

**STATE ENVIRONMENTAL QUALITY REVIEW ACT
FINAL SCOPE**

**FOR THE PREPARATION OF A
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT**

**KINGSTON WATERFRONT BROWNFIELD OPPORTUNITY AREA PLAN
CITY OF KINGSTON, ULSTER COUNTY, NEW YORK**

March 30, 2015

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INTRODUCTION

The City of Kingston Common Council (the City) acting as Lead Agency pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (6 NYCRR Part 617) has prepared this Scoping Document for the combined BOA Plan and Draft Generic Environmental Impact Statement (DGEIS) to support the adoption and implementation of the Kingston Waterfront Brownfield Opportunity Area (BOA) Plan. Adoption and implementation of the BOA Plan constitutes the “Project” or “Proposed Action” subject to SEQRA.

In 2010 the City of Kingston (the City) completed a BOA Step 2 – Nomination Study and subsequently was awarded a grant from the New York State Department of State (NYS DOS), C303892, for a BOA Step 3 - Implementation Strategy. The BOA Plan (inclusive of the Step 2 Nomination Study and Step 3 Implementation Strategy) is being prepared in accordance with the guidelines established by the NYS DOS for the BOA grant program. The BOA includes the area between Dock St/Abeel St and the confluence of Rondout Creek and the Hudson River. See Figure 1 – Location Map.

The BOA Plan will guide redevelopment of the approximately 185-acre BOA, including possible remediation of several strategic brownfield sites adjacent to parkland, commercial and residential areas, and the Hudson River and Rondout Creek. The BOA Plan will build upon previous revitalization initiatives to create redevelopment opportunities on former industrial brownfields. It is anticipated that the Project will result in future redevelopment projects on brownfield, abandoned and/or vacant sites; enhanced waterfront access; and new commercial, residential, entertainment/recreational and mixed-use opportunities. Thresholds and standards for redevelopment will be established to help ensure that private development and state or municipal decisions proceed in accordance with the BOA Plan.

The purpose of this Scoping Document is to define the environmental issues that will be addressed in the DGEIS. This document is intended to serve as the foundation for the identification of potentially significant adverse environmental impacts that may result from the adoption and implementation of the BOA Plan and appropriate mitigation measures, where applicable. It is also intended to eliminate consideration in the DGEIS any impacts that are irrelevant or non-significant to the BOA Plan. Following public review and coordination with other Involved Agencies, the City will prepare and adopt a Final Scoping Document on which the DGEIS will be based.

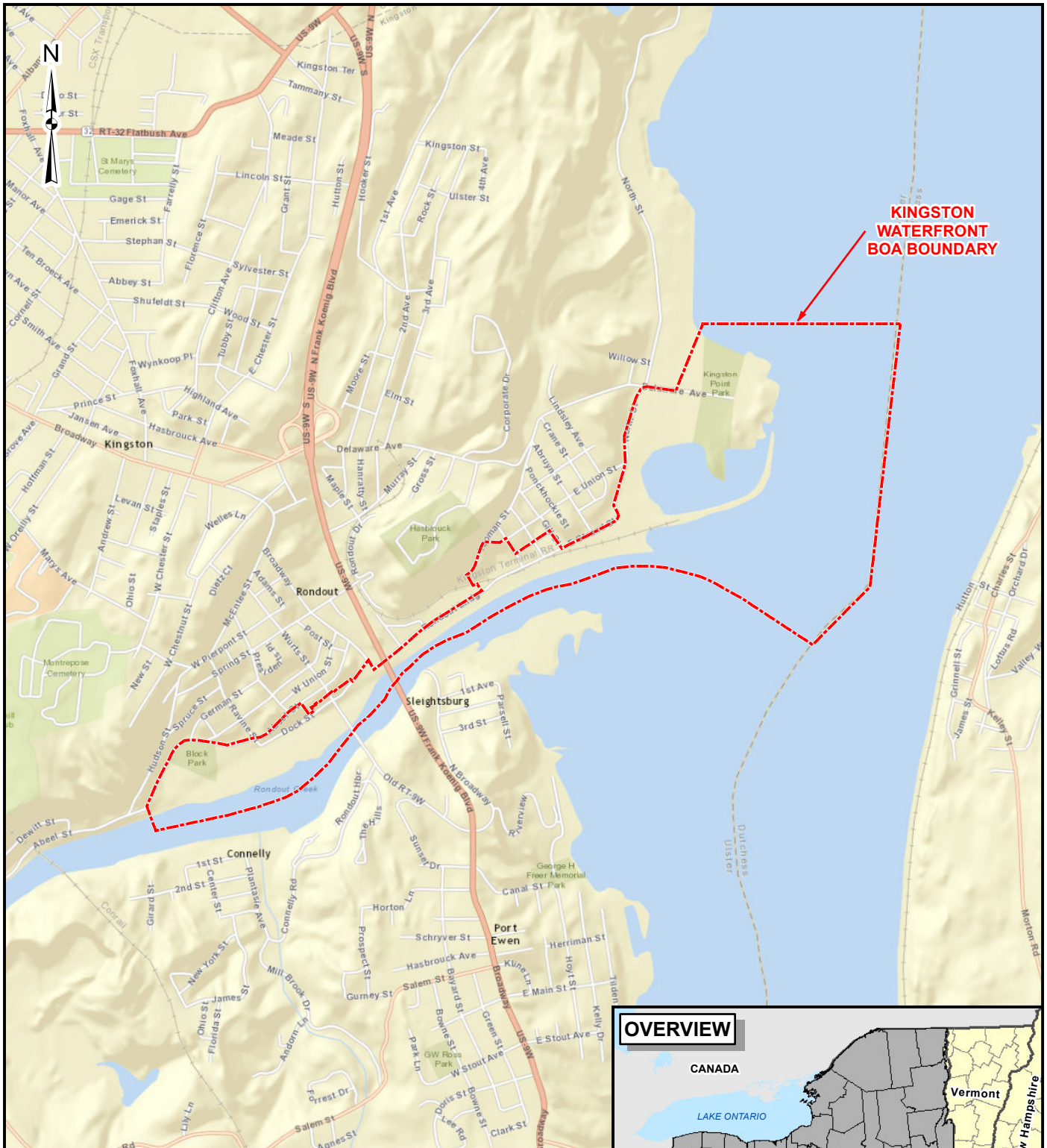
SEQR / DGEIS PROCESS

Prior to commencing the environmental impact review process for the Project, the City conducted a series of procedural steps in accordance with SEQRA and its implementing regulations.

The City completed Part 1 of the Full Environmental Assessment Form (EAF) and classified the Project as a Type 1 Action under SEQRA. The Project is considered a Type 1 action because it is anticipated to:

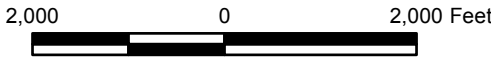
- involve adoption of the BOA Plan with prescribed land use components and/or recommendations for zoning changes to 25 or more acres;
- involve the physical alteration of 10 acres of land or more;
- involve Unlisted Actions within an area substantially contiguous to a National Register-listed historic resource (Rondout-West Strand Historic District - 90NR01103); and
- involve publicly owned parkland (Kingston Point Park, TR Gallo Park and Block Park).

Other Type 1 activities may also be identified as applicable to the Project.



KINGSTON WATERFRONT BOA BOUNDARY

Source: ESRI World Street Map;
Center of Study Area -- 41.92°N, 73.97°W



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**CITY OF KINGSTON
WATERFRONT BROWNFIELD OPPORTUNITY AREA
LOCATION MAP**

FIGURE 1

Upon completion of the EAF Part 1 and classification of the Project as a Type 1 action, the City passed a resolution on January 6, 2015 proposing to seek SEQR Lead Agency status for the adoption and implementation of the BOA Plan, and indicated its intent to conduct a Coordinated Review by requesting the consent from the other potentially Involved Agencies to the City serving as SEQR Lead Agency. The Resolution also indicated that the City intends to issue a Positive Declaration and initiate public scoping by holding a Public Scoping Meeting on February 24, 2015.

On February 10, 2015 upon receiving no objections from potentially Involved Agencies, the City assumed the designation as Lead Agency for the Project. The City determined that a DGEIS would be prepared. A notice for the public scoping meeting was distributed to involved agencies and published in the Environmental Notice Bulletin and local newspaper.

On February 24, 2015 a Public Scoping session was held on in the Kingston City Hall. Scoping was held in conjunction with a public meeting to gather input on visioning for the redevelopment of the BOA (the Hudson Riverport Vision). Comments received during the scoping meeting and in writing (through March 10, 2015) that are relevant to the preparation of the DGEIS have been summarized and presented in Table 1-Public Scoping Comments (attached).

INVOLVED AGENCIES

Potentially involved agencies that will be required to approve and/or adopt the BOA Plan include:

- City of Kingston Common Council,
- City of Kingston Heritage Area Commission,
- New York State Department of State, and
- New York State Department of Environmental Conservation.

Potential future involved agencies that may have a permit, approval and/or funding role regarding implementation of the BOA Plan include:

- City of Kingston Planning Board,
- City of Kingston Zoning Board of Appeals
- City of Kingston Local Development Corporation
- Hudson Valley Greenway
- New York State Department of Transportation
- New York State Office of Parks, Recreation and Historic Preservation – State Historic Preservation Office (SHPO)
- Ulster County Planning Board
- Ulster County Department of Public Works
- Ulster County Industrial Development Agency
- Ulster County Transportation Council

RATIONALE FOR USING A GENERIC ENVIRONMENTAL IMPACT STATEMENT

The City has determined that a Generic EIS rather than a project-specific conventional EIS is particularly well suited for the Project because the BOA Plan:

- represents a number of separate actions within the BOA study area, which if considered singly, may have minor impacts, but when considered together may have significant impacts; and
- is an entire program or plan having wide application that may have new or significant changes to affecting the range of future policies, projects and changes to land use, zoning or development plans.

A GEIS is a broader, more general version of a conventional EIS and may be used to assess the environmental impacts of an entire program or plan that has a wide application such as significant changes to existing land use plans or comprehensive resource management plans (or, in this case, the BOA Plan). Generic EISs and their findings should set forth specific conditions for any subsequent review and SEQR compliance. This may include thresholds and criteria triggering Supplemental EISs to reflect specific significant impacts not adequately addressed or analyzed in the GEIS. Preparation of a GEIS will provide the opportunity for BOA Plan refinement, and agency and public involvement through the long-term implementation of the BOA Plan. The GEIS will also provide long-term coverage for phasing of future implementation of the BOA Plan as well as any updates to information that was contained in the previous SEQR reviews for individual projects in the BOA.

As outlined in the BOA Program, preparation of a GEIS also has many advantages for streamlining the redevelopment process for specific brownfield sites. These advantages include:

- Provided the GEIS prepared for the BOA project sets forth specific conditions or criteria under which future actions will be undertaken or approved, no further SEQRA compliance may be required when specific brownfield redevelopment projects are proposed. This advantage has the potential to significantly streamline and reduce the time that may be required to complete redevelopment projects.
- Funding to prepare a GEIS is an eligible activity under a BOA. The BOA program is one of the only funding sources available for preparation of EIS's and SEQRA compliance.
- By preparing a GEIS, the municipality will be in a strong position to avoid potential challenges for having not analyzed potential environmental impacts associated with BOA planning activities.
- By preparing a thorough GEIS, the municipality may learn important information discovered during the GEIS preparation process that will benefit the brownfield planning and redevelopment process.

DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action is the intended adoption and implementation of the Kingston Waterfront Brownfield Opportunity Area Plan. The BOA Plan will guide revitalization and redevelopment of the approximately 192-acre BOA, including possible remediation of several strategic brownfield sites adjacent to the Hudson River and Rondout Creek waterfronts, public parkland (Block Park and Kingston Point Park), residential areas, commercial and public facilities. The purpose of the BOA Plan will be to build upon the Local Waterfront Implementation Plan (2002) to create redevelopment opportunities on former industrial brownfields.

The BOA Plan will build upon and refine previously identified redevelopment opportunities while identifying new employment and improved recreational opportunities. The BOA Plan will also seek to re-establish adjacent residential areas as vibrant, healthy and stable neighborhoods, improving the quality of life for these residents and the City as a whole. It is anticipated that the Proposed Action

(adoption and implementation of the BOA Plan) will result in future redevelopment of the several identified strategic sites including the Kingston Landing site, Kosco properties, Millens and Son Scrap Metal Recycling properties, former Block Plant, and Island Dock; enhanced parkland including improvements at Block Park, TR Gallo Park and Kingston Point Park; new recreational and mixed use opportunities; and waterfront access improvements. Thresholds and standards for redevelopment will be established to help ensure that private development proceeds in accordance with the BOA Plan.

The approximately 192-acre BOA is generally bounded by the waterfront along Rondout Creek from Island Dock to its confluence with the Hudson River at Kingston Point, generally south of Abeel St and East Strand St.

Ownership within the BOA is distributed between the public and private sectors, approximately 114 acres and 78 acres respectively.

Public-private land ownership is broken down as follows:

OWNERSHIP	PARCELS	Water (acres)	Land* (acres)
City of Kingston	14	-	102.0**
Road Rights of Way (ROW)	-	-	12.1***
Private	85	-	78.3
Total Waterfront BOA	99	419.2**	192.3

*includes water portion within parcel boundaries

** includes water outside parcel boundaries within BOA boundary

*** City and ROW includes 2 acres that are “double counted”

PUBLIC PARTICIPATION

Public comments on the Draft Scoping Document were received at a public scoping session held on February 24, 2015. Substantive comments were accepted until March 10, 2015 and were considered in finalizing the scope outline and comment summary.

REVIEWS AND APPROVALS

The City of Kingston Common Council, NYSDOS and the NYSDEC will have approval authority over the BOA Plan. In addition, the City and NYSDOS will conduct a Coastal Zone Consistency Review for compliance with the City of Kingston Local Waterfront Revitalization Program (LWRP). The NYSDEC will have review and approval jurisdiction of any proposed environmental investigations, remediation action work plans, and future land uses on remediated sites.

It is anticipated that specific projects implementing the BOA Plan would require actions, reviews, and/or approvals by various City of Kingston, Ulster County and New York State agencies. These agencies have been identified as potentially involved agencies in accordance with SEQRA. Any applicable permits and/or approvals associated with adoption and/or implementation of the BOA Plan will be identified in the portion of the plan addressing SEQR compliance.

ANTICIPATED CONTENT OF THE BOA PLAN/DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

In accordance with the NYSDOS BOA Program Guidance, the City intends to fully incorporate the DGEIS into the body of the BOA Plan so they are one unified document. This section of the scoping document describes the DGEIS-related content of the BOA Plan and as appropriate and available, the anticipated methodology and resources for the environmental analysis. It is noted here that the BOA Plan consists of both the Step 2 Nomination Study and Step 3 Implementation Strategy. It is anticipated that the Step 2 Nomination Study will be included in the BOA Plan by reference and not re-published. The Section on SEQR Compliance will be incorporated into the Step 3 Implementation Strategy report.

The DGEIS aspects of the BOA Plan will be prepared in general accordance with 6 NYCRR 617.10, and as such will present a more general set of inventory and analyses than a conventional, project-specific EIS. The DGEIS will describe the Proposed Action and will include assessments of specific anticipated impacts commensurate to the level of detail available. The analyses will be based on conceptual plans and information due to the comprehensive and prospective nature of the BOA Plan. Where no detail is available, the DGEIS will present qualitative estimations of impacts and identify that level of analysis that will be required at the time individual projects are proposed.

The general framework of the BOA Plan/DGEIS will:

- 1) characterize the existing conditions in the BOA study area and identify anticipated future conditions that may exist under the “No Action” alternative scenario;
- 2) identify and assess (comparing to existing conditions) the potential environmental impacts that are likely to occur under implementation of the BOA Plan; and
- 3) identify possible mitigation measures to avoid or reduce the identified significant adverse environmental impacts.

Certain BOA Plan elements will meet corresponding SEQR procedural requirements and required minimum content for a GEIS. The following summary table shows how GEIS content requirements will be blended into the BOA Plan:

BOA Plan	GEIS Content Requirements
Section 1 – Description of Project and Boundary	Description of Proposed Action
Section 2 – Community Participation	SEQRA public hearing is conducted simultaneously with a public hearing on the BOA Plan
Section 3 – Analysis of the BOA	Description of Environmental Setting
Section 4 – Implementation Strategy	Potential Significant Adverse Impacts Description of Mitigation Measures Description of Range of Reasonable Alternatives to the Proposed Action
Section 5 – Compliance with SEQRA	Consistency with New York State Coastal Management Program coastal Policies Consistency with Heritage Area GEIS References Conditions for Future Actions

It is anticipated that portions of the BOA Plan, and Section 5 (Compliance with SEQR) in particular will be organized as follows:

GEIS Title Page

The title page will state that the document is a combined BOA Plan and DGEIS, and will include the descriptive title of the project, the location of the project, the name, address and telephone number of the lead agency and its contact person, contact information for preparer(s) of the DGEIS, the date of acceptance of the DGEIS by the lead agency, and the date by which comments must be submitted.

Table of Contents

The combined BOA Plan and DGEIS will include a Table of Contents including listings of tables, figures, maps and appendices, as applicable.

Executive Summary

The executive summary will provide a concise overview of the BOA Plan and DGEIS. It will include a brief description of the BOA Plan, a listing of significant beneficial and adverse impacts, a listing of mitigation measures proposed, a listing of alternatives considered, and a listing of anticipated permits and approvals (as applicable to the future redevelopment actions identified in the BOA Plan).

Section 1.0 Project Description of Proposed Action

This section will include a project description which will satisfy both the SEQRA and BOA Program requirements. Section 1 will include a concise description of the BOA Plan and its purpose, public need and benefits, including social and economic considerations and will rely heavily on data available in the Step 2 Nomination Study. The project description will include the relationship of the study area to the community and region; acreage in the study area; and the number and size of brownfield sites and other abandoned, vacant, or partially developed sites located in the BOA. This section will also include a description of the BOA's potential in terms of opportunities for: new uses and businesses; creating new employment and generating additional revenues; new public amenities or recreational opportunities; and restoring environmental quality. A Community Context Map that shows the location of the BOA in relation to the City, Ulster County and region and a Study Area Context Map that shows the location of the BOA in relation to the entire City of Kingston will be included.

Section 2.0 Community Participation

This section will include a description of public participation program which will satisfy both the SEQRA and BOA Program requirements. Section 2 will describe the community participation process as it applies to the BOA program requirements and SEQRA. This will include the partners that have been consulted about the BOA Plan and DGEIS, the consultation methods and techniques used to inform project partners about the Project's status and progress and to enlist their assistance in the process. This section will also include a description of public information/public scoping meetings, SEQRA hearings and/or workshops that have occurred at appropriate and key stages during the BOA Plan process. Both Step 2 and Step 3 activities will be documented to fulfill the SEQR requirements.

Section 3.0 Environmental Setting – Existing Conditions

This section will include concise description of the environmental setting of the BOA which will satisfy both the SEQRA and BOA Program requirements. This section will include descriptions of:

- community and regional setting,
- existing land use, ownership patterns and zoning,
- brownfield, abandoned and vacant sites,
- strategic or priority brownfield sites,
- parks and open space,
- a building inventory,
- cultural resources (historic and archeologically significant areas),
- transportation systems,
- infrastructure and utilities,
- natural resources and environmental features, and
- economic and market trends.

Section 3 will rely heavily on inventory and analysis prepared in the Step 2 Nomination Study and will be augmented with information prepared for the extended BOA boundary, or otherwise updated as part of the Step 3 Implementation Strategy. The following provides a more detailed summary of several existing conditions which will be characterized in Section 3 of the BOA Plan and DGEIS:

3.1 Community and Regional Setting:

This section will describe the contextual relationship of the BOA by providing a descriptive summary and overview of the City of Kingston and region that includes, but is not limited to: community size, population, and location in relation to the county and region; key demographic information and economic conditions; land use; transportation; infrastructure; and natural features.

3.2 Existing Land Use, Ownership and Zoning:

- location of study area as it relates to the community;
- existing and adjacent land and water uses;
- land ownership patterns including: area held in public ownership; land held in private ownership; and land committed to road/rights-of-way
- land area committed to each land use category; and
- existing zoning and other relevant local laws or development controls guiding land use including historic districts;

Maps of existing land uses, ownership patterns and zoning districts will be included in this section.

3.3 Brownfield, Abandoned and Vacant Sites:

This section will describe the size and condition of each brownfield, abandoned, or vacant site, including known potential contamination issues based on: review of existing or historical records and reports, aerial imagery, and existing remedial investigations, studies and reports; field observations, or, if permission is granted, from being present on the site; interviews with people

that are familiar with the land use history of the site; and/or any other known data about the environmental conditions of the properties in the proposed BOA.

An Underutilized Sites Map showing the location, borders and size of relevant brownfield sites and other underutilized, abandoned or vacant sites that are privately or publicly owned will be included in this section.

3.4 Strategic Sites:

Based on information gathered and analyzed, priority sites having the greatest redevelopment potential and least environmental constraints were identified in Step 2 and will be refined in Step 3. Factors that may be used to identify strategic brownfield sites may include (but are not limited to): overall importance to the community and the revitalization effort; location; ownership and owner willingness; on-site structures; level of contamination; property size and capacity for redevelopment; potential to spur additional economic development or positive change in the community; potential to improve quality of life or to site new public amenities; community support for proposed projects for the site; adequacy of supporting or nearby infrastructure, utilities and transportation systems; and other factors as may be determined by the community. This analysis will be accomplished by assessing the physical and man-made characteristics of key properties and potential development areas. This section will include a Strategic Sites Map.

3.5 Parks and Open Space:

This section will describe all public and privately owned lands that have been dedicated for, or committed to, parks or open space use. A Parks and Open Space map that shows lands that have been dedicated or committed for park or open space use will be included in this section.

3.6 Building Inventory:

This section will identify key buildings in the BOA including (as available) building/owner name, stories, gross square footage, original use, current use, and condition. A Building Inventory key map showing the location of buildings will be included in this section.

3.7 Historic or Archeologically Significant Areas

This section will describe historic or archeologically significant areas, sites, districts, or structures in and in close proximity of the BOA. Historic Districts and Historic Sites/Buildings maps that show resources of historic and archeological significance will be included in this section.

3.8 Transportation Systems:

This section will describe the types of transportation systems (vehicular, rail, navigable waterways, and pedestrian/bicycle accommodations) and types of users (truck, car, bus, recreational and commercial vessels, pedestrian, bicyclists, etc.). This task will include consideration of the Parking Study. A Transportation Systems map shows primary transportation networks and a system will be included in this section.

3.9 Infrastructure and Utilities:

This section will describe the location, extent, condition and available capacity of existing infrastructure and utilities (water, sewer, wastewater treatment and stormwater, etc.). An Infrastructure and Utilities map showing primary infrastructure will be this section.

3.10 Natural Resources and Environmental Features:

This section will describe the BOA's existing natural resources and environmental features and current conditions including: upland natural resources and open space; soil and topographic resources; surface waters, groundwater resources; wetlands; flood plains; erosion hazard areas; fish and wildlife habitats; scenic resources; and locally, state, or federally designated resources. While the primary resource will be the Step 2 Nomination Study, other resources may include, but not be limited to: Climate Action Plan, Habitat Summary and Mapping, and Natural Resource Inventory (currently in progress).

3.11 Economic Conditions and Market Trends:

This section will include descriptions and analysis of economic conditions and current market trends that, when combined with the BOA inventory and analysis, sufficiently justify a range of realistic future land uses to occupy the area and strategic brownfield sites that are targeted for redevelopment; as well as future land uses that are economically viable, compatible, and appropriate for the area targeted for redevelopment. The economic analysis considers socio-economic conditions within the BOA, the City and the County. It may consider the following: income; employment (public and private); transportation factors; land available for development; types of potential future land uses most appropriate for the BOA; development impacts; and a description of benefits such as employment, impact on the area(s) targeted for redevelopment, municipal tax revenues, economic benefits from construction and subsequent business operations, and economic multipliers to the City and region from desired end land uses.

The majority of the Environmental Setting Data in Section 3 has been provided in the Step 2 Nomination Study and will be included in the DGEIS by reference. Supplemental inventory data will be documented for the area within the extended BOA boundary to the south west from Island Dock to the former Block Plant.

Section 4.0 Potential Significant Adverse Impacts, Mitigation Measures and Alternatives:

This section will identify the Project's potential significant impacts that will be assessed in the DGEIS and identify potential mitigation measures for significant adverse impacts. The information sources used to assess each potential impact will be reviewed and summarized in the BOA Plan/DGEIS. It is anticipated that the BOA Plan and DGEIS will address each of the following potential impact areas.

4.1 Impacts on Land Use and Community Character:

The BOA Plan/DGEIS will analyze the potential changes in land use and the effects of the proposed BOA Plan on the character of the immediate surrounding area. This section will focus on land-use patterns, significant changes in use land uses, zoning recommendations, and land ownership patterns. It will examine the BOA Plan's consistency of the redevelopment plan with the proposed

City of Kingston Comprehensive Plan, LWRP, and other applicable planning documents and land use studies. Specific issues may include, but not be limited to, changes in use at identified strategic (brownfield) sites, the waste water treatment facility, Kingston Point Terminal, Island Dock and Block Park.

4.2 Impacts on Natural Resources (Water, Groundwater, Flooding, Plants and Animals):

Based on available existing data, the BOA Plan/DGEIS will assess the potential effect of the BOA Plan on groundwater and surface waters, wetlands, flood plains, erosion hazard areas, fish and wildlife habitats, and other local, state, or federally designated resources.

Water and flood impacts will include identification of potential impacts on the BOA Plan (implementation projects) from sea level rise. Mapping and resources may include, but not be limited to: *Planning for Rising Waters: Final Report of the City of Kingston Tidal Waterfront Flooding Task Force, 2013.*

Site-specific evaluations may be required as individual projects are proposed in the future. Mitigations measures may include:

- recommend future projects are consistent with the site-specific recommendations from the Waterfront Flooding Task Force;
- conceptual plans consider sea level rise and inundation scenarios;
- land use scenarios provide ample open space and recreational area along the Rondout Creek and Hudson River considering future sea level rise and inundation; and
- recommendations that historic structures be adapted for flooding, including dry and wet flood proofing, elevating utilities and other strategies to allow water in with minimal disruption;

4.3 Impacts on Cultural Resources (Historic and/or Archeological):

The BOA Plan/DGEIS will assess the effects of the BOA Plan on known historic and archaeological resources in and in close proximity to the BOA. The assessment will primarily focus on change in the visual or contextual environment of the resources. Direct effects to historic structures (e.g., State or National Register eligible or listed structures or City landmarks, sites or districts) will be identified. The potential impact from BOA implementation on archaeological resources will also be identified and assessed.

4.4 Visual and Aesthetic Impacts:

Implementation of the BOA Plan may result in significant changes in the visible landscape that are different from the current conditions and surrounding land uses. The BOA Plan/DGEIS will identify and assess the BOA Plan's potential to change the character or quality of aesthetic resources in and surrounding the BOA, including water views from existing residential neighborhoods west of the BOA. It is anticipated that renderings, photo simulations or other graphic means to represent future development implemented under the BOA Plan may be utilized for this evaluation.

4.5 Open Space and Recreation:

This section will assess the effect implementation of the BOA Plan may have on publicly owned lands that have been dedicated for, or committed to parks or open space use, including Block Park, Gallo Park, Kingston Point Park and the waterfront promenade.

4.6 Transportation Impacts:

This section of the BOA Plan/DGEIS will provide a qualitative assessment of potential impacts to the existing transportation network that may result from the implementation of the BOA Plan. Anticipated changes in demand from future development will be qualitatively identified as potential impacts. Significant changes to the transportation system proposed by the BOA Plan will be described, and recommended improvements to pedestrian, bicycle, roadway, rail and public transportation elements will be identified as possible mitigation. It is anticipated that future site-specific or project-specific traffic impact studies may be necessary as development projects are proposed.

4.7 Infrastructure and Utilities:

The BOA Plan/DGEIS will provide a qualitative assessment of how development associated with the implementation of the BOA Plan may impact demand for potable water; waste water collection and treatment; and stormwater management. Identification of potential impacts resulting from these changes will be assessed and possible mitigation will be identified. Given the conceptual nature of the BOA Plan, the impact assessment pertaining to infrastructure and utilities may be limited to location, capacity and order-of-magnitude demand.

4.8 Impacts from Contamination:

The BOA Plan/DGEIS will identify potential impacts resulting from the Project's proximity to or disturbance of, known existing contaminated sites located within the BOA. Available environmental investigations and determinations will be reviewed and considered as they relate to these sites and the relevant information will be included in the BOA Plan/DGEIS. Ongoing or scheduled remediation activities will be presented as mitigation measures.

4.9 Coastal Zone Consistency:

The BOA Plan and subsequent development project actions require a determination of coastal zone consistency from the NYS DOS. The BOA Plan/DGEIS will discuss its consistency with the City's LWRP.

4.10 Temporary and Short-Term Impacts:

The BOA Plan/DGEIS will examine the temporary and short-term impacts stemming from the potential construction activities related to projects identified in the BOA Plan including stormwater quality, water noise, dust and odor impacts, and remediation of contamination. These impacts would be generally identified and appropriate mitigation measures identified in order to lessen the temporary impacts from construction.

4.11 Adverse Environmental Impacts that Can Not be Avoided:

The BOA Plan/DGEIS will assess the potential adverse impacts that may result from implementation of the BOA Plan. The impacts that cannot be avoided or adequately mitigated will be identified and described.

4.12 Irreversible and Irretrievable Commitment of Resources:

This section of the BOA Plan/DGEIS will briefly identify any resources would be irretrievably lost as a result of implementation of the BOA Plan and, therefore, would become unavailable for future use. These resources may include natural resources, such as wetlands and wildlife habitat.

4.13 Growth-Inducing Aspects:

The BOA Plan/DGEIS will evaluate the likelihood that implementation of the BOA Plan will cause significant increases in local population or business growth in the immediate area.

4.14 Alternatives:

The BOA Plan and DGEIS will present a qualitative evaluation of alternatives to the proposed BOA Plan. Alternatives to be considered will include the following:

- Preferred Alternative - The preferred alternative will be summarized and evaluated in the body of the BOA Plan.
- Alternative Size and Scale – Alternative redevelopment scenarios to the Project, including alternate sizing and scale of the recommended projects will be addressed.
- Alternative Uses of the Strategic Sites – other than identified in the BOA Plan or allowed by established zoning and the Comprehensive Plan will be addressed.
- “No Action” Alternative – a scenario where the BOA Plan is not implemented will be addressed.

Section 5.0 Compliance with SEQR:

This section of the BOA Plan/DGEIS will include a description of how, during the course of preparing the BOA Plan, the requirements of SEQRA have been fulfilled and complied with, including the BOA Plan's consistency with New York State Coastal Management Program's Coastal Policies, its consistency with any applicable Heritage Area Management Plans, and specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQRA compliance. This may include thresholds and criteria for supplemental EIS's to reflect site-specific impacts that cannot adequately be addressed at this time in the BOA Plan/DGEIS.

This section will also include a reference table that describes how DGEIS content requirements were satisfied and specifically where in the body of the BOA Plan those content requirements are located and can be found.

Section 5 of the BOA Plan will also include: a description of the significant steps and procedures that have been taken to comply with SEQRA while developing the BOA Plan; a description of the Lead Agency Designation process; the completed environmental assessment form (EAF) Parts 1 and 2; and the Determination of Significance – Positive Declaration. A list of any underlying studies, reports, EIS's and other information obtained and considered in preparing the GEIS, including the final written scope will be included in this section.

KINGSTON WATERFRONT BROWNFIELD OPPORTUNITY AREA PLAN/GEIS

PUBLIC SCOPING COMMENTS

March 12, 2015

As part of the breakout session held at the February 24, 2015 Waterfront BOA visioning meeting, the consultant team also gathered public input specifically related to the Draft Scoping Document. Input was sought related to identify what potential environmental impacts (resulting from redevelopment in the waterfront BOA) should be considered in the Generic Environmental Impact Statement? In addition, written public comments were accepted by the City through March 10, 2015.

Comments relevant to preparing the Kingston Waterfront BOA DGEIS that were received during the scoping meeting and subsequently in writing have been summarized in the following table. As an organizational aid, the comments have been categorized by subject and general content. Table 1 presents a listing of comments by author and a category.

Table 1. Public Scoping Comments: Draft Scoping Document – Kingston Waterfront BOA Plan GEIS

DGEIS TOPIC	TABLE(S) / AUTHOR	COMMENT(S)
Zoning	Floor	- Will existing property rights (land uses) and zoning be respected?
Historic resources	Floor Kevin McEvoy (e-mail, March 10, 2015)	- Historic Rondout is larger than just the brownfields on the waterfront. - include all known historic and archaeological resources in the study area, not just those previously identified as State or National Register eligible or listed structures or City landmarks, sites or districts.
Water Resources: Flooding and Sea Level Rise	Floor Table 2 Table 3 Table 5 Table 6	- The Kingston Tidal Waterfront Flooding Task Force Report (2013) should be utilized as a source in evaluating impacts related to flooding and sea-level rise. Mitigation measures are included in report. - NYS has projections for sea level rise. - It (BOA Plan) should consider storm surge. - Flood mitigation should include Island Dock being used in as a passive land use. - Is there a risk of contamination associated with flooding at oil terminal? - Will impacts be on flooding in Block Park and on Abeel Street?

	<p>Kevin McEvoy (e-mail, March 10, 2015)</p> <p>Elizabeth Murphy, NYSDEC (e-mail March 10, 2015)</p> <p>Julie Noble, City Parks and Recreation Dept. (e-mail March 10, 2015)</p>	<ul style="list-style-type: none"> - use Kingston Tidal Waterfront Flooding Task Force Report (2013) - vision should be consistent with recommendations in Waterfront Flooding Task Force final report of 2013 - utilize sea level rise and inundation mapping - provide ample open space and recreational space along the Rondout Creek and Hudson River considering future sea level rise and inundation - historic structures should be preserved and adapted for flooding, including dry and wet flood proofing, elevating utilities and other strategies to allow water in with minimal disruption - include a section considering the potential significant adverse impacts from Sea Level Rise 	
Natural Resources	<p>Kevin McEvoy (e-mail, March 10, 2015)</p>	<ul style="list-style-type: none"> - Kingston CAC initiatives should be utilized (including the Climate Smart Communities Pledge, the Climate Action Plan, Habitat Summary and Mapping and work done towards a Natural Resource Inventory) 	
Infrastructure	<p>Floor Table 5</p> <p>Kevin McEvoy (e-mail, March 10, 2015)</p>	<ul style="list-style-type: none"> - The Waste Water Treatment Plant cannot be reasonable moved. - discuss options for eventual relocation of the Waste Water Treatment Plant (<i>for alternatives</i>) 	
Contamination of sites	<p>Table 2</p> <p>Table 5</p>	<ul style="list-style-type: none"> - (DGEIS should include) discussion on contamination of redevelopment sites. - The developed (active) areas in Kingston Point Park (south of Delaware Avenue) are built on former City landfill. - What is status of Central Hudson Power's facility on waterfront? 	
Water Resources: Wetlands	<p>Table 2</p>	<ul style="list-style-type: none"> - Wetland habitats at Kingston Point should be protected. 	
Land Uses	<p>Table 3</p> <p>Table 4</p>	<ul style="list-style-type: none"> - Look to 1987 Urban Cultural Park Plan, which called for development on Island Dock. - The Noah Hotel site was to front on Dock Street and backing onto Abeel Street with only service access on Abeel St. This would create an incompatibility with the residential neighborhood on Abeel St. - How will BOA Plan impact housing (absentee landlords and Section 8 housing)? 	

	Sheila Hays (e-mail March 9, 2015)	<ul style="list-style-type: none"> - land use on waterfront at Strand and Abruyn should be parking, boating or recreational, as opposed to housing in order to minimize impacts on views - consider a senior residence on waterfront to benefit consistent with family-oriented (east end) of the Strand - the author does not support an amusement park at the (Kingston) Point but suggests a finely designed ferris wheel and/or carousel
Transportation / Traffic	Table 4	- Utilization of Island Dock as a park would require improved transit (public transportation).
Aesthetic Resources	<p>Table 5 Table 7</p> <p>Sheila Hays (e-mail dated March 9, 2015)</p>	<ul style="list-style-type: none"> - What are visual impacts (as seen from opposite side of creek) to Port Ewen and Town of Esopus that may result of redevelopment of the Kingston waterfront. - It (BOA Plan) should only improve aesthetics of waterfront. - new buildings should not obscure waterfront view from existing homes (<4 stories) - plantings should be low lying and not infringe on the vantage points which residents now enjoy
Water Resources: Water quality	Table 5	- How will redevelopment plan impact (or be impacted by) water quality in Rondout Creek between Island Dock and shoreline.
Land Use (Kingston Point Terminal)	<p>Stephen Yarabek, Hudson & Pacific Designs (letters dated March 6 and 9, 2015)</p>	<ul style="list-style-type: none"> - Heritagenergy supports the public benefit mission of the BOA with proviso that Kingston Point Terminal remains as an oil storage facility in the BOA Plan and Comprehensive Plan. - Kingston Point Terminal is a water dependent use. - Heritagenergy is open to accommodating limited public access to its existing steel pier and portions of the shoreline, with limitations. - Heritagenergy requests that the Hudson Riverport Vision plan be amended to include the current oil storage use of the Kingston Point Terminal as a current and future use. It may, with limitations, be cooperatively used for public benefit. - The Hudson Riverport Vision plan shall be corrected to show the full present development of the properties as is shown on the LWRP Implementation Plan.

Comprehensive Plan			
Arts and Culture	Kingston Waterfront Business Association - KWBA (e-mail dated March 11, 2015)	<ul style="list-style-type: none"> - Increasing opportunities for art in public spaces will bring an awareness and appreciation for the arts in the daily lives of all of Kingston's residents - Installing public art in City, county, and state owned public and community facilities, City parks, and the greenway system; and incorporating public art into the planning stages of publicly-funded projects and projects on City-owned land 	
Economic Development	KWBA	<ul style="list-style-type: none"> - Promote additional use of Rondout public recreational facilities throughout the year, and specifically during cold-weather months 	
Repurposing	KWBA	<ul style="list-style-type: none"> - Support the temporary re-use of vacant and/ or underutilized building facades for art exhibitions and murals 	
Parking	KWBA	<ul style="list-style-type: none"> - Adopt coordinated parking standards which maintain neighborhood integrity, promote the use of a multi-modal transportation system and increase the number of visitors (downtown) 	
Working Waterfront	KWBA	<ul style="list-style-type: none"> - Encourage the use of water transportation for commuting and sightseeing - Kingston's Waterfront offers opportunities to explore diverse waterways that are accessible to the public for recreation. Continue to grow the trails that connect water and green spaces along the shoreline. - Commercial and public marinas are important assets for Kingston's waterfront, providing seasonal employment as well as recreational opportunities - Marinas and marina support activities are clustered in the Rondout Creek, with moderately deep water protected from currents, strong winds, and wave action, and where conflict with maritime and maritime support vessel activity is minimal 	
Transportation	KWBA	<ul style="list-style-type: none"> - Explore innovative ideas for incorporating art in the public realm by creating art walks and cultural heritage trails along certain routes, encouraging multi-modal travel, and providing accessible, human scale opportunities for transferring between travel modes and parts of town 	

**KINGSTON WATERFRONT BROWNFIELD OPPORTUNITY AREA PLAN
SCOPING COMMENTS 3-10-15 SUBMITTED BY KEVIN McEVOY**

1. Please include in scoping all historic resources known historic and archaeological resources in the study area not just those previously identified as State or National Register eligible or listed structures or City landmarks, sites or districts. For example at Tompkins St and East Strand is a white poured concrete building formerly an office for Newark Lime & Cement Manufacturing Company dated on its outside 1868 close by to works of the Newark Lime & Cement Manufacturing Company which may have been missed as the location appeared under consideration for district parking. There are also other historic resources in Ponckhockie very close to the study area including historic buildings, structures and known archeology that may need consideration.
2. Planning for Rising Waters: Final Report of the City of Kingston Tidal Waterfront Flooding Task Force dated Sept 17-2013 should be included in scoping as the work of this Task Force covered the area within scope.
3. Regarding the Infrastructure and Utilities , it may be wise to discuss options for eventual relocation of the Waste Water Treatment Plant, although a full study of this topic would appear to be beyond scope of the BOA Plan at this time.
4. Various initiatives of the Kingston CAC should be included as within scope including the Climate Smart Communities Pledge, the Climate Action Plan, Habitat Summary and Mapping done with Hudsonia and Hudson River Estuary Program and work done towards a Natural Resource Inventory currently in progress.

From: [Swanzey, Gregg](#)
To: [Thompson, Amy](#); [Windsor, Daniel \(Daniel.Windsor@perkinswill.com\)](#); [Palumbo, Gary](#)
Cc: [Bruck, Lisa](#); [Swanzey, Gregg](#)
Subject: FW: BOA comments
Date: Tuesday, March 10, 2015 4:25:09 PM
Attachments: [image001.png](#)
[image002.png](#)

Gregg Swanzey, Director
Office of Economic Development & Strategic Partnerships
City of Kingston
420 Broadway
Kingston, NY 12401
845-334-3962 w
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From: Murphy, Elizabeth C (DEC) [<mailto:elizabeth.murphy@dec.ny.gov>]
Sent: Tuesday, March 10, 2015 2:53 PM
To: Swanzey, Gregg
Subject: BOA comments

Hi Gregg,

Please accept my following BOA comments:

-Ensure final report and vision is consistent with the general and site-specific Recommendations from the Waterfront Flooding Task Force Final Report of 2013

-Provide maps of the Riverport Vision with Kingston's sea level rise and inundation scenarios (20" and 36" in 2060s and 33" and 68" in

2100)

-Ensure open and recreational space along the Rondout Creek and Hudson River provide ample space to continue to exist with increasing future sea level rise and inundation

-Preserve and adapt historic structures for flooding, including dry and wet floodproofing, elevating utilities and other strategies to allow water in with minimal disruption, like the Steelhouse Restaurant building

-Eco Community and Eco Destination developments could benefit or be made possible through a wharf system and floating structures, a concept introduced in the Waterfront Flooding Task Force process.

Thanks! See you Wednesday,

Libby Murphy

Climate Outreach Specialist, Hudson River Estuary Program

New York State Department of Environmental Conservation

21 S Putts Corners Road, New Paltz, NY 12561

(845) 256-3153 | Elizabeth.murphy@dec.ny.gov

www.dec.ny.gov |  | 

Comments on Draft Scoping Document for DGEIS for BOA Plan

Page	Section	Comments
3	Future Involved Agencies	Remove the "s" from Ulster County Transportations Council
2, 4	In bullets and in description of proposed action	Add TR Gallo Park to the two parks listed. TR Gallo Park is also within the BOA area
4	Description of the Proposed Action	Change Dock Island to Island Dock in second paragraph
4	Description of the Proposed Action	Strand Street would need to be East Strand Street
9	3.9	Wording of second sentence seems to be unclear
10	4.2	Wouldn't groundwater also be considered?
11	4.5	Remove "the" before Block Park, add TR Gallo Park and the waterfront Promenade
10	4.0	Suggest Adding a section on considering the potential significant adverse impacts from Sea Level Rise
11	4.7	First sentence may be missing some words after determine, such as potential impacts
11	4.10	Other considerations might be runoff, groundwater contamination, soil contamination

From: [Palumbo, Gary](#)
To: [Palumbo, Gary](#)
Subject: FW: Waterfront suggestions
Date: Monday, March 30, 2015 1:18:29 PM

From: Sheila Hays [flutemuse.g@gmail.com]
Sent: Monday, March 9, 2015 4:16 PM
To: Swanzey, Gregg
Subject: Waterfront suggestions

Hi Mr. Swanzey,

I appreciated being included at both the meetings in the Common Council room and as well, the one on North street for the Ponckhockie residents, shortly thereafter.

You asked for suggestions, and I've just a couple or so, likely all of which you are already familiar with as we've spoken before...just noting them as you asked they perhaps be more formally submitted:

My neighbors and I would be appreciative if the planners took into serious consideration that many of us who have bothered to put energy and much of our funds into homes which were formerly a shambles did so for the wonderful views which we are privileged to have from our home windows.

As the preliminary plans seem to call for construction being between 2-4 stories in height, we would ask that the leaning be toward the shorter of these figures so as not to obscure the waterfront from our sight. For that matter, given the potential for flooding as well as contamination opposite Abruyn and some of the vicinity, perhaps it is best suited for parking, boating and recreational facilities as opposed to housing....None of would pose a threat to views, but all which are either sorely needed in the area (for example parking, especially on "snow emergency" days) or highly desirable for residents as well as visitors.

Along similar lines, when horticulturists are consulted it would be equally important to offer plantings that are low lying as opposed to ones which could infringe on the vantage points which residents of the area now enjoy. Public support of a project rather than distress voiced about loss of the value of one's prized views is always preferable, I would think.

As for a suggestion which might help to bring jobs and visitors to the Kingston area, while yet preserving the more quiet/family aspect of the Ponckhockie, I wonder if a senior residence or facility might be built on the waterfront. This would have the effect of assuring that folks who have enjoyed their homes in the area for many a year could continue to reap the joys which the river offers as they grow older, surely improving the quality of life for residents. This could be a beautiful state of the art facility...making a strong statement for the elderly which is imperative. Being subjected to living in viewless box-like cubicles should not be what human beings need look forward to in their senior years. Were a truly fine facility erected, Kingston would have the opportunity to actually become known for making a very positive statement worthy of the best kind of publicity. Families visiting folks who live at the facility would surely be helpful in offering local shops and restaurants a continuous source of business activity. The elderly get visited.

Finally, the likely type of construction lending itself to a senior facility would be most suitably be lower lying edifices which wouldn't drastically negatively alter this more family-oriented, quieter end of the Strand. A more contemplative contrast from the busy-ness of the Gallo Park area would offer a welcome change when walking the proposed Promenade.

Finally, someone at the meeting mentioned an amusement park at the end of the Point in the park...I don't know that I support that level of activity there, however, if this is seriously being considered and one wished to offer a draw for tourists and their children, perhaps a finely designed ferris wheel and/or carousel which always has appeal...both aesthetically and amusement-wise...erected at the point where one could view the river from up high, might be a more tasteful option.

Thank you for offering me the opportunity to voice my thoughts.
May it become a truly great project, enhancing what already exists in our city.

With thought, Sheila (Hays) 845 339 2688

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Hudson & Pacific Designs
Landscape Architecture, P.C.
24 Mynderse Street
Saugerties, New York 12477

9 March 2015
Gregg Swanzey
Economic Development
City Hall
420 Broadway
Kingston, New York 12401
Cc: Abel Garraghan

Dear Mr. Swanzey,

On behalf of the Heritagenergy and Kingston Point Terminal Properties owned and operated by Heritagenergy, please accept the following comment as part of the Public Scoping Review of the City of Kingston, New Yorks “SEQRA Draft Scoping Document for the Preparation of a Draft Generic Environmental Impact Statement of the Kingston Waterfront Brownfield Opportunity Area Plan (KWBOAP)”, prepared by AECOM , February 12, 2015 and presented at the Public Scoping Meeting on February 24, 2015.

Heritagenergy supports the public benefit mission of the Kingston Waterfront BOAP with the proviso that the current use and foreseeable future use of the Heritagenergy and Kingston Point Terminal Properties, hereinafter referred to as Kingston Point Terminal, located at the confluence of the Rondout Creek and Hudson River will remain as a vital regional oil storage facility that is recognized as a viable option within the KWBOAP.

The Heritagenergy properties provide a critical water dependent use as an oil storage energy utility between Albany and New York City, as established in the City of Kingston’s “ Oil Storage Facilities Study” prepared by Daniel Shuster, Planning Advisor; Olko Engineering and Raymond , Parish, Pine & Weiner, Inc in November 1981. The study provided a comprehensive analysis of the two Heritagenergy owned ‘Kingston Point’ properties and one property on the Rondout along with two other oil and one gasoline storage facility owned by others on the Rondout Creek. The study evaluated the creation of new oil storage facilities at the Brickyard and Cement Plant along the Hudson with the goal of closing the most problematic storage facilities and those that were more suited to better uses.

The Study concluded that the best facility for oil storage in the Kingston region is the

'Heritage Oil Kingston Point Terminal' property. Based upon the study's recommendations, additional properties were acquired by Heritagenergy adjacent to Kingston Point Terminal. The purchases were at no cost to the public in order to facilitate the removal of the redundant oil storage properties on the Rondout Creek for more sustainable and compatible waterfront uses. Extensive site improvements have also been implemented at the property including but not limited to cleanup, state of the art digital gauging system, monitoring wells, upgraded and new storage tanks. Kingston Point Terminal is maintained in full regulatory compliance according to the New York State Department of Environmental Conservation and the U.S. Department of Homeland Security.

The November 2001 'Phase I Environmental Site Assessment for TCC Parcels 21 & 22', prepared for Mid Hudson Patterns For Progress, of the Heritage Oil Kingston Point Terminal property provides a detailed description of the sites environmental condition at that time. The report chronicles the sites history as a 19th century Ice House and Hotel Site and oil facilities beginning at about 1920. A marina occupied the South West corner Of the site until the 1970's

The 2002 Kingston Waterfront Development Plan acknowledges the entire site of Kingston Point Terminal on its Implementation Plan. According to the plans Goal # 3, the Implementation Plan notes "Provide Riverfront Access" along the properties shoreline and 'Heritage Oil Site: Study for Potential Future Uses". Heritagenergy is open to accommodating limited public access to its existing steel pier and portions of the shoreline. The limitation being that access meets Homeland Security standards and that the pier would be closed during oil deliveries which mostly occur during the winter.

I request that the Kingston Waterfront Brownfield Opportunity Area Plan Report and The Hudson Riverport Vision Plan be amended to include the current oil storage use of the Heritage Oil Kingston Point Terminal property as a viable current and future use that may in limited, due to security concerns, be cooperatively used for public benefit. Further that the The Hudson Riverport Vision Plan shall be corrected to show the full present development of the properties as is shown on the LWRP Implementation Plan.

Kindly confirm receipt of these comments. I am available to provide any additional information, such as a copy of the 1981 Oil Storage Study, that you may require.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen A. Yarabek", followed by a horizontal line extending to the right.

Stephen A. Yarabek

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From: Theresa Drapkin [<mailto:theresa.drapkin@gmail.com>]
Sent: Wednesday, March 11, 2015 9:27 AM
To: Cahill, Suzanne
Cc: Rebekah Milne; Swanzey, Gregg
Subject: Kingston Waterfront Business Association (KWBA) Comments to Comprehensive Plan

Dear Sue,

We are writing on behalf of the Kingston Waterfront Business Association.

The plan looks really fantastic. Thanks to you and your team for all of your hard work, and for inviting the public to formally comment on the plan.

The KWBA has reviewed the plan individually and as a group, and we have compiled our comments in the attached document. A few points to note about the formatting of our comments:

1. We categorized the "topic" of the comment in all caps. For instance, ARTS+CULTURE, ECONOMIC DEVELOPMENT, etc.
2. In parenthesis, we have listed the comment type - whether the comment was *in addition* to or *in expansion* of a stated Objective or Strategy.
3. Additional, or new strategies are denoted by number in blue.

One overall note to these comments: We understand that many parties are commenting on the Comprehensive Plan and we understand certain issues regarding committees and historic review processes have and are being addressed by other parties - we share those concerns however, did not address here.

Please let us know if you have any questions at all. We appreciate this opportunity for input.

Many thanks,

Theresa Drapkin and Rebekah Milne
on behalf of the Kingston Waterfront Business Association

NOTES ON PLAN: RONDOUT CORE AREA + HUDSON RIVER WATERFRONT

ARTS + CULTURE (*Addition of Strategy, Objective 10.2, Pg. 82*)

Strategy 10.2.6: Create opportunities for local artists by promoting art in public places

Increasing opportunities for art in public spaces will bring an awareness and appreciation for the arts in the daily lives of all of Kingston's residents, regardless of race, ethnicity, or income boundaries. Public art is an excellent way to create a diverse audience for the arts. Downtown Kingston has the opportunity to foster the arts by integrating public art into the City's landscape. Ideas include incentivizing current property owners and private developers to provide public art in interior and exterior spaces; installing public art in City, county, and state owned public and community facilities, City parks, and the greenway system; and incorporating public art into the planning stages of publicly-funded projects and projects on City-owned land. Engage the arts community in local planning to understand how the City can support their activities and help them to expand and grow. Consider amending the City's Zoning Code to foster temporary and permanent public art installments.

ECONOMIC DEVELOPMENT (*Expansion on and Addition of Strategies, Objective 10.3, Pg. 84*)

Strategy 10.3.1: Promote additional use of Rondout public recreational facilities throughout the year, and specifically during cold-weather months

Concerts and festivals through the warm-weather months continue to grow including the First Saturday art walks and the May-October Night Markets. During the winter, economic activity in the Rondout significantly tapers off. The City should continue to promote active programming of Rondout Area parks during cold weather months and increase activities as possible. Current programming includes the Sinterklaas Festival. Future possibilities could include watering the public plaza at T.R. Gallo Park to construct an artificial ice skating pond; and promoting sledding in Cornell Park, or a Christkindlmarkt similar to the one held in Bethlehem, PA. which brings retailers and craftsmen from the area to sell Christmas-related arts and crafts.

Review permitting procedure for outdoor events including arts fairs, farmers markets, and street performance and remove disincentives such as exorbitant fees or unreasonable time restrictions. One vision for Cornell Park is a Bandshell as well as Urban Agriculture opportunities. Incorporate urban agriculture into the zoning code. Broaden uses to include small residential, commercial, mixed-use, manufacturing, and waterfront districts. Incorporate urban agriculture definitions into the zoning. Allow "Market Gardens" in the new zoning. Incorporate appropriate accessory structures and

uses, parking and loading, screening, appearance, as well as related ordinances to include including composting, garbage (solid waste), weeds, municipal water, prescribed burning, and gardening in municipal parks.

Strategy 10.3.2: Require active uses on the ground floor of buildings in the commercial district of Broadway

The pedestrian experience is enhanced by uses that bring customers to the area. It's vital that these businesses are open regular business hours, and include display windows. Requiring these types of uses, as opposed to office or residential uses, helps enliven mixed-use areas. Those uses that promote minimal street-level activity should be limited to upper floors. Zone townhouses on East side of Broadway for mixed-use commercial retail which would increase streetfront use, increasing the passers-by and the visual interest of the neighborhood, and promoting integration with the opposite, commercial side of the street. Consider adopting form-based codes and aesthetic requirements for first-floor commercial storefronts in the City. **(Strategy noted in Uptown Plan, 9.7.1, Pg.79)*

Strategy 10.3.3: Designate an anchor establishment downtown

Sources of fruits, vegetables, fresh meat and seafood are a vital attraction to a neighborhood. From urban agriculture to kitchen incubators, there are myriad opportunities to use food as a fulcrum for job growth and business development, as studies confirm that grocery stores attract other retail uses to the community.

REPURPOSING *(Addition of Strategy, Objective 10.3, Pg. 84)*

Strategy 10.3.4: Support the temporary re-use of vacant and/ or underutilized building facades for art exhibitions and murals.

Many of the pre-war industrial buildings and structures downtown were built to accommodate uses or perform functions that are no longer relevant. Nineteenth-century industrial buildings, for example, are ill-suited to the needs of today's working waterfront. However, such historic resources can be adapted for contemporary uses with alterations that modify buildings while retaining their essential historic features or character. Encourage pop-up shops, incubator businesses, performances and events in these nontraditional venues. Maintain an inventory of existing venues and sites for future venues. Promote and market events that support and encourage cultural tourism. Partner with art galleries, independent theaters, local universities and colleges, and the public, private and social sector in hosting and organizing arts events to establish a cultural identity for Kingston. Support redevelopment of existing vacant and underutilized industrial and commercial lands rather than designating additional lands for these purposes. Encourage preservation, rehabilitation and redevelopment of existing housing stock.

Strategy 10.3.5: Create subsidized Signage Fund which would connect new and existing businesses with the opportunity to peruse and purchase industrial, vintage, and antique exterior signage.

With a diverse group of local antique shops specializing in industrial, vintage, and antique exterior signage, we can encourage new businesses to repurpose these signs for reuse and to add dimension and depth to commercial areas. Collaboration between the city, current signage funding, antique shops and the historic overseeing committees, could lead to an innovative streetscape strategy.

PARKING STANDARDS (Addition of Strategy, Objective 10.3, Pg. 84)

Strategy 10.3.6: Adopt coordinated parking standards which maintain neighborhood integrity, promote the use of a multi-modal transportation system and increase the number of visitors downtown.

Streets with an attractive and interesting street atmosphere, where land uses and the transportation system are mutually supportive, create a vital and interesting focus for the community. Explore alternate meter payment methods including a shopping incentive, for example, business owners might be issued credit coins which feed the meters to provide to customers, who in turn would patronize that downtown business while enjoying free parking. A permit sticker might be issued on an annual or bi-annual basis to identify resident's and employee's vehicles.

WORKING WATERFRONT (Addition of Strategy, Objective 10.4, Pg. 84)

Strategy 10.4.1: Encourage the use of water transportation for commuting and sightseeing

While the manufacturing and shipping that once dominated the city's waterfront has shrunk its footprint due to changes in the shipping industry, the working waterfront remains a vital part of the city's economy. As the number of tourists and weekenders continue to grow, demand for transportation increases. Ferries and water taxis have emerged as an attractive form of transportation, for commuters to and from Manhattan, for sightseers, and for tourists and weekenders. Connections with public transportation are important to public access.

Human-powered boating—such as kayaking, canoeing, and rowing—have exploded in popularity. Kingston's Waterfront offers opportunities to explore diverse waterways that are accessible to the public for recreation. Continue to grow the trails that connect water and green spaces along the shoreline.

Commercial and public marinas are important assets for Kingston's waterfront, providing seasonal employment as well as recreational opportunities. Marinas also add character to the neighborhoods where they are clustered. Marina support services offer skilled

and unskilled jobs. Marina uses include full-service marinas, accessory docks, and single docks for private recreational vessels. Marina support activities include boat repair and maintenance, boat storage, fueling, waste pumpout, and sail making and repair. Marinas and marina support activities are clustered in the Rondout Creek, with moderately deep water protected from currents, strong winds, and wave action, and where conflict with maritime and maritime support vessel activity is minimal.

OTHER CITY-WIDE PLAN NOTES

RECRUITMENT (*Expansion of Strategy 4.8.1, Objective 4.8, Pg. 34*)

Strategy 4.8.1: Produce a “Doing Business in Kingston” package for potential and new businesses

This strategy should also mention (in addition to creating a Comprehensive City Directory of Businesses) available rental spaces/rental property owners, tax incentives, grant opportunities for property and business owners within the Landmarks and Heritage Area districts, through New York Main Street and other State and federal grants.

TRANSPORTATION IN PUBLIC SPACES (*Addition of Strategy, Objective 5.3, Pg. 44*)

Strategy 5.3.7: Explore innovative ideas for incorporating art in the public realm by creating art walks and cultural heritage trails along certain routes, encouraging multi-modal travel, and providing accessible, human scale opportunities for transferring between travel modes and parts of town.

Greenspace, natural areas, pedestrian-oriented store fronts, tree-lined streets, reliable sidewalks and active spaces encourage and enhance the walking experience. Downtown streets, trails, and green spaces are not static; they need to evolve continually in order to meet shifting trends, which are moving towards more individual or self-led activities. Ensure zoning laws explicitly allow multi-modal travel uses and amenities for pedestrians and bicyclists including benches, bike racks, and designated bike lanes.