

STRATEGIC
COMMUNITY & ECONOMIC
DEVELOPMENT PLAN,
CITY OF KINGSTON

HUDSON VALLEY **PATTERN** *for* **PROGRESS**

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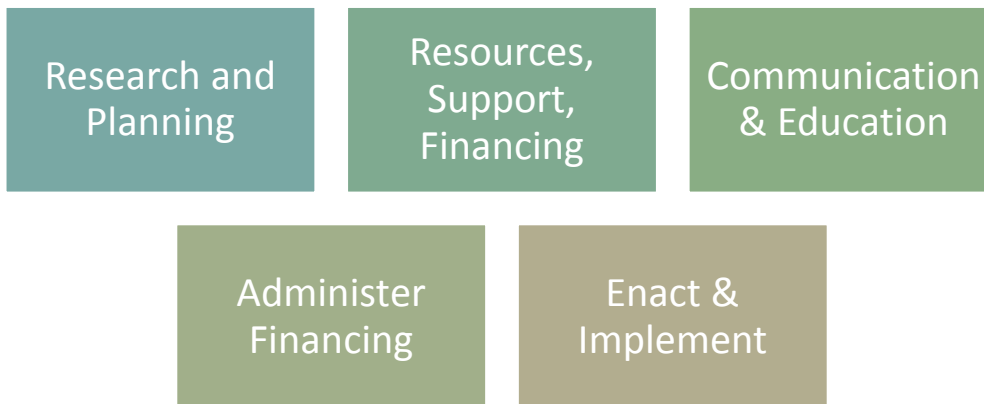
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Strategic Community & Economic Development Plan: Introduction

In 2016 the City of Kingston adopted the Kingston 2025 Comprehensive Plan. Implementation of the Plan’s strategies will require a coordinated effort between the City, organizations within other jurisdictions (Ulster County, the State of New York and the Federal Government), non-for-profits, residents, private interests, community groups, and other entities. Some of the Plan’s objectives are short term, some will take place over the long term, and others are ongoing. Since its adoption in 2016, several strategies and objectives have been achieved, many are underway, and many more are still only ideas on paper.

This Strategic Community and Economic Development Plan (SCED Plan) presents a status update for the strategies set forth by the Kingston 2025 Comprehensive Plan as well as detailed action plans for the prioritized strategies. The action plans include the primary party(ies) responsible to carry out the activities or programs, and a list of collaborating organizations and groups associated with the goal and strategy.

The action plans also include a description of action steps that are categorized as:



Finally, each category includes recommended actions, a timeframe, costs (internal and estimated for external services) and potential funding sources.

The SCED Plan and the action plans included within may be used as a tool for grant writers, developers, community and economic development agencies, and non-profits as a resource to evidence alignment and consistency for new programs, initiatives, and projects.

Strategic Community & Economic Development Plan: Existing Plans Summary

Preparation of the SCED Plan and the action plans involved a review of Kingston's planning documents and actions. A short summary of recent planning efforts follows.

Downtown Revitalization Initiative (DRI) (2018)

In 2018 the Governor's Regional Economic Development Councils (REDC) awarded the City of Kingston \$10 million toward projects to revitalize the Stockade Business District (SBD). Building on the revitalization already underway in the SBD, DRI investments are directed at projects that will preserve the historic and cultural identity of the SBD while adding momentum to the local economy.

Kingston Climate Action Plan (2012)

The Kingston Climate Action Plan (CAP) categorizes and inventories energy and greenhouse gas emissions in the City of Kingston. The plan also puts a dollar amount on public spending directed at energy costs. The City has a goal of reducing energy usage by 20% by the year 2020.

The CAP includes recommendations to achieve this goal. Initiatives focus on the following topics: energy and renewable energy; land use, transportation and vehicles; materials management; waste reduction, re-use, recycling & composting; sustainable resource management; outreach, education & training, and climate adaptation. The CAP recommends actions listed in the Comprehensive Plan and that any zoning updates include policies supportive of compact and transit oriented communities that prohibit new development in the floodplain, protect open space, support biodiversity through habitat conservation, and protect water supplies.

Kingston Greenline Conceptual Plan (2014)

The Kingston Greenline Plan is a conceptual plan for a network of urban trails, bike lanes, linear parks, and complete streets. The plan provides detailed design alternatives for each section for the network along with cost estimates.

Planning for Rising Waters: Kingston Tidal Waterfront Flooding Task Force (2013)

In the report, Planning for Rising Waters, the Kingston Tidal Waterfront Flooding Task Force assesses Kingston's risks associated with sea-level rise and flooding. The Task Force provides a list of policy recommendations, identifies important and needed capital investments, and suggests future studies. The recommendations made in the plan include a variety of strategies to mitigate the impact of sea-level rise and future flooding including:

- City operations and funding decisions should aim to make Kingston more resilient by reducing vulnerability to flooding
- City zoning code should promote safe and resilient structures in areas at risk
- Promote economic revitalization and the economy on the waterfront
- Raise awareness of the risks associated with flooding and sea-level rise through public outreach and collaboration
- Protect the safety of residents and minimize damage to infrastructure and properties with emergency management strategies.

Transit Integration Study (2017)

The City of Kingston operates a public bus system, CitiBus, while Ulster County runs the Ulster County Area Transit (UCAT) bus system. This report examines how the two systems might be combined in order to increase service and efficacy. The study looks at where there would be redundancies or gaps of physical assets if the systems were combined. The report includes a route optimization analysis, an examination of state and federal rules that would impact system integration, and a survey of CitiBus customers. The customer survey provides important information about customer needs. Results of the route analysis include new possible route profiles, new service schedules for those routes, and the financial costs of the proposed new services. The report lists funding sources for an integrated bus system, and provides an analysis of how integration would affect current funding streams.

Brownfield Opportunity Area Step 3: Final Implementation Plan (2015)

The Brownfield Opportunity Area Program gives communities support for the revitalization of neighborhoods impacted by brownfields. Five strategic sites were identified: 1) “The Landing” 2) KOSCO Assemblage 3) Millens & Sons Scrap Metal Recycling 4) Block Park/Island Dock 5) and Noah Hotel Site.

The sites were selected because they are, “strategically located, have high capacity for redevelopment, can catalyze other economic investment, and some have historical uses that indicate a significant chance of environmental contamination which requires additional investigation.” The BOA plan sets forth a 20-year vision for the redevelopment of Kingston’s waterfront including part of the Roundout and sections of Ponckhockie and Roundout neighborhoods. As a significant portion of the BOA site will likely experience future flooding and inundation due to sea level rise, any development must include strategies of mitigation and resilience. The Vision Plan includes a phased strategy for realizing the plan.

Uptown Stockade Area Transportation Plan (2009)

The Uptown Stockade Area is an important business center and an important element for tourism in the City of Kingston. However, transportation conditions within the area are less than optimal. The study identifies access, circulation, parking, wayfinding, signal timing, and intersection crossings as problems. This Plan proposes changes to traffic flow design, parking, signal timing, accommodations for bicycles and pedestrians, and safety modifications with the ultimate goal of improving economic activity in the area.

City of Kingston/Town of Ulster Quiet Zone and Pedestrian Safety and Mobility Analysis (2006)

The recommendations made in the Quiet Zone report are in response to a history of accidents and fatalities at the crossings. This study looks at pedestrian safety, mobility improvements, and feasibility as well as costs of upgrades to twelve grade railroad crossings in the City of Kingston and the Town of Ulster.

City of Kingston Five-Year Consolidated Plan, Fair Housing Plan and Annual Action Plan (2019)

This plan sets forth a strategy for the expenditure of Housing and Urban Development (HUD) funds under the Community Development Block Grant Program (CDBG). The plan period is for five years starting in 2019. The plan covers the following priority needs:

- decent housing
- neighborhood stabilization
- expanding economic opportunities
- addressing homeless needs in the community.

Kingston City Land Bank (2018)

The recently established Kingston City Land Bank creates opportunities for homeownership by taking the title of distressed properties, removing barriers to redevelopment and selling to those who would otherwise be unable to afford to purchase a home. Through these actions, the Kingston City Land Bank returns vacant buildings to the tax rolls and helps with neighborhood improvements. The HUD Consolidated Plan also supports the goals of the Kingston City Land Bank.

Strategic Community & Economic Development Plan: Alignment of Kingston 2025 Comprehensive Plan With Existing Planning Studies

The Kingston 2025 Comprehensive Plan goals and strategies are consistent with goals set forth by many other existing plans and current planning activities. Below there is a table for each goal from the Comprehensive Plan. The tables list existing plans and show the supported objectives and/or strategies taken directly from Kingston 2025 Comprehensive Plan.

Goal # 1: Promote a sustainable citywide land use policy

Existing Plans	Objective(s)	Strategy(ies)
DRI (2018)	1.2 (Schwenk Drive) 1.1 (Kingstonian)	1.2.2 (Schwenk Drive) 1.1.1, 1.1.4 (Kingstonian)
Climate Action Plan (2012)	1.2 1.3	1.2.1 — 1.2.2 1.3.1
Kingston Greenline Plan (2014)	1.3	1.3.1 1.3.4
Planning for Rising Waters (2013)	1.2	1.2.1 — 1.2.2
BOA Implementation Plan (2015)	1.1 1.2	1.1.1 1.2.2
Uptown Stockade Area Transportation Plan (2009)	1.1 1.4	1.1.4 1.4.1

Goal # 2: Promote a maintenance and improvement of existing stable neighborhoods outside the "mixed-use cores"

Existing Plans	Objective(s)	Strategy(ies)
DRI (2018)	2.5 (Dietz Stadium, Frog Alley) 2.2, 2.3 (Grants & Loan Program)	2.2.1, 2.3.1 (Grants & Loan Program)
CDBG five-Year Consolidated Plan, Fair Housing and Annual Action Plan (2019)	2.2 2.3	2.2.1 2.3.1
Kingston City Land Bank (2018)	2.3	2.3.1

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

Existing Plans	Objective(s)	Strategy(ies)
Climate Action Plan (2012)	3.3	3.3.3 – 3.3.4
Kingston Greenline Plan (2014)	3.2	
Planning for Rising Waters (2013)	3.3	3.3.3 – 3.3.4
BOA Implementation Plan (2015)	3.1	3.1.1
	3.2	3.2.1
	3.3	3.3.3

Goal # 4: Enhance employment opportunities and promote economic vitality in the City

Existing Plans	Objective(s)	Strategy(ies)
DRI (2018)	4.1 (Schwenk Drive, Small Loan/Grants) 4.4 (Kingstonian)	4.1.1(Schwenk Drive, Small Loan/Grants) 4.4.2(Kingstonian)
Climate Action Plan (2012)	4.14	
Kingston Greenline Plan (2014)	4.1	4.1.1
Planning for Rising Waters (2013)	4.3	4.3.1
BOA Implementation Plan (2015)	4.1	4.1.2 – 4.1.4
	4.3	4.3.1
	4.4	4.4.2
	4.6	4.6.1
	4.7	4.7.2
	4.10	4.10.2
	4.12	4.10.4
4.13	4.12.4	
Uptown Stockade Area Transportation Plan (2009)	4.10	4.13.1
		4.10.2

Goal # 5: Promote an effective and comprehensive transportation system that enhances safety, encourages and enables active mobility for all users of the streets, including children, families older adults and people with disabilities, ensures accessibility, minimizes environmental impacts and encourages community connectivity



Existing Plans	Objective(s)	Strategy(ies)
DRI (2018)	5.1 (Schwenk Drive, Access/Circulation SBD)	5.1.6 —5.1.7 5.1.12 (Schwenk Drive)
	5.2 (Schwenk Drive, Access/Circulation SBD)	5.2.2 (Schwenk Drive) 5.2.2 (Access/Circulation SBD)
	5.3 (Schwenk Drive, Access/Circulation SBD)	5.3.2, 5.3.4 (Schwenk Drive)
	5.4 (Access/Circulation SBD)	
	5.5 (Access/Circulation SBD)	5.5.5 (Access/Circulation SBD)
Climate Action Plan (2012)	5.1 5.2 5.3 5.5	5.1.6 5.1.8 5.2.1 5.2.4 5.3.4 — 5.3.6 5.5.2
Kingston Greenline Plan (2014)	5.1 5.2 5.3 5.4	5.1.7 5.2.6 — 5.2.7 5.3.1 — 5.3.3
Planning for Rising Waters (2013)	5.1 5.2	5.1.6 5.1.8 5.2.1
Transit Integration Study (2017)	5.1 5.5	5.1.1 5.5.1 — 5.5.3 5.5.5 — 5.5.6
BOA Implementation Plan (2015)	5.1 5.2 5.3 5.4	5.1.5 5.1.8 5.2.1 5.2.7 5.3.1
Uptown Stockade Area Transportation Plan (2009)	5.1 5.3 5.4 5.5	5.1.1 5.1.3 — 5.1.4 5.3.2 5.3.4 5.4.1 5.5.2
Quiet Zone/Transportation Study (2006)	5.1	5.1.1—5.1.3
	5.3	5.3.2 5.3.4
	5.4	5.4.5

Goal # 6: Promote further preservation of City historic and Architectural resources and leverage them for further economic development

Existing Plans	Objective(s)	Strategy(ies)
DRI (2018)	6.1 (Schwenk Drive, Frog Alley)	6.1.7(Schwenk Drive) 6.1.2 6.1.4 6.1.5 (Frog Alley)
Climate Action Plan (2012)	6.1	6.1.7
BOA Implementation Plan (2015)	6.1	6.1.4

Goal # 7: Be proactive rather than reactive in improving public infrastructure including City streets, water and wastewater infrastructure, as well as enhanced park facilities

Existing Plans	Objective(s)	Strategy(ies)
DRI (2018)	7.2 (Schwenk Drive, Frog Alley) 7.3 (Dietz Stadium)	7.2.1(Schwenk Drive, Frog Alley) 7.3.1 (Dietz Stadium)
Climate Action Plan (2012)	7.1 7.6	7.1.1—7.1.5 7.6.1—7.6.4
Kingston Greenline Plan (2014)	7.2 7.3	7.2.1
Planning for Rising Waters (2013)	7.1 7.6	7.1.1 — 7.1.5 7.6.1—7.6.4
BOA Implementation Plan (2015)	7.1 7.3	7.1.1 7.1.3—7.1.4
Uptown Stockade Area Transportation Plan (2009)	7.4	7.4.1

Goal # 8: Promote a new planned commercial node in Midtown centered around: Education, the Arts, Entertainment and Ethnic Diversity

Existing Plans	Objective(s)	Strategy(ies)
Climate Action Plan (2012)	8.7	8.7.2
CDBG five-Year Consolidated Plan, Fair Housing and Annual Action Plan (2019)	8.1	8.1.2
	8.3	8.3.2
	8.7	8.7.3
	8.9	

Goal # 9: Encourage continued and vibrant mixed-use land use patterns in Uptown centered around area historic resources and County offices

Existing Plans	Objective(s)	Strategy(ies)
DRI (2018)	9.2, 9.6 (Schwenk Drive) 9.4 (Dietz Stadium) 9.1, 9.2, 9.6, 9.7 (Kingstonian)	9.2.2 (Schwenk Drive) 9.4.2 (Dietz Stadium) 9.6.2, 9.7.1 (Kingstonian)
Climate Action Plan (2012)	9.2 9.3	9.2.2 9.3.4
Kingston Greenline Plan (2014)	9.2	9.2.2
Uptown Stockade Area Transportation Plan (2009)	9.2 9.3 9.5 9.6	9.3.1 9.3.3 9.5.1 9.5.3

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

Existing Plans	Objective(s)	Strategy(ies)
Climate Action Plan (2012)	10.1	10.1.1—10.1.2
Kingston Greenline Plan (2014)	10.1 10.2	10.2.1 10.2.3 — 10.2.4
Planning for Rising Waters (2013)	10.1 10.2 10.5	10.1.1—10.1.4 10.2.4 10.5.2
BOA Implementation Plan (2015)	10.1 10.2 10.4 10.5	10.1.1 10.2.1 — 10.2.2 10.2.4—10.2.5 10.5.1

Goal # 11: Encourage development of a new Hudson Landing mixed-use area consistent with the Hudson Landing Design Manual

The plans reviewed in this section do not directly relate or support the final goal of the Kingston 2025 Comprehensive Plan.

Strategic Community & Economic Development Plan: Kingston 2025 Comprehensive Plan, Stages of Completion

The City of Kingston has already achieved many of the Kingston 2025 Comprehensive Plan strategies. The Comprehensive Plan strategies are grouped below according to whether they have been completed, have been started and are ongoing, are started but not complete, or have not yet been started.

Completed Strategies as defined in Kingston 2025 Comprehensive Plan

Strategy #	Description of Strategy
1.4.2	Review permitting procedure for outdoor events
2.1.2	Expand the City's Rental Registration Program
5.5.1	Partner with UCTC & UCAT to enhance and expand public transportation services and infrastructure throughout Kingston and the surrounding region
5.5.2	Promote the enhancement of a local bus/paratransit system that increases personal mobility and travel choices, conserves energy resources, preserves air quality, and fosters economic growth
6.1.5	Design a walking trail through Historic Districts
7.2.2	Ensure that Kingston's Bluestone and other historic materials are highlighted and protected in transportation and way-finding projects, and that these projects are planned with the potential of historic materials for placemaking central to the process
7.6.3	Encourage residents and businesses to participate in the Solarize Hudson Valley program or other such programs that promote residential and commercial energy efficiency improvements, retrofits or upgrades to reduce the City's overall consumption of electricity
8.7.3	Consider partnering with an established not-for-profit, to fund, construct and operate a community kitchen.
9.7.1	Require active uses on the ground floor (including restaurants and realtors)

Started and On-Going Strategies

as defined in Kingston 2025 Comprehensive Plan

Strategy #	Description of Strategy
1.3.1	Inform the public to the benefits of Urban Agriculture
2.2.1	Provide grants or low-interest loans for home improvements
2.3.1	Promote homeownership by low- and moderate-income households
4.2.4	Actively seeks grants and develop other resources that stimulate investment.
4.3.1	Follow through on the development of a Generic Environmental Impact Statement (GEIS) and Implementation Plan for the Rondout Waterfront
4.8.2	Continue to promote public-private communication and collaboration through an Arts Advisory Council
4.8.3	Continue to build solid working relationships with Neighborhood Business groups and a City-wide business alliance along with regional business organizations such as the Ulster County Regional Chamber of Commerce

4.8.4	Work closely with the Ulster County Office of Economic Development and the Ulster County Business Resource Center to share resources and reduce overlap
4.9.1	Directly, or through partnerships, provide free focused training for English Language Mastery and Computer Literacy
4.10.2	Develop and implement a Comprehensive Signage Plan for the City.
4.13.1	Leverage the efforts of economic development partners
5.1.6	Reduce carbon emissions by reducing vehicle trips (especially single-occupancy), miles traveled and idle times
5.1.7	Expand and capitalize on the city's compact development and classic grid system by encouraging further transit-oriented development and non-motorized transportation modes
5.1.9	Encourage human-scale infill development to present a continuous façade along commercial corridors throughout the city, with purposeful placement of public squares or marketplaces to add texture and diversity to the streetscape
5.2.4	Identify additional funding streams and implementation strategies to retrofit existing streets to include Complete Streets infrastructure
5.4.4	Encourage public safety departments to engage in additional enforcement actions in strategic locations through Community Oriented Policing strategies such as foot/bicycle patrols and neighborhood outreach
5.5.4	Incorporate infrastructure to assist users in employing multiple means of transportation in a single trip in order to increase transportation access and flexibility; examples include, but are not limited to, provisions for bicycle access on public transportation, secure bicycle racks at transit stops, access via public transportation to trails and recreational locations, and so on
5.5.5	Ensure that public transportation facilities and vehicles are fully accessible to people with disabilities
6.1.2	Continue the local historic plaque program through the Landmarks Commission to recognize renovated or well-maintained historic buildings
7.1.3	Reduce stormwater, erosion, upland flooding and combined sewer overflows through green infrastructure, low-impact development and best stormwater management practices
7.2.1	Seek partnerships and seize upon every opportunity to “green” streets, sidewalk spaces, paths, and waterfront areas
7.6.4	Encourage commercial and industrial property owners to use Property Assessed Clean Energy (PACE) financing or other creative financing mechanisms and structures to make energy efficiency and renewable energy upgrades to their buildings
8.3.1	Encourage interesting private signage
8.8.2	Leverage the new SUNY satellite Campus.
9.3.1	Maintain meters and time limits for on-street parking in the Uptown area.
9.4.1	Actively encourage entrepreneurship
9.5.2	Encourage the County to rehabilitate historic structures to fulfill space needs whenever possible
10.2.5	Continue to permit and promote additional cultural and museum uses along the Strand

Started Strategies as defined in Kingston 2025 Comprehensive Plan

Strategy #	Description of Strategy
1.1.1	Concentrate residential density around three mixed-use cores of the City
1.1.2	Require affordable housing for any new or expanded residential building or development project
1.1.4	Allow mixed-uses in the C-2 Districts
1.1.5	Abandon Mixed-Use Overlay District in favor of City-wide standards for adaptive reuse and affordable housing
1.2.2:	Implement the recommendations of the Kingston Climate Action Plan.
1.3.2	Incorporate urban agriculture into the new zoning code
1.3.4	Allow urban agriculture in City parks
1.4.1	Create a cohesive design for public infrastructure and signage that celebrates the qualities of each of the City's primary neighborhoods
1.4.2	Review permitting procedure for outdoor events
2.4.1	Develop form-based policies for infill development on vacant lots to ensure new houses compliment neighboring properties with respect to placement, mass and orientation to the street
3.1.1	Consider lowering density for residential development of remaining outlying undeveloped or underdeveloped areas to 2-3 acres per lot
3.2.1	Support the City's Tree Commission's efforts to ensure the sustainable management of the City's trees
3.3.1	Enact a Hillside Protection Zoning Provision
3.3.5	Develop and adopt a Natural Resources Inventory and Open Space Plan
4.1.1	Support the establishment of Kingston as a Rail Trail hub for Ulster County's system of rail trails by creating linear parks and implementing Kingston Greenline Conceptual plans
4.1.6	Enhance Kingston's reputation as a safe city
4.1.7	Leverage New York State Historic Rehabilitation Tax Credits to Rehabilitate Vacant Obsolete Commercial and Industrial Buildings for new uses
4.2.1	Explore alternatives for addressing the Homestead/Non-Homestead Differential Tax Structure
4.2.2	Explore alternatives for reducing the cost of energy through the use of photo voltaics, geo-exchange, and group purchasing
4.4.2	Encourage mixed use developments on large undeveloped greyfield sites within the City in order to strengthen the fabric of neighborhood centers
4.6.1	Seek money for brownfield cleanup in order to create shovel ready sites
4.7.1	Inventory existing industry clusters and ensure Zoning allows such uses to continue and expand
4.7.2	Identify industries that would complement existing industry clusters and develop business attraction program for such industries
4.10.3	Develop and apply standards for "branding" the city in publications and online sites including taglines such as "historic is just our beginning."
4.12.1	Designate local Type 2 SEQR list
4.12.2	Simplify and illustrate zoning and subdivision regulations
4.12.3	Establish a procedure for change of use
4.12.4	Simplify Code
4.12.5	Develop revised procedures for site plan review which give authority for approval of site plans below certain thresholds to the staff of the Planning Department
5.1.1	Promote and Implement Improvements as recommended by Ulster County
5.1.2	Leverage new I-587, Broadway and Albany Avenue Roundabout as a gateway to the City
5.1.3	Consider intersection improvements to reduce automobile congestion, including single-lane traffic roundabouts or other treatments, while preserving non-motorized mobility

5.1.4	Create and maintain roadway efficiency by reducing congestion without compromising non-motorized mobility
5.1.5	Employ "traffic calming" techniques to reduce speeding and neighborhood cut-throughs
5.1.10	Establish consistent gateway treatments throughout the City's primary entry-points, including ornamental lighting, seasonal banners, tree plantings and landscaped medians
5.1.11	On principal arterials (Broadway, Albany Ave, I-587, etc.), consider traffic calming techniques that preserve LOS while promoting pedestrian/bike safety and activating public spaces and commercial areas
5.2.1	Develop new policies and tools to promote implementation of Complete Streets standards, in partnership with the Complete Streets Advisory Council
5.2.2	Ensure that design standards are incorporated into all City, County, State and Federal projects involving streets/roadways within City, at all stages of planning, design approval, construction and maintenance
5.2.6	5.2.6 Implement the recommendations of the Kingston Greenline Conceptual Plan to convert abandoned railroad beds to multi-use trails providing off-road pedestrian and cyclist routes throughout the City
5.3.1	Prioritize efforts to provide non-motorized bicycle and pedestrian connections between housing, jobs, services, educational facilities and transit locations utilizing existing rail beds and other public lands/ROWs
5.3.2	Identify physical improvements that would make bicycle and pedestrian travel safer and more convenient along current major bicycling and walking routes and the proposed future network, prioritizing routes to and from parks and schools
5.4.2	Collaborate with the Kingston City School District, senior centers, advocacy groups, and public safety departments to provide community education about safe travel for pedestrians, bicyclists, public transportation riders, and others
5.4.3	Use crime prevention through environmental design strategies to increase safety for pedestrians, bicyclists, and other users
5.4.5	Support the Implementation of the recommendations of Ulster County Transportation Council's City Of Kingston / Town Of Ulster Quiet Zone And Pedestrian Safety And Mobility Analysis: 2006
6.1.1	Map existing historic resources and make available to the public
6.1.3	Develop a visible "Kingston Heritage Trail" network
6.1.4	Place significant size markers or signage at the entrances to the Stockade and Rondout Districts to make people aware that they are entering historically important section of the City
6.1.7	Ensure that the Greenline provides entryways into the City's Historic Districts
6.1.8	Simplify the regulatory programs and protections to ease processing of development approvals involving Historic resources
6.3.1	Allow a zoning incentive for adaptive reuse of landmark buildings, should their current use prove untenable
7.1.1	Develop a plan to mitigate both near- and long-term risk to the wastewater treatment facility
7.1.2	Implement and improve the Long Term Control Plan so that combined sewer overflows are reduced
7.3.1	Implement and prioritize the goals and recommendations outlined in the City's Parks and Recreation Master Plan
7.4.1	The City should consider assembling relevant survey and ownership information for parking resources throughout the City, but especially within the core areas and along Broadway
7.6.2	Encourage energy conservation measures in City-led development projects to enhance energy efficiency through combinations of site planning, landscaping, building design and construction practices
8.3.3	Consider adopting form-based codes and aesthetic requirements for homogenous areas of the Midtown.

8.4.1	Consider adopting form-based Overlay District
8.4.3	Streamline Broadway Overlay District design standards
8.9.1	Acknowledge and regulate the traditional mixed uses along Broadway
9.1.1	Create a centrally located plaza for small concerts and events somewhere near the Stockade District
9.2.2	Promotes on-street bike lanes in Uptown
9.3.2	Incentivize cross easements between adjacent non-residential and mixed-use lots
9.3.3	Improve directional signage to public parking lots
9.3.4	Promote smarter and more attractive public and private parking lot design
9.4.2	Seek to attract regional sporting events to Dietz Stadium
9.5.1	Develop directional signage unique to Uptown
9.6.1	Consider terminating Schwenk Drive at Fair Street
9.6.2	Allow for new mixed-use commercial to extend down the Fair Street and/or Westbrook Lane
9.6.3	Allow residential or expanded commercial use of Kingston Plaza
10.1.2	Evaluate the use of natural buffers and green shoreline infrastructure to reduce flood risk and erosion and conserve natural resource functions
10.1.3	Require that any proposed new private structures or major renovations with proposed ground floor elevations lower than 13 feet above 2014 mean sea level be constructed to FEMA standards for construction in flood zones
10.1.4	Require that any proposed new public structures or infrastructure or major renovations be constructed to withstand flood elevations of 14 feet above 2014 mean sea level
10.2.1	Continue to build upon the existing Kingston Point Park for new recreation facilities
10.2.3	Provide continuous public access to the Hudson River Waterfront from Block Park to Kingston Point and on to the Town of Ulster via the future Hudson Landing Promenade
10.5.1	Develop Design Guidelines for the Rondout

Not Started Strategies

as defined in Kingston 2025 Comprehensive Plan

Strategy #	Description of Strategy
1.1.3	Require newly constructed multifamily units meet ADA standards and enhanced accessibility standards
1.2.1	Provide local incentives for the incorporation of solar panels
1.3.1	Inform the public to the benefits of Urban Agriculture
1.3.3	Institute design review for urban agriculture projects
1.4.3	Encourage/require that businesses stay open during evening hours
2.1.1	Significantly increase the penalties for illegal conversion of one-, two-, and three family residential uses to multifamily
2.2.2	Require stricter property maintenance laws for residential uses
2.5.1	Development of institutional supports for urban agriculture activities by community groups
3.3.2	Continue to promote narrow widths for rural roads in the City
3.3.3	Enact Surface Water Protection Regulations
3.3.4	Undertake sea level rise and flooding assessment of the Esopus Creek
4.1.2	Develop a public-private partnership for conserving parks, open space, and other amenities that enhance the public spaces of the city

4.1.3	Promote awareness of the city's location on the NYS Thruway, on a major rail corridor, as a port on the Hudson River, near major airports in Albany, Newburgh, and NYC and near to the Amtrak station in Rhinecliff
4.1.4	Take advantage of the proximity to the Hudson, Rondout, and Esopus waterways, Shawangunk and Catskill Mountains and other natural resources
4.1.5	Advocate for high standards in education
4.2.3	Explore opportunities for the City to serve as a public utility for fiber optic connectivity and geoexchange
4.3.2	Continue to support the development of shovel-ready business and light industry parks to attract new industries and allow existing industries to expand within the City of Kingston
4.4.1	Provide incentives for the renovation of vacant upper story space for residential use through New York Main Street and other State and federal grants
4.5.1	Explore opportunities for installing Fiber Optic (FIOS) infrastructure along corridors such as rail trail or main streets
4.8.1	Establish a Comprehensive City Directory of Businesses
4.10.1	Promote Kingston as a Destination on a Route 87 Billboard
4.10.4	Promote trolley service along waterfront and to City points of interest and leverage tourist rail service.
5.1.12	Work jointly with UCTC & UCAT to provide destinations and activities that can be reached by public transportation and are of interest to public transportation dependent populations, including youth, older adults, and people with disabilities
5.1.13	Maintain roadway efficiency with balanced roadway regulations
5.2.3	Modify local funding criteria to ensure that existing and future transportation funding is available for Complete Streets projects/improvements
5.2.5	Consider conversion of I-587 to a State Highway of reduced scale
5.3.3	Identify safety/accessibility improvements to pedestrian and bicycle routes used to access public transportation stops; collaborate with Kingston Citibus and UCAT to relocate stops where advisable
5.3.4	Identify safety challenges for pedestrians, bicyclists, or other users through methods such as walkability/bikeability audits; analyze data; and develop solutions to safety issues
5.3.5	Prioritize modifications to the identified locations and identify funding streams and implementation strategies, including which features can be constructed as part of routine street projects
5.3.4	Develop programs to encourage bicycle use, such as enacting indoor bicycle parking policies to encourage bicycle commuting, or testing innovative bicycle facility design
5.4.1	Beautify intersections at major City Gateways
5.5.3	Work jointly with UCTC & UCAT to provide destinations and activities that can be reached by public transportation and are of interest to public transportation dependent populations, including youth, older adults, and people with disabilities
5.5.6	Support the Implementation of the recommendations of Ulster County Transportation Council's City Of Kingston / Town Of Ulster Quiet Zone And Pedestrian Safety And Mobility Analysis: 2006
6.1.6	Develop phone apps with information about the landmarks in a district so that people are both informed and entertained
6.2.1	Develop procedures to coordinate and streamline review functions by multiple agencies
6.3.2	Task Landmarks Commission with Assistance to local Landmark Owners
7.1.4	Promote natural vegetation, swales, rain gardens, and similarly environmental conscious landscape practices

7.1.5	Protect and maintain the quality of water service and all utility services provided by the City of Kingston
7.5.1	Through the consortium, establish ongoing procedures and regular communication mechanisms with the utilities, including but not limited to quarterly meetings, to coordinate facility maintenance and expansion with local land development
7.5.2	Provide timely effective notice to the utilities to encourage coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads and sidewalks
7.5.3	Promote, when reasonably feasible, co-location of new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize disruptions and reduce the cost of utility delivery
7.5.4	Require the Utilities to provide notification to the City prior to any maintenance or removal of vegetation in City right-of-way
7.5.5	Ensure that all maintenance, repair, installation, and replacement activities by the Utilities are consistent with the City's land use regulations and environmental ordinances
7.5.6	Prior to seeking City approval for facilities, the Utilities are encouraged to solicit community input of the siting of proposed facilities which may have a significant adverse impact on the surrounding community
7.6.1	Engage in efforts to advance the use of microgrids and other future electrical generation and distribution technologies that will increase the reliability and resiliency of the electrical grid used by the City, its residents and businesses
8.1	Create Incentives for public spaces
8.2	Acquire vacant lots and blighted properties for public spaces and urban agriculture
8.3.1	Consider the development of a new City Park
8.1.4	Consider demand and suitability of obsolete warehouses for conversion to an indoor recreational use
8.2.1	Relocate the Police Headquarters or a substation to Midtown
8.2.2	Incorporate basic "safe streets" design criteria for new or amended site plan applications within the Midtown Neighborhood
8.3.2	Administer façade improvement program through Community Development Agency (CDA) or Local Development Corporation.
8.6.1	Adjust regulations for artist lofts and expand them to include live-work lofts as well
8.7.1	Promote outdoor dining
8.7.2	Encourage or construct a regional farmers market
8.8.1	Focus future governmental and educational facilities along side streets or blocks behind Broadway.
9.2.3	Prohibit on-street deliveries from 8 AM or after 9 PM
9.5.3	Promote uniform streetscape improvements throughout Uptown
9.6.4	Provide a trail along the Esopus Creek
9.7.2	Provide more concrete design standards for development in the Stockade Area
10.1.1	Develop a Kingston Waterfront Long-term Resiliency Plan
10.2.2	Promote appropriate private redevelopment of Island Dock, as governed by sound planning for sea level rise, along with construction of a new passive/interpretive park at its eastern tip
10.2.4	Consistent with City-wide recommendations for complete streets, promote the conversion of area roadways to a "complete street."
10.3.1	Promote additional use of Rondout public recreational facilities during cold-weather months, and encourage area restaurants to participate

Strategic Community & Economic Development Plan: Zoning Update-Form Based Code

The City of Kingston is currently in the process of preparing a RFP for a complete and comprehensive update of the existing zoning code. A new Zoning Task Force formed in 2019 will review the zoning update process and develop a scope of work for the consultant. The goal of the zoning update is to move toward a Form Based code, which allows a more efficient, effective and flexible system for the redevelopment of the city. By adopting a Form Based Code, the City of Kingston will have a set of design regulations that better help the city achieve its community goals and vision. Many of the Comprehensive Plan strategies will be accomplished with the zoning update. These strategies are listed in the table below.

Strategy #	Strategy Description
1.1.1	Concentrate residential density around three mixed-use cores of the City
1.1.2	Require affordable housing for any new or expanded residential building or development project
1.1.4	Require newly constructed multifamily units meet ADA standards and enhanced accessibility standards
1.1.5	Abandon Mixed-Use Overlay District in favor of City-wide standards for adaptive reuse and affordable housing
1.3.2	Incorporate urban agriculture into the new zoning code
2.4.1	Develop form-based policies for infill development on vacant lots to ensure new houses compliment neighboring properties with respect to placement, mass and orientation to the street
3.1.1	Consider lowering density for residential development of remaining outlying undeveloped or underdeveloped areas to 2-3 acres per lot
3.3.1	Enact a Hillside Protection Zoning Provision?
4.12.1	Designate local Type 2 SEQR list
4.12.2	Simplify and illustrate zoning and subdivision regulations
4.12.3	Establish a procedure for change of use
4.12.4	Simplify Code
4.12.5	Develop revised procedures for site plan review which give authority for approval of site plans below certain thresholds to the staff of the Planning Department
6.3.1	Allow a zoning incentive for adaptive reuse of landmark buildings, should their current use prove untenable?
8.3.3	Consider adopting form-based codes and aesthetic requirements for homogenous areas of the Midtown.
8.4.1	Consider adopting form-based Overlay District
8.4.2	Consider reducing the linear footage of commercial frontage on Broadway
8.4.3	Streamline Broadway Overlay District design standards
8.9.1	Acknowledge and regulate the traditional mixed uses along Broadway
10.1.3	Require that any proposed new private structures or major renovations with proposed ground floor elevations lower than 13 feet above 2014 mean sea level be constructed to FEMA standards for construction in flood zones
10.1.4	Require that any proposed new public structures or infrastructure or major renovations be constructed to withstand flood elevations of 14 feet above 2014 mean sea level
10.5.1	Develop Design Guidelines for the Rondout

Strategic Community & Economic Development Plan: Downtown Revitalization District (DRI)

In 2018, the City of Kingston was awarded \$10 million toward the revitalization of the Uptown Stockade Business District. Six of the twelve proposed projects were selected. Completion of these six projects will support and/or achieve several of the Comprehensive Plan Strategies. The first table below shows which goals and strategies are aligned with a funded DRI project. The second table includes the unfunded DRI projects along with the Comprehensive Plan Strategies that relate to these proposals.

Funded DRI Projects with Aligned Goals and Strategies from Kingston 2025 Comprehensive Plan

Redesign Schwenk Drive	
<u>Goals:</u>	<u>Strategies:</u>
1.2	1.2.2
4.1	4.1.1
5.1	5.1.6
5.2	5.1.7
5.3	5.1.12
6.1	5.2.2
7.2	5.2.7
9.2	5.3.2
9.6	

Upgrade Dietz Stadium and Andretta Pool	
<u>Goals:</u>	<u>Strategies:</u>
2.5	4.1.2
4.1	7.3.1
7.3	9.4.2
9.4	

Create Public Open Space in Frog Alley	
<u>Goals:</u>	<u>Strategies:</u>
2.5	6.1.2
6.1	6.1.4
7.2	6.1.5
	7.2.1

Establish a Stockade Business District Small Grants and Loans Program	
<u>Goals:</u>	<u>Strategies:</u>
2.2	2.2.1
2.3	2.3.1
4.1	

Incorporate Public Improvements into the Kingstonian Uptown Revitalization Project	
<u>Goals:</u>	<u>Strategies:</u>
1.1	1.1.1
4.4	1.1.4
4.10	4.4.2
4.13	4.13.1
9.1	9.1.1
9.2	9.6.2
9.6	9.7.1
9.7	

Improve Access and Circulation within the Stockade Business District	
<u>Goals:</u>	<u>Strategies:</u>
5.1	5.1.3
5.2	5.1.4
5.3	5.1.5
5.4	5.2.2
5.5	5.3.1
	5.3.2
	5.3.4
	5.5.5

Un-Funded DRI Projects with Aligned Goals and Strategies from Kingston 2025 Comprehensive Plan

Improve Access to Academy Green Park	
<u>Goals:</u>	<u>Strategies:</u>
2.5	5.1.11
5.1	6.1.3
6.1	6.1.5
7.3	6.3
	7.3.1

Conduct a structural investigation and updated mapping procedure for the Kingston Uptown Levee	
<u>Goals:</u>	<u>Strategies:</u>
3.3	3.34

Repair the Volunteer Firemen’s Hall and Museum	
<u>Goals:</u>	<u>Strategies:</u>
4.13	4.13.1
6.1	
6.3	

Implement Kingston Wayfinding Plan	
<u>Goals:</u>	<u>Strategies:</u>
1.4	1.4.1
4.10	4.10.2
6.1	6.1.4
9.3	9.3.3
9.5	9.5.1

Launch an Uptown Print and Digital Media Marketing Campaign	
<u>Goals:</u>	<u>Strategies:</u>
4.8	4.8.3
4.10	4.10.3
6.1	6.1.8

Strategic Community & Economic Development Plan: Priority Areas and Strategies

The Kingston 2025 Comprehensive Plan includes goals on the following:

- sustainable land use
- maintenance and improvement of neighborhoods outside the central mixed use areas
- preservation of constrained land as open space, agriculture or very low-density residential clustered development as appropriate
- enhancing the economy and employment opportunities
- improving the transportation system to better serve all users and to minimize environmental impact
- the preservation of historic and architectural resources, and leveraging them for economic development
- investing in infrastructure and public spaces
- actions to increase commercial, educational, and cultural activity in Midtown
- encouraging mix-use land patterns in Uptown and the Roundout
- aligning development of Hudson Landing parcel with the Hudson Landing Design Manual.

Through a methodical process of review and analysis of cross-referencing existing local and county plans, and interviews with city staff, four priority areas were identified. For each priority area specific strategies from the Kingston 2025 Comprehensive Plan that support the achievement of these priorities have been highlighted and listed. In the following section of this plan, there is an action plan for each highlighted strategy.

1. Increase Supply of Quality Housing Units – The 2025 Kingston Comprehensive plan states, “housing choices for residents of all incomes should be provided throughout the City...” Expanding the amount of quality housing for all income levels is a priority for the City of Kingston.

Strategy #	Strategy Description
1.1.2	Require affordable housing for any new or expanded residential building or development project
2.2.1	Provide grants or low-interest loans for home improvements
2.3.1	Promote homeownership by low- and moderate-income households

2. Community Resiliency- A community’s resilience is its ability to respond and recover from an event and to thrive into the future. The strength of a community’s infrastructure system, social capital, fiscal soundness and the built environment determine its resilience. In order to increase resiliency, vulnerabilities need to be identified, and mitigation measures put into place that ultimately strengthen the community.

Strategy #	Strategy Description
1.2.2	Implement the recommendations of the Kingston Climate Action Plan
1.3.1	Inform the public to the benefits of Urban Agriculture
3.3.3	Enact Surface Water Protection Regulations
7.1.1	Develop a plan to mitigate both near- and long-term risk to the wastewater treatment facility
7.1.3	Reduce stormwater, erosion, upland flooding and combined sewer overflows through green infrastructure, low-impact development and best stormwater management practices
10.1.1	Develop a Kingston Waterfront Long-term Resiliency Plan.

3. *Access to Living Wage Jobs* – As stated in Goal 4 of the 2025 Kingston Comprehensive Plan, the City of Kingston should, “Enhance employment opportunities and promote economic vitality in the City.”

Strategy #	Strategy Description
4.3.2	Continue to support the development of shovel-ready business and light industry parks to attract new industries and allow existing industries to expand within the City of Kingston.
8.8.2	Leverage the new SUNY satellite Campus.

4. *Complete Streets* - As stated in Goal 5 of the 2025 Kingston Comprehensive Plan, the City of Kingston should, “promote an effective and comprehensive transportation system that enhances safety, encourages and enables active mobility for all users of the streets including children, families, older adults, and people with disabilities, ensures accessibility, minimizes environmental impacts and encourages community connectivity.”

Strategy #	Description of Strategy
5.1.1	Promote and Implement Improvements as recommended by Ulster County
5.1.6:	Reduce carbon emissions by reducing vehicle trips (especially single-occupancy), miles traveled and idle times
5.1.8:	Promote "green streets" designs to reduce stormwater runoff, combat air pollution, reduce area temperatures and save money on maintenance and repair
5.2.1	Develop new policies and tools to promote implementation of Complete Streets standards, in partnership with the Complete Streets Advisory Council <u>SIMILAR TO:</u> Strategy 10.2.4: Consistent with City-wide recommendations for complete streets, promote the conversion of area roadways to a "complete street." (Specific to Roundout)
5.3.1	Prioritize efforts to provide non-motorized bicycle and pedestrian connections between housing, jobs, services, educational facilities and transit locations utilizing existing rail beds and other public lands/ROWs
5.3.2	Identify physical improvements that would make bicycle and pedestrian travel safer and more convenient along current major bicycling and walking routes and the proposed future network, prioritizing routes to and from parks and schools
5.3.4	Identify safety challenges for pedestrians, bicyclists, or other users through methods such as walkability/bikeability audits; analyze data; and develop solutions to safety issues
5.3.5	Prioritize modifications to the identified locations and identify funding streams and implementation strategies, including which features can be constructed as part of routine street projects
5.5.2	Promote the enhancement of a local bus/paratransit system that increases personal mobility and travel choices, conserves energy resources, preserves air quality, and fosters economic growth
9.2.2	Promotes on-street bike lanes in Uptown

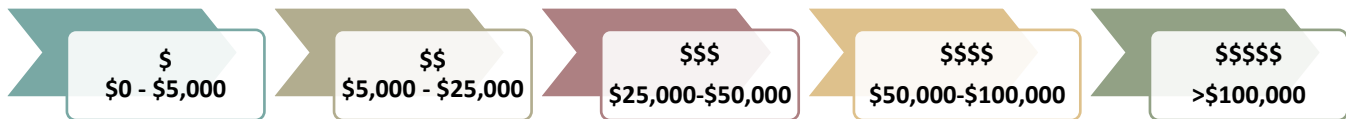
Strategic Community & Economic Development Plan: ACTION PLANS

The following action plans support implementation of the Kingston 2025 Comprehensive Plan, adopted in 2016. Each Comprehensive Plan strategy that has been determined to be a priority is given an individual action plan, which includes a series of recommended programs or actions, a responsible party, and potential collaborating organizations.

Each program or action is assigned an anticipated implementation timeframe:



Where applicable, responsible parties, cost amount and funding sources are also listed. Cost amounts are estimated according to the following breakdown:



Staff time

The staff time associated with many of these activities may in turn be covered by consultants; however those costs are undetermined without a full scope of work.

The individual action plans are intended to be working documents that are amended and updated as work progresses.

Strategy 1.1.2: Require affordable housing for any new or expanded residential building or development project.

Related Plans: CDBG Fair Housing

Primary Responsibility: City Council

Collaborating Organization(s) Group(s): Planning Board, Planning Department, RUPCO, Kingston City Land Bank, Office of Economic & Community Development (OECD)

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Quantify needs for affordable housing	Immediate: 1 year	City Council, Planning Department, Kingston City Land Bank	\$\$ Staff time	CDBG Community Plan
	2. Study of best practices: what percentage of new or expanded developments should be allotted to affordable housing	Immediate: 1 year	Planning Department	Staff time	
Modify & Develop Policy	3. Pass a mandatory affordable housing ordinance	Immediate: 1 year	City Council, Legal Counsel	Staff time	

Strategy 1.2.2: Implement the recommendations of the Kingston Climate Action Plan

Related Plans: DRI, Climate Action Plan, Planning for Rising Waters, BOA

Responsibility: Office of Sustainability, Kingston Climate Smart Committee

Collaborating Organization(s) Group(s): Mayor’s Office, City Council

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Prioritize actions	Immediate: 1 year	City of Kingston Sustainability office, Kingston Climate Smart Committee	Staff time	
	2. Develop phased approach				
	3. Create action plans				
Resources, Support & Financing	4. Leverage new development to create a funding stream for resiliency measures through fee structure	Medium-term: 6-10 years	Planning Department, Mayor and City Council	Staff time	Revenue generating activity
	5. Research and apply for grants	Medium-term: 6-10 years	Office of Grants Management, Kingston Climate Smart Committee, Sustainability Coordinator	Staff time	-Environmental Protection Fund (EPF) -DEC Hudson River Estuary Grants -FEMA Preparedness Grants -FEMA Hazard Mitigation Assistance -EPA Smart Growth Grants -NY Dept of State, LWRP
Enact & Implement	6. Implement individual initiatives*	Ongoing	Kingston Climate Smart Committee, Sustainability Coordinator	Cost of individual initiatives	-Developer Impact Fees -EPF -DEC -FEMA -EPA

*The Kingston Climate Smart Committee is well underway on implementation of the Kingston Climate Action Plan. The mayor and city council should continue to support the committee with staff and other resources.

Updates here:

https://www.kingston-ny.gov/filestorage/8463/13525/Sustainability_2018_Annual_Report.pdf

Strategy 2.2.1: Provide grants or low-interest loans for home improvements

Related Plans: DRI, CDBG Fair Housing

Primary Responsibility: Office of Economic & Community Development (OECD)

Collaborating Organization(s) Group(s): Kingston Local Development Corp (KLDC), Kingston City Land Bank, RUPCO, NYS Homes and Community Renewal (HCR), Sustainability Coordinator, and Office of Grants Management, NYSERDA, banks and lending institutions

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Communication & Education	1. NYSERDA energy efficiency program workshop and outreach, create links to program on city website	Ongoing	Sustainability Coordinator with NYSERDA, RUPCO	Staff time	-NYSERDA grants -CDBG -Division of Housing and Community Renewal -Housing Trust Fund Program -Low Income Tax Credit -Housing Development Trust Fund -NYS AHC -DRI
Resources, Support & Financing	2.CDBG Housing rehabilitation program	Immediate: 1 year	OECD, RUPCO	Staff time	
	3. Research other funding opportunities and apply	Ongoing	Office of Grants Management	Staff time	
Administer Funding	4. Administer DRI funding for Stockade Business District Small Grants and Loans Program	Immediate: 1 year	OECD	Staff time	
	5. Continue existing housing grant support programs Residential Rehabilitation Program (RRP) and Emergency Repair Program (ERP)	Ongoing	KLDC, RUPCO		

Strategy 2.3.1: Promote homeownership by low – and moderate – income households

Related Plans: DRI, CDBG Fair Housing, Kingston City Land Bank

Responsibility: Office of Economic and Community Development (OED), Kingston City Land Bank

Collaborating Organization(s) Group(s): RUPCO, Board of Assessment Review, Chamber of Commerce, State of NY Mortgage Agency (SONYMA), Department of Communications and Community Engagement (DCCE), marketing company to assist with “Kingston Living”

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Modify & Develop Policy	1. Create tax exemption for seniors and lower-income households facing foreclosure	Immediate: 1 year	Kingston City School District, City Council		
	2. Work with the City of Kingston Human Rights Council toward the development of housing policy initiatives	Immediate: 1 year	Mayor, Human Rights Council, City Council		
Communication & Education	3. Technical assistance program for home improvements	Ongoing	Kingston City Land Bank		
	4. Workshops on homeownership loan opportunities and rent-to-own agreements	Ongoing	Kingston City Land Bank , RUPCO		
	5. Link on city website to loan opportunities (e.g., SONYMA)	Ongoing	OEDC	Staff time	
	6. Market campaign to attract young professionals to Kingston	Ongoing	DCCE, marketing company	Staff time	
Resources, Support & Financing	7. Offer grant and home loan opportunities to qualified residents	Ongoing	OEDC	Staff time	-SONYMA -NYS AHC
	8. Fair Housing Plan to assess housing development needs	Short-term: 2-5 years		Staff time	-CDBG
	9. Support the Kingston City Land Bank, include in annual city budget and apply for supportive grants	Ongoing	Mayor, City Council		Private/Public: -National Mortgage Settlement Funds -NYS Attorney General -Rural LISC
	10. Establish sustainable funding stream	Ongoing	Kingston City Land Bank		-Sale of properties

Strategy 3.3.3: Enact Surface Water Protection Regulations

Related Plans: Climate Action Plan, Planning for Rising Waters, BOA Implementation Plan

Primary Responsibility: City Council, Water Department

Collaborating Organization(s) Group(s): DPW, Kingston Land Trust, Office of Grants Management

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Participate in NY State Drinking Water Source Protection Program (DWSP2). With support of DWSP2 consultant develop protection plan*. Alternatively, contact regional planning organization and ask for assistance with source water protection plan and development	Immediate: 1 year (pending grant/program availability)	City Council, Water Department, Office of Grants Management	Staff time	
	2. Acquire land or conservation easements to protect source water	Short-term: 2-5 years		Staff time	-Water Quality Improvement Project (WQIP)
	3. Follow DWSP2 Guidance steps: "Form a stakeholder group -To oversee the process and ensure the community is involved. <ul style="list-style-type: none"> Establish goals and formulate a vision- Designed to be unique to the community and guide their drinking water source protection planning. Develop an overview of the water system- Beginning of the technical portion of the plan. Communities will need to gather basic information about their systems, including analyses of both water quality and water quantity. Update the drinking water source protection map- Inventory potential contaminant sources and create protection areas to help communities identify areas needing protection. The guidance provides a methodology to delineate protection areas for either surface water (lakes, reservoirs, and rivers) or groundwater sources of public drinking water. Prioritize potential contaminants and evaluate risk- The guidance provides communities with information to assess risk of potential contaminant sources to aid in the prioritization process. Identify protection methods- The guidance provides information on both regulatory and non-regulatory protection methods communities can choose to use, such as intermunicipal agreements and encouraging best management practices, to protect their source of drinking water. Develop an implementation timeline- Once protection measures are identified, the next step is for the community to develop a timeline of how they are going to implement the protection measures and make use of the different funding sources that are currently available. Designate a plan management team- This team is responsible for ensuring the community-specific drinking water source protection plan is completed, and the previously identified protection methods are being implemented. Create a revision schedule- To be successful, a community's protection plan needs to be kept up-to-date. The guidance document recommends methods to track changes in the community and ensure the protection plan is updated on a regular basis" source: https://www.dec.ny.gov/docs/water_pdf/dwsp2factsmay2019.pdf				

*DWSP2 application period is currently closed. Check back to see if it reopens at future date.

Strategy 4.3.2: Continue to support the development of shovel-ready business and light industry parks to attract new industries and allow existing industries to expand within the City of Kingston*

Primary Responsibility: Mayor’s Office, City Council, Office of Economic and Community Development (OECD), Office of Grants Management

Collaborating Organization(s) Group(s): Kingston Local Development Corp. (KLDC), Ulster County Government, IDA, Planning Board, Zoning Board, DPW, City Engineering Office

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Inventory possible shovel ready sites including mapping and analysis of capacity	Immediate: 1 year	KLDC, IDA	\$\$	
	2. Prioritize sites based on criteria: city owned, cost to be shovel ready, access to other amenities, transportation access, impact on nearby community	Immediate: 1 year			
Modify & Develop Policy	3. Prepare Generic Environmental Impact Statement (GEIS) for shovel ready sites	Short-term: 2-5 years	City Council, Developer, Planning Department, Legal Counsel	Staff time	
Physical Improvements & Build	4. Extend utilities/improve sites (sewer, water, and natural gas lines and other amenities)	Short-term: 2-5 years	DPW, City Engineering Office, developer	Staff time \$\$\$\$-\$\$\$\$\$	
Communication & Education	5. Utilize NY State “Shovel Ready Self Evaluation” checklist to ensure sites are ready	Short-term: 2-5 years	KLDC, IDA		
	6. Seek “Shovel Ready Site” certification as a way to be featured on NY State website and attract businesses	Short-term: 2-5 years			

*It is important that this strategy is in line with Ulster County and regional economic development plans, such as NYS Regional Economic Development Council and the Hudson Valley Regional Council

Strategy 5.1.1: Promote and Implement Improvements as recommended by Ulster County

“The City supports the County's plans for improvement to several key corridors within the City as discussed in previous studies including: Washington Avenue Corridor Study, Ulster County Non-motorized Transportation Plan, Uptown Stockade Area Transportation Plan, I-587 Intersection Study, City of Kingston/Town of Ulster Quiet Zone and Pedestrian Safety and Mobility Analysis, and Route 32/Fair St Intersection Alternatives Analysis.”

Related Plans: DRI, Transit Integration Study, Uptown Stockade Area Transportation Plan, Quiet Zone/Transportation Study, Others

Responsibility: DPW, Office of Economic and Community Development (OECD)

Collaborating Organization(s) Group(s): Mayor’s Office, City Engineering Office, Planning Department Ulster County, NYS DOT, Office of Grants Management

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Review Ulster County plans (above) and others	Immediate: 1 year	Planning Department, City Engineering Office, DPW, OECD	Staff time	
	2. Identify which county plans best align with the City priorities: community resiliency, complete streets, access to living wage jobs	Immediate: 1 year	Mayor’s Office, Planning Department	Staff time	
	3. Prioritize and create a 10-year schedule for implementation of plans and projects	Immediate: 1 year	Planning Department, City Engineering Office, DPW, OECD	Staff time	
Resources, Support & Financing	4. Identify funding sources for each project	Short-term: 2-5 years	Office of Grants Management	Staff time	
Physical Improvements & Build	5. Make improvements	Medium-term: 6-10 years	Consultants, Project Managers	Staff time \$\$\$- \$\$\$\$	-NYS DOT

Strategy 5.1.6: Reduce carbon emissions by reducing vehicle trips (especially single-occupancy), miles traveled and idle times

Related Plans: DRI, Climate Action Plan, Planning for Rising Waters

Responsibility: Climate Smart Kingston Commission

Collaborating Organization(s) Group(s): Planning Department, City Council, Kingston Land Trust, DPW, City Engineer, Kingston Parks and Recreation, Sustainability Coordinator, Ulster County Transportation Council (UCTC), Department of Health and Wellness

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Modify & Develop Policy	1. Update zoning to increase residential density in business districts (Strategy 1.1.1)	Immediate: 1 year	Planning Department & City Council	Staff time	
Research & Planning	2. Update and finalize Kingston Greenline Plan, develop phased approach toward implementation	Immediate: 1 year	Kingston Land Trust, Kingston Parks and Recreation	\$\$\$	
	3. Pedestrian and Bicycle Master Pan	Immediate: 1 year	Department of Health and Wellness	\$\$\$\$	-NYS EFC Grants (secured \$60,000)
Working with Partners	4. Increase ridership of public buses (see Strategy 5.5.1 Action Plan)	Short-term: 2-5 years	UCTC		
Physical Improvements & Build	5. Install EV charging stations	3 stations have been installed, more are planned	Sustainability Coordinator, Project Manager, Consultant	Staff time	-STATE: DEC Municipal Parking Lot EV Charging Station
	6. Build out Kingston Greenline Plan and Pedestrian and Bicycle Master Plan following a phased approach	Medium-term: 6-10 years	Kingston Land Trust, DPW & City Engineer, Project Manager, Consultant	Staff time	-Developer Impact Fees -NYDOT -Private Funders -Hudson River Valley Greenway Empire State Trail
	7. Install and maintain road paint and signs marking bike lanes & sharrows following Kingston Connectivity #6 Midtown Shared Streets	Ongoing	DPW, Project Manager, Consultant	\$\$\$\$\$	-NYSERDA (secured \$160,000) -CDBG (secured \$42,500) -Central Hudson (secured, for Cornell Street only \$100,000)

Strategy 5.1.8: Promote "green streets" designs to reduce stormwater runoff, combat air pollution, reduce area temperatures and save money on maintenance and repair

Related Plans: Climate Action Plan, Planning for Rising Waters, BOA

Primary Responsibility: Office of Sustainability

Collaborating Organization(s) Group(s): DPW, Office of Grants Management, City Council, Planning Office City Engineer, Building Safety and Zoning Enforcement, NYS Department of Environmental Conservation (DEC), Ulster County and NYS DOT

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Inventory appropriate locations/priorities for green infrastructure	Immediate: 1 year	Office of Sustainability, Planning Department, City Engineer & DPW	Staff time	
	2. Use street maintenance and repair schedule to develop coincident schedule for installation of green infrastructure city-wide	Immediate: 1 year		Staff time	
	3. Green infrastructure code review (Rockland example)	Immediate: 1 year	Planning Department, Consultant	Staff time \$\$\$	-Hudson River Watershed Alliance
	4. Broadway Streetscape Project complete design and submit bid for project	Immediate: 1 year	Office of Grants Management	Staff time	-NYSDOT, NYSERDA, NYSDEC, NYSEFC
Modify & Develop Policy	5. Modify parking lot and street width standards as well as curb requirements to support impervious surfaces	Immediate: 1 year	Planning Department & City Council, consultant, DPW	Staff time \$\$\$\$\$ (part of zoning update)	
	6. Ensure new zoning code*requires impervious surfaces and runoff reduction, and encourage green infrastructure on developments over a certain sq. footage	Immediate: 1 year			
	7. Adopt green infrastructure ordinance	Immediate: 1 year	City Council		
Physical Improvements & Build	8. Midtown Parking Lot Green Infrastructure Upgrades	Short-term: 2-5 years	Office of Grants Management, Project Manager, Consultant, Office of Sustainability	Staff time	-NYS EFC Grants (secured \$1.2 million)
	9. Broadway Streetscape Project	Short-term: 2-5 years		Staff time	-NYS EFC Grants (secured NYSDOT-\$2,001,500 NYSERDA-\$844,000 NYSDEC-\$850,000 NYSEFC-\$1,400,000)

*This action should occur with current zoning update

Strategy 5.2.1: Develop new policies and tools to promote implementation of Complete Streets standards, in partnership with the Complete Streets Advisory Council

Related Plans: Climate Action Plan, Planning for Rising Waters, BOA

Primary Responsibility: Planning Department, DPW, Complete Streets Advisory Council, City Council

Collaborating Organization(s) Group(s): City Engineering Office, Mayor’s Office, Neighborhood/civic groups, Project Manager, Consultant

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Research Complete Streets best practices, meet with leaders in other communities to learn about their process	Immediate: 1 year	Complete Streets Advisory Council		
Physical Improvements & Build	2. Develop pilot projects for purpose of demonstration, building political will, and working out issues	Immediate: 1 year	Planning Department, City Engineer, DPW, Project Manager	Staff time	-Highway Safety Improvement Program (HSIP)
Modify & Develop Policy	3. Ensure new zoning* is aligned with Complete Street initiatives	Immediate: 1 year	City Council	\$\$\$\$ (part of zoning update)	
	4. Modify Kingston’s street design manual to support Complete Street initiatives	Short-term: 2-5 years			
Communication & Education	5. Train DPW employees, and all relevant city staff (engineers, planners, etc.) Complete Streets initiatives	Short-term: 2-5 years	Complete Streets Advisory Council, consultant	\$\$	-Ulster County
	6. Communicate to public through the city website, public announcements, street signage, about the improvements related to Complete Street initiatives	Ongoing	Department of Communications and Community Engagement	Staff time	
Working With Partners	7. Work with state and county to ensure maintenance, upgrades, and new street projects are aligned with the Complete Street initiatives	Ongoing	Planning Department, City Engineer	Staff time	Transportation Alternatives Program Set-Aside

*This action should occur with current zoning update

Strategy 5.3.1: Prioritize efforts to provide non-motorized bicycle and pedestrian connections between housing, jobs, services, educational facilities and transit locations utilizing existing rail beds and other public lands/ROWs

Related Plans: DRI, Kingston Greenline Plan, BOA

Primary Responsibility: Appointed Committee

Collaborating Organization(s) Group(s): Greenline Trails, Complete Streets Commission, NYS/Ulster County DOT, Ulster County Transportation Council, Ulster County Planning Department, Cornell Cooperative, Kingston Land Trust, Office of Grants Management

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Working With Partners	1. Appoint committee to support and monitor this initiative	Immediate: 1 year	Mayor		
	2. Identify/recruit partners: Ulster County Transportation Council, NYS DOT, Complete Streets Commission, Kingston Land Trust, Cornell Cooperative	Immediate: 1 year	Appointed committee working with collaborating organizations listed above		
	3. Meet regularly with partners to plan and implement street, sidewalk, and trail improvements	Ongoing			-Safe Route to School/Transportation Alternatives
Research & Planning	4. Inventory current conditions of non-motorized infrastructure (see 5.3.2, 5.3.4 Action Plan)	Immediate: 1 year			
	5. Develop measures of performance, decide on hard figures to document (e.g., miles of bike lanes, public transportation use, improved sidewalks and crosswalks, etc.)	Immediate: 1 year			
	6. Use measures and current conditions to mark progress and direct future work	Ongoing			
Resources, Support & Financing	7. Set a goal for financing project and apply for funding opportunities	Ongoing	Office of Grants Management, Appointed committee	Staff time	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf

Strategy 5.3.2: Identify physical improvements that would make bicycle and pedestrian travel safer and more convenient along current major bicycling and walking routes and the proposed future network, prioritizing routes to and from parks and schools

AND

Strategy 5.3.4: Identify safety challenges for pedestrians, bicyclists, or other users through methods such as walkability/bikeability audits; analyze data; and develop solutions to safety issues

Related to 5.4.2, 5.4.3

Related Plans: DRI, Climate Action Plan, Kingston Greenline Plan, Uptown Stockade Area Transportation Plan, Quiet Zone/Transportation Study

Primary Responsibility: City Engineering Office, DPW

Collaborating Organization(s) Group(s): Neighborhood/civic groups, Kingston School District, Complete Streets Advisory Council, Kingston PD, Ulster County Area Transit (UCAT), Ulster County Traffic Safety Board, Bike Friendly Kingston

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Assemble pedestrian traffic data and analyze to pinpoint dangerous locations in the city	Immediate: 1 year	Kingston Police, City Engineering Office, Planning Department	Staff time	
	2. Conduct survey of pedestrians and bicyclists about their safety concerns	Immediate: 1 year	Complete Streets Advisory Council	Staff time	
	3. Survey school students about their routes to school and hazards they face	Immediate: 1 year		Staff time	
	4. Observation walks/rides of pedestrian and bicyclist routes, identify hazards	Immediate: 1 year		Staff time	
	5. Traffic analysis studies at important intersections for pedestrians	Immediate: 1 year	Ulster County Traffic Safety Board	Staff time	
	6. Map hazards and develop list of solutions targeted to each hazard or site	Immediate: 1 year	DPW, City Engineering Office	Staff time	
	7. Categorize solutions based on cost/benefit and ease of implementation, set priorities	Immediate: 1 year		Staff time	
Enact & Implement	8. Complete Pedestrian and Bicycle Master Plan	Immediate: 1 year	Consultant		-DEC CSCC (secured \$60,000)
Resources, Support & Financing	9. Research and apply for funding to support pedestrian hazard mitigation solutions	Short-term: 2-5 years	Office of Grants Management	Staff time	-NYS Pedestrian Safety Action Plan (PSAP) -Safe Route to School/Transportation Alternatives
Enforcement	10. Target traffic enforcement to intersections identified as hazardous because of traffic violations	Ongoing	Kingston Police Department	Staff time	-NYS Pedestrian Safety Action Plan (PSAP)

Funding resources:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf

Strategy 5.3.5: Prioritize modifications to the identified locations (safety challenges for pedestrians, bicyclists, or other users as identified by audits 5.3.1- 5.3.4) and identify funding streams and implementation strategies, including which features can be constructed as part of routine street projects

Related Plans: Climate Action Plan

Primary Responsibility: Planning Department, DPW, Office of Economic and Community Development (OECD), Mayor’s Office, City Council, City Engineering Office

Collaborating Organization(s) Group(s): City Engineer, Ulster County Traffic Safety Board

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Schedule and map routine street projects for the next 5-10 years (Capital plan + maintenance)	Immediate: 1 year	DPW, City Engineering Office	Staff time	
	2. Create maps of locations needing modifications (for pedestrian and bicyclist safety)	Immediate: 1 year	DPW, City Engineering Office, Department of Planning, UC Traffic Safety Board	Staff time	
	3. Overlay modification map with routine street project map. Identify logical opportunities to create safety modifications during routine maintenance	Immediate: 1 year		Staff time	
	4. Modify maintenance schedule to include safety modifications	Immediate: 1 year		Staff time	
	5. Categorize modifications by road jurisdiction (for funding purposes): county, state, or city	Immediate: 1 year		Staff time	
Resources, Support & Financing	6. Develop public private partnerships to fund pedestrian and bicycle infrastructure improvements	Ongoing	Mayor		
	7. Research and apply for pedestrian/bicycle safety grants	Ongoing	Office of Grants Management	Staff time	-NY State Pedestrian Action Plan
Modify & Develop Policy	8. Develop and apply developer fees to fund pedestrian and bicycle infrastructure improvements	Immediate: 1 year	Mayor, City Council		This is a revenue generating activity

Strategy 5.5.2: Promote the enhancement of a local bus/paratransit system that increases personal mobility and travel choices, conserves energy resources, preserves air quality, and fosters economic growth

Related Plans: Climate Action Plan, Transit Integration Study, Uptown Stockade Area Transportation Plan

Primary Responsibility: Ulster County Transportation Council (UCTC)

Collaborating Organization(s) Group(s): Livewell Kingston Commission, City Engineering Office, Department of Planning, DPW, Citibus, Ulster County Area Transit (UCAT)

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Communication & Education	1. Improve the clarity of bus schedule materials. Ensure the format of bus schedules is consistent between Ulster County and the City of Kingston.	Immediate: 1 year	UCTC, UCAT		
	2. Create a clear signage about service, timetables, and routes. Publish and post this information at all bus stops, on the city and county websites, at major destinations like the SUNY Ulster Satellite Campus, tourist locations, libraries, etc. Have bus schedule flyers available. Bilingual communications	Ongoing	UCTC, Livewell Kingston Commission, UCAT	Staff time	
Research & Planning	3. Plan bus stops and routes that connect to other modes of transportation including train, bike routes, etc.	Ongoing	UCTC, City Engineering Office, DPW	Staff Time	-NYS DOT
	4. Survey and inventory conditions of bus stops	Short-term: 2-5 years			
Physical Improvements & Build	5. Bike and transit integration: bike racks on buses, bike routes and bicycle parking near stops	Short-term: 2-5 years			
	6. Build bus stops with shelters with clear and attractive signage	Medium-term: 6-10 years			
	7. Switch to an electric bus fleet powered by renewable energy	Medium-term: 6-10 years	UCTC, UCAT		-NYSERDA -DEC

Strategy 7.1.1: Develop a plan to mitigate both near- and long-term risk to the wastewater treatment facility

Related Plans: Climate Action Plan, BOA, Planning for Rising Waters

Primary Responsibility: City Engineering Office, DPW

Collaborating Organization(s) Group(s): City Council, Planning Department, Mayor’s Office, Office of Sustainability

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Conduct cost benefit analysis to relocating plant versus fortifying current plant (some benefits to consider: redevelopment of current site for taxable use, increased efficiencies in new site with upgraded technology)	Immediate: 1 year	City Engineering Office, Consultant	Staff time \$\$\$-\$\$\$\$	
	2. Develop a funding plan that may include revenue from sale of current treatment plant land, savings from increased energy efficiencies	Immediate: 1 year	Mayor’s office	Staff time	
	3. Develop design solutions for stormwater controls and intermittent flooding along the East Strand	Short-term: 2-5 years	City Engineer	Staff time	
	4. If a decision is made to relocate, identify relocation site (see Wastewater Treatment Facility Long-Term Capital Plan for potential sites)	Short-term: 2-5 years	Planning Department, City Engineer	Staff time	
Modify & Develop Policy	5. Adopt a green infrastructure ordinance (to minimize the amount of stormwater entering wastewater system and decrease occurrence of overflow problems- See Strategy 7.1.3 Action Plan)	Short-term: 2-5 years	City Council, Office of Sustainability		

Strategy 7.1.3: Reduce stormwater, erosion, upland flooding and combined sewer overflows through green infrastructure, low-impact development and best stormwater management practices

Related Plans: Climate Action Plan, BOA, Planning for Rising Waters

Primary Responsibility: City Engineering Office, DPW

Collaborating Organization(s) Group(s): City Council, Planning Department, Mayor’s Office, Kingston Tree Commission, Kingston Conservation Advisory Council (CAC), Office of Sustainability

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Inventory and map stormwater management problem areas within city - where does stormwater accumulate and why?	Immediate: 1 year	City Engineering Office, DPW	Staff time	
	2. Develop a plan for reducing stormwater on city-owned land with green infrastructure	Immediate: 1 year	City Engineering Office, Planning Department, DPW	Staff time	
Modify & Develop Policy	3. Adopt a green infrastructure ordinance with rules for streets and parking design, and open space requirements	Immediate: 1 year	City Council, Office of Sustainability		
	4. Ensure new zoning* includes the integration of green infrastructure into the form-based zoning code	Immediate: 1 year	Consultant	\$\$\$\$\$	
	5. Require or provide incentives (such as a density bonus) for new developments or redevelopments to include green infrastructure	Ongoing	City Council		

*This action should occur with current zoning update

Strategy 8.8.2: Leverage the new SUNY Ulster satellite Campus (KCSU).

Primary Responsibility: Kingston Center of SUNY Ulster (KCSU)

Collaborating Organization(s) Group(s): Mayor’s Office, City Council, Office of Economic and Community Development (OECD), Local businesses and institution leaders, Ulster County Workforce Development, Ulster County Transportation Council (UCTC), Ulster County Area Transit (UCAT), State Education Department (SED)

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Align land use and transportation planning to maximize the business growth and economic potential near KCSU	Immediate: 1 year	City Council, Planning Department, City Engineer, UCTC	Staff time	
	2. Ensure public transportation provides reliable access to and from KCSU (see Strategy 5.5.2)	Immediate: 1 year	UCTC, UCAT		
Working With Partners	3. Establish internship program between KCSU and local businesses and organizations: nearby hospital, City departments, etc.	Short-term: 2-5 years	KCSU		
	4. Ask that KCSU support local neighborhood businesses (restaurants, printers, etc.)	Ongoing	Mayor, City Council		
	5. Contract with targeted businesses for procurement. Some local businesses may need initial support to meet the demands of providing for a large institution – find non-profit to assist with this	Ongoing	KCSU		
	6. Align course offerings with workforce in community	Ongoing	KCSU, local institution and business leaders, OECD, Ulster Workforce Development	Staff time	

Strategy 9.2.2: Promotes on-street bike lanes in Uptown

Related Plans: DRI, Climate Action Plan, Kingston Greenline Plan

Primary Responsibility: City Council

Collaborating Organization(s) Group(s): Wallkill Valley Rail Trail Association, Mayor’s Office, DPW, NYSDOT, Ulster County Transportation Council (UCTC), Kingston Land Trust

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Enact & Implement	1. Complete DRI project: Reconfigure Schwenk Drive into a Complete Street	Short-term: 2-5 years	City Council, DPW, NYSDOT, UCTC	Staff time	-DRI- REDC (secured \$987,102)
Working With Partners	2. Work with Ulster County to implement UCTC Non-Motorized Transportation Plan	Short-term: 2-5 years	UCTC, Department of Planning, City Engineer, DPW	Staff time	
Resources, Support & Financing	3. Complete plans for Kingston Greenline Plan and find funding sources to implement plan	Short-term: 2-5 years	Kingston Land Trust, Office of Grants Management	\$\$\$\$	-Developer impact fees -Safe Route to School/Transportation Alternatives
Physical Improvements & Build	4. Build-out Kingston Greenline Plan	Medium-term: 6-10 years	DPW, Project Manager, Consultant, Contractor	\$\$\$\$\$	-NYS DOT

Strategy 10.1.1: Develop a Kingston Waterfront Long-term Resiliency Plan

Related Plans: Climate Action Plan, Planning for Rising Waters, BOA,

Primary Responsibility: Consultants, Office of Sustainability, Climate Smart Kingston Commission

Collaborating Organization(s) Group(s): Planning Department, City Engineering Office, Mayor’s Office, DPW, Office of Human Rights, Office of Economic and Community Development (OECD)

	Recommended Program or Action	Timeframe	Responsibility	\$	Potential Funding Source(s)
Research & Planning	1. Consolidate recommendations from existing plans into one (Planning for Rising Waters, Climate Action Plan, Rondout Riverport Shoreline Stabilization and Public Access project, Ulster County Multi-Jurisdictional National Hazard Mitigation Plan, and Cornell University studies)	Immediate: 1 year	Office of Sustainability, Kingston Climate Smart Committee, Consultant	\$\$\$	-NYS Dept. of State DEC
	2. Develop flexible phased plan for the next 100 years (sea level rise will present different challenges in each of the coming decades)	Short-term: 2-5 years (will need to be updated over time)	Office of Sustainability, Consultant, Climate Smart Kingston Commission	\$\$\$	
	3. Develop a funding plan for long-term resiliency measures.	Short-term: 2-5 years	Office of Sustainability, Climate Smart Kingston Commission		
	4. Align all new development and plans with recommendations of resiliency plan	Ongoing (after formal plan is adopted)	Planning Department	Staff time	
	5. Ensure resiliency plan protects vulnerable populations	Ongoing (after formal plan is adopted)	Climate Smart Kingston Commission, Office of Human Rights, OCED	Staff time	
	6. Update resiliency plan on a regular basis depending on the then current conditions and predictions	Ongoing	Office of Sustainability, Climate Smart Kingston Commission, Planning Department	Staff time	