

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 (letter dated March 6, 2015)</p> <p>(letter dated March 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 	