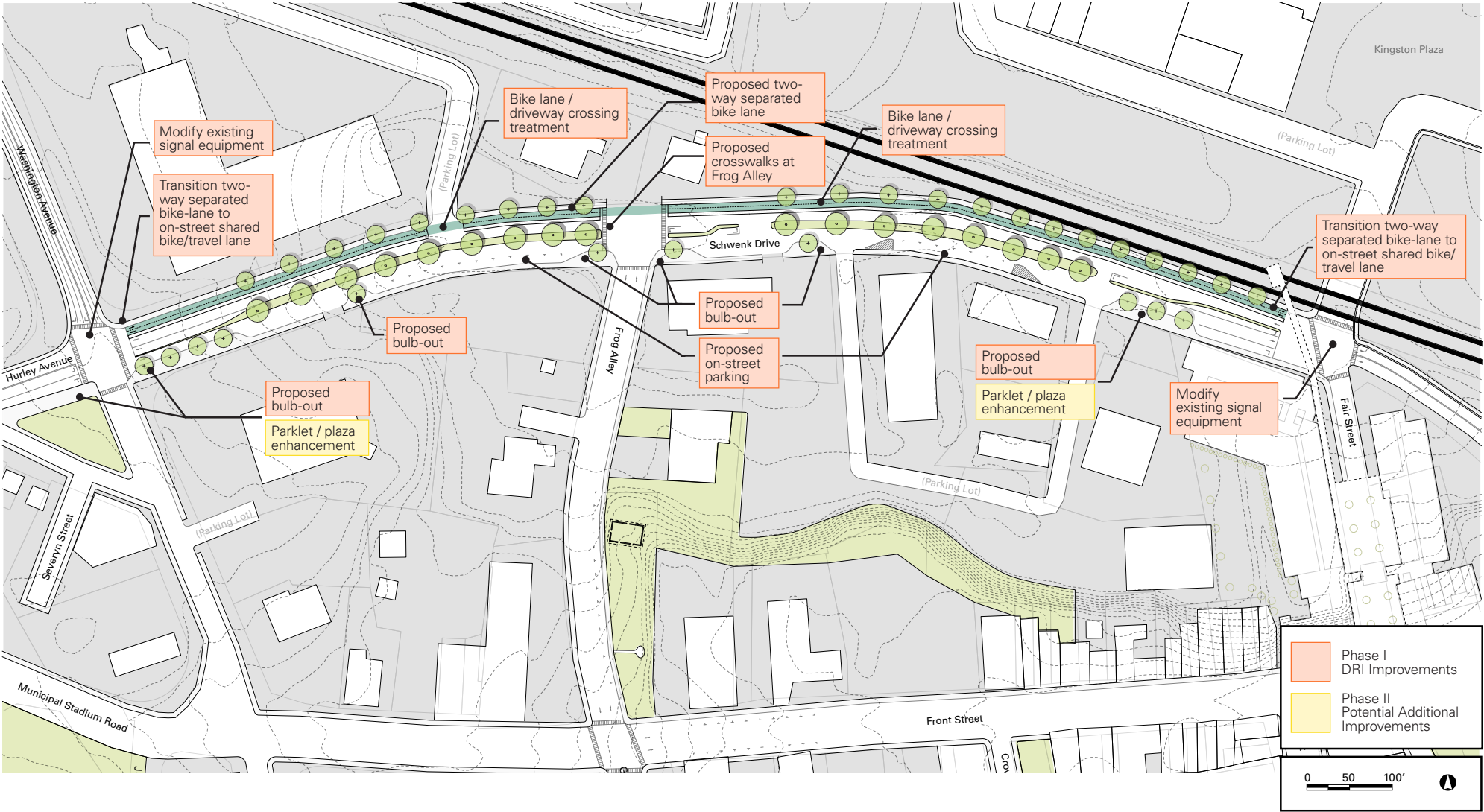
Vanderbilt Ave, Brooklyn, NY



Russellville, AR

Examples of similar projects

Schwenk Drive Conceptual Site Plan



Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none"> › Maintain or upgrade infrastructure and buildings to support additional growth. › Improve and diversify recreational amenities, including provision of local gathering spaces as well as support for amenities significant to the region, particularly Dietz Stadium. › Follow a complete streets strategy and uniform street improvements for the SBD transportation network. › Improve connections between the Stockade Historic District and Kingston Plaza. › Improve pedestrian and bicyclist connections through the completion and connection of the Uptown and Midtown linear parks. 	<ul style="list-style-type: none"> › Leverage the region’s outstanding natural resources, its tourism industry, and agriculture in a “natural infrastructure” strategy that protects agriculture and the environment and recognizes these as important to tourism and as quality of life attributes that are critical to attracting and retaining high-quality jobs for all key industry sectors. › Improve key regional infrastructure to make the region more business-ready. › Support the revitalization of our urban centers as engines of regional prosperity.

Public Support

Feedback from the public resulting from public outreach and meetings expressed support for this project throughout the DRI planning process.

Because this project would link into the Kingston Greenline system, proponents of the Greenline (which include the Kingston Land Trust) also support the complete street improvements on Schwenk Drive.

Additional support comes from the adjacent landowners at Kingston Plaza and the Kingstonian development site at Fair Street and Schwenk Drive. Improvements to Schwenk Drive at this intersection would meaningfully improve the pedestrian experience of crossing from one site to the other.

Project Ownership

The streetscape improvements will be undertaken on publicly owned rights-of-way. The contracting entity will be the City of Kingston. The City owns all existing street fixtures and lights and will procure private third-party design consultants and contractors to implement the work. The City will maintain the improvements. Sidewalks are under the legal jurisdiction of the City of Kingston. Kingston will own all street furniture and fixtures.

Project Partners

The City and its relevant divisions will work in partnership with the Kingston Land Trust during project development, and as a potential maintenance and programming partner for some of the complete street extents. Additional project partners may include the Kingstonian development team, and local business owners along the route.

Capacity

The City has a history of successfully implementing streetscape improvements, and has the capacity to implement this project with the support of outside contractors for design, fabrication, and installation. The Kingston Land Trust has a proven track record of designing, planning and implementing other portions of the Kingston Greenline, and can bring their resources and capacity to support this project.

Project Budget

Project Activity	Budget
Traffic Signal Modifications	\$ 80,000
Drainage	\$ 39,000
Earthwork	\$ 19,875
Pavement (Mill and Overlay 1.5")	\$ 250,200
Concrete Curb & Sidewalk Replacement	\$ 191,000
Pavement Markings & Signing (Pavement Stripes and Painted Bike Lanes at Conflict Points)	\$ 38,400
Landscape	\$ 22,500
SUB-TOTAL	\$ 640,975
Design and Engineering (20%)	\$ 128,195
Contingency Costs (25%)	\$ 160,244
Construction Survey & Stakeout (4%)	\$ 25,639
Maintenance of Traffic & Mobilization (5%)	\$ 32,049
TOTAL PROJECT COSTS	\$ 987,102
DRI FUNDING REQUEST	\$ 987,102

Funding Sources

- › DRI Funding: \$987,102 is being requested

Feasibility and Cost Justification

Complete street improvements in the SBD will benefit visitors, residents, and business owners by encouraging people to walk, shop, recreate and spend time in the SBD. Additionally, complete street and Greenline connectivity improvements work to promote non-vehicular access to and through the district. By leveraging DRI funding to improve the pedestrian experience, this project capitalizes on the health and wellness benefits of walking and biking, and encourages people to leave cars behind and enjoy the district on foot, where they can shop at local businesses and attend events.

Regulatory Requirements

- › City of Kingston: Issuance of RFP (Office of Community and Economic Development or DPW); Street Opening Permit (DPW)
- › NYSDOT/Highways and Bridges Division, Ulster County/ Ulster County Transportation Council/City of Kingston DPW: Work permits for road crossings
- › ADA compliance

Timeframe for Implementation

Project Stage	Timeframe
RFP process and design consultant selection	3 months
Construction and Design Drawings / Approval Documents and Permit Procedures	10 months
Construction	5 months
TOTAL TIMEFRAME	18 months

Project Reporting

To measure the success of this project, the following project metrics should be used:

- › Bike and pedestrian counts along right-of-way to be taken before the construction and then after the construction to demonstrate the increase in bicycle and foot traffic.

Improve Access to Academy Green Park

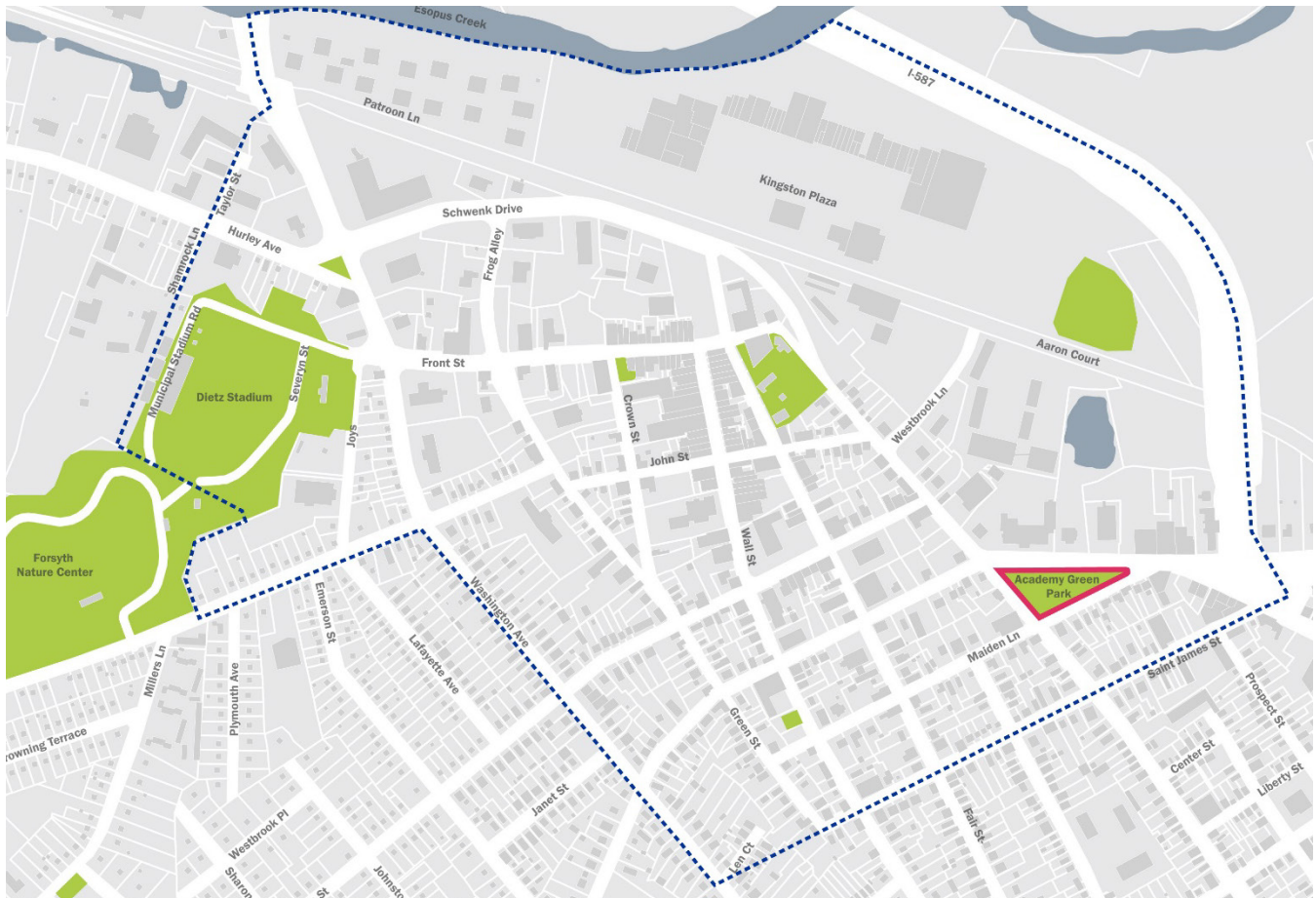
The project entails access improvements to Academy Green Park to enhance furnishings and landscape, incorporate sidewalk improvements, and provide water and electrical improvements as well as help the park become better connected to the neighborhood, more accessible and more frequently used as an event space.

DRI Funding Request

\$560,000

Project Location

This 1.5-acre triangular green space is located between Albany and Clinton Avenues and Maiden Lane, just between the Uptown and Midtown neighborhoods of Kingston. See the location map below.



Project Description

This project will be implemented in two phases:

Phase 1 – DRI Funded Improvements

Phase 1 activities will involve access improvements to Academy Green Park to better connect the Kingston community to the park and increase usage of the space. By implementing these components, it will also allow for the City to increase programming for community events. Improvements to be funded through the DRI program include:

- › Redesigning the sidewalks and intersections surrounding Academy Green to improve pedestrian circulation to and through the park
- › Provide an appropriate location for a mobile stage with a hydraulically operated roof system and 30ft x 24ft deck
- › Provide electrical and water improvements for plug and play events as well as additional landscape lighting
- › Additional landscape plantings and planting replacement, as well as protocols for vegetation management/replacement; development of a low-maintenance horticulture plan
- › Additional seating and visitor gathering space, particularly more site benches

Phase 2 – Potential Additional Improvements

Phase 2 potential additional improvements, would include Monument and statue restoration and other walkway upgrades and hard landscaping treatment within the park itself. Future work could also include urban design treatments to mesh planned improvements at the I-587 intersection with the park.

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none"> › Ensure that public investment respects the historic character of the area and encourage adaptive reuse of historic structures. › Improve and diversify recreational amenities, including provision of local gathering spaces as well as support for amenities significant to the region, particularly Dietz Stadium. › Increase evening and weekend programming to support more constant activity 	<ul style="list-style-type: none"> › Leverage the region’s outstanding natural resources, its tourism industry, and agriculture in a “natural infrastructure” strategy that protects agriculture and the environment and recognizes these as important to tourism and as quality of life attributes that are critical to attracting and retaining high-quality jobs for all key industry sectors. › Support the revitalization of our urban centers as engines of regional prosperity.

Academy Green Park Existing Conditions



Existing Site Photographs

Public Support

Several of these proposed improvements are reflected in the Kingston Parks and Recreation Master Plan. The Ulster Garden Club has long been involved in projects at Academy Green, when it joined with other civic groups in the city to landscape the park, which included the planting of a dozen redwood trees and the installation of a turn-of-the-century cast-iron fountain. The Club has also been in support of many of these proposed improvements.

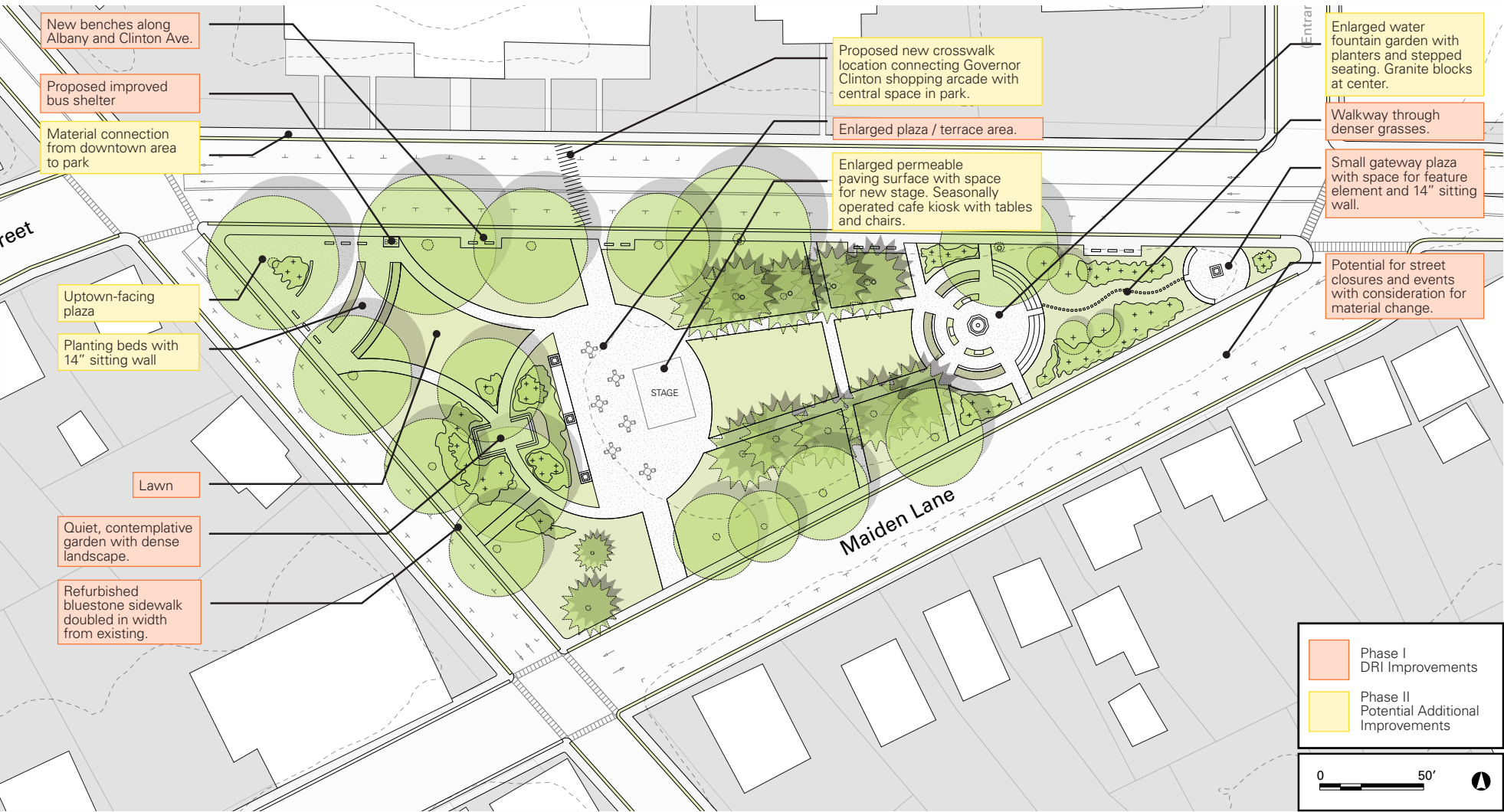
Members of the public and a focus group of business owners expressed support for this project in public meetings and during the public comments at Committee meetings. The project consistently generated significant enthusiasm from the community at public workshops.

Academy Green is one of the only open spaces of its kind within the DRI Kingston study area. During the second DRI Kingston public meeting, participants were asked how they would describe the type of park that Academy Green Park represents to their community/the SBD. Most respondents saw this park as having a multidimensional identity, simultaneously referring to it as a historic monument and site, a civic plaza and a local neighborhood park.

Academy Green Park Existing Site Plan



Academy Green Park Conceptual Site Plan



Project Ownership

The City of Kingston and Kingston Parks & Recreation have the legal authority to execute contracts and oversee the project.

Project Partners

The City and its relevant divisions will work in partnership with the Trustees of Kingston Academy in accordance with the deed restriction established in 1918 (see the Regulatory Requirements section below). The City will also include the participation of the Ulster Garden Club in project development as one of the maintenance and programming partners for the park.

Capacity

The City of Kingston and Kingston Parks & Recreation are responsible for the open space network in Kingston. They have extensive experience overseeing park improvements and other capital projects. The Ulster Garden Club is a small but active nonprofit community partner that has been engaged in park upkeep for several years, and has sustained interest in this role.

Project Budget

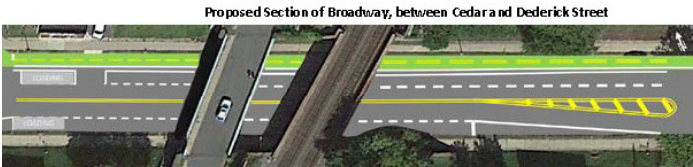
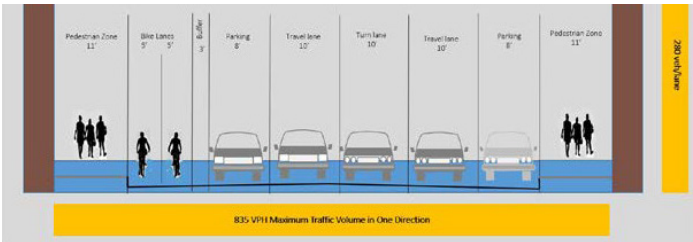
Project Activity	Budget
Replace Sidewalks with bluestone and concrete curbs	\$ 308,000
Electrical System Upgrades	\$ 28,000
Plumbing Upgrades	\$ 24,000
Furnishing	\$ 34,000
Plantings	\$ 125,000
Design	\$ 41,000
TOTAL PROJECT COSTS	\$ 560,000
DRI FUNDING REQUEST	\$ 560,000



Context & Surrounding Projects



Surrounding Projects



Funding Sources

- › DRI Funding: \$560,000 is being requested

Feasibility and Cost Justification

This project would provide numerous benefits to the Kingston community and visitors by providing safe and accessible open space that is active and inviting all year round. Most importantly, this project fulfills several revitalization strategies, including ensuring that public investment respects the historic character of the area and encourages adaptive reuse of historic structures, as well as improving and densifying recreational amenities, including provision of local gathering spaces as well as support for amenities significant to the region.

An enhanced Academy Green will improve connectivity amongst major centers of activity and between Uptown and Midtown. Over the long term, the park will create a more inviting gateway to the SBD, and serve to improve perceptions of vibrancy and safety, attracting more people to the SBD, and ultimately supporting population and job growth.

Visitors to this enhanced park could provide support for existing and new small businesses, offering jobs and economic development for Uptown and the surrounding area and enhancing tax revenues. An improved park could enhance healthy choices for active lifestyles, and strengthen the existing farmers' market.

Regulatory Requirements

- › On July 15, 1660, Governor Peter Stuyvesant negotiated a peace treaty between the early settlers and the local Esopus Indians on this site. This concluded one of the many wars over land rights. Ulster County troops were reviewed on this site before entering the Civil War. Kingston Academy, the oldest preparatory school in New York State, was located here in the mid-1800's. The building was demolished in 1915, when the new Kingston High School opened, and Academy Green became a park in 1918.

The site was transferred from the Trustees of Kingston Academy to the City of Kingston in 1918, along with a deed restriction placing a set of trusts, covenants and agreements upon the land. These include:

- The City shall use the premises solely as a public park
- The City shall not lease, sell or encumber the site to any other party for any unrelated use
- The City shall not erect or place any building or structure on the premises

The Trustees of Kingston Academy reserves the right to erect a fountain, statue or monument upon the premises. The Trustees also have the right to review and approve any modifications the City wishes to make to the park.

- › City of Kingston DPW: Work permits for road crossings
- › SEQRA

Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
RFP Process: Kingston drafts and issues RFP for engineering assessment and design and construction drawings Kingston circulates RFP and selects contractor with historic preservation experience	3 months
Design and drawings	4 months
Construction	12 months
TOTAL TIMEFRAME	17 months

Project Reporting

To measure the success of this project, the following project metrics should be used:

- › To be measured annually starting with the year prior to construction to demonstrate the additional use of the park:
 - Comparison of pedestrians entering/exiting each park entrance
 - Number of event permits issued
 - Total revenue generated from permits and event fees



Benches and Bus Station



Lighting Fixtures



Street in Winter



Decorative Fountain and Seating Ledges



Statues



Hedges and Paving

Site Materials



Four Freedoms Park, Queens, NY



Center City Park, Greensboro, NC

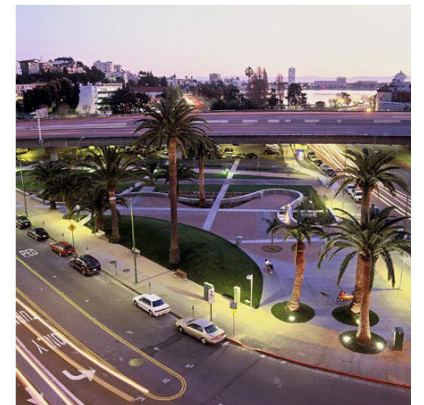


Klyde Warren Park, Dallas, TX

Examples of Similar Projects



Viaduct Park, Philadelphia, PA



Splash Park, Oakland, CA



Upgrade Dietz Stadium and Andretta Pool

This project would involve upgrades and improvements to Dietz Stadium and Andretta Pool to better serve the community and expand the capacity for new programming.

DRI Funding Request

\$2,500,000

Project Location

Dietz Stadium is located on a 12.1-acre site at 170 North Front Street adjacent to Forsyth Park. Andretta Pool is immediately adjacent to Dietz Stadium at 76 North Front Street.



Project Description

Dietz Stadium, a 2,000-seat venue, is a major organized sports facility located at the western end of the SBD, adjacent to Forsyth Park and the Adirondack Trailways bus terminal. The site serves as both a community and regional destination. The Kingston City School District sports teams use the fields for practice and residents use the oval track for running and walking. Dietz Stadium is also the home field for the Kingston Stockade Football Club, which draws an average of 1,200 spectators to events. Recent investments to the facility include an approximately \$900,000 replacement of the turf and track, funded by private donation.

However, the facilities at Dietz Stadium are outdated, and do not maximize the recreational opportunities or economic development potential of the venue. Recently, the City lost the State Football Sectionals, which Kingston was home to for over a decade, due to the lack of high quality facilities. A key goal set forth in Kingston 2025 is to attract regional sporting events to Dietz Stadium. Renovating the existing facility to provide more modern amenities will be a major step toward achieving this.

Across from Dietz Stadium is Andretta Pool, a 1.4-acre pool and picnic facility. The public swimming pool is operated by the Department of Parks and Recreation, open six days a week from late June to Labor Day. The facility has a 25 meter, 6-lane pool with a deck, an approximately 3,000 square foot bathhouse and locker room facility with a communal area, a separate fenced in picnic area and a bike rack. Seasonal attendance is around 2,700 visitors. However, like Dietz Stadium, Andretta Pool needs maintenance and investment. With investment, Andretta Pool would likely be more highly utilized as a special purpose facility for the Kingston community.

In addition, the shared Dietz Stadium/Andretta Pool parking lot provides potential untapped benefit for the SBD. Currently, a portion of the available parking space is leased to Trailways, which is located across Washington Avenue from the stadium. However, visitors to the SBD do not currently use the available parking on the site.

The 2013 Parks and Recreation Master Plan along with key stakeholders have identified the following recommended upgrades to these facilities:

Andretta Pool:

- › New pool filter equipment
- › Pool repairs, including a repaired liner
- › Remodel lobby and bathrooms at pool for ADA compliance
- › Replace fencing, and lights

Dietz Stadium:

- › New or refurbished locker rooms and bathrooms
- › Outdoor water fountains
- › Free Wi-Fi for visitors
- › Bike racks
- › New grandstand sound and PA systems
- › On-site storage shed
- › Refurbished press box
- › Upgraded / modernized food vending facility
- › New visitor bleachers
- › Repaired or replaced fencing and gates
- › Resurfaced parking lot and replace lighting
- › Stadium signage

When asked which facilities at Dietz Stadium are most in need of updating and/or repair, participants in the DRI Kingston public engagement process responded with the following:

- ❖ *Snack bar and entrance booth, better food service*
 - ❖ *Bathrooms, expand seating to both sides of the field, field lighting, press box expanded and modernized, goal posts and turf replaced, locker rooms and bathrooms renovated*
 - ❖ *Ventilation in locker rooms*
 - ❖ *Strength/conditioning facility*
 - ❖ *Turning basketball courts into an event area*
 - ❖ *Parking lot upgrade*
-

To facilitate these upgrades, this project will be implemented through a phased approach, as follows:

Phase 1: Kingston will draft and issue an RFP for an engineering assessment of Dietz Stadium and Andretta Pool and the development of design and construction documents for the recommended improvements.

Phase 2: Improvements will be implemented with DRI funding. Based on the 2013 Parks and Recreation Master Plan and input from key stakeholders, including the Kingston Stockade Football Club, the Kingston Police Department and the Kingston Department of Parks and Recreation, prioritized improvements are anticipated to include new or refurbished locker

rooms and bathrooms, directional signage, sidewalk enhancements and a resurfaced parking lot for Dietz Stadium, and new filter equipment, ADA compliance measures, pool repairs and upgraded bathroom facilities for Andretta Pool. However, these will be reassessed based on the results of the engineering assessment.

Phase 3: Additional improvements identified will be constructed through City and private funding as well as through future grant funding opportunities.

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none"> › Increase evening and weekend programming to support more constant activity › Support tourism promotion and a marketing program that highlights the living economy and creative culture of the SBD. › Maintain or upgrade infrastructure and buildings to support additional growth. › Improve and diversify recreational amenities, including provision of local gathering spaces as well as support for amenities significant to the region, particularly Dietz Stadium. 	<ul style="list-style-type: none"> › Support the revitalization of our urban centers as engines of regional prosperity. › Make the Mid-Hudson region more attractive to young educated professionals in order to stop “youth flight” and “brain drain” in the region.

Public Support

This project received broad public support at the public meetings and in the public surveys. Members of the public consistently highlighted the Dietz Stadium and Andretta Pool facility upgrades as a high priority for the community during the public outreach process. This project was originally focusing on Dietz Stadium but expanded to include Andretta Pool due to input from the public and LPC. Local stakeholders are also extremely supportive of the project, including surrounding businesses and the Kingston Stockade Football Club.

Project Ownership

Dietz Stadium is co-owned by the Kingston City School District (KCSD) and the City of Kingston. The Dietz Stadium Commission, a joint KCSD/City of Kingston managing entity, was formed in 1989. The KCSD Athletic Director and City Recreation Director each serve on the Commission.

Andretta Pool is owned by the City of Kingston.

Dietz Stadium Facility Conditions



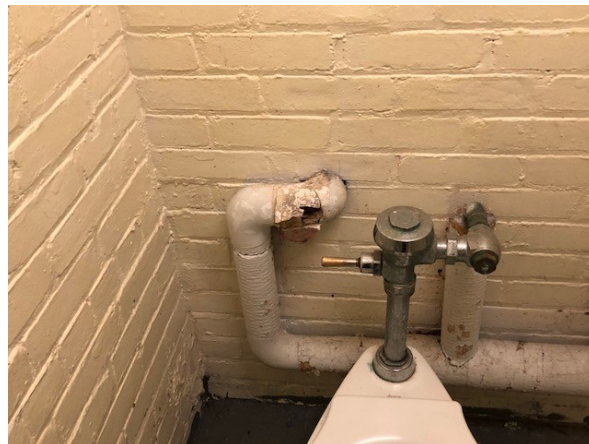
Dietz Stadium bird's eye view



Locker room conditions



Locker room conditions



Bathroom conditions



Bathroom conditions



Existing food vending facility

Andretta Pool Facility Conditions



Community use of the existing pool facilities



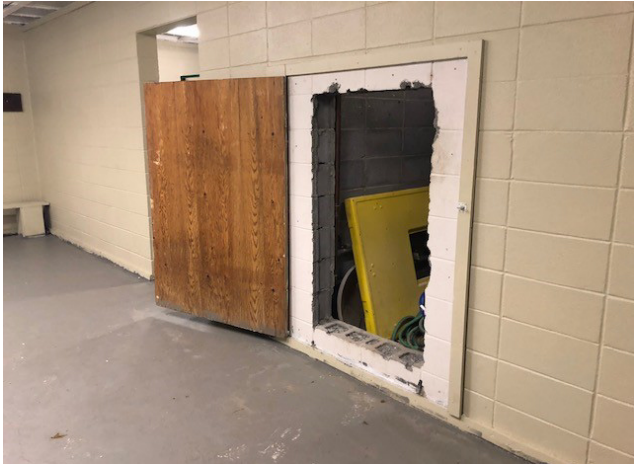
Bathroom conditions



Bathroom conditions

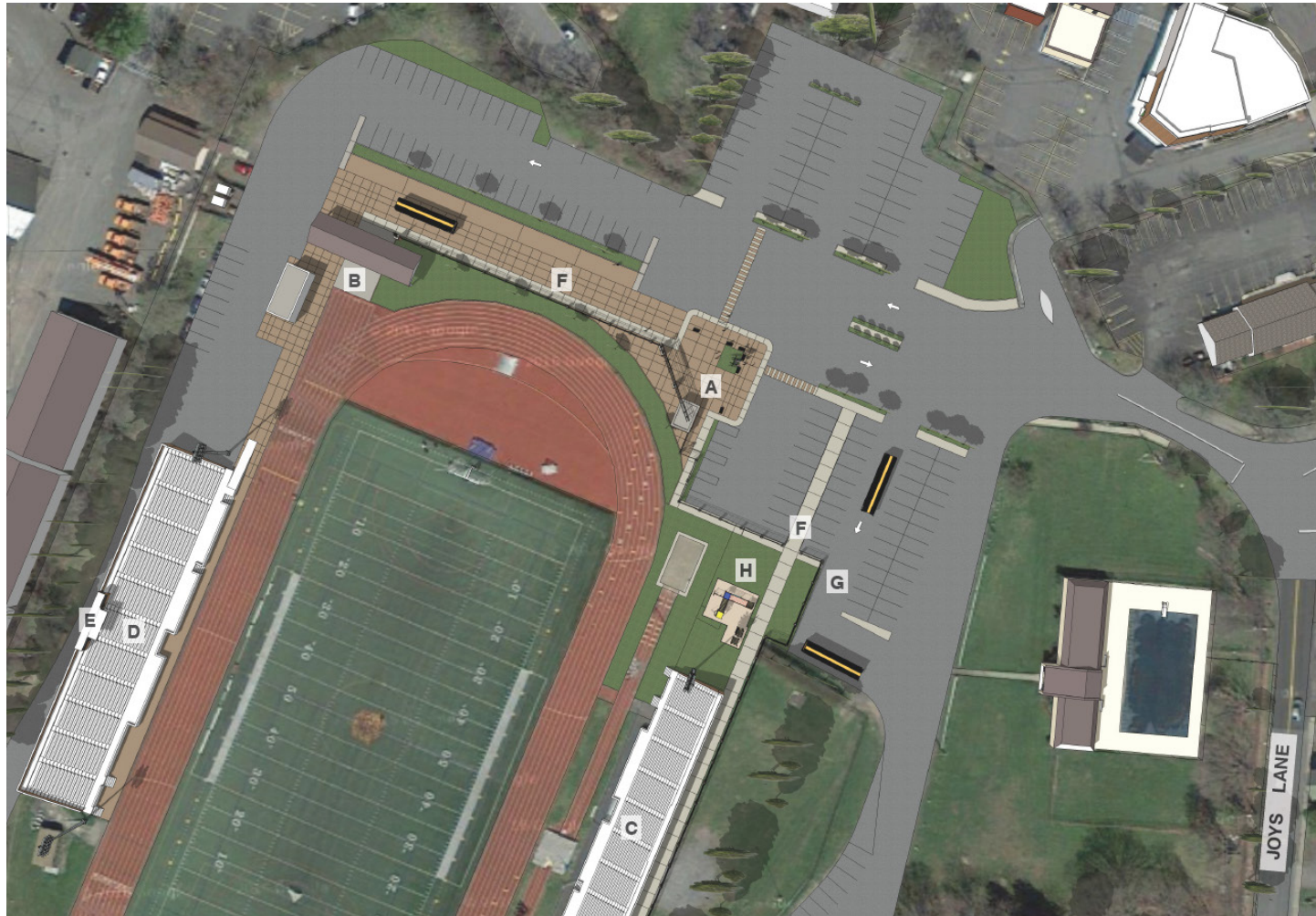


Changing room conditions



Facility operational space

Dietz Stadium Conceptual Site Plan



Legend

- A. Tigers Champion Plaza
 - › Flag Plaza
 - › Stadium Entry Sign and
 - › Stadium Media Screen
 - › Benches
 - › Ticket Booth
- B. Renovated Concession Building & New Picnic Pavilion
- C. New Visitor's Bleachers
- D. Renovate Bathrooms and Locker Rooms
- E. Defined Pedestrian Walks, Benches and Campus Experience
- F. New Visitor's Bus Lane
- G. New Playground

Source: KSQ Design

Project Partners

This project will be led by the City of Kingston. Implementation of the project should involve input from key stakeholders, including the Kingston City School District, the Dietz Stadium Commission, the Kingston Stockade Football Club and residents that use the recreational facilities. This project has the support from the City as well as the Kingston City School District, the Dietz Stadium Commission

Capacity

The City has the capacity to oversee this project and provide long term maintenance for both facilities. The City and the KCSD currently have annual budgets for maintenance and operation of the Stadium and the City maintains and operates the pool. Based on the extensive experience that the City has in overseeing the maintenance and operation of the stadium in partnership with the KCSD, the City has a full understanding of the process that a project like this would require. The City's Department of Parks and Recreation will be able to aid with the work associated with the upgrades to the pool.

Feasibility and Cost Justification

Dietz Stadium is a cherished local and regional amenity with a unique capacity to host school, community, entertainment and professional sporting events. Upgrades to the facility will allow for increased participation at existing events, and help the City attract new regional sporting and entertainment events, drawing in new visitors to the SBD and customers for local businesses, particularly those surrounding the stadium. The Kingston Stockade Football Club could grow its fan base with new or upgraded facilities to support spectators.

Overall, the enhancement of Dietz Stadium is likely to result in three economic benefits:

- › Attracting more regional events will increase the financial performance of the facility, allowing the City to collect more in rental and concession fees.
- › More activity at the stadium will increase the number of seasonal workers employed at the stadium.
- › Most importantly, the rehabilitation of the stadium to accommodate a greater variety of programming will also increase foot traffic in the area in and around the stadium. Given the proximity of the stadium to the core retail center of the SBD, the enhanced venue will also increase retail sales, restaurant patronage, and tourism activity.

In addition, the refurbished recreational facilities will be an important quality-of-life improvement for residents in and around the SBD. The 2013 Parks and Recreation Master Plan highlights opportunities for increased programming at Andretta Pool, including longer hours, summer youth programs and swim leagues, that would be enabled by the proposed improvements to the pool.

Project Budget

Project Activity	Budget
Dietz Stadium:	
New or refurbished locker rooms and bathrooms	\$ 1,647,000
Upgraded / modernized food vending facility	\$ 150,000
New visitor bleachers	\$ 200,000
Refurbished press box	\$ 86,000
Resurfaced parking lot and replace lighting	\$ 292,000
Outdoor water fountains	\$ 20,000
Stadium Wi-Fi for visitors	\$ 25,000
Bike Racks	\$ 5,000
Stadium Signage	\$ 15,000
New grandstand sound and PA systems	\$ 40,000
On-site storage shed	\$ 20,000
Andretta Pool:	
Replace roof	\$ 125,000
New pool filter equipment	\$ 175,000
Pool repairs, including pool liner	\$ 5,000
Remodel lobby and bathrooms at pool for ADA compliance	\$ 50,000
Replace fencing and lighting	\$ 25,000
TOTAL PROJECT COSTS	\$ 2,880,000
DRI FUNDING REQUEST	\$ 2,500,000

Costs include design and engineering

Funding Sources

- › DRI Funding: \$2,500,000 request
- › The City has committed to providing a \$250,000 match for this project.
- › Other sources from stakeholder groups will provide funding for any remaining gaps.

Dietz Stadium Conceptual Renderings



Bird's Eye Perspective



Entry Perspective

Source: KSQ Design

Regulatory Requirements

- › City of Kingston: Issuance of an RFP

Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
RFP Process:	
Kingston drafts and issues RFP for engineering assessment and design and construction drawings	1 month
Kingston circulates RFP and selects contractor	2 months
Design and Construction Drawings	6 months
Construction	15 months
TOTAL TIMEFRAME	24 months

Project Reporting

This project should be monitored for progress and adherence to the proposed timeline and budget outlined above. Performance and impact can be measured by the following metrics starting with pre-construction:

- › Number and type of events held annually at the stadium
- › Number of attendees at each event type at the stadium and annually at the pool
- › Total revenues generated from entrance fees, tickets or event fees compared to pre-construction levels

Conduct a structural investigation and updated mapping procedure for the Kingston Uptown Levee

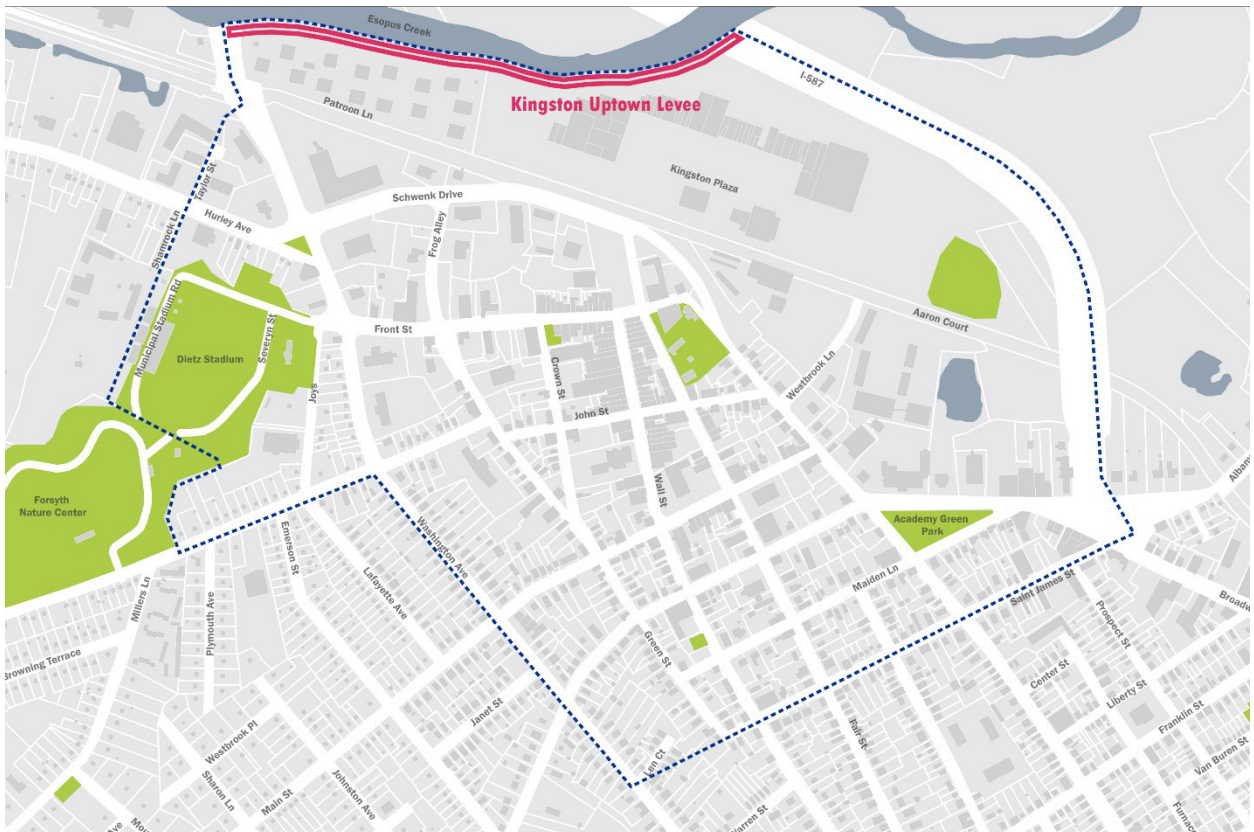
This project involves undertaking structural investigations and mapping procedures in coordination with FEMA to provide relief to property owners in and around Kingston Plaza that have been impacted by the recategorization of the Kingston Uptown Levee as a non-accredited levee and additional work to have Interstate 587 accredited as well.

DRI Funding Request

\$130,000

Project Location

The Uptown Levee is located between Kingston Plaza and the Esopus Creek, extending from Col. Chandler Drive to Washington Avenue. Approximately 35 properties in and around Kingston Plaza are in the floodplain immediately south of the Levee.



Project Description

The Kingston Uptown Levee is a 10 to 12-foot berm and wall between Kingston Plaza and the Esopus Creek, extending from Col. Chandler Drive to Washington Avenue. It was built with federal funding in 1978 and designed to prevent flooding in Kingston Plaza, the Dutch Village apartments and along Schwenk Drive. However, it no longer meets federal standards, primarily due to the height of the levee, which does not meet the freeboard standards. As a result, federal flood plain maps have been revised, putting about 35 properties in and around Kingston Plaza into the floodplain. Insurance premiums have increased significantly and property owners cannot develop in the plaza area without a variance.

Kingston is currently partnering with FEMA’s Levee Analysis and Mapping Procedure (LAMP) for Non-accredited Levees. DRI funds would be used to retain an engineering firm to conduct detailed mapping and structural assessments, as outlined by the LAMP requirements, to determine whether areas of the floodplain could be re-classified to reduce insurance premiums. This determination will be based on a submittal to FEMA which includes 44 CFR 65.10 compliance data and documentation, certified by the hired registered professional engineer. In addition, I-587 from the Esopus Creek to Albany Avenue will also require surveys and analyses on its function as a levee. This would also include 44 CFR 65.10 compliance data and documentation, certified by the hired registered professional engineer.

The hired consultant would then assist the City of Kingston to update the floodplain maps through a LOMR (Letter of Map Revision) application to FEMA.

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<div>› Support redevelopment of underutilized properties and vacant land.</div> <div>› Allow residential or expanded commercial use of Kingston Plaza.</div> <div>› Maintain or upgrade infrastructure and buildings to support additional growth.</div> <div>› Continue and increase programs that help current businesses thrive and remain within the SBD.</div>	<div>› Support the revitalization of our urban centers as engines of regional prosperity.</div> <div>› Improve key regional infrastructure to make the region more business-ready.</div> <div>› Build on the unique location of the Hudson Valley (situated between the majestic Hudson River, the Delaware River, and Long Island Sound) and promote waterfront development in order to enhance tourism, recreation, and trade.</div>

Public Support

This project was generally well-supported at public meetings, particularly by property owners in Kingston Plaza adjacent to the Kingston Levee. Community members noted that protection from future flooding events is vital to the city’s future, though some expressed concern that future construction in flood prone areas should be carefully evaluated.

Kingston Uptown Levee and Flood Wall Existing Conditions



Protected side of the levee and flood wall, looking west



Protected side of the flood wall



Protected side of the levee and flood wall, looking west

Source: City of Kingston



River side of the flood wall

Project Ownership

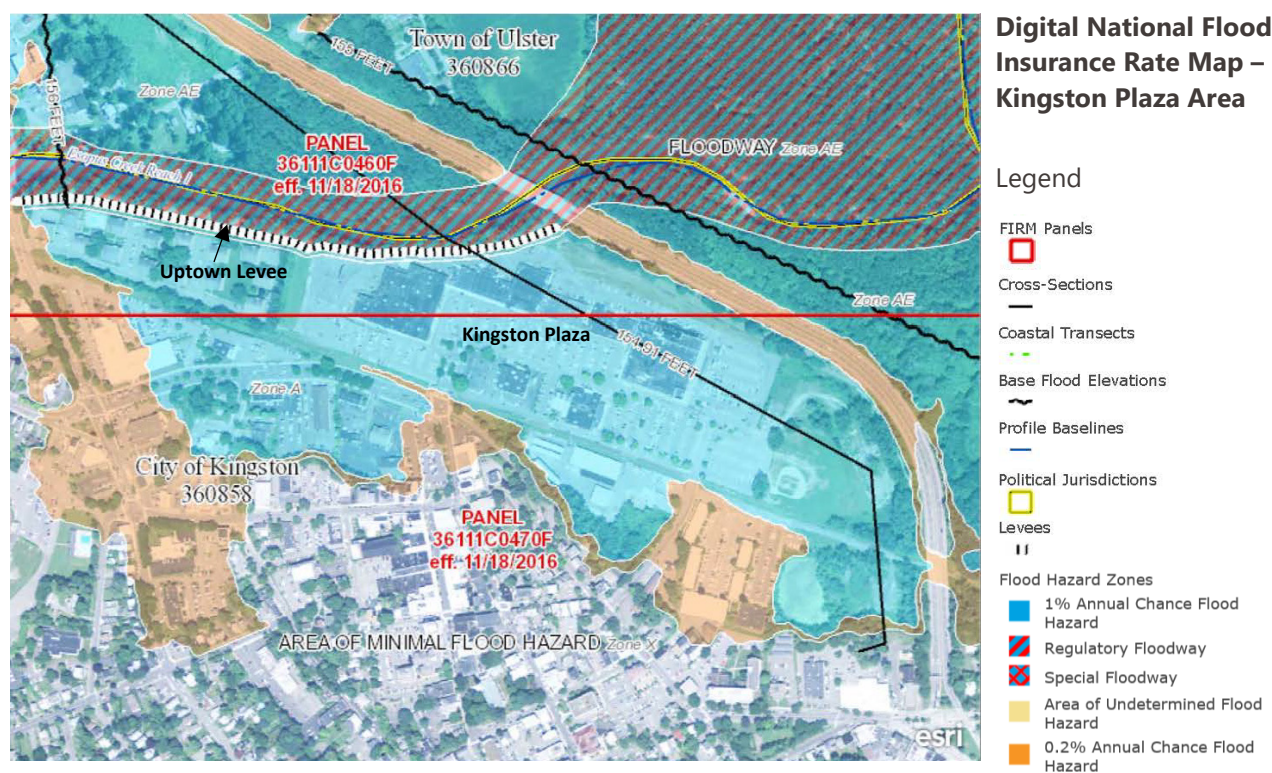
The Uptown Levee is co-owned by the City of Kingston, the New York State Department of Environmental Conservation, and the United States Army Corps of Engineers.

Project Partners

This project will be led by the City of Kingston, in coordination with the FEMA's Levee Analysis and Mapping Procedure for Non-Accredited Levees project team.

Capacity

The City of Kingston has the capacity to oversee this project and provide oversight over any future operations, drainage, and maintenance plans required. The City is already in communications with FEMA and its planning and engineering offices will assist with this work.



Source: FEMA's National Flood Hazard Layer

Project Requirements and Budget

Project Activity	Budget
Perform field survey of I-587 between Esopus Creek and Albany Ave to verify elevations of embankment top/toe, railroad crossing, and any culverts. Note: Survey may indicate that the railroad crossing is below the BFE elevation and therefore I-587 could not function as a levee without retrofits	\$ 20,000
Obtain Duplicate Effective Hydraulic Study for Esopus Brook Reach 1 (HEC-2), and adapt to develop Duplicate Effective HEC-RAS model; verify is consistent with Effective BFE profile	\$ 5,000
Develop Base (with levee in place) and Natural Valley (assuming no levee) HEC-RAS models from Duplicate Effective, delineate extents of Zone D based on 2011 NYSDEC LiDAR data	\$ 10,000
Collect and assemble levee documentation required by 44CFR65.10(b) and (c)	
› Prepare Levee (including I-587) embankment erosion analysis per 44CFR65.10(b)(3), including seepage analysis of I-587 embankment using geotechnical data	\$ 25,000
› Prepare Levee (including I-587) embankment and foundation stability per 44CFR65.10(b)(4) (geotechnical engineer to provide this)	\$ 70,000
› Prepare Levee (including I-587) settlement analysis per 44CFR65.10(b)(5) (geotechnical engineer to provide this).	\$ 70,000
Develop HEC-HMS model to quantify flooding (if any) due to interior drainage on the landward side of the levee, including storage and operation of pump station	\$ 30,000
Prepare Letter of Map Revision (LOMR) application and supporting documentation to revise mapping as Zone D (2 FIRM panels); Submit LOMR application to FEMA and respond to comments	\$ 25,000
Submit LOMR application to FEMA and respond to comments	\$ 25,000
Project coordination with Kingston, FEMA, NYCDEC, NYSDOT	\$ 25,000
TOTAL PROJECT COSTS	\$ 300,000
DRI FUNDING REQUEST	\$ 130,000

Note: This cost estimate is based on the following assumptions:

- › Levee flood zone mapping will be based on the FEMA New Approach, July 2013
- › Kingston will provide the Duplicate Effective Hydraulic Study
- › Geotechnical engineer will need to perform subsurface borings to prepare supporting analysis per 44CFR65.10(b)(4-5)
- › Kingston will provide certified survey of levee, including top of levee profile, and toe of levee profile on landward and riverward side
- › Top of levee profile will verify that the entire levee is above the 1% BFE, but with insufficient freeboard (i.e., Freeboard Deficient Procedure is appropriate)
- › Kingston will provide documentation required for non-accredited levee system mapping:
 - Operations and Maintenance Plan consistent with 44CFR65.10(c)
 - Closure design standards consistent with 44CFR65.10(b)(2)

- › The I-587 embankment was not designed or constructed to function as a levee. This estimate assumes that:
 - Geotechnical analysis will indicate that the I-587 embankment meets the stability and erosion criteria of 44CFR65.10 to function as a levee
 - The railroad crossing below I-587 is located above the 1% BFE and would not serve as a passage for flood waters to the area behind the levee
 - NYSDOT will support the findings that the I-587 embankment meets the levee criteria of 44CFR65.10
 - FEMA will support the findings that the I-587 embankment meets the levee criteria of 44CFR65.10

Funding Sources

- › DRI Funding: \$130,000 request
- › Match from Other Sources: \$170,000

Feasibility and Cost Justification

Kingston Plaza is a target growth area within the SBD. Currently, there are ten acres of developable land in the Plaza, presenting a future development opportunity for existing and new businesses, as well the potential to bring new residents to the SBD. However, the floodplain and associated insurance requirements present an obstacle to development that could deter future investment in the area. This project will help to alleviate those challenges and unlock the potential in Kingston Plaza.

Regulatory Requirements

- › City of Kingston: Issuance of RFP retain an engineering firm to conduct detailed mapping and structural assessments
- › FEMA: Compliance with Title 44 Code of Federal Regulation §65.10, the section of the National Flood Insurance Program regulating the mapping of areas protected by levee systems
- › NYS DEC and NYS DOT consultation

Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
RFP Process:	
Kingston drafts and issues RFP for engineering firm to conduct mapping and structural assessment	1 month
Kingston circulates RFP and selects contractor	2 months
LAMP Procedures and Certified Documentation Preparation	3 months
Submission to FEMA and LOMR Process	10 months
TOTAL TIMEFRAME	16 months

Project Reporting

This project should be monitored for progress and adherence to the proposed timeline and budget outlined above. Impacts can be measured by the following metrics:

- › Decreases in insurance premiums for affected properties
- › Number of properties reclassified

Upgrade Frog Alley Park

This project entails stabilizing the remnants of the historic Louw-Bogardus House, and creating a public open space along Frog Alley next to the ruins by adding interpretive signage, lighting and park amenities.

The Frog Alley property is currently owned by the Friends of Historic Kingston, and contains the Louw-Bogardus House ruin, which is listed on the state and federal registers of historic places. This ruin could be the earliest existing dwelling in the Hudson Valley, and potentially the entire country, and it is home to two very rare, Dutch jamless fireplaces. The project's location at the northwestern corner of the SBD would create a gateway to the district as well as a quaint historical greenspace.

DRI Funding Request

\$472,500

Project Location

The project site is located at the intersection of Frog Alley and North Front Street, located within the Historic Stockade District of Kingston.



Project Description

Today, the goal is to develop a plan to finally stabilize the remnants of the historic Louw-Bogardus House to permit public access to the site. The instability of the structure necessitated installation of a chain link "cyclone" fence to protect the public. This project would allow for its removal through the stabilization of the ruin. The walls will be capped, and lighting and park amenities added along with interpretative signage, providing a gateway for residents and visitors to the first capital of New York State. Overall, the project will provide new public access to the historic resource.

When asked what improvements are needed in drawing residents and visitors to this historic site and park, participants in the DRI Kingston public engagement process responded with the following comments:

- ❖ *Provide a safe open space, and remove fencing*
 - ❖ *Provide interpretative signage*
 - ❖ *Study and connect the site to Native Americans, slavery, immigration and the history of all of Kingston's residents*
 - ❖ *Preserve the ruins to the best extent possible*
 - ❖ *Provide benches, lighting, kiosks, tours*
 - ❖ *Ensure the ability to enter the building and walk around*
 - ❖ *Create events*
-

This project will be implemented through a phased approach, as follows:

Phase 1 – DRI Funded Improvements

Phase 1 activities will involve stabilization of the ruin as well as access and maintenance improvements to the park, including:

- › Stabilize the ruin structure and illuminate with lighting
- › Place existing electrical pole and wires below grade or off-site
- › Refurbish the existing sidewalk
- › Site grading and paving
- › Maintain and enhance existing lawn, plantings and trees

Phase 2 – Potential Additional Improvements

Phase 2 potential additional improvements, including those activities listed below, would enhance the public's experience of the park. Additional improvements identified could be constructed through City and private funding as well as through future grant funding opportunities, including CDBG funds.

- › Construct a brick or cobble plaza raised to the ruin
- › Create a path from the sidewalk to the plaza
- › Install small, low-maintenance gardens reflective of Dutch, Native American and African American heritage within Kingston
- › Construct a new entrance plaza at the intersection of North Front Street and Frog Alley
- › Provide a material streetscape connection across North Front Street to the Hoffman House

Additionally, this project would be supported by the implementation of the Kingston Wayfinding Plan, which would allow for interpretive signage that reflects the history of the site and ties the new park amenity into Kingston's network of resources and historic destinations.

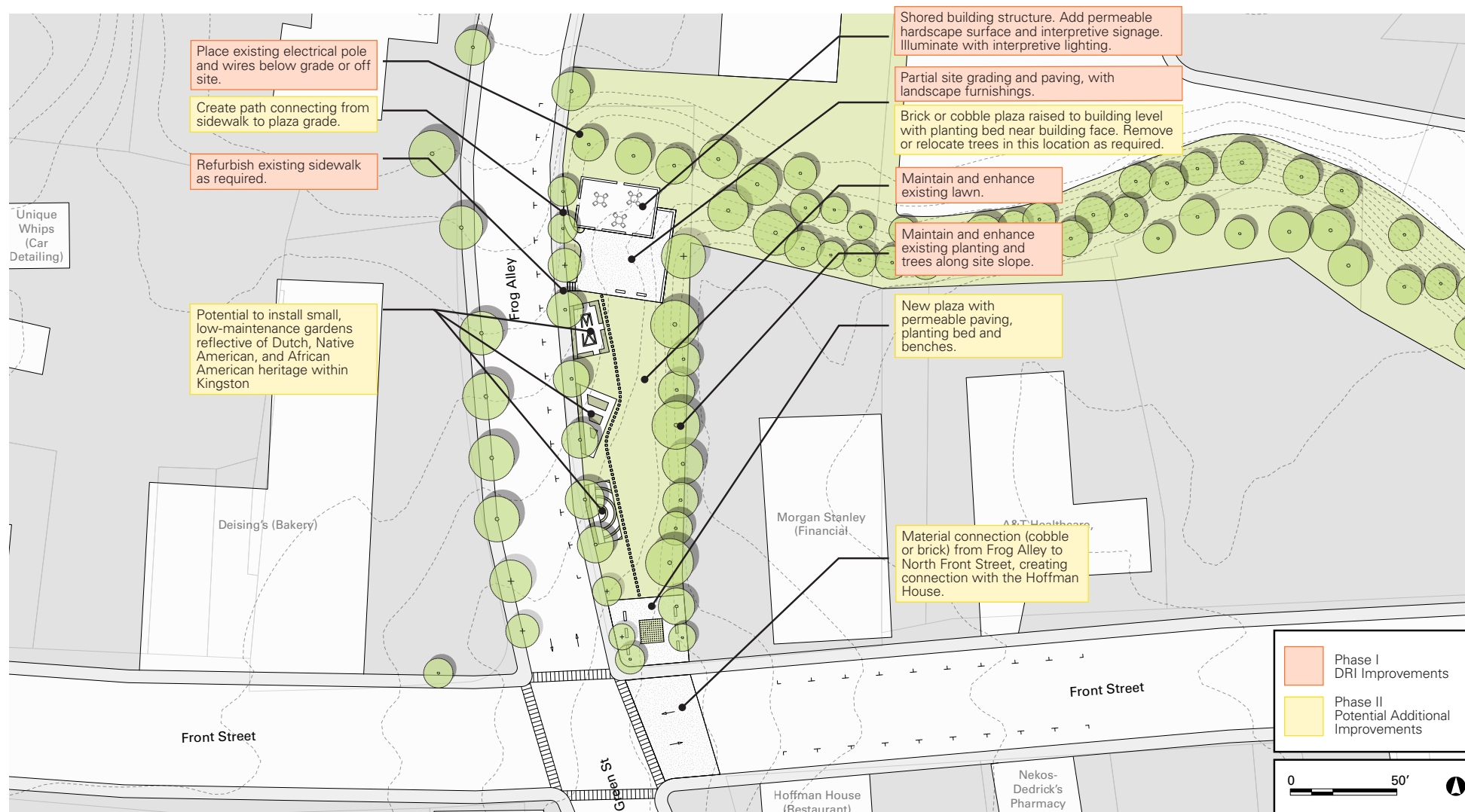


Site Photos

Frog Alley Existing Site Plan



Frog Alley Conceptual Site Plan



Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none"> › Increase evening and weekend programming to support more constant activity › Ensure that public investment respects the historic character of the area and encourage adaptive reuse of historic structures. › Improve and diversify recreational amenities, including provision of local gathering spaces as well as support for amenities significant to the region, particularly Dietz Stadium. 	<ul style="list-style-type: none"> › Leverage the region's outstanding natural resources, its tourism industry, and agriculture in a "natural infrastructure" strategy that protects agriculture and the environment and recognizes these as important to tourism and as quality of life attributes that are critical to attracting and retaining high-quality jobs for all key industry sectors. › Support the revitalization of our urban centers as engines of regional prosperity.

Public Support

This project is a collaborative partnership between the Friends of Historic Kingston (FOHK), a not-for-profit historic preservation organization established in 1965, and RUPCO, Inc (formerly Rural Ulster Preservation Company), a not-for-profit affordable housing and community development agency currently celebrating its 37th year. Pursuant to a Memorandum of Understanding between the agencies, RUPCO will assist FOHK with the construction phase of the project and provide services as fiscal agent.

In 2014, a renewed focus on long-term planning for the ruin and the property resulted in an assessment undertaken by Stephen Tilly, Architect. The Tilly Assessment and a Mortar Analysis Report by Highbridge Materials Consulting provide specific evidence of the seriousness and immediacy of the need for this project.

During the second and third DRI Kingston public meetings, participants were in support of improvements to the site to draw residents and visitors to this historic site and park.

Project Ownership and History

The property is owned by Friends of Historic Kingston and has been maintained by the City of Kingston as a public park, but with limited public access at the present time. There are no recorded restrictions or liens on the property. FOHK purchased the property from the Urban Renewal Agency for \$1,200 in 1975. The Deed was recorded March 31, 1975. The property has been and will continue to be maintained by FOHK and the City of Kingston as a park.

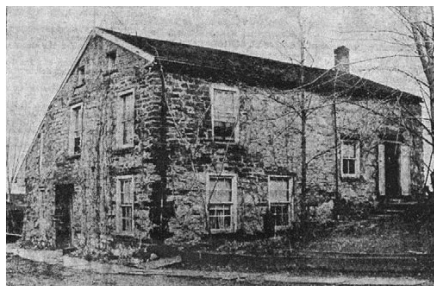
In 1969, NYS State Historic Preservation Office (SHPO) funded an archeological exploration of the Louw-Bogardus site which discovered two very rare Dutch jamless fireplaces behind a 19th century plaster wall: the building might well be the earliest existing dwelling in the Hudson Valley, or possibly the entire country. Though gutted by a fire in the 1960s, the

"bones" of the house are still very visible. Frog Alley was slated for demolition in 1974 until FOHK purchased the property from the Urban Renewal Agency.

The Ulster Garden Club committed financial support, and a noted stone mason Orazio Contini was hired to stabilize the ruin. In the same year, the Common Council voted to change the name of the street from Converse Street back to its original name of Frog Alley. Since 1975, FOHK has continued its commitment to stabilize the ruin and maintain Frog Alley Park.



1905



1937

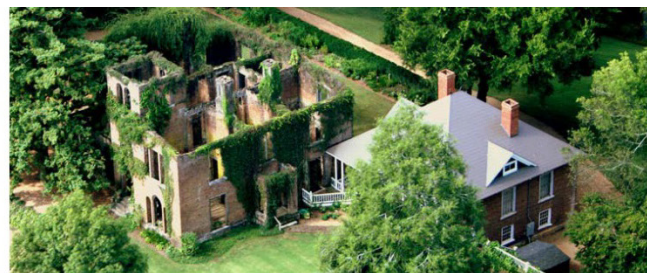


2016

Historic Site Photos



Dyckman House Museum, Manhattan, NY



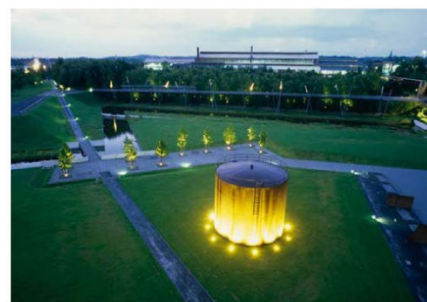
Barnsley Manor House Ruins & Museum, Adairsville, GA



Mill City Museum, Minneapolis, MN



Colden Mansion, Montgomery, NY



Landschaftspark, Duisburg-Meiderich, Germany

Other examples of historic restoration

Project Partners

This project has been developed through the collaborative efforts of the Friends of Historic Kingston and RUPCO, Inc., two well-established not-for-profit organizations led independently by volunteer boards. This relationship is guided by a Memorandum of Understanding (MOU) approved in November 2015. In addition, the City of Kingston has adopted resolutions in support of the project, and will continue to provide maintenance to the project.

In partnership with FOHK in 2016, RUPCO prepared an unsuccessful submission for funding in the annual NYS Consolidated Funding Application (CFA) process to secure funding through the Environmental Protection Fund (EPF) Program for stabilization, preservation and development of the site as a public interface for the interpretation of this history. Therefore, DRI funding is being pursued for this gap financing.

Capacity

Friends of Historic Kingston (FOHK), founded in the late 1960s to preserve the Senate House, has been an active defender of the SBD's historic character. Its 400 members often independently review and comment on projects in the city that they believe could positively or adversely affect the district. The group has also bought and restored some of the homes in the district, as well as elsewhere in the city. It operates two museums in the city and offers walking tours of the Stockade Historic District.

RUPCO, Inc. is a well-respected 37-year-old not-for-profit agency with a proven track record of managing public monies, grant programs and state contracts. The agency has successfully managed accounting and construction for significant projects involving historic properties. Historic projects undertaken by RUPCO to preserve, restore and reuse historic structures have frequently been recognized for Excellence by The Preservation League of New York State.

This strategy and resources going forward includes resilient partnerships between FOHK and RUPCO, as well as the Junior League of Kingston, Ulster Garden Club, Forsyth Nature Center, City of Kingston Parks and Recreation, City of Kingston Office of Economic Development, Arts Society of Kingston, Ulster County Alternate Sentencing Program, Kingston City Schools, Bard College, and New York State Parks Recreation and Historic Preservation.

Plans will be designed, developed, constructed and implemented by RUPCO, Inc. which will provide fiscal accountability and construction management throughout the design and construction phases of the project.

As a city park open to the public, improvements will be maintained in an ongoing collaborative relationship by The City of Kingston. Stewardship of the historic resource will be provided by FOHK with assistance from RUPCO, Inc.

Project Budget

The budget estimate(s) for this project was prepared by Stephen Tilly, Architect in 2016 and are still usable for the purposes of this project. The 2016 estimates were reviewed by RUPCO's Director of Real Estate & Construction and determined to be fair and reasonable at the time of their compilation.

Project Activity	Budget
Design:	
Design Phase	\$ 25,000
Construction Documents Phase	\$ 21,500
Bidding Phase	\$ 3,500
Construction Phase	\$ 15,000
Estimated Expenses	\$ 2,000
Design Subtotal	\$ 67,000
Construction:	
Bracing All Walls	\$ 70,000
Bracing All Door and Window Openings	\$ 35,000
Capping All Walls	\$ 40,000
Restoring All Walls	\$ 200,000
Fence Demolition, Removal and Disposal	\$ 3,000
Interpretive Signage	\$ 7,500
Archaeological Displays	\$ 10,000
Landscaping	\$ 25,000
Park Furniture	\$ 25,000
Steps/Ramp	\$ 10,000
Removal of Power Lines	\$ 5,000
New Electric Service to Site	\$ 2,500
LED Lighting (NYSERDA)	\$ 7,500
Tree Maintenance	\$ 5,000
Scaffolding & Equipment	\$ 15,000
Architect's Fees and Contingency	\$ 45,000
Construction Subtotal	\$ 505,500
RUPCO Construction Monitor/Fiscal Agent	\$ 85,875 (15%)
TOTAL PROJECT COSTS	\$ 658,375
DRI FUNDING REQUEST	\$ 472,500

Funding Sources

- › DRI Funding: \$472,500 is being requested
- › Existing Funding:
 - FOHK has committed \$100,000 from its endowment savings
 - RUPCO will provide in-kind services of construction monitoring and fiscal agency values at \$85,875
- › Other Funding Sources:
 - Potential commitment of \$50,000 in city CDBG funds and other private equity

Feasibility and Cost Justification

Communities like Kingston realize the positive economic effects of preservation, particularly preservation's ability to serve the "triple bottom line" — social, environmental (or ecological) and financial prosperity. In the last 20 years, dozens of studies have been conducted throughout the United States showing that historic preservation is good for the local economy. From this large and growing body of research, the positive impact of historic preservation on the economy has been documented in six broad areas: 1) jobs, 2) property values, 3) heritage tourism, 4) environmental impact, 5) social impact, and 6) downtown revitalization.¹

In 2014, direct tourism employment grew in New York State by 3.2% to reach a new high. Associated personal income expanded by 4.2%. On both measures, tourism outpaced the general economy.² Tourism creates jobs, both through direct employment within the tourism industry and indirectly in sectors such as retail and transportation. The tourism industry also provides opportunities for small-scale business enterprises, which is especially important in rural communities, and generates extra tax revenues, such as airport and hotel taxes, which can be used for schools, housing and hospitals. The improvements to infrastructure and new leisure amenities that result from tourism also benefit the local community. This project will become a part of the historic fabric of the City of Kingston, contributing to the character that drives the local tourism industry.

¹ Measuring the Economics of Preservation: Recent Findings Prepared for the Advisory Council on Historic Preservation by PlaceEconomics, June 2011 [<http://www.preserveamerica.gov/docs/final-popular-report6-7-11.pdf>]

² [https://www.governor.ny.gov/sites/governor.ny.gov/files/atoms/files/NYS_Tourism_Impact_2014.pdf]

Regulatory Requirements

- › The plans will be subject to local approval by the City of Kingston Heritage Area Commission. The ruin's listing on the State and Federal Register of Historic Places will require regulatory review by these governing bodies.
- › City of Kingston: Issuance of RFP (Office of Community and Economic Development); Site Plan Review (Planning Board); Architectural Review (Architectural Review Board); Building Permits (Building/Zoning Department)
- › NYSDEC: NYS SPDES for Stormwater Pollution Prevention; environmental remediation
- › Currently, no funding source obligates a NEPA review. If CDBG or other federal program dollars require a NEPA review, RUPCO will prepare the Environmental Assessment for HUD-funded proposals in a format recommended per 24 CFR 58.36.

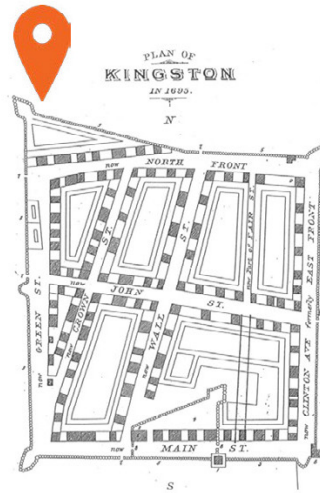
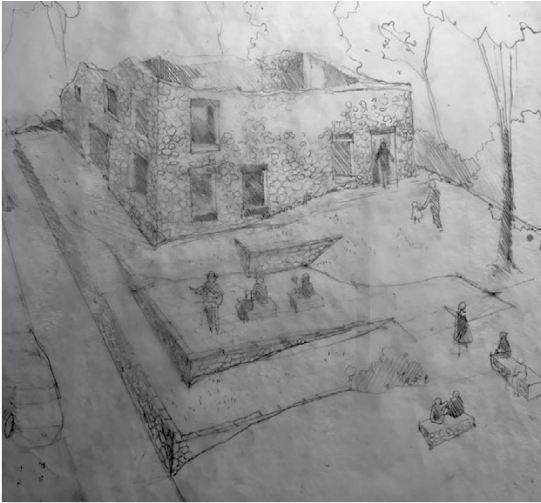
Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
<ul style="list-style-type: none"> › Immediate Next Steps: <ul style="list-style-type: none"> ○ Site owner to enter into contract with selected designer ○ Planning for expanded programming 	3 months
<ul style="list-style-type: none"> › Design Phase: <ul style="list-style-type: none"> ○ Development of site plan ○ Public approvals as necessary ○ Development of construction documents ○ Bidding phase ○ Award of bid to contractor 	6 months
<ul style="list-style-type: none"> › Construction Phase: <ul style="list-style-type: none"> ○ Bracing all walls, bracing all door and window openings ○ Capping all walls, restoring all walls ○ Fence demolition, removal and disposal ○ Installation of site improvements; interpretive signage; landscaping; park furniture; steps/ramp; ○ Removal of power lines; installation of new electric service to site; energy efficient led lighting (via NYSERDA); tree maintenance 	6 months
TOTAL TIMEFRAME	15 months

Project Reporting

This project should be monitored for progress and adherence to the proposed timeline and budget outlined above. Performance and impact can be measured by the following metrics:

- › To be measured annually starting with pre-construction levels:
 - Number of event permits issued
 - Total revenue generated from permits and event fees



Excerpts from the Friends of Historic Kingston proposal for development

Implement Key Recommendations of the Uptown Stockade Transportation Plan

This project involves the implementation of key recommendations set forth in the 2009 City of Kingston Uptown Stockade Area Transportation Plan, first commissioned by the Ulster County Transportation Council to address poor access to and circulation within the SBD, and the 2011 I-587 at Albany Avenue/Broadway Intersection Study, which proposes intersection improvements for the Albany Avenue/Clinton Avenue intersection within the SBD.

DRI Funding Request

\$ 5,457,144

Project Location

This project will be implemented throughout the SBD, particularly along Wall Street, Fair Street, Albany Avenue, Clinton Avenue, John Street, Main Street and Crown Street.



Project Description

Existing roadways within and leading to the SBD are often congested. Existing traffic and pedestrian signals are not conventionally timed, do not function properly, or are outdated. The combination of two-way and an inconsistent pattern of one-way streets as well as the non-standard design of some intersections leaves travelers confused, and in some cases it is hazardous. Poor access, circulation, and wayfinding deters both residents and visitors from shopping, dining, visiting, or doing business in the SBD.

To address these issues, the key improvements listed below will be implemented under this project. These improvements are meant to improve access to and circulation within the SBD for all Kingston residents, as well as employees and visitors to the SBD. They include the following:

- › Reverse the street directions along Wall and Fair Streets between North Front Street and Greenkill Avenue (Route 32), including the installation of 6 actuated coordinated signals.
- › Reverse the street directions along John Street between Green Street and Clinton Avenue, and along Main Street between Washington and Clinton Avenues.
- › Implement intersection alterations at Albany Avenue and Clinton Avenue, including:
 - Provide a signalized pedestrian crossing across Albany Avenue between the Governor Clinton building and the Kingston Hospital Dialysis Center that includes bulb outs on both sides, a raised pedestrian refuge in the middle and post mounted signs with a signal in the pedestrian refuge.
 - Install an actuated traffic signal system.
 - Relocate Governor Clinton building driveway to enable the realignment of the pedestrian crosswalk on Albany Avenue, on the east side of Clinton Avenue, and install curb extensions.
- › Install an actuated traffic signal system with pedestrian signals and push buttons at the intersection of Clinton Avenue and Westbrook Lane.
- › Install and/or replace sidewalks on John Street from Green Street to Clinton Street and on Crown Street from North Front Street to Green Street.

This project will support and built on recent or ongoing infrastructure investments in and around the SBD, including New York State Department of Transportation's \$5,000,000 construction of a roundabout at the I-587 intersection, planned for 2019, and Kingston's \$640,000 investment in other intersections within the SBD, including the Washington Avenue/North Front Street intersection. In addition, by funding these projects, it will allow the City to implement other elements of the Uptown Transportation Plan in the future.

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none"> › Follow a complete streets strategy and uniform street improvements for the SBD transportation network. › Improve connections between the Stockade Historic District and Kingston Plaza. › Maintain or upgrade infrastructure and buildings to support additional growth. 	<ul style="list-style-type: none"> › Support the revitalization of our urban centers as engines of regional prosperity. › Improve key regional infrastructure to make the region more business-ready.

Public Support

The two studies upon which this project is based involved extensive public engagement and feedback, including a two-day workshop and several additional public meetings as well as an online public survey. Public feedback has been incorporated into the recommendations pursued as part of this project.

The lack of connectivity within and between Kingston's three commercial districts, including the SBD, was an issue of high concern for business owners at the Business Community Focus Group meeting. Business owners emphasized that enhanced pedestrian, transit, and vehicular connectivity in Kingston would help their businesses. This project was also well-received during the public meetings throughout the DRI process.

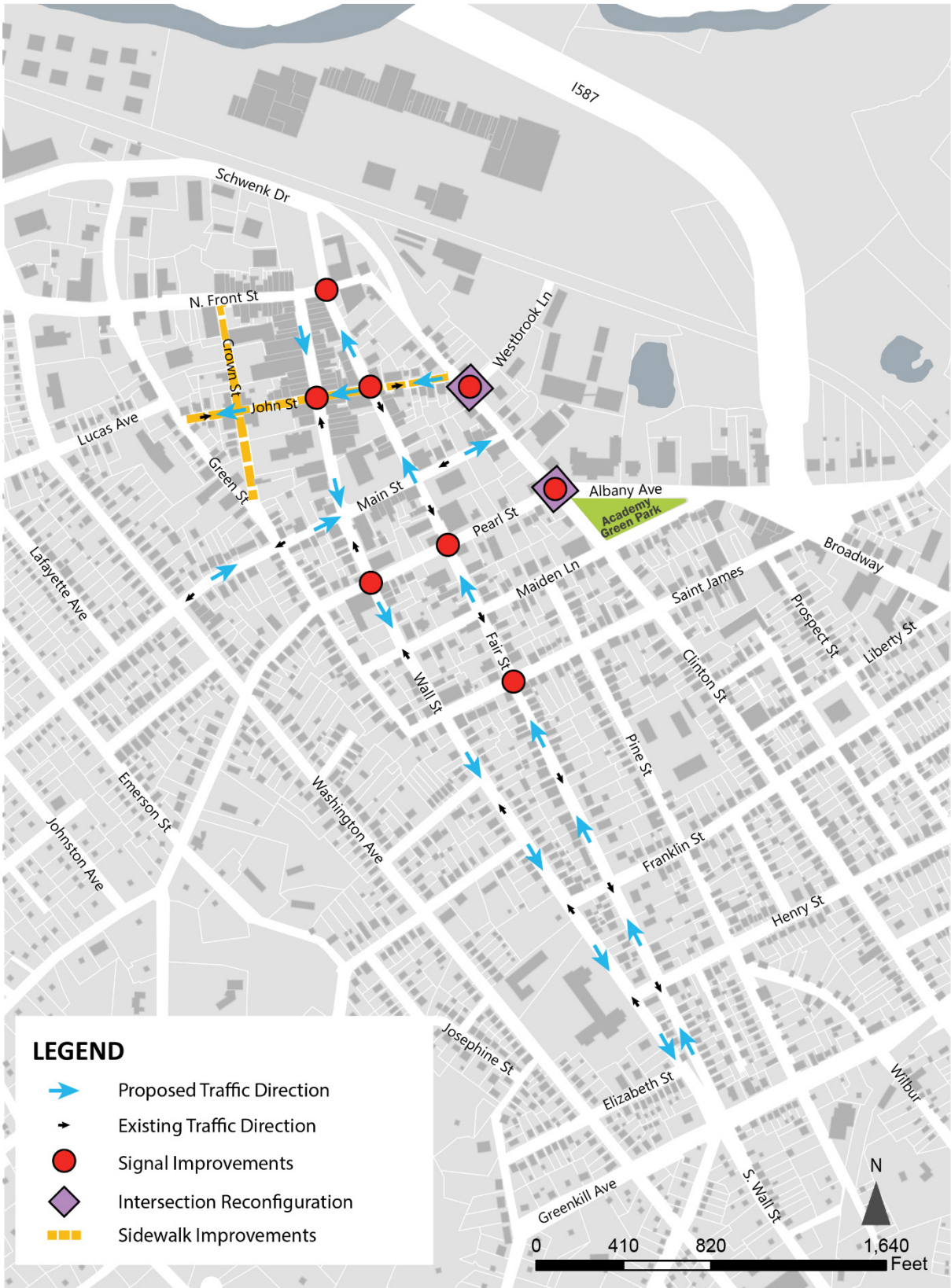
DRI public engagement participants were asked what would be the most impactful change to the transportation system in the SBD. Frequent responses included:

- ❖ *Reverse street directions to improve safety and provide direct access to the Kingston Plaza from Wall Street*
 - ❖ *A coordinated traffic signal system with pedestrian push buttons*
 - ❖ *A comprehensive parking strategy for the area*
-

Project Ownership

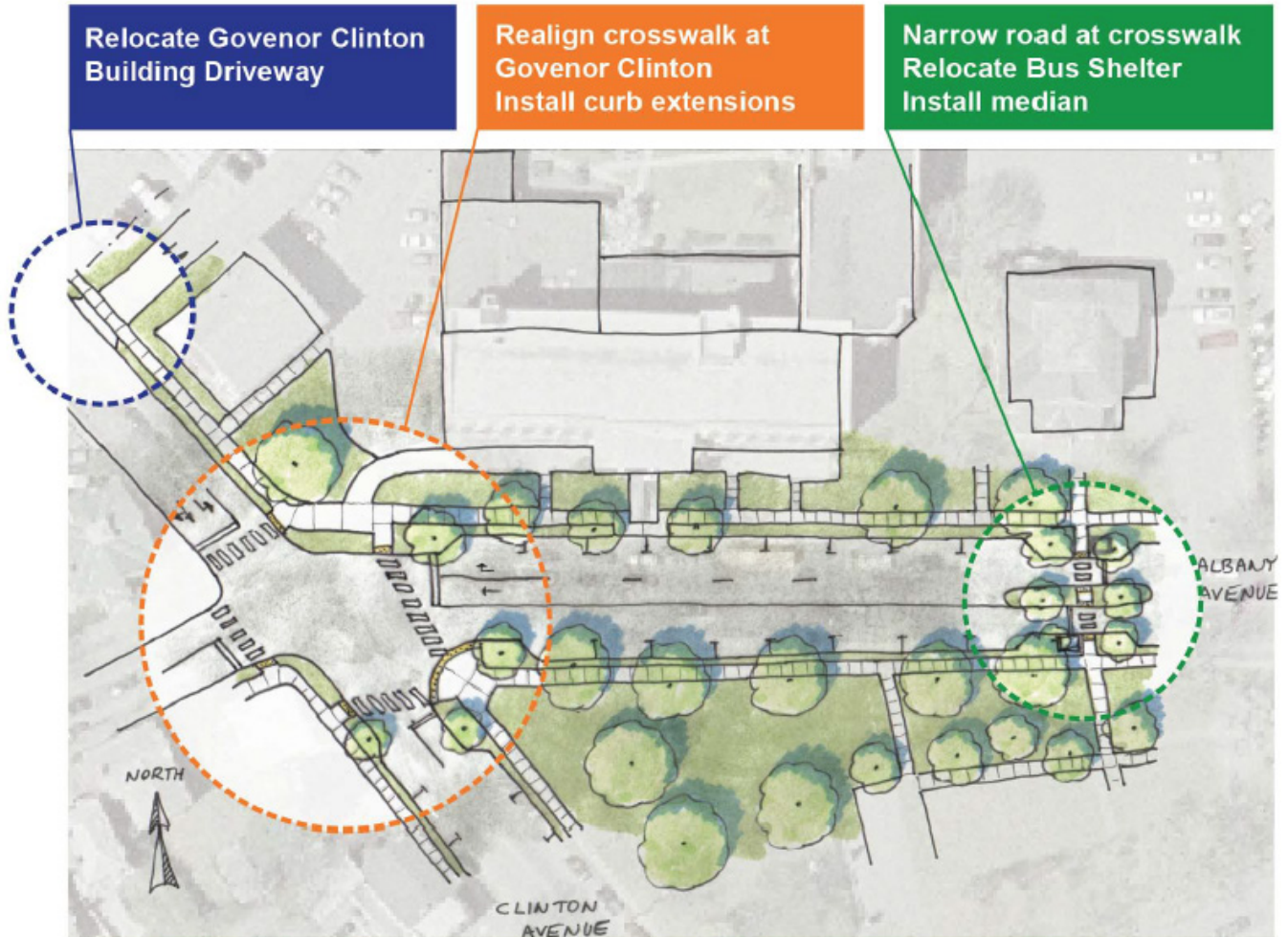
This project would be implemented within the publicly owned rights-of-way. The City owns all existing street fixtures and lights and will procure private third-party design consultants and contractors to implement the work. The City will maintain the improvements. Sidewalks are under the legal jurisdiction of the City of Kingston.

Uptown Stockade Area Proposed Transportation Improvements



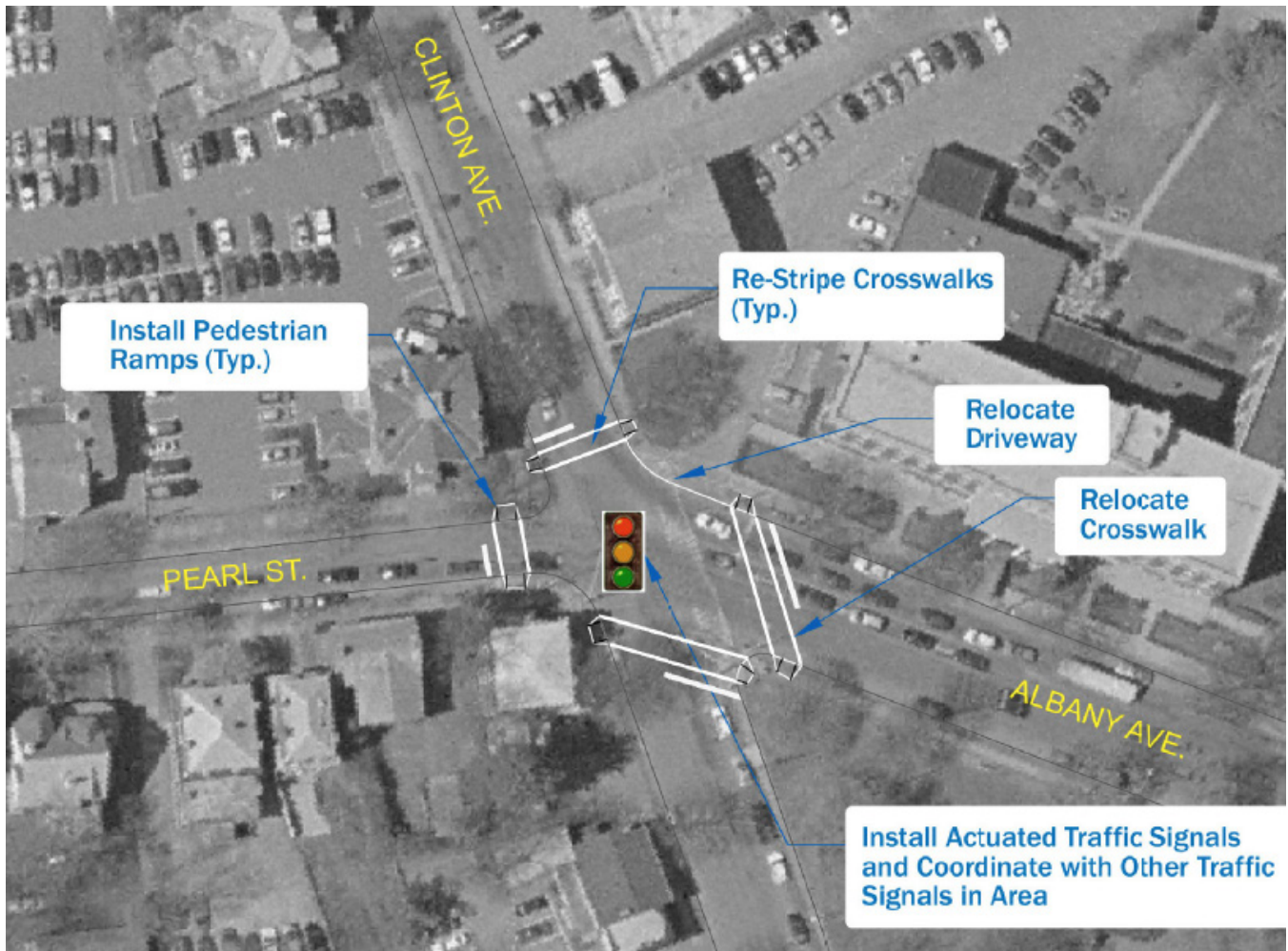
Source: VHB; based on City of Kingston Uptown Stockade Area Transportation Plan

Albany Avenue Improvements Conceptual Rendering



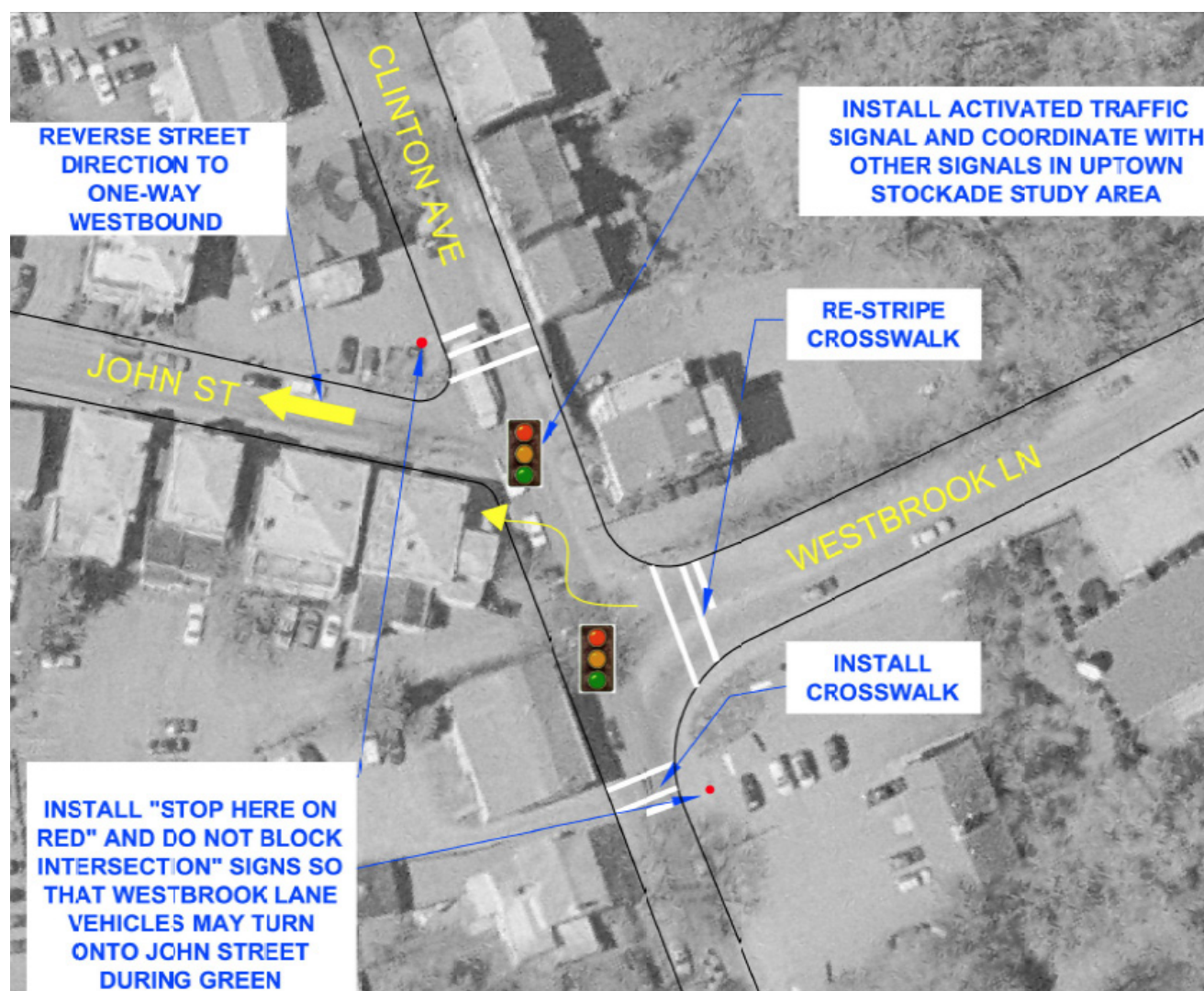
Source: City of Kingston I-587/Albany/Broadway Intersection Study Conceptual Design Report, February 2011, Fitzgerald & Halliday, Inc.

Clinton/Albany Avenue Intersection Proposed Improvements



Source: City of Kingston Uptown Stockade Area Transportation Plan, Figure 14: Proposed Improvements at Clinton Avenue and Albany Avenue / Pearl Street, January 2009, The RBA Group

Clinton Avenue/Westbrook Lane Intersection Proposed Improvements



Source: City of Kingston Uptown Stockade Area Transportation Plan, Figure 11: Proposed Improvements at Clinton Avenue and John Street / Westbrook Lane, January 2009, The RBA Group

Project Partners

- › City of Kingston
- › Ulster County Transportation Council

Capacity

The City of Kingston has the capacity to undertake this project. The City is currently implementing similar projects in other parts of Kingston and the Kingston Department of Public Works both works and manages contractors who have worked in the SBD and has overseen similar projects.

Project Budget and Funding Sources

Project Activity	Budget
Intersection Alterations and Signal Installations:	
Albany Avenue/Clinton Avenue Intersection Alterations and Traffic Signal Installation	\$ 700,000
Clinton Avenue and Westbrook Lane Traffic Signal Installation	\$ 220,000
Install/Replace Sidewalks:	
John Street from Green to Clinton Streets	\$ 562,760
Crown Street from North Front to Green Streets	\$ 365,200
Reverse Street directions along Wall and Fair Streets (includes new actuated coordinated signals and pedestrian improvements for 6 intersections)	\$ 1,990,000
Reverse Street directions along John and Main Streets	\$ 60,000
TOTAL COST	\$ 3,897,960
Design and Engineering (10%)	\$ 389,796
Contingency Costs (30%)	\$ 1,169,388
TOTAL PROJECT COSTS	\$ 5,457,144
DRI FUNDING REQUEST	\$ 5,457,144

The cost estimates provided assume no substantial right-of-way, landscaping, utility or drainage modifications. Street reversals are assumed to include traffic signage and striping modifications. Signal installation is assumed to include hard-wired underground fiber-optic signal coordination under the existing sidewalk, commencing at North Front Street and following down both Fair Street and Wall Street to the southernmost traffic signal. If wireless coordination were proposed instead of hard-wiring, there would be some cost savings.

Funding Sources

- › DRI Funding: \$5,457,144 request
- › The City of Kingston applied for a US Department of Transportation TIGER (Transportation Investment Generating Economic Recovery) grant for approximately \$18 million to be put towards implementation of the outstanding recommendations outlined in the Kingston Uptown Transportation Plan and I-587 at Albany Avenue/Broadway Intersection Study

Feasibility and Cost Justification

This project will improve access to and circulation within the SBD for residents, employees and visitors, enhancing the economic vitality of the area. The transportation infrastructure of

the SBD is essential to all of its other functions and operations, in addition to the successful outcome of many of the other projects pursued as part of the DRI.

This project will improve vehicular mobility, pedestrian and bicycle safety, and provide valuable streetscape improvements on major roadways within the SBD. This project will also provide benefits for the access roads immediately outside the SBD, including a problematic five-way intersection where Route 32 meets Fair Street, to the south of the SBD.

Strengthening the transportation infrastructure will provide a vital foundation for all future economic development efforts in the SBD and greater Kingston area.

Regulatory Requirements

- › City of Kingston: Sidewalk Permit
- › Highway Work Permit NYSDOT
- › SEQR (City of Kingston City Council)

Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
RFP process and design consultant selection	3 months
Construction and Design Drawings / Public Hearings / Approval Documents and Permit Procedures	14 months
Construction	12 months
TOTAL TIMEFRAME	29 months

Project Reporting

This project should be monitored for progress and adherence to the proposed timeline and budget outlined above. Performance and impact can be measured by the following metrics starting with pre-construction levels:

- › The number of pedestrians using the streets and crosswalks
- › Improved intersection levels of service

Repair the Volunteer Firemen's Hall and Museum

This project will involve the restoration of the historic Wiltwyck Fire House, which is home to the Volunteer Fireman's Hall and Museum and is in need of repair. The Wiltwyck Fire house is a contributing building to the Kingston Stockade Historic District, and located in the heart of the SBD, is a small but important historic and cultural institution in Kingston.

DRI Funding Request

\$560,000

Project Location

The Volunteer Firemen's Hall and Museum is located in the Wiltwyck Fire House building at 265 Fair Street, on a 2,700-square foot lot.



Project Description

Prompted by visible damage to portions of the interior and exterior of the building, the Kingston Professional Firefighters Association hired Kaaterskill Associates to conduct a walk-through evaluation of the building. Based on the inspection, conducted on June 26, 2015, Kaaterskill Associates made the following recommendations:

- › As per New York State Industrial Code Rule 56-5.1 Survey Requirements for Building/Structural Demolitions, Remodeling and Repair (ICR56) and OSHA Code of Federal Regulations, 40 CFR Ch. 1 (7-1-03 Edition) S763.86, prior to any repairs, the roof coating along with the roof cement and any interior finishes such as plaster, gypsum board, compound, textured paint or surfacing material that maybe disturbed during any repairs needs to be sampled by a NYS Certified Asbestos Inspector and tested by a NYS Certified laboratory.
- › The skylight and other penetrations should have the flashings re-coated with proper aluminized compound.
- › The skylight components should be disassembled, cleaned, painted and re-assembled with new gasket materials.
- › The scuppers should be removed and new properly sized pieces fabricated that will collect and contain the runoff from the four roof drainage areas without overflowing while channeling the flow into the leader system.



Volunteer Firemen's Hall and Museum

- › Once exposed by removing the scuppers, any damaged roof sheathing should be replaced with pressure treated plywood pieces of the same thickness as the existing wood sheathing.
- › If possible, the existing interior leader drain pipes should be replaced with exterior mounted leaders that connect to a storm sewer.
- › Dismantle and remove the remnants of the chimney at the South gable wall in the attic, which have been straining the gable wall.
- › Sister new members to the lower end of the Southeast valley rafter and fabricate a support connection to the exterior walls at the corner.
- › The exterior walls should be repointed, mostly at the upper corners where the moisture damage

has occurred. The interior of the upper corners (accessible from the attic) should be repointed as well.

- › After the drainage related repairs are complete, the interior finishes throughout can be repaired as necessary.

Funding these recommended repairs will reinforce the City of Kingston’s commitment to historic preservation and will help maintain a very important asset in the community, providing for the long-term sustainability of the Volunteer Fireman’s Hall and Museum. While all of the repairs listed are needed at the Fireman’s Hall, the DRI funding will specifically focus on the roof repairs, masonry restoration and window replacements. This work will help shore up the building against the outside elements as well as make the building more structurally secure.

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none">› Support future job creation through continued growth of small- to mid-sized businesses in identified local industry clusters, including: media, film and production; technology; local food and beverage; tourism, hospitality and entertainment; boutique manufacturing; and education, medical facilities, and government.› Ensure that public investment respects the historic character of the area and encourage adaptive reuse of historic structures.	<ul style="list-style-type: none">› Support the revitalization of our urban centers as engines of regional prosperity.› Promote the Mid-Hudson as a tourist destination.



Source: City of Kingston

Volunteer Fireman's Hall Existing Building Conditions



Interior and exterior building damage

Anticipated Revitalization Benefits

As highlighted in the Downtown Profile and Assessment one of Kingston's most significant assets is its concentration of historic resources, including the Wiltwyck Fire House. Named for the original settlement in Kingston, the building was constructed in 1857 and occupied by the Washington Hose Company and Eagle Hook and Ladder Company the next year. It was designated a Historic Site by the Kingston Historic Landmarks Preservation Commission and listed on the National Register of Historic Places as part of the Stockade Historic District. In 1978, the Wiltwyck Fire House closed, and in 1982, the Volunteer Fireman's Hall and Museum opened to the public.

Museum exhibits include a working fire alarm system, an 1845 piano hand pumper, two parade hose carriages, a 1934 Sanford Cub Fire Engine, and 1956 American LaFrance Fire Engine, as well as a collection of firefighting artifacts and photos. In 2016, the museum received approximately 7,400 visitors. The museum's major fundraiser is an annual Fire Engine Muster, attended by nearly 2,000 people in 2016, where antique, vintage, and new fire apparatus and emergency vehicles are on display. The members of the museum participate in many other City events, including parades and festivals.

Undertaking the necessary repairs to the Wiltwyck Fire House will provide for long-term maintenance of the historic building, help to preserve the firefighting history in Kingston and allow for the continued operation of the Volunteer Fireman's Hall and Museum.

Future use of structure

The property will be maintained for use by the Volunteer Fireman's Hall and Museum.

Public Support

The Volunteer Fireman's Hall and Museum and the Kingston Professional Firefighters Association have enthusiastically supported this project at all public engagement events throughout the DRI process, and were crucially involved with its development. This project was also generally supported by community members at the public meetings and LPC committee hearings.

Jobs Created

No direct jobs would be created through this project.

Ownership of Property

The City of Kingston currently owns the Wiltwyck Fire House property.

Project Budget

Project Activity	Budget
<u>DRI Funding Components</u>	
Replace Metal Roof and Skylight	\$ 290,000
Masonry Restoration	\$ 197,000
Replace Window	\$ 73,000
<u>Future Phases</u>	
Replace Building Heating System	\$ 264,000
Electrical System Upgrades	\$ 150,000
Plumbing Fixture Replacement	\$ 8,000
Front and Bay Door Restoration	\$ 15,000
Asbestos and Hazardous Material Abatement	\$ 50,000
Site Improvements	\$ 20,000
Repair Interior Finishes	\$ 25,000
Remove Masonry Chimney and Infill	\$ 12,000
TOTAL COST	\$ 1,104,000
DRI FUNDING REQUEST	\$ 560,000

Costs include design and engineering

Feasibility and Cost Justification

A major goal of the City of Kingston and the DRI project is to revitalize the SBD by leveraging historic assets and respecting the existing historic character of the area. This project helps toward achieving that goal, preserving a historic building as well as a local tourist attraction and cultural institution. In addition, the Wiltwyck Fire House is currently a city-owned property, and delaying necessary repairs to the building could lead to greater costs in the future. Kingston has the capability to undertake repairs to the building but requires the necessary funds.

Regulatory Requirements

- › City of Kingston: Issuance of an RFP, building permit, possible Kingston Historic Landmarks Preservation Commission approval
- › New York State Historic Preservation Office: project consultation and approval

Rendering of Completed Project

The intention of this project is to undertake rehabilitation and repairs that are sensitive to the architecture of the building. The appearance of the historic structure would not be modified from its current condition.

Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
RFP Process: Kingston drafts and issues RFP for engineering assessment and design and construction drawings Kingston circulates RFP and selects contractor with historic preservation experience	3 months
Restoration Drawings	4 months
Building Restoration	6 months
TOTAL TIMEFRAME	13 months

Project Reporting

This project should be monitored for progress and adherence to the proposed timeline and budget outlined above. Performance can be measured by the expected life of the building before and after repairs are made.

Incorporate Public Improvements into the Kingstonian Uptown Revitalization Project

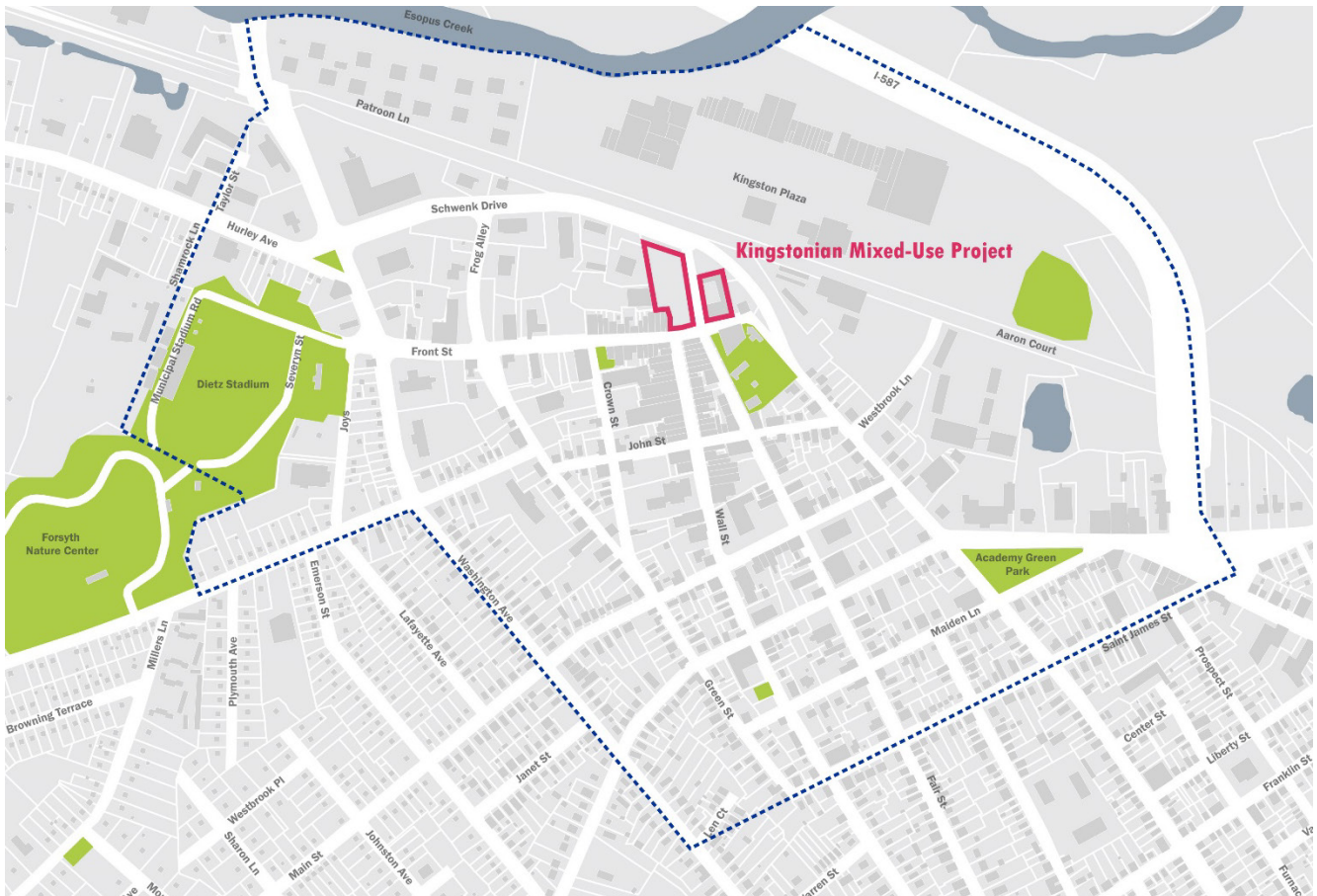
This project involves a public-private partnership to incorporate public improvements and amenities into the proposed mixed-use Kingstonian Uptown Revitalization Project, located at the corner of North Front and Fair Streets.

DRI Funding Request

\$3,800,000 dollars for public improvements related to the project.

Project Location

17 North Front Street. The two parcels together are approximately 2.5-acres.



Project Description

JM Development Group, LLC, in partnership with the Kingston-based Herzog Supply Co., will undertake the mixed-use development, which will include 132 residential units, 8,500 square feet of commercial space expected to include a mix of restaurants and retail shops, a 34-room hotel, a proposed pedestrian plaza with a walking bridge extending to Kingston Plaza and a 420-space parking garage, with 250 spaces dedicated for public use. The site comprises two parcels separated by Fair Street: a City-owned, 140-space surface parking lot on the west side of Fair Street that is currently over capacity, and a mostly-vacant warehouse, formerly occupied by the Herzog Supply Co., on the east side of Fair Street. Herzog Supply Co. has since moved its primary operations to Kingston Plaza. The project site was once home to the Kingstonian Hotel; the original hotel building will be rebuilt and incorporated into the development to maintain some of the historic character of the site.

The 132 residential units will include a mix of one-, two- and three-bedroom units. There are expected to be at least five restaurants and retail shops developed along Front Street and along either side of the new pedestrian plaza. There is potential for a portion of Fair Street from North Front Street midway to Schwenk Drive to be closed to allow for the development of the pedestrian plaza in that location.

Preliminary Concept Plan



Project Renderings



Bird's eye view from Schwenk Drive



View from North Front Street

Source: Mackenzie Architects P.C. and JM Development Group LLC

This project will ensure that the proposed Kingstonian development is leveraged for public benefit. The total project costs (for both the public and private components) will be approximately \$48 million. Approximately \$3.8 million in public improvements are proposed as part of this project, including the proposed pedestrian plaza (\$850,000) and ADA-compliant walking bridge to Kingston Plaza (\$1,100,000). The parcel to the west of Fair Street was once the site of a three-story parking garage that the City knocked down in 2008 due to structural issues related to the soil quality. Some of the original structures of the garage remain in place underground, and will be removed as part of site preparation for this project (\$1.5 Million). In addition, some of the existing utilities along Fair Street and the existing parking lot would need to be relocated to support the project (\$350,000).

This project will transform a largely underutilized site at a prominent intersection in the SBD while also strengthening the market demand for other businesses nearby. The project has already gained support through New York State’s ESD Grants program, including a \$2,000,000 grant award.

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none"> › Leverage recent and potential private investment to encourage and continue the vibrant mixed-use land use patterns in the SBD, including active uses on the ground floor. › Support redevelopment of underutilized properties and vacant land. › Ensure that public investment respects the historic character of the area and encourage adaptive reuse of historic structures. › Increase availability of parking for employees and patrons of the SBD through the development of additional parking and/or a parking management plan. › Improve connections between the Stockade Historic District and Kingston Plaza. 	<ul style="list-style-type: none"> › Foster housing investment to attract jobs to the region, create construction jobs, and support the overall health of the regional economy through a vibrant housing market. › Support the revitalization of our urban centers as engines of regional prosperity. › Align public-private support to ensure implementation of the regional Plan and consideration of new opportunities.

Project Site Conditions



Aerial view of the Project Site



City-owned surface parking lot



Mostly-vacant warehouse, formerly occupied by the Herzog Supply Co.

Public Support

During the public engagement process, community members noted this project for its contribution which would increase the parking supply for businesses, tenants and residents. There was support from the public on redeveloping the site and support for the public amenities being proposed such as the pedestrian plaza and walking bridge. This project was very well received at the third public meeting for the DRI and was identified as a much-needed residential project. At the Business Community Focus Group meeting, business owners noted that parking in the SBD was not sufficient or appropriately located to facilitate access to businesses and this project was identified as helping to alleviate the parking supply situation in the SBD.

Jobs Created

This project is expected to generate 63 direct full-time equivalent jobs, including 13 new jobs to operate the apartment complex and maintain the property, and 50 new tenant jobs including retail management positions and retail and/or restaurant staff positions.

Ownership of Property

This project would involve a public-private partnership between the City of Kingston, JM Development Group LLC, and Herzog Supply Co. The private partners on this project have proven track records of successful development projects, as well as a demonstrated commitment to the City of Kingston. JM Development Group partners, Michael and Joseph Bonura of the Bonura Hospitality Group, have developed in the Hudson Valley for three decades, including several projects in the City of Poughkeepsie, and the Herzog Supply Co. has been a member of the Kingston community for over 100 years.

Anticipated Revitalization Benefits

This project will activate two underutilized parcels in a prominent location within the SBD, at the intersection of two main commercial streets and adjacent to Kingston Plaza. The project will bring new residents, employees, customers and visitors to the site, creating new market demand for the SBD and increasing tax revenues for Kingston. The project will also create new full-time jobs in the SBD, including five to ten management-level positions with salaries estimated at approximately \$50,000, as well as hourly staff with an hourly pay range of \$12 to \$15.

The public infrastructure improvements and amenities will ensure that the proposed project leverages private investment for public benefit. The project will add to the supply of public parking in the SBD, an issue of high concern to Kingston residents and visitors to the area, as identified by local officials and through the public outreach initiated as part of the DRI process. The proposed pedestrian plaza and other enhanced open spaces will provide valuable meeting space, contributing to the vitality of the area. In addition, the project will enhance a key strategy of the DRI, to improve connections between the SBD and Kingston Plaza through the construction of the walking bridge.

Future use of structure

Future uses of the proposed building will include commercial and retail, hotel, residential and public open space. Retail tenants are anticipated to include a mix of restaurants and retail shops. The residential units will likely attract young professionals and empty nesters.

Project Budget and Funding Sources

Project Activity	Budget	Funding Source
Property Acquisition	\$ 1,250,000	Private Funding
Infrastructure/Site Work	\$ 400,000	Private Funding
Architectural/Engineering/Soft Costs	\$ 2,920,000	Private Funding
Construction/Renovation	\$ 37,458,217	Developer Cash Equity ESD Grant Funding (\$2,000,000) Private Funding
Equipment and Machinery	\$ 2,500,000	Private Funding
Public Improvements		
› Pedestrian Plaza	\$ 850,000	DRI Funding
› Walking Bridge (ADA compliant)	\$ 1,100,000	
› Demolition of Underground Structures	\$ 1,500,000	
› Utility Relocation	\$ 350,000	
TOTAL COST	\$ 48,328,217	
DRI FUNDING REQUEST	\$ 3,800,000	

Costs include design and engineering

Feasibility and Cost Justification

The Kingstonian Uptown Revitalization Project could have a significant impact on the economic health of the SBD, activating an underutilized site, creating jobs, providing new public amenities and increasing property taxes. DRI funds would be matched by other public funding and over \$40,000,000 of private investment at a key intersection in the SBD. In keeping with the historic character of the SBD and key strategies outlined as part of the DRI process, the project will revitalize and repurpose the historic Kingstonian building, once again to be used as a hotel, in addition to providing new high-quality housing stock, retail space, and public gathering space, attracting new residents and visitors to the SBD.

Regulatory Requirements

- › City of Kingston: Site plan approval (Planning Board), Building permits (Building Safety Department), SEQRA review (Planning Board)

Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
Project Design and Submission for Approvals	6 months
Final Approvals	3 months
Construction	12 months
TOTAL TIMEFRAME	21 months

Timeframe estimates provided by JM Development Group LLC

Project Reporting

This project should be monitored for progress and adherence to the proposed timeline. Performance and impact can be measured by the following metrics:

- › Increases in sales and lodging taxes at full build-out
- › Occupancy of the residential units and retail spaces
- › Use of the public open spaces
- › Parking utilization and revenue

Implement the Kingston Wayfinding Plan

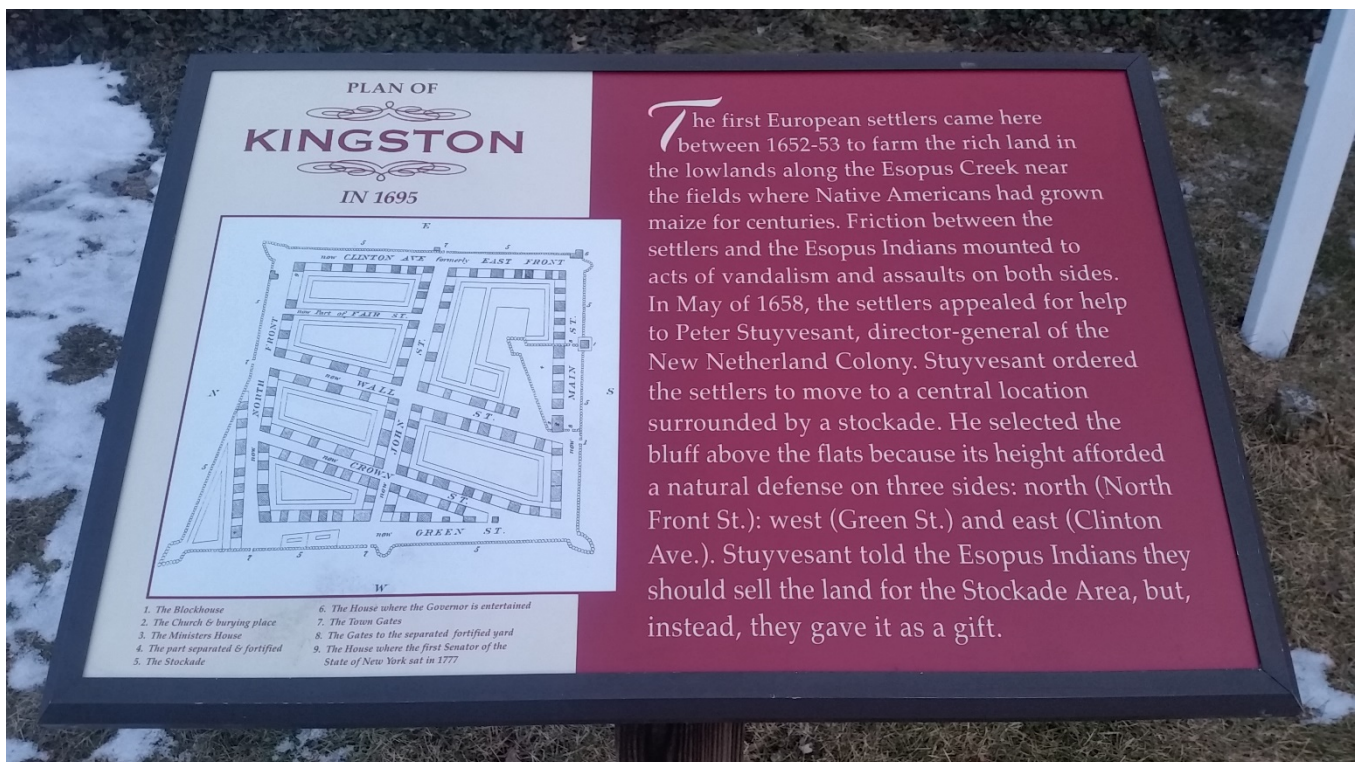
This project would involve implementation of the Kingston Wayfinding Plan, currently in the planning phase, to achieve three goals: enable visitors and residents to navigate safely, efficiently and easily through Kingston and the SBD; create a unifying visual identity for the City and its distinct districts; and encourage and support economic vitality by helping to increase motor vehicle, bicycle and foot traffic to local businesses.

DRI Funding Request

\$403,500

Project Location

Wayfinding kiosks and signage would be installed throughout the SBD. Locations would be determined by the Kingston Wayfinding Plan, which is currently in the planning phase and is set to be finalized by March 2019.



Existing wayfinding signs

Project Description

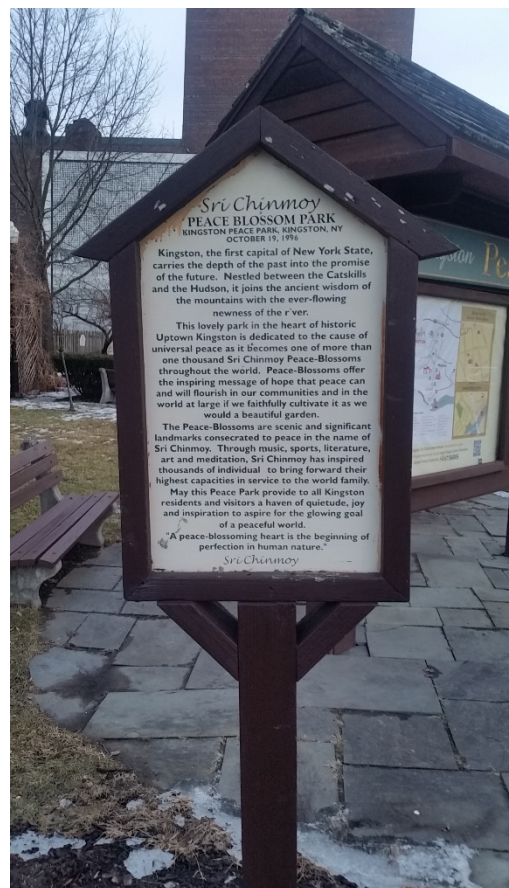
The Ulster County Transportation Council selected to fund the development of a Kingston Wayfinding Plan as part of its 2017 Unified Planning Work Program. The Wayfinding Plan would serve multiple modes of transportation and will include design standards and conceptual drawings of proposed gateway, directional and interpretive signage for automobile users, pedestrians and bicyclists. The primary objectives of this project are to enhance mobility by enabling visitors and residents to navigate safely, easily, and efficiently; create a unifying visual identity for the City and the SBD; and to encourage and support economic vitality by facilitating motor vehicle, bicycle, and foot traffic to the SBD and its museums, parks, and other key community destinations.

Ulster County issued an RFP for consulting services to aid in the planning and development of the Wayfinding Plan, and ultimately selected MERJE, a Pennsylvania-based design company as the design consultant for the plan. The Wayfinding Plan is expected to be finalized by March 2019. It will be an implementable plan, to include the types and locations of all suggested signage, orientation maps and kiosks; unifying signage graphics and standards; a full implementation strategy with suggested phases, cost estimates, and partnerships for implementation; and a Signage Standards Manual with technical specifications for future additions to wayfinding in the City. Signage types will likely include kiosks, gateways, wayside informational signs, directional and parking signs, and banners.

Signage will be designed in a way that reflects the history, character, culture, and natural environment of Kingston. It will also integrate with NYSDOT and Ulster County wayfinding systems to facilitate visitors looking to explore all that Kingston has to offer. This project will also support many of the other projects submitted for funding as part of the DRI process, including wayfinding signage to major attractions such as Dietz Stadium and informational signage for local landmarks, including Frog Alley.

This project will fund the implementation phase of the Kingston Wayfinding Plan, following the implementation strategy as outlined by the design consultants. Funding will be used to hire a third-party contractor to develop construction drawings, aid in procurement, and installation to fully implement the Wayfinding Plan.

Kingston Wayfinding and Informational Signage



Examples of existing wayfinding signs

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none"> › Support tourism promotion and a marketing program that highlights the living economy and creative culture of the SBD. › Increase availability of parking for employees and patrons of the SBD through the development of additional parking and/or a parking management plan. › Develop wayfinding signage unique to the SBD 	<ul style="list-style-type: none"> › Support the revitalization of our urban centers as engines of regional prosperity. › Make the Mid-Hudson region more attractive to young educated professionals in order to stop “youth flight” and “brain drain” in the region. › Promote the Mid-Hudson as a tourist destination. › Build on the unique location of the Hudson Valley (situated between the majestic Hudson River, the Delaware River, and Long Island Sound) and promote waterfront development in order to enhance tourism, recreation, and trade.

Public Support

Planning and development of the Kingston Wayfinding Plan will include several public outreach events and online surveys, including at least two public workshops and one workshop devoted strictly to Uptown Kingston. As a result, the Wayfinding Plan will be able to reflect the wishes and priorities of all Kingston residents as well as SBD business owners and other stakeholders. This project received consistent support during the DRI public meetings and committee hearings.

When asked what kind of wayfinding signage was most needed in the SBD, DRI public engagement participants responded:

- ❖ *Signage promoting walking tours of Kingston*
 - ❖ *Parking signage*
 - ❖ *Improved directional signage*
-

Wayfinding Signage and Kiosk Examples



Directional Signage, Annapolis, MD



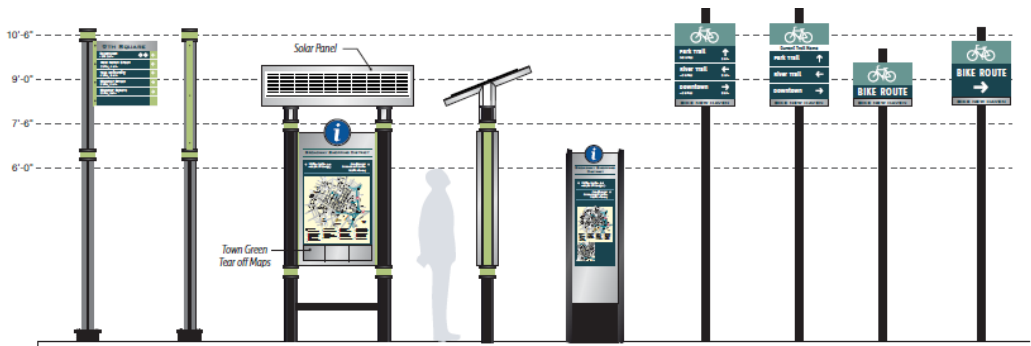
Directional Signage, Black Mountain, NC



Information Kiosk/Orientation Map, Frederick, MD



Welcome Signage, Parker, CO



Example Signage Types and Specifications, New Haven, CT

Source: MERJE

Project Ownership

This project would be implemented primarily within the publicly owned rights-of-way. The City owns all existing street fixtures and lights and will procure private third-party consultants and contractors to implement and install the new signage. The City will maintain the improvements.

Project Partners and Capacity

This project will be led by the City of Kingston, in partnership with the Ulster County Transportation Council. The City has the capacity to oversee this project and provide long term maintenance for the wayfinding signage and kiosks. The Wayfinding Plan is being developed by MERJE, a Pennsylvania-based design company, who have implemented community wayfinding projects across the United States as well as internationally.

Project Budget

Project Activity	Budget
Construction Drawings	\$ 36,000
Wayfinding Signage Procurement and Installation:	
› Kiosks	\$ 75,000
› Gateways	\$ 20,000
› 12x24 Waysides	\$ 70,000
› 24x35 Waysides	\$ 55,000
› Directionals	\$ 75,000
› Banners	\$ 36,250
› Parking	\$ 36,250
TOTAL COST	\$ 403,500
DRI FUNDING REQUEST	\$ 403,500

Funding Sources

- › DRI Funding: \$403,500 request
- › RUPCO: \$6,250 towards implementation of the Wayfinding Plan in Midtown through a Pride in Place NeighborWorks America grant. Though this funding will not be used toward implementation in the SBD, it will help the City of Kingston to implement the full extent of the Wayfinding Plan, creating a unified identity that will also benefit all of the districts.

Feasibility and Cost Justification

This project is expected to enhance community character and quality of life in the SBD. The City of Kingston currently does not have a functional wayfinding system with signs that have a consistent look and feel. In addition, Kingston can be a challenging place to navigate for newcomers with its various neighborhoods, business districts, and confusing one-way streets, meaning visitors cannot easily find key destinations and parking. Much of the community conflict around parking revolves around the lack of appropriate signage and wayfinding to and from parking lots.

Given the vital opportunity presented by the DRI funding, it is the perfect time to advance this project so that all of the projects may benefit from a more efficient and unified wayfinding plan. In that way, this project will be integral to local revitalization; it will enhance and support Kingston's branding with unifying signage that interconnects with many of the other DRI projects.

Ultimately, it will support tourism and economic development throughout the city.

Regulatory Requirements

- › City of Kingston: Issuance of RFP for construction drawings
- › Ulster County/City of Kingston DPW: Work permits

Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
Construction Drawings	4 months
Construction and Installation	6 months
TOTAL TIMEFRAME	10 months

Project Reporting

Performance and impact can be measured by the following metrics:

- › Number and type of signage installed
- › Parking lot utilization before and after installation of the signage
- › Average monthly visitors to various community destinations
- › Number of traffic incidents on SBD roadways
- › Pedestrian and bicycle counts along pathways where signage has been placed
- › Number of pedestrian visits to kiosks and orientation maps

Launch an Uptown Print and Digital Media Marketing Campaign

This project will involve the implementation of a marketing campaign to improve the vitality of the SBD, advertise local businesses to current and prospective customers, attract new businesses, and promote the SBD as an architecturally unique and diverse tourist destination along the Hudson River.

DRI Funding Request

\$250,000

Project Target Area

The project will target the SBD. However, a key facet of the marketing campaign will be to convey the connections between the SBD and Kingston's two other commercial districts.



Project Description

The marketing campaign seeks to improve the vitality of the SBD and all of Kingston more broadly by (1) advertising local businesses to current and prospective customers (2) attracting new businesses to the SBD (3) promoting the SBD as an architecturally unique and diverse tourist destination along the Hudson River and (4) encouraging a diversity of people to live in the SBD by distributing information about rental properties, homeownership opportunities, rehabilitation programs, and other housing support services.

The achievement of these initiatives will help advance the DRI and REDC goals that relate to the preservation of local businesses, stimulating tourism, and encouraging housing investments.

The project will be transformative because the City of Kingston is currently unable to promote its unique assets on account of insufficient funds. Ulster County's Economic Development Alliance currently supervises a marketing and advertising program but this program does not focus upon the unique assets and needs of the SBD. The core challenge in marketing the city is the absence of sufficient funds to develop a coherent branding strategy and meet the advertising costs in print media publications.

The project requires the City of Kingston to (1) prepare a detailed scope of work outlining its specific print and digital marketing needs (2) conduct a competitive solicitation process aimed at securing a media firm to undertake the scope of work (3) monitor the implementation of the campaigning program and evaluate its effectiveness in supporting businesses, tourists, and residents. In alignment with a carefully developed and consistent branding strategy, the consultant will be required to undertake the following tasks:

- › Prepare a print and electronic version map of Kingston's current businesses and cultural attractions as well as clear directions on how to reach Kingston and travel between its three commercial districts.
- › Distribute map broadly through stationary kiosks, printed brochures, the city website, and social media.
- › Redesign the City of Kingston's Tourism webpage to provide a much more user-friendly interface that promotes the city's diverse attractions.
- › Redesign the City of Kingston's Economic Development webpage to provide prospective business owners with the unique advantages, incentives, and market opportunities available in its commercial districts.
- › Sponsor new business outreach events throughout the Hudson Valley and New York City that help increase the business community's awareness of the commercial spaces available in Kingston and the unique appeal of the city to workers, residents, and visitors.
- › Promote the city's various business development programs (façade improvement loans, revolving loan fund) to existing and prospective businesses through targeted outreach to key industries.
- › Develop a trained group of business "emissaries", essentially owners of existing businesses who help promote patronage at other businesses by providing information and resources about the SBD and its connections to other commercial districts.

- › Design print media advertisements for publication in key lifestyle magazines (like Chronogram) that encourage increased visitation to Kingston.

This project will also complement the wayfinding project since both projects are aimed at enhancing the legibility of the business district and increasing public awareness of its diverse retail and cultural offerings.

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none"> › Continue and increase programs that help current businesses thrive and remain within the SBD › Support tourism promotion and a marketing program that highlights the living economy and creative culture of the SBD › Continue to provide and foster incubator businesses and cooperative enterprises such as the Kingston Food Exchange. 	<ul style="list-style-type: none"> › Undertake initiatives to retain and stimulate more mature industries such as distribution, financial and professional services, food and beverage, and health care. high-tech manufacturing, and information technology with a “clustering” strategy. › Build on the unique location of the Hudson Valley (situated between the majestic Hudson River, the Delaware River, and Long Island Sound) and promote waterfront development in order to enhance tourism, recreation, and trade. › Foster housing investment to attract jobs to the region, create construction jobs, and support the overall health of the regional economy through a vibrant housing market.

Public Support

The marketing and promotion of Kingston as a place to live, work, and play was consistently championed at public meetings. Support for the city to undertake a more aggressive marketing strategy the SBD as well as the entire city was also expressed through the City’s Business Needs Survey and Business Community Focus Group meeting.

Legal Jurisdiction

This project will be managed by the City of Kingston’s Office of Economic and Community Development.

Project Partners

This project will be carefully coordinated with the Kingston Uptown Business Association. The City will consult the association on the scope of work, branding options, solicitation approach, design strategies, publication and promotional outlets, and evaluation of project.

Capacity

The City of Kingston's Office of Economic and Community Development has the capacity to oversee this project but requires the contributions of a media firm to execute the scope of work.

Anticipated Revitalization Benefits

Short term benefits of the project include the retention of the City's vibrant locally owned business community, increased visitation by tourists, and the rehabilitation of deteriorated housing stock. Medium term benefits include the attraction of new businesses, hospitality venues, and housing units that increase the economic productivity of the SBD and maximize the fiscal productivity of the area's land use. Longer term benefits include collateral benefits to surrounding areas including increased jobs, housing, and retail amenities in other parts of Kingston including its Midtown commercial area.

In addition to economic benefits, the project also will have environmental benefits because the area being promoted is a walkable district served by local and regional transit. As such, increased population growth and business activity can be absorbed with a lower environmental impact than would occur in a lower density auto-dependent environment.

Project Budget

The total budget for this project would be \$250,000. The entirety of this amount would be allocated to the engagement of a media firm with extensive experience in the promotion of small cities. It is possible that a portion of the costs could be offset by contributions from local businesses. However, it is not known at this time what amount of money could realistically be collected from the local business community.

Feasibility and Cost Justification

Ulster County's Economic Development Alliance recently completed an Industry Targeting Analysis. Additionally, the DRI project team prepared a comprehensive market analysis that analyzed the demand for residential and commercial land use development in the City of Kingston and specifically the SBD. The findings from these studies suggest that promoting the SBD would better help this area capture the market demand for residential and commercial land use development.

Timeframe for Implementation and Project Readiness

Project Stage	Timeframe
Prepare Work Scope	3 Months
Undertake Solicitation Process	3 Months
Implement Marketing Campaign	12 Months
TOTAL TIMEFRAME	18 months

Project Reporting

The City of Kingston will monitor the effect of the project annually on several key metrics starting with the current year and will include:

- › Residential and commercial vacancies
- › Lease and sale values
- › Tourism volumes
- › Building performance (i.e. code compliance)

The evaluation will occur 6 months into the 12-month campaign and again at its conclusion.



Provide Financial Assistance to Homeowners and Businesses

This project involves the expansion of the City of Kingston's Office of Economic and Community Development (OECD) existing residential rehabilitation program and initiation of a new fund to support façade improvements for both residential and commercial buildings in the SBD. DRI funds would also be used to further capitalize the Micro Enterprise Lending program currently managed by the Kingston Local Development Corporation (KLDC). The City would ensure that implementation of all three programs would fully comply with the administrative plan requirements for revolving loan and grant programs funded with DRI monies.

DRI Funding Request

\$600,000

Project Location

This project would be implemented throughout the SBD.



Project Description

OECD: Residential Rehabilitation and Façade Improvement

The OECD has been administering the residential rehabilitation program with federal funding since at least 1988. For 2018, the OECD's operating budget is \$549,362. Administrative staff includes 4 full-time employees and two part-time staff members. The departmental head of the OECD is appointed by the Mayor of Kingston.

Over the last three years, with the aid of Community Development Block Grant monies, the City's OECD has made an annual allocation of \$250,000 to its housing rehabilitation program. The purpose of the funds is to help residential building owners undertake minor to substantial repairs, resolve building code violations, and make necessary structural improvements.

Under the program guidelines, financial assistance is available to low and moderate income households making less than 80% of area median income. A maximum of \$20,000 is available to each homeowner. OECD does not cover the full cost of the rehabilitation. The building owner must absorb 25% of the total costs of the rehabilitation project through cash investment, in-kind contributions, or sweat equity. Recipients receive financial support as grants so long as they stay in the building for ten years. A lien is placed on the building for the amount of the grant for the period of compliance. If the recipient sells or vacates the building before ten years, the City is authorized to recapture a portion of the funds that were allocated. So far, however, only a handful of program beneficiaries have vacated their homes before the ten year period. In each case, the City has recaptured a portion of its grant monies. Once, the period expires or payback occurs, a satisfaction of mortgage is issued.

With DRI monies, the City can build upon the existing administrative infrastructure for its current residential rehabilitation program and expand its available capital by \$225,000. This additional capital could then be used to finance the rehabilitation of 10 – 15 homes within the SBD. The terms of these grants would be identical to those in place with the existing program.

The OECD does not currently offer a financial assistance program designated for commercial façade improvements. As mentioned, there is a façade improvement program overseen by the KLDC but this program is not targeted for the Stockade Business Improvement District. With \$300,000 in DRI monies, the OECD would award grants of as much as \$20,000 to each applying building owner. Under this budget allocation, at least 15 commercial facades could be funded as part of a commercial business owner's broader exterior renovation project. Like the residential rehabilitation program, applicants would need to contribute a minimum of 25% of the total cost of their exterior renovation project in order to be eligible for support from the OECD.

KLDC: Micro Enterprise Loan Program

The KLDC was incorporated in 1994 and has since managed various kinds of micro enterprise loan programs. KLDC is managed by 11 board members including Steven T. Noble, President; John H. Dwyer, Sr., Vice President; B.A. Feeney, III, Treasurer; Bradley Jordan, Secretary; Richard B. Mathews; Albert Teetsel; Glenn R. Fitzgerald; Andi Turco-Levin; William

F. Berardi; Hayes Clement; and Tammara Taylor. In addition, the KLDC is supported by an Executive Director and Portfolio Manager. Governed by its own bylaws, the board holds complete discretion over the financial awards it makes to Kingston businesses.

KLDC manages \$1.275 million in revolving loan programs that include funds for micro-entrepreneurship, façade improvement, and gap financing. Currently, KLDC makes an annual allocation of \$75,000 for its micro-entrepreneurship program. The purpose of the program is to provide seed capital for small businesses that cannot ordinarily access financing through traditional financial institutions or meet credit scoring models worth of consideration.

Each applicant may receive a maximum loan of \$7,500. The monies may be used for a variety of purposes including working capital as well as the purchase of fixed assets including equipment and real estate. KLDC does not require applicants to provide any matching equity for the project for which they are seeking the loan. Loans can be collateralized with land and building; machinery and equipment; furniture and fixtures; and personal residence. However, KLDC reserves the right to forego requiring collateral from the applicant. Over the last three years, there have been no defaults of KLDC’s microloans.

With DRI monies, KLDC can capitalize the micro-enterprise loan program with \$50,000 aimed at providing loans to SBD businesses seeking to improve the places of their business. These funds would be used for interior renovations, machinery/equipment, working capital, rent subsidies, soft costs and signage. With loans capped at \$7,500, as is done with the existing program, the program could help support at least six business owners.

Local and Regional Strategies

DRI Strategies	Mid-Hudson REDC Strategies
<ul style="list-style-type: none">› Maintain or upgrade infrastructure and buildings to support additional growth.› Promote homeownership for low- and moderate-income households through programs such as revolving loan funds, private activity bonds, land banks, and community land trusts.› Continue to provide and foster incubator businesses and cooperative enterprises such as the Kingston Food Exchange.	<ul style="list-style-type: none">› Promote entrepreneurship, start-ups, and small businesses through a variety of measures that will make it easier to access public- and private-sector resources for access to capital, workforce training, and business and technical consulting.› Foster housing investment to attract jobs to the region, create construction jobs, and support the overall health› Support the revitalization of our urban centers as engines of regional prosperity.

Public Support

A recurring concern voiced during the public engagement process has been the affordability of housing as well as commercial space. Currently, residents seeking financial assistance for the rehabilitation of their homes can access the City of Kingston’s two housing grant-based support programs, the Residential Rehabilitation Program (RRP) and the Emergency Repair Program (ERP). From the KLDC, businesses may see support in the form of loans for gap financing, micro-enterprise development, and façade improvement. However, none of these programs are funded at levels that can meet the rehabilitation needs of all the city’s property owners. As such, there is wide support for programs that help offset the costs of rehabilitation so that current property owners may remain in place.

Anticipated Revitalization Benefits

The short-term benefit of this project is that distressed property conditions in the SBD could be ameliorated through the provision of financial assistance to property owners. The mid-term benefit of the project is that the restoration of buildings helps to increase their productivity and value, thereby improving the overall economic performance of the area while also providing a better experience for residents, consumer, and visitors. The long-term impact is that the physical restoration of buildings helps to attract increased development activity, thereby enabling underutilized or vacant areas to be redeveloped and improving the overall social and economic fabric of the area.

Timeframe for Implementation and Project Readiness

The table below presents the general timeline for the administration of the project funds. Prior to the commencement of the project timeline, the City must formalize an administrative plan for governing the three programs in accordance with DRI guidelines.

Project Stage	Timeframe
Administratively expand the funds to include new sources	1 months
Allocate funds to residential and business owners	3 months
Supervise rehabilitation efforts	8 months
TOTAL TIMEFRAME	12 months

Project Budget

The majority of the \$600,000 in requested funds would be used for direct financial support. However, 10% of the requested amount would be allocated to marketing the initiatives to prospective business owners and businesses. The administrative burden for managing these funds would continue to fall upon the City of Kingston's Office of Economic and Community Development and the Kingston Local Development Corporation. Since these entities already exist and are fully operational, a considerable increase in soft administrative costs is not expected with this program.

Program Type	Amount to Fund	Office to Fund
Residential Rehabilitation Program	\$ 225,000	OECD
Façade Improvements Grants	\$ 300,000	OECD
Microenterprise Loans	\$ 50,000	KLDC
Marketing for Above Programs	\$ 25,000	OECD
DRI FUNDING REQUEST	\$ 600,000	

Organizational Structure/Responsible Parties

As noted above, the entity in charge of the residential rehabilitation and façade improvement programs will be OECD. The entity in charge of the micro-enterprise loan funds will be the KLDC. No changes in staffing or hiring of outside consultants will be required to administer the programs.

The City is reviewing the terms outlined in the Administrative Plan Template and will ensure that the organizational structure of the City and KLDC is well positioned to shoulder the responsibilities outlined for the areas of Program Development, Project Development, Construction Management, and Financial Management. No barriers to achieving the requirements of the administrative plan have so far been identified.

Project Reporting

The City of Kingston will monitor the effectiveness of both programs by evaluating their impact on building performance, especially with regard to code compliance. Evaluation will occur in the form of direct site visits to ensure that work has been done in accordance with the terms of the grant and loan. However, OECD and KLDC will also assess the adherence of program implementation to DRI guidelines and project goals. Specifically, the City's agencies will evaluate the number of buildings that have been improved as a result of the project monies and the degree to which these improvements have realized the DRI goals as well as REDC strategies. This evaluation will occur at the project's midpoint (six months after project launch), at the project's conclusion (twelve months after project launch) and also again six months after the project's conclusion.

Already, the OECD and KLDC carefully monitor the performance of their existing programs. Recipients of housing rehabilitation monies are required to submit status reports at least twice throughout the program year, once half-way and once at close-out, unless otherwise stipulated at the time of contract execution. If the recipient is new to the program, OECD requests more frequent, usually quarterly, reporting to ensure progress is moving along as planned and contracted. OECD typically visits each site at least once during the year and more often if they are new to the program or if they have had any issues or difficulties in a past year. When recipients submit reimbursement requests, OECD typically inquires about the project status. Additionally, Kingston is required under federal grant requirements to perform annual audits that include review of all grant funds for financial and programmatic compliance.

KLDC staff and its finance committee carefully review the expenditures associated with each loan and meet monthly to review the status of all loans and the performance the borrowers. In addition, they will perform site visits, require loan recipients to document project milestones, and prepare semi-annual status reports.

Other Projects for Future Consideration

During the DRI process, other projects were identified for the SBD that were either not fundable under the terms of the DRI program or not ready to move forward within the timeframes of the program. While these projects are not being submitted as part of the DRI funding request, they remain a need and a priority with in the SBD and the City.

Kingston Community Land Trust

The Kingston Land Trust will begin in February 2018 to launch a subsidiary Community Land Trust (CLT) program to provide permanently affordable housing in Kingston. Funds have been allocated to work with a CLT consultant to prepare for launch by the end of 2018. The initial steps will be to lay out an operations and work plan to establish a community land trust entity that is uniquely suited to Kingston's needs. Regional consultants and community groups may also be brought on to provide professional insight or local context.

In addition to working with the consultant, the CLT will form a public Community Land Trust Working Group that will coordinate an information-gathering process. The CLT Working Group will be led by the Kingston Land Trust Executive Director and appointed board member(s). They will ultimately be tasked with identifying potential community board members and staff for the launch of the CLT. The future CLT community board (which will include members of the Kingston Land Trust board and will be overseen by the Kingston Land Trust Executive Director) will then establish the initial model and structure of the CLT, based on research and recommendations from the CLT Working Group.

Kingston Intermodal Facility

In 2009, a Kingston Intermodal Facility Site Location and Conceptual Design Analysis was completed to examine potential sites for an intermodal facility in the City. Based on the analysis completed, a single site and preferred plan were recommended for a facility that would serve regional and local transit operators, including Kingston CitiBus, Ulster County Area Transit, and Adirondack-Pine Hill Trailways. The report outlines facility requirements to increase public transit usage, access, and capacity, including features such as more bus slips, additional parking, a taxi waiting area and dedicated bicycle and zip car parking. The site selected for preferred development is the existing Adirondack Trailways terminal and adjacent properties. To create the intermodal facility, this project would require acquisition of adjacent properties when they are available as well as upgrades to the existing terminal. This project would address some of the difficulties facing the public transportation system in Ulster County, particularly the complexity that arises from multiple providers over the large geographic service area.

WiFi

The City is interested in a Public WiFi system in the SBD to allow business owners, residents and tourists alike to benefit from on-demand access to information. The City is in the process of upgrading light poles to LED, and has researched a variety of Smart technologies which would allow the City either during their light pole replacement to create a network of public WiFi access points in the district or to develop public WiFi access points within the SBD through other mechanisms or programs.

Affordable Housing and Community Development

RUPCO, Inc., originally named the Rural Ulster Preservation Company, was formed in 1981. Over the years, RUPCO has grown to become the region's leading provider of, and advocate for, quality, affordable housing and community development programs aimed to provide opportunity and revitalize communities. A 501-c-3 nonprofit agency with headquarters located within the Kingston SBD DRI area for 36 years, RUPCO has led the region in creating and maintaining quality, sustainable housing and rental opportunities, inspiring understanding and acceptance of affordable housing initiatives, fostering community development and revitalization, and providing opportunity to people to improve their living standards. RUPCO is led by a dedicated and diverse volunteer board of directors and advisory council who, in combination with a team of sixty committed, long-standing employees and works as a partner with city leadership.

Within the City of Kingston, RUPCO currently has two projects underway in the Midtown district that complement the DRI goals identified for the SBD. The first is Energy Square, located at 20 Cedar Street, which would include 57 units of affordable apartments with 10,000 square feet of civic space for the Center for Creative Education. The second is the Metro, located at 2 South Prospect Avenue. This project seeks to take a vacant office building and adaptively reuse the building through historic preservation to provide creating/manufacturing opportunities. The site will also convert underutilized factory space into two TV/film sound stages, post-production studio and film industry job training center, and seven "Maker's Spaces" for light industrial/artistic endeavors. It is anticipated to create 57 jobs during construction, 10-12 permanent jobs upon opening, and 581 indirect permanent positions.