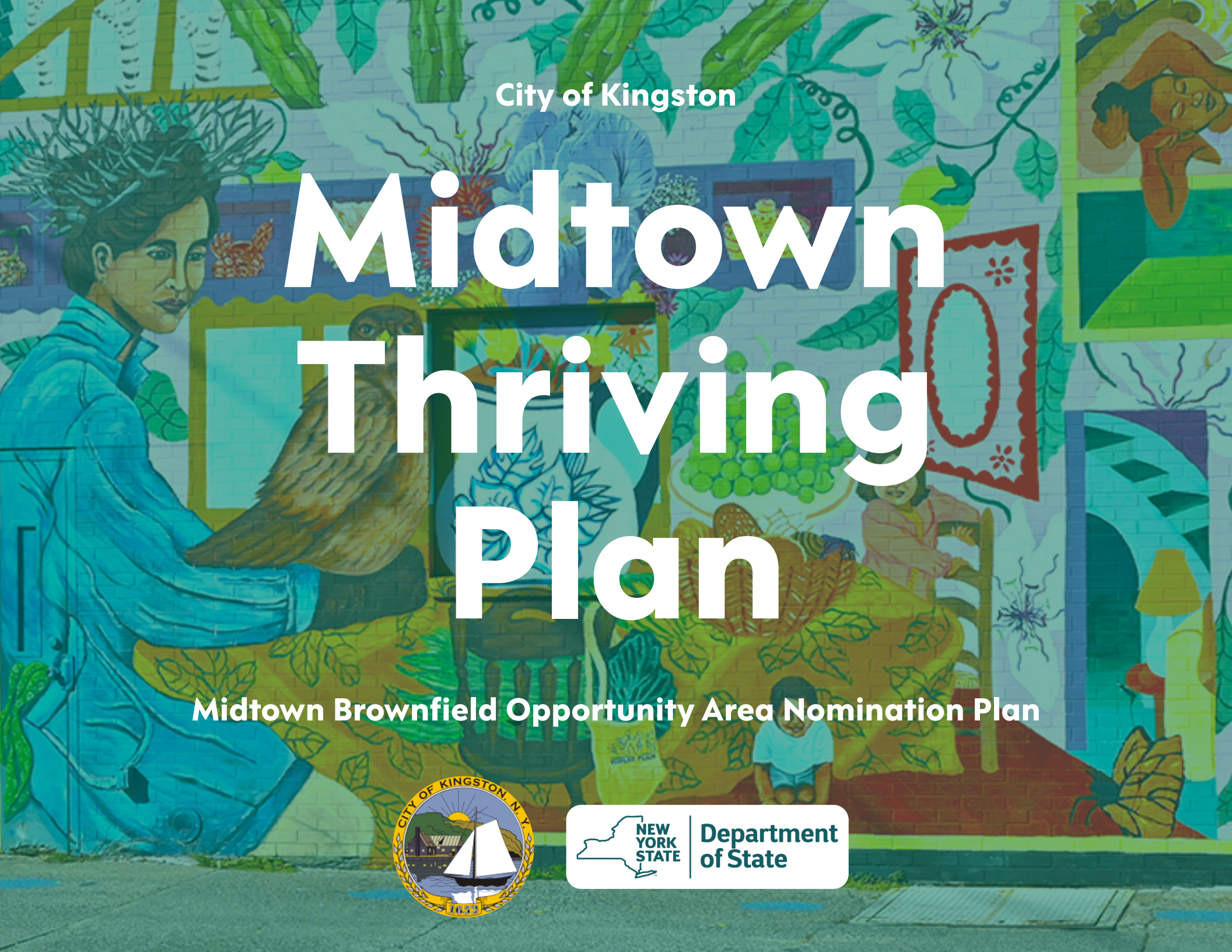

City of Kingston

Midtown Thriving Plan

Midtown Brownfield Opportunity Area Nomination Plan

NEW YORK STATE | Department of State

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Complete List of Community Partners and Project Roles

Steering Committee

The committee met on a regular basis for the first year of the project and then afterwards on an as-needed basis. The committee met regularly, shared updates about the neighborhood and relevant happenings, guided the community and stakeholder participation plan, workshopped the community vision, helped with outreach, and offered guidance and technical assistance.

Amanda LaValle, Deputy County Executive, Ulster County

Chris Silva, Executive Director, Ulster County Performing Arts Center

Dan Whalen, Executive Director, Boys and Girls Club

Drew Andrews, Executive Director, Center for Creative Education

Erica Brown, Community Engagement Coordinator, Radio Kingston

Jeanne Edwards, Alderwoman Ward 4, Kingston City Council

Jillian Pacheco, Community Program Lean, Community Hub Space

Kristen Wilson, Deputy Director of Planning for Ulster County, Ulster County

Lisa Barnard Kelley, Executive Director, Midtown Kingston Arts District (MAD)

Lorne Norton, Real Estate Development, RUPCO `

Manuel Blas, Head of Spanish Committee, Midtown Business Alliance

Micah, Goodworks Institute

Robert Leibowitz, Principal Planner, Ulster County

Weston Minissali, TapRoot CLT

Community Organizations and Stakeholders

The following community organizations and stakeholders gave input or were otherwise involved in the planning process. Organizations and the communities they serve represented in the planning process through on the steering committee, interviews, or other participation in community engagement events.

ArtPort Kingston

Boys and Girls Club of Kingston

Broadway Bubble, the Community Hub Space, Midtown Rising

Center for Creative Education

Goodworks Institute

Harambe

Kingston Library

Mid-Hudson Energy Transition

Midtown Business Alliance

Midtown Kingston Arts District

Place Corps Kingston

Radio Kingston

RUPCO

TapRoot CLT

Tilda's Kitchen

Ulster Immigrant Defense Network

Complete List of Community Partners and Project Roles

Recommendations Working Group

Members of the steering committee, credible messengers, county staff, and other community leaders came together for two half-day sessions to develop a list of policy recommendations based on key findings from the neighborhood analysis and community engagement.

Members of the steering committee, credible messengers, county staff, and other community leaders came together for two half-day sessions to develop a list of policy recommendations based on key findings from the neighborhood analysis and community engagement.

Chris Hewitt, Business Owner, Tilda's Kitchen

Elizabeth Baker, Business Owner, We Got the Juice

Erica Brown, Community Engagement Coordinator, Radio Kingston

Jillian Pacheco, Community Program Lean, Community Hub Space

Joshua Stratton-Rayner, Deputy Director of Economic Development, Ulster County

Kristen Wilson, Deputy Director of Planning for Ulster County, Ulster County

Lisa Barnard Kelley, Executive Director, Midtown Kingston Arts District (MAD)

Ravin Williams, Fellowship Community Engagement & Professional Development Manager, Place Corps Kingston

Shataya McComb, Champion Player and Mentor, Kingston Boys and Girls Club

Susanne Callahan, Vice President, Planning & Community Engagement, Pine Street Family Health Center

Weston Minissali, TapRoot CLT

Credible Messengers

The credible messengers are people with deep ties to their fellow community members. They helped to design and implement the public survey, organize events, and set up input stations at events in Midtown.

Adel Bolon

Chris Hewitt (Organizational Partner)

Erica Brown

J.D Alvarez

Marta Sub

Ravin Williams

Sebastian Pilliterri

Shataya McComb

Sion Mitrany

Executive Summary



Project Overview

Purpose

The Midtown Thriving Brownfield Opportunity Area (BOA) Study is a neighborhood plan for Midtown Kingston, NY. The project was funded by a grant from the New York Department of State. The New York State BOA Program is designed to support the revitalization of areas with a concentration of brownfields, to support the cleanup and redevelopment of brownfield sites, and to ensure future investment and development are aligned with community priorities.

This document will serve as the Midtown Kingston Neighborhood Strategic Plan. It establishes a community vision and strategic priorities to guide future policy, planning, and investment decisions. The vision and recommendations in the plan were developed with input from a diverse representation of community members and stakeholders and are intended to serve as benchmarks to assess how effectively future decisions meet the needs and priorities of local residents.

The BOA Program is designed to support the revitalization of areas with a concentration of brownfields… and to facilitate future investment and development are aligned with community priorities.

The BOA study also identified strategic sites in Midtown Kingston, which were selected for redevelopment through a methodological review of current and historical land use, environmental assessments and contamination history, zoning, ownership, and other critical characteristics of all parcels within the BOA. Redevelopment concepts, consistent with the community vision, aim to bring new housing, jobs, open spaces, and services to the neighborhood while addressing the environmental legacies of Midtown Kingston's industrial past. All aspects of planning, from site selection through recommendations, involved collaboration with community members, city officials, local organizations, and many other stakeholders.

Brownfields

As defined by NYS Environmental Conservation Law Section 27-1405, "a brownfield site" or "site" shall mean any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a BOA nomination or plan, the term "brownfield site" as defined in Section 27-1405 will be qualified by using "suspected" to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as "brownfields" throughout this BOA plan.

In sum, this plan is both a visionary statement and a practical roadmap—one that seeks to reverse the adverse impacts of brownfields on land and people, promote equitable economic opportunity, and strengthen the wellbeing of all who live and work in Midtown.

Project Overview

Why Midtown?

Midtown Kingston contains the highest number of known and suspected brownfields in Ulster County. Brownfields in Midtown are the former sites of industry and manufacturing that once fueled Kingston's economy. By the late 1800s, Midtown had become a hub of production, supported by the railroads that transported goods in and out of the neighborhood. Historic fire insurance maps from the late 1800s and 1950s reveal the neighborhood's industrial past: foundries, gasworks, machine shops, factories, lumber and coal yards, textile mills, and auto repair facilities. Manufacturing expanded through both World Wars, but as industries declined and the region's economy changed in the second half of the 20th century, Midtown was left with a scattering of vacant and potentially contaminated sites, as well as underutilized sites.

Recognizing both the environmental and social impacts of this legacy, Ulster County included Midtown Kingston as one of five focus areas in its 2019 Brownfield Opportunity Area Pre-Nomination Plan, which reviewed brownfields and underutilized sites across the county. Following the Pre-Nomination Plan, Midtown was a clear candidate for the BOA program based on its concentration of underutilized sites and potential brownfields, existing transportation infrastructure, the Midtown Arts District, the Kingston Greenline trails, and diverse community assets alongside challenges of socioeconomic distress. Accordingly, Ulster County and the City of Kingston identified Midtown as a priority area for the BOA program.

Study Area

The BOA area is 471 acres and includes the length of Broadway between the roundabout at Albany Avenue to Delaware Avenue. North of Broadway, the area extends up Oneil Street to Foxhall Avenue and along Hasbrouck Avenue. South of Broadway the BOA goes to Pine Street, and then along Pine Grove Avenue.

Midtown is geographically located between the city's other primary neighborhoods: Uptown Stockade Area (Uptown) and the Downtown Waterfront Area (the Rondout).

Today Midtown is one of the most densely populated neighborhoods in the county and one of the more racially and ethnically diverse areas in the City of Kingston.

Midtown is bisected by a freight line along which there is some manufacturing activity. The neighborhood is primarily composed of single- and two-family homes but also includes a mixture of businesses, cultural assets, social and nonprofit organizations, and public and private institutions.


2019 Prenomination Study Area
2025 Midtown Thriving BOA
Albany Ave
Pine St
Prospect St
Greenkill Ave
BROADWAY
Oneil St
Cornell St
Grand St
Foxhall Ave
Hasbrouck Ave
0
0.5
1
Miles

Public Participation

Engagement Process and Key Outcomes

Over an 18-month period, the project team engaged hundreds of residents and stakeholders through surveys, workshops, focus groups, interviews, and creative public events. Approximately 250 residents subscribed to receive updates and emails through the EngageKingston platform. Recognizing that traditional public meetings often fail to capture the full range of community voices, the team also partnered with community liaisons—known as credible messengers—to facilitate dialogue and increase representation. The project team also facilitated a public survey, gathering input from 342 respondents (over 1,300 total written comments).

Steering committee members—representing organizations such as Midtown Arts District, Center for Creative Education, Radio Kingston, TapRoot Community Land Trust, Ulster Performing Arts Center, the Boys and Girls Club, the Midtown Business Alliance, Ulster County, and others—helped guide outreach and review findings. Public engagement was conducted in collaboration with the national nonprofit organization Full Frame Initiative (FFI), using FFI's Wellbeing framework to design the survey questions and assess potential impacts of new development on the wellbeing of local communities.

Community Vision

A key outcome of the public engagement process is the vision for Midtown Kingston, which emerged through a deep and sustained process of community collaboration involving residents, credible messengers, and the project steering committee.

Midtown Kingston is a diverse and welcoming place where all residents can thrive. Income is not a barrier to accessing safe and stable housing, fresh and healthy food, open space and nature, and opportunities for social connection.

The economy in Midtown is made up of locally owned businesses where employees earn living wages. People of all ages, incomes, and abilities have ample options for affordable and accessible housing and transportation. Midtown is a close-knit, walkable community with seamless connectivity and ease of movement to and from services, resources, and favorite places.

Youth, who are the future of the community, feel hopeful and are engaged with their fellow residents and with activities they love. They are empowered by abundant and enriching resources to learn, to be creative, to play, and to proactively shape their futures. Seniors are valued and cared for and have opportunities to connect with their community.

The residents of Midtown feel a strong connection to place and a sense of belonging. Neighborhood improvements and investments are designed to benefit existing and future residents. New spaces are designed to be adaptable to meet current and future needs. People who have been displaced due to affordability challenges are able to return to their communities. Land and people are protected from harm. Decisions about land and development have future generations in mind.

Neighborhood Conditions and Community Priorities

Socioeconomic and Demographic Trends

Affordability, especially for housing, emerged as the most pressing issue in Midtown as identified by survey respondents and data. Both data and community input point to a sharp rise in rents and home sale prices. Affordability challenges are further exacerbated by costs associated with maintaining older homes, as most homes in Midtown were built before 1940.

From 2013 to 2023, the neighborhood experienced demographic and economic shifts: an increase in higher-income households and decrease in lower-income households; a decrease in the overall number of households; higher educational attainment; decreases in racial and ethnic diversity in some parts of the neighborhood; a growth in the senior population, and others. These changes indicate a trend of gentrification throughout the neighborhood, which is defined as an influx of new residences and businesses with higher financial capital than legacy residents and businesses. Gentrification often results in displacement as rising prices mean long-term residents and businesses are no longer able to afford to stay in their neighborhood. Community members across demographic groups indicated that gentrification and displacement are top concerns.



Residential Homes on Henry Street.

Affordabilty for housing and commercial spaces was the most pressing issue in Midtown as identified by survey. respondents and data.

Physical Conditions

The built environment in Midtown is characterized by small-scale residential areas to the north and south of Broadway, the main commercial corridor and thoroughfare. Twenty-seven acres of the BOA area consist of vacant lots or surface parking and only about one percent of the land area in the study area is dedicated park space, far below the citywide average (approximately 9% as of 2024). Residents repeatedly described Midtown as an area lacking parks and called for more open space, playgrounds, community gardens, and playing fields. The rail trail was identified as an asset that would benefit from additional activation at key nodes. Others emphasized the need for green infrastructure and more trees to reduce heat and stormwater impacts. Indeed, Midtown has some of the highest surface temperatures in Ulster County due to limited vegetation and extensive impermeable surfaces.

Broadway has seen extensive improvements in recent years with a new bike lane and traffic calming measures. There has been a notable decline in crashes along the corridor. Still, residents pointed to lingering safety concerns and offered suggestions for how to improve the roadway.

Neighborhood Conditions and Community Priorities

Community Assets and Insights

The neighborhood's diversity, relative affordability, creative energy, bikeability and walkability, and sense of home are highly valued by residents. Many expressed pride in neighborhood organizations, businesses, and third places like the YMCA, People's Place, Tilda's, DRAW, the Center for Creative Education, Ulster Performing Arts Center, the Broadway Bubble, the Midtown Linear Park, and Radio Kingston. Alongside these assets, participants outlined needs such as expanded youth and senior programs and spaces for creative collaboration and gathering. Many requested practical enhancements such as more pedestrian and bicycle infrastructure, more trees, public bathrooms, and intergenerational community spaces. Mental health challenges were noted repeatedly, underscoring the need for services and support in Midtown.

Participants also called for stronger representation in decision-making, particularly for historically underrepresented residents, and asked for continued transparency and follow-through from city and community organizations. Many articulated a strong desire for community ownership and other models to support local wealth-building. Community members also noted a need for more education and job-training opportunities, especially in the trades. Participants said they want to see more businesses that meet daily needs while remaining affordable. Several community members suggested a food hall, shared kitchen, or small business incubator to help entrepreneurs start and grow enterprises locally, while acknowledging potential barriers to entrepreneurship, such as limited affordable commercial space and access to capital. Finally, residents emphasized the need for improved access to quality and affordable food, open space, and low-cost recreational activities.

Trends in Industry and Commerce

The City of Kingston has seen growth in hospitality and services sectors and a loss of jobs in education and healthcare sectors. Job growth in the city has been led by construction, accommodation and food service, and public administration. Growth in hospitality and service sectors is accompanied by a strong demand for retail and commercial space citywide as demonstrated by low commercial vacancy rates and high capitalization (cap) rates. From the community perspective, there are concerns about business displacement due to rising commercial rents.



The Ulster Peforming Arts Center first opened in 1927 and is listed on the National Register of Historic Places.

Analysis and Identification of Strategic Sites

Brownfields and Environmental Concerns

Identification of sites with known or potential environmental issues was a key factor in identifying strategic sites for redevelopment in the Midtown Thriving BOA. Identifying and remediating environmental contamination can lead to community health benefits, such as reduced rates of respiratory illnesses, cardiovascular diseases, certain cancers, and adverse birth outcomes.

The BOA analysis identified 177 total brownfields (known and suspected) in the study area, using records showing current and past uses, spills, bulk storages facilities, and other indicators of potential contamination. Of these, 15 have had some level of environmental assessment, with four of them in the DEC superfund program and three in the Brownfield Cleanup Program (BCP). Some of those uses on the 177 sites are associated with potential for environmental contamination, such as factories, auto repair and fueling stations, and dry cleaners, but it is possible that these uses did not result in contamination. Therefore, the majority of the potential brownfields require additional investigation to determine level of contamination.

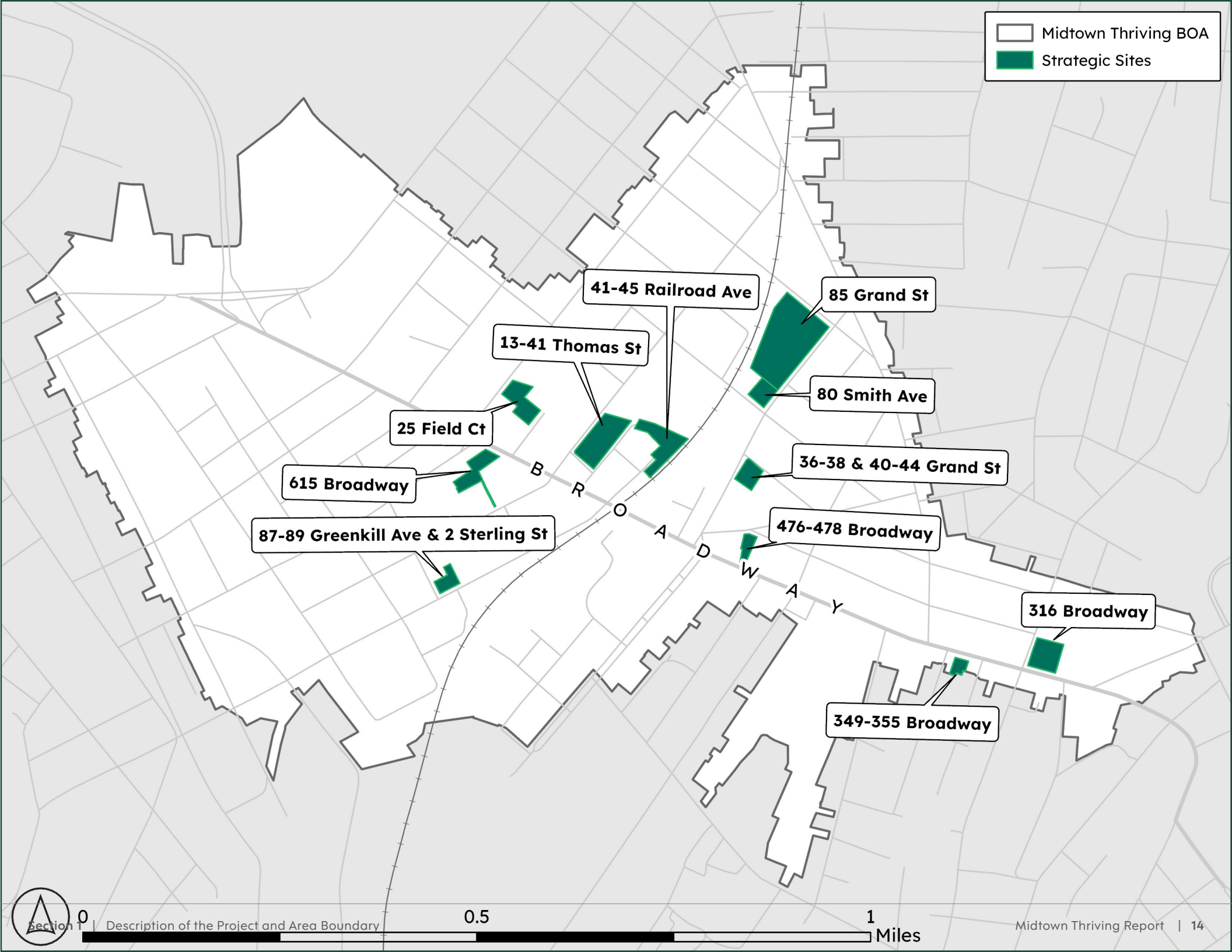
Strategic Site Selection

A core element of the BOA program is the identification of strategic sites that can catalyze development in alignment with community priorities. In the Midtown BOA, 11 sites were selected based on their potential to advance the plan's vision and goals and to facilitate environmental cleanup.

The strategic sites include parking lots and other vacant and underutilized parcels. Several of the sites are known or suspected brownfields. All strategic sites are easily accessed by existing infrastructure and served by water and sewer. They are within walking distance of Broadway bus routes, non-vehicular transportation amenities like the Midtown Linear Park and the Empire State Trail, and a variety of services, public institutions, and cultural destinations.



Strategic Site at 615 Broadway


Midtown Thriving BOA
Strategic Sites
41-45 Railroad Ave
85 Grand St
13-41 Thomas St
80 Smith Ave
25 Field Ct
36-38 & 40-44 Grand St
615 Broadway
BROADWAY
87-89 Greenkill Ave & 2 Sterling St
476-478 Broadway
316 Broadway
349-355 Broadway
0
0.5
1
Miles

Analysis and Identification of Strategic Sites

Strategic Site Selection

Strategic Sites	Ownership	Size (Acres)	Current Use	Former Use(s)	Potential Contamination
316 Broadway (10-16 East Chester Street)	Private	0.86	Pharmacy	Gas/service station, dry cleaner, vehicle storage/service	In the DEC Voluntary Cleanup Program, classified as N. The following contaminants were found on the site: ethylbenzene, trichloroethene (TCE), tetrachloroethene (PCE), benzene, toluene, and xylene. Remediation is complete, and an easement restricts use to commercial and industrial.
349-355 Broadway	Public	0.2	Parking lot	Apartments ("flats")	None known
476-478 Broadway	Public	0.3	Parking lot	Restaurant	None known
615 Broadway	Public	0.78	Vacant	Hotel and produce warehouse	In Brownfield Cleanup Program (BCP) and is classified as active. In a Phase 2 for the site the following materials were found: waste from industrial process such as welding, smelting, and burning of fossil fuels, selenium in the water, chlorinated solvents, SVOCs, and metals.
25 Field Court	Public	0.83	Vacant with structure	Tire shop, welding and lawnmower repair shop, auto repair shop, offices	The site is currently classified as a Class II Inactive Hazardous Waste Site under New York State's Superfund Program, DEC Registry of Inactive Hazardous Waste Disposal Sites Site code #356055. Known volatile organic compounds in the soil, groundwater, and soil vapor are of particular concern, including PCE ,TCE and Cis-1.2 DC.
40-44 Grant Street & 36-38 Grand Street	Private	.5 (.23 and .27)	Parking lot	Riveting and electric shop	A Phase I ESA is recommended based on the historic use of the site.
85 Grand Street	Private	3.96	Moving vans, storage, vacant	Automotive, refrigeration manufacturing, electrical	in DEC Voluntary Cleanup Program, classified as N. The site is also on the DEC bulk storage sites list. In a Phase 2 ESA contaminants were found. The site is subject to an environmental easement and may be used for commercial and industrial uses. The Controlled Property shall not be used for Residential or Restricted Residential purposes
87-89 Greenkill Avenue & 2-8 Sterling Street	Private	.37 combined (.17 and .2)	Parking lot	Residences	None known
41-45 Railroad Avenue	Private	1.14	Parking lot	Hotel and dining hall	A Phase 1 is recommended and a search for underground fuel tank
80 Smith Avenue	Private	0.46	Art Installations	Drive-through bank	None known
13-41 Thomas Street	Public	1.47	Parking lot	Lumber and coal yard, auto truck shed	A Phase 2 is recommended for the site based on its past use as a coal yard.

Analysis and Identification of Strategic Sites

Strategic Site Selection

Under Kingston's new zoning code, these sites have the potential to support significant new residential, commercial space, or light industrial space. Sites have the capacity to host affordable housing, community centers, or small business spaces, and could integrate green infrastructure and public amenities. Community members identified the following as amenities that would improve neighborhood quality of life:

- Housing that is affordable to local residents
- Community space for senior and youth programs
- Grocery store
- Open spaces and green spaces (including playground, fitness equipment, pocket parks, nature spaces, etc.)
- Affordable commercial spaces
- Mental health and other services
- Indoor markets with low-cost retail space
- Community gardens and greenhouses
- Innovation district for startups and business incubators
- Indoor recreation such as ice rink, roller rink, bowling alley
- Amphitheater, pavilion or other performance space
- Multipurpose and multi-disciplinary arts space
- Clothing retail
- Farmer's market
- Commercial kitchen
- Sculpture Park
- Publicly accessible sport courts (basketball, pickleball, etc.)
- Swimming pool/splash pad
- Hardware store
- Movie theater
- Public restrooms
- Community-owned businesses and housing
- International district
- Food trucks
- Repair cafe



Multifamily structure under construction on Cornell Street

Midtown Kingston Neighborhood Strategic Plan

In addition to the strategic site development concepts, the Midtown Thriving process led to the creation of the Midtown Kingston Neighborhood Strategic Plan. The plan is meant to guide future planning, policy, governance, growth and investment for the Midtown neighborhood. The plan translates the findings and the community vision outlined above into a set of goals and actionable recommendations. Developed in collaboration with the community, these recommendations include both place-specific and infrastructural improvements as well as broader policy and programmatic initiatives.

The following table is a summary of the goals and recommendations. The full report includes a detailed description of each recommendation and related implementation strategies.

	Level of Action	Expected Timeline	Type	Champion
Goal 1: Increase representation, dialogue, trust, collaboration, and civic engagement in Midtown and citywide. Ensure planning projects and policies reflect the needs, values, and priorities of the people they will impact, and that these efforts, including this BOA plan, are implemented.				
1.1 Assign an Implementation Lead for the Midtown Thriving Plan	Midtown	Immediate and ongoing	Policy/program	City of Kingston
1.2 Pilot New Civic Engagement Strategy in Midtown	Midtown and Citywide	Short-term and ongoing	Policy/program	City of Kingston
Goal 2: Strengthen the community's agency to determine its own future and influence development outcomes.				
2.1 Make efforts to support cooperative and community ownership	Midtown and Citywide	Short-term and ongoing	Policy/program	City of Kingston & Ulster County
2.2 Consider public purchase options of housing that comes on the market	Citywide	Long-term	Policy/program	City of Kingston
2.3 Consider implementing a Local Hire Initiative Program	Midtown, Citywide and Countywide	Short-term and ongoing	Policy/program	City of Kingston & Ulster County
Goal 3: With the purpose of revitalizing in an inclusive manner that is reflective of the diverse communities in Midtown and their histories, foster a deeper sense of belonging, uplift community identity, and nurture cross-cultural understanding in Midtown. Prioritize representation of communities who have experienced systemic marginalization.				
3.1 Continue to bring public awareness to the legacies and histories of Midtown's diverse communities	Midtown	Short-term and ongoing	Policy/program	City of Kingston
3.2 Assess the potential benefits of state and national historic designation of Midtown	Midtown	Long-term and ongoing	Policy/program	City of Kingston
3.3 Continue to have Kingston Arts and Culture Department and Midtown Arts District play a central role in advancing strategies 3.1 and 3.2.	Midtown	Short-term and ongoing	Policy/program	City of Kingston
3.4 Consider increasing funding opportunities that support the creation and retention of minority-owned businesses and third spaces	Midtown	Medium-term and ongoing	Policy/program	City of Kingston

Midtown Kingston Neighborhood Strategic Plan

	Level of Action	Expected Timeline	Type	Champion
Goal 4: Create housing that is stable and affordable for local residents.				
4.1 Continue to leverage public land and resources to advance housing solutions that are not being provided by the market	Midtown and City	Medium-term and ongoing	Policy/program	City of Kingston
4.2 Continue to evaluate and support tenant protections	Midtown and City	Immediate and ongoing	Policy/program	City of Kingston
4.3 Explore strategies to further development projects with 100% or deep affordability	Midtown and City	Long-term and ongoing	Policy/program	City of Kingston
4.4 Deepen the mandatory inclusionary housing policy for areas of the city that have higher land values	Midtown and City	Medium-term and ongoing	Policy/program	City of Kingston
4.5 Perform an assessment of regulatory barriers that prolong development timelines or prevent desired development	Midtown and City	Medium-term	Policy/program	City of Kingston
4.6 Support efforts to establish shared community ownership of resources and infrastructure for cost savings	Midtown and City	Medium-term and ongoing	Policy/program	City of Kingston
GOAL 5: Ensure residents have access to safe and healthy housing.				
5.1 Create targeted policies that advance housing options for at-risk communities	Midtown and City	Medium-term and ongoing	Policy/program	City of Kingston
5.2 Build a coalition to create a skill-sharing and barter network	Midtown and City	Medium-term	Policy/program	Relevant Local Organizations
5.3 Assess feasibility of offering below-market revolving loans for the development of affordable housing	Midtown and City	Short-term and ongoing	Policy/program	Ulster County
GOAL 6: Expand access to capital and wealth-building opportunities for low- and moderate-income residents				
6.1 Increase local community access to real estate development and ownership opportunities	Midtown	Medium-term and ongoing	Policy/program	City of Kingston
6.2 Ensure middle-income households do not fall through cracks of existing programs by expanding eligibility criteria when possible, under funding guidelines	City and County	Medium-term and ongoing	Policy/program	Ulster County

Midtown Kingston Neighborhood Strategic Plan

	Level of Action	Expected Timeline	Type	Champion
GOAL 7: Increase opportunities and support for new and local businesses.				
7.1 Actively support the creation of affordable and shared commercial spaces, as well as micro-retail rentals for startups and entrepreneurs	Midtown	Short-term	Policy/program	City of Kingston
7.2 Better connect entrepreneurs and small businesses to resources, technical support, training, and low interest loans from business-focused organizations	City and County	Medium-term and ongoing	Policy/program	Ulster County
7.3 Support the creation and success of employee-owned businesses	Midtown	Short-term and ongoing	Policy/program	City of Kingston & Relevant Organizations
7.4 Expand food retail options and access to healthy, fresh, and affordable[1] produce	Midtown	Short-term and ongoing	Policy/program	City of Kingston & Relevant Organizations
GOAL 8: Increase the skill base of Midtown residents and expand access to skilled licensed workers who can offer affordable support for local projects				
8.1 Create a local collaborative investment and contracting guild.	Midtown	Medium-term	Policy/program	City of Kingston & Relevant Organizations
8.2 Expand training programs in carpentry, plumbing, electrical work, and other trades to Midtown residents	Midtown	Short-term	Policy/program	Ulster County, BOCES &SUNY Ulster
8.3 Increase awareness and use of the existing tool library at the Kingston Library	Midtown and City	Short-term and ongoing	Policy/program	City of Kingston and Kingston Library
GOAL 9: Increase food access through education, community agency, and social connectivity.				
9.1: Increase access to community gardens	Midtown and City	Short-term and ongoing	Policy/program	City of Kingston
9.2: Support Grow Well Kingston by convening existing partners (Kingston Land Trust, YMCA Farm Project, George Washington Elementary School, Rondout Gardens, and others)	Midtown and City	Short-term and ongoing	Policy/program	City of Kingston & Relevant Organizations
9.3: Share the results of its Kingston Food Systems Plan and Grow Kingston Community Garden Maps with social service providers and the public through trusted and well-positioned community organizations	Midtown and City	Short-term and ongoing	Policy/program	City of Kingston

[1] The industry standard for housing that is affordable is when a household spends no more than 30% on their income on monthly housing costs.

Midtown Kingston Neighborhood Strategic Plan

	Level of Action	Expected Timeline	Type	Champion
GOAL 10: Expand youth, senior, and intergenerational programming and opportunities in the Midtown neighborhood.				
10.1 Create and support engaging opportunities for youth	Midtown and City	Short-term and ongoing	Policy/program	City of Kingston
10.2. Invest in youth leadership and work to embed young people in democratic governance	Midtown and City	Mid-term and ongoing	Policy/program	City of Kingston
GOAL 11: Improve pedestrian, cyclist, and motorist safety along the Broadway corridor and throughout the BOA.				
11.1 Continue to work to increase safety and reduce crash incidents	Midtown	Short-term and ongoing	Place-based and Policy	City of Kingston
11.2 Study how to meet parking needs on streets adjacent to Broadway	Midtown	Short-term	Place-based	City of Kingston
11.3 Create alternative bicycle routes (“bicycle boulevards”) on Midtown side streets	Midtown	Short-term	Place-based	City of Kingston
11. 4 For all Broadway corridor modifications, continue to engage business owners and residents in any street design planning process	Midtown	Short-term and ongoing	Place-based	City of Kingston
GOAL 12: Increase access to parks and open space and establish healthy environmental conditions in Midtown.				
12.1 Increase access to parks and open space and establish healthy environmental conditions in Midtown	Midtown	Medium-term	Place-based	City of Kingston
12.2 Create a Heat Management Plan focusing on Midtown	Midtown	Medium-term	Place-based and Policy	City of Kingston
12.3 Adopt policies that increase tree cover and reduce impermeable surfaces in Midtown and citywide	Midtown and City	Medium-term	Place-based and Policy	City of Kingston
12.4 Require native plantings in all publicly supported or managed projects	Midtown	Short-term	Place-based and Policy	City of Kingston



Strategic Site at 40-44 Grand Street

Contextualizing Brownfields in History

The area now known as the City of Kingston is the home of two groups of Algonquin Native Americans: the Lenape and the Mohicans. Many local place names, including the Esopus Creek, hold names from the tribes that inhabited this area. These people stewarded the land for an estimated 13,000 years before the Dutch landed on Turtle Island (the Native name for North America) in the 1600s. The Indigenous peoples of this region took care of the land and lived in a way that was sustainable generation after generation—cultivating crops using methods that enriched the soil, and managing forests and wildlife to support long-term ecological balance.[2, 3]

It was the bountiful nature that brought colonization to the Americas in the first place, and early Dutch traders to the Kingston area. Early colonist activities focused on taking natural resources, including hunting beavers and other animals for their pelts, clearing forests for pastures and farmland, and harvesting timber for newly built settlements. Such practices were often unsustainable, leaving ecosystems depleted. Later, with the advent of industry, extractive practices expanded to include the mining of minerals, the processing of materials, and the manufacturing of goods, often with little regard for their environmental impact.

Brownfields represent one consequence of unsustainable land use practices. In some cases, the activities that led to current contamination of land and water occurred because the environmental and health risks were not known at the time. In other cases, the potential for near-term material gain was prioritized over the long-term wellbeing of humans, animals, and other parts of the ecosystem. Consideration for future generations was not always part of the calculus of modern land use decisions.

When planning for brownfield cleanup, restoration need not be limited to the remediation of a contaminant and the redevelopment of land. Planning for brownfield cleanup invites a broader reimagining of how we live with the land, and such a plan lends an opportunity to change the lens of land use planning altogether. While this change cannot happen overnight, this plan offers recommendations that, at the very least, nudge our relationships with land and with each other toward sustainability, respect for nature, and care for generations to come.

[2] "Lenape Food and Agriculture: Sustainable Practices" LenaLingua. 2023
[3] "Forest Sanctuary Signs", The Kingston Land Trust,

Section 1

Description of the Project and Area Boundary



Section 1: Description of the Project and Area Boundary

Lead Project Sponsors

Lead Project Sponsors

The Midtown Thriving BOA Plan was funded with a New York State Department of State Brownfield Opportunity Area Program grant. The City of Kingston was the grant recipient and is the lead project sponsor for the plan. Throughout the project, the city provided guidance and support for the planning process. The city worked collaboratively with the consultant team from Hudson Valley Pattern for Progress, the project steering committee, and a team of credible messengers. These messengers are people with deep ties to their fellow community members. They were hired to help make sure the engagement efforts would be impactful and locally relevant. A summary of the role of the steering committee and the credible messengers is provided on page 5.

Section 1: Description of the Project and Area Boundary

Overview and Introduction

What is this document?

This document acts as both the Midtown Thriving Brownfield Opportunity Area (BOA) Study and the Midtown Kingston Neighborhood Strategic Plan, encompassing both state-level policy guidelines for the redevelopment of brownfields and municipal-level guidelines for local decision-making pertaining to Midtown Kingston. This project was made possible by a grant from the New York Department of State.

To create this document, the City of Kingston partnered with consultants from Hudson Valley Pattern for Progress, a regional nonprofit planning and research organization. The project team implemented a significant community engagement process and intensive technical review of land use and infrastructure, leading to a clear framework for decision-making, planning, and development for the Midtown Kingston area.

First, this document establishes a community vision for the neighborhood that will guide future policy and planning decisions and initiatives. The vision was created by and with a diverse representation of Midtown community members. This vision is an important statement of values and intentions, offering a benchmark for assessing any future policy decisions and whether such decisions meet community needs and priorities.

This document also acts as a foundational document to establish planning and investment priorities for the neighborhood. Once designated as a Brownfield Opportunity Area by the NYS Secretary of State, the neighborhood will be eligible for additional support for various planning and pre-development projects from the state to jumpstart redevelopment. Similarly, adoption of the plan by the City of Kingston as an official municipal document will commit city officials to implementing the various aspects of the plan, which includes strategies to increase equality for Midtown community members, to reverse the adverse impacts of brownfields on land and people, and to usher new economic models that promote livelihood, wellbeing, and sustainability.

Lastly and importantly, this document identifies brownfields that have potential to be developed in line with community vision and qualify for funding in support of environmental remediation. Development concepts for these strategic sites were created in collaboration with neighborhood residents, city officials, stakeholders, development experts, and government agencies.

Guide to using this plan for residents, public officials, and community organizations

Having a common language is critical for successful partnerships. Accordingly, this plan is intended to nurture a positive relationship between public officials, their constituents, and community organizations by synthesizing input, identifying aligned goals, and outlining shared priorities.

Throughout the planning process, community members involved in the creation of this document expressed concern about whether their efforts would lead to action. For those community members, it is important to remember that a planning document can serve as a mechanism to formalize accountability. Residents who find something of significance in this plan can uplift it vis-à-vis their elected representatives. Similarly, legislators can use this plan to communicate with constituents about municipal decisions by referring to the robust community-led recommendations within the body of this document.

What is a Brownfield?

This study is primarily focused on land parcels known as brownfields. New York defines a brownfield as a site with real or suspected environmental contamination. These sites have been contaminated by current or past uses, spills, leaky storage tanks, improper disposal of hazardous materials, or the migration of hazardous materials from nearby areas in the soil, water, or air. Common site uses that result in brownfields include manufacturing facilities, auto repair shops, dry cleaners, chemical processing plants, and other similar industrial places. In some cases, hazardous materials were permitted to be used because, at the time of their use, their environmental and health risks were unknown and were therefore not handled with proper care. In other cases, the responsible party was neglectful, irresponsible, or disincentivized from taking proper care. Most hazardous materials will continue to pose environmental and health risks as long as they remain on site. For this reason, cleanup is of utmost importance.

Technically, NYS Environmental Conservation Law Section 27-1405 defines a "brownfield site" as any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a Brownfield Opportunity Area (BOA) nomination or plan, the term "brownfield site" as defined in Section 27-1405 will be qualified by using "suspected" to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as "brownfields" throughout this BOA plan.

Due to the costs of cleaning up brownfield sites, they often remain vacant or underutilized and can have several negative impacts on a community including:

- **Environmental contamination**
- **Community health risks**
- **Contribute to feelings of unsafety in a neighborhood**
- **Discourage investment and reuse of the sites**
- **Remain as underutilized land when there are unmet needs in the community**

Community needs, such as housing, economic opportunities, and open space, may go unmet because of high land prices in urban areas. The repurpose and redevelopment of brownfields is a way to address these needs.

What is a Brownfield Opportunity Area?

This study is made possible by the New York State Department of State (NYS DOS) Brownfield Opportunity Area (BOA) program. The program provides resources to assist communities in the development of an area-wide plan for the redevelopment of brownfields and vacant or abandoned sites. The plan includes a community-led vision for the neighborhood; a comprehensive assessment of community needs and existing social, economic, and environmental conditions; redevelopment concepts for strategic brownfields and vacant or abandoned sites; and other action, policy and investment recommendations to support the community vision and related goals. Aligning with Smart Growth principles, the plan supports the redevelopment of vacant and underutilized sites in existing neighborhoods. The BOA also supports New York State climate policy by promoting walkable and mixed-use communities that reduce the reliance on automobiles.

A BOA is a geographic area designated by the New York State (NYS) Secretary of State. Upon designation, the BOA is eligible for certain state supports including prioritization for other State grants; analyses, plans and studies; professional services such as market studies, zoning and regulatory updates, legal and financial services, and public outreach; funding for Phase II Environmental Site Assessments; and "bump-up" credits through the Brownfield Cleanup Program.

Brownfield Cleanup Program

The Department of Environmental Conservation (DEC) Brownfield Cleanup Program (BCP) is intended to support private-sector remediation and redevelopment of brownfields to promote investment and revitalization in economically disadvantaged communities. The program was formed in response to a high number of contaminated sites in the state and the potential health, environmental, and economic harm caused by these sites. BCP program is a competitive program with eligibility requirements. The Department of Health ensures that the program elements protect human health, and the Department of Taxation and Finance administers tax credits for participating projects.

BCP tax credits incentivize and encourage private-sector cleanup of brownfield sites that are located within a designated Brownfield Opportunity Area. To qualify for the "bump-up" credits, a site must be enrolled in the BCP and its redevelopment must be consistent with the community's vision for its revitalization as set forth in the BOA plan. This incentive may cover up to 5% of eligible redevelopment costs. When the state designates a BOA at the culmination of a planning process, that designation acts as an affirmation of commitment of communities and New York State to help realize the local community's vision and goals.

What are the implications of living in a BOA?

Any urban area, especially with a history of robust industry, manufacturing, or automotive shops, is likely to have some degree of contamination in its soil or groundwater. Living in a BOA is not necessarily different from living in any other urban area. A BOA is simply a state-designated geography focused on areas with more significant presence and visible long-term impacts of these types of uses. The designation is designed to guide and support community-oriented development in such areas.

Residents of a BOA may or may not be aware that their neighborhood has this designation, just as people are not often aware that they live in other state or federally designated areas such as Opportunity Zones, Disadvantaged Communities, Environmental Justice Areas, or areas eligible for the New Markets Tax Credit Program. Designation of a BOA supports the cleanup of and reuse of brownfield sites in the neighborhood and increases an area's eligibility to receive state planning and support.

As of October 2025, there were 84 designated BOAs in New York State. The City of Kingston has an existing designated BOA in the Rondout neighborhood.

What if I own a brownfield?

The current owner of a brownfield is often not the party responsible for the contamination of the site. There are several state and federal cleanup programs that are available to assist property owners with the cleanup process on a brownfield. Properties that are accepted into the New York State Department of Environmental Conservation Brownfield Cleanup Program (DEC BCP) may be eligible for tax credits to help offset the costs of cleanup. Brownfield redevelopment projects, enrolled in the BCP program and within the designated Midtown Thriving Brownfield Opportunity Area may be eligible for an additional "bump up" tax credit if their project aligns with the vision as set forth in this plan. Projects applying for additional BOA "bump up" credits are reviewed by the DOS for how well they conform to the community vision.

Midtown Kingston has the highest number of known and suspected brownfields in Ulster County.



Strategic Site at 25 Field Court

Why Midtown Kingston?

This BOA plan is a continuation of a 2019 Ulster County countywide review of brownfields and underutilized sites with funding from the New York Department of State Brownfield Opportunity Area program. Midtown Kingston was selected as one of the five focus areas in the county based on a clustering of brownfield sites. In the county study, 270 acres in Midtown were designated as the study area based on existing transportation infrastructure, the Midtown Arts District, the (then) planned Kingston Greenline streets and trails, manufacturing and rail transportation, measures of economic distress including poverty, income, and home values, and the largest and highest concentration of underutilized properties in Ulster County.

Midtown Kingston has the highest number of known and suspected brownfields in Ulster County. These sites are former places of industry and related uses. By the late 1800s, Midtown was a hub of industry, with the new railroad and road system bringing materials and goods in and out of the neighborhood. Sanborn fire insurance maps from 1889 show various manufacturing sites, foundries, gasometers, blacksmith shops, machine shops, lumber and coal yards, and even a street called Furnace Street, which holds this name to this day.

Over the following decades, industry and technology evolved. Fire insurance maps from the 1950s show that the neighborhood continued to host various industries – textile and other factories, electro plating works, dry cleaners and numerous auto service and repair shops. Historical records show over 40 different factories in the Midtown neighborhood. Manufacturing ramped up during the two world wars, and the automobile began to dominate the land use and the form of the built environment.

Because of this history and the known brownfields in the neighborhood, Midtown Kingston was identified by Ulster County in the 2019 Prenomination Plan as an important focus for the brownfield redevelopment and as a good candidate for a Brownfield Opportunity Area study.



Image: A photo postcard showing the Kingston Post Office and Trailways Bus Terminal on Broadway in Kingston, New York. New York Heritage Digital Collections. Friends of Historic Kingston, 2020. https://nyheritage.contentdm.ocic.org/digital/collection/fhk/id/1132/rec/5

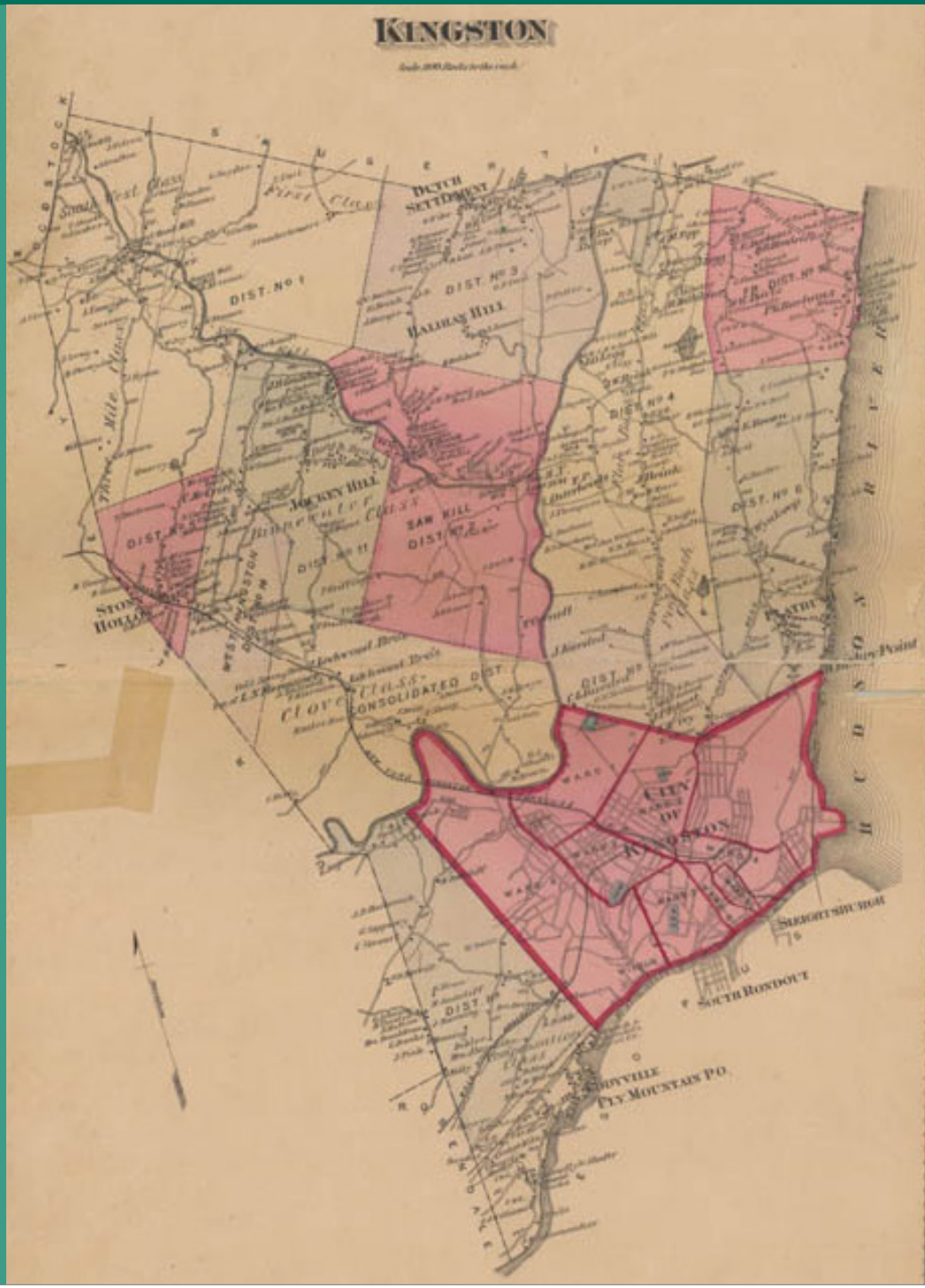
Midtown in a Historical Context[4]

Midtown Kingston was, from the point of European contact until the end of the 19th century, a largely undeveloped tract comprising the middle ground between the former historic villages of Rondout (inc. 1849) and Kingston (inc. 1805). By resolutions passed in both villages, a merger was made in 1872 to reconstitute the distinct communities into the City of Kingston. A city hall was constructed along Broadway halfway between Rondout and Kingston, and by slow evolution from that date onward the region known as Midtown grew with the addition of industry and infrastructure unique to that era.

Central to the development of Midtown was the meteoric development of rail infrastructure that terminated within or passed through the bounds of the City of Kingston following 1870. By 1900, the major rail lines with depots, yards, stations, or termini within the bounds of modern Midtown included the Ulster & Delaware, Wallkill Valley, and West Shore railroads. Each rail system presented opportunities for the expansion of services related to passenger handling and boarding, freight and livestock handling, and heavy industry requiring nearby rail connections. By 1910 Midtown had grown from what the 1880 History of Ulster County "quite a territory not thickly settled" to being an epicenter of manufacturing interspersed with housing, new business districts, and civil infrastructure. Of particular note was a proliferation of textile plants producing clothing of all varieties, a brush factory, cigar manufactories, warehouses for agricultural, forest industry, and industrial products, and foundry operations creating vehicle and industrial components.

Midtown flourished in a pattern consistent with the trajectory of domestic manufacturing across the United States during the 20th century. The demise of passenger rail on the West Shore and Ulster and Delaware Railroads by the 1960s, coupled with the closure of textile and brush plants that served as major employers, led to a decline as businesses formerly dependent on the people these industries brought to town had to shut their doors. The opening of the Kingston IBM in 1956 helped to transition at least part of Midtown into a bedroom community for people employed at the plant just beyond the city limits. The Midtown of today broadly reflects these transitions with a diverse blend of architecture embodying everything from 19th century industrial architecture to mid-century residential suburb.

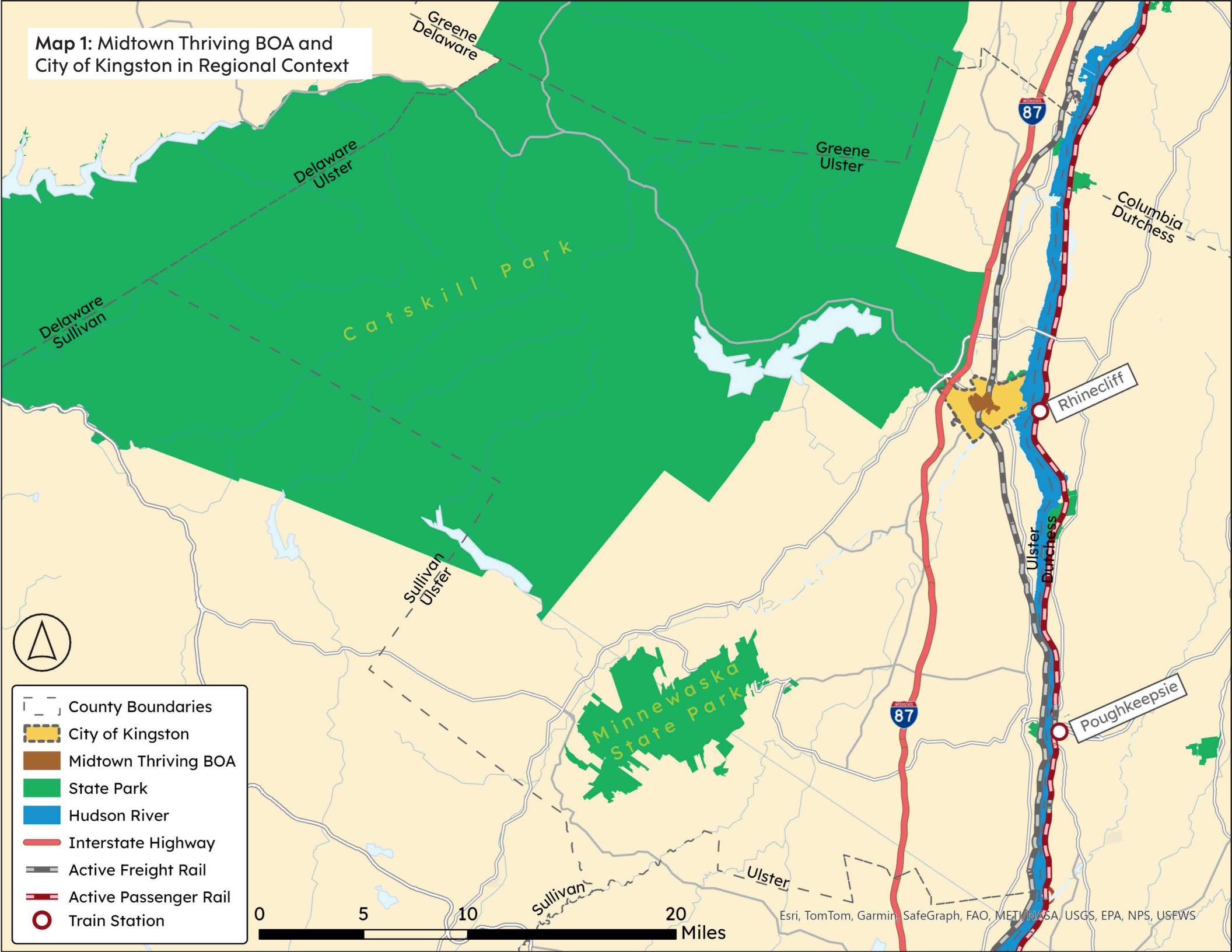
[4] "Midtown in a Historical Context" was contributed by the County Archivist, Ulster County Clerk Office



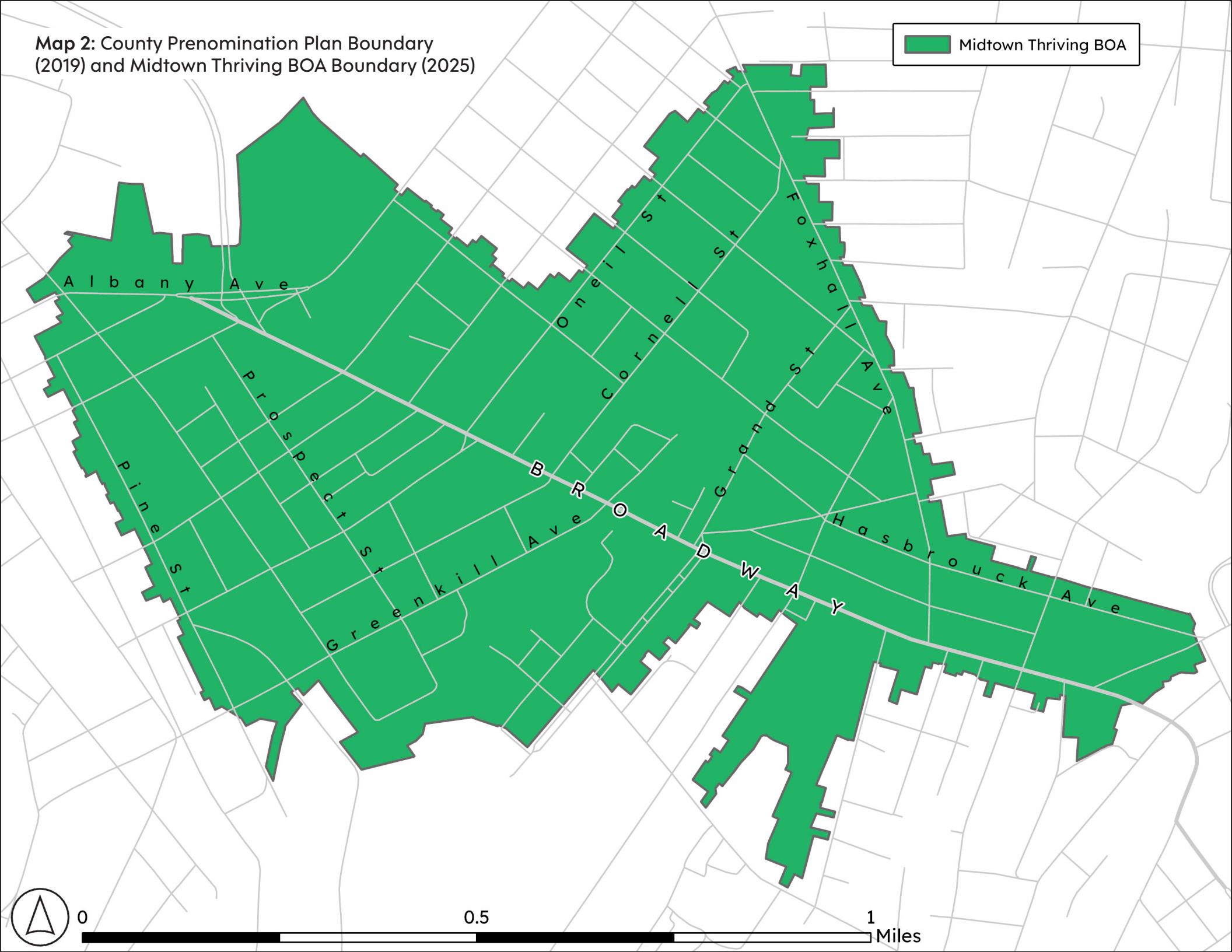
Defining the BOA Boundary

This BOA plan is a continuation of a 2019 Ulster County countywide review of brownfields and underutilized sites with funding from the New York Department of State Brownfield Opportunity Area program. Midtown Kingston was selected as one of the five focus areas in the county based on a clustering of brownfield sites. In the county study, 270 acres in Midtown were designated as the study area based on existing transportation infrastructure, the Midtown Arts District, the (then) planned Kingston Greenline streets and trails, manufacturing and rail transportation, measures of economic distress including poverty, income, and home values, and the largest and highest concentration of underutilized properties in Ulster County.

This BOA plan extended that boundary based on the following input from the steering committee and community engagement. The extended BOA boundary now encompasses 471 acres. The current boundary includes a section of Broadway between Garden Street and Delaware Avenue, a mostly commercial strip that links Midtown with the downtown Rondout neighborhood that includes a number of underutilized parcels, which was identified as a low-investment area that often falls through the cracks of planning efforts. This area, in addition to the roundabout connecting Albany Avenue, Broadway and I-587, were included for their potential to contribute to cohesive linkages between the city's existing and distinct neighborhoods. The boundary of the BOA was also extended to include some industrial lots on Foxhall Avenue to the north, and Pine Street to the south.


Map 1: Midtown Thriving BOA and City of Kingston in Regional Context
Greene
Delaware
Delaware
Ulster
Greene
Ulster
Columbia
Dutchess
Delaware
Sullivan
Catskill Park
Rhinecliff
Sullivan
Ulster
Ulster
Dutchess
Minnewaska State Park
Poughkeepsie
Ulster
Sullivan
87
87
County Boundaries
City of Kingston
Midtown Thriving BOA
State Park
Hudson River
Interstate Highway
Active Freight Rail
Active Passenger Rail
Train Station
0
5
10
20
Miles
Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

Map 2: County Prenomination Plan Boundary (2019) and Midtown Thriving BOA Boundary (2025)



Section 1: Description of the Project and Area Boundary

Community Vision and Goals

Community Vision

The Midtown Thriving vision was created in collaboration with community members, credible messengers, and the steering committee. The community engagement process is described in the next section. The vision for Midtown is described here:

Midtown Kingston is a diverse and welcoming place where all residents can thrive. Income is not a barrier to accessing safe and stable housing, fresh and healthy food, open space and nature, and opportunities for social connection.

The economy in Midtown is made up of locally owned businesses where employees earn living wages. People of all ages, incomes, and abilities have ample options for affordable and accessible housing and transportation. Midtown is a close-knit, walkable community with seamless connectivity and ease of movement to and from services, resources, and favorite places.

Youth, who are the future of the community, feel hopeful and are engaged with their fellow residents and with activities they love. They are empowered by abundant and enriching resources to learn, to be creative, to play, and to proactively shape their futures. Seniors are valued and cared for and have opportunities to connect with their community.

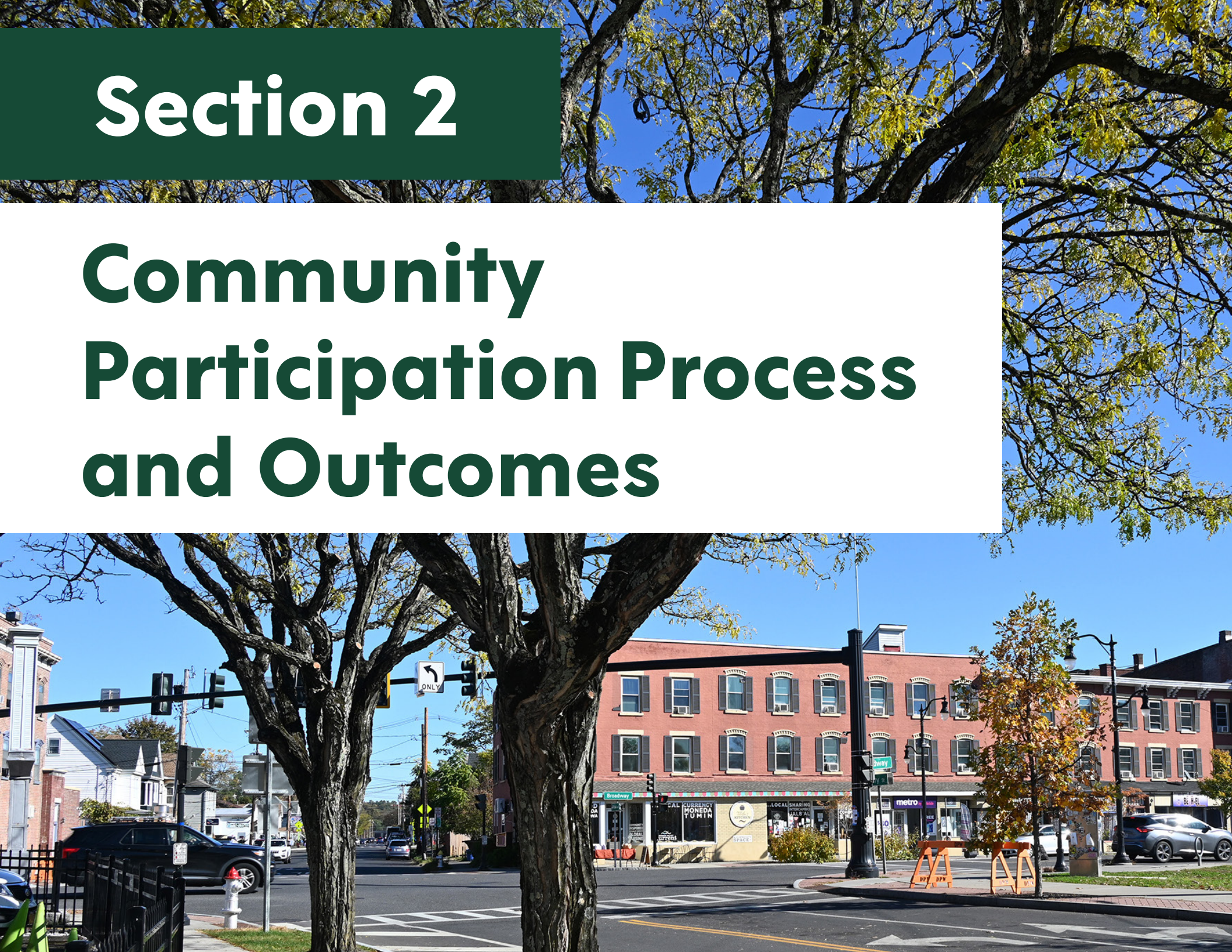
The residents of Midtown feel a strong connection to place and a sense of belonging. Neighborhood improvements and investments are designed to benefit existing and future residents. New spaces are designed to be adaptable to meet current and future needs. People who have been displaced due to affordability challenges are able to return to their communities. Land and people are protected from harm. Decisions about land and development have future generations in mind.

Based on this vision, the recommendations and implementation plan are designed to meet the following goals:

1. Increase representation, dialogue, trust, collaboration, and civic engagement in Midtown and citywide. Ensure planning projects and policies reflect the needs, values, and priorities of the people they will impact, and that these efforts, including this BOA plan, are implemented.
2. Strengthen the community's agency to determine its own future and influence development outcomes.
3. Foster a deeper sense of belonging, uplift community identity, and nurture cross-cultural understanding in Midtown with the purpose of revitalizing in an inclusive manner that is reflective of the diverse communities in Midtown and their histories. Prioritize representation of communities who have experienced systemic marginalization.
4. Create housing that is stable and affordable for local residents.
5. Ensure residents have access to safe and healthy housing.
6. Expand access to capital and wealth-building opportunities for low- and moderate-income residents.
7. Increase opportunities and support for new and local businesses.
8. Increase the skill-base of Midtown residents and expand access to skilled licensed workers who can offer affordable support for local projects.
9. Increase food access through education, community agency, and social connectivity.
10. Expand youth, senior, and intergenerational programming and opportunities in the Midtown neighborhood.
11. Improve pedestrian, cyclist, and motorist safety along the Broadway corridor and throughout the BOA.
12. Increase access to parks and open space and establish healthy environmental conditions in Midtown.

Section 2

Community Participation Process and Outcomes



Overview

Throughout the Midtown Thriving BOA planning process, the project team remained committed to serving the residents who call Midtown home. Engagement efforts included a wide range of activities, events, and strategies designed to reach a broad cross-section of the community. All project materials and public engagement activities were hosted on the project website using the EngageKingston platform. The project had approximately 250 subscribers who received project updates through email. Over the course of 18 months, the team heard from hundreds of residents about what they value in their neighborhood, what's working, what isn't, and what they envision for the future. Community members identified neighborhood assets, challenges, and opportunities and shared insights about their needs, hopes, and fears.

To reach underrepresented groups and to explore issues more deeply, the project team worked with trusted community leaders to organize outreach and engagement activities in a way that was responsive and adaptive to feedback in real time. For example, when youth participation was identified as lacking, the team collaborated with staff from Point God Academy and the Boys and Girls Club to host a basketball tournament and visioning session. They also partnered with Place Corps to hold a focus group with their youth fellows. At the basketball event, young people and their families not only joined the tournament but also engaged in neighborhood conversations and completed the public survey. In the Place Corps session, youth participated in a guided discussion about life in Midtown, important neighborhood spaces, education and employment opportunities, and their vision for the future.

After finalizing the community vision and completing data collection, residents were invited to co-write policy recommendations with the project team. Credible messengers, steering committee members, and other community representatives participated in two half-day workshops to review key findings and draft recommendations. The bulk of the recommendations included in the Midtown Thriving Neighborhood Strategic Plan section were created in collaboration with these community members and rooted in thorough analysis of hundreds of survey responses (see Appendix B, Community Engagement page 221) alongside quantitative data (see Section 3, Existing Conditions Analysis, page 50 and Appendix A, Data, page 183 - page 220). The planning team synthesized a comprehensive package of actionable projects and policies to respond to community needs and build upon grassroots ideas.

SPIRAL Framework: The Consultants' Promise

The consultant team at Hudson Valley Pattern for Progress is accountable to the communities it serves. To this end, the team designed a framework identifying six key principles as the foundation of a sensitive and successful engagement process. These six principles make up SPIRAL:



Community input also shaped the development concepts for the strategic sites. Throughout the course of the project, the team listened to residents and gathered feedback on what they hoped to see on the sites and why. This input is captured in a list of community-defined development priorities and in the strategic site profiles.

This engagement approach was intentionally community-led, reflecting the team's commitment to fostering local stewardship in both planning and implementation. Additional details about the engagement approach, feedback, and partnerships are provided in this section.

Section 2: Community Participation Process and Outcomes

Community Engagement Process, Partnerships, and Activities

Steering Committee

At the outset of the BOA planning process, a project steering committee was formed to help guide the project. The committee met on a regular basis for the first year of the project and then afterwards on an as-needed basis. The committee represented different Midtown communities and organizations including the Midtown Arts District, the Center for Creative Education, Radio Kingston, the Midtown Business Alliance, representatives from Ulster County government, and others. Efforts were made to ensure diverse representation – spanning the arts, economic and business development, community organizations, social services, housing, and various cultural and demographic groups. The committee met regularly, shared updates about the neighborhood and relevant happenings, guided the community and stakeholder participation plan, workshopped the community vision, helped with outreach, and offered guidance and technical assistance.

Wellbeing, Credible Messengers, and the Public Survey

A central part of the engagement strategy was facilitated by a partnership with the Full Frame Initiative (FFI), a nationwide nonprofit organization dedicated to moving the United States towards a country where "everyone has a fair shot at wellbeing." FFI brought engagement tools and technical assistance to the Midtown Thriving project that broadened the scope of community engagement and increased the significance and quality of input. The FFI process is called Wellbeing Insights, Assets, and Tradeoffs Tool (WIATT), and is designed to highlight how the implementation of a project or plan might impact people's wellbeing. The public survey, described below, was conducted through the WIATT process.

Wellbeing as a Core Concept

FFI defines wellbeing as "the set of needs and experiences that are essential for people to have health, hope, and resilience." The Five Domains of Wellbeing encompass the set of needs and experiences that constitute our wellbeing, and we are constantly making decisions and tradeoffs in life to balance our wellbeing needs. These domains were at the core of engagement efforts for this plan. They are:

Connectedness: Relationships and belonging with people, nature, places and experiences, including across time.

Stability: Rhythms and patterns that help us feel rooted and confident, able to weather change and plan for the future.

Safety: The ability to express our core identities without pain, shame, fear or danger, as defined by us.

Mattering: Feeling significant and that we can make a difference.

Relevant resources: Access to external resources like food, shelter, air, water and experiences like rest and movement.

Systemic barriers such as income-based challenges, discrimination, disability, and others mean that wellbeing is more easily accessed for some than others. The recommendations in Section 4, Final Recommendations and Implementation Strategy, page 123 below were designed to increase equitable access to wellbeing. Resources about wellbeing, the five domains, and tradeoffs are available here: Wellbeing is a Game-Changer | Full Frame Initiative (www.fullframeinitiative.org).



Wellbeing, Credible Messengers, and the Public Survey

Credible Messengers

Under the WIATT umbrella, six credible messengers – people with deep ties to their fellow community members – helped make sure the engagement efforts would be impactful and locally relevant. The credible messengers helped to design and implement the public survey, organize events, and set up input stations at events in Midtown. Credible messengers, along with the project team, met with FFI leaders to learn the wellbeing framework and to develop survey questions that would allow the team to assess potential impacts of development in the BOA on community wellbeing. The team also worked closely with Tilda's Kitchen as an organizational partner, whose leadership and staff contributed support with logistics, gathering space, survey collection, communication with the public, and Spanish-speaking outreach.

Public Engagement Activities

The goal of the community engagement activities was to build a baseline for the community vision, identify community needs and challenges, highlight existing community assets, and develop site concept plans collaboratively with the Midtown community. The aim was to understand not only what the community wants, but also what the community already has and wants to keep intact amidst a potential neighborhood change. The outreach approach was designed in accordance with the six engagement principles outlined in our SPIRAL framework (Stewardship, Preservation, Inspiration, Representation, Agency, Learning) as described above.

The aim of the public engagement activities was to understand not only what the community wants, but also what the community already has and wants to keep intact.

The project team made efforts to reach historically underrepresented groups to ensure that input reflected the demographics of Midtown, prioritizing outreach efforts to garner responses from Black or African American, Hispanic or Latino, and lower-income community members. Efforts included hosting a series of community meetings, small group discussions, tabling at community events, and other strategies. This section outlines different types of engagement efforts pursued throughout the project and a full list of activities in chronological order, coded based on activity type.

Public Engagement Activities

Public Survey and WIATT S

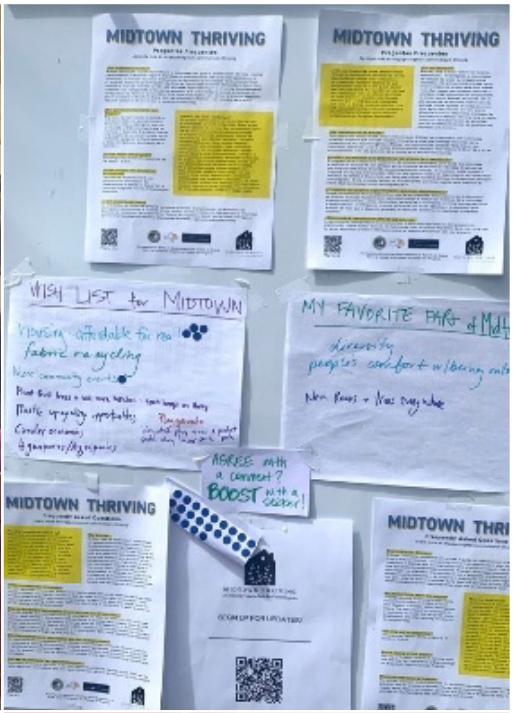
The primary outcome of the partnership with FFI and the credible messengers was a public survey that provided detailed insights into community sentiments about new development in Midtown and its potential impacts on wellbeing. The survey results were a significant component of community input and are referenced throughout this plan. There were 342 responses over the course of 8 weeks, from September through November 2024. Over 1,300 written comments were reviewed. Survey results are outlined in detail in the Appendix B, Community Engagement, Public Survey, page 223, and available in full at: Survey Results | Wellbeing Insights, Assets & Tradeoffs Tool (https://wiatt.org/kingston/survey-results/). To assess the success of our efforts to hear from the diverse communities of Midtown, the survey included a series of demographic questions, which allowed detailed disaggregation of data. By disaggregating data, the project team could access more nuanced insights and develop diverse strategies rather than ones that relate to the community as a monolith.

Formal Public Meetings PM

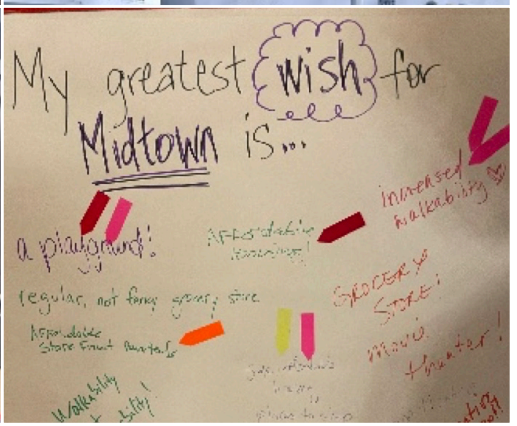
From the beginning of the project through the final draft plan, formal meetings were held at City Hall to provide information about the BOA planning project and process. Public meetings were also an opportunity for community input. At each meeting, input stations were set up and participants were invited to respond to prompts with written comments. Spanish language services, refreshments, and childcare were also provided. All meetings were recorded and live-streamed. Recordings were made available on the project website.



Project Kickoff Meeting, Mayor Noble







Public Engagement Activities

Tabling at Events T

The project team set up a table at well-attended events in Midtown to share information and gather valuable input about the project.

Small Group Discussions SG : "Kitchen Table Meetings', Visioning Sessions, and Workshops

"Kitchen Table Meetings" are small gatherings where members of the community invite their friends and neighbors over for a discussion about an important civic issue. These meetings also embody the engagement principle of "meeting people where they are" rather than expecting folks to show up to a traditional planning meeting. These informal gatherings can take place at people's houses or at beloved community institutions such as cafes, restaurants, community centers, and churches.

Stakeholder and Expert Interviews

The project team conducted interviews with various stakeholders and knowledgeable experts throughout the duration of the planning process. Interviewees included county and city staff of various departments, representatives from local community organizations, business owners, institutional representatives, housing and commercial developers, and others. These interviews were conducted on an as-needed basis, and many stakeholders were often involved at more than one point in time. For this reason, specific interviews are not included in this chronological account of activities.



Midtown Thriving table, 615 Broadway Food Truck Festival





Public Engagement Activities

Full List of Public Engagement Activities

The following list of engagement activities in chronological order is coded by activity type based on the classifications listed above.

Phase I: Community Visioning and Input Collection

April 10, 2024 PM – Project kickoff meeting during which the project team presented a project overview including background on the BOA grant, the Ulster County Pre-Nomination plan, and the planning process.

April 25, 2024 SG – An informal meeting open to the public held at the Broadway Bubble laundromat that also functions as a community gathering place. There were 15 participants for the meeting. Participants were asked to draw a map of their experience of Midtown. The intention of the exercise was for community members to share and discuss the important places, challenging places, opportunities, and other existing conditions in Midtown.

May 4, 2024 T – Cinco de Mayo Street Festival – The project team along with assistance of a Spanish speaking credible messenger set up a table at the street festival with materials about the project including maps, project descriptions, sign-up sheets, and links to the survey.

May 15, 2024 PM – Project update and panel discussion on the topic of known contamination in the Midtown neighborhood. Panelists included Amanda LaValle, Deputy County Executive, Ulster County; Cailyn E. Locci, P.G., Senior Project Manager, Weston & Sampson; and Kiera Thompson, P.G., Section Chief, Division of Environmental Remediation, New York State Department of Environmental Conservation.

June 3, 2024 SG – Place Corps Youth Meeting – The project team met with a class of young adults participating in the Place Corps Fellowship program, a mentorship and real-world leadership program. The participants discussed being a young person in Midtown, their experience, challenges, and what they would like to see in the neighborhood.

June 28, 2024 T – 615 Broadway City Event – The City hosted a community event at the future site of a mixed-use development project on Broadway. The project team set up a table at the event with materials about the BOA plan.

July 30-July 31, 2024 SG – Full Frame Initiative Wellbeing Training – Community partners and credible messengers came together for a two-day training on the Wellbeing framework and the WIATT tool.

October 5, 2024 T – Hispanic Street Festival – The project team set up a table at the event with event with materials about the BOA plan and copies of the survey.

October 5, 2024 T / SG – Boys and Girls Club Basketball Tournament & Neighborhood Visioning Session – Planned in partnership with one of the credible messengers, this event was a chance for the community to talk with the project team about their vision for the neighborhood and complete the survey.

October 23, 2024 SG – Unicorn Bar, Art Community Meeting – In partnership with local arts organizations, the Midtown arts community was invited to a community conversation about Midtown. About 45 people participated in the event and discussed their vision, challenges, needs, and aspirations for Midtown.

October 29, 2024 SG – Tilda's Kitchen Conversation – Open to the public, this informal meeting included about ten participants who had a conversation structured around discussion prompts about existing community assets to be protected, and aspirations for the future of Midtown.

November 17, 2024 SG – Walking Tour – Around 10 people participated in a tour of four of the strategic sites and shared their questions, thoughts, and ideas for the sites.

December 5, 2024 PM – The project team presented findings from the Neighborhood Conditions Analysis including key findings, a summary of survey results, and the finalized community vision.

Public Engagement Activities

Phase II: Recommendations Feedback

May 3, 2025 T – On-Site Visioning Sessions – The project team set up tables at three of the strategic sites. Materials included key findings from the neighborhood inventory, the community vision, maps and photos of the 11 proposed strategic sites, and a book of best practices relevant to the needs identified by the community. The public was asked to leave questions, suggestions, and any ideas relevant to the strategic sites. About 40 people attended the site visioning sessions.

May 9, 2025 SG – Recommendation Working Session #1 – Members of the steering committee, credible messengers, county staff, and other community leaders came together for a half day to develop a list of policy recommendations based on key findings from the neighborhood analysis and community engagement.

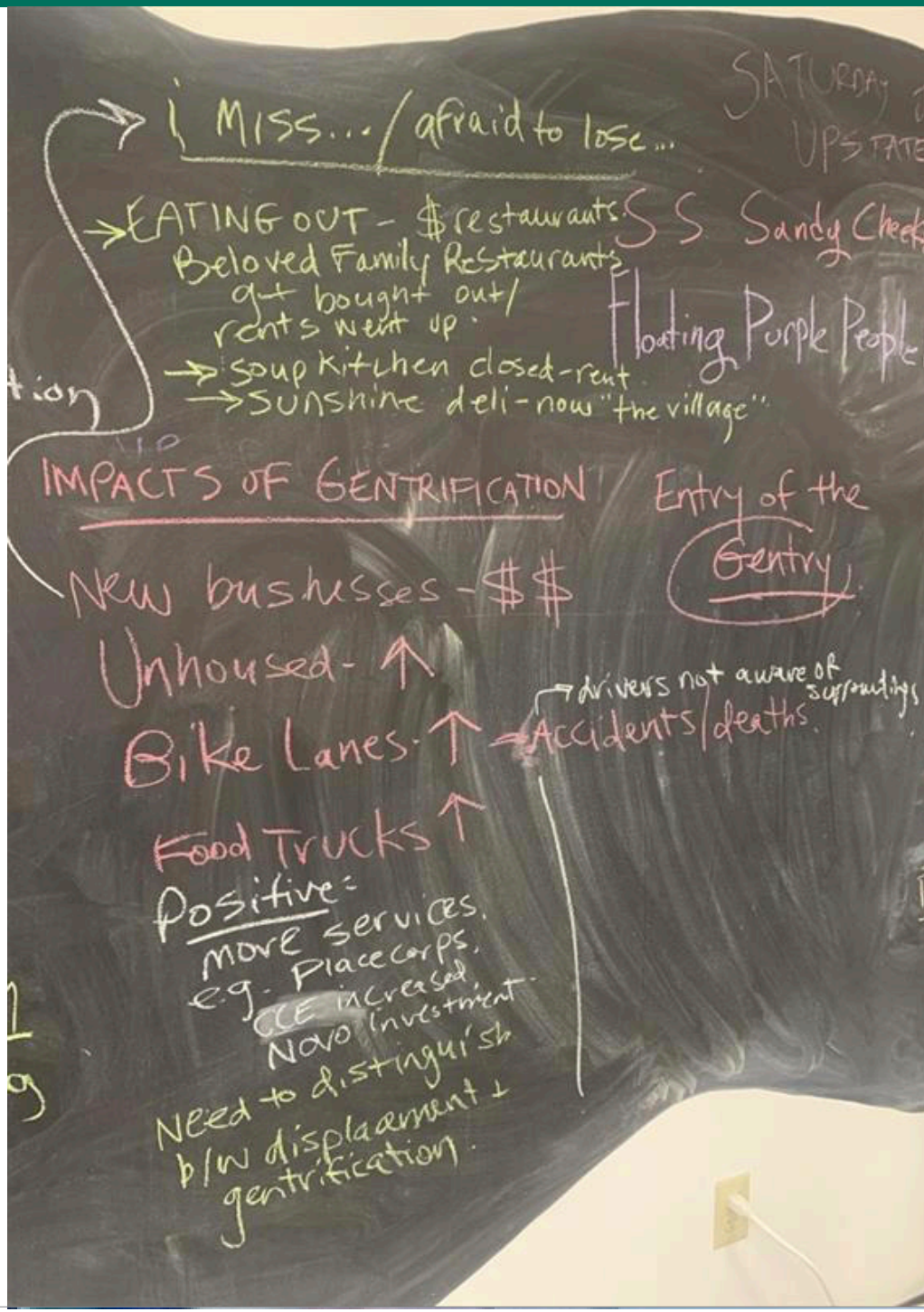
May 30, 2025 SG – Recommendation Working Session #2– The recommendation working group came back together for another half day to complete the work of developing policy recommendations.

June 16, 2025 SG – Public Input: Draft Policy Recommendations – Around 40 people participated at this session that took place at the community space of the Energy Square building in central Midtown, where posters with the draft recommendations were set up for public comment.

August 26, 2025 SG – The project team attended a working session of the City of Kingston Housing Committee and gave a presentation and led a discussion that focused on draft recommendations.

September 11, 2025 SG – The project team attended a working session of the City of Kingston Arts Committee and gave a presentation and led a discussion that focused on draft recommendations pertaining to public art and historic preservation.

January 14, 2026 PM – A public meeting during which the project team presented the draft BOA plan and its key findings, the strategic sites, and recommendations. The audience was invited to offer input, feedback, and ask questions regarding the BOA plan.



Section 2: Community Participation Process and Outcomes

Outcomes from Community and Stakeholder Participation

Outcomes from Community and Stakeholder Participation

Community feedback was wide-ranging and deeply insightful, touching on issues such as housing, social services, pedestrian safety, local businesses, and numerous other areas of concern, and numerous other concerns and goals. The following is a synthesis of input from all the community engagement activities described above.

Community members overwhelmingly value that Midtown is racially and culturally diverse.

What to Protect

Throughout the process, many community members shared about what Midtown meant to them, noting the aspects of Midtown they would miss most if they were gone. Themes of **neighborhood identity and character** rose to the top, as people described Midtown as:

- **A Place to Call Home:** Midtown is deeply valued as the place they call home and connect to their community.
- **Affordable Refuge:** Many people spoke about how Midtown has historically been a more affordable part of the city, and for that reason, has attracted new immigrant communities as well as artists. Many residents feared further displacement and loss of this aspect of the neighborhood.
- **Diverse & Dynamic:** Community members overwhelmingly value that the area is racially and culturally diverse. The neighborhood is constantly evolving with a vibrant mix of people, businesses, organizations, activities, events, and places. While some noted that the neighborhood of Midtown has historically been a place of constant change, others expressed concerns about how the current wave of change is leading to rising prices and displacement.
- **Mixed-Use & Accessible:** People also valued Midtown's diverse variety of residential and business spaces. The neighborhood has some public transportation options and is fairly walkable.
- **Creative Energy:** There is a significant arts scene that involves various organizations, individuals, businesses, and cultural movements.
- **Favorite Places:** Community members noted beloved places and institutions in Midtown, like the YMCA, the Boys and Girls Club, People's Place, Tilda's, DRAW, the Center for Creative Education, UPAC, the Linear Park, Radio Kingston, and others. A list of community-identified assets is included in Appendix A.8 Inventory of Buildings, Places, and Community Assets, page 218.

Aspirations

The most prominent theme raised across all demographic groups was affordability and access to basic material needs including housing, businesses, and goods. For example, community input reflected:

- A need for housing that is affordable for existing residents
- A sense of loss about beloved places that have closed, and a need for more businesses that cater to the local community
- A need to protect and support legacy businesses and affordable family restaurants
- A need for better food access, as the only full supermarket is too far to walk from most of Midtown

Safety and accessibility also arose as a theme, including a need for:

- Increased pedestrian and bicycle safety along Broadway
- Increased connectivity between Broadway and the Midtown Linear Park
- Mental health and substance use support and services
- Attention to how the presence of drug use impacts sense of safety in public spaces and on the Midtown Linear Park
- More amenities along the street, such as benches, shade, trees, and public bathrooms

Another theme was belonging, connection, and activities. For example, feedback noted a need for:

- Opportunities for youth and seniors to socialize and interact
- Spaces to gather and things to do that are free or low-cost
- Spaces for creative and collaborative activities
- Playgrounds and public gathering spaces
- Mixed use development where residents can live within walking or biking distance of where they work, shop, and play

The community also raised concerns about the planning process itself, representation in that process, and overall community relations. The following needs were identified:

- Commitment to follow through with plans based on community input
- Investment on the part of the city and community organizations in building relationships in the community
- Stronger representation in decision-making from unrepresented groups such as community members who are Hispanic / Latino

Overall, there was strong support expressed for locally driven solutions and community ownership models that promote long-term community stability and affordability.

Aspirations

The Community Says... (from community survey)

"I think new developments would need to center the needs of the community (affordable housing, access to childcare, access to affordable food, community connections) would be more worth it me. New developments that don't have the needs of the community in mind, and are just interested in turning a profit would not be something that I would be interested in."

"Anything that sincerely encourages long term community stability, facilitated by affordable housing and solid, strategic transportation planning, and supported by greenspace, mental health care, and job programs- would make it all worthwhile."

"Affordable and workforce housing and affordable commercial spaces owned by local people or the community that serve the needs of the neighborhood. Land or buildings that are part of a community land trust that ensures the vision of the neighborhood is adhered to instead of the vision of an outside developer."

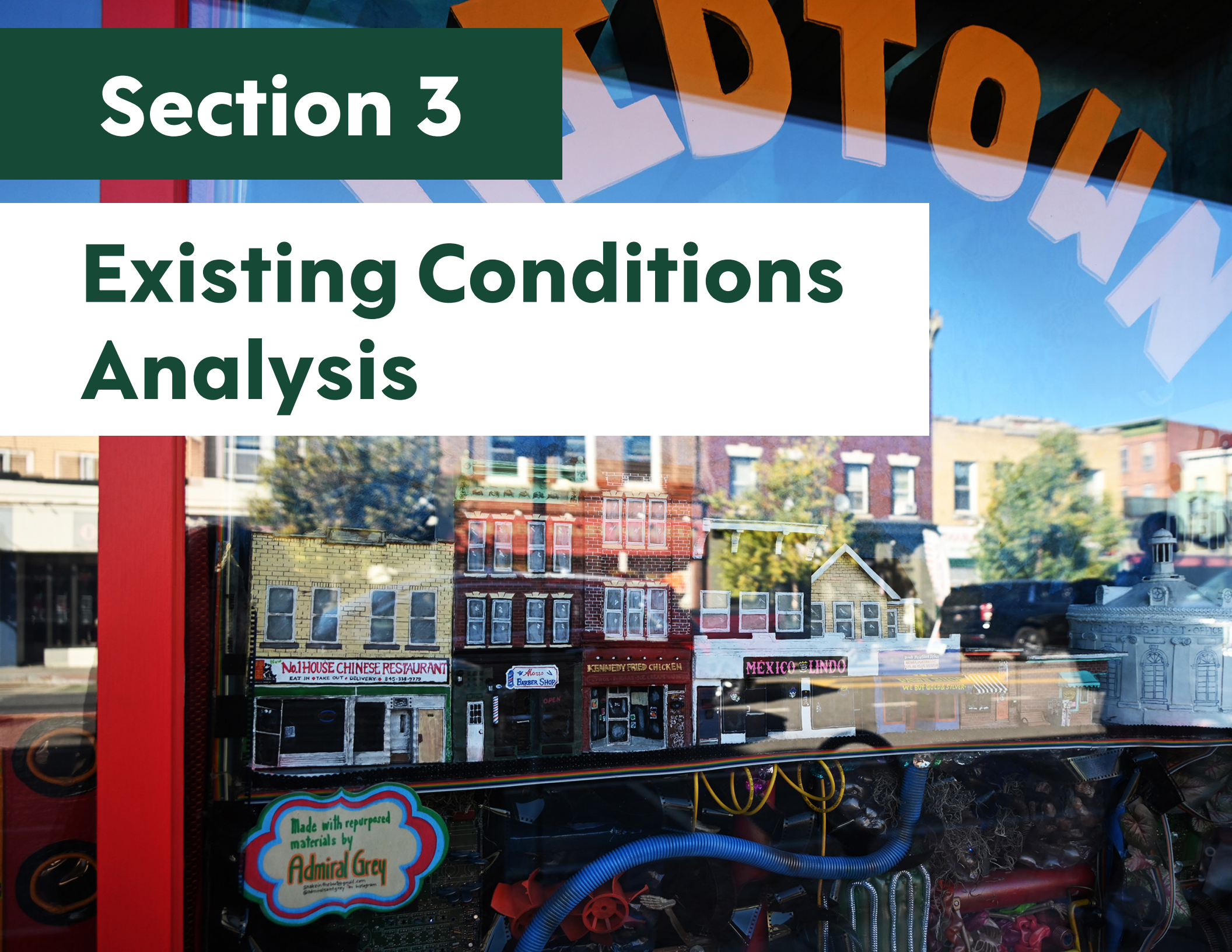
"...We should be clear about the history of racism in Kingston and study how it continues to today. We should be careful not to promote diversity and multi-culturalism as an aesthetic, but as an integrated collective belonging and right."



People's Place is a non-profit that offers a food pantry, thrift store, café, and wellness services.

Section 3

Existing Conditions Analysis

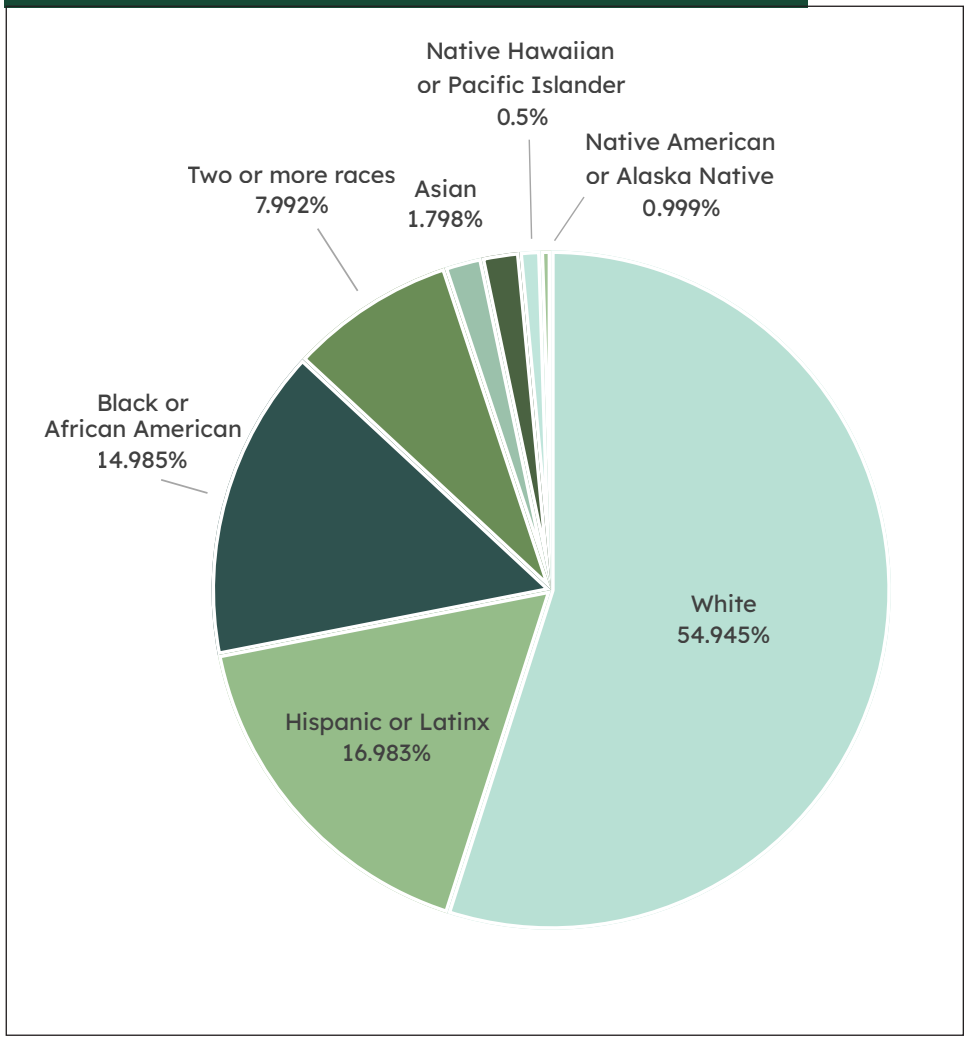


The following section presents existing conditions for the Midtown BOA. The purpose of assessing, evaluating and analyzing neighborhood conditions is to ensure that this plan and the recommendations contained within are impactful. The recommendations in this plan strengthen existing programs and initiatives, introduce new policies and programs to fill identified gaps, address systemic challenges, and lay the foundation for future progress.

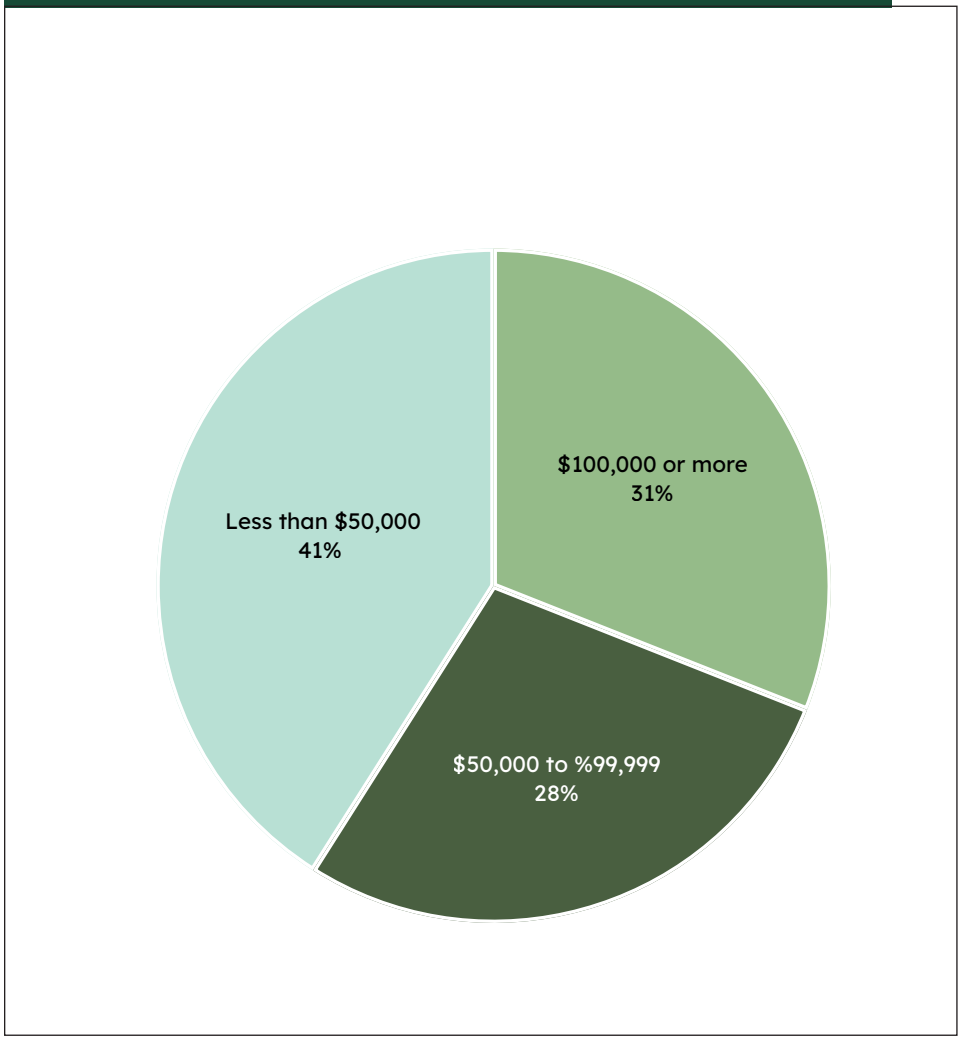
The survey results described in this section and included in detail in Appendix B, Community Engagement, page 4 were collected through a series of questions designed to understand the community's sentiments around new development. Responses to new development were mostly positive.

There were 341 respondents to the survey. The following chart shows the demographic breakdown of survey respondents:

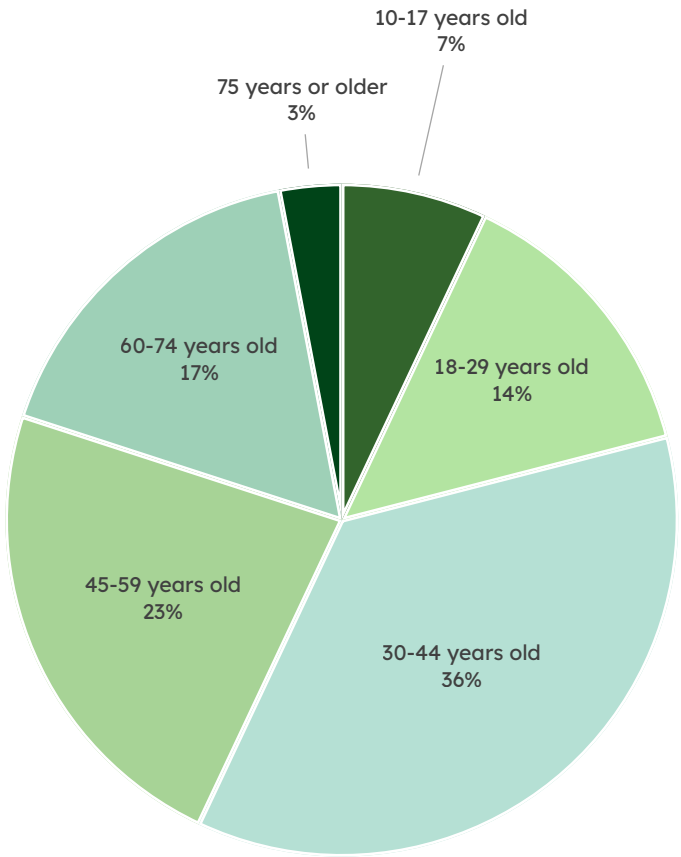
Survey Respondents: Race/Ethnicity



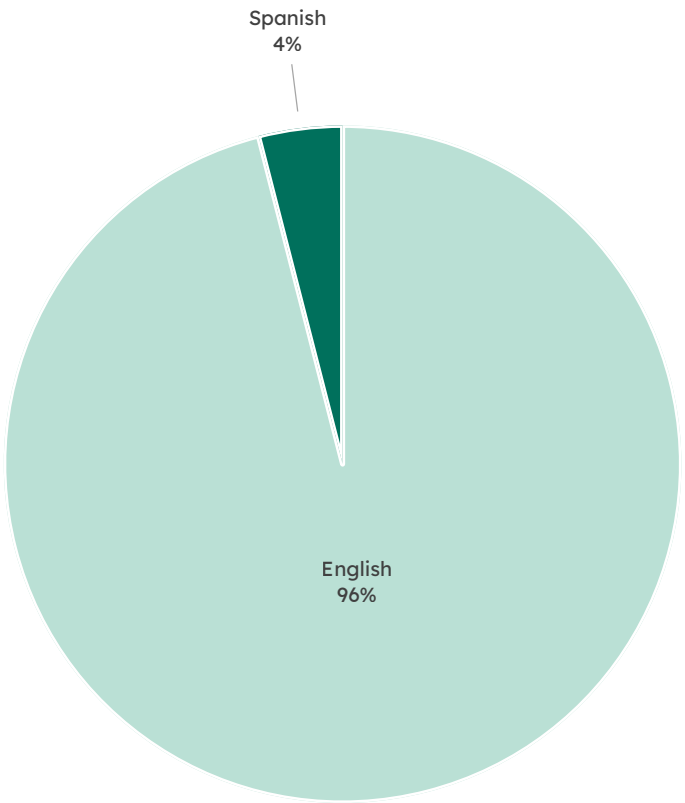
Survey Respondents: Household Income



Survey Respondents: Age



Survey Respondents: Language

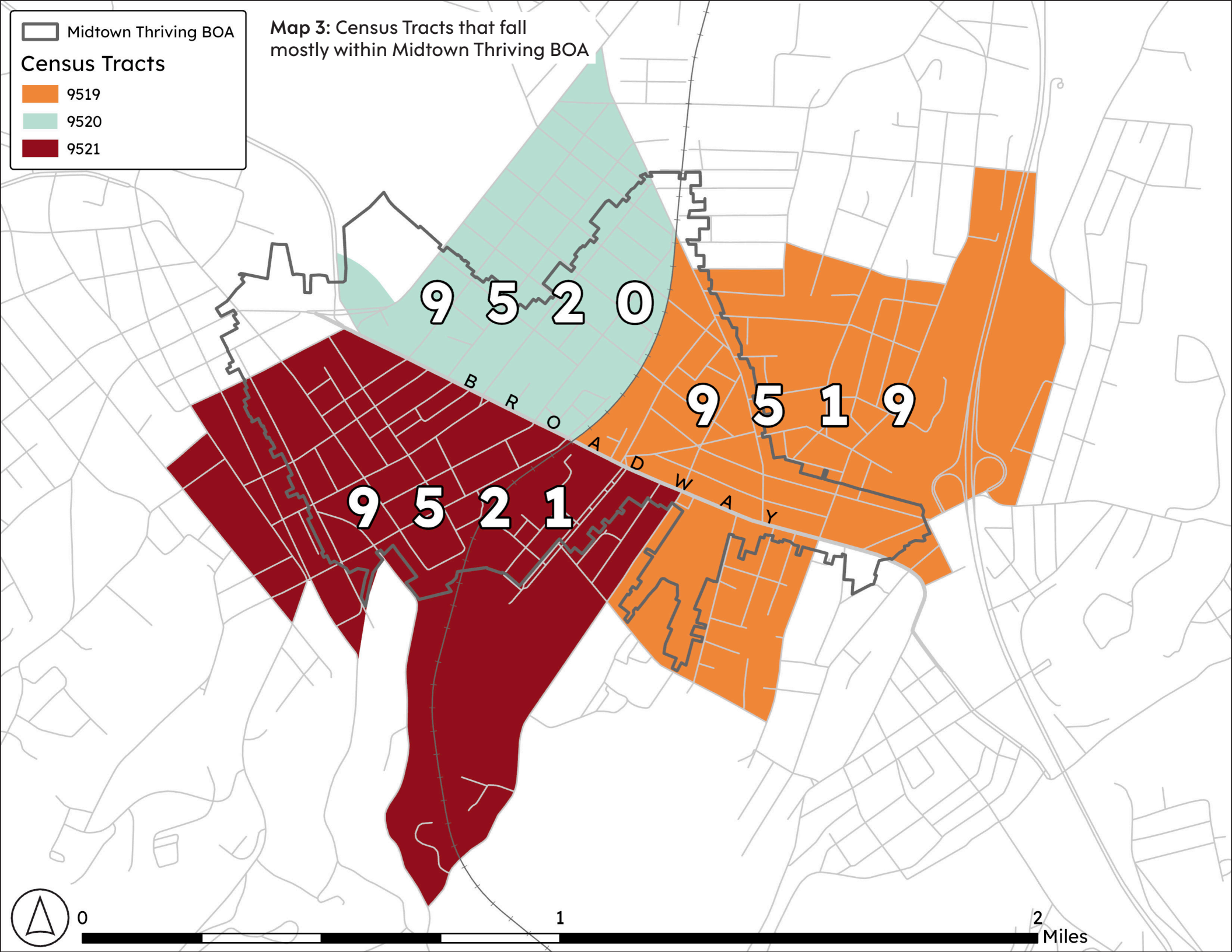


Overall, respondents were excited about new opportunities, neighbors, and investment in Midtown. Responses differed depending on the demographic group. For example, respondents who identified as Black of African American tended to indicate more positive attitudes about new development, while they were also the only group that cared significantly about feeling welcome and treated with respect as a primary area of concern. Sense-making sessions helped unearth a potential reason for this tension: residents want to make sure that new investment is designed to benefit them, not to displace them. As another example, survey respondents identifying as Hispanic/Latino were more likely to select housing as a primary area concern: 90%, compared to 73% of all respondents and 65% of respondents who identified as Black.

The study area of Midtown does not align exactly with Census geographies. To navigate this discrepancy, the project team selected census tracts with a majority of residential parcels within the BOA study area. These include Census Tracts 9519, 9520, and 9521, as shown in the map on the next page. The project team always included city-level data alongside these tracts to offer a point of comparison between Midtown and the broader Kingston area.

The quantitative analysis used in this section relies on a variety of data sources, including:

- CoStar
- Department of Environmental Conservation, Bulk Storage and Spill Database
- National Low Income Housing Coalition, 2024
- New York State Association of Realtors (NYSAR)
- New York State, Department of Labor, Quarterly Census of Employment and Wages 2023
- New York State Technical and Educational Assistance Center for Homeless Students, New York State Department of Education, Student Information Repository System, 2018-2024
- New York State Unified Court System, Division of Technology & Court Research, Statewide Eviction Information 2019-2024
- Sanborne fire insurance maps, years 1899, 1950, 1957, with updates through 1987
- State Historic Preservation Office (SHPO)
- Ulster County Transportation Council, Crash Data 2019 to 2023
- U.S. Census, American Community Survey 5-Year Estimates for 2013 and 2023
- U.S. Census Longitudinal Employer-Household Dynamics o(LEHD) – Origin-Destination Employment Statics (LODES), 2022
- Zillow


Midtown Thriving BOA
Census Tracts
9519
9520
9521
Map 3: Census Tracts that fall mostly within Midtown Thriving BOA
9520
9519
9521
BROADWAY
0
1
2
Miles

Section 3: Existing Conditions Analysis

Community and Regional Context

Location and Patterns of Development

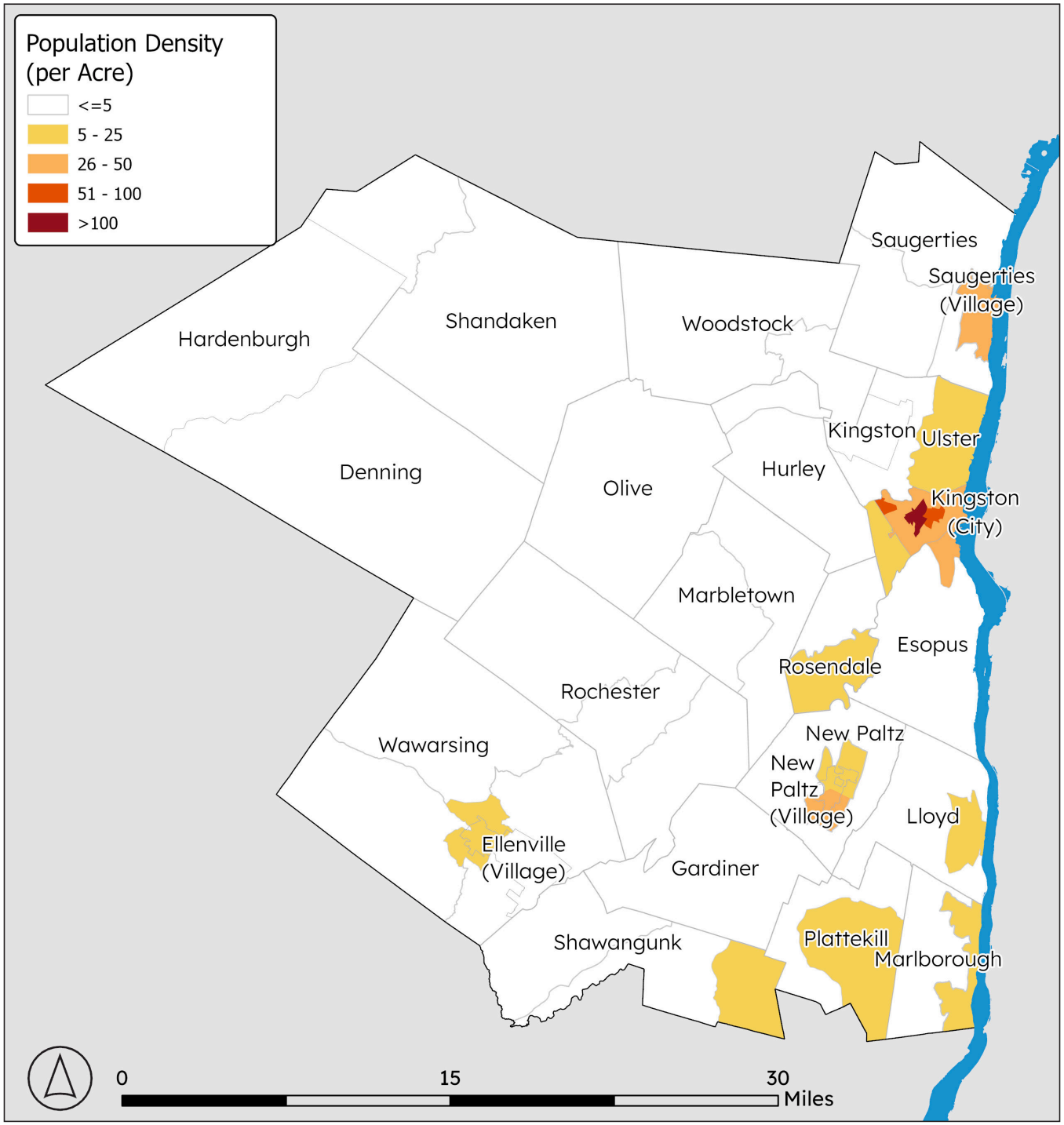
The Midtown BOA contains one of three primary neighborhoods in the City of Kingston, situated between the Uptown Stockade Area (Uptown) and the Downtown Waterfront Area (the Rondout). The Downtown neighborhood is adjacent to Rondout Creek, where recreational and cargo boats dock along the water's edge and the Maritime Museum serves as a central point of interest. The Stockade neighborhood, which was the first capital of New York State, has a significant inventory of historic buildings from the 1700s and 1800s. Midtown, the newest of the three neighborhoods, was established in the late 1800s after the railroad was built.

Within Ulster County, the City of Kingston is the largest urban area with a population of approximately 24,000, and Midtown is the densest neighborhood (see map: Population Density per Acre). Outside the city, the development pattern in Ulster County is mostly rural, with small population centers in its villages and hamlets. Farms operate throughout the county, and a large amount of land is protected as forever-wild open space. The Catskill Park, just northwest of Kingston, covers about one-third of the county's area. As a result, Kingston is considered a gateway to the Catskill Mountains.

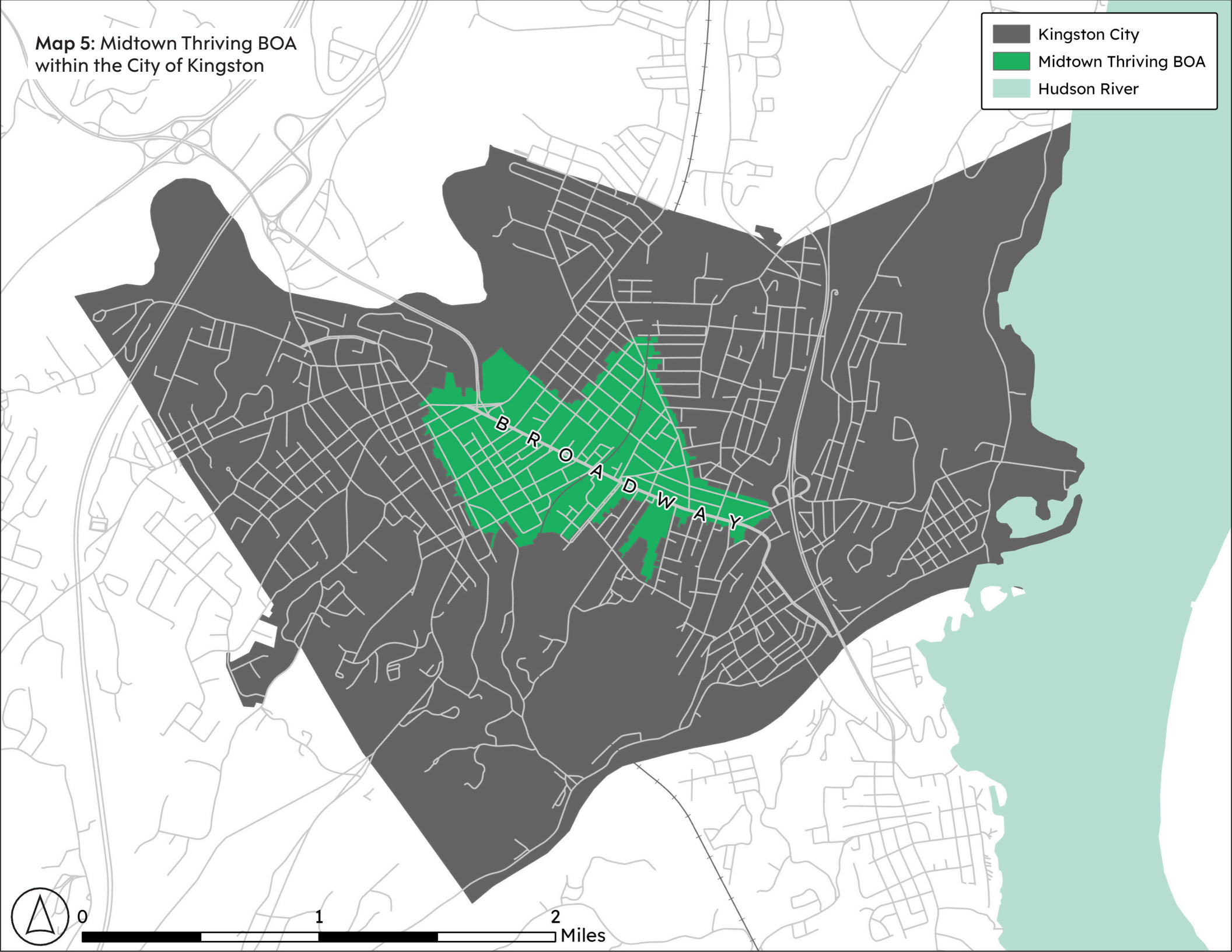


Businesses along Broadway

Map 4: Population Density Across Ulster County



U.S. Census, American Community Survey, 5-Year Estimates, 2023


Map 5: Midtown Thriving BOA within the City of Kingston
Kingston City
Midtown Thriving BOA
Hudson River
BROADWAY
0
1
2
Miles

Population Trends and Demographic Changes

Kingston's location as an urban center surrounded by nature makes it a desirable place to live. Though Midtown has historically been more affordable and more diverse than the Stockade and Rondout neighborhoods, Kingston's increase in popularity in recent years has contributed to rising costs in Midtown. When 100,000 residents left New York City during the coronavirus pandemic, Ulster County became home to ~4,500 transplants during the two peak years, according to data from the U.S. Internal Revenue Service (IRS).[5] While not all of these people ended up in Kingston, a fair number did and as a result, Kingston's population, which was in decline before 2020, (23,823 in 2013; 23,000 in 2020), rebounded reaching 23,942 in 2023 with a gain of over 900 people from 2020.

The Midtown BOA area is more racially diverse than the rest of the City of Kingston, and the City of Kingston has been and continues to be significantly more diverse than the rest of Ulster County. From 2013 to 2023, the percentage of the population that identifies as White decreased in both Ulster County and Kingston, alongside a growing presence of Hispanic/Latino and multiracial residents. While the percentage of the population identifying as Black or African American increased slightly in the county, it decreased slightly across the City of Kingston and within Midtown. Some of the dynamics of racial demographic shifts came to light through the community engagement efforts for this project, as described in later sections.

The City of Kingston had the highest home price increases and second-highest increase in home sales nationally in 2021. In that same period, the multi-family vacancy rate dropped as low as 1.5%.

[5] "Moving In, Moving Out: The effects of domestic migration on populations and regional incomes in the Hudson Valley." Hudson Valley Pattern for Progress, 2024

Housing Trends

Single-family home sale prices in Ulster County jumped from $230,000 in 2018 to $440,000 in 2024. The City of Kingston had the highest home price increases and second-highest increase in home sales nationally in 2021 (Zillow). In that same period, the multi-family vacancy rate dropped as low as 1.5% (CoStar). These trends dramatically impacted affordability challenges in the county and within the Midtown BOA area, as explored in further detail below.

For prospective homebuyers, homeownership is vastly out of reach for the average earner in Ulster County. In its 2024 annual Out of Reach report, Pattern for Progress found that a household at Area Median Income (AMI) in Ulster County, making $117,200 annually, would qualify for a mortgage of $327,670 after 6% down, while the required mortgage to afford the average house would be $371,300, posing a purchasing gap of over $45,000.

According to that same study, tenant wages increased by 1% year-over-year from 2023 to 2024, while rents increased by 14%, with increasing demand for rentals in lieu of affordable homeownership opportunities. In Ulster, the monthly Fair Market Rent (FMR) for a 2-bedroom apartment has increased by over $300 since 2018.

Economic and Employment Trends

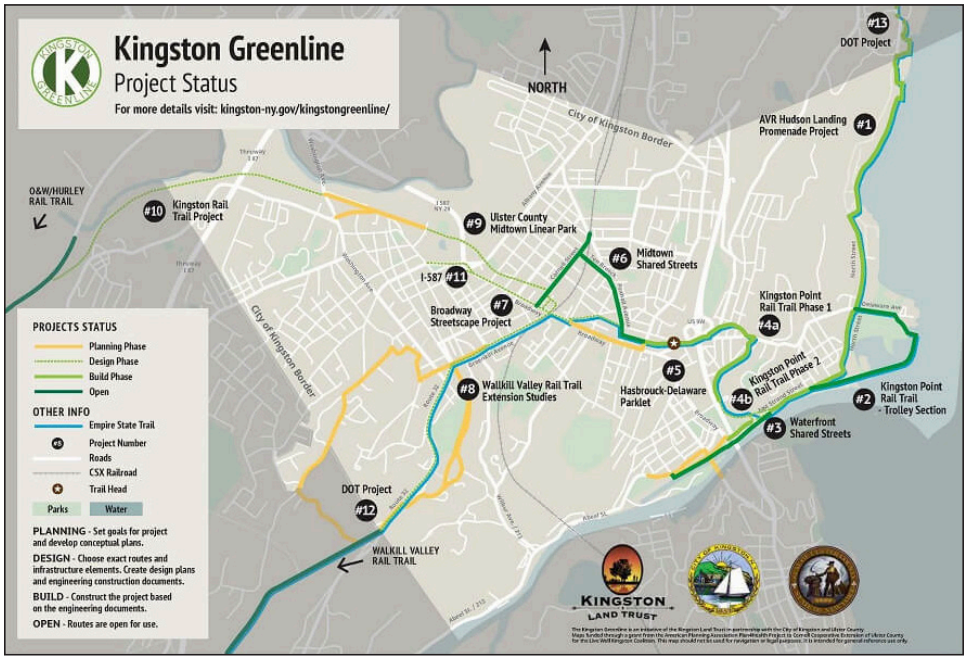
Data from 2023 show that 81% of Kingston residents work in Ulster County, but only 28% (3,176) work within the City of Kingston itself. Many of the people who work in Kingston live elsewhere, outside city limits (10,373). This illustrates an economic relationship between the urban core and the broader county and region.

Between 2015-2023, the leisure and hospitality industry grew in the Hudon Valley, and Kingston has gained popularity as a vacation destination with growth in visitor spending and increases in job sectors related to food and accommodations.

Alongside these trends, the area has experienced increased home values and housing costs, and an influx of higher-income earners since the pandemic. IRS data showed that households moving into Ulster County brought an average annual income of $120,000, while the households that left the county were making about $75,000 on average.

Transportation

Transit connections that support the relationship between Kingston and the region include roads, public buses, private buses, and pedestrian and bicycle infrastructure. Highway I-87 (New York State Thruway) and state routes 9W, 32, and 209, link Kingston to NYC and nearby Hudson Valley cities like Poughkeepsie, Newburgh, and New Paltz. Ulster County Area Transit (UCAT) operates six local bus routes in Kingston, including regular service along Broadway, the city's main commercial corridor. Trailways, a private company, provides direct bus service to NYC. While Kingston lacks passenger rail service, Amtrak trains are accessible in Rhinecliff and Hudson, and Metro North trains operate in Poughkeepsie. Freight trains operated by CSX run through Midtown, connecting the region to major northeastern markets in the United States and Canada. While along the Hudson River, there is little active traffic that serves Kingston beyond recreational boating. The city is also within an hour of two airports: Stewart International and Albany International.



The Kingston Greenline a network of urban trails, complete streets, improved sidewalks, bike lanes, and linear parks in the City of Kingston. "

In recent years, Kingston and Ulster County have expanded bike and pedestrian infrastructure. Four regional rail-trail networks intersect within the city limits. The Kingston Greenline—a growing system of trails, parks, and Complete Streets—includes a segment of the Empire State Trail and connects the city's neighborhoods and regional trails (see map: Kingston Greenline Project Status).

Infrastructure

The entire area served by municipal water and sewer, natural gas and electricity from Central Hudson, and several communications providers, including Verizon, Spectrum, and Archtop Fiber. Road conditions in the Midtown BOA vary from fair to good, and there is a 20-year replacement and repair schedule on city-owned streets in the neighborhood.

Kingston's water is from a Catskill stream and is stored in the Cooper Lake Reservoir. The reservoir water then flows by gravity to the Edmund T. Cloonan Water Treatment Plant before it is made available.

The age of city-owned sewer and water lines in the Midtown BOA varies from 20 to 100 years with most pipes being between 80-90 years old. The condition of the lines varies from street to street and is not necessarily related to the age of the pipes. While the city owns the main lines, the customer typically owns the lateral lines and is responsible for replacement when needed. As the infrastructure ages, the need for lateral line replacements is increasing in frequency.

The sewer system east of City Hall on Broadway is a combined sewer/storm system. This part of the system typically has larger pipes for the combined uses and requires less maintenance. However, any surface modifications (changes to curbs for example) that require modifications to drainage can increase project costs significantly because water may need to be taken to drainage outfalls which can be miles away.

Most of the BOA is connected by a network of sidewalks. However, the City of Kingston Pedestrian and Bicycle Strategic Plan notes that sidewalk conditions and accessibility are inconsistent across the area.

In infrastructure analysis, as part of the City's 2023 zoning code revision, found that the entire area, which is served by municipal water and sewer, is generally able to support a significant amount of new development. Regardless, future development will need to refer to building and zoning codes and to conduct site-specific assessments to ensure it can be supported by existing infrastructure.

Section 3: Existing Conditions Analysis

Inventory and Analysis of the Proposed BOA

Assessment of Community Wellbeing and Economic Health

Economic independence,[6] housing access, food security, and education are critical building blocks of individual and collective wellbeing. In this section, data are used from the U.S. Census American Community Survey, the U.S. Department of Housing and Urban Development, and other sources to assess the overall economic health and status of the Midtown community. To illustrate the significance of the data, references are made to key findings from our community engagement efforts, which are summarized in their entirety in Section 2, Community Participation Process and Outcomes, page 46.

Importantly, the data in this section indicates a significant increase in housing costs that have outpaced household earnings over the past decade, leading to overwhelming affordability challenges. The following information encompasses data that provides a holistic picture of the socioeconomic circumstances in Midtown and highlights various challenges that inform the policy and site-specific recommendations outlined in Section 4, Final Recommendations and Implementation Strategy, page 119.

[6] We use the term "economy" here in its most basic sense: from the Greek oikos (home) and nemein (manage). Economic metrics, at their core, are about how we manage our resources to support a sense of home. For this reason, we include all basic resource needs in this section to paint a holistic picture. Housing, wages, food access, education, and social connectedness are all parts of this traditional understanding of "economy." This analysis allows us to understand the scope of economic challenges people may be facing and the myriad ways their lives may be impacted, both materially and socially, which will in turn inform the recommendations outlined later in this report both for district-wide policy and site-specific developments.



Businesses along Broadway

Assessment of Community Wellbeing and Economic Health

Community Demographic Profile

Between 2013 and 2023, the BOA area experienced modest population growth (from 9122 to 9530) alongside a decrease in the overall number of households (from 3440 to 3425) and a series of notable demographic shifts (see Appendix A.1 Population Metrics, page 184 - page 189). North of Broadway, household sizes generally grew with an increase in children and younger adults, which contributed to a decrease in median age. South of Broadway, household sizes declined, the number of children decreased, and the population aged slightly.

Racial and ethnic composition also shifted during this period. While White residents remain the largest group overall, their share declined north of Broadway, where there was an increase in the Black and Hispanic/Latino populations in Census Tract 9519. In tract 9520, there was an increase in the Hispanic/Latino population but a decline in the Black population. South of Broadway, the opposite trend occurred, where there was a proportional decline in Black and Hispanic/Latino residents. Overall, these trends point to different types of demographic changes in sub-neighborhoods across the BOA: **a growing Hispanic/Latino population and a younger population north of Broadway, contrasted with a relatively older and decreasingly racially and ethnically diverse population South of Broadway.**

Demographic Snapshot by Census Tract

	Number of Households		Household Size - Renters		Household Size - Owners	
	2013	2023	2013	2023	2013	2023
9519	1055	1009	2.59	2.94	2.28	3.12
9520	911	972	2.55	2.8	2.4	2.5
9521	1474	1444	2.71	2.35	3.16	2.97
Kingston	9883	9951	2.23	2.2	2.44	2.44

	Median Age 2013	Median Age 2023	Growing Age Groups	Shrinking Age Groups
9519	38.4	31.4	Children up to 15 years, ages 25-35, and 75+	Ages 15-25, ages 35-70
9520	32.9	26.7	School-aged children, otherwise mixed	Seniors, otherwise mixed
9521	33.1	33.8	School-aged children, ages 25-40, and seniors	Late teens, ages 45-60
Kingston	39.7	37.8	—	—

Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 and 2023

Assessment of Community Wellbeing and Economic Health

Housing Access, Stability, and Affordability

[7] See: Cutuli, J. J. et al (2013). Academic achievement trajectories of homeless and highly mobile students: resilience in the context of chronic and acute risk. Child development, 84(3), 841–857. https://doi.org/10.1111/cdev.12013. And: Levin et al (2023) Supporting Students Experiencing Homelessness. Learning Policy Institute. https://learningpolicyinstitute.org/media/3892/download?inline&file=District-Supports-Homelessness-REPORT.pdf

The Community Says... (from community survey)

"Housing costs are what is driving people away, leaving the community feeling barren. Truly affordable rentals and housing would greatly improve the community by allowing people to stay local instead of having to move."

"I would like an explicit mention of more housing, particularly of the 3-5 story kind that can allow for affordability and high density without being a strain on resources. "

"(A)ttempting to keep a neighborhood frozen in time is not healthy. (It's) better to build enough housing that more opportunities exist for more people to stay in next iteration of neighborhood."

"In terms of building development, affordable housing is the primary need..."

"(What would be most beneficial is) multi-family housing that ideally would be a co-op. This allows residents to gain equity, and they are actively invested in the longevity and the upkeep of their home. As a renter, there is a lot wrong with my building and I would love to put the time and effort into this house because the landlord has failed in multiple ways... We need direct pathways to ownership."

Access to affordable, stable housing emerged as the top concern during community engagement. In our public survey, 73% of respondents identified housing as their primary issue. Residents stressed that when housing is insecure, other needs—such as steady employment, healthy food, education, and community ties—become much harder to maintain. Children who experience housing insecurity are greatly disadvantaged in school, while long-term residents can be uprooted from their communities and social networks.[7] Substance use, mental health challenges, and addiction can be exacerbated by experiencing homelessness. Housing is therefore linked with numerous other basic needs at the foundation of individual and community wellbeing.

Housing costs (rent for tenants, and principal, interest, taxes, and insurance costs for homeowners) in the BOA and citywide have increased dramatically, with renters most adversely impacted. From 2013 to 2023, median monthly housing costs for renters (rent and utilities) in Kingston increased by 36%. Rent increases were slightly higher than the citywide average (37-39%) in most of the BOA, and dramatically higher (82%) in the eastern part of the BOA (CT 9519). In contrast, as shown in the chart to the left, median monthly housing costs for homeowners (mortgage payments, utilities, property taxes, insurance) increased by only 7% in the City of Kingston. **In two of the three census tracts in the BOA, renter costs surpassed homeownership costs.**

Median Monthly Housing Costs of Renters				
	2013	2023	Change	% Change
Kingston	$972	$1,323	$351	36%
Tract 9519	$917	$1,665	$748	82%
Tract 9520	$958	$1,313	$355	37%
Tract 9521	$963	$1,339	$376	39%

Median Monthly Housing Cost of Owners				
	2013	2023	Change	% Change
Kingston	$1,394	$1,488	$94	7%
Tract 9519	$1,417	$1,510	$93	7%
Tract 9520	$1,414	$1,438	$24	2%
Tract 9521	$1,576	$1,287	-$289	-18%

Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 and 2023

Assessment of Community Wellbeing and Economic Health

Housing Access, Stability, and Affordability

Homeownership costs decreased in one of the census tracts in the BOA. This could be caused by a variety of factors, including amortized mortgages or an increase in all-cash sales that do not require monthly mortgage payments. There was also a decrease in homeownership rates in this tract, CT 9521, which is the area between Broadway and Pine Street, bordering the Uptown (Stockade) neighborhood. This is in contrast with homeownership rates district-wide; between 2013 and 2023, there was an increase of 100 ownership households alongside a decrease in 115 tenant households in the entire BOA area (see Appendix A.2, Housing Metrics, Tenure, page 186).

Because the housing stock in Midtown is relatively old, maintenance costs can be a significant burden for homeowners and can create poor living conditions for tenants. Approximately 93% of housing units citywide were built in 1980 or earlier, and about half of all housing units were built before 1940. In the BOA, 92% of housing units were built before 1980, and 70% of housing units were built before 1940. Approximately half of the units in Kingston built more than 80 years ago are found in the BOA study area.

Although increased rates of owner-occupancy can be beneficial for community stability and cohesion, housing data indicate recent tenant displacement in Midtown. The increase in owner-occupancy likely indicates that new residents with higher incomes can afford to buy rather than rent. A slight increase in single-family homes alongside a slight decrease in 2-4 family units warrants additional investigation based on local data, but may indicate that small multifamily structures have been converted into single-family homes, reducing the number of rental units that are available. Indicators of tenant displacement include a slight decrease in the number of households overall, a slight decrease in the number of tenant households, and an increase in single-family homes alongside a decrease in small-scale multi-family units (see Appendix A.2, Housing Metrics, Tenure, page 186).

Small-scale multifamily units (duplexes, triplexes, and quadruplexes) are often associated with Naturally Occurring Affordable Housing (NOAH),[8] while single-family homes tend to be more expensive to rent or own. In other words, units that may have been more affordable for Midtown residents have been replaced by units that are typically more expensive, and the tenants in those units have been displaced. It is important to note that until the City updated its zoning in 2024, multifamily buildings, including those with two to four units, were not allowed in many parts of the BOA. Under the new zoning multifamily structures are permitted, which may lead to an increase of such buildings over time.

Evictions compound the issue. Filings fell during the federal and state moratoriums of 2020–2021 but rose again after protections ended in 2022. By 2024, evictions returned to pre-pandemic levels with 307 filings citywide. Although this measure is roughly the same as pre-pandemic levels, households now need to find new housing in a more expensive rental market with lower vacancy rates. These dynamics contribute to rising homelessness, especially for families. In the 2022–2023 school year, according to the New York State Education Department in the Student Information Repository System (SIRS), more than 250 Kingston City School District students met the federal definition for homeless, which include doubling up with another family and other categories of shelter—the highest in five years. Although this measure reflects homelessness among children citywide, indicators of displacement have increased at a greater rate in Midtown than across the city in the past decade, indicating that children living within the Midtown area may have been at greater risk of displacement and homelessness than in other neighborhoods (see Appendix A.2, Housing Metrics, page 193).

Throughout Kingston, the demand for ownership opportunities or "starter homes" has risen significantly in recent years. Existing homes for sale are out of reach for the vast majority of existing residents.[9] From 2021-2022, home prices in Kingston rose at a year-over-year rate of 20% to 35%, which caused a rapid, compounded increase in median prices. According to Redfin, which tracks housing data nationwide, homes prices in Kingston are now rising at a rate of roughly 10% year-over-year. From 2021-2024, the median cost of a single-family home in the city increased by approximately $100,000, from about $350,000 to $450,000. Further illustrating demand, homes for sale in Kingston in 2024 typically stayed on the market for less than 50 days, with 15% sold in two weeks or less. The supply of single-family homes for sale in Kingston has steadily declined over the past decade, as construction slowed after the Great Recession of 2008. The greater Kingston area had about 4.8 months of stock on the market during fall 2024; anything less than 6 months is considered a constrained market, or "sellers' market." Months' supply, a metric that describes the length of time it would take to sell all listed homes, dipped as low as 1.5 during the height of the pandemic.

[8] According to the American Planning Association, NOAH refers to "unsubsidized, privately owned residences that are affordable to low- or moderate-income households." ("Preserving Naturally Occurring Affordable Housing." American Planning Association, 2023.)
[9] Pattern for Progress, Out of Reach 2025 Annual Report. https://www.pattern-for-progress.org/wp-content/uploads/2025/07/Out-of-Reach-2025.pdf.

Assessment of Community Wellbeing and Economic Health

Housing Access, Stability, and Affordability

Construction of new multifamily units in Kingston is beginning to increase. As of 2024, the rental market in Kingston included about 5,300 units. About 320 new rental units were built during 2023-2024, with 220 of those units already leased during that period. By 2029, the City of Kingston is aiming to approve 1,000 new units. Developments that are currently under construction or in the development pipeline (as of early 2025) include nearly 200 units in the BOA area and over 300 units in other areas of the city.

Wages and Income Levels

The Community Says... (from community survey)

"I see very few jobs in Kingston that pay a wage I could live on."

"(We need) employment opportunities — while the city is concerned about housing, there are no jobs that would support the prevailing rent affordable or fair market. Businesses need to be incentivized. Apprenticeship programs (especially for minority youth) with current businesses would be terrific."

"We have heard over the years that businesses struggle with finding help, 'nobody wants to work.' And while to some personal characteristics that may be true, there is also a lack of workforce that finds affordability in this area. Yes, someone could waitress and make a reasonable living wage, more so if married, but on their own 50-75% of their earnings makes their way to rent and utilities. That condition is wearing, it beats on individuals to see that no matter how hard they work, or how long, they will never be able to get ahead."

"I was a single mother who worked two jobs and raised my daughter in the City of Kingston for over 13 years. I lived here for 20+ years and I know the struggles... there was a lot of crying, not sure how to buy my next meal, pay for gifts... but because I had a good job and a good salary, we didn't ever qualify for help... the forgotten low-middle class. I sold my home of 14 years and moved out of Kingston. I wanted to keep my house to give to my daughter, but I couldn't afford it."

"Getting a job is hard. The qualifications are a lot."

"I'm not sure if local small businesses alone will be able to offer enough jobs for the existing residents and make the young generation feel hopeful for their future. Start-up hubs or corporates might be able to help the community thrive in the long term."

"Kingston needs tech-focused businesses to provide jobs into the future and stay relevant."

Assessment of Community Wellbeing and Economic Health

Wages and Income Levels

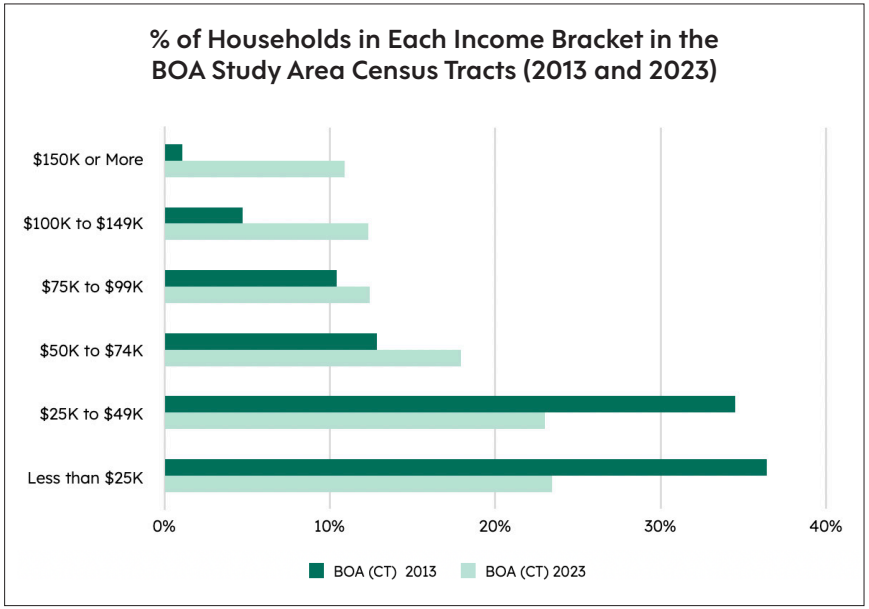
Housing costs and wages are inextricably connected. Much of the community input during the BOA planning process was about the changing economic conditions in Midtown alongside a lack of promising job opportunities. Numerous responses raised concerns about the impacts of an influx of new residents who have much higher earnings than existing residents. Data indicates that there are more households in higher income brackets in 2023 compared to 2013.

The chart below shows the income distribution of households within the BOA. The data illustrates a shift, with a significantly higher percentage of households earning more than $100,000 in 2023 compared to 2013, with a smaller percentage of households earning less than $50,000 over that same period. There was a modest increase in the proportion of households earning between $50-75K. Although some households may have shifted into higher income brackets during this period due to wage increases or job changes, this shift may be related to countywide trends of new higher-earning households moving in and middle-income households leaving the area.[10] During community engagement activities, some community members asserted that the outward migration of lower-income households was largely due to affordability challenges that made it impossible for them to remain in their homes.

[10] Money Migration, Hudson Valley Pattern for Progress, 2024 (https://www.pattern-for-progress.org/wp-content/uploads/2024/06/2024-HV-Money-Migration-1.pdf)

Median Income — Owner-occupied Households				
	2013 (infl adj)	2023	Change	% Change
Kingston	$88,474	$91,496	$3,022	3%
Tract 9519	$90,307	$95,500	$5,193	6%
Tract 9520	$83,169	$89,219	$6,050	7%
Tract 9521	$86,766	$106,458	$19,692	23%
Median Income — Renting Households				
	2013 (infl adj)	2023	Change	% Change
Kingston	$39,310	$45,789	$6,479	16%
Tract 9519	$42,347	$65,417	$23,070	54%
Tract 9520	$44,064	$41,005	-$3,059	-7%
Tract 9521	$36,258	$52,700	$16,442	45%

Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 and 2023



Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 and 2023

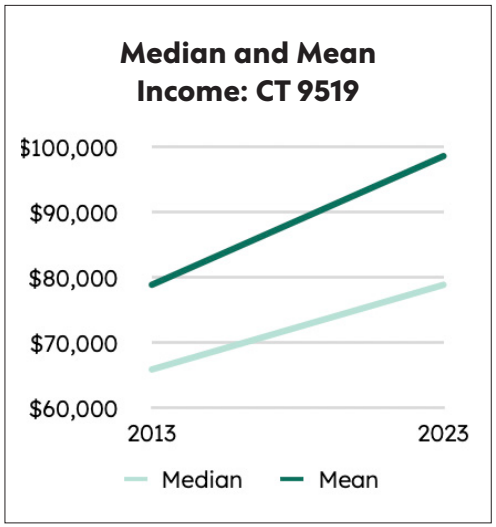
Assessment of Community Wellbeing and Economic Health

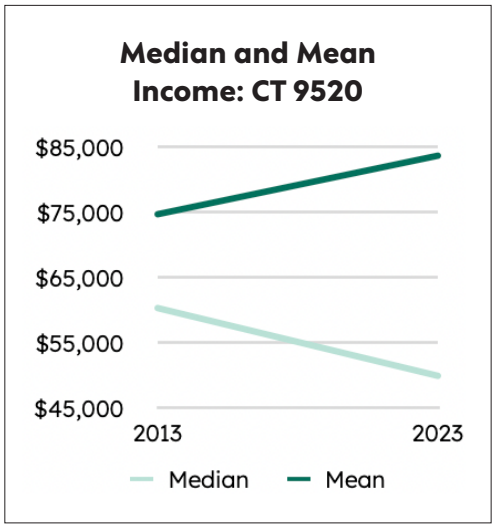
Wages and Income Levels

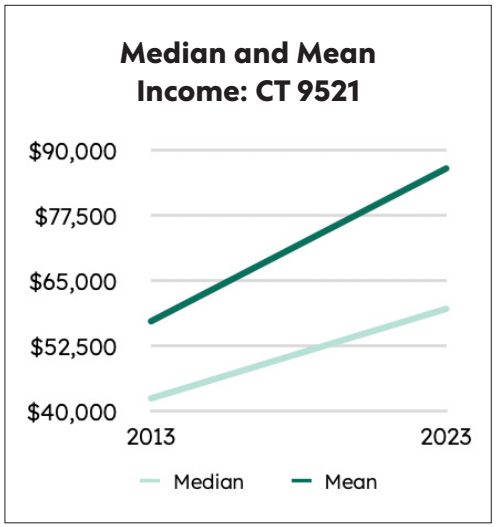
Citywide, median wages increased at a greater rate for tenant households than for owner households (see Appendix A.3, Economic Data, page 194). As illustrated in the chart on the previous page, in two of the three census tracts in the BOA area, this trend was extreme. Income increased by 45% and 54% for tenants and 6% and 23% for owners in CTs 9519 and 9521, respectively. Here, too, these trends are likely due, at least in part, to an influx of households working in higher-earning industries rather than by increasing wages for existing residents. Changes in educational attainment, described in the following section, add further support to this understanding; a larger percentage of the population 25 years and older have higher educational attainment levels in 2023 when compared to 2013, associated with higher earning jobs. Data in CT 9520 shows a different but related trend of stagnating wages for tenants and increasing income for homeowners.

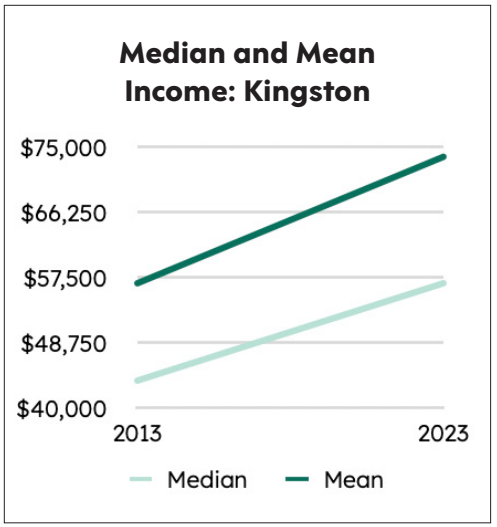
Increasing disparities between high- and low-income residents can be illustrated by comparing mean and median wages, illustrated in the charts below. When the mean (average) moves upward from the median (midpoint), this indicates an increase in higher numbers which skew the mean upward. In the income data, this points to a trend in which high-earners have experienced an increase alongside a stagnation among income for low- and moderate-earners. The most significant increase in both median and mean was in tract 9521, which is the area roughly located south of Broadway and extending toward Pine Street, where mean income levels increased by 51% (nearly $30K), from just over $57K to over $86K.

High-earners have experienced an increase in income alongside a stagnation among income for low-and moderate earners.









Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 and 2023

Assessment of Community Wellbeing and Economic Health

Wages and Income Levels

When comparing the mean wages (inflation adjusted) in the three BOA census tracts to citywide levels, trends indicate that communities living in the area bordered by Uptown, Broadway, and Greenkill Avenue (Census Tract 9521) may have experienced a relatively high degree of change in the community makeup compared to the broader Kingston community. As noted above, this shift is likely due to higher-income households moving in while lower-income households move out. Tract 9520, which is the area north of Broadway bordering Albany Avenue, is the only one with a decrease in median incomes alongside an increase in mean incomes; this indicates a significantly growing rift between high-income and low-income earners in this area.

Another data point to illustrate a growing wealth gap is based on income quintiles, which show the distribution of income based on average earnings for five groups with an equal number of earners (20% of the population) in each group. Overall, data show that the highest income earners have seen their wages increase between 2013-2023 by a much higher rate than lower-income earners (see Appendix A.3, Economic Data, page 197). For example, CT 9521 south of Broadway, identified above for its indicators of recent population turnover, has seen an increased income of nearly $100K (73%) for the highest quintile, alongside a modest increase of only $2,883 (10%) for its second quintile, whose members are earning approximately minimum wage (around $30K annually). In CT 9520, the three bottom quintiles saw their average wages decrease by up to 22% (accounting for inflation) while the highest earning bracket saw wage increases by 34% during that same period. Only in CT 9519 was there a significant increase in wages in lower and middle quintiles. In this tract, households in the second quintile were earning approximately minimum wage ($35K) in 2013, which increased to $55K (57%) in 2023. The notable increase in second-quintile wages could be explained by a number of factors including households moving away, more earners per household, or an increase in wages. All of these factors may play a role; however, community concerns through engagement efforts focused mostly on cost-related displacement for low-income earners.

Based on the quintile data in Appendix A.3, Economic Data, page 197, the following table shows the difference between median earnings in the highest and lowest quintile groups (income brackets) in 2013 and 2023 in each of the three BOA census tracts and citywide. These calculations show that the wealth gap increased most significantly in CT 9521, where the difference between median highest and lowest income brackets went from $126,612 to $225,643, an increase of $99,031, between 2013-2023. As of 2023, the gap in annual earnings between median high- and low-income levels throughout the BOA exceeded $180K. Citywide, the gap between the highest- and lowest-income earning groups was over $230K in annual earnings.

	Difference between Median Earnings in Highest and Lowest Quintile Groups		
	2013	2023	Increase in Wealth Gap 2013-2023
Tract 9519	$161,730	$181,492	$19,762
Tract 9520	$159,865	$220,996	$61,131
Tract 9521	$126,612	$225,643	$99,031
Kingston	$163,330	$230,081	$66,751

Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 and 2023

Assessment of Community Wellbeing and Economic Health

Wages and Income Levels

It is important to note that the growing wealth gap is not unique to Midtown or to Kingston but is occurring in many Hudson Valley communities and even across the country. Across the board, lower income earners often work in industries like retail, entertainment, accommodation, and food services. The jobs offered in these industries tend to have relatively low and stagnant wages and poor employment benefits, if any; at the same time, the demand for these services tends to grow with an influx of higher-earning households with expendable income[11] (see Regional Housing Trends above). This influx was apparent during and after the pandemic, which brought into the area an in-migration of new residents with remote work (see Regional Economic Trends above).[12] One outcome of this trend is a socioeconomic divide between patrons and workers in the service industry. Another outcome is increasing housing costs and financial stress, as noted above.

Simultaneously, rising commercial rents lead to the replacement of businesses that historically catered to lower-income residents and working families – core demographics in Midtown – with businesses that cater to a more affluent clientele. Community input in Midtown indicated the loss of such establishments. For example, youth fellows at Place Corps shared their sense of loss regarding the closure of the Sunshine Market, and an overall lack of affordable, casual options for youth and teens to gather.

The table on the next page shows average wages in each industry for jobs that are located within the City of Kingston, according to the Quarterly Census of Employment and Wages (QCEW, 2023) compiled by the New York State Department of Labor. Because these are jobs located within Kingston itself, they do not include residents who work outside of Kingston, nor do they refer to the influx of remote work since 2020 described above. When looking at wages alongside housing costs, the data show that over 1,000 jobs (approximately 8%) offer average annual earnings below $30,000. Even in two-person households, earners who work in these jobs could fall below the 80% AMI threshold and would struggle to afford the cost of living in Midtown.

Alongside the average wages by industry in the table are the different thresholds for households at 80% AMI, which is the target bracket for many affordable set-aside policies at the state and federal level as well as in the City of Kingston zoning code, and 50% AMI, which is the closest threshold to average tenant household wages for the City of Kingston, as noted above. The table includes these income thresholds for different household sizes, which are used by HUD to determine eligibility for subsidized affordable housing.

This comparison illustrates the types of households who could afford housing at different affordability thresholds. For example, a single parent working in retail, entertainment, or food service would make an average of $46.1K, $36.6K, and $29.4K, respectively. All these income levels fall significantly below the 80% AMI threshold for a two-person household. Workers in the service sectors, especially households with one earner, often need housing geared at 50-60% AMI rather than 80% AMI.

Source: New York State, Department of Labor, Quarterly Census of Employment and Wages 2023 and U.S. Department of Housing and Urban Development (2023)

[11] See Payne, W. B. (2025). Mapping elite tastes along New York City's gourmet gentrification frontier, 1990–2015. Environment and Planning A: Economy and Space, 57(6), 776-793. https://doi.org/10.1177/0308518X251342927.

[12] Money Migration, Hudson Valley Pattern for Progress, 2024 (https://www.pattern-for-progress.org/wp-content/uploads/2024/06/2024-HV-Money-Migration-1.pdf)

Assessment of Community Wellbeing and Economic Health

Wages and Income Levels

Average Wages by Industry and Number of Jobs in the City of Kingston and AMI Affordability Thresholds by Household Size as Determined by HUD (2023)		
Employment Industry	**Number of Jobs**	**Average Wages**
Finance and insurance	410	$89,672
80% AMI for Four-Person Household (2023)		$81,300
Public administration	2153	$73,884
Construction	513	$73,760
80% AMI for Three-Person Household (2023)		$73,200
Management of companies and enterprises	287	$72,575
Health care and social assistance	3554	$71,695
Wholesale trade	250	$70,330
Information	208	$69,734
Professional and technical services	449	$68,732
Administrative and waste services	591	$67,290
Educational services	1698	$66,290
80% AMI for Two-Person Household (2023)		$65,050
Real estate and rental and leasing	200	$63,156
80% AMI for Single Householder (2023)		$56,950
Manufacturing	597	$52,486
Transportation and warehousing	250	$52,220
50% AMI for Four-Person Household (2023)		$50,800
Retail trade	934	$46,099
50% AMI for Three-Person Household (2023)		$45,750
50% AMI for Two-Person Household (2023)		$40,650
Arts, entertainment, and recreation	123	$36,582
50% AMI for Single Householder (2023)		$35,600
Other services, except public administration	624	$33,630
Accommodation and food services	1115	$29,407

Assessment of Community Wellbeing and Economic Health

Educational Attainment

The Community Says... (from community survey)

"We need jobs, skill development training, paid work training in the trades."

"There are not enough employment options for youth or even young adults looking to live and thrive here. There is very little opportunity unless you have the education and knowledge. Feeling welcomed and treated with respect goes hand in hand with mental health, affordable housing, and employment issues.

"Educational opportunities outdoors need to be increased. Children are not growing with the equipment of inquisitiveness and problem solving."

"(We need) educational opportunities - we need investment in STEM to train kids for the jobs of the future. After school programs, makerspaces/hackerspaces, electronics and robotics, and more."

Educational attainment is an important metric often linked to economic opportunity, income, health, and overall quality of life. Educational disparities often persist because of differences in access to early and advanced education, funding for and quality of public schools, and educational opportunities that hinge on personal finances, housing stability, individual responsibilities, transportation, and a host of other factors. Educational attainment is important for community and economic development since many jobs require training and education. Higher-paying jobs tend to be associated with higher levels of education. Residents with lower educational levels and associated earnings are often disadvantaged, especially when the costs of living increase, as is true in the BOA.

Data from the U.S. Census American Community Survey for 2013 and 2023 (see Appendix A.4, Educational Attainment, page 201) show that across the city and within the BOA census tracts, education levels have increased; specifically, the percentages of the population over 25 with a bachelor's degree or professional degree have grown. However, in CT 9520, north of Broadway bordering Albany Avenue, there was an increase in the percentage of the population over the age of 25 with less than a 9th grade education.

This is also the only tract where median tenant income declined and mean tenant income increased between 2013-2023 (see Appendix A.3, Economic Data, page 194), indicating a growing wealth gap in that tract.

While the data show a rise in educational attainment, some residents who took part in the community engagement activities for this plan highlighted the need for more educational and training opportunities in Midtown. Specifically, many called for additional workforce training programs. While there is a satellite SUNY campus in the area, residents still feel there is a gap in available opportunities. Further exploration is needed to better understand the specific needs and potential initiatives that could support upward mobility and career growth for all Midtown residents.

Assessment of Community Wellbeing and Economic Health

Food Security and Access

The Community Says... (from community survey)

"Having access to food is a must."

"Midtown Kingston is sort of a food desert without access to healthy affordable food."

"Food access seems to cover the kind of businesses that I am most seeking: affordable, fresh and local food. Emphasis on affordable."

"I would like to live in a Midtown where I can access all my grocery needs, as well as other home expenses, walking. It would be great to have a grocery store in Midtown that offers a more comprehensive selection than the many smaller markets. I was sad to see the co-op space on Broadway fall through and hope they will find another option in Midtown."

Agriculture is a major part of the economy in Ulster County, with local farms supplying fresh food to markets, grocery stores, restaurants, and food assistance programs. Many farms have expanded into agri-tourism, boosting the broader tourism economy. Despite Kingston's proximity to active farmlands, the Midtown BOA neighborhood remains disconnected from the regional food system and is considered a food desert.[13]

Many participants in the community engagement for this project reported the need for improved access to affordable and nutritious food for the Midtown neighborhood. While there are several small grocery stores in the neighborhood, there was an expressed need for more affordable, fresh food and culturally relevant food options that are easy to access. The Midtown Linear Park is a new amenity that provides better access for people on bike or on foot, but some participants expressed that the presence of substance use on the trail compromises the safety of the trail and thus impedes access to the Hannaford supermarket at 100 Plaza Rd.

The following map shows the location of food stores in and around the BOA study area. Stores are grouped according to the store type as defined by the USDA Supplemental Nutrition Assistance Program (SNAP). These groupings are useful because they indicate the type of food items that are available in each store type.

The four store types found in and around the BOA include:

- **Convenience Store** - Self-service stores that offer a limited line of convenience items and are typically open long hours to provide easy access for customers. Primarily engaged in retail sale of a variety of canned goods, dairy products, pre-packaged meats and other grocery items in limited amounts. Usually sell a large variety of ineligible products, such as hot coffee, alcohol, or tobacco products, rather than a variety of eligible food options.
- **Large Grocery Store** - A store that carries a wide selection of all four staple food categories. They may sell ineligible items as well, but their primary stock is food items.
- **Small Grocery Store** - A store that carries a small selection of all four staple food categories. They may sell ineligible items as well, but their primary stock is food items.
- **Specialty Food Store** – Food stores specializing in the sale of a type of product, but which may also carry other items, but such stock is incidental to the primary specialty food stock.

[13] Kingston 2025, City of Kingston Comprehensive Plan, 2016. Page 78.

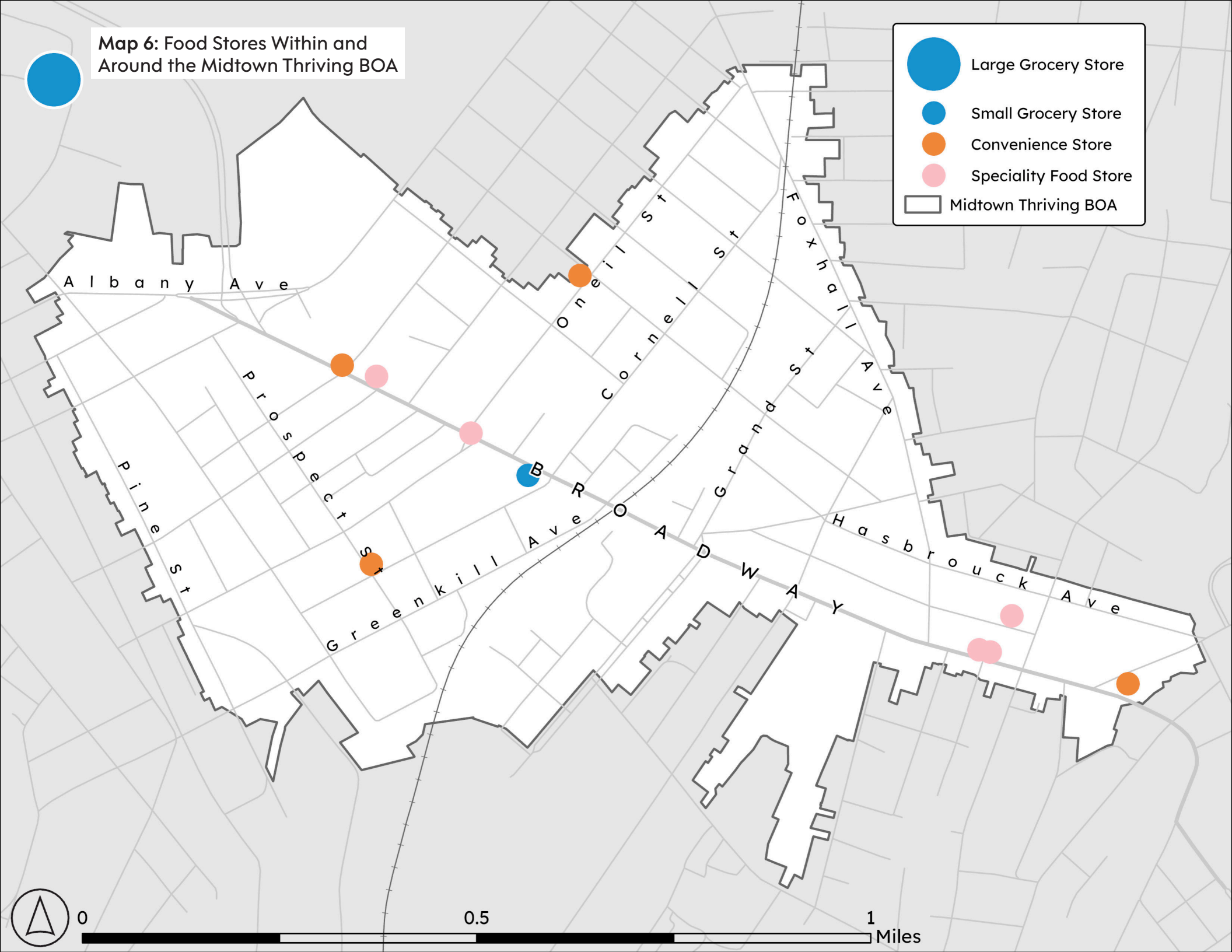
Assessment of Community Wellbeing and Economic Health

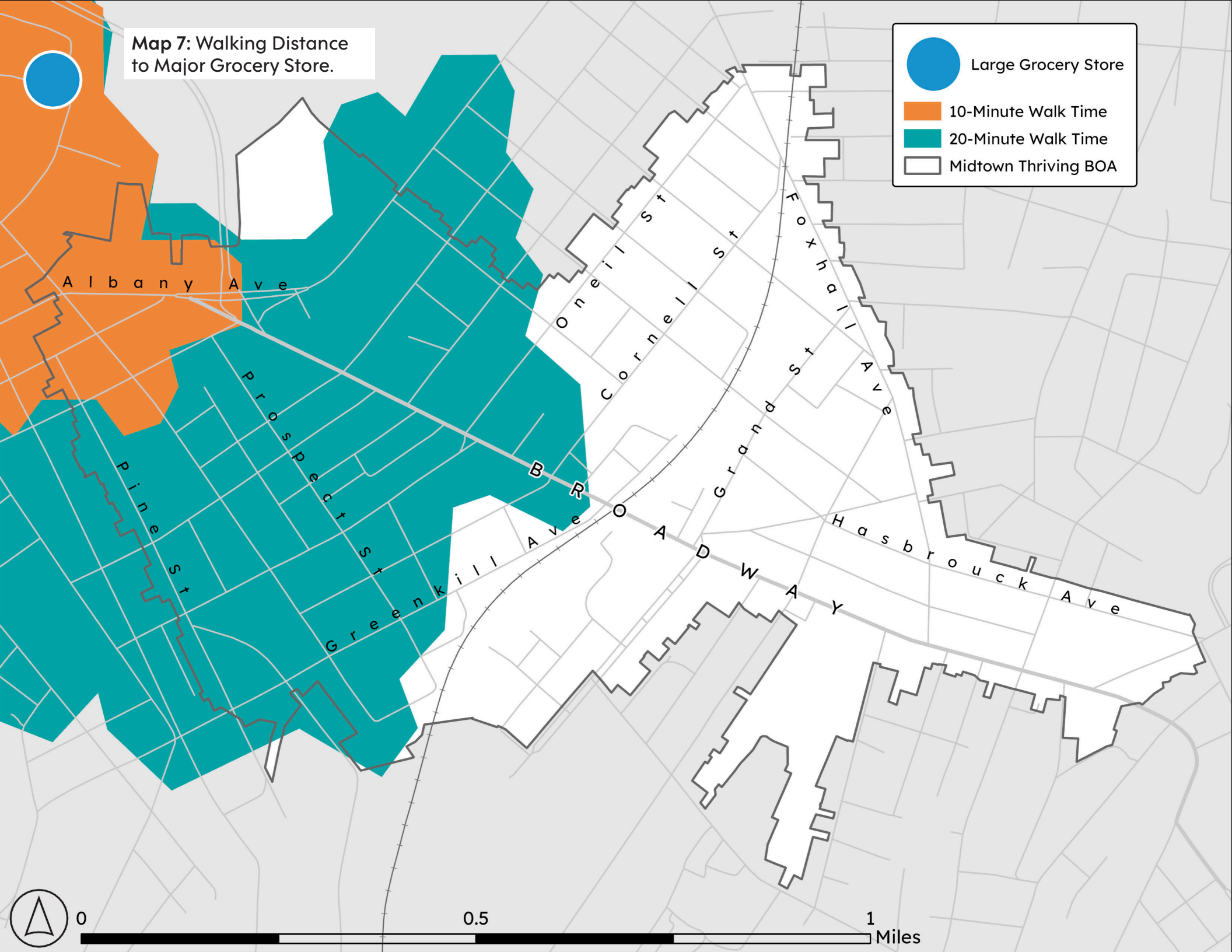
The Kingston City government has recognized the need for improved food access and is currently developing the Food Systems Plan which will guide the city in improving food security and equitable access to nutritious foods.[14]

[14] Food stores were mapped using a Google Maps search for food and grocery stores, and the New York State Retail Food Stores Map. Retail Food Stores Map | State of New York (ny.gov). Pharmacies and strictly restaurants were not included in this map and analysis.



Businesses along Broadway


Map 6: Food Stores Within and Around the Midtown Thriving BOA
Large Grocery Store
Small Grocery Store
Convenience Store
Speciality Food Store
Midtown Thriving BOA
Albany Ave
Prospect St
Pine St
Greenkill Ave
Broadway
O'Neil St
Cornell St
Grand St
Foxhall Ave
Hasbrouck Ave
0
0.5
1
Miles


Map 7: Walking Distance to Major Grocery Store.
Large Grocery Store
10-Minute Walk Time
20-Minute Walk Time
Midtown Thriving BOA
Albany Ave
Prospect St
Pine St
Greenkill Ave
BROADWAY
Grand St
Cornell St
Oneil St
Foxhall Ave
Hasbrouck Ave
0
0.5
1
Miles

Assessment of Community Wellbeing and Economic Health

Transportation and Mobility

The Community Says... (from community survey)

"I love public transportation, but every time I consider it, and look at a map, it does not seem feasible or sensible to take the bus."

"I would like to see more of a focus on alternative transportation, pedestrian- and bike-friendly infrastructure, and public safety on roads..."

"Many of the people I work with and socialize with can't afford life in Kingston... I spend a lot of my time driving people to appointments because of lack of transportation."

"Rent is expensive, and transportation is very difficult to deal with. Lost jobs because of transportation."

"Nothing would improve my family's life in Kingston more than the ability to safely and reliably go places without my car."

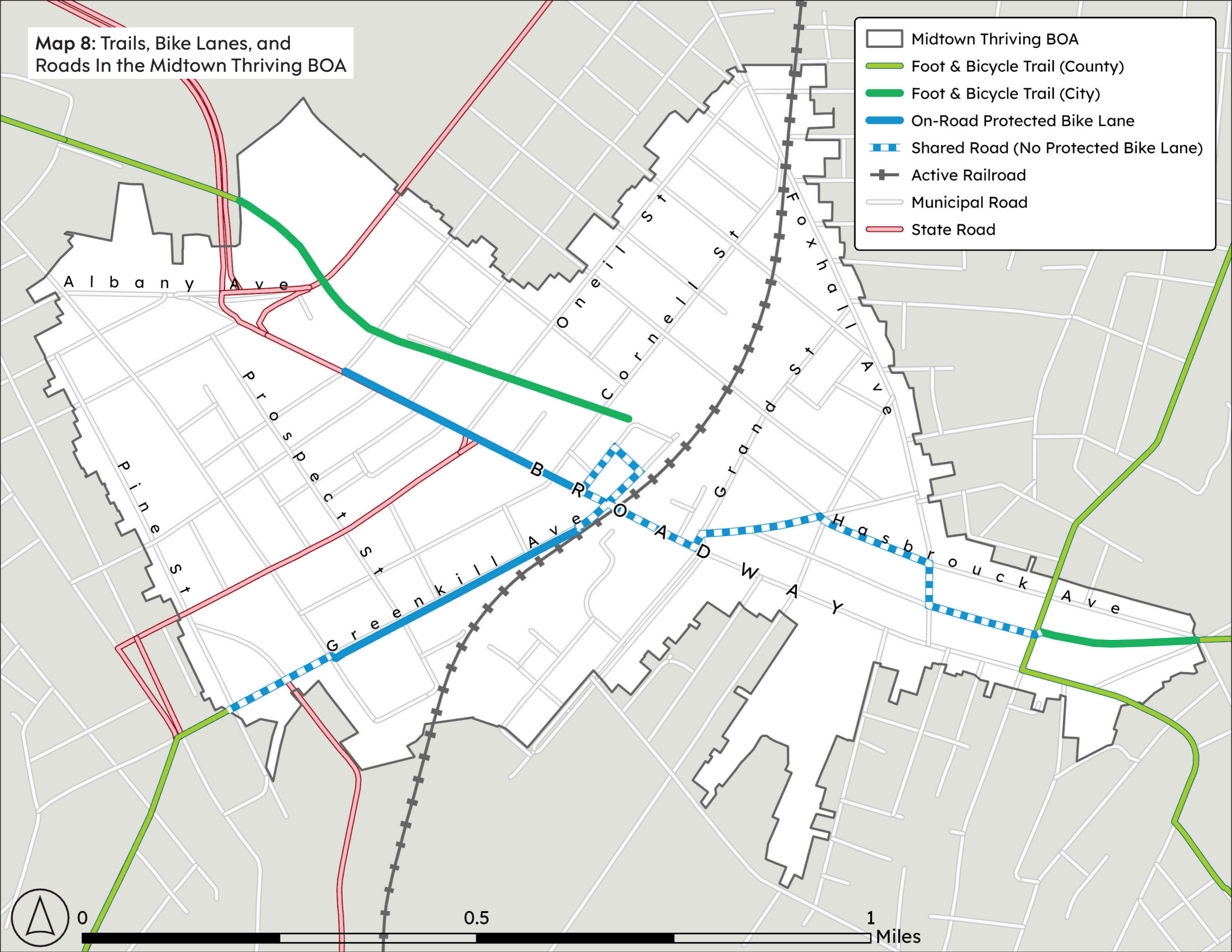
"Currently I am somewhat cut off from friends and neighbors who live in places like the Rondout, Ponckhockie, the Studios Stockade, who are not motivated to walk to my house, which is close to Hasbrouck and Foxhall, the Walgreens, and the exposed, treeless sections of East Chester. Especially in the hotter times of year, it is too brutally hot to move. The area does not have enough trees or nice places to walk! I feel this leads my little corner of Kingston to feel stressful and isolated."

"I would like to see a more walkable and bike-able neighborhood with real public transportation options (frequency and reliability)."

The BOA study area is urban and developed, with a mix of small residential streets and a major commercial corridor – Broadway. The neighborhood is connected to I-87 via I-587 and bisected by a freight rail line, with the CSX Kingston Yard just north of Midtown. Bicycle infrastructure includes bike lanes buffered by parking, a dedicated trail linking to other parts of the city, and shared lanes. Transit options include Ulster County Area Transit (UCAT) bus service along Broadway and intercity service from the nearby Trailways Bus Station. Sidewalk networks largely exist throughout the BOA, although there may be small areas that lack connected sidewalks.

The stretch of Broadway located in Midtown saw significant upgrades in 2021, with the addition of a traffic circle at the intersection of Albany Avenue and bike lanes from East St. James Street to Pine Grove Ave that are buffered by a parking lane. Upgrades on Broadway also include ADA accessible sidewalks and connections to the Kingston Greenline and Empire State Trail, among other improvements.

Through our engagement efforts, community members offered insights into the usefulness of and access to transportation options in Midtown. Overall, participants expressed appreciation for new bike lanes and upgrades. However, many community members who use bicycles mentioned that they would like more protection from vehicular traffic, citing that the parked cars that act as a barrier do not ensure safety.


Map 8: Trails, Bike Lanes, and Roads In the Midtown Thriving BOA
Midtown Thriving BOA
Foot & Bicycle Trail (County)
Foot & Bicycle Trail (City)
On-Road Protected Bike Lane
Shared Road (No Protected Bike Lane)
Active Railroad
Municipal Road
State Road
Albany Ave
Pine St
Prospect St
Greenkill Ave
Broadway
Oneil St
Cornell St
Grand St
Foxhall Ave
Hasbrouck Ave
0
0.5
1
Miles

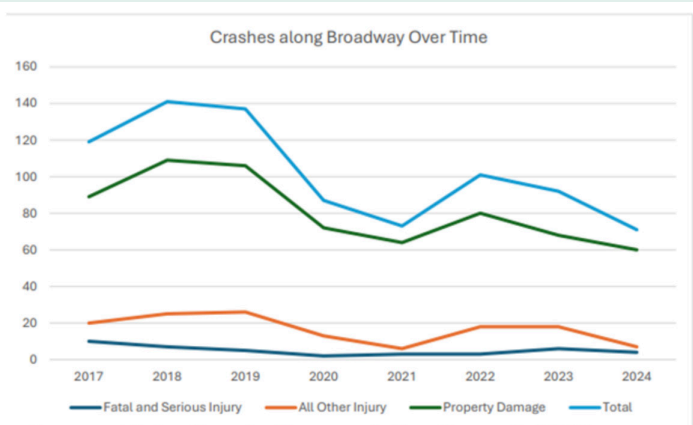
Assessment of Community Wellbeing and Economic Health

Transportation and Mobility

Focus on Broadway

Because safety concerns around Broadway rose repeatedly in community engagement, there is a need to analyze the impacts of car traffic along Broadway for pedestrians and cyclists. Crash data is used here as one metric to illustrate the degree of safety along the right of way.

Crash data should always be analyzed in terms of traffic volume, as an increase in traffic volume will increase the likelihood of collisions. On some segments along Broadway, such as the segment between O'Reilly and Henry Streets, annual average daily traffic doubled from 2018 to 2024 (see the New York State Department of Transportation Data Viewer: https://www.dot.ny.gov/tdv). According to crash report data from the Ulster County Transportation Council (UCTC), despite the uptick in traffic, there has been a notable reduction in overall crash incidents since the improvements along Broadway in 2021. The graph to the left shows these trends from 2017-2024 (see the UCTC Mobility 2050 Plan, Broadway Streetscape Section: https://uctc.ulstercountyny.gov/mobility-2050/).



Source: Ulster County Transportation Council, 2025

Importantly, there was a reduction in collisions resulting in injury, as shown in the table below (source: UCTC, 2025). Injuries as a result of collisions involving two motor vehicles dropped by more than half. Reported injuries involving pedestrians and cyclists fluctuated over the decade, with 2 pedestrians and 3 cyclists reported injured in 2024. Along Broadway, over the course of 10 years, there was one cyclist fatality in 2021, and one pedestrian fatality in 2024 (see Appendix A.5). The pedestrian fatality occurred on an unimproved segment of Broadway. While the improvements along Broadway have clearly improved the safety of the corridor, especially for motorists, data indicate that further care should be taken to ensure that Broadway in its entirety is fully safe for pedestrians, cyclists, and motorists alike. Overall, there is a need for further assessment of pedestrian, cyclist, and traffic infrastructure and safety throughout the BOA to identify nodes and segments that would benefit from improvements.

Community members highlighted the need for public transit during evenings, as the Broadway line service ends before 9 p.m. on weekdays and is more limited on weekends. Some indicated a need to assess route mapping, frequency of busses, and bus stop usability and safety. Others suggested mini transit, such as vans, at more regular intervals. The project team also received feedback about the need for better pedestrian infrastructure to facilitate safe railroad crossings.

Another transportation issue that was raised was connectivity with the rest of Ulster County, as jobs outside the city can be challenging to access for lower-income residents and for youth who are entering the job market and do not have cars. Notably, over 70% of Kingston residents leave the city to work (see Appendix A.3, Economic Data, page 199). There was also a suggestion to improve connectivity with the train station in Rhinecliff. Of specific concern with an influx of new development is more reliance on cars if other forms of transit are not prioritized.

Assessment of Land Health and the Built Environment

The cornerstone of this plan is the intersection between environmental cleanup, public health, and community benefit. Land use patterns, zoning, and other characteristics can help us understand how well we are taking care of our land and our community within the built environment. Brownfields are themselves a record of the historical missteps we have taken in how we treat our land, intentionally or unintentionally. This section includes an assessment of the health of land within the BOA and how the built environment is promoting or hindering community wellbeing. This analysis lays the groundwork for opportunities for remediation as well as stewardship, as described in our SPIRAL approach in Section 2, Community Engagement Process and Activities, page 39.

Parks and Open Space

The Community Says... (from community survey)

"One concept could be an arboretum, which could provide both an open space and act as an educational resource for adults and youth as well as provide for community and event space."

"I think that some of the industrial areas being redeveloped by the city could definitely be turned to parks for kids, skate parks for teens and even community BBQ spots."

"Midtown's green spaces need to be amped up. I think this means design that encourages dwelling in a place, higher ratios of planted space to paved space, and access off of Broadway. Pedestrian and bike access across the railroad tracks would also really open up and connect the neighborhood. Midtown feels very segmented because there are so few channels of access."

"A canopy of trees would make all the difference in this area. Yes, people can go to the trails around Kingston Point Beach. If they have cars, they can drive to parks. But Midtown residents do not have a shady place to go on hot summer days- not unless they own a home with a backyard... We also lack a regular hub for cultural events outdoors."

"Midtown residents should have equal access to greenspace and shade trees that can mitigate the impacts of the urban heat island effect."

"(We need) Green spaces specifically devoted to food cultivation (urban farming) and outdoor event spaces that are well used."

"Climate change is the biggest global threat currently facing us. Green spaces are helpful from both a sustainability perspective and a mental health perspective. More permeable surfaces to help with rain events."

"I hope for more multigenerational spaces that connect to green spaces, this would give more opportunities for my family to explore and enjoy and in community life in Midtown (We live on Henry Street!)"

"Particularly as a parent, green space would see my family spending more time outdoors in communal settings."

"I am most interested in public green spaces and affordable housing. I would also love to see more community centers with programming that connects and educates people -- places to make art together, learn about climate change / sustainability / area history, and repair things."

Assessment of Land Health and the Built Environment

Parks and Open Space

There is a shortage of parkland and recreational space in the Midtown study area. Throughout community engagement for this project, many community members expressed a desire for more outdoor public spaces including soccer fields, playgrounds, green spaces, and community gardens. These comments are aligned with outcomes from recent planning studies as noted in the Policy Review section earlier in this document. The recent opening of the Midtown Linear Park is a significant open space asset for the neighborhood. The county-managed linear park is a former rail line converted into a pedestrian and bicycle path connecting Midtown Kingston at Cornell Street to the Kingston Plaza. However, community members expressed that the park is not optimized for use. Suggestions were made that the area along the park could be activated with playground equipment and other park amenities. There were also concerns about park maintenance and safety.

Many community members expressed a desire for more outdoor public spaces including soccer fields, playgrounds, green spaces, and community gardens.

Many of these issues were addressed in the City of Kingston Open Space Plan (2019). For example, that study included an objective to "promote urban agriculture as a sustainable practice as a part of local and regional food systems change, with a focus on Midtown." There was also a goal stated to create a new neighborhood park in Midtown, addressing Midtown's reputation as a "park desert". Specific recommendations in that plan included, for example, bolstering the existing YMCA Farm Project and identifying a site north of Broadway for a neighborhood park.

In the Midtown Linear Park design project, Ulster County has conducted outreach to residents and stakeholders to hear ideas, values, and priorities shaping park design. Community members want the Midtown Linear Park to feel safe, welcoming, and well-maintained, with better lighting, cleanliness, and thoughtful design. People suggested amenties such as seating, shade, restrooms, water fountains, food options, playgrounds, natural play features, and dog-friendly areas. Participants described community spaces with murals, public art, gardens, markets, and areas for performances and gatherings. There is also interest in native landscaping and improved bike and pedestrian connections to surrounding neighborhoods and trails.

The following are existing parks and open space in Midtown:

- **Barman Park** – A neighborhood park with a playground and baseball field on the corner of Clinton Avenue and Empire Start Trail.
- **Van Buren Street Playground** – A small neighborhood park with a playground and a gazebo.
- **Midtown Linear Park/Kingston Point rail trail** – An asphalt-paved surface connecting Midtown to Kingston Plaza where the city's only major grocery store and county bus transit hub is located.
- **Academy Green Park** - located on Albany Avenue, Clinton Avenue and Maiden Lane in Uptown Kingston.
- **Post Office Park** – A new small park on the corner of Broadway, Grand and Prince streets at the site the former post office. The park includes sidewalks, paths, trees, game tables, benches and other amenities.

The YMCA Farm Project is an urban educational farm located in Midtown. While not a public park, the Farm has a publicly accessible playground, adult exercising equipment, and other outdoor amenities.


Map 9: Parks and Open Space in the Midtown Thriving BOA
Midtown Thriving BOA
Parks and Open Space
Albany Ave
Pine St
Prospect St
Greenkill Ave
BROADWAY
Oneil St
Cornell St
Grand St
Foxhall Ave
Hasbrouck Ave
0
0.5
1
Miles

Assessment of Land Health and the Built Environment

Existing Land Use and Zoning

Midtown is a neighborhood of mostly single and two-family homes with commercial activity and civic, community and health institutions concentrated along Broadway, the main corridor that connects the uptown Stockade District to the downtown Rondout. There is a cluster of manufacturing adjacent to the rail line. Businesses, social and nonprofit organizations, and institutions are eclectic and reflect the area's diverse communities, interests, and needs.

An analysis of existing land uses within the BOA revealed that there is a clustering of commercial and mixed-use land uses along the Broadway corridor. It also shows a clustering of manufacturing land uses in the northeast corner of the BOA, along the active railroad. Residential land uses make up the majority of the land area, with the largest contiguous neighborhood in the southwest section of the BOA south of Broadway. These existing land use patterns are largely driven by past zoning regulations that separated types of uses into distinct districts. Another notable finding from this analysis is the limited amount of greenspace and parks in the BOA. Only 5 acres of land are parks, accounting for just 1% of the land area in the BOA. A total of 27 acres in the BOA are vacant parcels or parking lots. The true acreage of this land use category is higher as this analysis does not capture every parking lot or vacant space that is part of a parcel with a different primary land use classification.

The City's new form-based zoning ordinance, adopted in 2023, may result in shifts in the land use patterns. In contrast to previous zoning, the City's new form-based code allows for a broad variety of land uses as long as a development fits within certain design standards. Traditional or Euclidian zoning limits allowable uses within a given zone, whereas form-based code tends to encourage mixed use, limiting uses only when they are truly incompatible (e.g. conservation and industry). The purpose of a form-based code is to encourage organic development of homes, businesses, public spaces, and services where they are needed most, rather than separate these uses into different zones that often make those services more difficult to access as they necessitate vehicular use. Notably, the rezoning removed minimum parking requirements for all zones. This significant change is designed to increase density, decrease reliance on cars, reduce the cost of development, and optimize the use of land.

Midtown BOA Land Use		
	Acres	Percent of Total Acres
Residential	162	45%
Commercial / Office	62	17%
Civic / Community / Health	53	15%
Mixed Use	31	9%
Vacant / Parking Lot	27	8%
Manufacturing	17	5%
Park	5	1%

One primary intention of the zoning changes was to address Kingston's housing shortage by ensuring that housing is permissible in all developable areas of the city (City of Kingston Website: https://engagekingston.com/kingston-forward).

The code also includes a mandatory inclusionary zoning clause, requiring at least 10% of all new developments above 7 units to be allocated and made affordable to tenants at or below 80% AMI. For developments of 20 units or more, there is a requirement for an additional 5% of units at 120%. The code defines these units as "workforce housing." For developments of 50 units or more, the workforce housing requirement increases to 10% and there is a requirement for 10% of units at 120%. In addition to all these requirements, there are bonus height incentives, which allow developers additional floors on their new buildings if 50% of the additional story is considered affordable (80% AMI), for a total of at least 20% of the entire development.

Housing is permitted in all new zones across the City of Kingston aside from the T1N (Natural) zone, which prioritizes the preservation of nature. Neighborhood businesses are also permitted in all zones aside from those few identified as key for natural conservation. This type of zoning encourages walkable neighborhoods and vibrant, small-scale development.

Assessment of Land Health and the Built Environment

Existing Land Use and Zoning

The citywide legalization of dwelling units and ADUs expedites the development of small-scale residential by reducing bureaucratic barriers to obtaining approvals. Because bureaucracy has been identified by many developers, both nonprofit and for-profit, as a key barrier to developing much-needed housing, these policies are a critical step in addressing Kingston's housing crisis.

In Midtown, the zoning breakdown is as follows:

Code	Name	Area in Acres	% of Midtown Parcels	
T3L	T3 Large lot	2	0.6	Mostly residential, with no commercial uses allowed.
T3N	T3 Neighborhood	11	3.0	Like T3N-O, with corner stores but no significant commercial use.
T3N-O	T3 Neighborhood-Open	22	6.1	Primarily residential, with educational and related uses, with smaller neighborhood-supporting commercial uses in corner store buildings and in the Open Sub-Zone.
T4N	T4 Neighborhood	66	18.2	Mostly residential and uses like schools, churches, and parks that are residential-oriented. Allowable commercial activities are limited mostly to corner stores, with other commercial uses allowed by special permit.
T4N-O	T4 Neighborhood-Open	78	21.5	Similar to T4N, plus additional allowances for commercial uses like healthcare facilities, offices, restaurants and entertainment venues.
T5F	T5 Flex	83	22.9	Vertical and horizontal mixed-use: retail, commercial, residential and light industrial uses on any floor. Ideal location for work/live conditions
T5MS	T5 Main Street	44	12.2	Primarily ground floor commercial uses with a mix of commercial and residential uses on the floors above.
T5N	T5 Neighborhood	19	5.2	A diverse mix of residential Building Types, general retail, and small to medium-sized neighborhood supporting services and commercial uses.
SD	Special District / Institutional	27	7.5	Limited to institutional uses, with no residential or commercial uses allowed. This use includes the sites now occupied by City Hall and the Kingston High School.
*Urban agriculture, parks and open space, and renewable energy systems permitted in all districts.				

Assessment of Land Health and the Built Environment

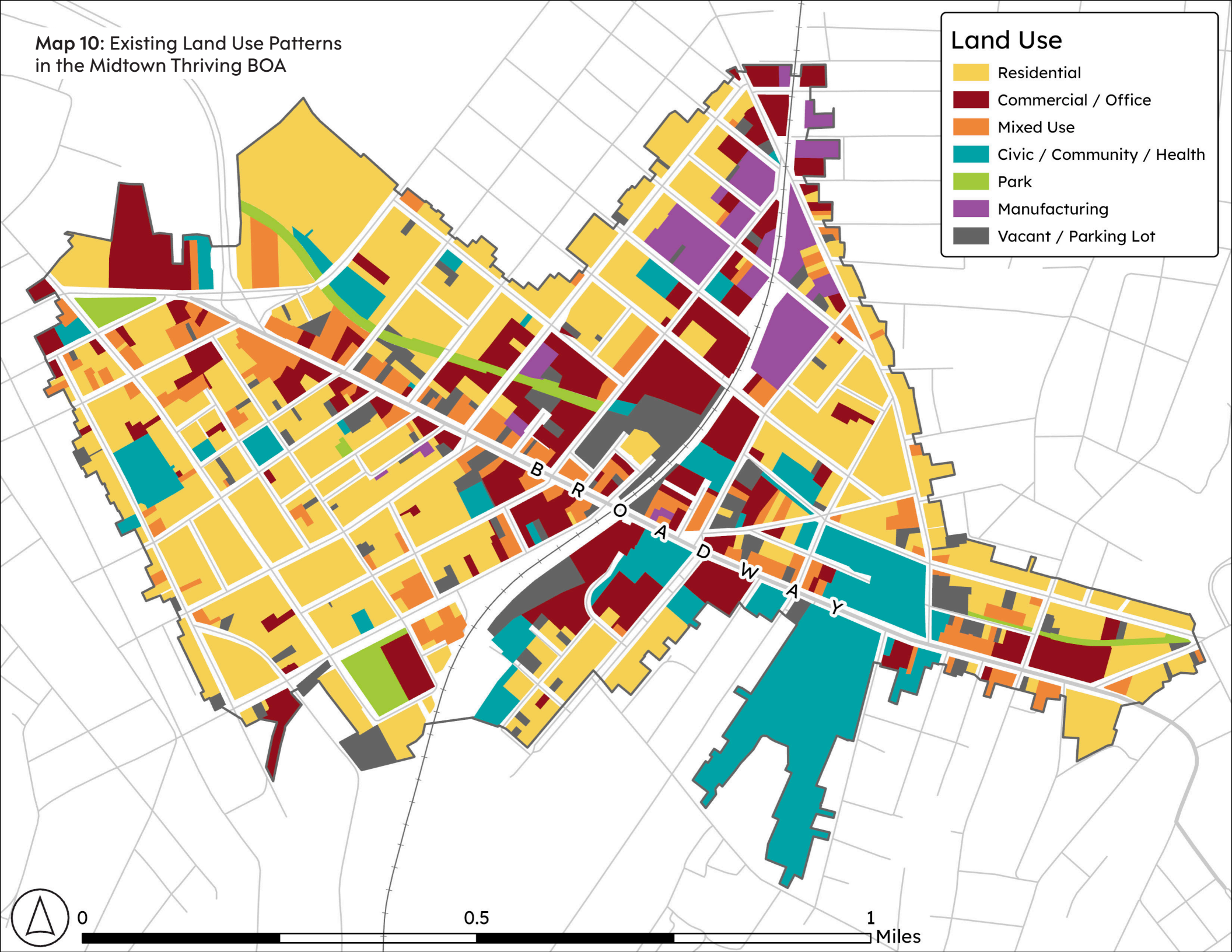
Existing Land Use and Zoning

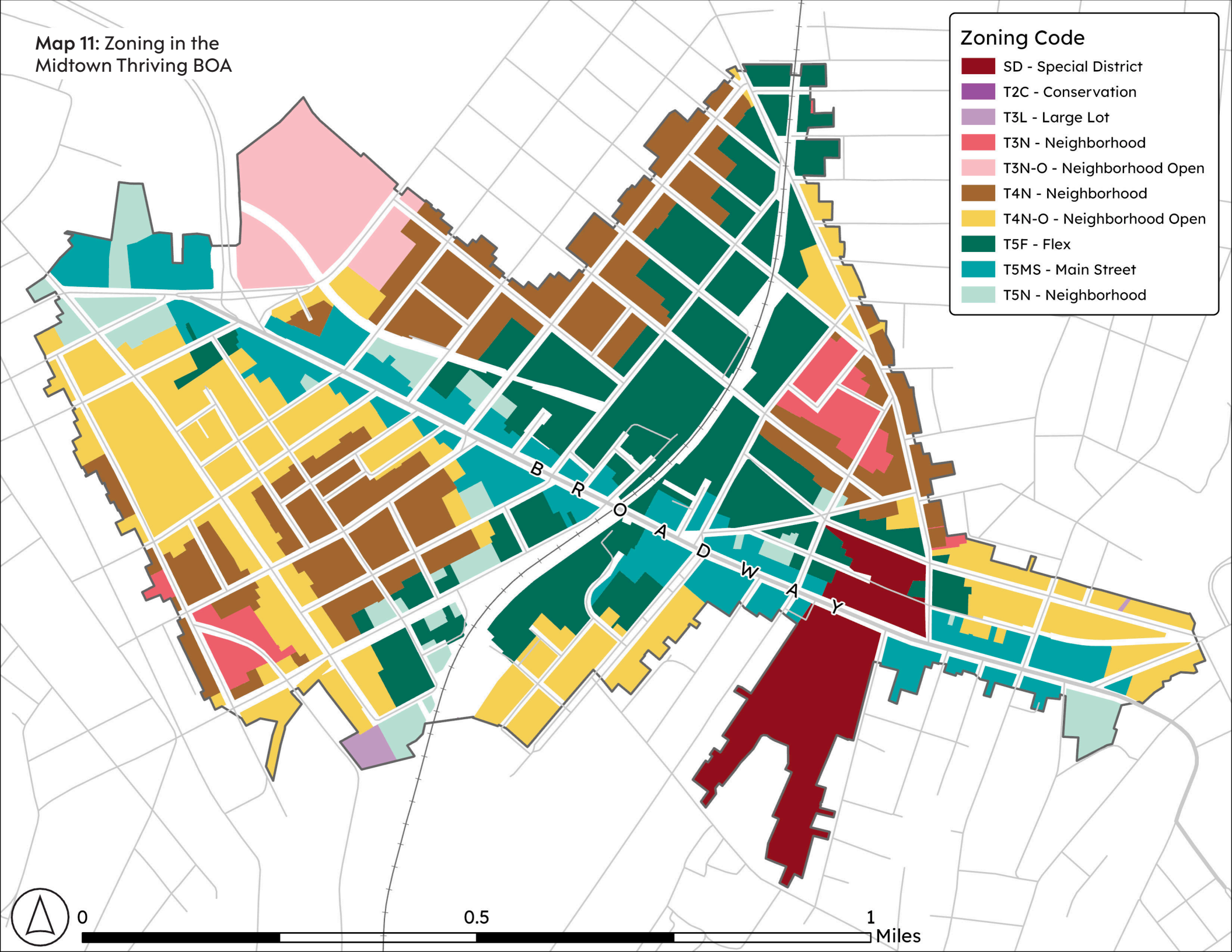
The new framework marks a significant shift from traditional zoning patterns. Uses will no longer be separated as they have been historically, with the exception of the T3 Neighborhood district. Much of the BOA now holds substantial development potential, as sites zoned T5 have the option to be developed for mixed-use purposes. In addition, multifamily housing will be permitted in most—if not all—districts, supporting greater flexibility and diversity in future development.



Energy Square contains 56 affordable apartments plus non-profit and commercial space.

Map 10: Existing Land Use Patterns
in the Midtown Thriving BOA




Map 11: Zoning in the Midtown Thriving BOA
Zoning Code
SD - Special District
T2C - Conservation
T3L - Large Lot
T3N - Neighborhood
T3N-O - Neighborhood Open
T4N - Neighborhood
T4N-O - Neighborhood Open
T5F - Flex
T5MS - Main Street
T5N - Neighborhood
BROADWAY
0
0.5
1
Miles

Assessment of Land Health and the Built Environment

Brownfield, Abandoned, and Vacant Sites

Given Midtown Kingston's long history as a hub for manufacturing, warehousing, auto-related industries, and other industrial activities, it is not surprising that the area today contains a high concentration of known and suspected brownfields and abandoned and vacant sites.

Under the NYS Environmental Conservation Law a "brownfield site" is defined by the as "any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property." Redevelopment or reuse of brownfields may require environmental remediation due to the presence or potential presence of hazardous substance, pollutant, or contaminant. Known or suspected brownfield sites will be referred to as "brownfields" throughout this BOA plan.

As part of the process of identifying strategic redevelopment sites (see page 156 - page 158), the project team conducted a comprehensive review of environmental conditions using publicly available databases and records. Sites with known or potential environmental concerns were prioritized in the selection process by assigning additional evaluation points.

To identify known and suspected brownfields within the BOA, the project team reviewed existing Phase II Environmental Site Assessments, existing public databases including the NYSDEC Voluntary Cleanup Program Database, Superfund Program Database, Petroleum and Chemical Bulk Storage Database, and Spills Database, as well as historic Sanborn fire insurance maps. Spill and bulk storage data include all historic records regardless of cleanup status.

Sites with Established Environmental Concerns

The following sections inventory known brownfields as identified from New York State Department of Environmental Conservation and Environmental Protection Agency databases, as well as vacant sites as identified from tax parcel data.

There are 15 locations within the Midtown BOA that have had some level of environmental assessment in response to known or suspected contamination. Information for these locations was attained through the New York State Environmental Protection Agency (EPA) and Department of Environmental Conservation (DEC). Site classifications are available at: Site Classifications - NYSDEC (https://dec.ny.gov/environmental-protection/site-cleanup/database-search/site-classifications)

Assessment of Land Health and the Built Environment

Brownfield, Abandoned, and Vacant Sites

Sites with Established Environmental Concerns

The following are sites in a DEC program:

Site Address	Owner	Cleanup Program	Environmental Summary	Acres
25 Field Court Site code: 356055	City of Kingston	DEC State Superfund Program Classification: 2	The currently vacant site is adjacent to the Midtown Linear Park and is on the corner of Field Court and Oneil Street. There is an existing structure with 12,289 sq ft that was built in 1966. Known past uses of the site include a tire shop, a welding and lawnmower repair shop, auto repair and offices. The primary contaminants of concern found in an analysis of soil and groundwater include VOCs in the soil, groundwater, and soil vapor. Known contaminants on the site include benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(K)fluoranthene, chrysene, tetrachloroethene (PCE), and trichloroethene (TCE).	0.85
25 Cornell "Wonderly's" Site code: 356064	Wonderly's LLC	DEC State Superfund Program	The site includes a warehouse building that is currently the site of Red Owl, an antique store, and a paved parking lot. The parcel's northern border runs along the Midtown Linear Park. The site was used by the manufacturing company Wonderly's which produced draperies and blinds and was also a bowling alley. Known contaminants on the site include tetrachloroethene (PCE) and trichloroethylene (TCE).	0.39 1.02
77 Cornell "Shirt Factory" Site code: 356061	Crossfield Mgmt. LLC	DEC State Superfund Program Classification: P (Potential)	The site includes a rehabilitated factory building with 62 units of residential apartments. The site also includes a paved parking lot, walkways and landscaped areas. The site was home to Gant Shirt Makers, a drycleaner from 1968-1979, Not Fade Away Tie Die, and QDP Electronics. Soil and groundwater from the site were analyzed. The primary contaminants of concern are chlorinated VOCs in the groundwater and soil vapor. A Sub-Slab Depressurization System Design Document was released in 2023 To address soil vapor intrusion as found in a Site Characterization field study, a Sub-Slab Depressurization System (SSDS) was constructed, and a completion report was issued in 2023. Findings from the completion report that the SSDS is effectively mitigating vapor intrusion within the footprint of the building. A Off-Site Soil Vapor Intrusion Investigation Work Plan was produced in 2023. The plan proposed investigation activities for the six adjoining properties.	.88

Assessment of Land Health and the Built Environment

Brownfield, Abandoned, and Vacant Sites

Sites with Established Environmental Concerns

Site Address	Owner	Cleanup Program	Environmental Summary	Acres
85 Grand "Huck Manufacturing Site" Site code: C356054	Grand Realty Corp	DEC BCP Voluntary Cleanup Program Classification: N (No further action at this time)	There are two buildings on the site including the former manufacturing building and an office building. The site also includes a paved road, a parking lot and a lawn next to the office building. The site is currently used for a self-storage space and for parking of moving vans. Historic uses of the site include automotive, electrical, and refrigeration supplies manufacturing. Soil samples and groundwater were analyzed. Primary contaminants found at the site include Chlorinated VOCs including trichloroethene (TCE) and tetrachloroethene (PCE), SVOCs, metals and PCBs in the soil and storm sewer sediment. Metals and VOCs were found in the groundwater at the site.	4.5
306-318 Broadway "10 East Chester Street" Site code: C356032	Waltrust Prop Inc	DEC BCP Classification: C (Completed)	The site currently has a Walgreens Pharmacy and large asphalt parking lot. The historical uses of the site were a gas/service station, a dry cleaner, and a vehicle storage/service station. The contaminants of concern are benzene, ethylbenzene, tetrachloroethene (PCE), toluene, trichloroethene (TCE), and xylene (mixed). Remediation to address tetrachloroethene at the site is complete. PCE is still present in the ground water. There is a work plan with corrective measures to control the migration of contamination off site, but it is awaiting implementation. Soils have been excavated and disposed of. Potassium permanganate has been injected to address the presence of VOCs and SVOCs in the groundwater. The Site Management Plan calls for the monitoring of groundwater and additional injections as needed. Any future buildings will need a sub-slab depressurization system and vapor barrier. There is an environmental easement and a soil and site management plan, vapor mitigation, cover system, land use restriction, monitoring plan and ground water use restriction.	.87
49 Foxhall Ave Site code: V00617	Monofonus Kingston LLC Or Abdul R. Waheed	DEC Voluntary Cleanup Program Classification: C (Completed)	The site has the foundation from a former residence and garage. Past uses of 49 Foxhall Avenue included an automotive repair and furniture refinishing business. There was Phase I conducted on the site in 2000. Areas of concern were excavated, and the contaminated soil was removed. Remediation of the site is complete. The site is managed under a Site Management Plan. There is a deed restriction limiting future use to commercial with a land use restriction, ground water use restriction, and soil management plan.	.14
65 Albany Ave Site Code: 356060	MMJD Equities LLC	DEC State Superfund Program Classification: P (Potential)	The site has a commercial building with multiple tenants. Historic uses of the site included Pride Cleaners, a drycleaner that was in business from 1964-1986 and later R F Bechtold Inc. from 1992-1995. Soil and groundwater were analyzed. The primary contaminants of concern include VOCs in the groundwater and in the soil vapor. Contaminant levels indicate that there is soil vapor and mitigation is necessary for any on-sire structures.	1.9

Assessment of Land Health and the Built Environment

Brownfield, Abandoned, and Vacant Sites

The following city-owned sites were the subject of U.S. EPA environmental assessment through a Community Wide Brownfield Assessment Program grant:

Site Address	Owner	Cleanup Program	Environmental Summary	Acres
615 Broadway	City of Kingston	US EPA Assessment Grant	The site is mostly covered with a paved parking lot and has no structures or buildings. The City has partnered with the development firm, Baxter, to redevelop this property with residential and commercial uses and a public park/plaza. The following were completed for the site: Phase 1 ESA (2018), Phase II ESA (2019) Phase II ESA (2020). The results of this Phase II ESA indicate that shallow soil 0-2 feet below ground surface in several locations is impacted with metals (mercury and/or lead) as well as SVOCs in two locations. All detected soil impacts are in shallow soils. In addition, elevated levels of tetrachloroethene (PCE) and trichloroethene (TCE) were detected in the groundwater. https://cimc.epa.gov/ords/cimc/f?p=CIMC:31::::Y,31:P31_ID:238496	.8
44 Franklin St	City of Kingston (pending sale to RUPCO)	US EPA Assessment Grant	A residential property. Past uses of the site were residential. The following were completed for the site: Phase 1 ESA (2018), Phase II ESA (2020). Lead and other contaminants were found in the building materials and in the soil. Chlorinated VOCs were found in nearby sites but were not detected in the on-site groundwater. Asbestos-containing materials, lead based paint, and universal waste items were identified. https://cimc.epa.gov/ords/cimc/f?p=CIMC:31::::Y,31:P31_ID:238765	.12
33 Franklin St	City of Kingston (pending sale to RUPCO)	US EPA Assessment Grant	A residential property with a two-story building and a detached garage. Historic use of the site was for residential purposes. The following were completed for the site: Phase 1 ESA (2018), Phase II ESA (2019) Phase II ESA 2019. Lead and other contaminants were found in building material and soil on the site. It was determined that the groundwater had elevated levels of tetrachloroethene (PCE) and trichloroethene (TCE). It is presumed that the groundwater migrated onto the site from a larger PCE/TCE plume off-site. Asbestos-containing materials, lead based paint, and universal waste items were identified. https://cimc.epa.gov/ords/cimc/f?p=CIMC:31::::Y,31:P31_ID:238489	.13

Assessment of Land Health and the Built Environment

Brownfield, Abandoned, and Vacant Sites

Sites with Established Environmental Concerns

Site Address	Owner	Cleanup Program	Environmental Summary	Acres
54 VanDeusen St	City of Kingston (pending sale to RUPCO)	US EPA Assessment Grant	A residential property. The following were completed for the site: Phase 1 ESA (2018), Phase II ESA (2019) Phase II ESA 2019. Lead was found in the soil around the site building. Mercury was found in one location. Low-level VOCs are present in the soil gas below the basement floor. Lead-based paint was found in the building. https://ordspub.epa.gov/ords/cimc/f?p=CIMC:31::::Y,31:P31_ID:238495	.04
78 Franklin St	City of Kingston	US EPA Assessment Grant	A vacant residential property that was built in 1908. Phase 1 ESA (2020). The structure on the property burned in 2012 and was then demolished in 2014. No Phase II was completed for this site The property is proposed to be redeveloped into a community garden with assistance from the Kingston Land Trust https://cimc.epa.gov/ords/cimc/f?p=CIMC:31::::Y,31:P31_ID:248709	.7
124-126 Franklin St	City of Kingston Land Bank sold to homebuyer	US EPA Assessment Grant	A vacant residential building built in the 1890s. A Phase 1 was completed in 2019. A second Phase 1 was completed in 2020. A Phase 2 has not been completed. Former Use: The Site is 0.15 acres and is developed with an approximately 2,036 square-foot, residential building. https://ordspub.epa.gov/ords/cimc/f?p=CIMC:31::::Y,31:P31_ID:238492	.15

The Midtown Linear Park (Kingston Rail Yard) is another area of Midtown with established environmental concerns. In a Phase 2 for the county-owned site, SVOCs were found in surface and subsurface soil. PCE, metals, and PAHs, and PCBs were also detected. TPH DRO and PAHs related to fuel oil were observed in soil samples throughout the subject property. Chlorinated VOCs were detected in groundwater samples. Groundwater contamination likely comes from a plume sourced at the Field Court Site. The Cornell Yard Final Remedial Action Work Plan details a remediation plan for the site. TO date, 1 foot of soil on the section between Cornell and O'Neil has been removed. This area has a barrier and is capped with new soil.

Assessment of Land Health and the Built Environment

Brownfield, Abandoned, and Vacant Sites

Bulk Storage and Spills

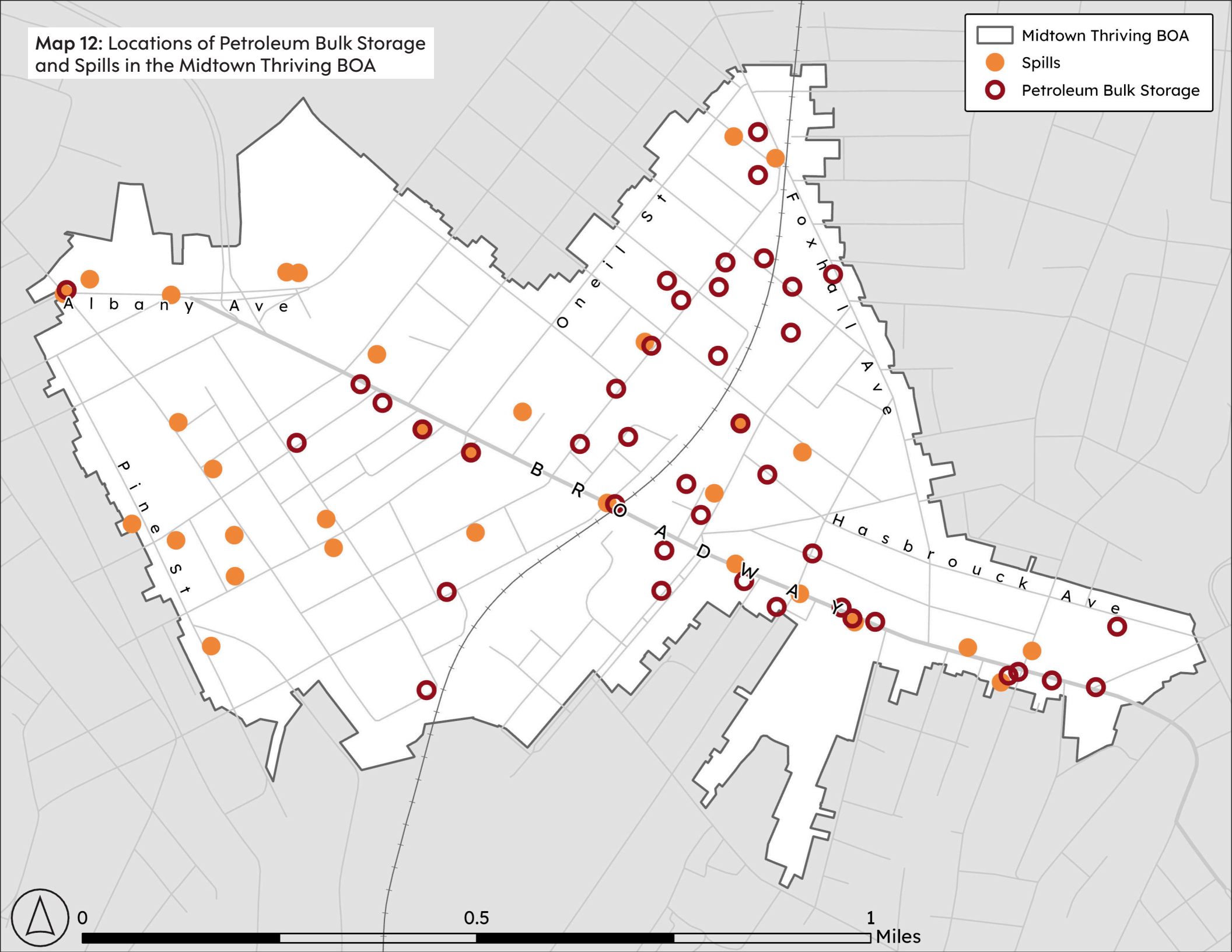
The New York State Department of Environmental Conservation (DEC) maintains records of all reported spills and petroleum bulk storage sites. These sites are monitored and regulated by the DEC to help prevent environmental contamination from petroleum and other hazardous substances.

The map on the next page displays known spill and bulk storage sites within the Midtown Thriving BOA study area. Because for some records exact parcel boundaries could not be determined from available data, the locations are represented as points. To support strategic site identification, the planning team used the nearest parcel ID to approximate the location of each spill.

There is a concentration of petroleum storage along the Broadway corridor and on properties adjacent to the rail line. There are records of spills throughout the BOA. There are 33 records of bulk storage and 28 records of spills.

Several of the strategic sites in this plan have a record of either a spill or bulk storage of petroleum. The database includes spills since 2007 that vary in substance and amount of material.

For a complete list of recorded petroleum bulk storage and spills see Appendix A.6, Site with Potential Environmental Issues, page 202 - page 214.


Map 12: Locations of Petroleum Bulk Storage and Spills in the Midtown Thriving BOA
Midtown Thriving BOA
Spills
Petroleum Bulk Storage
Albany Ave
Pine St
O'Neil St
Broadway
Foxhall Ave
Hasbrouck Ave
0
0.5
1
Miles

Assessment of Land Health and the Built Environment

Brownfield, Abandoned, and Vacant Sites

Historical Use and Sanborn Maps

The Sanborn Map Company produced fire insurance maps that were used by communities across the United States to locate fire liabilities and ascertain risk associated with properties. The maps included information on building materials, land use, approximate building footprint, and outbuildings. For the City of Kingston, maps are available for the years 1889, 1899, 1950, and 1957.

Sanborn maps were reviewed, and all sites within the BOA were examined across the available map years. Additional environmental investigation is recommended for sites with historical uses commonly linked to potential environmental concerns. Each site was assigned a priority rating from 1 to 3, with 3 indicating the highest priority for further investigation and 1 indicating the lowest.

- **Level 1 (low)** – Includes uses such as blacksmith shops, lumber yards, storage facilities, among others
- **Level 2 (medium)** - Includes uses such as storage and warehouses for potentially hazardous materials, vehicle repair shops, and car wash facilities, among others
- **Level 3 (high)** – Includes uses such as former dry cleaners, manufacturing facilities, gas/filling stations, paint and/or oils, and underground petroleum, among others

Map 13 displays sites where further investigation is recommended. There are 162 sites in the BOA in this group. The sites are ranked from low to high priority. In many cases, site use changed across the three mapped years; in 1889 a site may have been a lumber yard and later a factory, for example. When such changes occur, the map reflects the highest identified priority associated with any use over time.

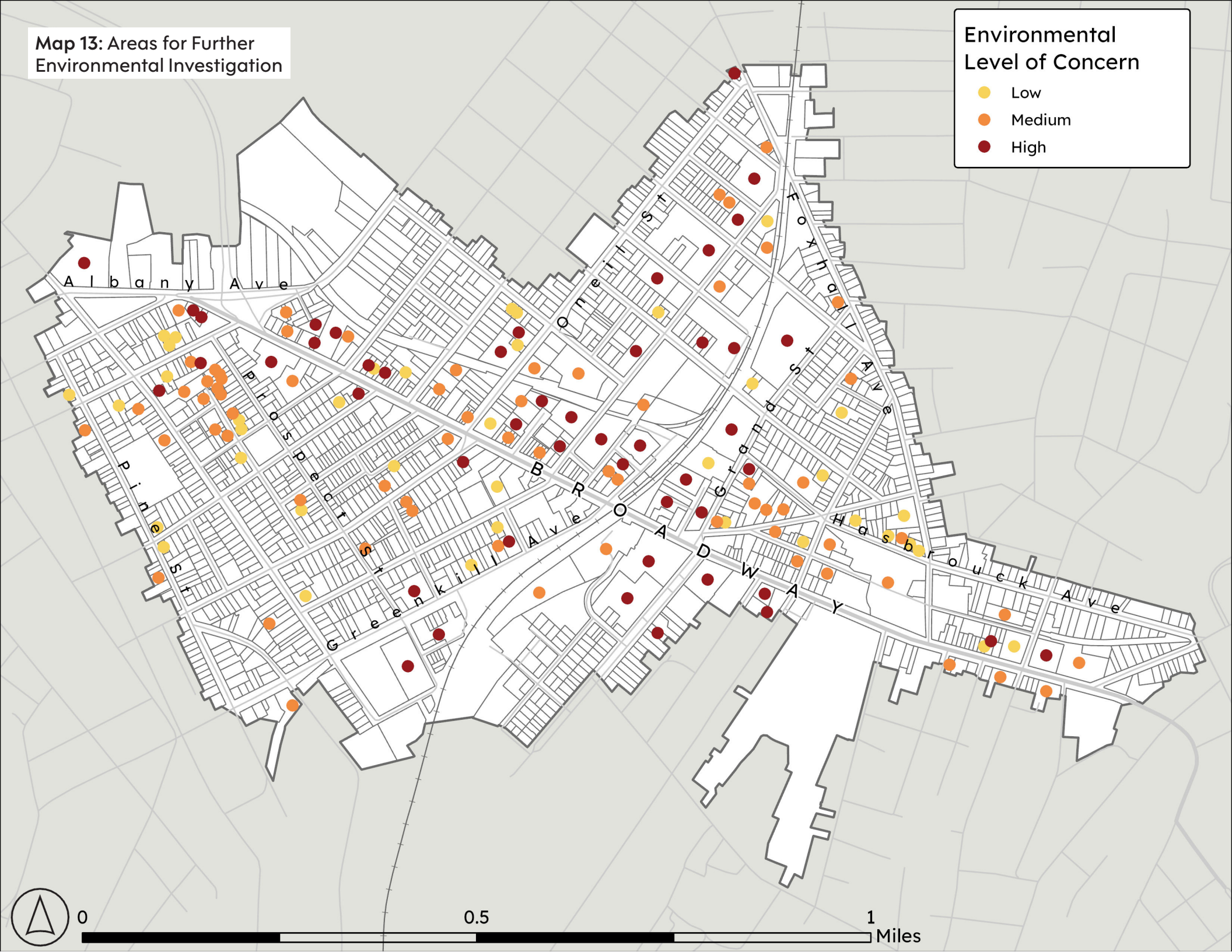
Additionally, due to changes in parcel boundaries since the dates of the historic Sanborn maps, locations are represented as dots rather than shaded parcels to avoid misrepresenting current properties with environmental concern. To support strategic site identification, where exact parcel identification was not possible, the planning team matched sites to the nearest corresponding parcel based on available data. As a result, the mapped locations of environmental concern are approximate and intended for preliminary planning and research purposes only. Further investigation and site-specific analysis would be required to confirm actual conditions.

Some of the more common past uses found on the maps were related to automobiles (38 sites), factories and manufacturing (36 sites), and painting (22), blacksmiths (12).

For a complete list of sites that for which further investigation is recommended, see Appendix A.6, Site with Potential Environmental Issues, page 202 - page 214.

Some of the more common past uses found on the maps were related to automobiles (38 sites), factories and manufacturing (36 sites), and painting (22), blacksmiths (12).

For a complete list of sites that for which further investigation is recommended, see Appendix A.6, Site with Potential Environmental Issues, page 202 - page 214.


Map 13: Areas for Further Environmental Investigation
Environmental Level of Concern
Low
Medium
High
Albany Ave
Pine St
Prospect St
Greenkill Ave
Broadway
Oneil St
Grand St
Foxhall Ave
Hasbrouck Ave
0
0.5
1
Miles

Assessment of Land Health and the Built Environment

Brownfield, Abandoned, and Vacant Sites

Vacant Land and Underutilized Sites

As with brownfield redevelopment, reuse of vacant lots can increase walkability within a neighborhood, increase community assets, spur needed investment, and curb urban sprawl. The vacant lots in Midtown present opportunities to meet community needs. Vacant properties were identified using NYS property classification codes. There were five types of vacant properties found in the BOA. The most common type of vacant property both by acreage and number of parcels is "Vacant land located in commercial areas".

There are 84 parcels in the BOA that are classified as vacant under the New York State property classification code (see Appendix A.7, page 215) for list of vacancy sub-classifications). These 84 parcels are a combined 17 acres in size, which represents approximately 5% of the total parcel area in the BOA. The vacant properties are relatively evenly distributed throughout the BOA, with no clear spatial pattern or clustering of vacant sites. Most of the vacant land is in commercial areas (47%).

The vacant lots in Midtown present opportunities to meet community needs.



Image: Strategic Site at 85 Grand Street


Map 14: Vacant Properties in the Midtown Thriving BOA
Midtown Thriving BOA
Vacant Property
Albany Ave
Oneil St
Foxhall Ave
Pine St
BROADWAY
Greenkill Ave
0
0.5
1
Miles

Assessment of Land Health and the Built Environment

Land Ownership Pattern

There are 52 parcels in the BOA with public ownership. This represents approximately 11% of the property acreage in the BOA. Notable City-owned properties include City Hall, the Kingston Point Rail Trail, and local parks. Kingston High School is the largest publicly owned property in the BOA and the largest parcel of any ownership in the BOA. Ulster County owns a handful of parcels including a large parking lot on Foxhall Ave, the Ulster County Restorative Justice and Community Empowerment Center, and the Midtown Linear Park. There is no federally owned property in the BOA except for the post office.



Post Office Park was completed in 2025 and includes new green space, game tables, benches, trees, and intepretive signage.


Map 15: Land Ownership Patterns
in the Midtown Thriving BOA
Property Ownership
City of Kingston
Kingston City Land Bank
Kingston Housing Authority
Kingston City School District
County of Ulster
US Postal Service
NYC DEP
Private
BROADWAY
0
0.5
1
Miles

Assessment of Land Health and the Built Environment

Inventory of Buildings, Places, and Community Assets

Community-Identified Assets

In addition to encouraging new uses that the community wants to see, this plan intends to protect the assets that already exist. For this reason, our public survey included the following question: "What place would you miss most if it were gone?" The answers to this question revealed a strong inventory of beloved places that meet community needs in a variety of ways. This is especially important in a community that has expressed fears of displacement and of losing local businesses and neighborhood assets. The list included here includes places that were mentioned 10 or more times in the survey. A full list of places mentioned in the survey is included in Appendix A.8, Inventory of Buildings, Places, and Community Assets, page 216. This list is comprehensive, but not exhaustive. When specific developments are proposed, additional conversations should gauge the significance of the site in question before making decisions that may impact current use or displace a meaningful resource.

Community-Identified Assets, Top Picks	
Name	**Survey Mentions**
Ulster Performing Arts Center	52
YMCA	37
Boys & Girls Club	13
People's Place	12
Kingston Library	11
Restaurants (neighborhood/local)	11
Center for Creative Education	10

Social, Cultural, and Institutional Assets

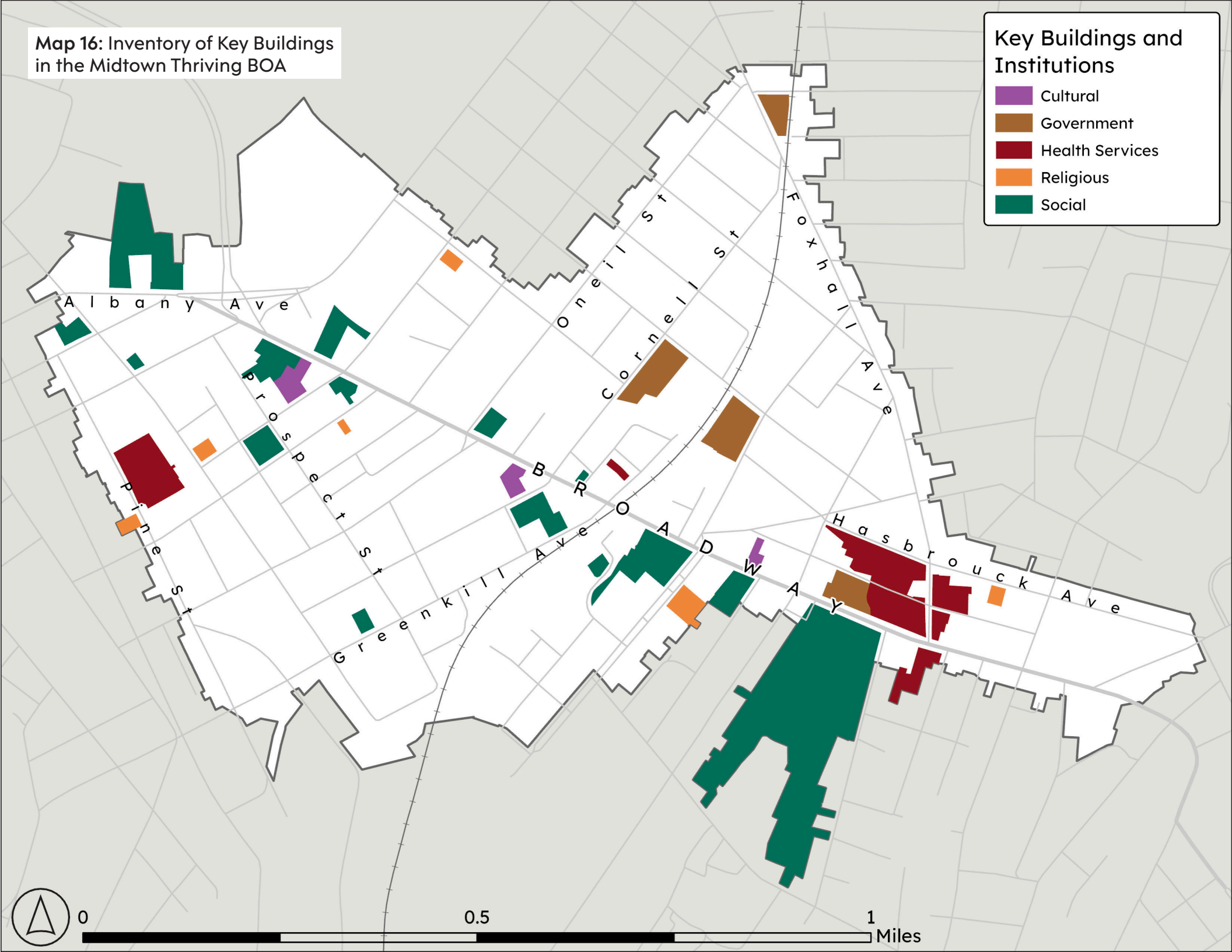
The following map shows government, social services, cultural, religious, and health service buildings and institutions in the Midtown BOA. There is an overlap with this inventory and with what the community identified as important places in the neighborhood. A full list of these assets can be found in Appendix A.8, Inventory of Buildings, Places, and Community Assets, page 217.

Midtown is where many of the city's government, cultural, health, social and other institutions are located.

City Hall, the Ulster County Hall of Records, the central U.S. Post Office, and the New York City Department of Environmental Protection are all located in the BOA study area. Many social service providers are also located in the BOA including the YWCA Families Now, Family of Woodstock, and The Arc Mid-Hudson, among others. Numerous social buildings and institutions are in the neighborhood including the Boys and Girls Club, the Center for Creative Education, and the Andy Murphy Neighborhood Center, among others.

Midtown also has numerous cultural and arts-related buildings and institutions such as the renowned Ulster Performing Arts Center, the Center for Photography at Woodstock, and Cornell Streets Studios.

The BOA has several health service buildings and institutions. The newly constructed Pine Street Health Center provides primary healthcare, mental healthcare, and social support service. Importantly, Pine Street Health Center provides these services regardless of a patient's insurance status or ability to care. Another health-related asset will be the new Ulster County Center for Wellbeing, with a planned completion date in 2025. Here, the former hospital site is being converted to a center for mental health and wellness services. The Health Alliance Mary's Avenue Hospital, a major hospital, is located just outside of the BOA. Another health-related asset with be the planned Ulster County Center for Wellbeing.


Map 16: Inventory of Key Buildings in the Midtown Thriving BOA
Key Buildings and Institutions
Cultural
Government
Health Services
Religious
Social
Albany Ave
Prospect St
Pine St
Greenkill Ave
O'Neil St
Cornell St
Foxhall Ave
BROADWAY
Hasbrouck Ave
0
0.5
1
Miles

Assessment of Land Health and the Built Environment

Inventory of Buildings, Places, and Community Assets

Historically Significant Areas and Assets

The Community Says... (from community survey)

"We should be clear about the history... and study how it continues to today. We should be careful not to promote diversity and multi-culturalism as an aesthetic, but as an integrated collective belonging and right."

"The strong sense of community and history is one of the many reasons why I love Kingston."

Midtown is historically significant as an industrial neighborhood, connecting the Rondout and Historic Kingston (Stockade), originally by way of the railroad. Midtown's historic identity as a neighborhood of manufacturing and industry has drawn and continues to attract immigrant communities seeking opportunity.

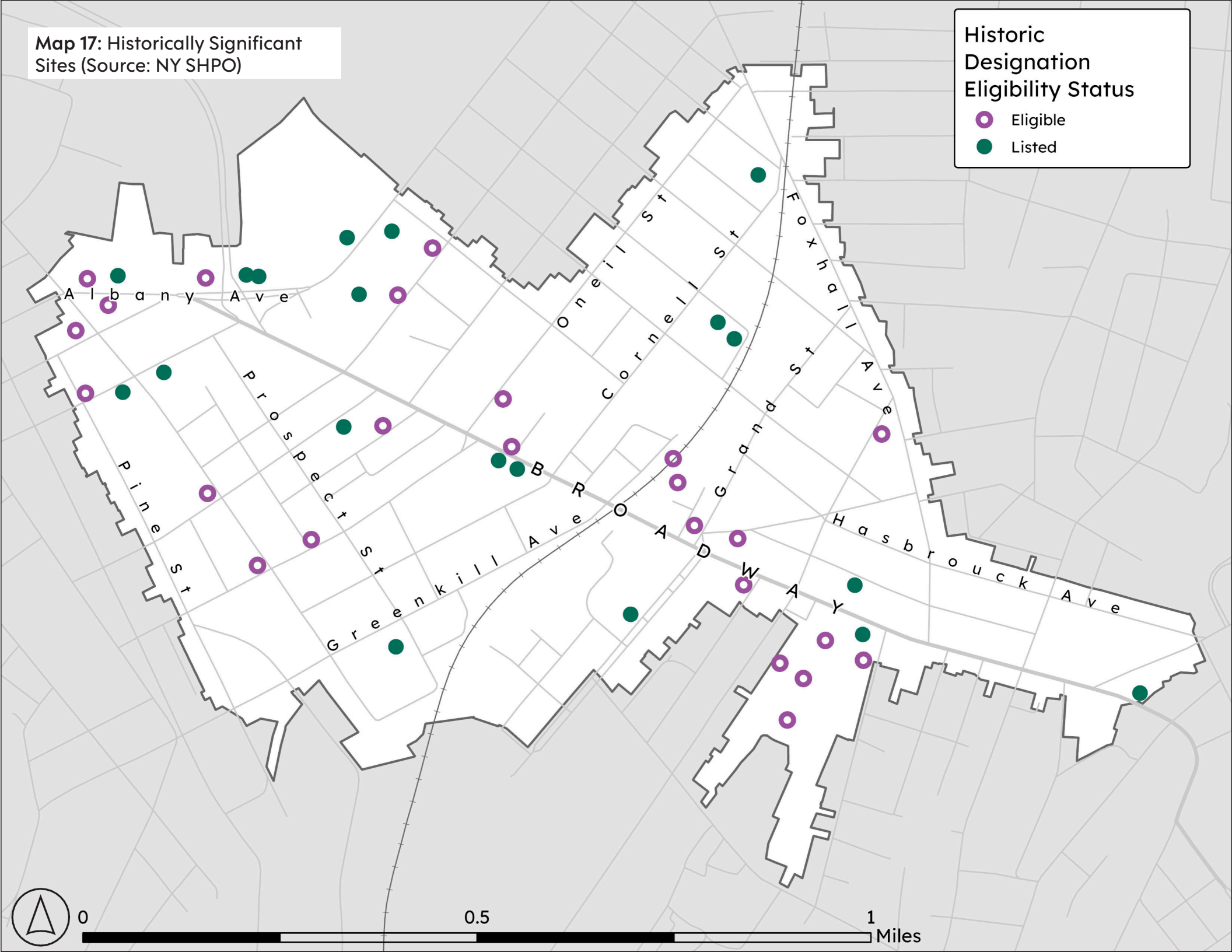
According to the Ulster County Clerk's office, Midtown is also where the first Black formerly enslaved people in the area settled after emancipation and holds historic significance to the Black community. Significant historic events that led to the establishment of this community include enslavement and emancipation as well as more recent events like Urban Renewal,[15] which displaced people from the Rondout and led to their relocation in Midtown.

Midtown was the site of a 1652 agreement between the Esopus Tribe and the early Dutch settlers. Records in the Ulster County Archives note that, a year after the signing of the agreement, a member of the Esopus Tribe returned to the land, expecting to continue using it. This suggests a fundamental difference in understanding: the Esopus, whose cultural traditions centered on communal use and stewardship of the land, did not share the European concept of private land ownership.[16,17] As a result, the agreement was likely interpreted in very different ways by each group.

As a result of its historic legacy, there are several places in Midtown that are eligible or listed for the National Register of Historic Places, likely under Criterion A (Events) and Criterion C (Architecture),[18] based on data and expertise from State Historic Preservation Office (SHPO) officials. Parts of Midtown may also be eligible for historic designation as a district, mostly based on Criterion A, reflecting the significant events noted above that shaped development patterns and communities in Midtown over the course of decades and centuries. For Criterion C sites, many are formerly industrial buildings that reflect the area's manufacturing history. Others include residential and institutional structures that represent a range of architectural styles, including Gothic, Victorian, Neoclassical, and others. The development trends in Midtown have been shaped by historic events and time periods. The architecture associated with these events contributes to the built character of the BOA, and the events themselves contributed to historic development patterns and community formation.

A list of historic assets from the State Historic Preservation Office (SHPO) is included in Appendix A.8, Inventory of Buildings, Places, and Community Assets, page 219 — page 220.

[15] "Lost Rondout: A Store of Urban" by Stephen BLauweiss & Lynn Woods is a documentary film that tells the story of an urban renewal project in the Kingston waterfront commercial district of Rondout.
[16] "The Different Views of Land" National Museum of the American Indian, Smithsonian. https://americanindian.si.edu/nk360/manhattan/different-views-land/different-views-land.cshtml?utm_source=chatgpt.com
[17] "The Story of the Esopus Natives and Their Encounter with European Colonialism in Ulster County" A Curriculum by Susan Stessin-Cohn and Luciano Valdivia A Publication of the Ulster County Clerk's When Cultures Collide Curriculum_compressed.pdf
[18] National Register Criteria for Evaluation from the National Parks Service. https://parks.ny.gov/documents/shpo/NRCriteriaForEvaluation.pdf.


Map 17: Historically Significant Sites (Source: NY SHPO)
Historic Designation Eligibility Status
Eligible
Listed
Albany Ave
Pine St
Prospect St
Greenkill Ave
BROADWAY
Oneil St
Cornell St
Grand St
Foxhall Ave
Hasbrouck Ave
0
0.5
1
Miles

Assessment of Natural and Environmental Health

Natural and Environmental Characteristics

While there are no major environmental features in Midtown, the neighborhood is impacted by the conditions of the greater ecosystem and conversely what happens in Midtown has an impact on the larger system. Materials are exchanged across neighborhood and political boundaries through the movement of air and water. For example, stormwater runoff and groundwater carry surface and soil materials to nearby waterways, impacting water quality of the basin and estuary, and particulates and small pieces of trash travel through the air to wherever the wind blows. One goal of the BOA planning process is to support the cleanup of past environmental contamination. In planning for future land uses in the BOA, it is also important to think about the environmental impact of those actions for both the immediate area and the larger ecosystem.

The City of Kingston is surrounded by notable natural features including the Catskill Mountain range, the Hudson River, tributary waterways, and numerous land preserves and state parks. These features define the character of the region, drawing visitors from afar, supporting unique ecosystems and biodiversity, and providing recreational opportunities. The City of Kingston itself has several bodies of water that serve as natural borders including the Rondout Creek, Esopus Creek, and the Hudson River. Approximately half the city is within the Rondout-Wallkill watershed, which is a tributary basin for the Hudson River estuary.[19] The proximity to water channels means that some areas of the city are within the 100-year and 500-year floodplains. The Midtown BOA study area is at a higher elevation, lying outside of the floodplain; this could potentially contribute to Midtown's popularity as climate change may lead to increased flooding in other areas of the city.

The city's waterways facilitated the city's long history as an industrial center, a maritime port, and the first capital of New York State. Today, Rondout Creek is a popular boating destination and harbor mostly used by recreational boaters. In earlier periods of the city's history the waterways served as the major transportation routes for cargo and passenger ships. Through a canal system the Hudson River and the region were connected to the Midwest and Great Lakes region. It is within this context that Midtown became a hub for industry and manufacturing, with rail connecting to water transport systems.

Natural Hazards and Climate Risks

Flooding

Floods are a known risk in the City of Kingston. The city incurred costs close to $2.3 million related to flooding from Hurricane Sandy in 2012, and some areas of the city experience occasional floods when high tides correspond with high levels of precipitation. While the Midtown BOA study area is outside of known flood areas, water runoff from this neighborhood can contribute to downstream flooding in other areas of the city. Heavy rainfall can also create flash flood events even outside of flood plain areas. Most climate change predictions for the region forecast an increase in rainfall and major storm events. Within Midtown, the implementation of green infrastructure and the reduction of impervious surface will reduce rainwater runoff and downstream flooding.

Floods pose risk to infrastructure, private and public property, and often disproportionately impact lower income communities that are not able to plan and implement mitigation measures. Kingston's natural syste

[19] New York State Department of Environmental Conservation https://www.kingston-ny.gov/filestorage/8463/10432/10440/10479/13377/HABITAT_SUMMARY_-_Kingston_-_LHeady_-_FINAL.pdf

Assessment of Land Health and the Built Environment

Natural Hazards and Climate Risks

Rising temperatures

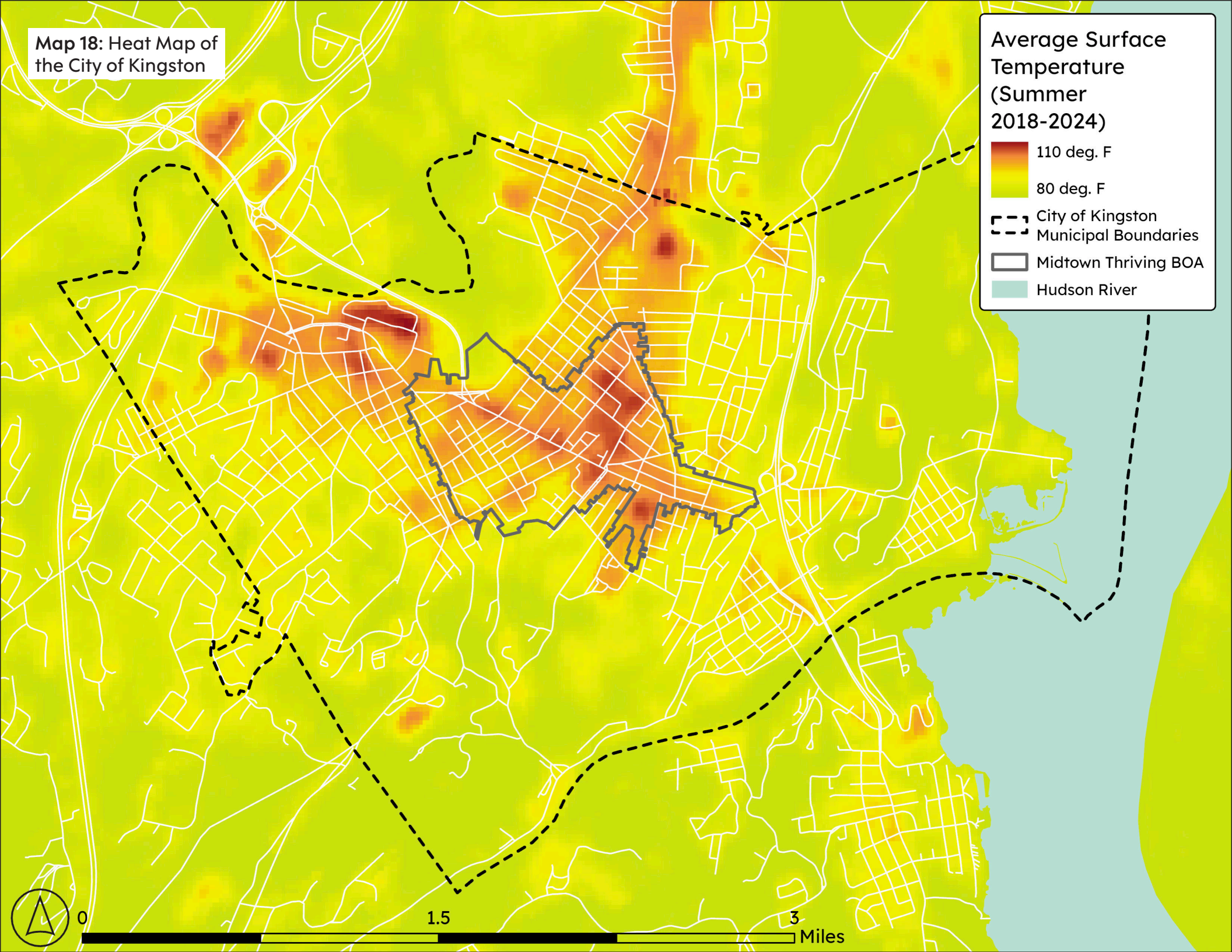
In planning for development in Midtown, high summer temperatures should be a consideration. As shown in Maps 18 and 19, Midtown is one of the hottest places in the city on a warm day. The maps in this section show the average summer month land surface temperatures from June to August 2018-2024. This is likely due to a large amount of parking lots and impervious surfaces and fewer green park space than other areas of the city. Urban heat islands occur where asphalt, concrete, and other man-made materials absorb heat making the air temperature warmer.

Temperatures have already begun to rise and are expected to continue to do so over the coming decades due to climate change. Extreme heat poses hazards to human health. Economically disadvantaged groups are more susceptible to the risks of heat because they do not always have access to air conditioning, often work in environments that expose them to the elements, and they are less likely to own a personal vehicle. Cooling centers that provide refuge in an air-conditioned space are part of the city's disaster preparedness and recovery plan.

Trees and other plants are one strategy to cool streets as they provide shade and cooling due to the transpiration of excess water through leaves. The urban heat island effect can therefore be minimized through an increase of vegetation in urban areas. Street trees, community gardens, parks, green infrastructure, and the incorporation of residential and commercial plantings are all measures that can bring down the temperatures in urban areas.

Due to the large amount of parking lots and impervious surfaces... Midtown is one of the hottest places in the city on a warm day.

Source: Raster data provided by Scenic Hudson and Dutchess County. From: Ermida, S. L., Soares, P., Mantas, V., Göttsche, F. M., & Trigo, I. F. (2020). Google earth engine open-source code for land surface temperature estimation from the landsat series. Remote Sensing, 12(9). https://doi.org/10.3390/RS12091471


Map 18: Heat Map of the City of Kingston
Average Surface Temperature (Summer 2018-2024)
110 deg. F
80 deg. F
City of Kingston Municipal Boundaries
Midtown Thriving BOA
Hudson River
0
1.5
3
Miles

Assessment of Land Health and the Built Environment

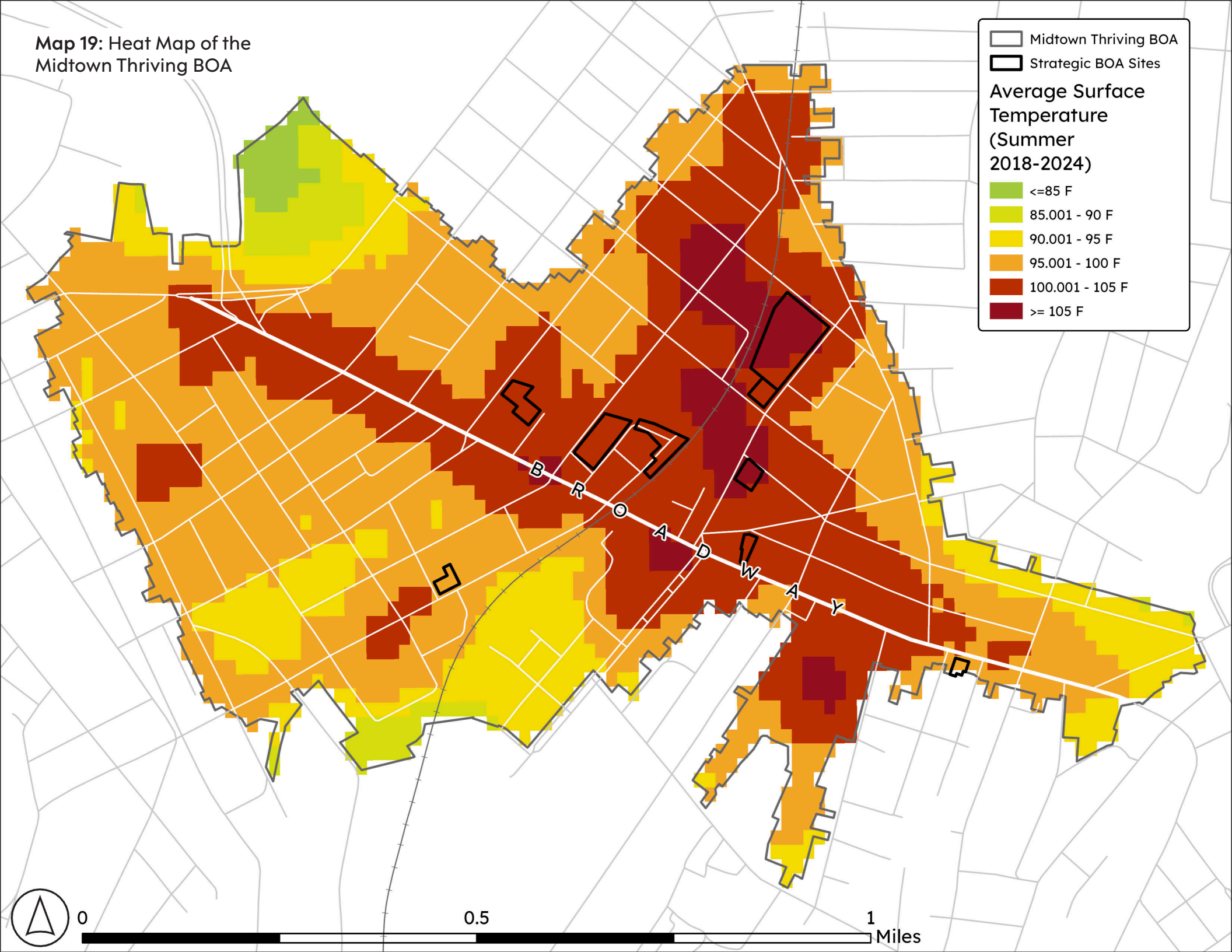
Natural Hazards and Climate Risks

Energy needs

The BOA plan, along with the City's 2023 zoning update, are opportunities to promote infill development and a mix of uses in the neighborhood to support walkability and to reduce the reliance on automobile travel, thereby reducing GHG emissions. These goals align with the New York State 2019 Climate Leadership & Community Protection Act (CLCPA), which includes legally binding goals to support the transition away from fossil fuels. Decarbonizing homes is another opportunity to reduce dependence on fossil fuels and gas. In the Midtown BOA, where 70% of housing units were built before 1940, adapting homes to be more energy efficient and insulated offers residents significant savings on their home energy costs. However, the upfront costs of improving insulation and decarbonizing buildings can be a barrier, particularly for lower-income households. Additionally, renter households are not able to pursue these energy efficient improvements themselves, which could limit the savings they could experience. Further investigation is needed to understand the full spectrum of strategies and their impacts on renters and homeowners.

Soils

According to the Ulster County Parcel Viewer, there are three main soil types in the Midtown BOA. Most of the area has Riverhead fine sandy loam, with 0 to 3 percent slopes (RvA). The area of the BOA west of Hoffman St and Foxhall Ave, Plainfield-Rock outcrop complex, with a rolling topography (PrC). A small section near Pine Grove Ave has Plainfield loamy sand with 0 to 8 percent slopes (PIB).


Map 19: Heat Map of the Midtown Thriving BOA
Midtown Thriving BOA
Strategic BOA Sites
Average Surface Temperature (Summer 2018-2024)
<=85 F
85.001 - 90 F
90.001 - 95 F
95.001 - 100 F
100.001 - 105 F
>= 105 F
BROADWAY
0
0.5
1
Miles

Economic and Market Analysis

A central purpose of this study is to support development and investments that are both economically feasible and aligned with community priorities. This section includes an analysis of the economic conditions in Midtown that will likely shape development. The market analysis is foundational for understanding the recommendations later in this study that aim to stabilize existing businesses, support local and community ownership, and protect affordable retail space.

This section focuses on two aspects of the economy: **commercial real estate** and **employment trends**. The analysis relies in part on data for the City of Kingston from Redfin, a real estate brokerage, and CoStar, a national commercial real estate analytics source.



A rehabilitated building along Smith Street

Demand and Supply of Retail Space

Low commercial vacancy rates, high capitalization (cap) rates, and increasing supply of retail space in Kingston all indicate high demand citywide. According to data from CoStar, the greater Kingston area has approximately 11.4 million square feet of retail space, with an additional 17,300 square feet currently under construction during the writing of this BOA plan. The Kingston market absorbed 83,500 square feet of retail space between 2023-2024, and vacancy rates fell by 0.7%. The 2024 vacancy rate of 2.8% was close to the 15-year historic low of 2.5%, and significantly lower than the national average of 4.3%. The strong demand and low vacancies caused market rents for retail space to grow by 2.1% during 2023-2024, and now rents range from $14.75 to $16.65 per square foot, depending on the use and location.

There have been 55 sales in the Kingston retail market over the 2023-2024 period, totaling $31.6 million in transactions that included 200,000 square feet. This activity has included a number of recent sales in Uptown Kingston, and several new storefront leases in Uptown and Midtown Kingston. The citywide cap rate stands at 9.6%, greater than the national average of 6.6%. These trends indicate a competitive market for retail space citywide, and therefore space for growth within the commercial real estate market in Midtown. There is a need for support for small local businesses that may struggle to compete within the current conditions.

Although low vacancy rates may indicate demand, they do not reflect turnover or success rates of businesses. The city should continue to examine and track business and retail trends in Midtown to understand the success of local businesses in a market that is characterized by high demand and rising commercial rents.

While market data point to a demand for more retail space, online retail and the impact of changing consumer habits on brick-and-mortar stores is also significant. The expansion of retail space in Midtown should be advanced with an understanding that retail needs evolve. Space should be designed accordingly, to be adaptively reused based on what the market will bear, alongside current community wants and needs.

Economic and Market Analysis

Income and Employment Trends

Market activity and employment trends are closely connected. On a net basis, the City of Kingston is home to 1,009 fewer jobs now than it was during the peak of employment in 2019. Although the Hudson Valley region has seen most of its job growth in the education and healthcare sectors, the City of Kingston itself has seen job losses in both. According to data from the New York State Department of Labor, Kingston has lost 1,004 healthcare jobs since 2019. Some of these losses could be due to significant mergers among the major healthcare and social service providers in the region, which centralized their staffing to locations outside the city. There was also a closure of the local hospital adjacent to City Hall, which is poised to reopen as the "Health Village," with construction beginning in 2025. There was also a loss of 61 positions in education. Two factors likely play a role in this modest decline: retirements among the older cohort of teachers and student enrollment declines that prompted the attrition of some teaching jobs. Kingston has also seen a noteworthy decline in employment in information (-100), finance and insurance (-140), and real estate and leasing (-325) sectors. Job growth in the city has been led by construction (+100), accommodation and food service (+150) and public administration (+300). The significant increase in public administration jobs was due to hiring by the county, the city, and New York City Department of Environmental Protection. Many of the hires followed a wave of retirements during the Covid pandemic.

Although the city's population grew by approximately 1,000 people since 2019, its businesses lost about 1,000 jobs. This contrast might reflect emerging trends connected to remote work. U.S. Census data showed that 1,338 people reported working from home in the City of Kingston in 2022, up from 661 people just three years earlier.



Businesses along Broadway

Section 3: Existing Conditions Analysis

Key Findings of Inventory and Analysis

Section 3: Key Findings of Inventory and Analysis

In this section, key findings are drawn from community and stakeholder input, analysis of the BOA area, economic and market analyses, and strategic sites analysis. These key findings lead to the recommendations for revitalization and redevelopment outlined in detail in the following section.

Theme 1: Community Changes And A Need For Locally-Driven Solutions

Throughout the duration of this project, the project team heard from community members about recent changes in their neighborhood, including insights about both positive and negative impacts of these changes. The quantitative data analysis in this report also indicates a number of changes that have occurred in recent years.

- Between 2013-2023, Midtown saw an influx of households with higher incomes (over $100,000) move in, and a drop in the number of households that earn $50,000 or less. In that same period, rents in the BOA increased by an average range of $355-$748 per month (depending on the census tract), and average income increased by up to 51%.
- Over the course of the same decade, there were different types of demographic changes in sub-neighborhoods across the BOA: a growing Hispanic/Latino population north of Broadway, contrasted with a decreasingly racially and ethnically diverse population South of Broadway.
- In the area north of Broadway, there was a significant relative increase in the number of young children between 2013-2023. This supports community input expressing a need for more family-oriented and youth offerings. Specifically, community members mentioned low-cost activities for families and programming for youth beyond sports. In the area south of Broadway, the opposite trend occurred: there was an increase in people in their 40s without children.
- In two of the three census tracts, there was an increase of senior residents. This aligns with community input asking for more activities, services, and accessibility for seniors in Midtown.
- Across the city and within the BOA, the percentage of the population over 25 with a bachelor's degree, graduate, or professional degree increased from 2013 to 2023. This shift could be due to various factors including existing residents accessing more education and/or new residents with higher educational attainment moving in. Alongside these increases in educational attainment, some residents mentioned the need for more education and vocational training in Midtown.
- The data in this report indicate trends of gentrification and displacement throughout the neighborhood, especially in the area between Pine Street and Broadway. Gentrification is defined as an influx of new residences and businesses with higher financial capital than legacy residents and businesses. Gentrification often results in displacement. Gentrification and displacement are a top concern in the community (all demographics of respondents elevated these concerns in the survey).

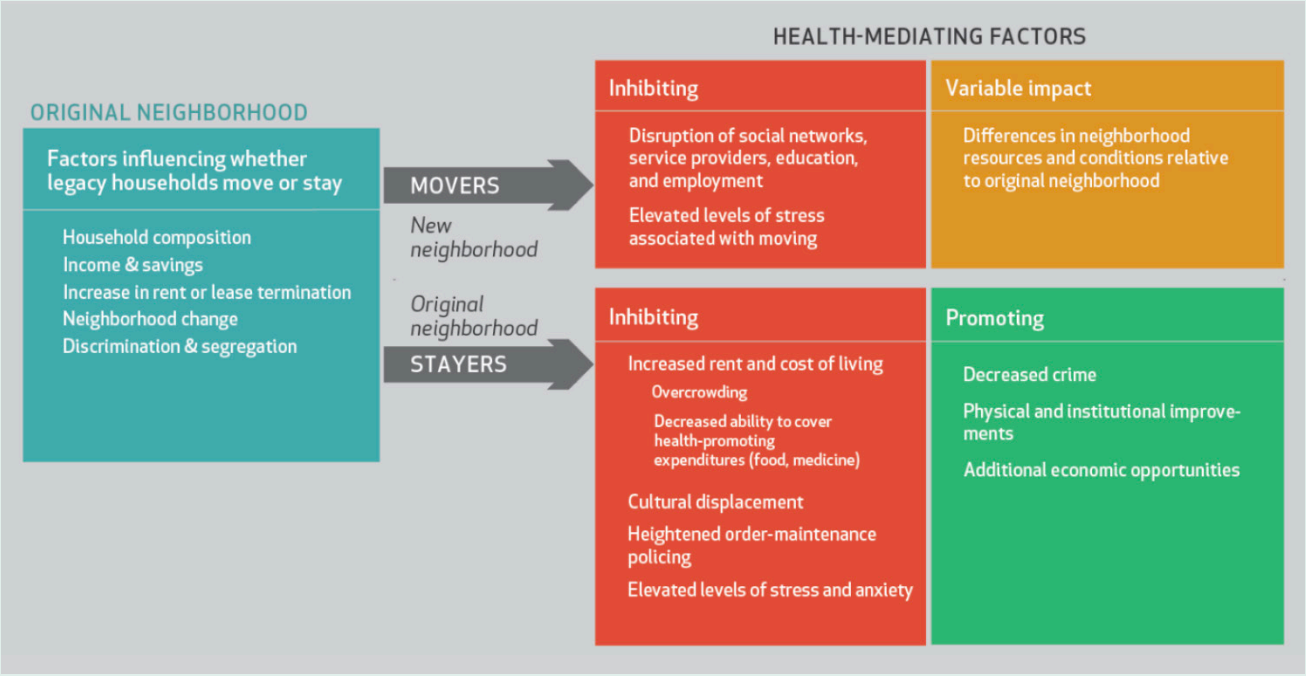
Unpacking The "G' Word

There is a longstanding argument in public discourse about whether gentrification is "good" or "bad". Some note that an influx of wealth increases and stabilizes the tax base, while others are concerned about displacement as a result of increased property values. Some say that criticism of "gentrifiers" – newcoming higher earners – is misplaced, arguing that people should be allowed to move and choose where they want to live. Some claim that anti-gentrification sentiments are classist or "anti-rich," while others refer to gentrification as a manifestation of policy that "caters to the rich" and undervalues the working class.

The primary reason why gentrification is often perceived as "bad" or problematic is because the cost of living – especially the cost of stable housing – tends to increase in response to incoming high earners and often becomes too expensive for current residents to afford.[20] This means that the choice of where and when to move is limited, because only people who can afford the choice have the choice to stay or leave. One problem with gentrification, therefore, isn't that more affluent households are exercising their choices; rather, the problem is that existing residents see their choices and housing stability threatened due to how the market responds to an influx of higher-income earners.

A common positive take on gentrification is that it can lead to investment in the built environment, improved institutions, and new economic opportunities (see graphic below). However, for existing residents or businesses to experience benefit from gentrification, anti-displacement measures must be taken before displacement occurs. Those who are forced to leave their neighborhoods will not benefit from improvements. Those who are able to stay, despite the potential benefits, may nonetheless experience loss of cultural and social networks, loss of relevant businesses that cater to them, and financial stress due to rising costs of living.[21]

Another perceived benefit is the "expansion of the tax base". Municipal budgets rely heavily on property tax, such that increases in property values typically lead to increases in municipal revenue, which in turn can help municipalities more effectively provide critical services such as firefighters, emergency services, public space, and infrastructure. What this means is that municipal budgets tend to grow when gentrification occurs. When a place begins to gentrify, municipalities have a significant amount of power to support stability and affordability through policies such as fair taxation, permanently affordable housing mandates, tenant protections, and others.



There is truth in all these sentiments, which is why the question of whether gentrification itself is good or bad tends to keep our public discourse in a circular and unproductive pattern. Instead, we should be asking: which policies should we adopt to protect existing residents from displacement that often comes with gentrification? How can our municipalities generate revenue while protecting a stable and economically diverse tax base, rather than relying on one type of earner to the detriment of others? What value does an expanded municipal budget have when it can pay for public works but cannot find the public servants to fill positions because they cannot afford to live nearby?

[20] See Schuyler, L., Mondrago, J. and Wieland, J. (2025). Supply Constraints Do Not Explain House Price and Quantity Growth Across U.S. Cities. Federal Reserve Bank of San Francisco Working Paper. https://doi.org/10.24148/wp2025-06

[21] "Gentrification and the Health of Legacy Residents "Gould Ellen, Ingrid and Captanian, Alexis. Published in Health Affairs, NYU Furman Center. August 16, 2020

Theme 2: Housing Access, Stability, And Affordability

- Access to housing that is affordable was identified as the most pressing issue throughout the community, selected by 73% of survey respondents as a primary concern. Increasing housing costs confirm affordability challenges.
- The number of owner-occupied households has increased in Midtown over the past decade (from 44% to 48% of all households).
- Although increased rates of owner-occupancy can be beneficial for community stability and cohesion, the data includes a number of indicators of resident displacement: a slight decrease in the number of households overall, a 6% decrease in the number of tenant households, rapidly increasing housing costs alongside stagnating low-income earnings, and growing wage disparities.
- An analysis of housing costs and wage data indicate that affordable housing requirements are mismatched with income levels of most needed housing types.
- Related to housing affordability is the issue of housing quality and maintenance and operating costs. Seventy percent of the housing units in the BOA were built before 1940, which indicates that the housing stock is likely more costly to maintain than newer homes and can contribute to affordability challenges, especially for legacy homeowners.

Theme 3: Business That Benefit Kingston Residents

- Community input indicated a need to support small and local businesses that serve the range of community members regardless of income, and that cater to everyday needs so that residents do not need to drive outside of the neighborhood to do their shopping.
- Input also indicated that there are several barriers to entrepreneurial initiatives, including a lack of affordable commercial and retail rental options for new businesses. Suggestions made by community members include a business incubator space with low upfront costs, such as a food hall, shared kitchen for value-added products, stalls for small retail, or other.
- Income data indicates that the wealth divide between high- and low-income earners increased significantly in Midtown between 2013-2023. Community members indicated a need for better economic opportunities and higher earnings. Approximately 8% of jobs located in the City of Kingston are in food services and low-wage jobs. Many of these are located along Broadway.

Theme 4: Quality Of Life

Physical Assets and Needs

- At least 27 acres of the BOA are vacant or parking lots, most of which were observed to be underused during most times of the week. A concentration of parking lots encourages automobile-centric development and use, as opposed to pedestrian use and access.
- Within the BOA, only 5 acres of land are designated parks, accounting for just 1% of the land area, far below the city at-large in which approximately 9% (as of 2024) is dedicated park space. Midtown is considered a "parks desert" and requires identifying new and creative strategies to add park space in the neighborhood. According to the UN Habitat's Global Urban Observation Unit, 15-20 percent of a city's land area should be dedicated to open space.
- Most land in the BOA is privately owned. With little public control of the land, there are few opportunities for new public open space or other publicly owned community assets. This also indicates a need to work closely with property owners to identify redevelopment opportunities that bring benefits to the community.
- The rail trail was identified as an underutilized asset that would benefit from activation at key nodes. Some residents indicated that they fear using it because of the alleged presence of drug use. These challenges are related to other concerns expressed by community members: need for more open space, need for mental health services, and homelessness due to housing affordability.
- Most of Midtown is not within walking distance of a grocery store. For Midtown neighborhood households that do not own a personal vehicle, attaining fresh and healthy food can be a challenge.
- Cases of both injury and property damage have declined since the Broadway multimodal upgrades. The decline indicates that pedestrian, cyclist, and driver safety have improved. That said, a relatively high concentration of crashes along Broadway persists. The City should continue to pursue strategies and infrastructure improvements that have helped reduce crashes and improve pedestrian and bicycle safety.
- Input from interviews, the steering committee, and the community survey pointed to a need for more youth and senior activities and programs, for which there may be more demand given the increase in young children in the neighborhood since 2013.

Social Assets and Needs

- According to survey results, over 30% of Black or African American respondents ranked "feeling welcome and treated with respect" as a top concern – other groups ranked this issue lower. The project team heard from community members that this is in part related to a long history of social segregation, discriminatory housing policies, and historic policies and actions like urban renewal. Deliberate engagement and reconciliation through tough but worthwhile conversations are necessary to overcome these historic rifts. Conversations must be followed by action in order to rebuild and maintain strong and trusting relationships between communities and vis-à-vis city government.
- Engaging with the Spanish-speaking community in Midtown presents certain challenges. Although the City has taken steps to provide public communications in Spanish, language differences and immigration-related concerns mean that strategies effective for English-speaking audiences may not be as successful with Spanish- or Kekchi-speaking residents. Outreach efforts to these communities would be strengthened through collaboration with trusted community leaders throughout the engagement process.
- Community input indicated a desire for more venues to gather, especially ones that are free to access. These include parks, arts venues, multi-use spaces, and commercial venues to gather for fun (e.g. bowling alley, roller rink).
- Some organizational representatives mentioned a sense of competition over scarce resources rather than a sense of collaboration in working toward a common cause. Suggestions included initiatives to nurture collaboration and communication between organizations.
- Mental health issues and services are a priority for the community. About 20% of survey respondents (of all races/ethnicity, across most income groups, and across age groups under 60 years) selected mental health as a top 5 concern. There is a feeling that the services are inadequate for the need. The need for mental health support and stable housing often go hand in hand.

Theme 4: Quality Of Life

Environmental Assets and Needs

- There are 15 properties with known or suspected contamination in the Midtown neighborhood. The community expressed a desire for the cleanup of contamination and for better environmental practices going forward. There are concerns about the environmental impact of the demolition of buildings and of new construction and a request that new development be done in an environmentally responsible way.
- Community input indicates a desire for a more sustainable built environment including more energy efficient buildings, less auto-dependent development, and more green infrastructure.
- Midtown is the neighborhood with the highest recorded surface temperatures in the county. This is due to the prevalence of asphalt and impermeable surfaces and relative lack of greenery in Midtown. The community expressed a desire for more gardens, trees, and overall greening of Midtown.

Section 4

Final Recommendations and Implementation Strategy



Section 4: Final Recommendations and Implementation Strategy

Recommendations for Revitalization and Redevelopment

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

The following recommendations are meant to guide future planning, policy, governance, and growth and investment for the Midtown neighborhood. The recommendations cover various factors from land use, public space, and transportation infrastructure to youth programs.

There are five main categories of recommendations:

1. **Community: Self-determination, mutual support, and belonging**
2. **Housing: Safe, stable, and affordable**
3. **Economy: Locally driven, locally-owned**
4. **Quality of life: connected, healthy, and safe**
5. **Systemic Changes: recommendations that go beyond Midtown but which impact the lives of people in Midtown**

These recommendations were created in collaboration with the community, based on direct input and a qualitative analysis of the Midtown neighborhood. During the planning process, community members shared concerns about broader systemic challenges that extend beyond the scope of this project. While these issues are not specific to the Midtown neighborhood, they still affect the daily lives and well-being of its residents. For this reason, we have included recommendations in this report to help address these wider challenges. While they focus primarily on Midtown, some call for action at the city or county level. The recommendations include both place-specific improvements—such as changes to bike infrastructure—and broader policy and programmatic initiatives. They are organized by timeline, including immediate, short-term, long-term, and ongoing actions.

For the ease of reading the document and implementation, each recommendation includes a key indicating the appropriate **level of action (neighborhood, city, or county)**, the **expected timeline**, whether it represents a **place-based improvement** or a **policy/programmatic effort**, and the **champion** who should lead the action.

Implementation timelines are estimates for when an action should be taken. Estimates are all from the time of the adoption of this plan:

- **Immediate** – Within six months
- **Short-term** – Within two years
- **Medium-term** – Within five years
- **Long-term** – Within 10 years
- **Ongoing** – Continuing into the foreseeable future

Given the constraints on city resources, many recommendations are low cost and some should be led by and/or in partnership with other organizations.

The Department of Housing Initiatives led the BOA planning process and is expected to champion many of the City-led actions moving forward.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

A prominent theme that emerged and was expressed by people who participated in the project survey and community engagement process was a desire for community agency to determine its own future and influence development outcomes. Residents expressed a commitment to building strong local stewardship in all aspects of civic life. The City of Kingston engages in robust community engagement processes during project planning phases and is well-positioned to continue supporting the greater Midtown community in these efforts. The recommendations in this section are designed to further advance a culture of collaboration and trust among Midtown residents, organizations, and government. Continuing with this ethos, more residents can be actively engaged as partners in implementing the plans they help create. This approach is critical to addressing a number of issues raised by community members who we heard from through the engagement process for this plan; for example, participants expressed mistrust in government, noting historic exclusion and broken promises for systemically marginalized communities.

Recommendations are designed to further advance a culture of collaboration and trust among Midtown residents, organizations, and government. Continuing with this ethos, more residents can be actively engaged as partners in implementing the plans they help create.

Alongside enthusiasm about new opportunities, some community members who participated in the engagement process for this plan, voiced fears about cultural and physical displacement and rising costs of living. Some also expressed concerns about the prevalence of investors who may not have any long-term commitment to the wellbeing of the existing community. Within this environment, there is a growing need to safeguard Midtown's wealth of existing assets and anchors: its people, cultural traditions, neighborhood networks, and the abundance of organizations and individuals working tirelessly to serve their neighbors. Planning, designing, and implementing in collaboration with residents will help ensure that new development benefits the people who live and work in Midtown.

The majority of respondents of all demographic backgrounds shared a deep connection to Midtown and a sense of pride and belonging in their communities. That said, a notable finding was that the only demographic group that had at least 30% of respondents indicate "Feeling Welcome and Treated with Respect" as a top concern were those community members who self-identified as Black or African American. We heard from some community members who noted that this experience is rooted in a legacy of harm, from enslavement to urban renewal and other mechanisms of systemic oppression, that took place in the City of Kingston. Conversations with some Black community members revealed a sense of grief related to recent displacement of long-time neighbors and Black-owned businesses in Midtown, contributing to a threatened sense of belonging. For this reason, Part 3 of this section includes significant aspects of repair and representation vis-à-vis Midtown's Black and African American community members.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

1. **<u>GOAL:</u> Increase representation, dialogue, trust, collaboration, and civic engagement in Midtown and citywide. Ensure planning projects and policies reflect the needs, values, and priorities of the people they will impact, and that these efforts, including this BOA plan, are implemented.**

1.1 **Level of Action:** Midtown

Expected Timeline: Immediate and ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

Assign an Implementation Lead for the Midtown Thriving Plan: In the immediate term, the City should determine if internal staff capacity is sufficient to implement this plan. If there is capacity for an appropriate staff member to oversee implementation, this person should assume this as a part of their regular responsibilities. If it is found that additional staffing is required, the City should either hire an additional staff member or outsource implementation support to a hired consultant or existing community organization. The implementation lead, with support of the City, will be responsible for engaging in strategic implementation of the recommendations of this plan. Duties of this position will include:

a. **Ongoing coordination and engagement with the organizations** and individuals involved in the creation of this plan, as listed on page 4.

b. **Assessment of organizational assets and identification of lead agencies**—such as government departmental staff, community organizations, or others—to carry out each of the recommendations in the plan based on this assessment. The process to identify lead agencies should include convenings, working groups, listening sessions, and other methods to co-create an effective implementation strategy together with community members and organizations. The implementation lead may be identified as the lead agency for any number of the recommendations.

c. In the case of organizational gaps, the implementation lead should **support existing organizations whose missions may allow for operational expansion** that would facilitate implementation of a broader range of recommendations. If recommendations remain without a clear lead, the City should **consider supporting the formation of a new entity**, such as a Community Development Corporation or other. See recommendation 1.2, below.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

1.2

Level of Action: Midtown and Citywide

Expected Timeline: Short-term and ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

a. **Establishment of a community engagement collective** through a network or pool of credible messengers who can serve on projects and plans that occur throughout Midtown, as paid contractors on an as-needed basis. The City staff member tasked with creating and managing this network should actively seek out community members who are not yet involved in government boards or leadership positions, and who have strong relationships in their communities.

b. **Consider the Creation of a Department of Outreach and Engagement**. If this strategy is pursued, the department head might hold the title of Municipal Ombudsperson and be trained in mediation. A requirement of this position should be a demonstrated ability to navigate tensions and overcome divisions among different community groups. To ensure continuity, this position should not be tied to electoral cycles, thereby maintaining continuity and stability in civic engagement. The ombudsperson should have demonstrated ability to build relationships with legacy and systemically marginalized communities. If a qualified person is identified for this position but does not speak Spanish, the department should hire a Spanish-speaking staff member with a background in social work, mediation, or related field to ensure effective engagement with Spanish-speaking communities. (See Appendix C, Tear Sheets and Best Practices, page 232).

c. **Consider the establishment of a new organization, such as a Community Development Corporation** (CDC), Public Benefit Corporation (PBC) or other (see tear sheet A in appendix).[22] This organization could act as an effective community steward if its board and staff are representative of diverse local communities, and if residents and trusted community leaders are involved in its inception. Such an organization could also serve as a dedicated, community-driven entity to implement many of the recommendations in this plan. **Alternatively, expand the operations of the existing Kingston Local Development Corporation to fill this role**. The legal and operational framework should allow the organization to pursue the recommendations in this plan that are oriented toward community wealth-building, micro-enterprise and business support, workforce development, and community ownership of assets. Specifically, the organization should have the capacity to:

- **Administer and manage grants**, and create and administer public lending products at low interest rates (see recommendation 5.3)

[22] The existing Kingston Local Development Corporation (KLDC) could be expanded to assume the responsibilities outlined in this recommendation.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

- **Initiate and manage a community investment trust or similar tool** (see below in recommendation 6.1 b and tear sheet in Appendix C, Tear Sheets and Best Practices, page 243)
- **Support small and employee-owned businesses** (see recommendation 7.3)
- **Develop real estate for community purposes,** such as shared commercial or manufacturing space (see recommendation 6.1)
- **Coordinate efforts with existing organizations** active in Midtown (see recommendations 1.1A, 1.1C, and 10.1B).

d. The City and all organizations and agencies active in Midtown should work to **maximize existing efforts for the purpose of increasing engagement, building trust, and maximizing impact of resources**. Under the pilot program, the following **best practices should be considered to leverage Existing Opportunities for Better Engagement and Access to Resources**:

- **Increase public awareness of existing communication channels**, such as the Engage Kingston website, and existing programs. To this end the City should continue to work with trusted hubs like the Kingston Library. Use the Library to share information from the City and other organizations, reaching residents who lack internet access or struggle with technology.
- **Require consultants to dedicate resources to meaningful community engagement**, including potentially hiring credible messengers through the collective aforementioned in Part 1.2(a).
- **Budget for Spanish-speaking outreach** in all planning projects.
- **Regularly convene city staff and representatives from local community organizations** with the goal of sharing information about existing programs, projects, and opportunities to collaborate. One way to implement this is to **establish an Organizational Operations Group** for staff working in community outreach and direct service positions in organizations serving Midtown. This group, distinct from the existing Midtown Executive Directors' group, would coordinate outreach efforts and share knowledge about the community to reduce redundancy and increase impact. This group is different from other working groups because members are in direct service positions rather than executive positions. See page 4 in the appendix for a list of community organizations that took part in shaping the Midtown Thriving plan; at a minimum, these should be involved.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

- **Granting entities should consider prioritizing applicants that demonstrate meaningful collaboration with community members and partner organizations.** This would encourage partnerships, reduce redundancy, and ensure that resources have a broader impact. Kingston Common Futures was noted as a model for this type of grantmaking.

- **In hiring, community-based organizations (typically nonprofits) serving Midtown should prioritize lived experience, community connections, and practical knowledge of Midtown's needs, with formal education considered but not weighted above local expertise.** Support this approach with investment in training and professional development for new hires.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

2. **GOAL: Strengthen the community's agency to determine its own future and influence development outcomes.**

2.1 **Level of Action:** Midtown and Citywide

Expected Timeline: Short-term and ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and Ulster County

City and County agencies should **make efforts to support cooperative and community ownership**, which directly bolsters many of the other recommendations in this plan, including affordable housing and locally driven economic development. To this end, the City should:

a. **Support cooperative and Community Land Trust** (CLTs) ownership models that create community-owned assets, shared equity opportunities, and permanently affordable housing. The City should support TapRoot and any other CLTs with proven capacity by featuring them on the municipal website and providing incentives for people to donate land and housing. Incentives could include tax breaks, public recognition, and/or other options informed by research and outreach. For example, the Champlain Housing Trust in Burlington, VT is one of the largest CLTs in the country and receives annual allocation from Burlington's housing trust fund (see Appendix C, Tear Sheets and Best Practices, page 237).

b. **Identify mechanisms to prioritize long-term or permanent affordability through the in-rem or abandonment process**. Assess different approaches through a lens of feasibility and likelihood to succeed. This assessment could include consideration of ownership structures or legal mechanisms that promote lasting affordability, including but not limited to nonprofit ownership, community land trusts, deed restrictions, and other measures.

c. **Design RFEIs/RFPs for sale of public land to include a requirement for long-term or permanent affordability** and other public benefit agreements in accordance with community needs, such as those identified through this plan.

d. **Consider long-term leases for developments on City-owned land**, where the land remains in public ownership and public control.

e. **Adopt equitable taxation mechanisms**, including local option exemptions for resale-restricted homes as they are adopted by New York State legislature,[23] including circuit breaker based on owner income.

[23] See Senate Bill S1718B

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

2.2

Level of Action: Citywide

Expected Timeline: Long-term

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should consider **public purchase options** of housing that comes on the market. For example:

a. **City should explore the potential adoption of a Community Opportunity to Purchase Act (COPA)** to promote the sale of real estate to nonprofit organizations committed to creating community-owned and affordable housing. See Appendix C, Tear Sheets and Best Practices, page 238. NOTE: Case law on COPA and TOPA laws is emerging.

b. If legislation for a **Tenant Option to Purchase Act (TOPA)** is passed at the State level (see Assembly Bill A6100), the City should **educate tenants and community organizations about how TOPA works** and how it can be leveraged. The City should also promote education so that new ownership entities are prepared for maintenance and operating costs associated with ownership.

2.3

Level of Action: Midtown, Citywide, and Countrywide

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and Ulster County

The City and County should consider implementing a Local Hire Initiative Program, where public Request for Bids (RFBs) and Request for Proposals (RFPs) and award additional points to bids that include plans to hire local (Ulster/Dutchess/Orange/Sullivan) residents as crew members. Any such initiative would need to comply with New York's general municipal law.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

3. **GOAL: With the purpose of revitalizing in an inclusive manner that is reflective of the diverse communities in Midtown and their histories, foster a deeper sense of belonging, uplift community identity, and nurture cross-cultural understanding in Midtown. Prioritize representation of communities who have experienced systemic marginalization.**

3.1 **Level of Action:** Midtown neighborhood

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

Building on Ulster County's ongoing Truth and Reconciliation efforts and the City's Arts and Culture Strategic Plan (2022) and Public Art Policy/ Municipal Art Collection Plan (2024), the City should **continue to bring public awareness to the legacies and histories of Midtown's diverse communities**, including but not limited to the history of enslavement and emancipation in Kingston that impacted communities living in and around Midtown. Efforts might include public space enhancements, public art, and historic markers.

This approach aligns with the Kingston Municipal Public Art Policy (2024) and builds on ongoing efforts led by local community organizations.[24]

To support this effort, the City might consider the following:

a. Together with partner organizations, s**upport neighborhood storytelling initiatives including oral histories, written narratives, and public art installations that amplify local voices and preserve the area's diverse heritage**. The Kingston Library may be a good place to house any sort of recorded history project, as one option.

b. The City should continue to **pursue strategies to document, contextualize, and honor this history through means that educate and unite, such as interpretive signage, exhibitions, public art, and/or digital archives**. To support this effort, the City should continue to engage the community in determining how to best represent and contextualize historic figures, events, and symbols in public space. The City should consider supporting installations and educational efforts that tell accurate and inclusive accounts of history that represent all the groups of people who call Kingston home.

[24] Relevant accomplishments and ongoing projects as of 2025:
- Establishment of an Arts & Culture Department
- Arts & Culture Master Plan for the City
- Public Art Policy, the first phase of which has been established by the Arts & Culture Department
- Burning of Kingston – the Arts & Culture Department's revision of the decades-long annual false narrative that lionized the white settlers by instead bringing out the lost voices of enslaved, indigenous, and queer people of the Revolutionary period
- Arts & Culture Department's City Hall exhibits that are aimed at bringing out marginalized voices
- Arts & Culture Department' display of the Sojourner Truth statue in multiple venues
- Wiping of Tears Ceremony recognizing the theft of land from indigenous tribes.
- Annual Juneteenth celebrations
- The Ben Wigfall project which has brought out of obscurity the late major artist, revered figure in Kingston's African American community, and distinguished professor at SUNY New Paltz

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

c. In support of revitalization that benefits the diverse communities in Midtown and their histories, ensure public spaces in the Midtown BOA are inclusive and representative of current and past populations. Public resources dedicated to public spaces should follow community-led strategies.

3.2

Level of Action: Midtown neighborhood

Expected Timeline: Long-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should **assess the potential benefits of state and national historic designation of Midtown** (or parts thereof) and evaluate whether designation would uplift inclusive histories and promote equitable revitalization and development. To this end, the city should pursue a comprehensive study of the neighborhood's histories and development patterns, which would form the foundation of a statement of significance and a period of significance that would constitute the thematics of a historic designation. While further research and investigation of significant themes is needed, themes should include, but not be limited to, those mentioned in the Existing Conditions analysis of this report (see Section 3, Existing Conditions, page 50). For all historic themes, the City should work closely with people and groups associated with those histories to determine and uplift historic significance for living communities.

There are numerous benefits to historic designation including:

- Access to tax credits
- Grant eligibility
- Enhancement of community pride and neighborhood identity
- Acknowledgement of architectural, cultural or historical importance
- Can improve business visibility

There is also evidence that historic designation can have unintended impacts on affordability.[25, 26] If it is determined that a historic district would advance the goals mentioned here, the City should assess the long-term impacts that historic designation may have on property values, development, and affordability within the district. (See Appendix C, Tear Sheets and Best Practices, page 240)

[25] Preserving History or Hindering Growth? The Heterogeneous Effects of Historic Districts on Local Housing Markets in New York City Vicki Been, Ingrid Gould Ellen, Michael Gedal, Edward Glaeser, and Brian J. McCabe NBER Working Paper No. 20446 September 2014. Preserving History or Hindering Growth? The Heterogeneous Effects of Historic Districts on Local Housing Markets in New York City

[26] Manganelli, B.; Tajani, F.; De Paola, P.; Del Giudice, F.P. The Impact of the Historical–Architectural Component on Property Value. Heritage 2023, 6, 4934–4955. https://doi.org/10.3390/heritage6070263

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

I. Community: Self-Determination, Mutual Support, And Belonging

3.3

Level of Action: Midtown neighborhood

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The **Kingston Arts and Culture Department and Midtown Arts District should play a central role in advancing these goals**. Culture and history can be expressed and celebrated through the arts, and the existing district provides a strong foundation for advancing the stated goals. In community engagement efforts, members of the arts community expressed that they deeply value Midtown's cultural and racial diversity. Building on this, these agencies should continue to intentionally support and uplift the many diverse communities they serve.

3.4

Level of Action: Midtown neighborhood

Expected Timeline: Medium-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City and granting agencies should **increase funding opportunities that support the creation and retention of minority-owned businesses and third spaces** (third spaces are gathering spaces different than home or work. Community gardens, cafes, parks, and community centers area examples of such spaces where people can gather and connect with other people from the community).

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

II. Housing: Safe, Stable, and Affordable

Midtown residents expressed a strong desire to remain in their neighborhood, citing deep ties to family, community, and identity. However, increasing housing costs and limited affordable options are driving displacement and eroding social cohesion. Even those who can afford to stay reported a diminished sense of belonging as neighbors are forced to leave.

It is even more challenging to find housing that is both affordable and safe, as an aging housing stock can pose safety and health challenges if not properly maintained. Maintenance costs can often be unaffordable, especially for low- and moderate-income homeowners, while heating and utility costs are often higher in older homes, posing challenges for homeowners and tenants alike.

To address these challenges, the following goals and strategies are proposed:

4. **<u>GOAL:</u> Create housing that is stable and affordable for local residents.**

4.1 **Level of Action:** Midtown and City

Expected Timeline: Medium-term

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should **continue to leverage public land and resources to advance housing solutions that are not being provided by the market.** When designing programs, RFEIs/RFPs for development or land acquisition, and funding mechanisms to support housing development in Midtown, the City should prioritize permanently affordable homeownership, owner-occupied multifamily housing, and long-term or permanently affordable rental housing. There is a strong demand for these types of housing, but it is unlikely that the market can meet this need without incentives.

4.2 **Level of Action:** Midtown and City

Expected Timeline: Immediate and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should continue to **evaluate and support** tenant protections that prevent sharp rent increases, evictions, and other causes of displacement. This is aligned with the City's track record of adopting state-enabling policies to support tenants.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

II. Housing: Safe, Stable, and Affordable

4.3 **Level of Action:** Midtown and City

Expected Timeline: Long-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should **explore strategies to further development projects with 100% or deep affordability**, not necessarily discouraging mixed-income projects, to provide housing aligned with the income levels of local residents (including deeply affordable units that target 30-50% AMI in perpetuity). The City should pursue the following strategies:

a. To **determine the type and scope of bonuses** that would facilitate feasibility of such projects, the City should engage in roundtable discussions and one-on-one interviews with developers who specialize in this type of development. These conversations should specifically focus on how to create a significant number of units at the deepest affordability levels, i.e. 30-50% AMI.

b. The City should **continue to offer PILOTs** (payments in lieu of taxes) for housing developments that meet standards of deep and lasting affordability.

c. The City should **study the feasibility of creating a zoning overlay zone** that encompasses the Midtown BOA to formalize the bonuses and incentives determined by Part 4.2(a). The zone should waive fees and offer expedited permitting and review for projects that meet certain development goals. These goals could include:

- Permanent affordable housing (see 4.1)
- Deep affordability or 100% affordable developments (see 4.2)
- Community benefits and amenities, affordable commercial space, and other community-defined development priorities as outlined in the Strategic Site Development Concepts (see section tear sheet in Appendix C, Tear Sheets and Best Practices, page 242 below)

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

II. Housing: Safe, Stable, and Affordable

4.4

Level of Action: Midtown and City

Expected Timeline: Medium-term

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should **assess deepening mandatory affordability for areas of the city that have higher land values**. If found to be feasible and impactful, affordability requirements should be expanded in these geographic areas to equitably distribute affordable housing throughout the city. This could be in the form of a new overlay zoning district. This policy should be reassessed regularly to respond to the market and shifting land values.

4.5

Level of Action: Midtown and City

Expected Timeline: Medium-term

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should **perform an assessment of regulatory barriers that preclude or prolong development timelines**. Based on this assessment, city leadership should **work with the building department to streamline permit processes** (such as for modular or panelized homes, etc.).

4.6

Level of Action: Midtown and City

Expected Timeline: Medium-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

Public and private granting agencies (including the City and others) should **support efforts to establish shared community ownership of resources and infrastructure**, such as cellular, solar, and car-share, to reduce non-housing expenses. In these initiatives, alliances and partnerships between local nonprofits, municipalities, and tech allies often amplify impact. For example, agencies can support the improvement and expansion of the program of the Mid-Hudson Energy Transition (MHET) solar program Community Solar - Mid-Hudson Energy Transition. Examples of successful community cellular efforts include Red Hook Mesh Network: https://redhookwifi.org/ and Peoples Open Network in Oakland, CA: https://peoplesopen.net/about/. Capacity to manage long-term operations and financing is critical for the success of such initiatives.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

II. Housing: Safe, Stable, and Affordable

5. **GOAL: Ensure residents have access to safe and healthy housing.**

5.1 **Level of Action:** Midtown and City

Expected Timeline: Medium-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should **create targeted policies that advance housing options for at-risk communities**. The City, developers, and organizational partners should work to expand the creation of:

a. **senior-friendly (intergenerational) affordable and accessible housing** with units designated for seniors in both owner-occupied and rental developments. Senior housing should be designed to encourage intergenerational interaction rather than age-based isolation. (See Part 10.1 below)

b. **co-housing models** that are affordable to young adults, emerging professionals, and at-risk youth. These housing options may include shared units, micro-units, or dormitory-style housing with community amenities.

5.2 **Level of Action:** Midtown and City

Expected Timeline: Medium-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: Relevant Local Organizations

Local organizations should **build a coalition to create a skill-sharing and barter network**. These organizations could include the Kingston Library, Tilda's Kitchen or other local businesses, SUNY Ulster, the Center for Creative Education, the YMCA, and others. The network would offer affordable, sliding-scale, and/or pro-bono assistance to homeowners and tenants. Consider seeking a small grant to fund start-up support from https://www.timebanks.org/. The City can support this effort by convening organizations and facilitating conversations to identify an appropriate lead and ongoing coordinator of the network.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

II. Housing: Safe, Stable, and Affordable

5.3

Level of Action: Midtown and City

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: Ulster County

The City and Ulster County should **assess feasibility of offering below-market revolving loans for the development of affordable housing**. Funding for this initiative could come from bonds, HOME or CDBG funds,[27] or a local housing trust fund. The City could explore opportunities with banks that have CRA (Community Reinvestment Act) requirements and with Community Development Financial Institutions. Reference: https://localhousingsolutions.org/housing-policy-library/below-market-financing-of-affordable-housing-development/.

[27] https://www.govinfo.gov/content/pkg/GOVPUB-HH-PURL-LPS113968/pdf/GOVPUB-HH-PURL-LPS113968.pdf "CDBG funds may assist potential homebuyers with their closing costs, down payments, mortgage insurance costs and mortgage payments on a new or existing home. CDBG funds may also be used to subsidize interest rates and mortgage principal amounts. The unit of general local government either directly carries out these activities or gives the CDBG grant to an eligible community-based development organization (CBDO) or non-profit, who then gives the money to the eligible homebuyer. 24 CFR 570.201(n), HCDA Section 105(a)(24)."

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

III. Economy: Locally Driven, Locally-Owned

Despite the presence of numerous organizations and initiatives aimed at creating opportunities in Midtown and Kingston (as noted elsewhere in this report), residents and small business owners in Midtown face multiple barriers to economic stability and growth, including limited access to capital, rising costs, and a shortage of skilled local labor. Many residents struggle to become homeowners, maintain their properties, or access other wealth-building opportunities due to insufficient access to capital. Small businesses also struggle to access capital in an expensive and competitive economic environment: increasing commercial rents threaten business retention, and new businesses and entrepreneurs do not have enough support to get started. Compounding these challenges, there is a shortage of local skilled and licensed labor to support rehabilitation and construction projects. This means projects may be stalled, have higher prices, and that contractors and crews are hired from outside of the community. Community input indicated a desire for increased support for local ownership and economic power.

To reframe these challenges as opportunities, the following goals and strategies are proposed:

6. **GOAL: Expand access to capital and wealth-building opportunities for low- and moderate-income residents.**

6.1 **Level of Action:** Midtown

Expected Timeline: Medium-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: Ulster County

An all-hands-on-deck effort should be made to increase local community access to real estate development and ownership opportunities. This effort calls upon a variety of partners to engage as follows:

a. Larger nonprofit developers should **collaborate with small-scale, cooperatively owned, and/or local developers to access economies of scale** (case study: Wellington and RUPCO partnership). In this model, small developers and grassroots initiatives are supported with technical assistance and access to funding that is usually only available to larger and more established companies. In exchange for their support, larger developers gain some financial benefit for a set term. The City could support these efforts by offering extra points for these partnerships in municipal RFPs.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

III. Economy: Locally Driven, Locally-Owned

Case Study: The Wellington and RUPCO Partnership

Larger nonprofit developers can collaborate with small-scale, cooperatively owned, and/or local developers to create economies of scale. In the Wellington project, a community-based LLC was formed to take control of a derelict building in Pine Hill, NY and start the pre-development process while looking for a development partner. The Wellington Blueberry LLC and the region's largest nonprofit developer, RUPCO Inc., formed a partnership to raise funds for the development, work with the community and local government and complete the extensive and expensive pre-development work needed for most projects. The Wellington Blueberry brought community support for the project. RUPCO Inc. brought technical assistance and access to funding that is available to larger and more established companies. The combination led to a faster and smoother glide path toward assembling the funds and entitlements needed to complete the project. The city could support these efforts by offering extra points for these partnerships in municipal RFPs.

b. An appropriate organization, such as a new CDC, should be identified to **establish and manage a Community Investment Trust** through which community members are able to collectively own community assets such as commercial real estate. This is a community wealth-building model where investors buy in to the trust at a level they can afford. In exchange for their investment, investors will receive a dividend from income generated through investment properties. There are several examples of community investment groups including East Bay Permanent Real Estate Cooperative (EP PREC) in Oakland California, and the Inclusive Action for the City (IAC) in Los Angeles, California. The City could support this effort by helping to convene stakeholders and identify an organization to host the fund.

c. Whenever possible, the City should actively support models of community ownership of land and housing as a long-term strategy to promote affordability, stability, and local wealth-building. This includes providing policy, financial, and technical support for mechanisms such as community land trusts (CLTs), limited-equity housing cooperatives, and other forms of resident-led or nonprofit ownership.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

III. Economy: Locally Driven, Locally-Owned

6.2

Level of Action: City and County

Expected Timeline: Medium-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: Ulster County

When funding eligibility restrictions are established by the City, County, and other funders and service providers (as opposed to the state or federal government), they should **ensure middle-income households do not fall through cracks** of existing programs by expanding eligibility criteria, thereby avoiding the "eligibility cliff" that disqualifies people from funding once they reach a certain income level (e.g. programs that fund energy efficiency, maintenance, or ADU development). Agencies should modify programs to remove eligibility thresholds and instead adopt graduated phase-out.

7. **<u>GOAL:</u> Increase opportunities and support for new and local businesses.**

7.1

Level of Action: Midtown

Expected Timeline: Short-term

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should **actively support the creation of affordable and shared commercial spaces, as well as micro-retail rentals for startups and entrepreneurs**—for example, indoor mercados, commercial kitchens, or small-scale manufacturing spaces. This support could include offering incentives or facilitating partnerships. The City could collaborate with nonprofit developers such as RUPCO and other mission-driven organizations to develop affordable commercial and business incubation spaces within mixed-use projects.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

III. Economy: Locally Driven, Locally-Owned

7.2

Level of Action: City and County

Expected Timeline: Medium-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: Ulster County

Explore ways to **better connect entrepreneurs and small businesses to resources, technical support, training, and low interest loans from business-focused organizations** (e.g. Midtown Business Association, KLDC, SUNY Ulster Small Business Development Center (SBDC), Ulster Chamber of Commerce, and others). This is especially important for entrepreneurs who may not be able to access traditional financing. To this end:

a. The County Department of Economic Development could **increase opportunities for collaborations and partnerships among these organizations in order to share information** about programs, identify gaps, and collectively develop strategies to support small businesses.[28]

b. To coordinate efforts to assist new businesses, a lead organization should be identified to **maintain a centralized database of resources and services that are provided**. This database should be shared among the different organizations.

c. The County could work with the SUNY Ulster and others to **develop strategies to improve connection and engagement between Midtown entrepreneurs and startups with existing resources like the SBDC**.[29]

d. Ulster County should **pursue a micro-enterprise market study** to assess the demand for lending products, commercial space, and other resources. This study could lead to the establishment of a first-of-its-kind hub for small businesses in the region.

e. The **Midtown Business Alliance** should assist County and City-led efforts by **engaging local businesses to participate in studies and planning efforts** that are designed to increase success of local businesses.

[28] One such existing program is the Rondout Bank's Midtown Kingston Business Capital Program (https://www.rondoutbank.com/2024/11/20/mid-town-kingston-business-capital-program/) is targeted to businesses in the Midtown Kingston Area and has a mission to "improve access to financing for small business owners in need, in a quick and expeditious manner." Through the program borrowers can apply for Business Term Loan, Lines of Credit, or [27] Emergency Micro Loans. Interest rates are below market rates.

[29] Arc Mid-Hudson created the Cornell Creative Business Center that created an artisan food production work center within Cornell Creative. The Business Center partners with local businesses and offers reduced operating costs in return for hiring individuals with a disability

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

III. Economy: Locally Driven, Locally-Owned

7.3 **Level of Action:** Midtown

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and Relevant Organizations

The City should work with Co-Op Hudson Valley (https://www.coophv.org) and other business organizations to **support the creation and success of employee-owned businesses**, provide succession planning, and identify and remove systemic barriers to employee ownership.

7.4 **Level of Action:** Midtown

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and Relevant Organizations

A coordinated effort should be made to **expand food retail options and access to healthy, fresh, and affordable produce** and to create new market opportunities for regional farmers.

8. **GOAL: Increase the skill-base of Midtown residents and expand access to skilled licensed workers who can offer affordable support for local projects.**

8.1 **Level of Action:** Midtown

Expected Timeline: Medium-term

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and Relevant Organizations

Create a local collaborative investment and contracting guild that includes a consortium of carpenters, electricians, plumbers, lawyers, and realtors that provide more affordable services to local residents and community-based developers. Provide a link to a list of members on the city website.

Enhanced Business Development and Midtown Business Alliance Integration - The MBA's mission statement is to "work to build prosperity in Midtown Kingston by advocating for, supporting, and promoting existing businesses, empowering residents to build successful businesses, and amplifying the voices of community members." As an established neighborhood organization with strong ties to the local business community, the MBA is well positioned to foster economic stability and growth in Midtown. It could serve as a liaison between the City and local businesses, facilitating open communication, transparent information sharing, and ongoing support.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

III. Economy: Locally Driven, Locally-Owned

8.2

Level of Action: Midtown

Expected Timeline: Short-term

Type of Recommendation: Policy/programmatic

Champion: Ulster County, BOCES and SUNY Ulster

Work with BOCES and SUNY Ulster to target **expanded training programs in carpentry, plumbing, electrical work, and other trades to Midtown residents.**

8.3

Level of Action: Midtown and City

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and the Kingston Library

The City and other organizations should **increase awareness and use of the existing tool library at the Kingston Library.**

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

Improving quality of life in Midtown means addressing the everyday conditions that shape residents' health, safety, and access to resources. The community vision includes aspirations for a greener, less auto-dependent, and more environmentally oriented built environment. Additionally, the community has expressed various needs including safer streets and improved pedestrian and bicycle routes, better access to fresh and healthy food, expanded youth and senior programs, environmental resilience, more green and open spaces, and more community gathering spaces.

These needs are all interconnected and together create the conditions that generate community wellbeing. For example, expanding access to urban community gardens can simultaneously improve food access, create shaded gathering spots, and help cool the urban heat island that makes Midtown one of the hottest areas in the county. While roadway improvements on Broadway have reduced crash rates, ongoing pedestrian and bicycle safety concerns limit people's ability to reach parks, gardens, and programs. Youth and seniors alike face gaps in non-sports activities, age-appropriate programs, and accessible gathering spaces. By integrating green infrastructure, safer mobility, and inclusive programming, Midtown can strengthen its social fabric, advance Kingston's climate goals, and ensure that residents of all ages can thrive.

As a core principle, City staff should prioritize intergenerational programs that serve seniors and youth together. Efforts should focus on connecting both groups to the broader community—and to each other—rather than serving them in isolation. This approach should guide the design of housing, activities, and programs intended for specific age groups.

The recommendations in this section are designed to meet these goals.

9. **GOAL: Increase food access through education, community agency, and social connectivity.**

9.1 **Level of Action:** Midtown and City

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and the Kingston Library

The City and organizational partners should **increase access to community gardens** by:

a. **Continuing efforts (such as the garden tour)**[30] **to create a broad public campaign** to increase awareness of existing locations by generating a publicized map and making it easier for residents to apply for a garden plot.

b. **Supporting the creation of new community gardens.** With the development of new multifamily housing in Midtown there may be an increase in demand for access to community gardens. In areas with a high percentage of renters and higher-density housing, survey residents about their interest in joining an urban garden in their neighborhood and work with them to identify ideal locations.

[30] https://kingstonhappenings.org/events/kingston-community-gardens-tour

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

9.2

Level of Action: Midtown and City

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and Relevant Organizations

Continue to support **Grow Well Kingston by convening existing partners** (Kingston Land Trust, YMCA Farm Project, George Washington Elementary School, Rondout Gardens, and others) and creating an annual action plan to expand and support existing programs and garden networks. This applies within Midtown and citywide.

9.3

Level of Action: Midtown

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

When partnering with farmers and food businesses to increase access to healthy food in Midtown, **prioritize farmers who are mission-driven and have an educational component** to nurture and empower local gardens and food networks.

9.4

Level of Action: Midtown and City

Expected Timeline: Short-term

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should **share the results of its Kingston Food Systems Plan and Grow Kingston Community Garden Maps** with social service providers and the public through trusted and well-positioned community organizations.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

10. **GOAL: Expand youth, senior, and intergenerational programming and opportunities in the Midtown neighborhood.**

10.1 **Level of Action:** Midtown and City

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston and Relevant Organizations

The City and its organizational partners should **create and support engaging opportunities for youth.** To this end:

a. The City should help identify opportunities for organizational partners to **create new youth gathering spaces that are public, safe, inclusive, and free.** These spaces should offer opportunities for creative engagement, which can keep youth on a positive path when they might otherwise be at risk of homelessness or drug activity. (Case study: Kulture Klub Collaborative, Minneapolis. https://kultureklub.org/.)

b. The City and granting agencies should **support existing organizations to expand programs**, such as Place Corps and the Boys & Girls Club, which have demonstrated their organizational abilities to serve youth and young adults.

c. The City should coordinate efforts with the Midtown Business Alliance, Chamber of Commerce, and other business groups to **create a Youth Investment Fund** dedicated to engagement and activities for at-risk youth, such as the creative opportunities described in section 10.2(a) above. Case studies show that an investment in youth has far reaching benefits for the community at large and for economic activity.

10.2 **Level of Action:** Midtown and City

Expected Timeline: Medium-term and Ongoing

Type of Recommendation: Policy/programmatic

Champion: City of Kingston

The City should invest in youth leadership and work to embed young people in democratic governance. To this end, the City should:

d. **Conduct a Youth Masterplan** to identify existing youth-oriented assets, programs, and gaps to assess opportunities for incorporating youth-centric needs into revitalization efforts. The study could be funded by State planning resources and should be conducted in collaboration with existing youth organizations and the school district.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

e. Ulster County should continue to **host an annual youth conference**. In 2025, the County held its first youth conference at UPAC in Midtown.[31] The conference should be co-organized by organization partners and youth. It should be an opportunity for youth to connect with internships, volunteer roles, and jobs while also giving decision-makers the chance to learn from youth creativity and vision. Adults in power would be expected to attend as listeners, recognizing that governance benefits when young people help shape ideas and priorities. In this way, the conference becomes a two-way exchange: preparing young people to be engaged in civic life, while also challenging decision-makers to embrace fresh thinking and new approaches inspired by the next generation. (Example: Brooklyn Community Board 14 | 18th Annual Youth Conference)

f. **Establish a Youth Advisory Council** that has a formal role in reviewing relevant policies and projects. The Youth Advisory Committee should be empowered to present recommendations directly to elected officials, creating a consistent channel for youth perspectives to influence decision-making. As an alternative, the City could commit to having at least one youth representative on each City board and on committees, such as the comprehensive planning committee. There are several municipalities that have created such councils. See tear sheet in Appendix C, Tear Sheets and Best Practices, page 245.

[31] https://ulstercorps.org/events/uc-youth-bureau-brighter-futures-initiative-first-annual-youth-summit/

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

11. **GOAL: Improve pedestrian, cyclist, and motorist safety along the Broadway corridor and throughout the BOA.**

11.1 **Level of Action:** Midtown and City

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Place-based and Policy

Champion: City of Kingston and Ulster County

The City and County should continue to work to **increase safety and reduce crash incidents**. To this end, agencies should:

a. **Monitor crash report data** and increase transparency and public awareness of these data, and utilize systemic crash analysis to normalize crash data by traffic volume.[32]

b. **Continue to enforce and improve traffic safety.** In February of 2025 the City announced the creation of the new Traffic Safety Unit.[33] The unit is tasked with identifying and addressing traffic hazards and implementing educational programs that include new driver awareness among other tasks. The City should continue to support these efforts with an increased focus on education about sharing the road with cyclists and safety for pedestrians.

c. **Add stanchions between the motor vehicle, parking, and bike lanes.** Previously, it was decided not to include stanchions because the city's street sweeper would not fit if they were in place. The City should invest in a smaller street sweeper and snow removal machines which could fit in the lanes with the stanchions in place. Smaller equipment could also be used on trails and in parking lots. Any significant changes along the recently improved portion of Broadway may have to conform to funding obligations related to the recent work.

d. **Consider banning right turns on red lights** along the corridor in the east-bound direction. Currently, right on red is not permitted for west bound traffic for the length of the bike lanes.

e. The City should consider **adding visual cues, planters, traffic calming features, and signage** about speed limits, shared roads, and pedestrian and bicyclist rights and responsibilities. Add "bicycle may use full lane" signs in conjunction with shared arrows on routes where there are no bike lanes.

[32] To normalize data by volume, the crash rate is equal to the number of crashes divided by the vehicle miles traveled (VMT) or by the average annual daily traffic (AADT).
[33] https://kingston-ny.gov/news/?FeedID=3333

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

11.2

Level of Action: Midtown

Expected Timeline: Short-term

Type of Recommendation: Place-based

Champion: City of Kingston

The City should **study how to meet parking needs on streets adjacent to Broadway.** This could allow the City to **remove parking on the north side of the Broadway corridor** to widen bike lanes to the standard 5-foot width (current width is 4 feet) and insert a green barrier between bikes and cars. This would meet a number of goals, including the reduction of urban heat risk, increased safety for cyclists, and prioritizing sustainable and affordable modes of transportation. Because the Broadway improvements were made using federal funding, any modifications to the corridor may be subject to a review process.

11.3

Level of Action: Midtown

Expected Timeline: Short-term

Type of Recommendation: Place-based

Champion: City of Kingston

In addition to bicycle and pedestrian safety improvements on Broadway, the City should **create alternative bicycle routes ("bicycle boulevards") on Midtown side streets**. A bicycle boulevard is a neighborhood bikeway on a low-traffic street that includes design features such as paving markings, lower speeds, signs, and marked crossings to enhance bicycle safety and to slow traffic.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

11. **<u>GOAL:</u> Improve pedestrian, cyclist, and motorist safety along the Broadway corridor and throughout the BOA.**

11.4 **Level of Action:** Midtown

Expected Timeline: Short-term and Ongoing

Type of Recommendation: Place-based/Policy

Champion: City of Kingston

For all Broadway corridor modifications, the City and/or County should continue to **engage business owners and residents** in the planning process.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

12. **GOAL: Increase access to parks and open space and establish healthy environmental conditions in Midtown.**

12.1 **Level of Action:** Midtown

Expected Timeline: Medium-term

Champion: City of Kingston

Type of Recommendation: Place-based/Policy

Responding to community requests for more playgrounds, pocket parks, shaded areas, and recreation, the City should **invest in new open spaces and parks in Midtown**. The City may need to conduct a study to identify land that could be used for open space and parks. In City request for bids (RFBs) and request for proposals (RFPs) for new development of publicly owned land, the City should award points for the inclusion of pocket parks, connections to existing trails, or other publicly accessible recreational amenities. The strategic sites in this plan may provide some opportunities.

Incentivize the installation of solar carport structures in all newly constructed parking lots.

12.2 **Level of Action:** Midtown

Expected Timeline: Medium-term

Type of Recommendation: Place-based/Policy

Champion: City of Kingston

The City should **create a Heat Management Plan** focusing on Midtown, which functions as an urban heat island. A Heat Management Plan would set forth heat mitigation and minimization goals and strategies and include an emergency heat plan for extreme heat days. The plan should include the following:

- **Heat Emergency Response** following the guidelines of the New York State Climate Smart Communities program (https://climatesmart.ny.gov/actions-certification/actions/#open/action/91)
- **Cooling support for vulnerable communities**, such as energy efficiency grants and funding cooling systems for low-income renters and homeowners; strategies to upgrade public buildings that were built without consideration for extreme heat, such as schools; access to cooling shelters and spaces; bus shelters that provide protection from elements; and others.
- **Heat mitigation strategies** such as reducing heat absorbing surfaces through development requirements (see 12.3 below); increasing green and open space (see 12.1 above); and reducing vehicular traffic (see 11, above).

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

12.3

Level of Action: Midtown and City

Expected Timeline: Medium-term

Type of Recommendation: Place-based/Policy

Champion: City of Kingston

Building on the City of Kingston existing planning documents and priorities, the City should **adopt policies that increase tree cover and reduce impermeable surfaces in Midtown and citywide**. For example, the City should:

a. **Adopt a Green Area Ratio (GAR) zoning regulation** that includes landscape and site design standards to reduce stormwater runoff, improve air quality, minimize heat, and increase access to natural features. To meet requirements of the GAR, a project achieves points for including green or vegetated roofs, vegetated walls, permeable paving, plantings of a set height or coverage, new or preserved trees, renewable energy generation, and/or water features. See the example of the GAR in Washington D.C. as an example: District of Columbia, Department of Energy & Environment, GAR Design Development and Submittal https://doee.dc.gov/node/619592.

b. **Study the possibility of increasing the municipal tax rate on parking lots** to incentivize a higher land use with lower heat factor. Most parking lots are paved with asphalt or concrete, which are dark-colored and absorb more solar radiation. These surfaces heat up during the day and release heat slowly at night, keeping urban areas warmer.

c. **Require all new development projects to plant street trees** as part of site design, where feasible. Trees must be native species and should have a minimum size to facilitate healthy transplanting. Trees should be planted on both sides of the street, within the public right-of-way, at intervals that will create shaded areas, and should be guaranteed to survive for a certain number of growing seasons. If conditions along the adjacent street are not suitable for planting, developers should be required to contribute to a neighborhood tree fund, which will support the planting of trees elsewhere within the same neighborhood.

Midtown Thriving Neighborhood Strategic Plan: Policy Recommendations

IV. Quality Of Life: Connected, Healthy, And Safe

12.4

Level of Action: Midtown

Expected Timeline: Short-term

Type of Recommendation: Place-based/Policy

Champion: City of Kingston

Require native plantings in all publicly supported or managed projects. Research indicates the benefit of native plants for local pollinators, reduced water, pesticide, and maintenance requirements. To this end, the City should:

a. **Modify the new form-based zoning code** to assert the need for native plantings. Currently, the code reads: "Native species should be used when feasible; use of any non-native plantings shall require a written justification for the selection." The new text should read: "Native species must be planted; use of any non-native plantings shall require a written justification for the selection."

b. **Provide training for the Department of Public Works**, the Recreation Department, and other relevant city departments on the benefits and care of native plants.

c. **Provide city residents and businesses with educational materials** about the benefits of landscaping with native plants.

Strategic Site Development Concepts



Strategic Site Development Concepts

Part of the BOA planning process is the identification of strategic sites for redevelopment. Eleven strategic sites were selected for their potential to advance the community vision and goals set forth in this plan, to catalyze desired change in the neighborhood, be reused and redeveloped to meet community needs, and to facilitate environmental clean-up in some cases. The methodology of identification is described in further detail below.

The strategic sites include a mixture of parking lots and other vacant and underutilized sites. Several of the sites are known and suspected brownfields. All the strategic sites are easily accessed by existing road infrastructure and served by water and sewer service. They are within walking distance of Broadway bus routes, non-vehicular transportation amenities like the Midtown Linear Park and the Empire State Trail, and a variety of services, public institutions, and cultural destinations.

The sites range in size from .2 acres to 3.96 acres and collectively have the potential for substantial residential, commercial space, and light industrial under the new zoning code.

Several of the sites are publicly owned and thus provide the most prospect for community influence on future use and development. As stated in the policy recommendations in this plan, the City should leverage publicly owned sites to advance the priorities of this plan.

Redevelopment and activation of the strategic sites to align with the community vision and meet community identified needs would provide benefits to the neighborhood and the residents and businesses therein. Reactivation of the sites would also support a more walkable neighborhood, increasing the concentration of housing, commercial use, work opportunities, amenities and services in the Midtown neighborhood.

The redevelopment of sites with known or suspected contamination will depend on future environmental investigations and environmental remediation.

The City should leverage publicly owned sites to advance the priorities of this plan.

Strategic Site Development Concepts

Community-Defined Development Priorities:

Revitalization inclusive of community needs and wants is core to the Midtown BOA. As part of discussing development priorities, the community identified the following desired amenities as potential options to be included in future development. Other potential amenities and development scenarios are possible as revitalization of the Midtown neighborhood continues.

- Housing that is affordable to local residents
- Community space for senior and youth programs
- Grocery store
- Open spaces and green spaces (including playground, fitness equipment, pocket parks, nature spaces, etc.)
- Affordable commercial spaces
- Mental health and other services
- Indoor markets with low-cost retail space
- Community gardens and greenhouses
- Innovation district for startups and business incubators
- Indoor recreation such as ice rink, roller rink, bowling alley
- Amphitheater, pavilion or other performance space
- Multipurpose + multi-disciplinary arts space
- Food processing and storage to support regional agriculture
- Adult sports and social club similar to the Boys and Girls Club
- Small-scale solar, geothermal heating and cooling, micro-grids
- Art studios and crafting space
- Clothing retail
- Farmer's market
- Commercial kitchen
- Sculpture Park
- Publicly accessible sport courts (basketball, pickleball, etc.)
- Swimming pool/splash pad
- Hardware store
- Movie theater
- Public restrooms
- Community-owned businesses and housing
- International district
- Food trucks
- Repair cafe

Strategic Site Development Concepts

Site Selection Methodology/Criteria

Baseline Site Identification

The following methodology was developed to identify a baseline list of properties in the BOA study area for consideration as strategic sites. In general, this methodology is meant to identify vacant or underutilized properties, and properties with known or suspected environmental contamination.

Properties are included in the baseline list if they meet any of the following criteria:

- Is vacant
- Is a parking lot
- Is eligible for foreclosure
- Is subject to a New York State agency's regulatory review or cleanup authority including State Superfund, Voluntary Cleanup Program, Brownfield Cleanup Program, Environmental Restoration Program, and Resource Conservation and Recovery Act (RCRA).
- Is being addressed under one of DEC's remediation or enforcement programs - State Superfund, Brownfield Cleanup, Environmental Restoration and Voluntary Cleanup. This database also includes the Registry of Inactive Hazardous Waste Disposal Sites and information on Institutional and Engineering Controls in New York State.
- Is the site of a current or historical use that is commonly associated with environmental contamination.
- Is or previously was the site of a hazardous chemical bulk storage facility
- Is or previously was the site of a petroleum bulk storage facility
- Is or previously was the site of a major oil storage facility
- Is the site of a hazardous spill

Strategic Site Development Concepts

Site Selection Methodology/Criteria

Baseline Site Identification

This search criteria identified 322 parcels for inclusion in the baseline site list. There were no hazardous chemical bulk storage sites or major oil storage sites identified in the BOA study area.

The following table shows the data sources used in the identification of strategic sites.

Data	Source	Date
Vacant Properties	Tax assessment, Ulster County GIS	September 2023
Parking Lots	Tax assessment, Ulster County GIS	September 2023
Foreclosure-eligible parcels	Ulster County Assessor's Office	April 2024
NYDEC Environmental Remediation Parcels	NYDEC (GIS Clearinghouse)	June 2024
EPA Brownfield Site Assessment Grant Sites	Kingston / Pre-Nomination Plan	2019/2021
Historical use	Sanborn maps	1889, 1950, 1957
NYDEC Chemical Bulk Storage	NYDEC (GIS Clearinghouse)	June 2024
NYDEC Petroleum Bulk Storage	NYDEC (GIS Clearinghouse)	June 2024
NYDEC Major Oil Storage Facility	NYDEC (GIS Clearinghouse)	June 2024
NYDEC Spills	NYDEC (Ulster County Planning)	August 2023

Strategic Site Development Concepts

Site Selection Methodology/Criteria

Baseline Site Prioritization

Each of the 322 properties identified by the baseline site identification process was scored based on the set of criteria described below. The criteria were chosen based on readily available public information that would help narrow down the list from 322 properties to a more manageable number of sites to evaluate. Of the 322 baselines properties, those with the highest scores were prioritized for consideration as a strategic site. In addition to this prioritization methodology, selection of strategic sites was also informed by other factors including the property owner's willingness to participate, input from City of Kingston staff, and community input.

Final site selection is informed by the prioritization methodology above, property owner willingness to participate in the process, and community input.

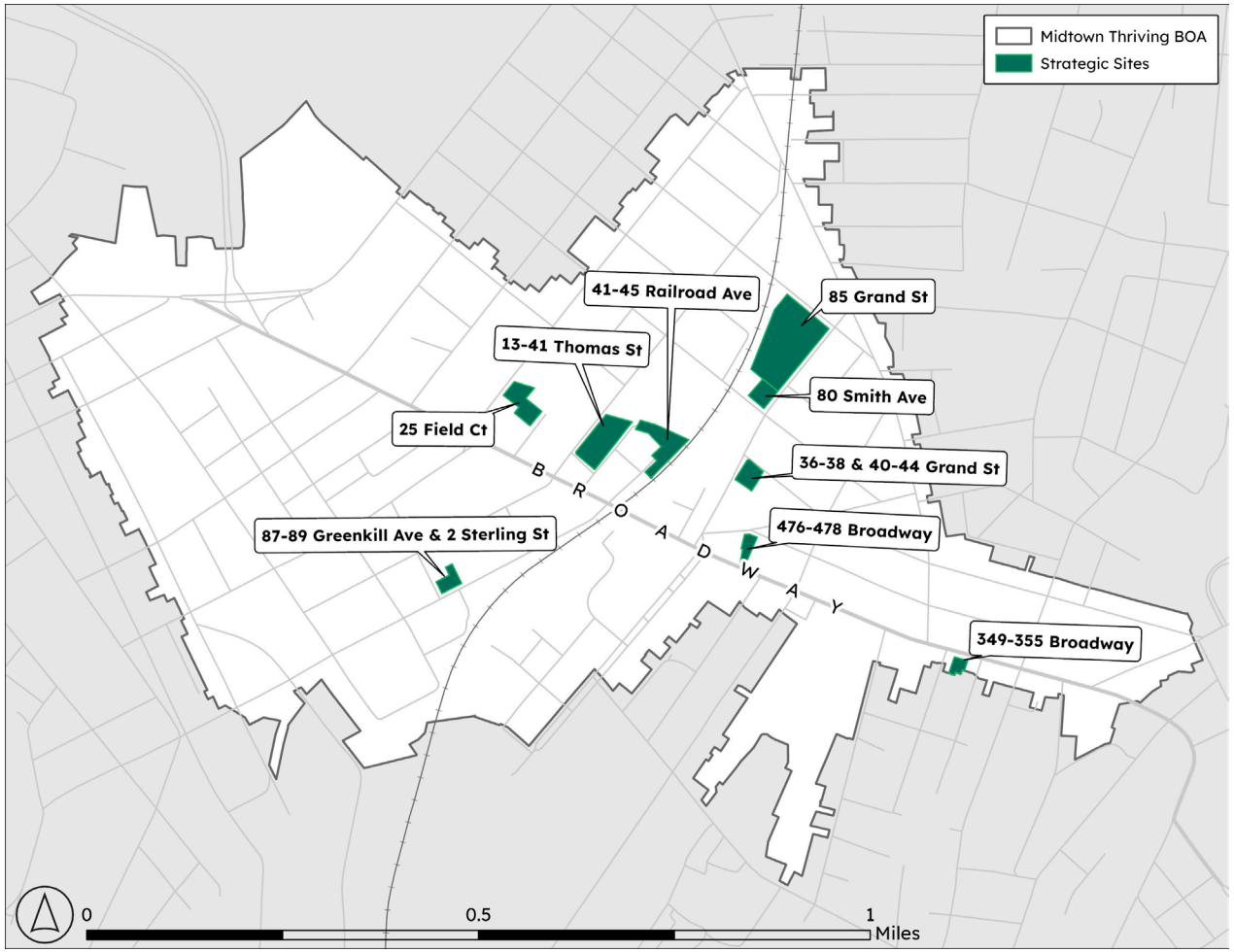
Criteria	Measure	Assigned Point Value
Acreage	>.25 and <.5	3
	>.5 <.75	5
	>.75 acres	7
Environmental level of concern based on historical use	High	4
	Medium	2
	Low	1
Residential development potential	>6 additional dwelling units	1
	>20 additional dwelling units	2
	>40 additional dwelling units	4
Commercial development potential	>15,000 additional square ft.	3
	>40,000 additional square ft.	5
	>100,000 additional square ft.	7
Spill Location	Yes	1
Bulk petroleum storage	Yes	1
EPA grant site	Yes	1
NYDEC remediation site	Yes	1
Vacant	Yes	1
Parking lot	Yes	1
Within ½ mile of Broadway	Yes	0.5

Strategic Site Development Concepts

BOA Map - Strategic Sites

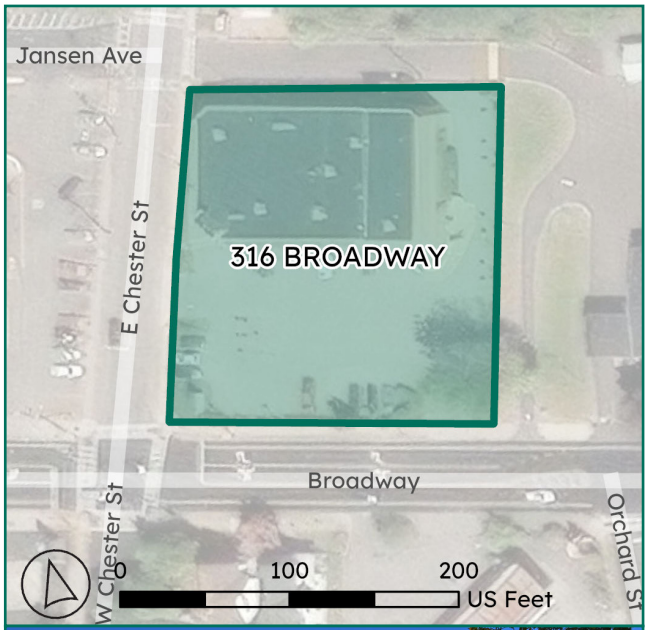
Strategic Sites:

- 316 Broadway (10-16 East Chester Street)
- 349-355 Broadway
- 476-478 Broadway
- 615 Broadway
- 25 Field Court
- 40-44 Grant Street & 36-38 Grand Street
- 85 Grand Street
- 87-89 Greenkill Avenue & 2-8 Sterling Street
- 41-45 Railroad Avenue
- 80 Smith Avenue
- 13-41 Thomas Street



Strategic Site Development Concepts

316 Broadway (10-16 E. Chester St.)





Owner	Waltrust Prop Inc
SBL	56.26-11-43.100
Acres	0.86 acres (T5MS)
Zoning	T5 Main Street

Use Potential

The zoning for this site accommodates primarily ground floor commercial uses with a mix of commercial and residential uses on the floors above.

Maximum

- Estimated commercial / office space: 37,000 sq ft
- Estimated residential space: 112,000 sq ft
- Number of stories: 6

Current Use

The site is currently a Walgreens.

Adjacent Uses

This square shaped site has frontage on Broadway and East Chester Street. Across Broadway to the south are two single-family homes and a gas station. Across East Chester Street to the west is a Burger King. North of this site is the Kingston Point Rail Trail that connects down to the Rondout neighborhood and Kingston Point Park along the Hudson River. To the west this site is next to Rondout Savings Bank.

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

This site is next to the Kingston Point Rail Trail. This site is directly next to the Broadway and E Chester Bus stop. It's also ~200 ft from the Broadway & Orchard @ Yosman Towers bus stop and the Broadway & Mcantee @ Rondout Savings bus stop.

Nearby resources (cultural, natural, etc.)

The site is a close five-minute drive from Hasbrouck Park.

Place-based policies

New Market Tax Credit Program

Strategic Site Development Concepts

316 Broadway (10-16 E. Chester St.)

Redevelopment Considerations: The site is a centrally located square lot on the corner of Broadway and East Chester Street. Currently used as a Walgreens pharmacy, the site has a one-story building occupying approximately half of the area and the rest is covered by an asphalt parking lot.

Community members have identified the need for a pharmacy in this area. If redevelopment moves forward, it should consider incorporating space for a pharmacy to help meet this demand.

The site was rezoned for mixed use under Kingston's 2023 zoning code and there is significant residential and commercial development potential. However, redevelopment of the site for residential use may require additional environmental assessment and remediation. Depending on the intended future use, the existing box-like building may be reused or not. Future potential uses could include new housing opportunities, community spaces, and commercial rentals. There is demand in the neighborhood for a variety of housing types for various household sizes, residents of different ages and income levels, including rentals and owner-occupied housing.

Environmental and Land Use History & Known or Suspected Contaminants: The site, a former gas/service station, a dry cleaner and a vehicle storage/service building is in the DEC Voluntary Cleanup Program and is classified as N (No Further Action at this Time). Site Code: C356032 "East Chester St."

Use of the site is restricted by environmental easement. The following control elements are in place: Land Use Restriction, Site Management Plan, Cover System, Soil Management Plan, Vapor Mitigation, Monitoring Plan, and Ground Water Use Restriction.

The following contaminants were found on the site: ethylbenzene, trichloroethene (TCE), tetrachloroethene (PCE), benzene, toluene, and xylene.

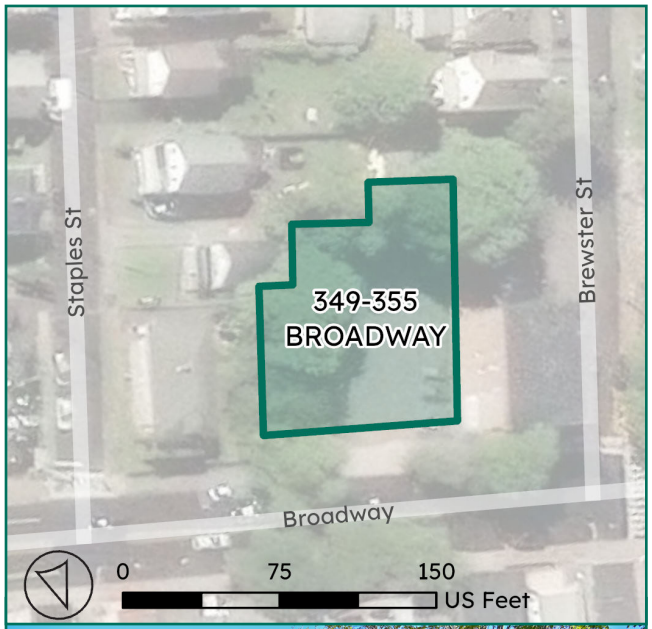
The site is currently managed under a Site Management Plan (SMP). The SMP requires groundwater monitoring and additional injections of potassium permanganate if necessary.

Groundwater is monitored periodically and perchloroethylene (PCE) as been detected and continues to migrate off-site. A Corrective Measures work plan is approved to control contamination migrating off-site and waiting for implementation.

Recommended Environmental Investigation: Remediation is complete, and an easement restricts use to commercial and industrial. The easement states that the property "may not be used for a higher level of use such as restricted residential use and the above-stated engineering controls may not be discontinued without an amendment or extinguishment of this Environmental Easement." Restricted residential use of the site may require additional environmental assessment and remediation.

Strategic Site Development Concepts

349-355 Broadway





Owner	City of Kingston
SBL	56.34-4-2
Acres	T5 Main Street (T5MS)
Zoning	T5 Main Street

Use Potential

The zoning for this site accommodates primarily ground floor commercial uses with a mix of commercial and residential uses on the floors above.

Maximum

- Estimated commercial office space: 13.600 sq ft
- Estimated residential space: 4;800 sq ft
- Number of stories: 6

Current Use

The site is currently used as a small parking lot.

Adjacent Uses

This sites north frontage is on Broadway. with several small mixed-use buildings across the street with ground floor commercial space and second story apartments. This site is next to an electronics store to the west and another commercial building to the east. The southern border of this site is adjacent to a residential neighborhood.

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

This site is 300 ft (-2-minute walk) from the Foxhall & Broadway bus stop, and 500 ft (-4-minute walk) from the Kingston Hospital Bus Stop.

Nearby resources (cultural, natural, etc.)

The site is across the street from Kingston City Hall and the future Kingston Medical Village. Place-based policies: Potential Environmental Justice Area. New Market Tax Credit

Place-based policies

Potential Environmental Justice Area, New Market Tax Credit

Strategic Site Development Concepts

349-355 Broadway

Environmental and Land Use History & Known or Suspected Contaminants: There is no evidence of current or historical site usage that poses a risk of environmental contamination. Sanborn fire insurance maps from the late 1800s show the site was empty. Later maps from 1950 and 1957 show a structure on the site has the label "flats" indicating apartments and "rest" for a restaurant. As of 1957, the site immediately to the east on Broadway was an auto parts and paints shop.

There are no known or suspected contaminants on the site.

Recommended Environmental Investigation or Remediation: None

Redevelopment Considerations

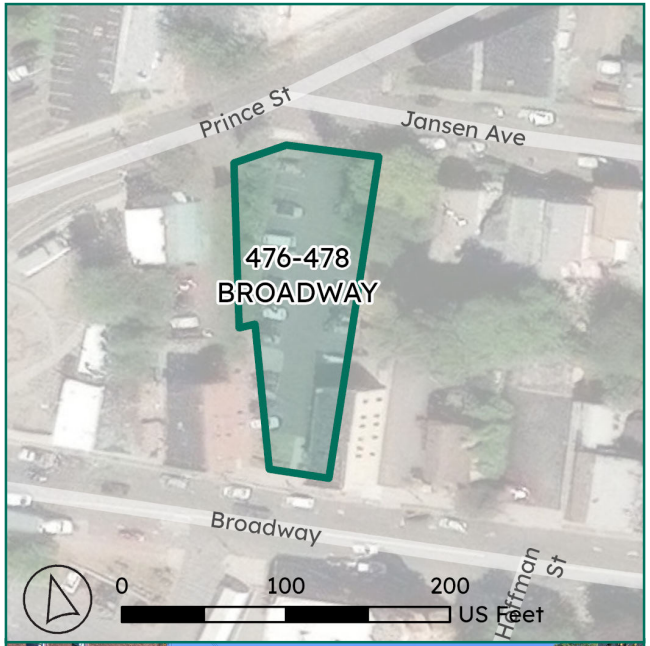
The site is centrally located on Broadway, the main commercial corridor of the city, and is a minute's walk from City Hall and the Kingston High School.

Currently owned by the City of Kingston, it presents a valuable opportunity for redevelopment that aligns with community priorities. Under the city's updated zoning code, the property is eligible for mixed-use development.

In line with community input, the site is well-suited for a project that combines housing with commercial or community space. As it currently functions as a parking lot serving nearby businesses, alternative parking solutions may need to be identified if the site is to be redeveloped.

Strategic Site Development Concepts

476-478 Broadway





Owner	City of Kingston
SBL	0.3 acres
Acres	56.26-9-30.100
Zoning	T5 Main Street (T5MS)

Use Potential

The zoning for this site accommodates primarily ground floor commercial uses with a mix of commercial and residential uses on the floors above.

Maximum

- Estimated commercial office space: 19.000 sq ft
- Estimated residential space: 57.000 sq ft
- Number of stories: 6

Current Use

The site is currently used as a parking lot

Adjacent Uses

This site has frontage on both Broadway to the south. and Jansen Avenue to the north. Across Broadway to the south is the Andy rvlurphy Neighborhood Center. Along the Broadway frontage there are commercial buildings on both sides the east and west side of this site. Along the Jansen Avenue frontage this site is bordered by single-family homes.

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

An on-road segment of the Empire State trail runs along the northern border of this site. This site is 350 ft (-2-minute walk) from the Broadway & Dedrick bus stop and the Broadway & Pine Grove (YMCA) bus stop.

Nearby resources (cultural, natural, etc.)

The site is nearthe new Woodstock Center for Photography as well as other nearby arts and social organizations.

Place-based policies

Potential Environmental Justice Area. New Market Tax Credits

Strategic Site Development Concepts

476-478 Broadway

Recommended Environmental Investigation or Remediation: There is no evidence of current or historical site usage that poses a risk of environmental contamination. Sanborn insurance maps show that there was an unlabeled structure at the site in 1899. As of 1950 and 1957, according to later maps, there was a restaurant (abbreviated as "rest") at 476-478 Broadway. There are no known or suspected contaminants at the site.

Recommended Environmental Investigation or Remediation: None

Redevelopment Considerations: The site is centrally located on a section of Broadway that has popular businesses and food establishments and is within a minute's walk of City Hall and Kingston High School.

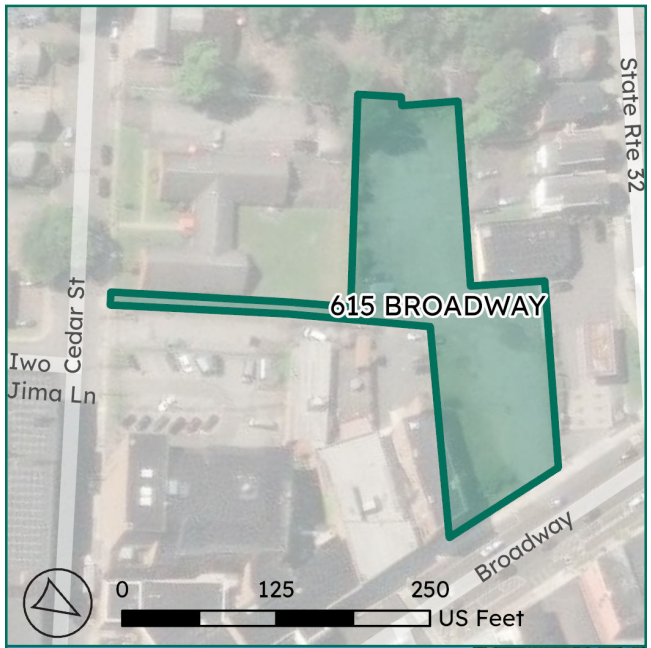
The site is publicly owned so there is an opportunity to ensure that site redevelopment meets community needs. Under the new zoning code, the site can be redeveloped for mixed-use.

The site has no structures, is paved, and currently functions as a parking lot. If the site were to be redeveloped, the city may need to identify alternative parking options for nearby businesses. There are no known or suspected environmental concerns on the site.

Future potential uses could include residential and related uses, mixed-use, commercial use, or community spaces. There is demand in the neighborhood for a variety of housing types for various household sizes, residents of different ages and income levels, including rentals and owner-occupied housing. The site would also be appropriate for community spaces and commercial space.

Strategic Site Development Concepts

615 Broadway





Owner	City of Kingston
SBL	56.109-3-16
Acres	0.78 acres
Zoning	T5 Main Street (T5MS)

Use Potential

The zoning for this site accommodates primarily ground floor commercial uses with a mix of commercial and residential uses on the floors above,

Maximum

- Estimated commercial office space: 13;500 sq ft
- Estimated residential space: 41;000 sq ft
- Number of stories: 6

Current Use

The site is currently used as a parking lot

Adjacent Uses

This site has frontage on both Broadway and a narrow access road to Cedar Street. On Broadway, this site is next to a Mobil gas station and a small greenspace with benches. Along the access road to Cedar Street this site is next to a Salvation Army building and a parking lot. To the southwest this lot is adjacent to the back of several single-family residential lots.

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

This site is 200 ft (-1-minute walk) from the Broadway and Henry bus stop. and 400ft (-2-minute walk) from the Broadway and Cedar bus stop.

Nearby resources (cultural, natural, etc.)

Nearby cultural assets include the Center for Photography at Woodstock, and the Ulster Performing Arts Center.

Place-based policies

Potential Environmental Justice Area, Designated Disadvantaged Communities, New Market Tax Credit Program

Strategic Site Development Concepts

615 Broadway

Redevelopment Considerations: The site is on Broadway in the heart of the Midtown BOA. Within a minute's walk to Ulster County Performing Arts, numerous restaurants and businesses, and the Midtown Linear Park, the location is excellent for new mixed-used development.

Baxter Building Corporation is partnering with the City on a redevelopment project that will bring 70 residential units, ground-floor commercial space, and dedicated community open space to the site. The project received planning board approval in the summer of 2025. The site is enrolled in the NYS Department of Environmental Conservation's Brownfield Cleanup Program (BCP).

The redevelopment aligns with community priorities, including the need for more housing and accessible public space.

Recommended Environmental Investigation or Remediation: The former Imperial Hotel stood on the site from 1972 until 2006. Prior to this use there was a produce warehouse on the eastern part of the site and there is documentation that the site was used for commercial and residential purposes.

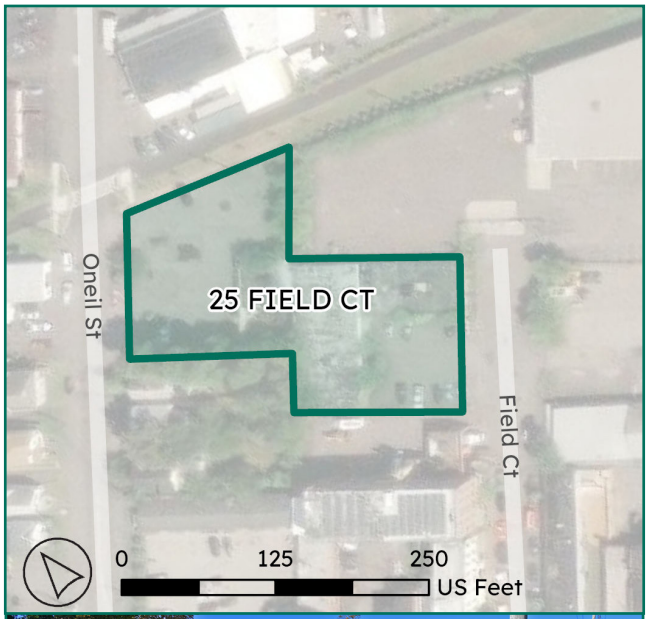
In a Phase 2 for the site the following materials were found: clinkers (waste from industrial process such as welding, smelting, and burning of fossil fuels), selenium was found in the water, chlorinated solvents, SVOCs, and metals.

Recommended Environmental Investigation or Remediation:

The site is in the Brownfield Cleanup Program (BCP) and is classified as Active.

Strategic Site Development Concepts

25 Field Court





Owner	City of Kingston
SBL	56.25-3-35
Acres	.83 acres
Zoning	T5-Flex (T5-F)

Use Potential

The zoning for this site allows for a wide variety of potential uses including mixed-use: retail. commercial. residential and light industrial

Maximum

- Estimated commercial ,/ office space: 52.000 sq ft
- Estimated residential space: 158.000 sq ft
- Building height: 6 or 8 with 20% affordability

Current Use

The site is currently an unused vacant lot and structure. The structure is surrounded by a chain link fence.

Adjacent Uses

Across Oneil Street to the east this site is bordered by residential single-family and multifamily homes. The rest of the site is surrounded by vacant lots and industrial or business uses

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

This site is 600 ft (-3-minute walk) from the Broadway & Henry Bus stop. the Broadway & Cedar bus stop, and the Broadway & Cornell bus stop. The Midtown Linear Park runs along the northern border of this site.

Nearby resources (cultural, natural, etc.)

The Ulster County Performing Arts Center is near the site as are other community and arts organizations.

Place-based policies

Potential Environmental Justice Area. Designated Disadvantaged Communities

Strategic Site Development Concepts

25 Field Court

Redevelopment Considerations: The city-owned site is on the corner of Field Court and Oneil Street and is adjacent to the Midtown Linear Park, an important transportation and recreational asset in Midtown. An existing 12,289 sq ft. structure built in 1966 will likely need to be demolished prior to redevelopment. Contamination on the site will have to be remediated to DEC standards prior to redevelopment.

The City issued an RFP for redevelopment of the site in the summer of 2025 seeking "a dynamic, urban development that is well-integrated with the surrounding neighborhood, [that] leverages existing community assets, and [that] significantly increases housing and/or commercial opportunities."[34]

Future potential uses could include residential and related uses, mixed-use, commercial use, or community spaces. There is demand in the neighborhood for a variety of housing types for various household sizes, residents of different ages and income levels, including rentals and owner-occupied housing. The community expressed a desire for community spaces, and commercial space, with a potential concept for youth-focused facilities as well as improved connections between the Midtown Linear Park and Broadway.

Environmental and Land Use History & Known or Suspected Contaminants: Known past uses of the site include a tire shop, a welding and lawnmower repair shop, an auto repair shop, and offices.

1899 Sanborn fire insurance maps show only a single residential structure on the site. As of 1950, according to the maps, there was a tire service at the site. Later in 1957 the maps show that the site was the location of a wielding shop.

The site is in the NY DEC Superfund program. A Phase 2 Environmental Site Assessment has been completed for the site. Soil and groundwater from the site were analyzed as part of this assessment. This site is subject to an environmental easement from the DEC.

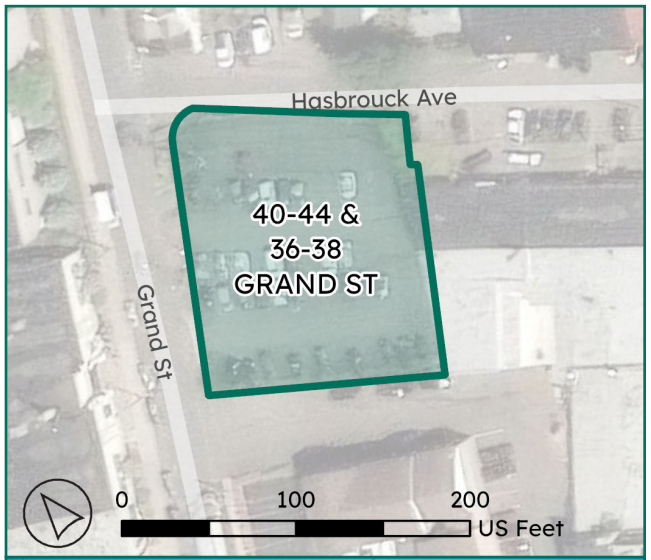
The primary contaminants of concern include VOCs in the soil, groundwater, and soil vapor. Known contaminants on the site include benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(K) fluoranthene, chrysene, tetrachloroethene (PCE), and trichloroethene (TCE).

In 2009 there was a spill of an unknown commercial/industrial substance reported and recorded in the DEC Spills Incidents Database (spill number 0905668)

[34] https://kingston-ny.gov/filestorage/8399/8469/48370/Request_for_Expressions_of_Interest_RFEI_Regarding_the_Sale_of_25_Field_Court.pdf

Strategic Site Development Concepts

40-44 Grand Street & 36-38 Grand Street





Use Potential

The zoning for this site allows for a wide variety of potential uses including mixed-use: retail, commercial, residential and light industrial.

Maximum

- Estimated commercial / office space: 30,000 sq ft
- Estimated residential space: 91.000 sq ft
- Number of stories: 6

Current Use

The site is used as a parking lot.

Adjacent Uses

To the south and east this site is bordered by office buildings. Across Hasbrouck Avenue to the north are single- and two-family homes. Across Grand Street to the west are medical offices.

Owner	DK Shah Prop Incorporated
SBL	56.26-9-1.110 and 56.26-9-1.1.210
Acres	.5 acres (.23 acres and .27 acres)
Zoning	T5-Flex (T5-F)

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

This site is 600 ft (-3-minute walk) from the Broadway & Dedrick bus stop and the Broadway & Pine Grove (YMCA) bus stop.

Nearby resources (cultural, natural, etc.)

The site is near the YMCA and the new Woodstock Center for Photography at Woodstock.

Place-based policies

Potential Environmental Justice Area. New Market Tax Credits

Strategic Site Development Concepts

40-44 Grand Street & 36-38 Grand Street

Development Considerations: Development Considerations: Located next to the Midtown Linear Park, this site is well-suited for mixed-use development that could include housing alongside other community amenities.

The site is comprised of two separate parcels and is a large asphalt covered lot located in a mostly industrial/commercial area of the BOA. A residential neighborhood lies just one street north of the site. Currently serving as a parking lot for nearby businesses, the site can now be developed as mixed-use under the updated zoning code.

Future potential uses include housing, community space, commercial space, and the inclusion of green/open space as part of any future redevelopment. There is demand in the neighborhood for a variety of housing types for various household sizes, residents of different ages and income levels, including rentals and owner-occupied housing.

Environmental and Land Use History & Known or Suspected Contaminants: According to 1899 Sanborn fire insurance maps, the site was once the location of a riveting and electric shop. By 1950 and later in 1957, according to the Sanborn maps, there were no structures or noted use on the two sites.

There are no known or suspected contaminants at the site. However, the historic use of the site for a riveting and electric shop in 1899 is noted as a potential source of hazardous materials.

Recommended Environmental Investigation: Phase 1 to research past use of the site for riveting and electric shop.

Strategic Site Development Concepts

85 Grand Street





Owner	Grand Street Realty Corporation
SBL	48.82-1-10
Acres	3.96 acres
Zoning	T5-Flex (T5-F)

Use Potential

The zoning for this site allows for a wide variety of potential uses including mixed-use: retail, commercial, residential and light industrial.

Maximum

- Estimated commercial/office space: 259,000 sq ft
- Estimated residential space: 778,000 sq ft
- Number of stories: 6

Current Use

There are two buildings on the site including the former manufacturing building and an office building. The site also includes a paved road, a parking lot and a lawn next to the office building. The site is currently used for a selfstorage space and for parking of moving vans for the company Allways Moving.

Adjacent Uses

This site is situated on the edge of an industrial area of the city. Across Grand Street to the southeast is a residential neighborhood of primarily single-family homes. 80 Smith Ave, another select site, is directly adjacent to the south. The rest of the site is adjacent to predominantly industrial and manufacturing uses. An active freight train line runs along the northwest border of the site.

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

This site is 500 ft (~3-minute walk) from the Ten Broeck Ave & Foxhall Ave bus stop.

Nearby resources (cultural, natural, etc.)

The site immediately adjacentto 85 Grand Street (80 Grand Street) is owned by the arts organization ArtPort Kingston. The arts organization has plans to develop 80 Grand Street as an arts studio and housing community. There are numerous other arts and community organizations in the neighborhood.

Place-based policies

Potential Environmental Justice Area, New Market Tax Credit Program

Strategic Site Development Concepts

85 Grand Street

Redevelopment Considerations: At close to 4 acres, the site is the largest of the strategic sites in the BOA. Several older industrial buildings occupy 105,000 sq. ft. of the site and the remainder of the site is mostly an unused paved area. Moving vans are stored and parked on a portion of the parking area and the buildings are used for self-storage. The site is located adjacent to the freight rail line on one side and a small residential street with single-family homes.

Historically used for industrial purposes and storage, the site presents an opportunity for mixed-use redevelopment that could better align with the surrounding area and offer valuable amenities to the community. Given the size of the property, a potential development concept could include uses that require larger sites, such as residential development, a grocery store, park or open space, indoor open market, innovation district, indoor recreation facility, movie theater, or other larger-scale use that community amenities.

However, the property is subject to an environmental easement that currently permits only commercial and industrial uses. Redeveloping the site for some uses would likely require further environmental assessment and potentially additional remediation to meet regulatory requirements.

Environmental and Land Use History & Known or Suspected Contaminants: The site was home to Electrol Inc. which had a machine shop, heat treating, steel storage, and a machine room. Other historic uses include automotive, refrigeration supplies manufacturing, and electrical.

The site is in the DEC BCP Voluntary Cleanup Program classified as "N" for no further action at this time. The site is also on the DEC bulk storage sites list. Soil samples and groundwater were analyzed as part of a Phase 2 Environmental Site Assessment. Primary contaminants found at the site include Chlorinated VOCs including trichloroethene (TCE) and tetrachloroethene (PCE), SVOCs, metals and PCBs in the soil and storm sewer sediment. Metals and VOCs were found in the groundwater at the site.

The contamination in the soil and storm sewer sediment is from the various manufacturing processes that took place on site including metal finishing, heat treating, and degreasing.

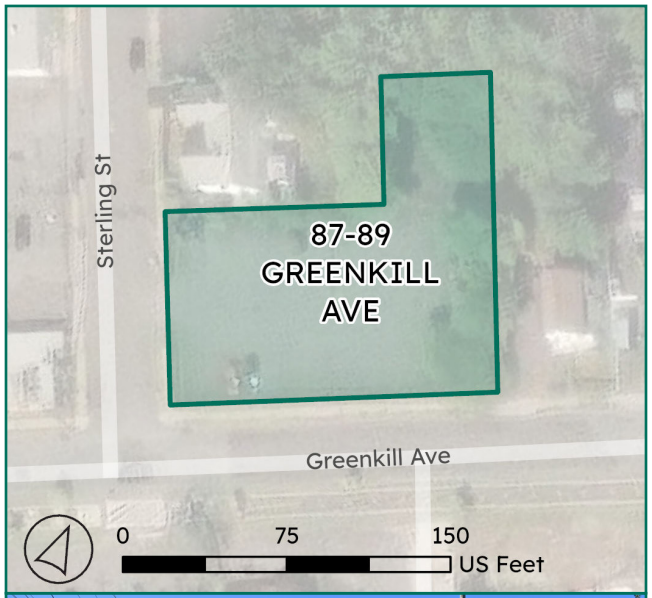
The NYDEC has records of five former bulk petroleum storage tanks on this site. All of these tanks have been closed, and two have been removed. Three underground storage tanks may still be present on the site (site number 3-174521).

Recommended Environmental Investigation or Remediation: The site is subject to an environmental easement and may be used for commercial and industrial uses. Regarding residential uses, the easement states:

"The Controlled Property shall not be used for Residential or Restricted Residential purposes as defined in 6NYCRR 375-l.8(g)(2)(i) and (ii), and the above-stated engineering controls may not be discontinued without an amendment or extinguishment of this Environmental Easement."

Strategic Site Development Concepts

87-89 Greenkill Avenue & 2-8 Sterling Street





Owner	Greenkill Management Corporation (Hagai Barlev)
SBL	56.109-4-21 and 56.109-4-19
Acres	.37 acres combined (.17 acres and .2 acres)
Zoning	T5-Flex (T5-F)

Use Potential

The zoning for this site allows for a wide variety of potential uses including mixed-use: retail, commercial, residential and light industrial.

Maximum

- Estimated commercial / office space: 15,000 sq ft
- Estimated residential space: 45,000 sq ft
- Maximum building height: 4

Current Use

The site is used as a parking lot for tenants of the Brush Factory which is across Sterling Street and is also owned by Greenkill Management Corporation.

Adjacent Uses

This site is directly adjacent to single-family homes to the North and East. Across Sterling Street to the West is the Brush Factory, a mixed-use development with artist lofts, studios, and small businesses. Across Greenkill Avenue to the South is a vacant lot and residential buildings.

Proximity to Transportation Networks: Nearby resources (cultural, natural, etc.):

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

The Empire State Trail, a protected bike lane, runs along Green kill Avenue across the street from the site. The site is approximately 900 ft (~3 minute walk) from the Clinton & Greenkill bus stop, and 11 300 ft (~ 5 minute walk) from Broadway and Cedar bus stop.

Nearby resources (cultural, natural, etc.)

The site is one block south of Broadway, the main commercial corridor for the neighborhood. Ulster Performing Arts Center is on the Broadway block adjacent to Green kill Ave. The Boys and Girls Club and Barmann Park across the street are both three blocks away on Greenkill Avenue.

Strategic Site Development Concepts

87-89 Greenkill Avenue & 2-8 Sterling Street

Redevelopment Considerations: The site, made up of two adjacent parcels that together form an "L" shape, is currently used as a parking lot for the apartment building across the street.

Future potential uses include residential development, which could benefit from nearby community assets such as the Boys and Girls Club and Barman Park and nearby bus routes.

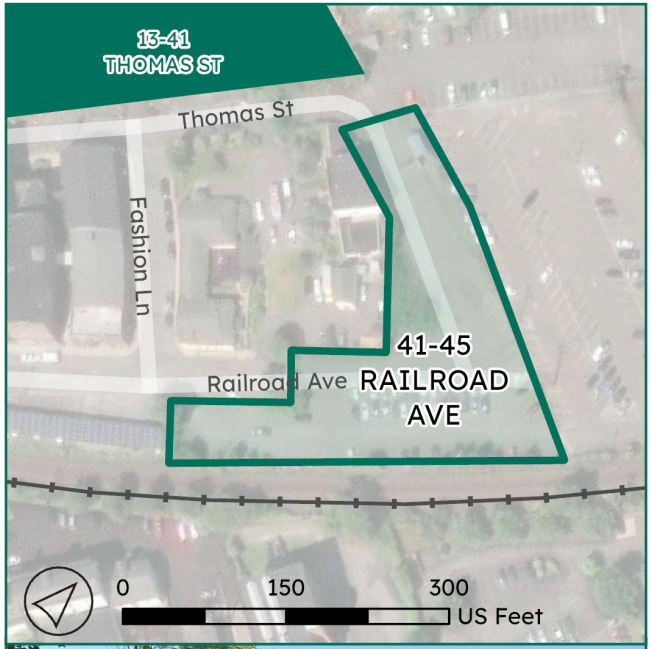
There is demand in the neighborhood for a variety of housing types for various household sizes, residents of different ages and income levels, including rentals and owner-occupied housing. The community expressed a desire for community spaces, and commercial space.

Environmental and Land Use History & Known or Suspected Contaminants: There is no evidence of current or historical site usage that poses a risk of environmental contamination. Sanborn fire insurance maps from 1899 and 1957 indicate that the property previously contained a residential structure. No known or suspected contaminants have been identified on the site.

Recommended Environmental Investigation or Remediation: None

Strategic Site Development Concepts

41-45 Railroad Ave





Owner	Kingston Hospital
SBL	56.25-4-45.120
Acres	1.14 acres
Zoning	T5-Flex (T5-F)

Use Potential

The zoning for this site allows for a wide variety of potential uses including mixed-use: retail, commercial, residential and light industrial.

Maximum

- Estimated commercial/office space: 69,000 sq ft
- Estimated residential space: 207,000 sq ft
- Number of stories: 6

Current Use

The site is used as a parking lot for the Kingston Hospital. The site is used by local traffic as an informal cut-across from the DEP parking lot to Railroad Avenue.

Adjacent Uses

To the north this site is bordered by a large parking lot. To the east the site is bordered by an active freight train line. The rest of the site is bordered by an emergency shelter run by Family of Woodstock. The northwest corner of this is near 13-41 Thomas Street, another Select Site in the BOA.

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

This site is near a segment of The Empire State Trail. This site is also nearthe Midtown Linear Park, a bike and pedestrian trail. This site is approximately 700ft(~5-minutewalk) from the Broadway & Cornell bus stop and the Broadway & Cedar bus stop.

Nearby resources (cultural, natural, etc.)

The site is near the Ulster County Performing Arts Center and other community and arts organizations

Place-based policies

Potential Environmental Justice Area, Designated Disadvantaged Communities.

Strategic Site Development Concepts

41-45 Railroad Ave

Redevelopment Considerations: The site is a large irregular shaped paved parking lot currently set aside by the hospital for overflow staff parking. Adjacent to the Empire State Trail and the Midtown Linear Park, the site has excellent access to these transportation and recreational amenities. Given its proximity to an active rail line, any future redevelopment should carefully consider noise and train activity. However, the site's large size allows for flexible design, with new development potentially concentrated on the portion furthest from the tracks to minimize impacts.

Future potential uses could include residential and related uses, mixed-use, commercial use, or community spaces. There is demand in the neighborhood for a variety of housing types for various household sizes, residents of different ages and income levels, including rentals and owner-occupied housing. The community expressed a desire for more open space, community spaces, and - commercial space.

Recommended Environmental Investigation or Remediation: In 1899, according to Sanborn fire insurance maps, there was a livery Hotel Bruer on the site along with a bar and dining hall. Sanborn maps from 1950 (and 1957) show that at this point what is now the site was then mostly sections of Thomas Avenue and Railroad Avenue. There was a food establishment, bar and a baggage and express for the passenger depot directly north of the site on what is now the DEC parking lot. Immediately adjacent to the site was an auto trucking storage ("st'ge" on the map).

There is no known or suspected contamination on the site, although the historic adjacent uses are potential sources of contamination for the area.

Recommended Environmental Investigation or Remediation: Phase 1 and search for underground fuel tank.

Strategic Site Development Concepts

80 Smith Ave





Owner	YaYa Enterprises LLC
SBL	48.82-1-9
Acres	.46 acres
Zoning	T5-Flex (T5-F)

Use Potential

The zoning for this site allows for a wide variety of potential uses including mixed-use: retail, commercial, residential and light industrial.

Maximum

- Estimated commercial / office space: 29,000 sq ft
- Estimated residential space: 89,000 sq ft
- Building height: 6

Current Use

The site is used for occasional art installations. There is an existing structure which was originally used as a bank. This building is currently used in support of the art installations.

Adjacent Uses

This site is located in an industrial area of the city. Across Grand Street to the southeast is a residential neighborhood of primarily single-family homes. 85 Grand St, another select site, is directly adjacent to the north. The rest of the site is adjacent to predominantly industrial and manufacturing uses.

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

The Empire State Trail. a protected bike lane. runs along Green kill Avenue across the street from the site. The site is approximately 900 ft (~3 minute walk) from the Clinton & Greenkill bus stop, and 1,300 ft(~ 5 minute walk) from Broadway and Cedar bus stop.

Nearby resources (cultural, natural, etc.)

The site is one block south of Broadway, the main commercial corridor for the neighborhood. Ulster Performing Arts Center is on the Broadway block adjacent to Green kill Ave. The Boys and Girls Club and Barmann Park across the street are both three blocks away on Greenkill Avenue

Place-based policies

Potential Environmental Justice Area, Designated Disadvantaged Communities, New Market Tax Credit Program

Strategic Site Development Concepts

80 Smith Ave

Redevelopment Considerations: The corner site is centrally located in the BOA and is accessible from Smith Street and Grand Street.

Situated at the edge of an industrial area, just half a block from the freight rail line and directly across from a residential street with single-family homes, the site lies within a mixed-use context. A square lot with a one-story building surrounded by an asphalt covered surface, future potential development could include residential and mixed-use development. The existing structure could be added to or demolished in preparation for new development. Currently owned by an arts organization and used for exhibitions, the site is well-positioned to potentially retain its arts-oriented identity while expanding to include other potential uses such as housing, education, performance space, artist studios, or other complementary functions.

Environmental assessment and remediation may be required ahead of redevelopment of the site.

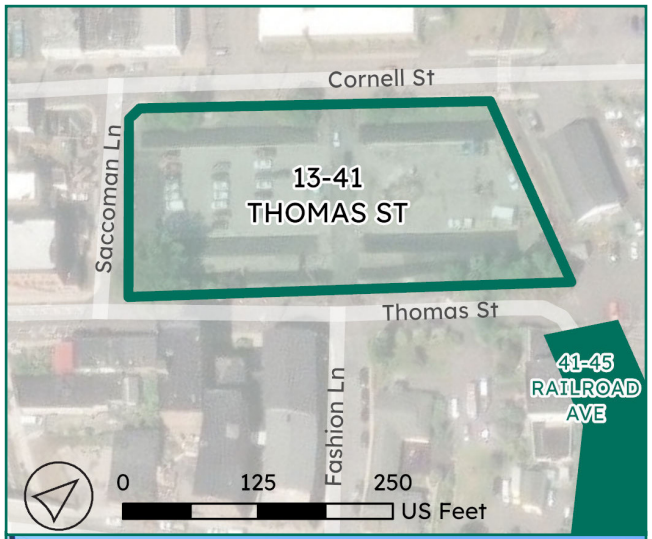
Recommended Environmental Investigation or Remediation: There is no evidence of current or historical site usage that would have resulted in environmental contamination. The 1957 Sanborn fire insurance map shows that the existing structure on the site was a bank. Earlier insurance maps show the site as having no structures.

There are no known or suspected contaminants on the sites. However, the site is adjacent to 85 Grand Street which is the DEC BCP Voluntary Cleanup Program. Metals and VOCs were found in the groundwater at the 85 Grand Street site.

Recommended Environmental Investigation or Remediation: As neighboring site to 85 Grant St. on which groundwater investigations found VOC concentrations in the groundwater, a Phase 2 to test for contamination in the soil and water is recommended. If environmental issues are found, the site can enter the BCP program but will not qualify for tax credits since they are not the source. Going through the program will give the owners a certificate that they are free of liability for the future.

Strategic Site Development Concepts

13-41 Thomas Street







Use Potential

The zoning for this site allows for a wide variety of potential uses including mixed-use, retail, commercial, residential and light industrial.

Maximum

- Estimated commercial/office space: 90,000 sq ft
- Estimated residential space: 271 ,000 sq ft
- Number of stories: 6

Current Use

The site is currently used as a parking lot The city made improvements to the lot and added green stormwater infrastructure using funding from the NYS Environmental Facilities Corporation (EFC) Green Innovation Grant Program.

Adjacent Uses

Next to this site to the north is Mobile Life Support Services, which dispatches ambulances and EMS services. To the east across Thomas St. is an emergency shelter and a few small businesses including a restaurant and a sewing and alteration store. The north east corn er of th is site borders 41-45 Railroad Ave., another select site in the BOA. Across Saccoman Lane to the south is the backside of a number of businesses wi~h frontage on Broadway. Across Cornell St. to the east is a large commercial building that houses the Red Owl Collective, an antique/ vintage store with multiple vendors.

Existing Infrastructure

City sewer and water

Proximity to Transportation Networks

The Empire State Trail runs along this site's eastern border with Thomas Street This segment of the trail is on the road. The Midtown Linear Park, a bike an d pedestrian trail, runs along the northern border of this site. This site is approximately 400 ft (-2-minute walk) from the Broadway & Cornell bus stop and the Broadway & Cedar bus stop.

Nearby resources (cultural, natural, etc.)

Ulster Performing Arts Center is across nearby on Broadway. In addition to this significant venue, there are numerous other arts and community organizations in the neighborhood.

Place-based policies

Potential Environmental Justice Area, Designated Disadvantaged Communities

Owner	City of Kingston
SBL	56.25-4-10
Acres	1.47 acres
Zoning	T5-Flex (T5-F)

Strategic Site Development Concepts

13-41 Thomas Street

Redevelopment Considerations: As the site is publicly owned, there is a unique opportunity to ensure that its redevelopment benefits the community.

The site is immediately adjacent to the Midtown Linear Park, an important recreational and transportation asset that provides bicycle connectivity between Midtown and the Uptown neighborhood.

The site currently functions as a parking lot and on weekends is often full. Nearby businesses and venues, such as the Ulster Performing Arts Center, rely on the parking for their customers.

Future potential uses could include mixed-use development that provides spaces for commercial or community purposes. Activation of this site with housing would provide benefits to nearby businesses with new potential patrons. Because this site is currently a well-used parking lot, redevelopment may want to consider parking for this site as well as parking for nearby businesses.

Environmental and Land Use History & Known or Suspected Contaminants: Sanborn fire insurance maps from 1899 show that on the site there was a lumber and coal yard with lumber and coal sheds. Maps from the years 1950 and 1957 show that 13-41 Thomas Street was the location for Kingston Coal Co. At the time of this use there was a coal shed and coal pocket on the site and a shed for auto trucks.

There are no known contaminants on the site but with the past use as a coal storage facility, there may be related contaminants.

Recommended Environmental Investigation or Remediation: Phase 2 based on the past use as a coal yard.

Appendices



Appendix A

Data

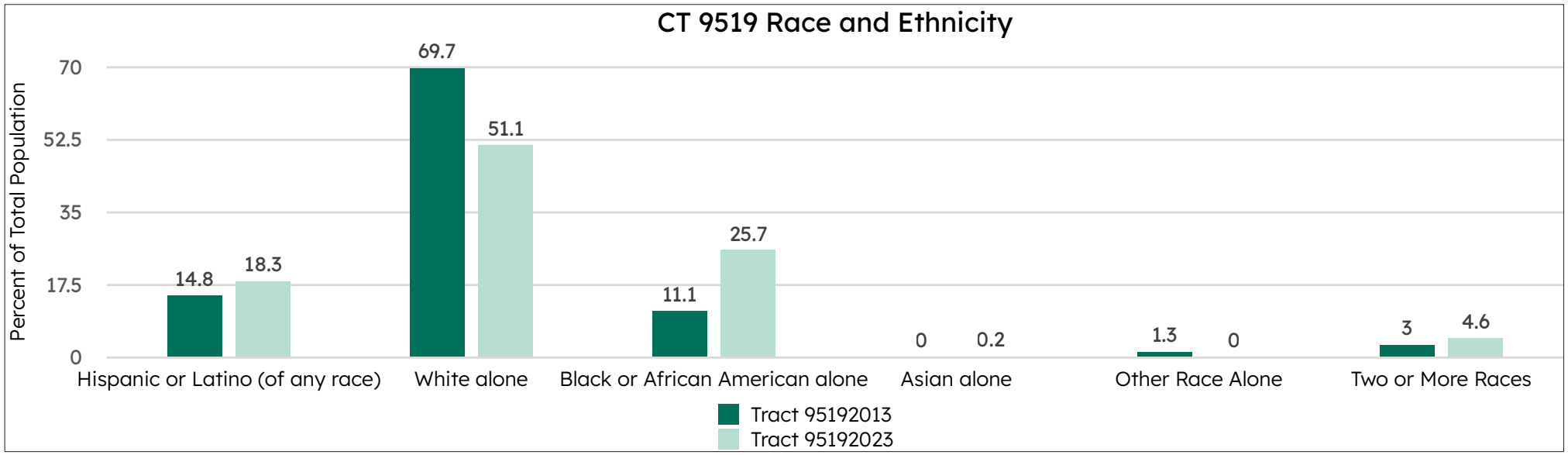
Appendix A.1 Population Metrics

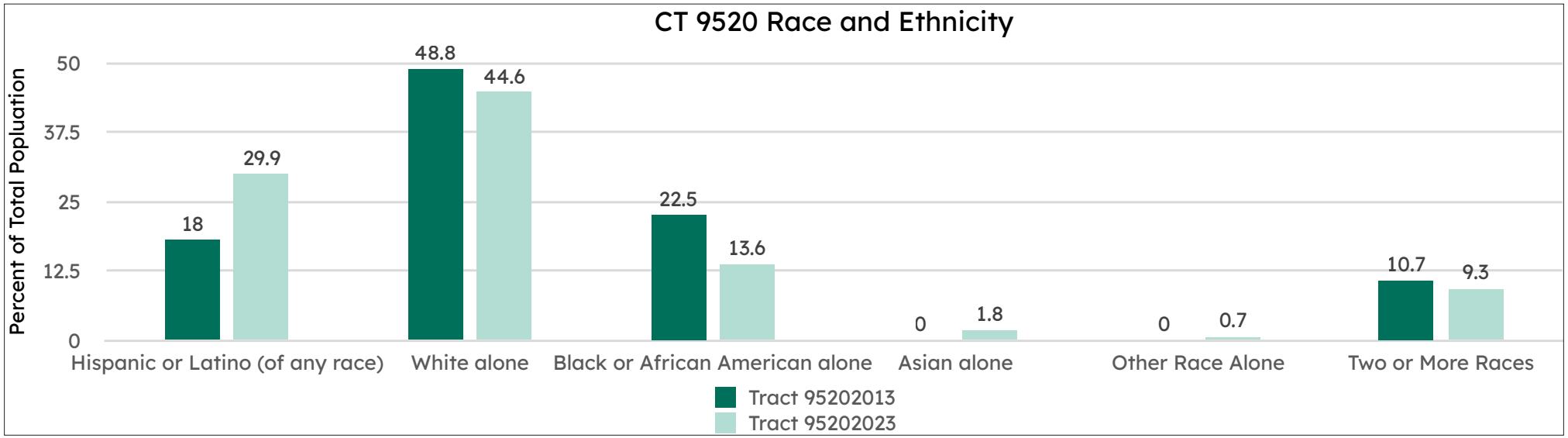
A.1.a Race and Ethnicity

	Ulster		Kingston	
	2013	2023	2013	2023
Hispanic or Latino (of any race)	9.0%	11.8%	14.7%	17.1%
Not Hispanic or Latino				
White alone	81.2%	73.5%	64.6%	61.2%
Black or African American alone	5.2%	5.7%	14.5%	14.1%
American Indian and Alaska Native alone	0.1%	0%	0.2%	0%
Asian alone	1.8%	2.0%	1.5%	1.8%
Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0%
Some Other Race alone	0.3%	1.2%	0.1%	0.3%
Two or More Races	2.5%	5.7%	4.4%	5.5%

Appendix A.1 Population Metrics

A.1.a Race and Ethnicity

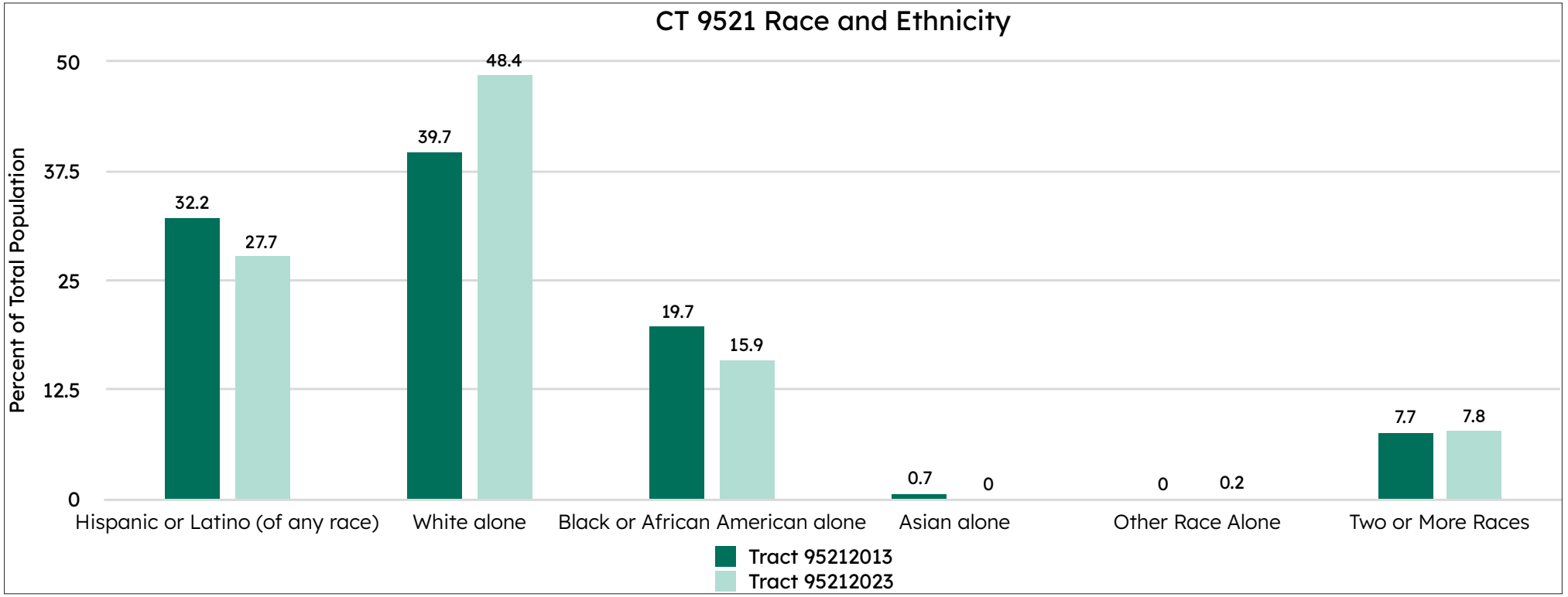




Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 to 2023

Appendix A.1 Population Metrics

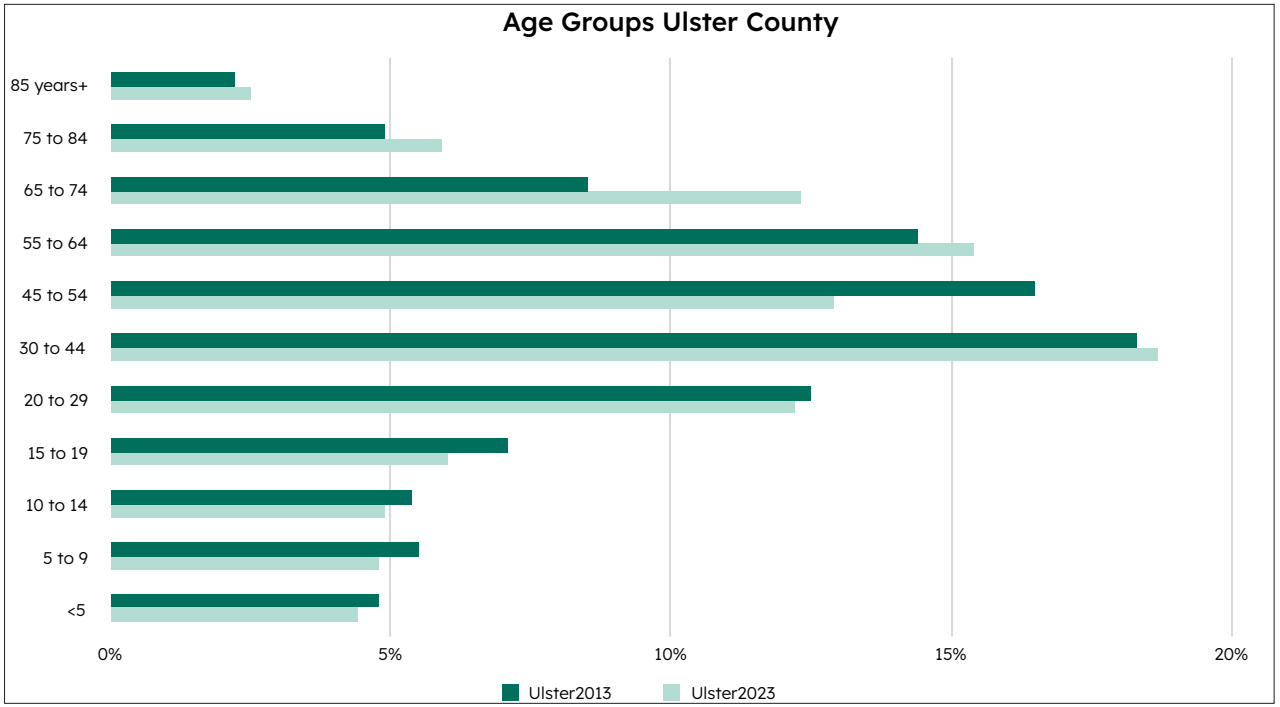
A.1.a Race and Ethnicity

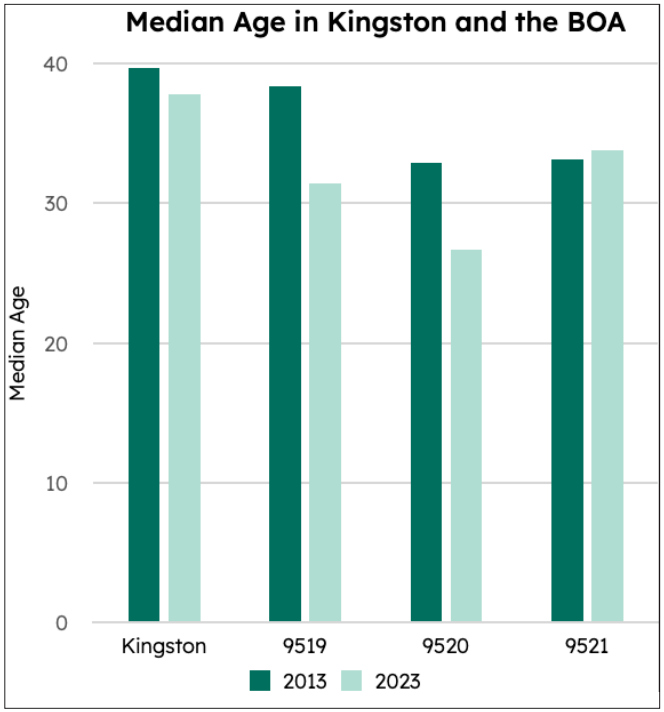


Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 to 2023

Appendix A.1 Population Metrics

A.1.b Age Statistics

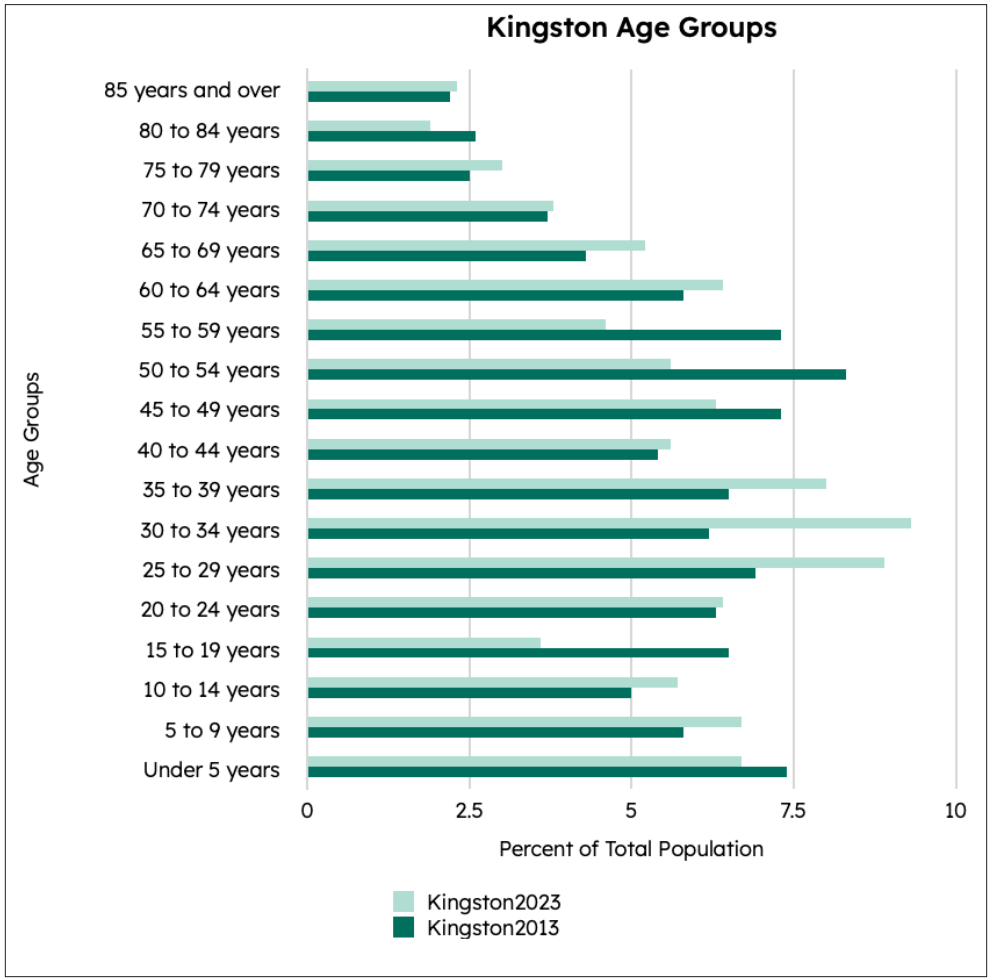


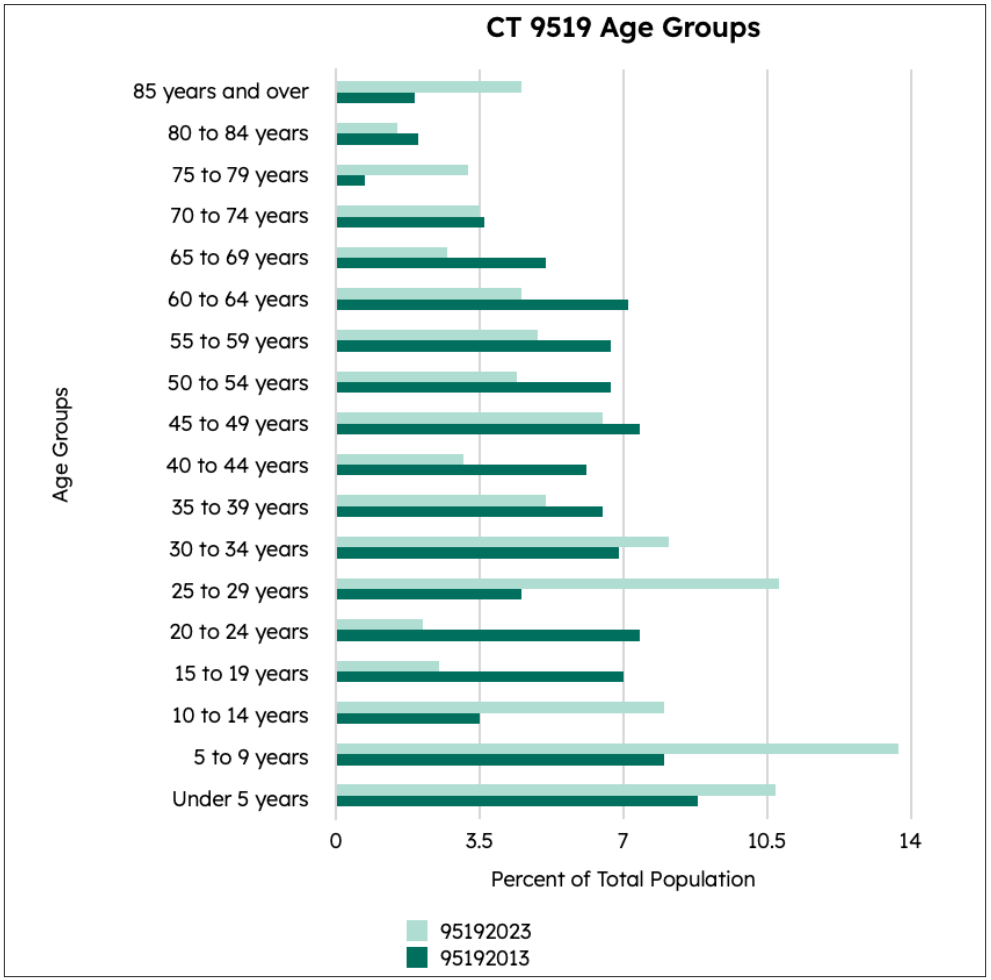


Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 to 2023

Appendix A.1 Population Metrics

A.1.b Age Statistics

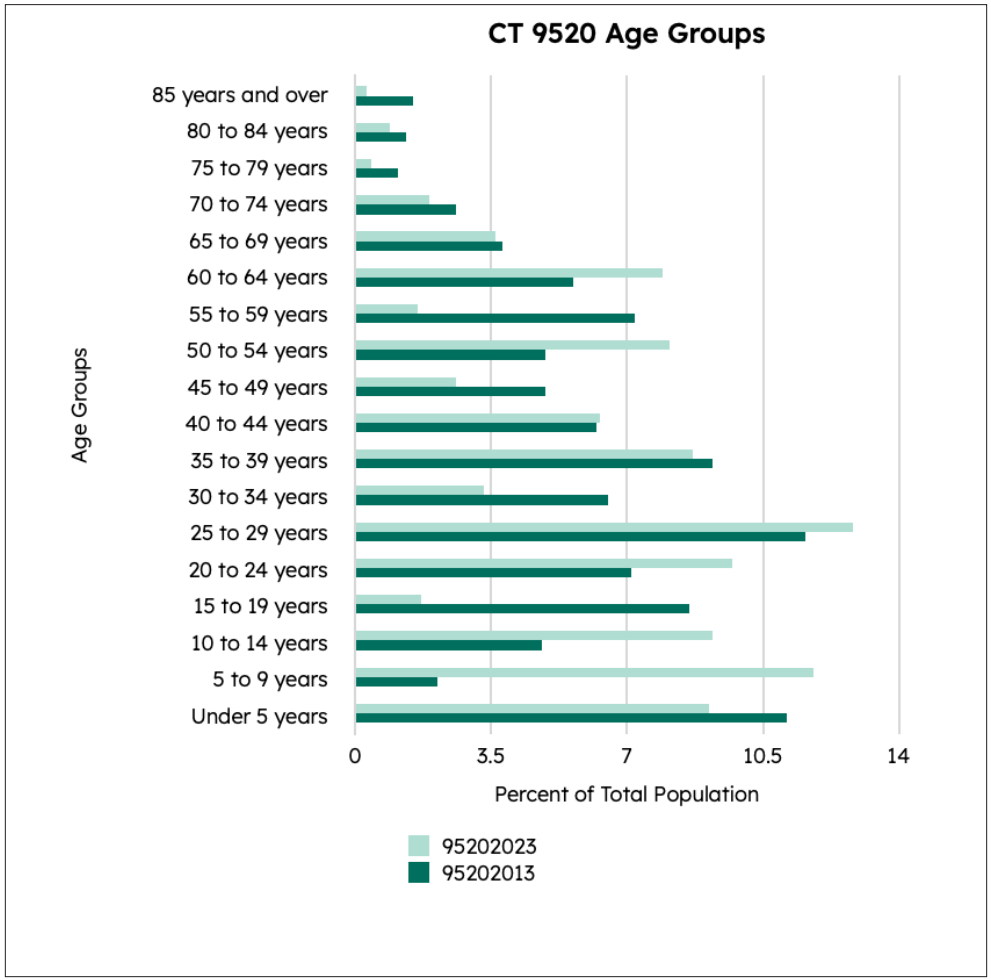


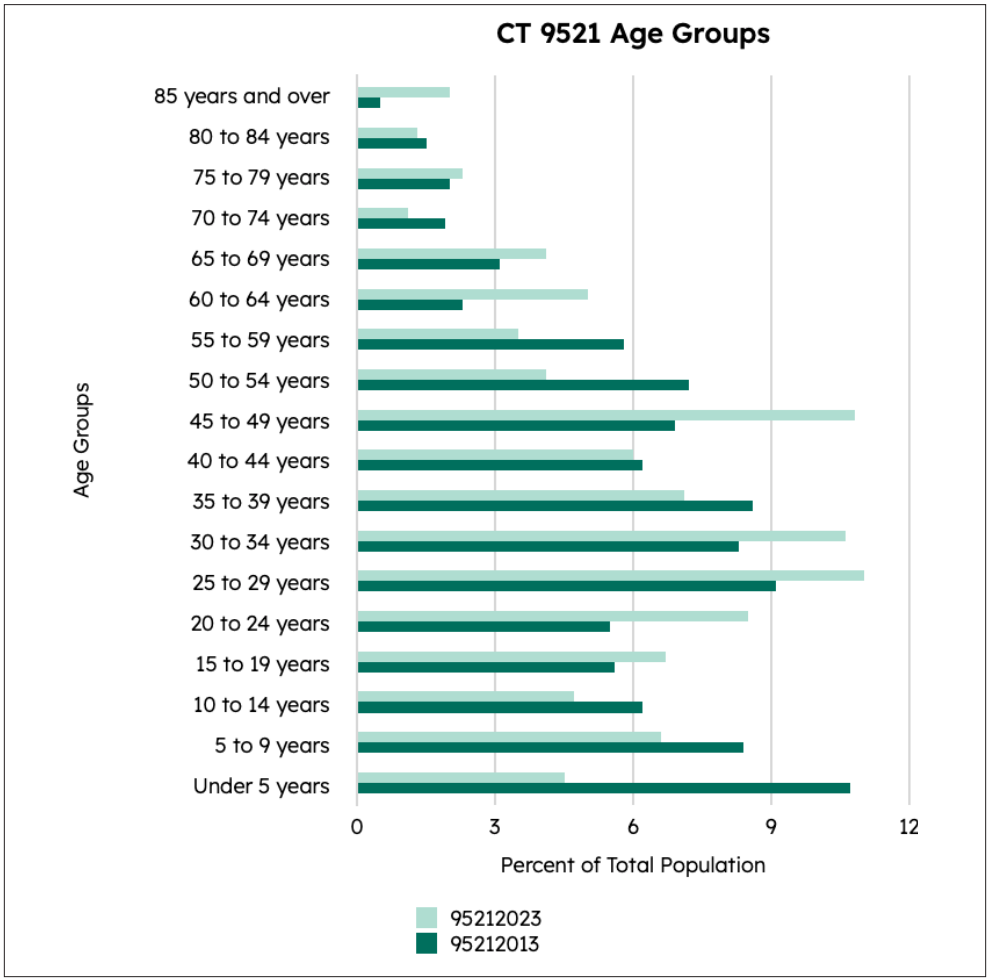


Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 to 2023

Appendix A.1 Population Metrics

A.1.b Age Statistics





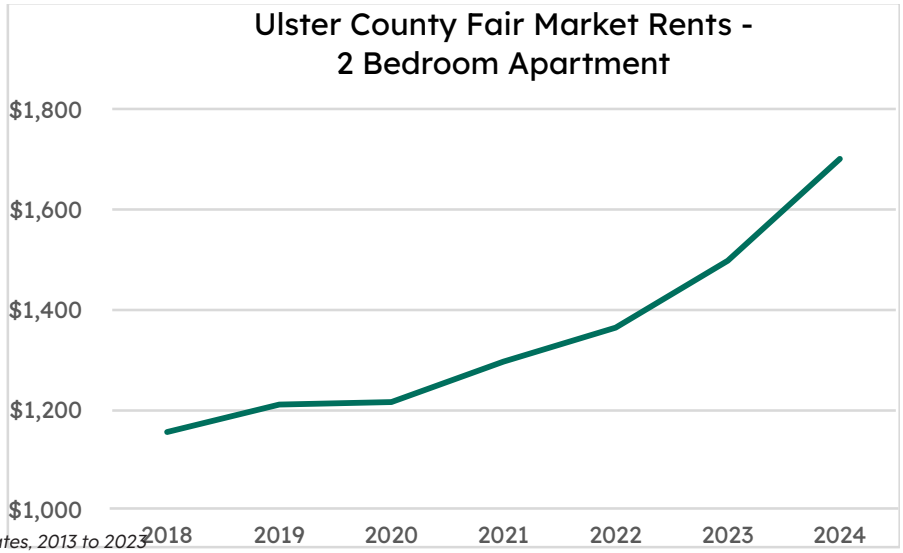
Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 to 2023

Appendix A.2 Housing Metrics

Housing Costs

	2017	2018	2019	2020	2021	2022	2023	2024	# Change 2023-2024	% Change 2023-2024	# Change 2017-2024	% Change 2017-2024
Columbia	$244,500	$239,000	$258,000	$325,000	$379,000	$410,100	$450,000	$475,000	$25,000	5.6%	$230,500	94.3%
Dutchess	$255,000	$280,000	$290,000	$329,550	$375,000	$395,000	$410,000	$450,000	$40,000	9.8%	$195,000	76.5%
Greene	$173,000	$182,000	$195,000	$240,000	$287,825	$325,000	$315,000	$345,250	$30,250	9.6%	$172,250	99.6%
Orange	$230,000	$244,463	$257,500	$300,000	$350,000	$384,000	$403,125	$430,000	$26,875	6.7%	$200,000	87.0%
Putnam	$315,000	$335,000	$340,450	$360,000	$411,250	$450,000	$457,000	$515,000	$58,000	12.7%	$200,000	63.5%
Rockland	$400,000	$414,500	$417,500	$459,000	$520,000	$575,000	$605,000	$665,000	$60,000	9.9%	$265,000	66.3%
Sullivan	$120,000	$127,000	$142,500	$199,050	$250,000	$275,000	$289,000	$324,000	$35,000	12.1%	$204,000	170.0%
Ulster	$215,000	$230,000	$248,000	$285,000	$339,000	$370,000	$400,000	$440,000	$40,000	10.0%	$225,000	104.7%
Westchester	$490,000	$500,000	$520,000	$602,000	$620,000	$625,000	$645,000	$718,000	$73,000	11.3%	$228,000	46.5%

Source: New York State Association of Realtors (NYSAR) 2017 to 2024



Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 to 2023

Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 to 2023

Appendix A.2 Housing Metrics

Housing Tenure

	Housing Tenure	2013	2023	Change	% Change
BOA (CT Aggregate)	Owners	1,529	1,629	100	7%
	Renters	1,911	1,796	-115	-6%
	Total Occupied Housing Units	3,440	3,425	-15	<1%
	% Renters	56%	52%	—	-3%
Kingston	Owners	4,616	4,825	209	5%
	Renters	5,267	5,126	-141	-3%
	Total Occupied Housing Units	9,883	9,951	68	1%
	% Renters	53%	52%	—	-2%
Tract 9519	Owners	716	752	36	5%
	Renters	339	257	-82	-24%
	Total Occupied Housing Units	1,055	1,009	-46	-4%
	% Renters	32%	25%	—	-7%
Tract 9520	Owners	321	445	124	39%
	Renters	590	527	-63	-11%
	Total Occupied Housing Units	911	972	61	7%
	% Renters	65%	54%	—	-11%
Tract 9521	Owners	492	432	-60	-12%
	Renters	982	1,012	30	3%
	Total Occupied Housing Units	1,474	1,444	-30	-2%
	% Renters	67%	70%	—	3%

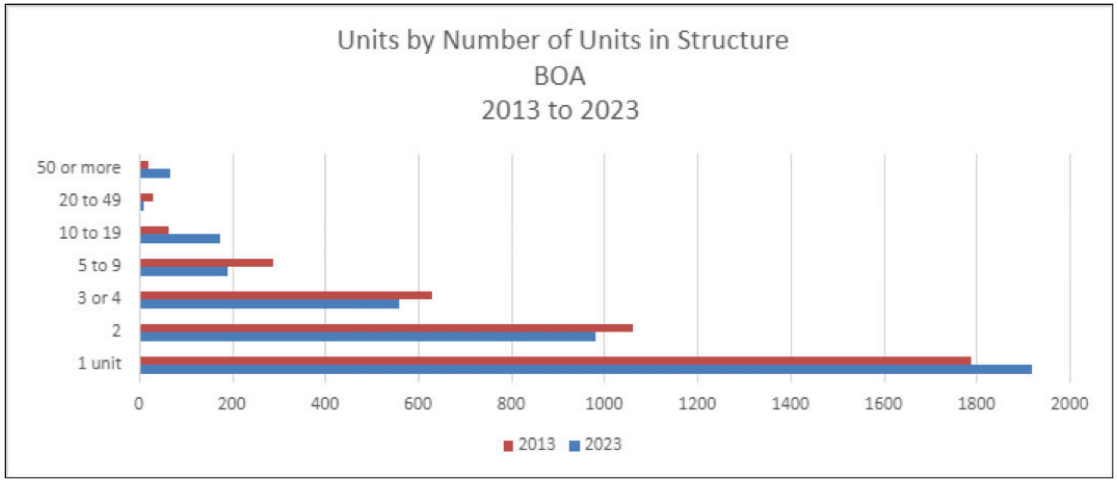
Appendix A.2 Housing Metrics

Household Size

Average Household Size Owner and Renter-Occupied Homes 2013 and 2023				
Owner Occupied	**Kingston**	**Tract 9519**	**Tract 9520**	**Tract 9521**
2023	2.44	3.12	2.5	2.97
2013	2.44	2.28	2.4	3.16
Renter Occupied	**Kingston**	**Tract 9519**	**Tract 9520**	**Tract 9521**
2023	2.2	2.94	2.8	2.35
2013	2.23	2.59	2.55	2.71

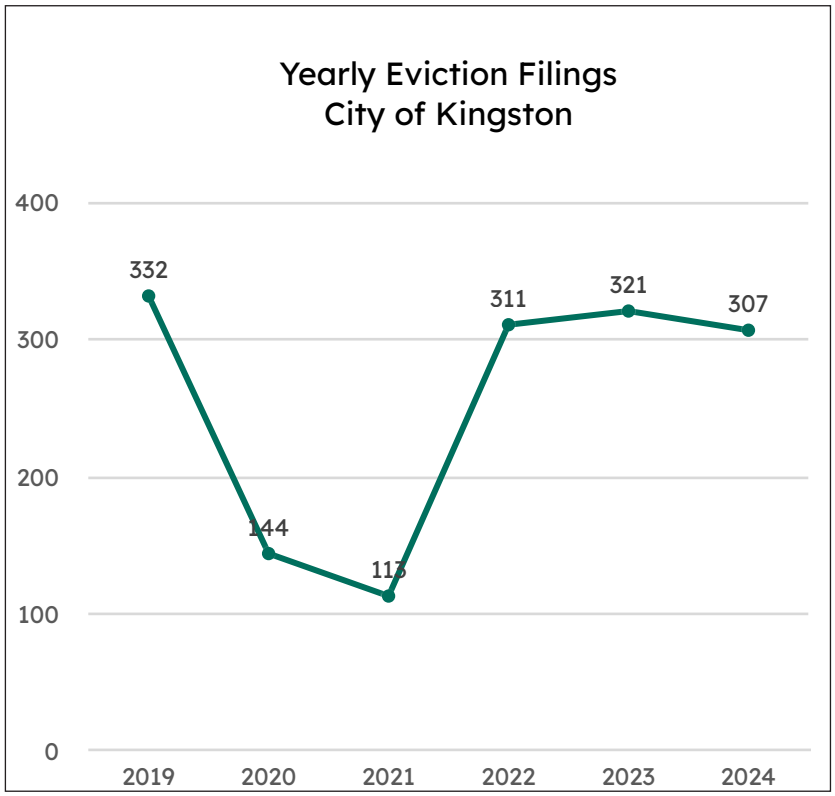
Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 and 2023

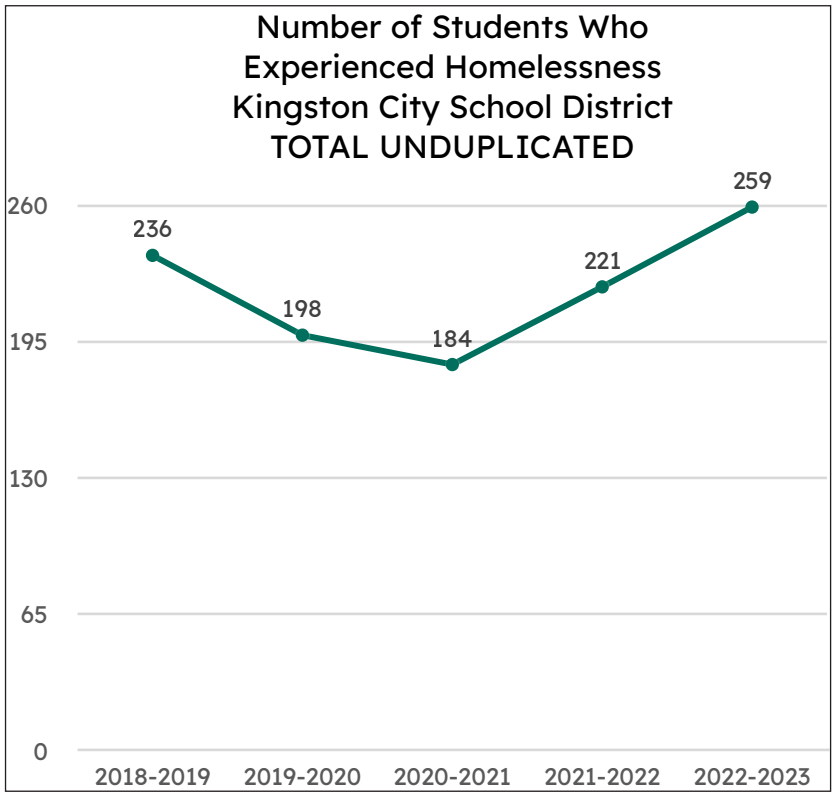
Housing Typology



Appendix A.2 Housing Metrics

Homelessness and Evictions



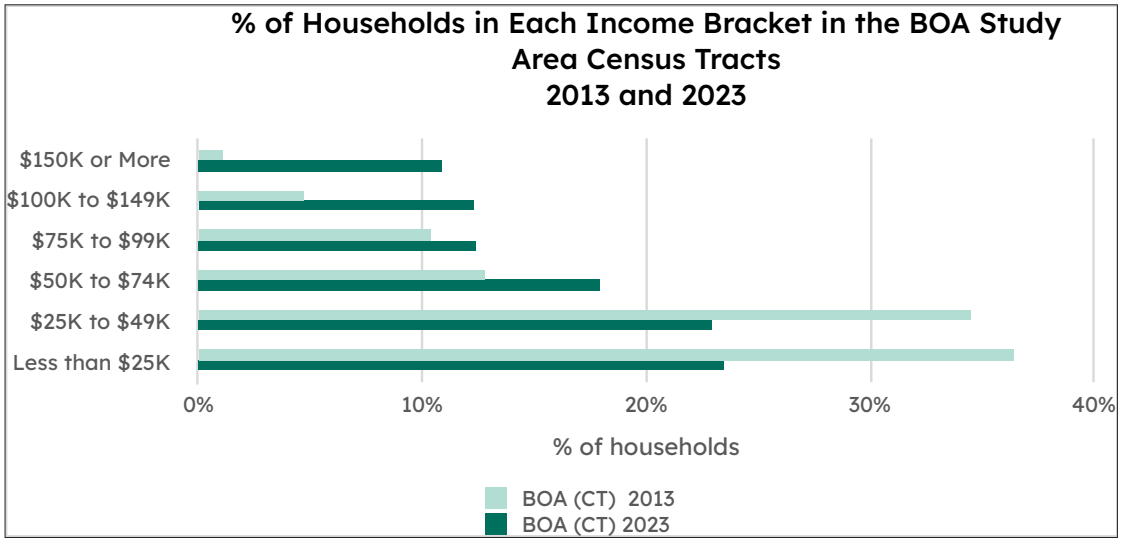


Left - Source: New York State Unified Court System, Division of Technology & Court Research, Statewide Eviction Information 2019-2024

Right - Source: The New York State Technical and Educational Assistance Center for Homeless Students, New York State Department of Education, Student Information Repository System, 2018-2024

Appendix A.3 Economic Data

Wages and Income Levels



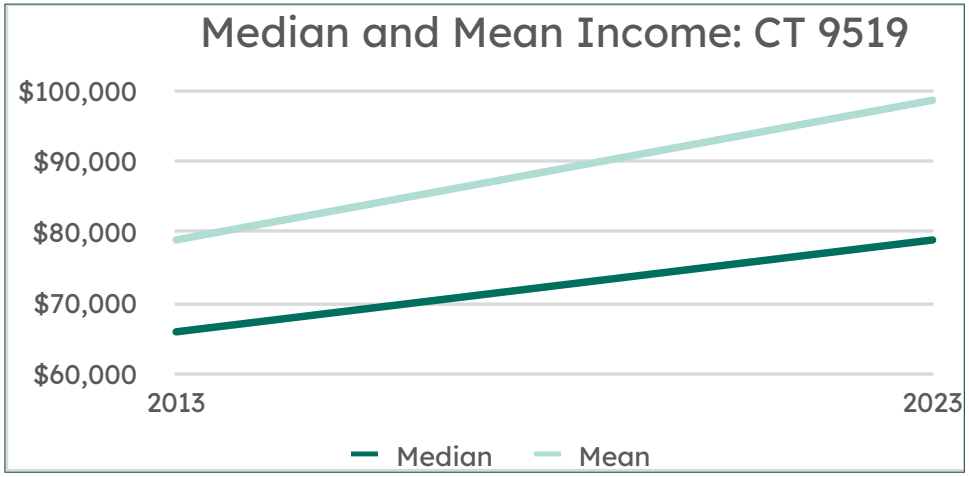
	2013 (infl. adj)	2023	Change	% Change
Median Income - Owner-Occupied Households				
Kingston	$88,474	$91,496	$3,022	3%
Tract 9519	$90,307	$95,500	$5,193	6%
Tract 9520	$83,169	$89,219	$6,050	7%
Tract 9521	$86,766	$106,458	$19,692	23%
Median Income - Renting Households				
Kingston	$39,310	$45,789	$6,479	16%
Tract 9519	$42,347	$65,417	$23,070	54%
Tract 9520	$44,064	$41,005	-$3,059	-7%
Tract 9521	$36,258	$52,700	$16,442	45%

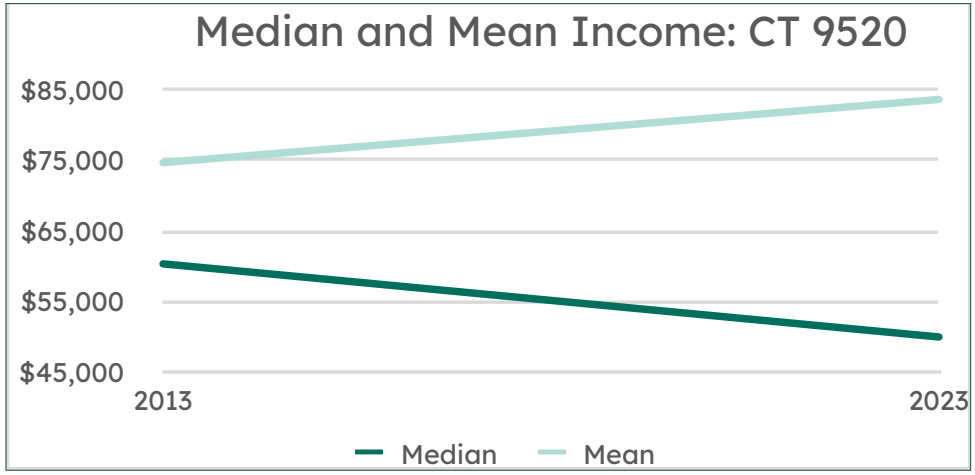
	Rate of Change 2013-2023	
	Median Income	Mean Income
Tract 9519	20%	25%
Tract 9520	-17%	12%
Tract 9521	40%	51%
Kingston	15%	24%

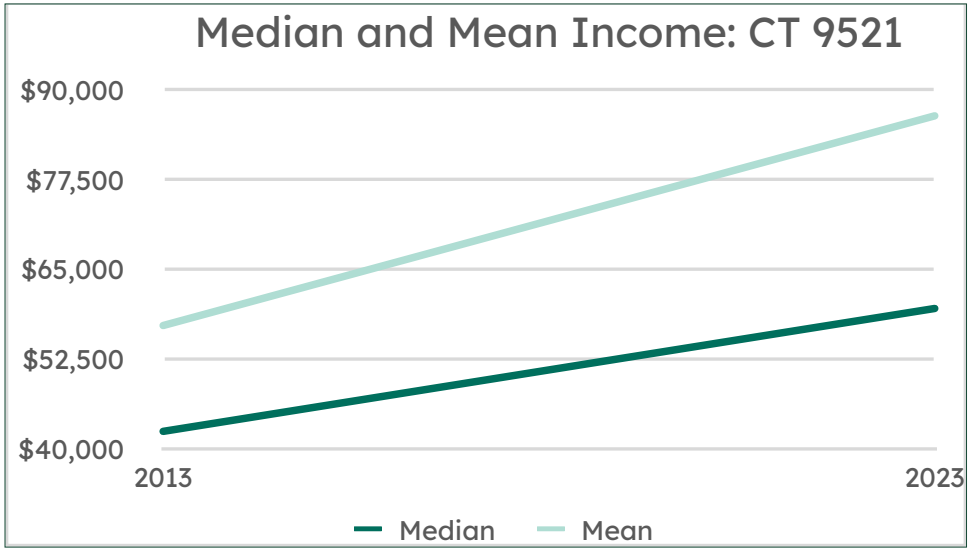
Source: U.S. Census, American Community Survey, 5-Year Estimates, 2013 and 2023

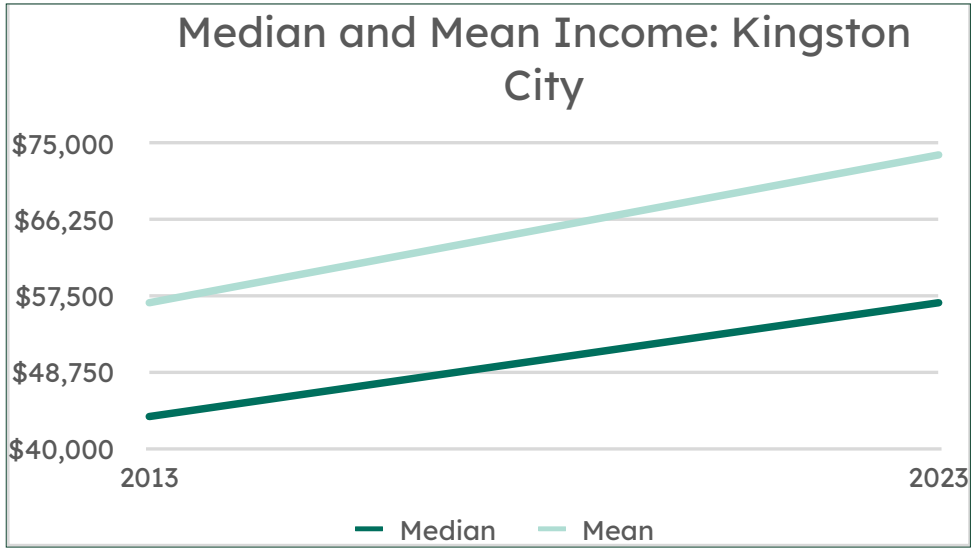
Appendix A.3 Economic Data

Wages and Income Levels



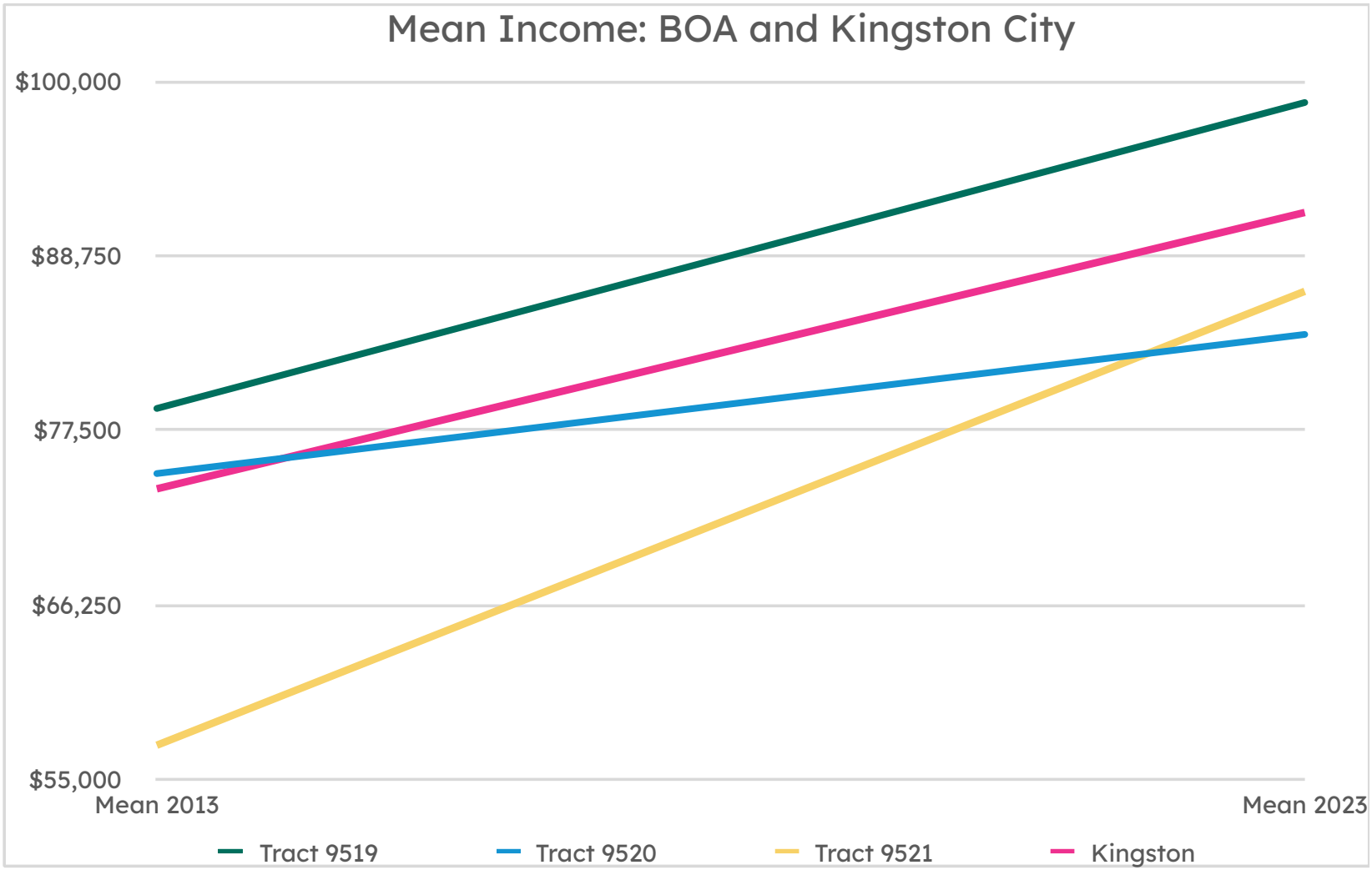






Appendix A.3 Economic Data

Wages and Income Levels



Appendix A.3 Economic Data

Wages and Income Levels

Kingston				
	2013 (inflation adjusted)	$2,023	$ Change 2013-2023	% Change 2013-2023
Lowest Quintile	$13,746	$10,435	-$3,311	-24%
Second Quintile	$33,744	$37,752	$4,008	12%
Third Quintile	$56,578	$65,425	$8,847	16%
Fourth Quintile	$87,466	$103,617	$16,151	18%
Highest Quintile	$177,076	$240,516	$63,440	36%
Top 5 Percent	$280,757	$401,032	$120,275	43%

Census Tract 9520				
	2013 (inflation adjusted)	2023	$ Change 2013-2023	% Change 2013-2023
Lowest Quintile	$13,081	$10,248	-$2,833	-22%
Second Quintile	$35,262	$31,149	-$4,113	-12%
Third Quintile	$60,825	$54,141	-$6,684	-11%
Fourth Quintile	$91,424	$91,624	$200	0%
Highest Quintile	$172,946	$231,244	$58,298	34%
Top 5 Percent	$290,068	$390,942	$100,874	35%

Census Tract 9519				
	2013 (inflation adjusted)	2023	$ Change 2013-2023	% Change 2013-2023
Lowest Quintile	$12,364	$24,820	$12,456	101%
Second Quintile	$35,153	$55,082	$19,929	57%
Third Quintile	$69,660	$83,538	$13,878	20%
Fourth Quintile	$103,265	$123,454	$20,189	20%
Highest Quintile	$174,094	$206,312	$32,218	19%
Top 5 Percent	$226,416	$310,281	$83,865	37%

Census Tract 9521				
	2013 (inflation adjusted	2023	$ Change 2013-2023	% Change 2013-2023
Lowest Quintile	$8,858	$9,386	$528	6%
Second Quintile	$28,756	$31,639	$2,883	10%
Third Quintile	$43,504	$61,653	$18,149	42%
Fourth Quintile	$69,328	$94,613	$25,285	36%
Highest Quintile	$135,470	$235,029	$99,559	73%
Top 5 Percent	$206,065	$426,942	$220,877	107%

Appendix A.3 Economic Data

Wages and Income Levels

	Difference between Median Earnings in Highest and Lowest Quintile Groups		
	2013	2023	Increase in Wealth Gap 2013-2023
Tract 9519	$161,730	$181,492	$19,762
Tract 9520	$159,865	$220,996	$61,131
Tract 9521	$126,612	$225,643	$99,031
Kingston	$163,330	$230,081	$66,751

The following table shows average wages in each industry for jobs that are located within the City of Kingston, according to the Quarterly Census of Employment and Wages (QCEW, 2023) compiled by the New York State Department of Labor. Alongside the average wages by industry in the table are income thresholds for different household sizes, which are used by HUD to determine eligibility for subsidized affordable housing depending on the size of the applicant household.

Average Wages by Industry and Number of Jobs in the City of Kingston and AMI Affordability Thresholds by Household Size as Determined by HUD (2023)		
Employment Industry	Number of Jobs	Average Wages
Finance and insurance	410	$89,672
80% AMI for Four-Person Household (2023)		$81,300
Public administration	2153	$73,884
Construction	513	$73,760
80% AMI for Three-Person Household (2023)		$73,200
Management of companies and enterprises	287	$72,575
Health care and social assistance	3554	$71,695
Wholesale trade	250	$70,330
Information	208	$69,734
Professional and technical services	449	$68,732
Administrative and waste services	591	$67,290
Educational services	1698	$66,290
80% AMI for Two-Person Household (2023)		$65,050
Real estate and rental and leasing	200	$63,156
80% AMI for Single Householder (2023)		$56,950
Manufacturing	597	$52,486
Transportation and warehousing	250	$52,220
50% AMI for Four-Person Household (2023)		$50,800
Retail trade	934	$46,099
50% AMI for Three-Person Household (2023)		$45,750
50% AMI for Two-Person Household (2023)		$40,650
Arts, entertainment, and recreation	123	$36,582
50% AMI for Single Householder (2023)		$35,600
Other services, except public administration	624	$33,630
Accommodation and food services	1115	$29,407

Appendix A.3 Economic Data

Industry and Employment Trends

Number of Jobs per Industry by Year (City of Kingston, 2015-2023)										
	2015	2016	2017	2018	2019	2020	2021	2022	2023	Change 2015-2023
Accommodation and food services	741	826	875	889	966	801	913	961	1115	374
Public administration	1804	1766	1725	1901	1863	1872	1861	1661	2153	349
Administrative and waste services	257	289	357	345	347	421	420	471	591	334
Construction	314	341	369	361	420	375	392	417	513	199
Wholesale trade	115	97	183	182	185	205	215	229	250	135
Arts, entertainment, and recreation	71	76	103	120	121	94	103	115	123	52
Manufacturing	598	623	628	608	601	537	584	659	597	-1
Other services, except public administration	626	635	590	600	672	506	564	577	624	-2
Professional and technical services	457	447	460	463	454	456	443	436	449	-8
Management of companies and enterprises	301	254	235	227	229	235	308	310	287	-14
Educational services	1727	1727	1712	1751	1759	1620	1599	1227	1698	-29
Retail trade	965	1142	1091	1102	1079	1042	1069	986	934	-31
Transportation and warehousing	281	291	310	343	282	213	235	257	250	-31
Finance and insurance	505	504	534	555	553	511	470	412	410	-95
Information	311	296	291	297	310	299	267	181	208	-103
Real estate and rental and leasing	524	585	625	540	526	157	188	188	200	-324
Health care and social assistance	4681	4810	4813	4801	4558	4087	3599	3236	3554	-1127
Total	14278	14709	14901	15085	14925	13431	13230	12323	13956	-322

Appendix A.3 Economic Data

Commuting Patterns

"Workers 16 Years and Older Ulster County and City and Kingston"		
	Ulster	Kington
Worked in state of residence	99%	99%
Worked in county of residence	71%	81%
Worked outside county of residence	28%	18%
Worked outside state of residence	0.90%	1.10%
Source: U.S. Census, American Community Survey, 5-Year Estimates 2023		

"Inflow/Outflow Job Counts (All jobs) City of Kingston"	
10,373	Work in Kingston but live outside of the city
3,176	Work and live in Kingston
8,191	Live in Kingston but work outside
Source: U.S. Census Bureau, On the Map 2022 (most recent data available)	

Source: Tourism Economics, Ulster County 2019-2023

Appendix A.4 Educational Attainment

"Educational Attainment for the Population 25 Years and Over Midtown BOA Study Area								
	Kingston		Tract 9519		Tract 9520		Tract 9521	
	2013	2023	2013	2023	2013	2023	2013	2023
Less than 9th grade	6%	5%	6%	7%	9%	15%	8%	6%
9th to 12th grade, no diploma	11%	8%	10%	7%	10%	12%	12%	6%
High school graduate (includes equivalency)	31%	27%	34%	32%	29%	23%	39%	33%
Some college, no degree	23%	20%	21%	17%	33%	12%	21%	18%
Associate's degree	10%	8%	17%	19%	7%	7%	5%	8%
Bachelor's degree	12%	17%	6%	10%	7%	20%	11%	18%
Graduate or professional degree	9%	14%	7%	10%	6%	9%	4%	12%

Appendix A.5 Broadway Crash Data

Crashes that resulted in Injuries along Broadway 2014-2024											
Collision with...???	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Pedestrian	2	3	4	6	5	3	2	1	2	0	2
Cyclist	1	1	1	2	1	0	0	1	1	4	3
Motor vehicle	17	17	20	20	26	29	11	10	14	9	6
Other (e.g. infrastructure, curb, light post)	1	0	1	1	1	0	0	0	0	1	0
Total	21	21	26	29	33	32	13	12	17	14	11

Source: Ulster County Transportation Council, 2025

Appendix A.6 Sites with Potential Environmental Issues

The entire BOA is served by municipal water. Several sites have known groundwater contamination, as indicated in the following table.

Spill and bulk storage data include all records regardless of cleanup status.

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/ 99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
1	48.318-8-11	217 Oneil St	0.090	AK Smith Properties LLC	Auto dealer			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		filling station, (adjacent prop) spray auto, lacquer, dry cleaning	H	Yes
2	48.318-9-10.100	N/A	0.139					Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			auto repair	M	Yes
3	48.318-9-11	261-267 Foxhall Ave	0.059	City Of Kingston	Water supply			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
4	48.318-9-9	24 S Manor Ave	0.360	Miller Brothers LLC	Auto dealer			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x			auto repair	M	Yes
5	48.333-8-8	167 Tremper Ave	0.105	167 Tremper Ave LLC	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		undertaker	L	
6	48.334-3-12	19 Progress St	0.170	M & E Mfg Co Inc	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		machine shop	M	Yes
7	48.334-3-15	143-149 Cornell St	0.679	Koka Holdings Inc	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		oil clarifier manufacturer, factory building	H	Yes
8	48.334-4-1	60 Bruyn Ave	0.484	Verizon New York Inc	Telephone			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x				x	NY Telephone Co	garage and service department	M	Yes
9	48.334-4-2	138 Cornell St	0.341	Navara, Raymond L	Service and gas stations			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
10	48.334-4-4	168 Cornell St	0.521	Darmstadt, Kenneth	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		junk storage	L	
11	48.334-4-5	84 Tenbroeck Ave	0.438	HMP Holding Corp	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x				x		plumbers supplies; chem ext'grs & pails	L	
12	48.334-4-8	81 Tenbroeck Ave	0.585	Countryside Assets LLC	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		motor freight station	L	
13	48.334-5-13	139 Cornell St	2.876	UC NYS ARC	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	Barclay Knit Wear Co. Inc. & Kingston Knitting Co.	factory	H	Yes
14	48.334-6-10	77 Bruyn Ave	0.407	Shultis, Donald	Auto body, tire shops, other related auto sales			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
15	48.334-6-9	85 Bruyn Ave	0.869	Verizon New York Inc	Telephone			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x	x	NY Telephone Co	garages, dairy	L	
16	48.80-1-10.100	65 Albany Ave	1.863	MMJD Equities LLC	Professional building	See 65 Albany in the table, "Sites with Established Environmental Concerns," for more details. The primary contaminants of concern include VOCs in the groundwater and in the soil vapor. Contaminant levels indicate that there is soil vapor and mitigation is necessary for any on-sire structures.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		dry cleaning.	H	Yes

Appendix A.6 Sites with Potential Environmental Issues

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/ 99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
17	48.80-1-12.110	1 Albany Ave	2.583	Landmark Preservation Housing, Development Fund Cor	Apartments		Eligible for National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
18	48.80-2-5	131 Albany Ave	0.523	Garden Street LLC	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
19	48.80-2-6	123 Albany Ave	0.590	Corrao, Stephen	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
20	48.82-1-10	85 Grand St	3.964	Grand St Realty Corp	Manufacturing and processing	See 85 Grand in the table, "Sites with Established Environmental Concerns," for more details. Primary contaminants found at the site include Chlorinated VOCs, including trichloroethene (TCE) and tetrachloroethene (PCE), SVOCs, metals, and PCBs in the soil and storm sewer sediment. Metals and VOCs were found in the groundwater at the site.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x	x	Electrol Inc. aircraft div'n & Apollo magneto div'n	spray booths, machine shop, machine room, heat treating, coal, sand blast.	H	Yes
21	48.82-1-11	175 Foxhall Ave	0.212	Jin Cai Li LLC	Drop-off laundry			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		filling station; greas'g	H	Yes
22	48.82-1-13	185 Foxhall Ave	0.208	MARAP Realty LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto trucks sales and service	M	Yes
23	48.82-1-16	201 Foxhall Ave	0.506	M & E Mfg Co Inc	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
24	48.82-1-19	56 Tenbroeck Ave	0.235	Bailey, James	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
25	48.82-1-26.100	165 Cornell St	1.537	Lace Mill Limited Partnership	Apartments		Listed on National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x	x	Scranton Lace Co. Inc - Kingston Mill; International Business Machines Corp. Inc	factory, coal bin	H	Yes
26	48.82-1-27	300 Foxhall Ave	0.870	County Of Ulster	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		Waterbury Blankfield Coal Co	Waterbury Blankfield Coal Co; Ulster County Highway Dept.	M	Yes
27	48.82-1-28	15 Gage St	0.262	Prandoni Realty LLC	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		Chrs Ramsey Corp	Chrs Ramsey Corp. MFG Piano Hardware Factory building	H	Yes
28	48.82-1-34	25 S Manor Ave	0.479	Ulster Co Econ Devl All Inc	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x		x	x		motor freight station	L	Yes
29	48.82-1-4	124 Smith Ave	0.193	Gondolier NY1, LLC	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			electro plating wks	M	Yes
30	48.82-1-7.200	35 Bruyn Ave	0.629	MHV BF Developer LLC	Storage, warehouse and distribution facilities		Eligible for National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x	x	American Cooperage Inc	barrel factory	H	Yes
31	48.82-1-7.300	104 Smith Ave	0.784	BF Apartments LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	F.B. Matthews & Co	Feed mill, refrigerator boxes, electrical plating	L	

Appendix A.6 Sites with Potential Environmental Issues

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/ 99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
32	48.82-2-49	12-34 Emerick St	0.825	Finke , Ken	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		Universal Road Machinery Co.,	Universal Road Machinery Co., auto machinery, sheet metal working, machinery shed	M	Yes
33	48.82-2-50	1 Stephan St	0.569	Finke, Ken	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		J.A. Cassidy & Son Inc.	Tin smith, woodworking, sawing and planing	M	Yes
34	48.82-2-53	27 Emerick St	0.979	Finke , Ken	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			universal road machinery co.	M	Yes
35	56.108-1-11	105 Pine St	0.308	Vida Real Evangel Center Inc	Religious			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
36	56.108-1-23	131 Franklin St	0.203	MYYA SUB L, LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				Blacksmith Shop	L	
37	56.108-2-21	75 Pine St	0.173	Molleur, Andrew	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		roofers shop; cigar mfg	M	Yes
38	56.108-3-1	86-90 Pine St	0.099	Arena 86-90 Pine Street , LLC	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Hunt Bros - Carpenters & Builders	carpenters & wagon shed	L	
39	56.108-3-18	77 Clinton Ave	0.129	Kuhn, Brian	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
40	56.108-3-26	147 Henry St	0.383	URSA Major Holding Co Inc	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
41	56.108-3-4	124-126 Franklin St	0.154	Dawson, Jasmine	Residential	See Table, "Sites with Established Environmental Concerns" for more details. A Phase 1 was completed in 2019. A second Phase 1 was completed in 2020. A Phase 2 has not been completed.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
42	56.108-4-15	20 Furnace St	0.258	Gallagher, Robert E II	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x			Carpenter's Shop	L	
43	56.108-4-17	70 Vanburen St	0.089	Lall, Jennifer	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				Print shop	M	Yes
44	56.108-4-23	61 Prospect St	0.083	Arias, Edwin	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
45	56.108-4-25	99 Henry St	0.135	Becker, Susann	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		undertaker	L	
	56.108-4-4	78 Franklin St		City of Kingston	Residential	See Table, "Sites with Established Environmental Concerns" for more details. The structure on the property burned in 2012 and was then demolished in 2014. No Phase II was completed for this site.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None									
46	56.108-5-34	32 Clinton Ave	0.288	Farrell, Christopher	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				Carpenter's Shop	L	
47	56.108-5-8	98 Henry St	0.126	Imtiaz, Sadia	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/ 99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
48	56.108-6-17	27 Clinton Ave	0.335	Napoli, Edward T	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		bus garage	L	
49	56.108-6-19	21 Clinton Ave	0.257	Calixto, Eusebio	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto, carpenter shop	M	Yes
50	56.109-1-14	38 Van Deusen St	0.064	Loughlin, Christopher	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				carpenter shop	L	
51	56.109-1-20	635 Broadway	0.305	Faia Family Trust, Angela Faia	Bank			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		Bryn Bros Stone Yard	stone works	L	
52	56.109-1-29	57 Henry St	0.145	Caputo, Michael	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			auto repair	M	Yes
53	56.109-1-49	54 Vandeusen St		City of Kingston	Residential	See Table, "Sites with Established Environmental Concerns" for more details. Lead was found in the soil around the site building. Mercury was found in one location. Low-level VOCs are present in the soil gas below the basement floor.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None									
54	56.109-2-40	38-44 Prospect St	0.167	Mountain Sing W Holdings , LLC	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		paints, glass & mirror works	M	Yes
55	56.109-2-41	101 Greenkill Ave	0.870	101 Greenkill Avenue LLC	Multi-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x		x	x	x	Herbert Brush Manufacturing Co; F.J Shilling Furniture Co; Pilgrim Furniture Co. Inc	Finishing & Drawing, Gluing, varnishing & polishing, B'L'R asbestos coy'r'd; dry kilns, paint spray, clothing factory; RS upholstered furniture factory, paint spray booth; furniture & clothing factory, woodworking	H	Yes
56	56.109-3-15.100	625 Broadway	0.316	Cheekam King LLC	Gas station			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x	x	x		x	W.C. Mulhern Sash & Blind Factory; NY Telephone Co	factory	L	Yes
57	56.109-3-16	615 Broadway		City of Kingston	Vacant lot	See 615 Broadway in the table, "Sites with Established Environmental Concerns," for more details. Shallow soil is impacted with metals (mercury and/or lead) as well as SVOCs. VOCs PCE and TCE were detected in the groundwater. Site is in the BCP program.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None									
58	56.109-3-19	601 Broadway	0.571	BARDAVON 1869 OPERA, HOUSE, INC.	Theater		Listed on National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				blacksmith	L	
59	56.109-3-39	Rear 42-46 Sterling St	0.108	JDS Home Buyers LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		welding and auto repair; machine shop, mechanic / autobody	M	Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/ 99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
60	56.109-4-24	77 Greenkill Ave	0.167	KIR Inc	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x		x		pottery; trucking garage	L	
61	56.109-4-29	59 Greenkill Ave	0.275	Greenkill News LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		Kingston News	newspaper printing	M	Yes
62	56.109-4-4	38-40 Cedar St	0.162	Greenkill News LLC	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Jerome Palen's Lumber Shed	Lumber yard	L	
63	56.109-4-43	49 Greenkill Ave	0.505	49 Greenkill Avenue LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x	C.A Baltz, MFRS of pajamas; F. Millen & Co - Shirt Factory	manufacturing, coal, kerosene oil; Fact'Y BLDG. cuttg & office; factory bldg, manufacturers of pajamas	H	Yes
64	56.109-4-7	52 Cedar St	0.134	EREZ PROPERTIES, LLC	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
65	56.124-3-1	34 Pine St	0.230	Selby, George	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
66	56.124-4-12	192 Greenkill Ave	0.356	Spano, Christopher	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		coal shed	M	Yes
67	56.25-1-1	HEAD OF St James Ct	0.366	Court Kingston LLC, 5&7 Saint James	Parking lot			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x		Gasometer; Furne	H	Yes
68	56.25-1-11	694 Broadway	0.129	Chen, Liang Cheng	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		dry cleaning & dying, engine cleaning	H	Yes
69	56.25-1-12	690 Broadway	0.150	Quayum, Abdul	Retail			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x		H.B. Luther Marble Works	monuments works	L	
70	56.25-1-14	682-684 Broadway	0.222	Villa , Adalberto	Parking lot			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto parts and paint, auto painting, sign painting	H	Yes
71	56.25-1-15	680 Broadway	0.090	Villa , Adalberto	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto painting	H	Yes
72	56.25-1-17	674 Broadway	0.111	HK & DK Properties LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		electric motor repair	M	Yes
73	56.25-1-23	15 Downs St	0.471	Muslim Assoc of UC	Religious			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			undertaker	L	
74	56.25-1-26	14 Elmendorf St	0.143	ROBLES, MARICELA HERNANDEZ	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
75	56.25-1-7	718 Broadway	1.158	718 Broadway KC LLC	Laundromat			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x		x		Paints and Oils; dry cleaning	H	Yes
76	56.25-1-8	708 Broadway	0.463	708 Broadway KC LLC	Auto dealer			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		auto sales and service	M	Yes
77	56.25-2-10	632 Broadway	0.059	Juarez, Aldegundo	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		tire sales and service	L	
78	56.25-2-17	29 Oneil St	0.254	Reif, Christian	Auto body, tire shops, other related auto sales			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto repair	M	Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
79	56.25-2-18.110	55 Oneil St	0.447	Benkert Realty Inc	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			dress factory	H	Yes
80	56.25-2-18.210	37 Oneil St	0.930	Alemar LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	Federal Venetian Blind Corp	factory, auto printing, auto body; auto repair	H	Yes
81	56.25-2-22	26 Downs St	0.298	Our Beloved Community LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x	The Kaufman Dairy and Ice Cream Factory; GRO W.H.O.	welding; cold storage, ice house, creamery, ware house	M	Yes
82	56.25-2-23	18 Downs St	0.347	Walter Smith Welding	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			welding	M	Yes
83	56.25-2-8	636 Broadway	0.069	Del Cid Real Estate LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			tires sales and service	L	
84	56.25-3-11	612 Broadway	0.066	4EVER GREEN LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		paints	M	Yes
85	56.25-3-12	610 Broadway	0.062	Batia Realty Corp	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			paints	M	Yes
86	56.25-3-14	11 Field Ct	0.315	Catskill Custom Carpentry Inc	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		The Essenden Shirt Co.	factory building	H	Yes
87	56.25-3-25	592 Broadway	0.054	Ali, Akhtar	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				photo	M	Yes
88	56.25-3-27	9 Cornell St	0.201	9 Cornell St Prop Owners LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	Medwin Co. Inc	clothing manufacturing	H	Yes
89	56.25-3-29.1	21-39 Cornell St (also known as 25 Cornell)	1.023	Wonderlys LLC	Retail	See 25 Cornell in the table, "Sites with Established Environmental Concerns," for more details. The primary contaminants of concern include VOCs in the groundwater and soil vapor.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x		x		x	New York Nustone Corp., Livingston & Lefever Whol Stationary	blksm shop; Mfg stone tubs and septic tanks; storage, lumber storage	M	Yes
90	56.25-3-30.120	101-135 Tremper Ave	1.745	101-135 Tremper Avenue Trust, Spada	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x		x	x	x	Ulster & Delaware RR Freight; Leon Wilber & Sons Inc. Coal Yard	coal shed	M	Yes
91	56.25-3-32	56 Oneil St	0.325	36-56 O'Neil, LLC	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto storage	L	
92	56.25-3-33.100	36 Oneil St	0.794	36-56 O'Neil, LLC	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		C.H Hummer Jr	building materials, fertilizer storage, hay, straw, flour	M	Yes
93	56.25-3-35	25 Field Ct	0.831	City of Kingston	Office building	See Table, "Sites with Established Environmental Concerns" for more details. The primary contaminants of concern include VOCs in the soil, groundwater, and soil vapor.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x		x			tire service and welding.	M	Yes
94	56.25-3-6	620 Broadway	0.551	Yi Yuan Inc	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				Laundry	M	Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/ 99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
95	56.25-4-10	13-41 Thomas St	1.473	City Of Kingston	Parking lot			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	Kingston Coal Co.	coal shed, coal pocket; auto trucks, oil tank	H	Yes
96	56.25-4-19	9-11 Railroad Ave	0.079	McGowan, James	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			garage and repair shop	M	Yes
97	56.25-4-20.100	12-16 Thomas St	0.194	Matteo-Bella, LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Bruyn Paper Co.	heater plast, trap elev. Gas Eng BST	M	Yes
98	56.25-4-22	17 Railroad Ave	0.204	17 Railroad Avenue of , Kingston, LLC	Professional building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		dress Factory, bowling	H	Yes
99	56.25-4-29	528 Broadway	0.197	Funky Kingston LLC	Manufacturing and processing			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x	Canfield Supply Co. Warehouses	Cleaning & dyeing laundry	H	Yes
100	56.25-4-30.200	524 Broadway	0.099	SWISS GRID LLC	One story small structure			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		laundromat	M	Yes
101	56.25-4-34	508 Broadway	0.533	Millard Building LLC	Downtown row building - likely mixed-use		Eligible for National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x		x	x		Millard & Sons Phoenix Foundry & Machine Shop	blksm, machine shop, foundry; knitting mill	H	Yes
102	56.25-4-35	23 Grand St	0.057	DK Shah Prop Inc	Professional building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
103	56.25-4-36.100	25 Dederick St	0.672	The Center of Photography, Woodstock, LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x		Federal Venetian Blind Corp	factory	H	Yes
104	56.25-4-39	71 Smith Ave	2.060	City of New York - DEP	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x	x		x	x		dress factory	H	Yes
105	56.25-4-44	40 Thomas St	0.815	Family of Woodstock	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x				x		neon sign manufacturer	H	Yes
106	56.25-4-48.121	R 52-60 Cornell St	0.420	US Postal Service	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				coal shed	M	Yes
107	56.25-4-8	77 Cornell St	0.851	77 Cornell Street LLC	Downtown row building - likely mixed-use	See 77 Cornell in the table, "Sites with Established Environmental Concerns," for more details. The primary contaminants of concern include VOCs in the groundwater and soil vapor.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x		x	x	F. Jacobson & Sons Inc. Shirt Manufacturers	factory.	H	Yes
108	56.25-4-9	90 Cornell	2.033	Cedar Holding Assoc	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			O.B. Morse, Sash & Door Factory	Woodworking; machinery	L	
109	56.25-5-1.110	537 Broadway	1.963	Eleven Main Group LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x	W.S.R.R	paint and carpenter; coal and fuel; Coal shed; freight houses	H	Yes
110	56.25-5-1.2	R 541-545 Broadway	2.308	YMCA	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				Freight house	L	
111	56.25-5-29	100 Greenkill Ave	1.115	Lattin, Edward	Mixed use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	Robert Kayton Associates Inc.	factory build., paint stage, cabinet shop, spray booths, woodwkg machs; Manufacturing display cabinets	H	Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/ 99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
112	56.25-5-3	507 Broadway	2.687	YMCA	Recreational facility			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x		x	x	x	Kingston Carriage Co; Jelico Realty Inc. Owners	carriage repository, harness; dress factory	H	Yes
113	56.25-5-35	45 Pine Grove Ave	2.276	Fuller Holdings LLC	Storage, warehouse and distribution facilities		Listed on National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x	The Pallen Co.; Fuller Shirt Co Inc and Shirt Manufacturers	Tin foil & Bottle Caps. Fuel coal, iron fire pails, painted foil, blacksmith, coal shed, carpenter shop; factory building	H	Yes
114	56.26-10-1	485 Broadway	1.184	Daniel C Kamin Kgn LLC	Retail			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x		x	x	x	Powell Smith & Co. Cigar MFG	casing, cigar making, curing bas't, stripping room, packing & shipping, bus terminal; auto repair	M	Yes
115	56.26-10-19	467 Broadway & 17 Hoffman St	1.065	City Of Kingston	Auditorium, exhibition and exposition hall		Eligible for National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
116	56.26-10-20	465 Broadway	0.306	Morgan, Carol K	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		filling station, grease	H	Yes
117	56.26-10-61	449 Broadway	0.677	Verizon New York Inc	Telephone			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x	x	N.Y. Telephone Co	junk storage; telephone exchange	L	
118	56.26-10-7	54 Pine Grove Ave	0.225	Ector, Alicia	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x	Powell Paper Box Factory	factory building (small part)	H	Yes
119	56.26-11-13	322 Broadway	0.724	322 Broadway LLC	Restaurant / bar			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				soda water bottling wks	L	
120	56.26-11-16	300 Broadway	1.482	Rondout Savings Bank	Bank			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	E.T.M. Gill Ware House	auto sales and service, ware house	M	Yes
121	56.26-11-34	293 Hasbrouck Ave	0.330	Lewis, Daniel C Jr	Auto dealer			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
122	56.26-11-43.100	316 Broadway	0.859	Waltrust Prop Inc	Retail	See 306-318 Broadway in the table, "Sites with Established Environmental Concerns," for more details. Remediation to address tetrachloroethene at the site is complete. PCE is still present in the ground water. There is a work plan with corrective measures to control the migration of contamination off site, but it is awaiting implementation. Groundwater is monitored periodically and perchloroethylene (PCE) has been detected and continues to migrate off-site. Redevelopment of the site for residential use would likely require further environmental assessment.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x	x	x	x	Kingston City Electric R.R. Co's Car Shed; Kingston City Transportation Corp	repair shop; bus garage, filling station.	H	Yes
123	56.26-11-46	338 Broadway	0.200	Kerrigan, Robert	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		dry cleaner, undertaker	H	Yes
124	56.26-11-49.100	350 Broadway	0.071	350 CHINA CAT LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
125	56.26-5-32	2 Jansen Ave	0.553	Esopus Holdings LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto repair	M	Yes
126	56.26-6-11	9 Prince St	0.742	CPG Kingston 1 LLC	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				carpenter	L	
127	56.26-6-15	408 Hasbrouck Ave (also known as 49 Foxhall on DEC remediation sites)	0.293	Monofonus Kingston LLC	Vacant land	See 49 Foxhall in the table, "Sites with Established Environmental Concerns," for more details.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto repair	M	Yes
128	56.26-6-17	416 Hasbrouck Ave	0.052	Suero Cabrera, Lisandro	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Weiner Hose Co	Unknown	L	
129	56.26-6-27.200	394 Hasbrouck Ave	0.097	Monofonus Kingston LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		roofing materials and paints	M	Yes
130	56.26-6-32.110	396 Broadway	4.888	Kingston Hospital Assn	Hospital			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x	x	City of Kingston Hospital	auto repair, laundry building; printing	M	Yes
131	56.26-6-35.100	420 Broadway	1.279	City Of Kingston	Government		Listed on National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
132	56.26-6-39	111 Jansen Ave	0.225	Board Of Water Comm	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x		repair shop, water works department, heating plant, coal house, stock shed	M	Yes
133	56.26-6-4.100	434-438 Hasbrouck Ave	0.168	Rural Ulster Preservation	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		olive and cherry bottling	L	
134	56.26-6-48.100	18 E OReilly St	0.528	Kingston Hospital	Healthcare			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x		Kingston Electric Co - Power House; Central Hudson Gas & Electric Corp. Sub Station	8 dynamos, incano lamps, coal; garage, operating room, bus room, trans yard	M	Yes
135	56.26-7-19	29 Madden St	0.271	Bryant, Michael	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto painting	H	Yes
136	56.26-7-21	14 Madden St	0.101	Bailey, Jeffrey	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		boat and motor repair	M	Yes
137	56.26-8-14	81 Garden St	0.449	Martino, John	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		contractor's yard	L	
138	56.26-8-31	27 Smith Ave	0.256	Leahy Funeral Home Inc	Funeral home			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		undertaker	L	
139	56.26-8-43	464 Hasbrouck Ave	0.874	City Of Kingston	Highway garage			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	City of Kingston Dept of Public Works	garage, machinery & supplies, repair shop	M	Yes
140	56.26-8-57	45 Smith Ave	0.112	Furman, Eric	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
141	56.26-9-1.110	40-44 Grand St	0.226	DK Shah Prop Inc	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				oil and paint	H	Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
142	56.26-9-1.210	36-38 Grand St	0.532	DK Shah Prop Inc	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Peckham Motor, Truck & Wheel Co	Riverting & Erecting Shop	M	Yes
143	56.26-9-10	19 E Oreilly St	0.178	City Of Kingston	Police and fire protection, electrical signal			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x	Central Fire Station	fire station	L	
144	56.26-9-2.110	90 Prince St	0.220	Game Development LLC	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	Cornell College Veterinary Lab	vet lab	L	
145	56.26-9-2.2	76 Prince St	0.240	76 Prince Street Studios LLC	Professional building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			American Tin Foil & Bottle Cap Factory	Factory	H	Yes
146	56.26-9-21	9 E Oreilly St	0.182	Rapp, Joseph Jr	Laundromat			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			auto sales and service	M	Yes
147	56.26-9-27.100	462 Broadway	0.191	Esposito, Riccardo J	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		filling station	H	Yes
148	56.26-9-35	500 Broadway	0.438	City of Kingston	Park			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
149	56.26-9-38	96-98 Prince St	0.088	Millard Building LLC	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	General Ice Cream Corp. Divn of National Dairy	distributing branch; ice cream, dairy	L	
150	56.26-9-4	68 Prince St	0.242	68 Prince Street Studios LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		dry cleaning	H	Yes
151	56.26-9-44	82 Prince St	1.023	82 Prince St LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Peckham Motor, Truck & Wheel Co	Machine shop, riveting & erecting shop, blacksmith,	M	Yes
152	56.26-9-7	65 Prince St	0.154	396 Wittenberg Road LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto body repair	M	Yes
153	56.33-1-22	188 Greenkill Ave	1.058	517 Wilbur Avenue LLC	Restaurant / bar			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x	W Palen's Lumber Yard (part)	Coal dump, shingle storage; auto repair, coal shed	M	Yes
154	56.33-2-20.100	2 S Prospect St	2.896	2 Prospect KC LLC	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x		Pilgrim Furniture Co. Inc	factory, painting dept	H	Yes
155	56.33-3-3	47 Summer St	0.118	Broxton, James	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			auto repair	M	Yes
156	56.33-3-36	9 S Sterling St	0.113	Bruno, Dennis Jr	Auto body, tire shops, other related auto sales			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			auto repair	M	Yes
157	56.34-10-1	268 Broadway	0.271	Stewarts Shop Corp	Convenience store			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
158	56.34-2-40.111	403 Broadway	21.165	City Sch Dis	Schools		Eligible for National Register of Historic Places	Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
159	56.34-3-31	16 Andrew St	0.459	Kingston Hospital	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		cigar mfg	M	Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
160	56.34-4-1	357 Broadway	0.111	Carey, James	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto parts, paints	M	Yes
161	56.34-4-17	327 Broadway	0.470	Navjot Realty LLC	Minimart			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x	x		x	x		auto sales and service	M	Yes
162	56.34-8-4	301 Broadway	0.553	Hess Retail Stores LLC	Minimart			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x			x	x		auto sales and service	M	Yes
163	56.91-5-8	97 St James St	0.120	97 SJ LLC	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			H.W. Palen's Son, Sash, Door, & Blind Factory	Planing mill, carpenter's shop, lumber shed, coal, shavings vault, dry kiln	L	
164	56.91-6-10	163 Pine St	0.084	Jahoda, Susan Eve	Storage, warehouse and distribution facilities			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x	Bilksters	auto sales and service; auto repair	M	Yes
165	56.92-1-10.100	2 Maiden Ln	0.383	Amsterdam Columbia Rlty	Retail			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		auto sales and service, machine shop	M	Yes
166	56.92-1-12	785 Broadway	0.191	Amsterdam Columbia Real Inc	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		auto repair, filling station, machine shop, taxi garage	H	Yes
167	56.92-1-20	39 St James St	0.265	VanVliet, Brian	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x	Nocks Carriage Works	lumber, Bl'ksm Wood Work, Bicycle repair and painting; whole auto supplies; tire vulcanizing & recapping	M	Yes
168	56.92-1-21	43 R St James St	0.074	VanVliet, Brian	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Nocks Carriage Works	lumber, Bl'ksm Wood Work, Bicycle repair and painting	M	Yes
169	56.92-1-22	43 St James St	0.101	Omelia, Johanna	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Nocks Carriage Works	lumber, Bl'ksm Wood Work, Bicycle repair and painting	M	Yes
170	56.92-1-32.200	21-23 St James St	0.084	Kingston Self Help Center Inc	Parking lot			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			Blacksmith	L	
171	56.92-2-16	734 Broadway	0.068	The Jean C Keehan Rev Trust	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x			cleaning	M	Yes
172	56.92-2-19.111	731 Broadway	1.329	County Of Ulster	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		auto sales and service, used auto sales, paint shop	H	Yes
173	56.92-2-20.100	721 Broadway	0.891	Seven21 LLC	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		Whol Auto Accessories; paint shop	M	Yes
174	56.92-2-6	26 East St James St	0.063	Stas Housing LLC	Vacant land			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				Wood work & Blacksmith. Painting & Upholstering	M	Yes
175	56.92-3-19.100	693-701 Broadway	0.422	Radio Kingston Corporation	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		filling station	H	Yes
176	56.92-3-21	685 Broadway	0.147	Meraz, Dago A	Auto dealer			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		printing, fill station	H	Yes
177	56.92-3-23	21 Franklin St	0.225	City Of Kingston	Office building			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		undertaker	L	

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
178	56.92-3-26	33 Franklin St		City Of Kingston	Residential	See 33 Franklin St in the table, "Sites with Established Environmental Concerns," for more details. Lead and other contaminants were found in building material and soil on the site. It was determined that the groundwater had elevated levels of VOCs including PCE and TCE. It is presumed that the groundwater migrated onto the site from a larger plume off-site		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None								
179	56.92-3-33.100	55 Furnace St	0.147	Ladin, Stephen	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x		x	Drugs WHO	Carpenter's Shop; Drugs WHO	L	
180	56.92-3-42.100	110 Clinton	0.050	JTO Family Living Trust	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
181	56.92-3-8	55 Franklin St	0.924	Kingston Library	Library			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x					Kingston Library			
182	56.92-4-1	142 Clinton Ave	0.172	Kanter, Daniel A	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None		x							Yes
183	56.92-4-14.100	36 St James St	0.346	36 St James Street LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		garden tool manufacturing	M	Yes
184	56.92-4-15.100	20 St James St	0.626	Mountain Brewers LLC	Restaurant / bar			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x	Riddick and Durham, Proprietors; Ulster Foundry Corp'n	Flask & Coal Storage, Forge Shop, Foundry, Pattern Ware, Machine Pattern Shop; machine shop, filling station; foundry and machine shop	H	Yes
185	56.92-4-16	161 Prospect St	0.209	Guzman, Nancy	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		auto repair	M	Yes
186	56.92-4-3	154 Clinton Ave	0.695	154 Clinton Ave LLC	Manufacturing and retails			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x	Clinton Hose No. 7; City Garage, Irving S Smith Prop	garage, shirt factory, sign painting, cars	M	Yes
187	56.92-4-30	70 Furnace St	0.156	Vidal, Oscar	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			T. Weeks	Carpenter's Shop, Lumber	L	
188	56.92-4-31	78 Furnace St	0.115	78 Furnace Street LLC	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x	x	x		Carpenter's shop; tin shop	M	Yes
189	56.92-4-34	N/A (No Road Access)	0.040					Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		whole paper products	M	Yes
190	56.92-4-35	1 Center St	0.113	Richards, Carl	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		auto repair	M	Yes
191	56.92-4-42	73-75 Furnace St	0.119	Peters, Linden	Downtown row building - likely mixed-use			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x			Chas Limmerman - Cigar Box Factory	Upholstering, box making, lumber shed, carpenter shop	M	Yes
192	56.92-4-43	71 Furnace St	0.016	Peters, Linden	Restaurant / bar			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None					x		machine shop	M	Yes

	Parcel Info										DEC Sites		Sanborn Map Analysis						
	SBL	Address	Acres	Owner	Property Description	Additional Environmental Notes	Cultural Resources	Utilities	Transportation Networks	Environmental Features	Bulk Storage	Spill	Years 1889/99	Year 1950	Year 1957	Business Name	Historic Uses	Priority for Further Investigation	Environmental Assessment Recommended
193	56.92-5-13	137 Clinton Ave	0.292	Taquara LLC	Apartments			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None				x	x		auto repair	M	Yes
194	56.92-5-2	84 St James St	0.320	Sunderlin, Elizabeth	Residential			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None			x				blksm shop	L	
195	56.93-2-3	44 Franklin St		City of Kingston	Residential	See 44 Franklin St in the table, "Sites with Established Environmental Concerns," for more details. Lead and other contaminants were found in the building materials and in the soil. Chlorinated VOCs were found in nearby sites but were not detected in the on-site groundwater.		Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None									
196	56.93-2-32.100	N/A	0.296					Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x								
197	56.93-3-14	649 Broadway	0.281	A & P Ferraro Corp	Auto body, tire shops, other related auto sales			Municipal water and sewer, natural gas, telecom services	Proximate to I-587 with access to I-87, UCAT bus stops on Broadway, Broadway and Greenkill Ave bike lanes, and sidewalks along most roads	None	x	x							Yes

Appendix A.7 Sub-Classification of Vacant Land

VACANT LAND MIDTOWN BOA NEW YORK STATE PROPERTY CLASSIFICATION (300S)				
Code	**Description**	**Count**	**Acreage**	**% of Vacant**
311	Residential vacant land	34	3.6	21%
312	Residential land including a small improvement (not used for living accommodations)	5	0.57	3%
330	Vacant land located in commercial areas	38	8	47%
331	Commercial vacant land with minor improvements	4	2.3	14%
380	Public utility vacant land	3	2.5	15%

Appendix A.8: Inventory of Buildings, Places, and Community Assets

Community-Identified Assets							
Name	**Survey Mentions**	**Name**	**Survey Mentions**	**Name**	**Survey Mentions**	**Name**	**Survey Mentions**
Andy Murphy Center	3	educativas	2	Mexico Lindo	1	Sea Corner Deli*	3
Ballet School of Kingston	1	Eliza	1	Mi Ranchito Lindo	2	Shirt Factory	2
Barber shops	4	Engs	4	Michael's Candy Corner	1	Sports venues	1
Bars (neighborhood/local)	4	Energy Square	1	Midtown Arts District (DRAW)	1	The Anchor*	2
Benches	1	Fletcher and Lou	1	Midtown Linear Park	5	The Mercado	1
Bike lanes/trails	6	Food trucks	2	Monkey Joes	7	The Shamrock Tavern	2
Boice Brother's Ice Cream	7	Frank Guidos	1	Music venues	1	The views from the hilltops near Wynkoop	1
Boys & Girls Club	13	Gas station(s)	2	Ollie's Pizza	3	The Y Farm Project	3
Broadway Bubble	4	Green Kill	1	Parks (Hasbrouck, Metro, Block, Hutton) Radio Kingston, Academy Green)	8	Tildas	8
Broadway Lights Diner	3	High school	3	Pedestrian crossings	1	Tony's pizzeria*	1
Burger King	1	Historic/Old houses/buildings/etc.	5	People	4	Top Taste	6
Calcutta Kitchen	2	Joe Beez	1	People's Place	12	Ulster Immigrant Defense Network	1
Camp Kingston	2	Kennedy Fried Chicken	2	Print Shop	1	UPAC	52
Cedar Deli	2	Kingston Library	11	Pupuseria	1	Village Coffee	2
Center for Creative Education	10	Lite Brite shop	2	Radio Kingston	3	We Got The Juice	1
Churches/La Iglesia	4	Little Italy	1	Red Owl	1	Westkill	2
City Hall	2	Masa	4	Restaurants (neighborhood/local)	11	CFP at Woodstock	1
Cornell Creative Center	3	Meat Market	1	Revolution Bike Shop	1	YMCA	37
Dallas Hot Wieners	5	Medical facilities	1	Rewind Kingston	3	Yoga House	1
Dietz Stadium	1	Metro Park	4	Rite Aid*	1	Zabroski Emporium	1

Source: Community Survey, Midtown Thriving BOA Plan
** Businesses with an asterisk were identified as assets but are no longer in operation as of December 2025.*

Appendix A.8: Inventory of Buildings, Places, and Community Assets

Government Buildings and Institutions	
Building Name	**Current Use**
United States Postal Office	Post office
New York City Department of Environmental Protection	Government offices
Ulster County Hall of Records	Historic records office for the county
Kingston City Hall	City government

Social Services Buildings and Institutions	
Building Name	**Current Use**
Court Appointed Special Advocates (CASA) of Ulster County	child displacement prevention (office building)
NYSED ACCESS Vocational Rehabilitation Center	independent living for disabilities (office building)
Headstart UCCAC	
United Way	
YWCA Families Now	child displacement prevention
Family of Woodstock Inc	general social services, housing, advocacy
Ulster County Mental Health	mental health services

Social Buildings and Institutions	
Building Name	**Current Use**
Sojourner Truth School	library
The Lace Mill	affordable artist live/work studios
YMCA	social, health, physical education and recreation services
Kingston High School	school
Kingston City Hall	government
American Legion (just outside BOA)	veterans' association
People USA	non-profit
Radio Kingston	radio station
Broadway Bubble	laundromat and community hub
Boys and Girls Club	social club
Center for Creative Education	education and social and housing
Good Work Institute	non-profit
Tilda's Kitchen	non-profit and restaurant
Kingston Model Railroad Club	social
The Andy Murphy Neighborhood Center	social, auditorium
SUNY Ulster (just outside of BOA)	education

Appendix A.8: Inventory of Buildings, Places, and Community Assets

Cultural Buildings and Institutions	
Building Name	**Current Use**
Ulster Performing Arts Center	performing arts center
Holy Cross Santa Cruz Episcopal Church	religious
The Center for Photography at Woodstock (CPW)	arts non-profit
Cornell Street Studios	galley/art studios
Seven 21 Media Center	digital media and arts businesses

Religious Buildings and Institutions	
Building Name	**Current Use**
2nda Iglesla La Mision/Family of Woodstock Warming/Cooling Center	church/warming center
Iglesia Vida Real Kingston	church
Saint Paul Lutheran Church	
Holly Cross Episcopal Church	church
Clinton Avenue United Methodist Church	religious

Health Service Buildings and Institutions	
Building Name	**Current Use**
Health Alliance/Kingston Hospital (Future Healthy Village) – parcel 1	Hospital
Health Alliance/Kingston Hospital (Future Healthy Village) – parcel 2	Hospital
Mid-town Medical Arts Center	Medical Offices
Pine Street Family Health Center	Health Clinic
WMC Health	Medical Offices
Mobile Life Support Services Station	EMS
Broadway Medical Pavilion	Medical Offices
Kingston Medical Arts Building	Medical Offices
Institute for Family Health / Healthy Families Ulster County	Health Clinic
Health Alliance Mary's Ave Hospital (just outside of BOA)	Hospital

Appendix A.8: Inventory of Buildings, Places, and Community Assets

Site Name	Address	SHPO Eligibility	Nature of Significance
Former Governor Clinton Hotel	1 Albany Ave	Eligible	Architectural significance - built 1920s. Named after New York's first governor, a Kingston native. See: https://www.ulsterchamber.org/history/
GOTHIC REVIVAL HOUSE/John Pettit House	101 Clinton Ave	Eligible	Gothic Revival built 1920.
John Smith House	103 Albany Ave	Listed	Italianate Architecture built 1845.
Solomon Burger House	105-107 Henry St	Eligible	Victorian Architecture built 1900. Current use – TRANSART center for African American art and culture.
N/A	109 Albany Ave	Listed	Queen Anne Victorian Architecture built 1900.
United States Lace Curtain Mills	165 Cornell St	Listed	Lace Mill development; built 1903. Current use – affordable housing and gallery space. https://rupco.org/property/the-lace-mill/
Ten Broeck House	169 Albany Ave	Listed	Built 1803. Significant for Federal architecture and engineering. https://npgallery.nps.gov/AssetDetail/NRIS/02001312
N/A	184 Albany Ave	Listed	Gothic Revival Architecture. Built circa 1860.
The Metro	2 S Prospect St	Listed	Built 1948 as the Pilgrim Furniture Company. Current use: Future site of the Metro https://www.novoinkingston.org/the-metro-2025/
Ulster County YMCA	209 Clinton Ave	Eligible	Originally built 1912; destroyed by fires 1991 and rebuilt. https://nyheritage.contentdm.oclc.org/digital/collection/fhk/id/1068/
N/A	23 Van Buren St	Eligible	Architecture; built 1893.
N/A	24 Oneil St	Eligible	Architecture; built 1920.
G.W. Van Slyke & Horton Cigar Company Factory	25 Dederick St	Eligible	Architecture; built 1907. Current use: Center for Photography at Woodstock.
AME Zion Church of Kingston	26 Franklin St	Listed	Neo-Gothic Architecture; current building built 1929, rebuilt after fire. Historic community church, currently in this third location; community founded in 1848 and is the oldest continuous African-American congregation in Ulster County.
Coffman	262 Broadway	Listed	Built 1860.
Forsyth House	31 Albany Ave	Listed	Built in 1850 designed by Richard Upjohn. Current use: Family of Woodstock.
Kingston Barrel Factory	35 Bruyn Ave	Listed	Built 1900. Former industrial.
Carnegie Library	399 Broadway	Listed	Classic Revival Architecture, built 1903.

Appendix A.8: Inventory of Buildings, Places, and Community Assets

Site Name	Address	SHPO Eligibility	Nature of Significance
Kingston High School	403 Broadway	Eligible	Neoclassical Architecture, built 1915.
Kingston Old City Hall	420 Broadway	Listed	Victorian Architecture, built 1873.
Fuller Shirt Company Factory	45 Pine Grove Ave	Listed	Built 1906. Former industrial.
Andy Murphy Midtown Neighborhood Center	467 Broadway	Eligible	Built 1880 as a New York State Armory.
Millard Building	508 Broadway	Eligible	Colonial Revival Architecture, built 1920.
William H. and Mary M. Romeyn House	52 St James Street	Listed	Queen Anne Victorian, built 1890.
N/A	53 Clinton Ave	Eligible	Built 1898.
Broadway Theater	601 Broadway	Listed	Neoclassical, built 1927. Currently Ulster Performing Arts Center (UPAC).
N/A	608 Broadway	Eligible	Built 1900. Currently mixed use.
Kingston Gas & Electric Company Building	609-611 Broadway	Listed	Built 1912.
Frank A. Palen House	74-76 St James Street	Listed	Queen Anne Victorian, built 1892.
N/A	76 Garden St	Eligible	Built 1915.
First Baptist Church	77 Albany Ave	Eligible	First constructed early 1900s; rebuilt in original style in 1966 after fire.
N/A	79 Elmendorf St	Eligible	
89 Prince St., Kingston NY	89 Prince St	Eligible	Built 1890.
N/A	93 St James St	Eligible	Craftsman built 1910.
Sharpe Burial Ground	Albany Ave	Listed	Formally founded 1832.
Academy Green	Clinton Ave	Eligible	Significant to colonial history. Designated a park in 1918. History in Bronze: Kingston's Academy Green Park.

Appendix B

Community Engagement

SPIRAL Framework

Pattern for Progress (the consultant team) refers to six key principles as the foundation of a sensitive and successful engagement process: **Stewardship, Preservation, Inspiration, Representation, Agency, and Learning (SPIRAL)**. The principles are as follows:

Stewardship

- Nurture social infrastructure and support governance structures that are rooted in reciprocity and mutual benefit amongst community members, between city government and its residents, and between people and land.
- Make land use decisions that limit harmful impacts on the land or on future generations' ability to use the land.
- Protect the land and the people from extractive and damaging processes.
- Invest in local networks to have lasting benefits beyond the period of the project.
- Seek out initiatives to undo historic harm.

Representation

- Actively seek to engage a proportional and representational sample of the demographic, socioeconomic, and cultural makeup of the existing residents, organizations, and business owners within the Midtown BOA.
- Assess how well the engagement pool reflects the general population (i.e. based on race, ethnicity, income levels, language spoken, sexual identity, gender, age, etc.) and shape next steps of engagement accordingly.
- Identify common values across different groups.
- Ensure Incorporate non-web-based engagement opportunities, translation options for locally spoken languages, and other tools to increase accessibility and reduce barriers to engagement as much as possible.

Preservation

- Identify, protect, and preserve beloved community assets, important places, and wellbeing reservoirs.
- Help prevent the displacement of cherished community assets by asking communities not only, "what do you want?" but also, "what do you have?"
- Promote diverse forms of capital to counter the impacts of a system that prioritizes financial capital.

Agency

- Center the process around knowledge and wisdom held within the community. The community knows best.
- Support the community in advocating for their own interests.
- Honor the community's power to make decisions that impact their future.
- Advise community members and organizations on strategies and tools such as community benefits agreements and other initiatives.
- In recommendations and implementation plan, include significant elements for community involvement long-term, beyond the scope of the project.

Inspiration

- Create space for community members to dream big, fuel their sense of imagination, and transcend planning-as-usual for an aspirational vision.
- Ensure community members are not limited by what they believe or have been told is possible or practical.
- Guide dreaming and envisioning through hands-on, play-based exercises that have been proven to help people get into a creative mindset.

Learning

- Move beyond a process based in "telling" or "informing" to one that is rooted in knowledge-sharing and mutual learning.
- Deliver clear, simple-language communications to the steering committee and the public about the project, public health information, and planning information.
- As consultants, act with humility and practice deep listening vis-à-vis the community.
- Increase citizens' knowledge about their communities, their assets, and their needs.
- Offer a broad variety of strategies and tools for achieving community goals.
- Involve community members and organizations in making information accessible for their neighbors.

Public Survey

Community Survey Summary

A total of 336 people participated in the survey. Complete survey results are available at: https://wiatt.org/kingston/survey-results/

Who was surveyed?

Current Housing Situation	Count
I am looking for housing/in between homes	1
I am temporarily living with friends or family	19
I live with a guardian(s)	18
I own my home	156
I rent my home	94
Other - Write In	12
Prefer not to say	10
(blank)	26
Total	336

How long have you lived in Kingston	Count
10+ years	74
Between five and ten years	50
Between two and five years	58
I don't live in Kingston	23
I prefer not to answer this question	11
I'm a lifelong resident	32
I'm a lifelong resident and my family has lived here for multiple generations	27
Less than two years	35
(blank)	26
Total	336

What was your total household income last year before taxes?	Count
$100,000 or more	79
$20,000 to $49,999	68
$50,000 to $99,999	72
I prefer not to answer this question	55
Less than $20,000	36
(blank)	26
Total	336

Public Survey

Who was surveyed?

In a typical month, how difficult is it for your household to pay for usual household expenses?	Count
I don't struggle with this at all	107
I prefer not to answer this question	26
I struggle with this a little bit	82
I struggle with this a lot	46
I struggle with this sometimes	49
(blank)	26
Total	336

What is your gender?	Count
Female	160
Male	116
Non-Binary	10
Prefer not to say	23
Write In	1
(blank)	26
Total	336

Row Labels	Count
I prefer not to answer this question	29
No	233
Yes	48
(blank)	26
Total	336
(blank)	26
Total	336

How do you identify your race?	Count
American Indian or Alaska Native	2
Asian	5
Black or African American	43
I prefer not to answer this question	26
Native Hawaiian or Pacific Islander	1
Some other race (please write it in here)	5
Two or more races	22
White	158
(blank)	74
Total	336

Some other race?	Count
Black/Native American	1
Brown African American	1
Greek	1
Indigenous Mexican	1
Jewish	1
(blank)	331
Total	336

Do you like the Midtown Thriving vision?	Count
No	22
Yes	264
(blank)	50
Total	336

96 % of respondents speak English at home.
4% of respondents reported speaking a Spanish or Kekchi as a primary language.

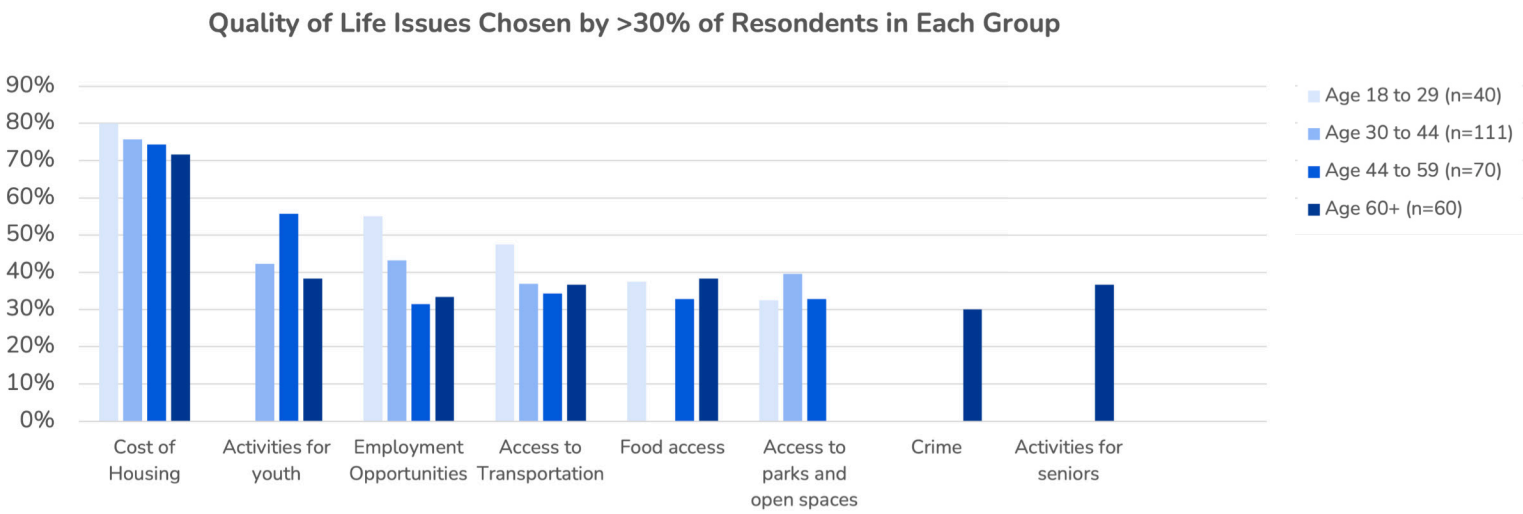
Public Survey

We provided a list of quality of life issues. We asked respondents to pick 5 of the following:

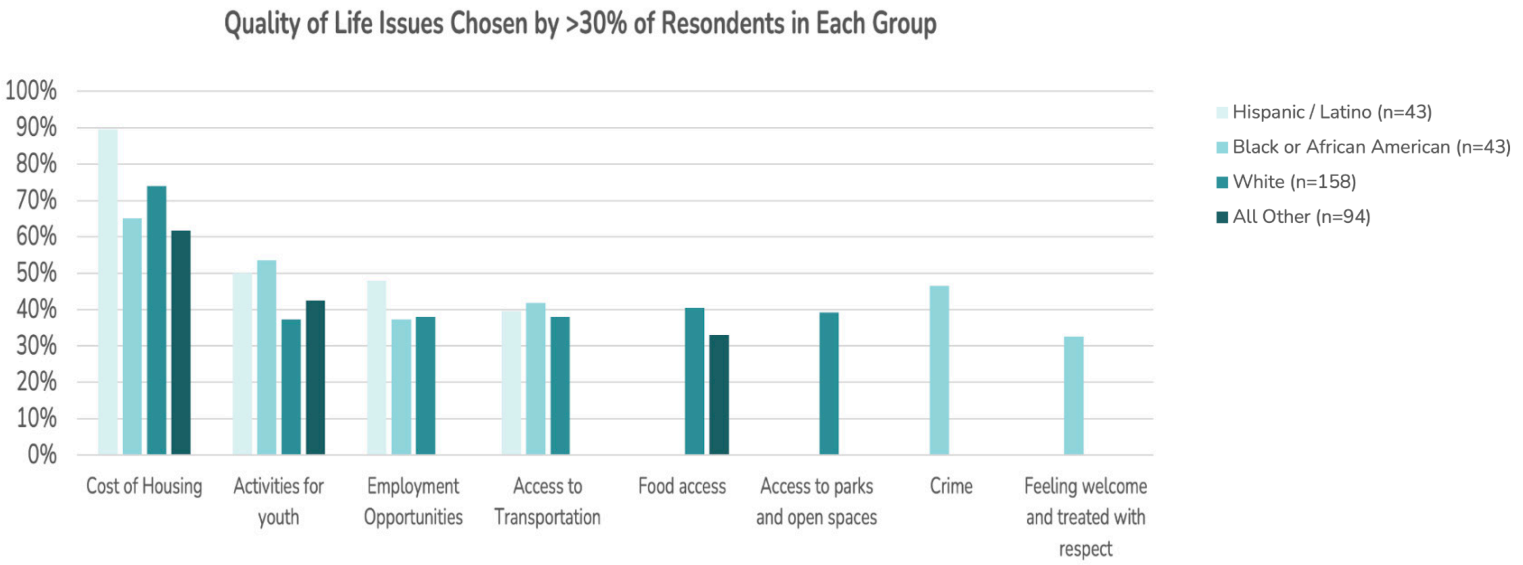
What are some of the current neighborhood quality of life issues you are most concerned about? (select up to five)	Count
Cost of housing	246
Activities for youth	145
Employment opportunities	125
Access to transportation	124
Food access	114
Access to parks and open space	112
Crime	83
Feeling welcome and treated with respect	74
Access to behavioral health services	73
Access to businesses that meet my needs	70
Access to public gathering spaces	67
Activities for seniors	66
Educational opportunities	60
Opportunities for civic engagement	35

Public Survey

Quality of Life Concerns by Age

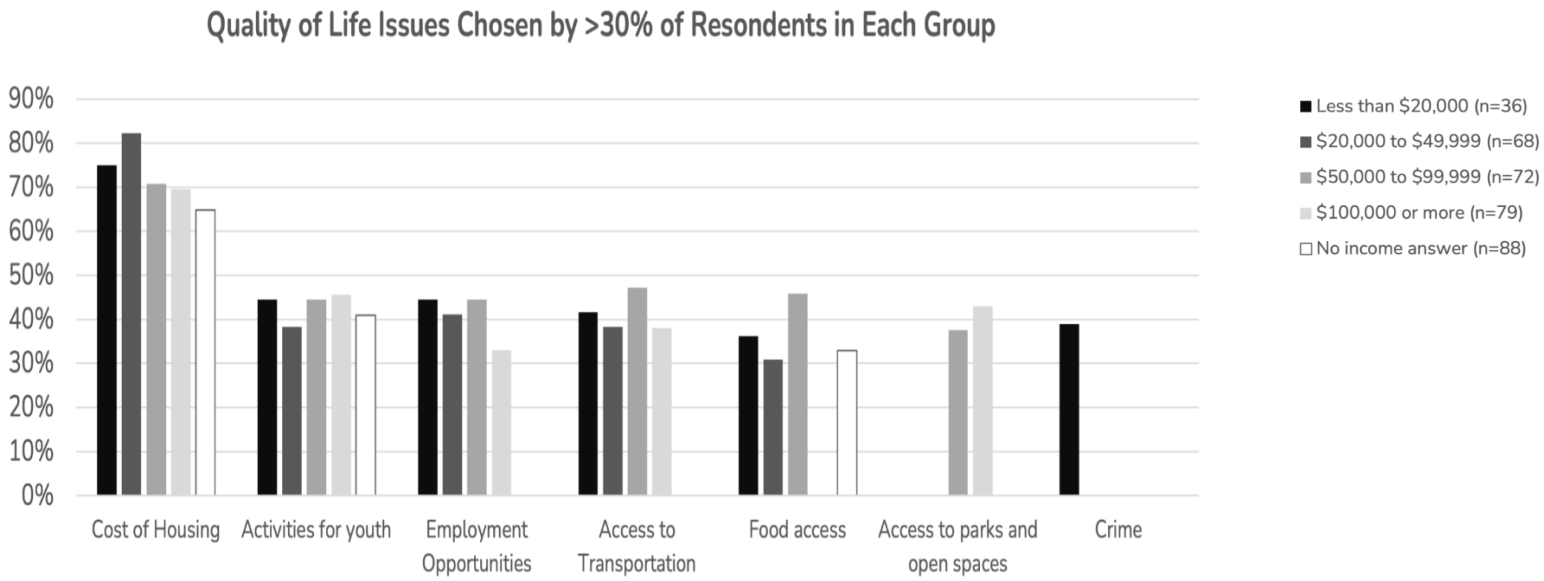


Quality of Life Concerns by Race/Ethnicity



Public Survey

Quality of Life Concerns by Household Income



Public Survey

Participants were asked,

> **How will this project will impact the community's wellbeing?**

There are a number of sites in Midtown that are either vacant or underutilized. When those sites are developed, it is likely that there will be a significant increase in housing and commercial space. Residents were asked about the impact of this project on their wellbeing. Here is what residents told us.

Data Highlights

Positive trends across most questions

- 92% of residents like the proposed vision for Midtown Kingston
- New development in Midtown positively impacts wellbeing, particularly, social connectedness and access to resources
- Over 1,000 comments were submitted by residents (see below for recommendations)

Suggested areas to pay attention to in the comments

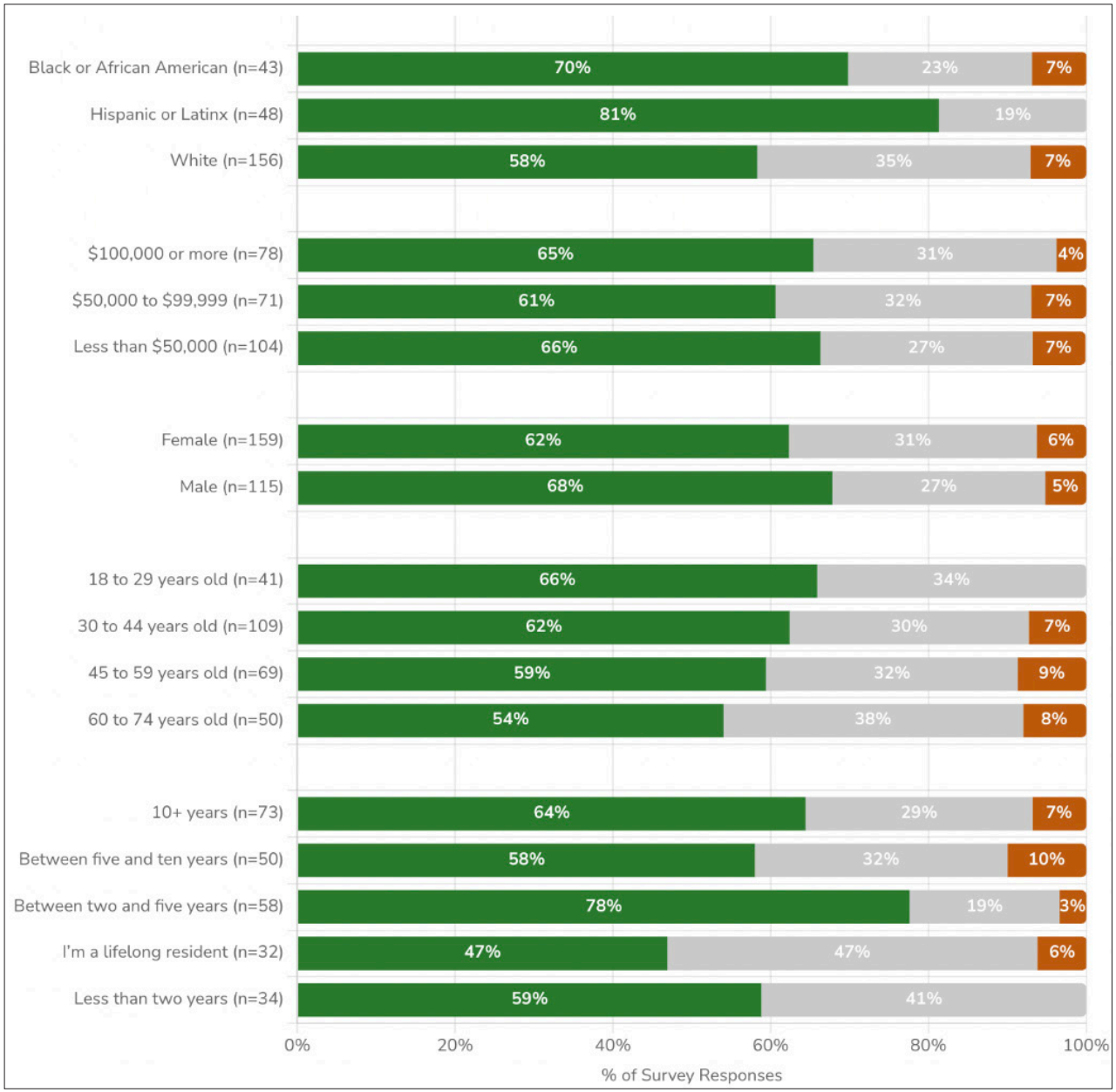
- Seven aspects of quality of life were identified as being areas of most concern, across age, race/ethnicity and income level:
  - Cost of housing
  - Activities for youth
  - Employment opportunities
  - Access to transportation
  - Food access
  - Access to parks and open spaces
  - Crime
- Millennials and lifelong Kingston residents rated wellbeing impacts as positive, but less positive when compared with others
- White residents and residents living in Kingston 5-10 years rated wellbeing impacts as the most negative

Communities we need to connect with more because they were not adequately represented in survey results

- Spanish speakers
- Youth

Data Highlights

Overall rating for "how will this project impact your wellbeing?'



67%+ positive

<40% neutral

7%+ negative

10%+ negative

On the survey, we asked these open-ended questions, and received 1300 comments. For full survey results visit: https://wiatt.org/kingston/survey-results/

Data Highlights

The responses to these questions are referenced throughout the report.

- Do you like this vision?
- Why do you or don't you like it? What would you change, if anything?
- Could you explain why you chose these items?
- The Midtown BOA has a high concentration of vacant and/or underused land and buildings. If there was an opportunity to redevelop or activate one of these sites, what kinds of uses would be most beneficial for the neighborhood?
- What place in Midtown would you miss most if it were gone?
- Is there anything you'd like to explain about your answers above?
- Could you tell us more about why new development in Midtown might positively affect you?
- Could you tell us more about why new development in Midtown might negatively affect you?
- Thinking about what you're concerned about losing, or other negatives, what would make new development in Midtown more worth it to you?
- Is there anything else you'd like to share with the project team about your thoughts on the Midtown Thriving Project?

Appendix C

Tear Sheets and Best Practices

Municipal Ombudsperson

What is a Municipal Ombudsperson?

Ombuds receive and investigate complaints and work toward resolution through mediation and recommendations.

Facilitate conversations for the public to talk about issues or concerns

Report back to the local government about any systemic concerns

Ombuds hold flexible roles and often do not perform the same duties from one municipality to another.

Resource

https://www.ombudsassociation.org/how-do-i-hire-or-talk-to-an-ombuds-

Typical Ombudsperson Responsibilities

- Overseeing complaints and inquiries from the public, businesses, and government employees regarding unfair treatment
- Receiving complaints about public school employees, utility companies, and social services
- Recommending policy enactments, redactions, and changes

Other Ombudsperson Responsibilities

- Advocacy for residents in disputes with governmental agencies
- Dispute resolution between agencies
- Neutral mediation between private parties
- Promote transparency and communication within the municipality

Case Study:
Anchorage Municipal Ombudsman

Anchorage, AL

OMBUDSMAN
"Your Independent Voice For Fairness"

The purpose of the Anchorage Municipal Ombudsman position is to foster a culture of accountability and transparency, while promoting fairness, equity, and efficiency in municipal services.

Services Provided

- Employee nomination for Above and Beyond Award
- Independently & impartially investigates complaints about the government/school district
- Recommends policy changes

Services Not Provided

- Investigating complaints regarding discrimination or elected officials
- Handling complaints between private parties
- Dispute resolution

Case Study:
Portland City Ombudsman

Portland, OR

Portland City Auditor
Ombudsman

Housed within the Portland City Auditor's Office, the Portland City Ombudsman responds to members of the public, businesses, and City employees to resolve complaints and ensure equitable governance. Common complaints include issues related to transportation, policing, housing, and other social services

Services Provided

- Handle complaints
- Conduct independent and impartial investigations
- Recommend ways to solve complaints
- Promote fair and equitable treatment

Services Not Provided

- Handling complaints between private parties
- Investigating complaints against elected officials and their staff
- Dispute resolution

Community Development Corporations (CDCs)

What are CDCs?

Community Development Corporations (CDCs), also known as Local Development Corporations (LDCs) are non-profit, place-based institutions with a mission to steward the future of a place, particularly disinvested places that were often predominantly populated by people of color

What Makes a CDC Successful?

- The most effective CDCs tackle a niche set of social issues to better focus their efforts
- Most CDCs focus on microeconomic support, community revitalization, and social services
- Alternatively, LCDs are more commonly tied to planning and community wealth-building/management

Case Study: The Fifth Avenue Committee

Mission Statement

"Fifth Avenue Committee's mission is to advance economic, social, and racial justice in New York City through integrated, community-centered affordable housing, grassroots organizing, policy advocacy, and transformative education, training, and services that build the power to shape our community's future"

Programs and Offerings

- First-time homebuyer assistance
- Adult education programs
- Affordable housing development & leasing
- Workforce development
- Tenant organizing & advocacy
- Clean energy assistance
- foreclosure prevention counseling
- South Brooklyn Brownfield Opportunity Area management

Governance and Funding

The FAC's completed projects represent $365 million in real estate investments. They have completed over 1,500 affordable housing units and multiple commercial units in mixed-use buildings. Over 80% of their retail tenants are minority-owned small businesses. Board members are nominated by a nomination committee and elected by standing board members

Public Benefit Corporations (PBCs)

What are PBCs?

Public Benefit Corporations, or PBCs, are organizations, either public or private, that provide public goods or subsidized services for a social good. While for-profit, private PBCs exist in most industries, the City of Kingston is most interested in public PBCs, which operate as non-profit organizations or governmental entities. Governmental PBCs typically fund themselves through local and state tax collection as well as fees collected on projects.

What Makes a PBC Successful?

- Transparency with funds, management practices, and retrospective mission analysis
- Dedication to a specific or specific group of social issues
- Connection with the surrounding community through representation and constant communication

Typical PBC Industries of Focus

While PBCs operate for a social good, they typically work within one issue or industry. Some examples include:

Private PBC focuses:

- Manufacturing safety
- Clean energy
- Financial services
- Ethical fashion
- Retail organizations
- Real estate development

Public PBC focuses:

- Public transit systems
- Surplus federal real estate management
- Educational institutions
- Affordable housing
- Community resources (libraries, medical facilities,e tc.)

Case Study: The Port Chester Industrial Development Agency

The Port Chester IDA works to mitigate structural impediments, undertake traffic mediation, facilitate public infrastructure improvements, and collaborate to develop enhanced parking accommodations in the face of increased industrial activity, locally. Their functions include: acquiring, constructing, equipping, and managing industrial, manufacturing, warehousing, commercial, research, and recreation facilities; Advancing the job opportunities, health, general prosperity and economic welfare of the people of the State.

The PCIDA operates as a public PBC in which all board members are appointed by the Village of Port Chester Board of Trustees.

Case Study: The Port Jervis Community Development Agency

The Port Jervis CDA focuses its efforts into housing, real estate, and infrastructure funding support in Port Jervis, NY. The PBC administrates federal, state and local funds for housing, public improvements and economic development programs to preserve the City's housing stock, upgrade and improve public infrastructure and leverage private investment.

The PJCDA operates as a public PBC directed by a volunteer board made up of three council members and three appointed board members. All board positions have term limits.

Community Land Trusts (CLTs)

What are CLTs?

Community land trusts (CLTs) are non-profit organizations that create community assets, shared equity opportunities, and permanently affordable housing. CLTs buy/build units on plots of land, sell only the structure to qualifying low-income buyers, and maintain ownership of the land underneath the unit. The land ownership allows the CLT to make executive decisions, sell homes/commercial spaces at a discounted rate, and preserve the land as permanently affordable.

Case Study: The Champlain Housing Trust

The CHT uses both public and private funds to provide affordable homeownership and rental options to income-qualifying families .

Programs and Offerings

- Housing placement
- Homeowner equity programs
- Loan lending (home repair, down-payment, and specialized housing)
- New construction assistance
- Homeowning, renting, and financial literacy classes
- General consulting services

Governance and Reach

- Committee branches: public, general, and residential
- 15 active board members
- Membership requires nomination and election
- Term limited positions

- 2,400 low-cost rental units
- 600 for-purchase units
- 670 single family shared equity homes
- 115 cooperative units
- >14,000 sq. ft in commercial space

Tenant & Community Opportunities to Purchase Acts

What is COPA?

A Community Opportunity to Purchase Act (COPA) gives qualified non-profit organizations the right of first offer and/or first refusal to purchase properties when they are offered for sale, primarily to prevent tenant displacement and create affordable housing.

What is TOPA?

A Tenant Opportunity to Purchase Act (TOPA), often paired with a COPA, gives residing tenants the first offer to and/or first refusal to purchase their building before qualifying organizations under COPA if their landlord is looking to sell.

COPA Pros & Cons

PROS:

- Does not require extensive tenant education and organizing
- Purchasing non-profits preserves permanent affordability without tenant commitment

CONS:

- It may only be opportune for larger non-profits

TOPA Pros & Cons

PROS:

- Directly places community assets into large groups of citizens
- Community wealth building tool

CONS:

- Requires extensive tenant organizing efforts (qualifying tenant groups are typically ⅓ of the building's population)
- Must be paired with the establishment of a board that aids tenants in establishing grounds maintenance practices and governance

Case Study:
Takoma Park City TOPA

Takoma Park City, MD

Takoma Park City enacted the Tenant Opportunity to Purchase Act in 1986. Under its TOPA, the opportunity to purchase statements begins with the building's tenants, then the county of Montgomery, and, finally, the city. If all of these entities exercise their right to refuse, the owner may list their building on the open housing market. Takoma Park City has seen multiple success stories under its TOPA, such as the 2022 purchase of a 15-unit building by the Leelan Tenants Association. The building's tenants worked with a local housing advocacy group, Mi Casa, to finance their acquisition and property restoration. Now, the building is a limited-equity cooperative.

Services Provided

Takoma Park City offers financial aid opportunities for tenant organizations to receive technical assistance from real estate firms to evaluate their ability to purchase, inspect the property, and create an offer.

Purchase Requirements

- Tenant organization represents ⅓ of building
- Tenant officers must be appointed to govern
- Building mustn't be awaiting foreclosure
- Tenant organization must present a letter from the current landowner stating the intention to sell

Case Study:
San Francisco COPA

San Francisco, CA

The San Francisco COPA, enacted in 2019, gives qualified non-profit organizations the right of first offer and/or the right of first refusal to purchase certain properties offered for sale by the City of San Francisco. Qualifying buildings include buildings with three or more residential units or vacant land with the potential to develop at least three residential units. Since the enactment, qualifying non-profits have purchased over 300 units of affordable housing.

Qualifying Organizations

- Approved by the Mayor's Office of Housing and Community Development
- Intention to maintain COPA purchased properties as permanently rent-restricted affordable housing

Purchase Requirements

- Landowner must present a Notice of Sale to all qualifying non-profits
- Qualifying organizations must state their interest to purchase within 5 days of the Notice of Sale and make an offer price within 25 days of said interest statement

Historic Preservation Criterion A

What is Criterion A Historic Preservation?

Criterion A protects eligible sites and structures on account of their historical significance to the history of social movements, culturally relevant events, and/or notable political period in United States history

Considerations for Historic Preservation:

- The purpose of preserving historic neighborhoods is to maintain the cultural value of the space, and empower the people within it
- Commemoration efforts are meant to uplift and celebrate marginalized communities - not memorialize their struggles
- Birth- and deathplaces are not consideredd under Criterion A preservation standards

Historic Commemoration Examples:

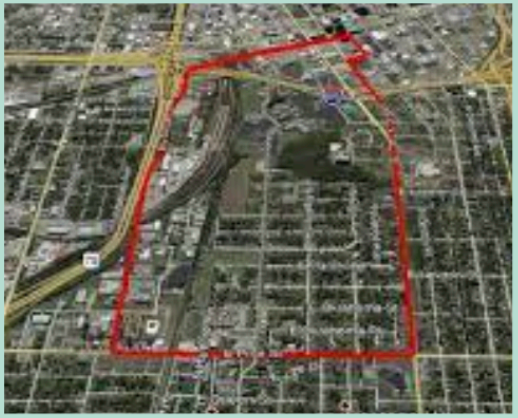
- Annual festival in celebration of community history
- Relevant art installations created by artists from marginalized communities
- Educational programs that highlight the district's historical significance
- Community-led restoration efforts

Criterion A Nomination Benefits:

- Restoration efforts remain unlimited on account of preserving cultural relevance, rather than aesthetics or architecture
- Grant opportunities for restoration, historic markers, and community support programs
- Tax credits (Federal historic credit for property taxes & state/local reedit on maintenance and construction costs

Case Study:
The Greenwood District

Location: Tulsa, OK
Nomination Year: 2022
Type: District (35 sq. blocks)



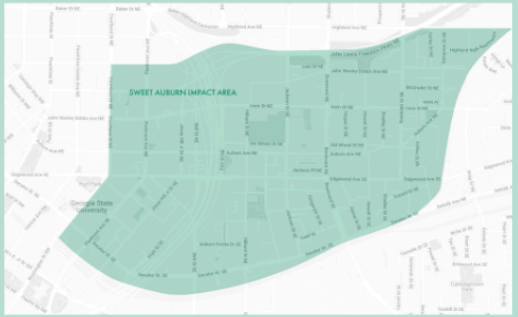
The Greenwood Historic District is preserved under Criterion A due to its cultural significance to African American history and innovative community planning. Also known as the Black Wall Street, the Greenwood District was dense with affluent and entrepreneurial African-Americans in the early 20th century. In 1921, however, the Tulsa Race Massacre perpetuated this community's oppression and historical significance.



The Greenwood District and its programs are managed by a committee who administer a trust fund for real estate development and to compensate descendants of Greenwood District massacre. The committee also stewards grants including a $1.6 million grant from the OKDOT to explore the rerouting of the Interstate 244 which divides the district and a $990,000 FDOT grant to support urban revitalization.

Case Study:
The Sweet Auburn Historic District

Location: Atlanta, GA
Nomination Year: 1976
Type: District (1 mile stretch)



The Sweet Auburn Historic District qualifies for Criterion A preservation on account of its post-Civil War time significance to African Americans who persisted into entrepreneurship in the Jim Crow era. Alike the Greenwood District, the Sweet Auburn Avenue was particularly dense with African American wealth and affluence.



In commemoration of their history, the district throws an annual festival and offers year-round tours of historically significant structures within the community.
The district is governed by a Historic District Development Corporation, which manages the roughly $1.7 million in grants since 2019. These grants support the development of real estate, affordable housing, small business-support programs, and community-oriented art installation

Community Benefit Bonus Funds

What are Community Benefit Bonus Funds?

Community Benefit Bonus Policies are enacted at the municipal level implemented to incentivize developers to meet specific community needs in exchange for increased development potential such as zoning exemptions or direct cash payments from the Bonus Fund

Potential Outcomes

Communities who have enacted successful Community Benefit Bonus Funds have reported increased developments of:

- Child care centers
- Permanently affordable housing units
- Park/recreation facilities
- Civic facilities
- Publicly-owned commercial space
- Environmental and urban design improvements

Case Study: New Rochelle, NY

As established by the Downtown Overlay Zone (DOZ) Amendments, New Rochelle's underutilized downtown areas are segmented into seven zones in which the City desires projects for redevelopment. Within these zones, developers can opt in to build municipally-desired developments or contribute directly to the community benefit bonus fund. In exchange they can build beyond the development standards.

Development Opt-In Opportunities

- Preservation of historic structures
- Cash contribution to the Community Benefits Fund
- On-site green elements (microgrid, LEED, etc.)
- Contributions to existing municipal planning initiatives
- Established percentage of housing units <70% AMI
- Permanently public parking spaces
- Additions to existing streets for pedestrian comfort
- Climate resilience developmental efforts

Community Investment Trusts (CITs)

What are CITs?

Community investment trusts are for-profit organizations that allow neighborhood residents or other stakeholders to pool resources to purchase community-owned real estate. They provide a means for communities to invest in themselves and secure space for small businesses and other cooperatively controlled uses. Investment trusts and cooperatives can help residents build equity and wealth while also providing small business owners with affordable space and opportunities to remain in place

Typical CIT Stakeholders

- Permanent community residents
- Non-profit organizations
- Real estate firms and developers
- Governmental agencies/public organizations

Typical CIT Structure

- Tiered list of memberships with varied prices and pay-out options. The price to buy-in can range from a few hundred to thousands of dollars, or on recurring basis
- Loss protection and non-binding investment guarantees
- Democratic processes involved in land acquisition, development, and management
- Residence requirement
  - Members may be required to reside within a defined neighborhood geography

Resources for CIT Formation

East Portland Community Investment Trust CIT Tool Kit: https://investcit.com/Resources

Case Study:
East Portland Community Investment Trust
Portland, OR

Action Details
The Community Investment Trust (CIT) builds the possibility to strengthen communities and create empowered lives. The CIT offers a long-term path to collective, communal ownership of real-estate for investors starting from $10-$100 per month. Within the CIT exists the East Portland CIT, a 29,000 sq. ft commercial retail mall with almost 30 businesses and nonprofit tenants. Portland residents in qualifying zipcodes may pay into collective ownership of this building.

Administration
Board of Directors:
- Represented industries: real estate, law, community development, and finance
- Four full-time staff members

Membership
- Membership range: $10-100/month
- Loss protected and non-binding
- Minimum 2% annual dividends
- Provided investing class requirement

Case Study:
Northeast Investment Cooperative
Minneapolis, MN

Action Details
The Northeast Investment Cooperative buys primarily underutilized properties in need of rehabilitation to lease as commercial units. They leverage the investments of over 280 investing members to purchase in the Central and Lowry Avenue corridors to invest in focused revitalization.

Administration
Board of Directors:
- Three branches: Tenant, finance, and marketing
- Eight elected members
- 2-3 year terms

Membership
- A-Share: $1,000/share
- B-Share: $500/share
- C-Share: $5,000/share
- All members get one vote in all processes

Youth Advisory Council

What are Youth Advisory Councils?

Youth Advisory Councils (YACs) are programs dedicated to the representation of youth in each municipality. These councils may be entirely youth (grades 9-12) or may be comprised of younger adults with a few school-age youth representatives. YACs serve to inform the municipal government on the wants, needs, and interests of the local youth.

Typical YAC Functions:

- Represent youth interests in the development of youth-oriented community programs
- Take on specific social issues affecting their community through community service projects or events
- Promote and assist in the establishment of youth-oriented programs (workforce development, civic engagement, preventing youth crime, etc.)

Case Study: The Albuquerque Youth Advisory Council

The Mayor's Youth Advisory Council (MYAC) works to provide input and advise the Mayor on issues important to Albuquerque's youth. To do this effectively, each year the council completes a project pertaining to a specific topic they feel is affecting their peers, such as teen pregnancy, vaping, etc. The Council is made up of twenty-one youth representatives (ages 13-20).

Functions

- Advise the Mayor and Council on city youth-oriented programs
- Facilitate at least two "Job Shadow" days for local youth
- Develop and implement a public service project, annually
- Promote and assist in the administration of preventative programs for youth crime and crime against youth

Current Project Focuses

- Youth Homelessness
- Activating City facilities, open spaces, and parks

Case Study: The Ossining Youth Council and Bureau

The Ossining Youth Council is a community-supported, youth-led leadership program to promote a youth (ages 13-21) voice in Ossining. Those on this committee serve in an advisory capacity to the Ossining Youth Bureau (OYB), which is comprised of twelve appointed residents from diverse neighborhoods, three youth representatives from the OYB, and two Village Board of Trustees members. The OYC leads the development and initiation of programs and activities while advocating for their peers in the community.

Functions

OYC:

- Support the Town Council, other youth, and the community
- Provide input on youth programs and services
- Host community programs that aim to empower the local youth

OYB:

- Advocate for youth interests
- Support and receive input from the OYC
- Encourage engagement in youth development programs

Current & Past Projects

Past Program Examples:

- Hosted educational events like a Black History Month scavenger hunt and Women's History Month brunch
- Host free youth flag football program for 5th-8th graders

Current Program Examples:

- VITA Program: Helps low- and moderate-income families eligible for federal EITC to file their taxes for free
- The Green Project: Provides youth with community service opportunities through litter and invasive plant removal

Appendix D

Policy Review

Appendix D: Policy Review

The BOA study was developed within the context of existing plans and policies put in place by municipal, county, and state agencies. The plan builds upon and is aligned with recent planning activities and achievements. This Appendix includes a description previous efforts that inform the existing planning context.

Appendix D.1 City of Kingston Municipal Plans and Policies

Midtown Pre-Nomination Brownfield Study (2019)

In 2019, Ulster County conducted a review of brownfields and underutilized sites throughout the county under the New York Department of State Brownfield Opportunity Area grants program. Midtown Kingston was selected as one of the five focus areas in the county based on the clustering of sites.

As part of the study, community engagement included meetings with a steering committee with staff from the City's Office of Economic and Community Development and five focus groups with participation from local government, private sector, and non-profit organizations. Based on input from this engagement, the following points were developed for the community vision:

"Neighborhood Quality of Life: A future for residential neighborhoods where strong housing revitalization programs promote homeownership, local ownership of multi-family properties and neighborhood leadership groups are in place to help combat poor housing quality, distressed properties.

Arts, Culture and Business: Midtown's economy grows around the arts, education, and business while supporting the area's traditional large-footprint uses.

Open Space and Trails: Multi-modal transportation opportunities leverage old infrastructure to create a hub of greenway trails with accessible open space for recreation and neighborhood park access."

Appendix D.1 City of Kingston Municipal Plans and Policies

Zoning Update and Comprehensive Plan (2023; 2025)

In recent years the City of Kingston has directed a significant effort to planning for the Midtown neighborhood. The city updated the comprehensive plan in 2016 followed by a city-wide **Form-Based Zoning Code** update in 2023. The **Kingston 2025 Comprehensive Plan** updated vision statement specifies the following about Midtown:

"Kingston will be a City of Neighborhoods - vibrant neighborhoods diverse in land use and diverse in population….and at a new core in Midtown centered at the existing Ulster Performing Arts Center."

"These cores will be comprised of mixed-use centers with multifamily residential incorporated with ground floor retail; pedestrian and bicycle friendly streets; active use of sidewalks; traditional architecture and historic identity. These nodes will be connected not only by a network of streets supporting slow-speed/high-capacity vehicular travel, but by a network of on-road and off-road bicycle paths, and by public transit ranging from shuttle bus to trolley."

"Employment opportunities will be diverse from County government, historic tourism and specialty retail in Uptown; to arts and new media in Midtown…"

The plan describes the economic vision for Midtown with a focus on the arts, education, new media, healthcare, culture, ethnic foods, and growing and selling of locally grown produce. In support of city-wide sustainable land use policy, urban agriculture in Midtown is promoted as part of a local and regional food systems change. Benefits described in the plan include the reduction of obesity rates; supporting access to fresh; health food especially in low-income areas; and providing an opportunity for citizens to grow their own food, and supporting economic, social, health, and environmental benefits.

The plan cites the Community Development Agency's finding that Midtown has the greatest housing and economic development needs. The plan states:

"Midtown generally exhibits higher densities, lower median incomes, higher unemployment, higher average household sizes, and lower homeownership than the city in general. The Midtown area also represents the most racially and ethnically diverse area of the City, which raises social equity concerns."

Regarding land use in Midtown the plan states: "Noticeably missing from the commercial corridor are amenities, which provide a more human scale such as bus shelters, public rest stations, open spaces, pocket parks, landscaped areas and bicycle amenities." Some of this has been addressed in recent years with infrastructure improvements along Broadway.

Appendix D.1 City of Kingston Municipal Plans and Policies

Good Cause Eviction (2024)

A key finding of this BOA plan is that housing stability and affordability are a top concern. The City of Kingston has begun to address these housing concerns through locally enacted policies. In July 2024, the City of Kington passed the Good Cause Eviction law[33] with the intention of providing housing security for tenants. Under the local law, landlords must demonstrate "good cause" to evict a tenant. The law applies to units for which the owner owns two or more units in New York State. Rent increases must be the lower of the following two:

(a) remain under five percent plus the annual percentage change in the consumer price index as published by the Division of Homes and Community Renewal

(b) remain under 10 percent.

Emergency Tenant Protection Act (2022)

Also related to the challenge of housing stability and affordability, the City of Kingston opted into the Emergency Tenant Protection Act (ETPA) in 2022. Under this act, rental units in buildings built before 1974 with six or more units are rent stabilized. The Kingston Rent Guidelines Board sets an annual percentage for maximum rent increases for these units. Rent increases cannot exceed a percentage.

Kingston Climate Action Plan 2030 (2022)

The City adopted a plan to curtail emissions and to mitigate the impacts of climate change. The plan includes 20 strategies to reduce carbon emissions through clean electricity, decarbonization of buildings, sustainable mobility and land use, and sustainable management of resources. Some of the specific strategies include the installation of solar PV on new construction, adopting benchmarking requirements for commercial and multifamily buildings, update zoning regulations to support smart growth and increased housing density, and increase walkability and bikeability.

Recommendations in this BOA plan directly support the strategies listed here.

City of Kingston/Town of Ulster Quiet Zone And City of Kingston Pedestrian Safety and Mobility Analysis (2006)

This study discusses how CSX freight train horn noise in Kingston is a concern for residents and nearby businesses. The study recommends considering a federally-approved quiet zone, where required safety improvements could allow trains to pass without routinely sounding horns. The Quite Zone has not yet been implemented in the City of Kingston. A major portion of the BOA study area lies along the CSX West Shore rail corridor and train noise continues to be a challenge neighborhood.

Kingston Greenline and the Midtown Linear Park (2021)

The Greenline consists of a network of shared roads, protected bike lanes, and trails throughout the City of Kingston with connections to the Wallkill Valley Rail Trail, the O & W Rail Trail, and the Empire State Trail. The Ulster County Midtown Linear Park is a former rail line that has been converted to a biking and pedestrian trail. The Linear Park connects Cornell Street to Westbrook Lane and serves as a non-motorized transportation link between Midtown Kingston and Kingston Plaza, a commercial shopping area with the large grocery store Hannaford's.

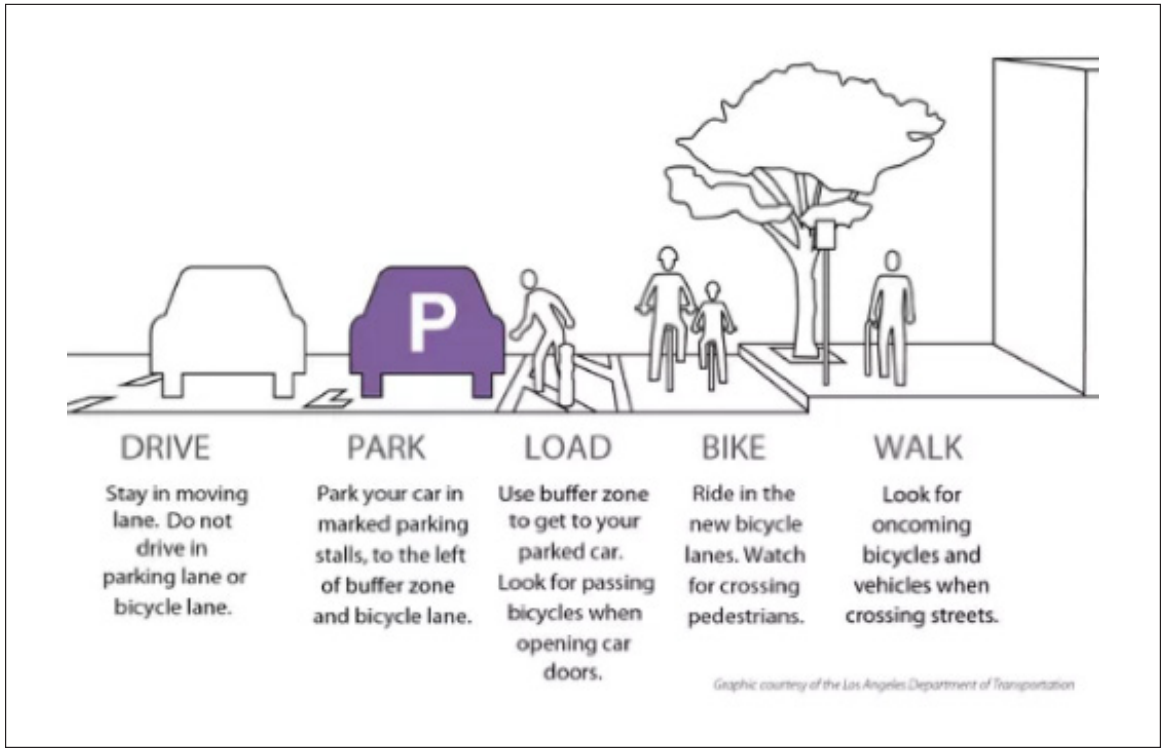
[33] Grounds for removal are listed on the following document: Good_Cause_Fact_Sheet_Kingston_New_York.pdf (City of Kingston Good Cause)

Appendix D.1 City of Kingston Municipal Plans and Policies

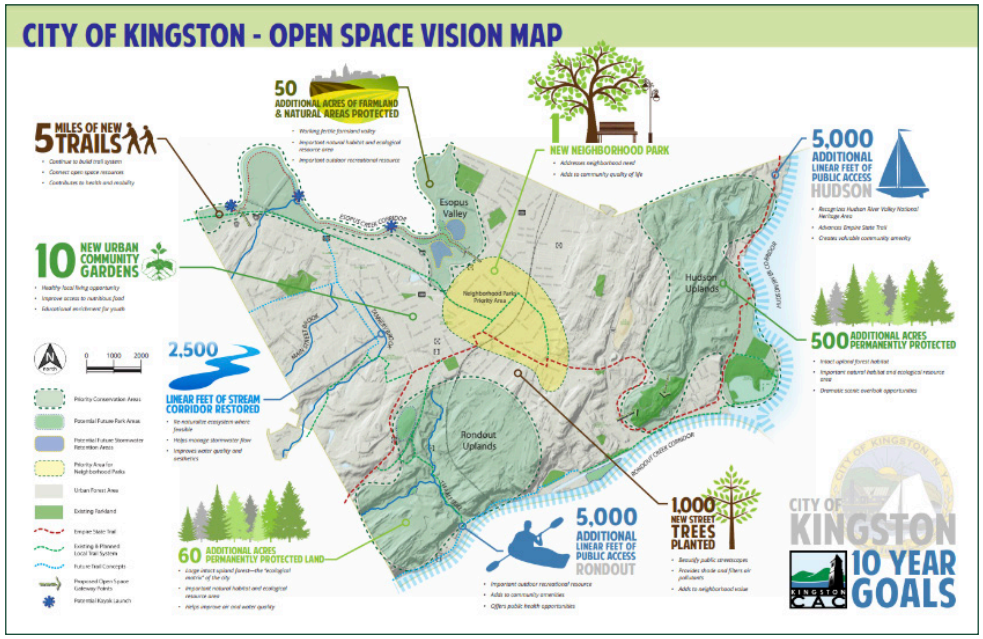
Broadway Streetscapes Project (2021)

The streetscape project was a road and sidewalk project to improve safety, traffic flow, and enhance the aesthetics of the business district. Improvements in this project included a new traffic circle, a protected bike lane and parking lane to buffer against street traffic, ADA improvements, benches, green infrastructure, plantings, bike racks, a reduction in traffic lanes, coordination of signals, and connections to the Kingston and Greenline and Empire State Trail.

The Streetscapes Project was completed in 2021 and during the BOA planning process the community offered input on the success of the project. Crash data indicates that the changes have improved safety but some community members stated that they do not feel safe as cyclists given the current conditions. This BOA plan includes recommendations for further street improvements.

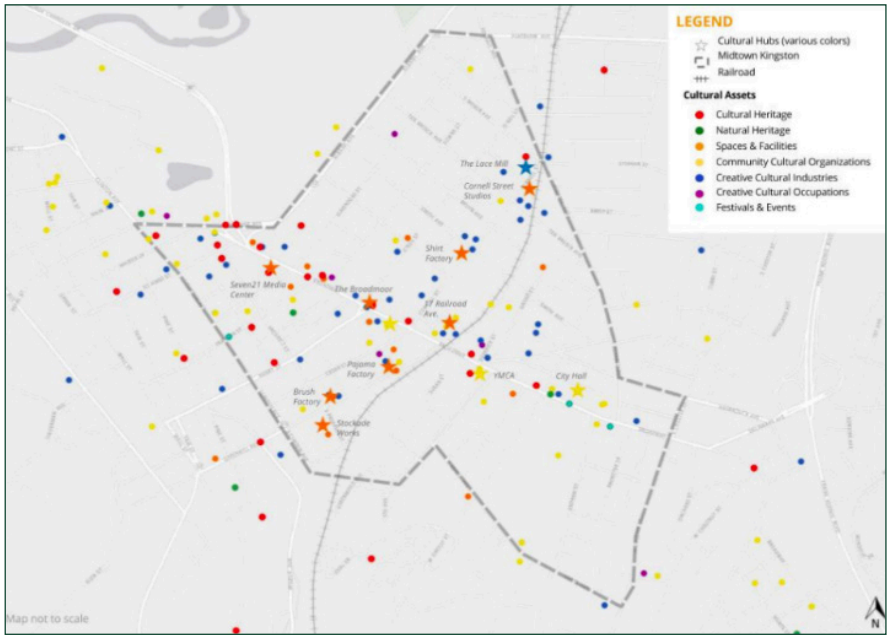


Appendix D.1 City of Kingston Municipal Plans and Policies



Open Space Plan (2019)

The plan sets forth a vision and goals for open space in the City of Kingston. In the plan, Midtown is identified as an area lacking open space and park resources. Community input during the Open Space planning process was that there is a need for more playgrounds, pocket parks, and street trees in Midtown. It was recommended that the city create an open space and recreation facility within the Midtown neighborhood. The plan also sets a goal to plant 1,000 trees by 2030. Midtown has seen a number of plantings as part of this initiative. Input during the BOA planning process aligns with the finding that the community wants more open space in Midtown.



Midtown Kingston Cultural Assets Mapping Project (2017)

In this project, cultural assets were mapped to guide planning, support the development of a cultural district, identify hubs, linkages, networks, and increase knowledge about existing assets. The plan states, "as a growing creative and cultural hub in the region, Midtown Kingston has the potential to utilize its assets as a mechanism for strengthening its community and social capital, public infrastructure, economic assets, and regional connections." In an analysis of cultural aspects in relation to median income, it was found that "neighborhoods are rich in cultural assets, but not in community wealth; need to bridge the gap" and that there is a "potential for gentrification and displacement; lots of desirable aspects and opportunity; lack of community control over resources.". The study also identified threats to assets including impervious and vacant spaces that decrease neighborhood vitality, lack of pedestrian activity and safety; affordability challenges, few natural heritage assets such as parks and open space, and a lack of community engagement with nearby neighborhoods. The asset mapping project identified many cultural assets in the Midtown neighborhood with a concentration along the Broadway corridor.

Appendix D.1 City of Kingston Municipal Plans and Policies

Creation of the Midtown Kingston Arts District (MKAD) (2016)

MKAD was created to coordinate the arts and community investment toward neighborhood revitalization, the organization's mission, according to the MKAD website, is "to provide access and support for the arts to advance, engage, unite, and enrich a vibrant community in Midtown Kingston." The organization acts as a "hub for collaborative relationships with individuals, artists, businesses, organizations and government to create positive change together."[34]

MKAD, represents approximately the same geography as the BOA.

City of Kingston Parks & Recreation Masterplan (2013)

This plan guided the improvement and development of parks, recreational facilities and services in the city. The plan recommended the city create a greenway and open space plan, which has since been completed. The plan states "Around greater Midtown – given a need for space for smaller neighborhood fields and playgrounds, recreation staff should monitor opportunities for the city to acquire and dedicate for recreation suitable properties that come into County possession through foreclosure. Staff should also monitor for vacant available parcels, especially that may come up adjacent to public facilities."

Consistent with the Parks & Recreation Masterplan, in the BOA planning process community members expressed the desire for more outdoor recreation opportunities.

Food Systems Plan (Current)

This plan seeks to strengthen the local food system and improve food security and equitable access to nutritious foods. The plan will guide the city in improving food security and equitable access to nutritious foods. This Plan will build upon and inform the work of the Department of Health and Wellness and the City's Energy and Sustainability work. Recommendations in the BOA plan related to food access and security build upon the efforts already underway.

[34] Midtown Kingston Arts District

Appendix D.2 Placed-Based Policy Areas Impacting Midtown

There are state and federal policy programs that are specific to defined geographic areas. Typically, at the Census Block Groups level geographies are identified based on set criteria such as median household income and poverty status. The Midtown Thriving study area includes some of these designated qualifying zones, as described in this section.

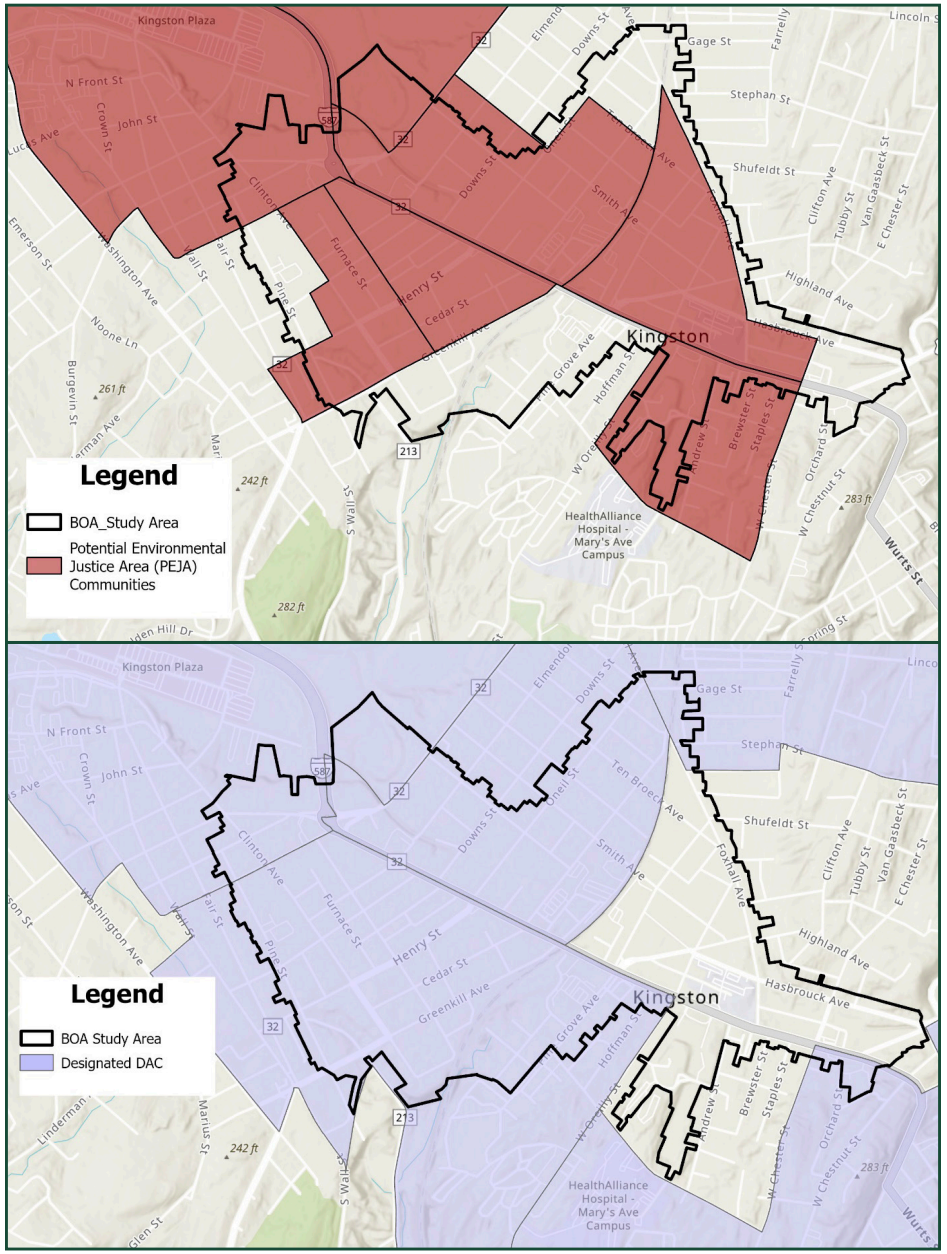
Environmental Justice Areas

In New York State, Potential Environmental Justice Areas (PEJAs) are U.S. Census Block Groups that represent minority and low-income communities. The New York State Office of Environmental Justice offers grant opportunities and other services to help address environmental concerns in these areas. Areas that are considered a PEJA meet threshold requirements for the following:

- "Low income – Percentage of the population in an urban or rural area had household incomes below the federal poverty level (i.e., the field labeled "Percentage Below Poverty Level" is 22.82% or higher);
- Minority 1. Percentage of population in a rural area reported themselves to be members of minority groups (i.e., the field labeled "Percentage Minority Population" is 26.28% or higher);
- Percentage of the population in an urban area reported themselves to be members of minority groups (i.e., the field labeled "Percentage Minority Population" is 52.42% or higher)."[35]

Disadvantaged Communities (DACs)

There are 45 indicators for determining DACs. Some of the considerations include environmental and climate change risks, sociodemographic factors, and health vulnerabilities. Under the New York State Climate Leadership and Climate Protection Act (CLCPA), a minimum of 35% of benefits on clean energy and energy efficiency programs and investments must be directed to DACs. Projects that will count toward this DAC goal include energy efficiency investments within multifamily affordable housing, community solar, community-wide investments, and workforce training.[36] A large portion of the BOA study area is a designated DAC.



[35] New York State, Potential Environmental Justice Areas

[36] New York State Climate, Climate.ny.gov Session 212024 DAC investment and benefits presentation.pdf

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There are state and federal policy programs that are specific to defined geographic areas. Typically, at the Census Block Groups level geographies are identified based on set criteria such as median household income and poverty status. The Midtown Thriving study area includes some of these designated qualifying zones, as described in this section.

New Markets Tax Credit (NMTC) Program

This federal program is intended to direct new investments into low-income neighborhoods. Under the program businesses located in eligible areas can qualify for loans or equity. Through the NMTC, individual and corporate taxpayers are eligible for tax credits against federal income taxes after making equity investments in Community Development Entities (CDEs). CDEs then make investments in low-income communities.

(U.S. Department of Treasury CDFI Fund)

[New Markets Tax Credit Program | Community Development Financial Institutions Fund]

Opportunity Zones

The Opportunity Zone program is a federal policy to direct new investment into selected areas. Opportunity Zones are census tracts determined to be “economically distressed communities”. Under certain conditions, new investments in Opportunity Zones may be eligible for preferential tax treatment.

