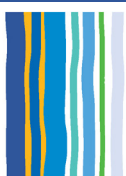


PRE-NOMINATION STUDY

Revitalization Opportunities Report for Kingston Midtown

Prepared for
The City of Kingston and Ulster County, New York

2019



Midtown Kingston
Revitalization Opportunities
Ulster County BOA

This document was prepared by Skeo Solutions for Ulster County with funds provided by the New York State Department of State Brownfield Opportunity Area grants program.

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Appendix A – Descriptive Profiles for the Midtown Kingston Study Area

1. PROJECT DESCRIPTION AND OVERVIEW

Ulster County is conducting a countywide revitalization planning process with funding from the New York State Department of State (NYS DOS) Brownfield Opportunity Area Grant program. The project identifies five study areas within communities across the county, evaluates study area conditions, and identifies barriers and potential opportunities for advancing revitalization efforts for these areas.

This report outlines findings for the City of Kingston’s Midtown. The preliminary analysis and recommendations support the City of Kingston, Ulster County, key stakeholders and partners in prioritizing and coordinating multiple brownfield revitalization projects, land use, and greenway plans and economic development strategies in Kingston’s Midtown neighborhood.

LEAD PROJECT SPONSORS

Ulster County is the lead project sponsor for the revitalization opportunities project and has been working with the City of Kingston to determine future project leads and roles. Convened by the County Planning Department, the Ulster County BOA Steering Committee includes representatives from Planning, Office of County Executive, Department of Environment, Department of Budget, Planning Board and the City of Kingston Economic and Community Development Department. Steering Committee discussions were held in October, November, and December of 2016

CONTEXT

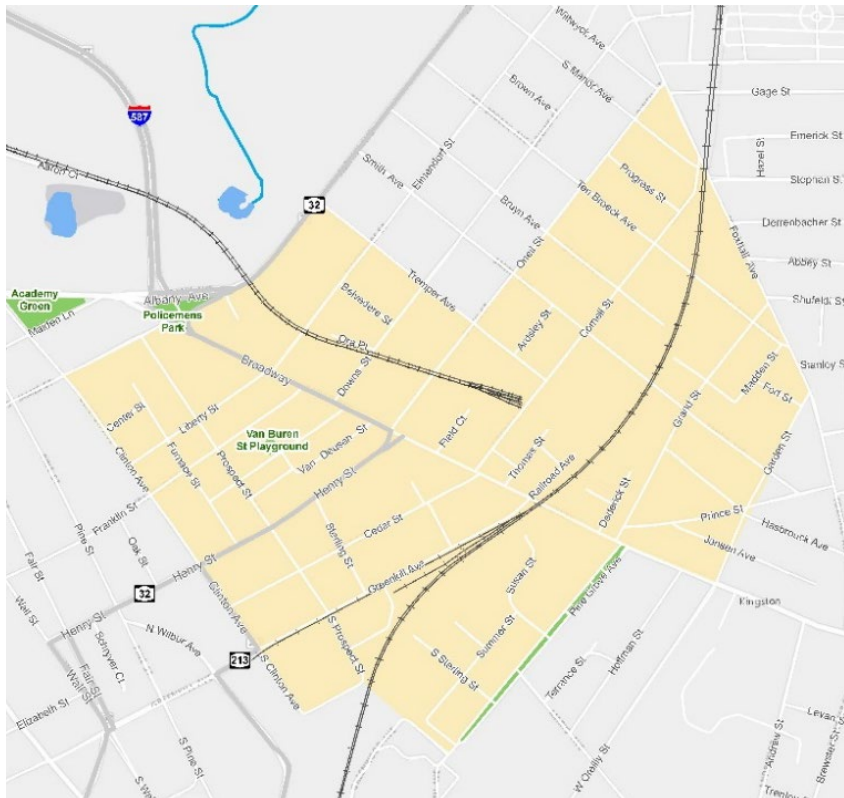
Ulster County’s only city, Kingston, is in New York’s Hudson Valley region. Approximately 100 miles from New York City, 60 miles from Albany and the Capital Region, and just east of the Catskills, Kingston is easily accessible from major population centers and serves as a gateway to major tourism and recreation destinations.

Kingston is made up of three main commercial and residential areas – the Uptown Stockade District, Midtown, and the Downtown Rondout District. Broadway runs north and south linking the three areas and forms the heart of Midtown.

Today, Midtown is an area in transition. Located at the confluence of multiple rail lines, Midtown was historically dominated by the textiles and transportation economies. The hospital, City Hall, Kingston High School, and other community facilities are also located in Midtown, providing both essential services and employment opportunities. The Broadway corridor supports many shops, restaurants, and small businesses. Many of the buildings that once served as factories and warehouses are vacant or underutilized, and there are numerous empty storefronts along the Broadway commercial corridor that connects Midtown with the Uptown and Rondout areas.

STUDY AREA

The Kingston Midtown Study Area encompasses 270 acres around the intersection of Broadway and the CSX rail line. It should be noted that the City has a designated BOA along the Rondout Creek (waterfront area) that is not part of this study.



MIDTOWN STUDY AREA

Size: 270 acres

Related Planning Initiatives

- Kingston 2025 Comprehensive Plan
- Midtown Arts District
- Ongoing Redevelopment Projects
- Kingston Greenline Initiatives
- EPA Site Assessment Grants

MIDTOWN KINGSTON PLANNING CONTEXT

The City of Kingston, local businesses and property owners have launched a focused revitalization effort around education, arts, and entertainment to encourage reuse of underutilized commercial and industrial areas along the Broadway corridor. The following section recaps the key ongoing planning and community revitalization initiatives that intersect with the study area and focus of this project.

Kingston 2025

The City’s recently adopted comprehensive plan describes the Midtown area as “in severe transition” noting poverty, fragmented land-use configuration, vacant and underutilized properties as key challenges. The plan recommends that the City focus on existing businesses and entrepreneurs coupled with public investments to improve the image of Midtown.

Midtown Community Revitalization Initiatives

The City of Kingston, local businesses and property owners, and other community partners have launched a revitalization effort in Midtown around the arts, education, entertainment and the reuse of declining commercial and industrial properties. This effort is part of the City’s CDBG 2014-2018 Five-Year Consolidated Plan. This initiative establishes a broad vision for the Midtown community focused on:

- Creating **business** expansion opportunities and activity in the area;
- Providing **education** and training for economic inclusion of residents;
- Furthering the fledgling **art** cluster in Midtown and expanding it and its linkages with other areas of Kingston; and
- Growing and utilizing **technology** that will be critical to success at present and in the future.

Midtown Arts District

The Kingston 2025 plan recommended the creation of an arts and business district. Subsequently, the Midtown Arts District (MAD) was formed as a coalition of artists, businesses, residents, the City of Kingston, and organizations serving the neighborhood.



**A unifying
arts focus
to revitalize
and enrich our
community**



Encaustic artist paints, pottery wheels and kilns, stage scenery, hand-carved wooden kitchen implements, hand-crafted furniture, nut-based cheeses, letterpress stationery, commercial films and videos, artwork, and hand-crafted beer are among the quality products produced here....

The Midtown Arts District was created to improve the visibility of arts- and crafts-related businesses, galleries, restaurants, and arts centers/museums and stimulate economic investment.

Centered around Broadway, Cornell Street, and Greenkill Avenue, the Arts District is home to the 1,200-seat Ulster Performing Arts Center, which just completed a \$4 million renovation with assistance from a \$500,000 state grant; four manufacturing businesses (Bailey Pottery Equipment, R&F Handmade Paints, ColorPage, and American Made Monster Studios) employing more than 60 people; and nearly 40 buildings occupied by arts-related uses.

The Arts District also features artists' live-work space created through the adaptive reuse of vacant industrial buildings by non-profit housing development corporation, Rural Ulster Preservation Company (RUPCO). RUPCO has been involved as a partner and developer in several Midtown adaptive reuse projects, the Shirt Factory and the Lace Mill, the latter completed by RUPCO, neighborhood blight has been transformed into affordable housing with public spaces for the arts. The Lace Mill received a Preservation Action Award from the National Trust for Historic Preservation in 2017.

Ongoing Redevelopment Projects

RUPCO is working on two additional projects in Midtown: Energy Square, a new, 57-unit mixed-use building complete with rooftop solar panels; and The Metro, a film and technology hub that will provide job and training opportunities as well as "maker space" for entrepreneurs. Located in a 70,000-square-foot underutilized factory and warehouse, The Metro will be anchored by Stockade Works, a film and television production company founded by actress Mary Stuart Masterson. RUPCO has received state funding to support both projects.

Kingston Greenline

Midtown is envisioned as the hub of the Kingston Greenline, a proposed network of urban trails, complete streets, bike lanes, and linear parks in the City of Kingston. The Kingston Greenline Conceptual Plan recommends a series of complete streets solutions, trail connections, and other improvements that should be made to accommodate pedestrian and cyclists in Midtown.



Kingston Greenline projects, objectives and timelines are listed below.

The **Broadway Streetscape Project** involves the reconstruction of Broadway from St. James Street to Grand Street to improve safety and traffic flow for motorists, pedestrians, transit users and bicyclists; includes new sidewalks and crosswalks, lighting, benches, street trees, and bike racks. Construction is scheduled to begin in spring 2019.

The **Kingston Point Rail Trail** involves the construction of the paved public trail and linear park from Midtown Kingston at Jansen Avenue to the waterfront at the Trolley Museum; a portion of the rail trail is expected to begin in fall 2018; City is seeking funds to complete the rest of the trail to the Trolley Museum.

The **Midtown Shared Streets Project** calls for the development of complete streets strategies that connect the Kingston Point Rail Trail to Midtown and improvements to pedestrian and bicycle safety through traffic calming measures; implementation began in October 2016; additional improvements are expected for late 2018.

The **Ulster County Midtown Linear Park's** goal is to create a public trail and linear park from Midtown Kingston at Cornell Street to the Kingston Plaza; currently in the planning phase with design/engineering beginning in 2018.

Midtown is also tied into the Ontario and Western (O&W) Rail Trail that will connect Kingston and Ellenville along the former O&W rail line, a connection between historical freight transportation networks of the Hudson River Valley and Delaware River Valley. Within Ulster County, the inactive O&W rail line and its rail beds parallel U.S. Route 209 and Rondout Creek, and plans are in place to develop a continuous multi-use recreation trail between Kingston and Ellenville. Although it is expected to be years before the entire route is complete, segments of the trail are being acquired and easements are being negotiated. As part of a federally funded transportation project, Ulster County will begin construction in 2018 on a 1.8-mile section of trail linking Midtown with the Village of Hurley.

EPA Site Assessment Grants

The City of Kingston was recently awarded two Site Assessment Grants from the U.S. EPA Brownfields program. The City will utilize the funding to conduct Phase I and Phase II Environmental Site Assessments (ESA) at potential brownfield sites, with a specific focus on the Midtown and Rondout waterfront areas. The 2016 EPA grants include separate funding and plans of work for petroleum and hazardous substance site assessment projects. Based on the 2016 cooperative agreement scoping documents, 17 sites are listed as priorities for updated Phase 1 assessments, with prioritized sites to be followed by Phase 2 site assessments. Most of the sites in the cooperative agreement are located along Rondout Creek, and several located within the Midtown Study Area are listed and discussed in sections 3 and 4 of this report. The City may identify additional or alternate sites. A primary goal of the City of Kingston Brownfields Assessment Program will be to identify and prioritize sites for future cleanup to support public infrastructure projects – Kingston Greenline trails and connectivity projects; and wastewater treatment plant upgrades – and attract new revitalization investments. The City of Kingston initiated the site assessment with an RFP for consulting services and selected a consultant in 2018.

2. COMMUNITY PARTICIPATION

SUMMARY OF OUTREACH

Community participation activities for the Midtown Study Area included August, September and November 2017 Steering Committee discussions and working sessions involving the City’s Office of Economic and Community Development, municipal staff briefings in February 2018 and a May 9, 2018 community workshop held at City Hall (420 Broadway, Kingston, NY) from 6 to 8pm.



KEY STAKEHOLDERS AND TECHNIQUES TO ENLIST



PARTNERS

Local government, private sector, and non-profit organizations for the five focus groups, County and Mid-Hudson region are listed below.

- Office of the Mayor and Kingston City Council
- City of Kingston Office of Economic and Community Development
- Kingston Conservation Advisory Council
- Kingston Planning Department
- Kingston Department of Public Works

- Midtown Arts District
- RUPCO
- Local businesses and property owners

COMMUNITY VISION

The vision for the Midtown Kingston study area will likely require further and more sustained citizen engagement. Based on information gathered to date, components of the community vision for Midtown include:

- **Neighborhood Quality of Life:** A future for residential neighborhoods where strong housing revitalization programs promote homeownership, local ownership of multi-family properties and neighborhood leadership groups are in place to help combat poor housing quality, distressed properties.
- **Arts, Culture and Business:** Midtown’s economy grows around the arts, education, and business while support the area’s traditional large-footprint uses.
- **Open Space and Trails:** Multi-modal transportation opportunities leverage old infrastructure to create a hub of greenway trails with accessible open space for recreation and neighborhood park access.

Further discussion of the land use trends, issues, and opportunities related to the community vision are addressed in subsequent sections and descriptive profiles (Appendix A).

3. PRELIMINARY ANALYSIS OF THE KINGSTON MIDTOWN STUDY AREA

This section presents preliminary analyses of the Kingston Midtown Study Area based on a review of the following considerations:

- Study Area Boundary
- Demographic Characteristics
- Land Use and Zoning
- Underutilized Sites
- Land Ownership
- Transportation and Infrastructure
- Natural Resources
- Market and Economic Opportunities

PROJECT BOUNDARY DESCRIPTION AND JUSTIFICATION

The study area boundary is defined based on the Kingston 2025 comprehensive plan recommendations, subsequent Midtown Arts District boundary and definitions, analysis of demographic characteristics and clusters of underutilized sites. Midtown is truly an area in transition and representative of Kingston's challenges as well as its tremendous opportunities.

Assets and Challenges

Recognizing the need for integration and focused effort at identifying barriers to revitalization in the area, the study area was delineated by the Technical Advisory Committee to encompass the assets and challenges listed below:

- The Midtown Arts District, a conceptual designation that defines the geographic focus of neighborhood revitalization efforts for the Midtown area;
- The Midtown hub of the Kingston Greenline street and trails connectivity planning;
- Key manufacturing and rail transportation corridors;
- The largest and highest concentration of underutilized properties in Ulster County;
- Kingston and Ulster County's most economically distressed area based on poverty, income, and home values;
- A diverse and fragmented mix of land uses; and
- High-poverty residential areas.

Boundaries

The study area (see Figure 1) was the result of discussion with our Technical Advisory Committee and in discussion with Kingston City Officials as well as via our public meeting process. The resulting boundary is defined by the following primary transportation corridors which encompasses the above list of assets and challenges and studies mentioned and are the traditional boundaries of what is considered Midtown Kingston with Pine Grove in the southeast and Clinton Avenue in the Southwest and Albany Avenue in the Northwest. The cutoff at Tremper Ave. and O'Neill St. was selected due to being the transition point between industrial and residential uses with the cleanup and redevelopment of the former being a major part of the focus of this study area that if improved will enhance the residential areas that connect to it.

- Albany Avenue/I-587 connector (northwest)
- Tremper Avenue and Foxhall Avenue (northeast)
- Pine Grove Avenue and Garden Street (southeast)
- Clinton Avenue (southwest)

DEMOGRAPHIC CHARACTERISTICS

The information below provides an overview of the demographic characteristics of the Midtown Kingston Study Area, with comparisons to the City of Kingston and Ulster County. The data presented are derived from the U.S. Census Bureau and ESRI, a leading provider of market information whose proprietary methodology relies on both federal and private data sources to develop demographic estimates and projections.

The Midtown Kingston Study Area includes portions of multiple block groups:

- Block Group 3, Census Tract 9519
- Block Group 2, Census Tract 9520
- Block Group 1, Census Tract 9521
- Block Group 2, Census Tract 9521
- Block Group 3, Census Tract 9521

The City’s recently adopted comprehensive plan characterizes Midtown as having “higher densities, lower median incomes, higher unemployment, higher average household sizes, and lower homeownership than the City in general.”

As part of a countywide review of block group-level data in conjunction with the Brownfield Opportunity Area Program, four of these block groups (Block Group 3, Census Tract 9519; Block Group 2, Census Tract 9520; and Block Groups 2 and 3, Census Tract 9521) were identified as among the most economically distressed in Ulster County. Census Tract 9521 is also in an NYSDEC-designated Environmental Justice Area.

Population

With an estimated 3,413 residents, the Midtown Kingston Study Area accounts for approximately 14 percent of the City’s population, and its population has grown much more rapidly than that of the City as a whole.

| POPULATION TRENDS | | | |
|-------------------|-----------------------------------|---------------------|------------------|
| | Kingston Midtown Study Area | City of Kingston | Ulster County |
| 2000 | 2,873 | 23,449 | 177,749 |
| 2010 | 3,287 | 23,900 | 182,493 |

| | | | |
|-------------------|-------|--------|---------|
| 2017 estimates | 3,413 | 24,224 | 185,613 |
| 2022 projections | 3,482 | 24,454 | 187,704 |
| % Change, 2000-10 | 14.4% | 1.9% | 2.7% |
| % Change, 2010-17 | 3.8% | 1.4% | 1.7% |
| % Change, 2017-22 | 2.0% | 0.9% | 1.1% |

Source: U.S. Census (2000 and 2010); ESRI (estimates and projections)

Race/Ethnicity

The Midtown Kingston Study Area is more racially and ethnically diverse than either the City of Kingston or Ulster County. Nearly Twenty-five percent of all minority residents in the City of Kingston resides in the Midtown area.

| RACE AND ETHNICITY | | | | | | |
|----------------------------|-----------------------------|-------|------------------|-------|---------------|-------|
| | Midtown Kingston Study Area | | City of Kingston | | Ulster County | |
| | # | % | # | % | # | % |
| 2017 estimates | | | | | | |
| White Alone | 1,730 | 50.7% | 16,884 | 69.7% | 156,843 | 84.5% |
| Black Alone | 809 | 23.7% | 3,827 | 15.8% | 12,250 | 6.6% |
| American Indian Alone | 34 | 1.0% | 121 | 0.5% | 557 | 0.3% |
| Asian Alone | 55 | 1.6% | 557 | 2.3% | 4,083 | 2.2% |
| Some Other Race Alone | 505 | 14.8% | 1,453 | 6.0% | 5,754 | 3.1% |
| Two or More Races | 280 | 8.2% | 1,381 | 5.7% | 6,125 | 3.3% |
| Hispanic Origin (Any Race) | 1,096 | 32.1% | 3,924 | 16.2% | 20,046 | 10.8% |
| Total Minority Population | 1,683 | 49.3% | 7,340 | 30.3% | 28,770 | 15.5% |

Source: ESRI (estimates)

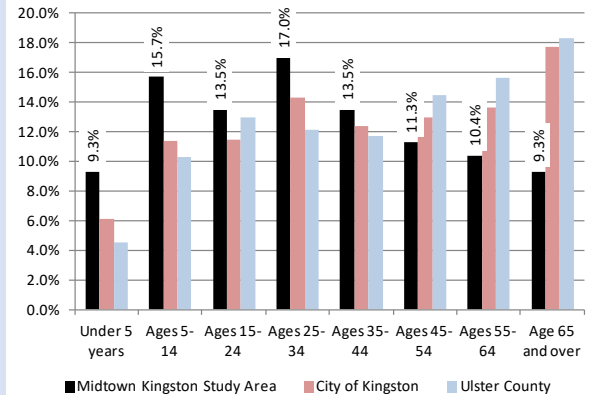
Age

The Midtown Kingston Study Area has a population that is considerably younger than the City of Kingston. Individuals under age 15 make up fully one-quarter of all residents in the study area, compared to 17.5 percent citywide and 14.8 percent in Ulster County. The Midtown Kingston Study Area also has a high percentage of residents ages 25-34 relative to the comparison areas.

Percent of Population by Age, 2017 (ESRI)

| MEDIAN AGE | | | |
|-------------------|-----------------------------|------------------|---------------|
| | Midtown Kingston Study Area | City of Kingston | Ulster County |
| 2010 | 30.1 | 39.2 | 42.0 |
| 2017 estimates | 31.7 | 40.3 | 43.6 |
| 2022 projections | 32.4 | 41.0 | 44.2 |
| % Change, 2010-17 | 5.3% | 2.8% | 3.8% |
| % Change, 2017-22 | 2.2% | 1.7% | 1.4% |

Source: U.S. Census (2010); ESRI (estimates and projections)



Educational Attainment

Educational attainment levels among individuals aged 25 and over in the Midtown Kingston Study Area are lower than those of residents in the City of Kingston and Ulster County overall. More than 20 percent of adults in the study area lack a high school diploma or General Equivalency Diploma (GED), and only 12 percent have a college bachelor's degree or higher.

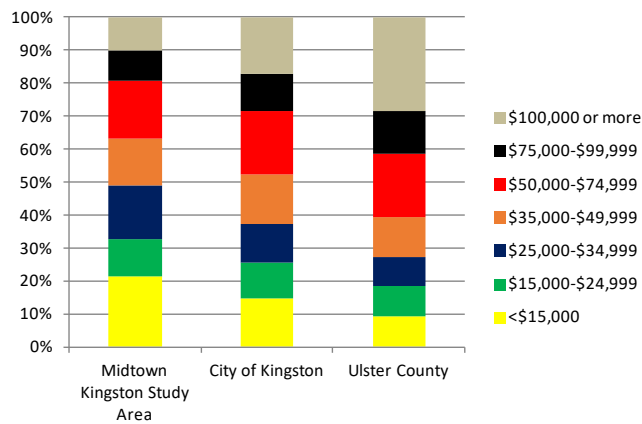
| EDUCATIONAL ATTAINMENT | | | | | | |
|---------------------------------|-----------------------------|-------|------------------|-------|---------------|-------|
| | Midtown Kingston Study Area | | City of Kingston | | Ulster County | |
| 2017 estimates | # | % | # | % | # | % |
| Less than 9th Grade | 202 | 9.6% | 895 | 5.2% | 4,018 | 3.0% |
| Some High School | 231 | 11.0% | 1,669 | 9.7% | 9,242 | 6.9% |
| HS Grad or GED | 903 | 43.0% | 5,508 | 32.0% | 40,050 | 29.9% |
| Some College/ND | 449 | 21.4% | 3,632 | 21.1% | 25,316 | 18.9% |
| Associate's Degree | 63 | 3.0% | 1,601 | 9.3% | 13,395 | 10.0% |
| Bachelor's Degree | 149 | 7.1% | 2,306 | 13.4% | 23,173 | 17.3% |
| Graduate Degree | 103 | 4.9% | 1,601 | 9.3% | 18,752 | 14.0% |
| % high school diploma or higher | | 79.4% | | 85.1% | | 90.1% |
| % bachelor's degree or higher | | 12.0% | | 22.7% | | 31.3% |

Source: ESRI (estimates)

Income and Poverty

Midtown is home to the poorest, most economically challenged neighborhoods in Kingston, if not the County. As shown in the chart below, more than 63 percent of households in the Midtown Kingston Study Area earn less than \$50,000 per year, while 21.4 percent have annual incomes below \$15,000. The median household income in the study area is estimated at \$35,956, well below the city (\$46,923) and county (\$61,302) medians.

Households by Income, 2017 (ESRI)



Poverty data are not available for the defined study area, but the block groups in which portions of Midtown Kingston are located have poverty rates ranging from 9.5 percent to 44.2 percent, according to American Community Survey (ACS) Five-Year Estimates from the U.S. Census Bureau. With one exception, these are significantly above city and county poverty rates. Unemployment was also well above the city and county rates.

| POVERTY & UNEMPLOYMENT | | |
|----------------------------------|--------------|-------------------|
| | Poverty Rate | Unemployment Rate |
| Block Group 3, Census Tract 9519 | 44.2% | 25.6% |
| Block Group 2, Census Tract 9520 | 26.2% | 14.3% |
| Block Group 1, Census Tract 9521 | 9.5% | 13.8% |
| Block Group 2, Census Tract 9521 | 36.9% | 14.1% |
| Block Group 3, Census Tract 9521 | 23.2% | 24.9% |
| City of Kingston | 18.6% | 9.9% |
| Ulster County | 12.8% | 9.3% |

Source: 2011-2015 American Community Survey Five-Year Estimates, U.S. Census Bureau

Based on ACS Five-Year Estimates, the median home values for the block groups in which Midtown Kingston is located range from \$141,700 to \$164,000, below the citywide median of \$171,500.

MEDIAN HOUSING VALUES

| | |
|----------------------------------|-----------|
| Block Group 3, Census Tract 9519 | \$155,600 |
| Block Group 2, Census Tract 9520 | \$160,900 |
| Block Group 1, Census Tract 9521 | \$164,000 |
| Block Group 2, Census Tract 9521 | \$142,900 |
| Block Group 3, Census Tract 9521 | \$141,700 |
| City of Kingston | \$171,500 |
| Ulster County | \$222,800 |

Source: 2011-2015 American Community Survey Five-Year Estimates, U.S. Census Bureau

More than two-thirds of the occupied housing units are rentals. Affordable housing is an issue in the neighborhood, given the residents' low-income levels. The high proportion of vacant housing units exceeds the number citywide (the county vacancy rate includes many seasonal units in rural communities).

HOUSING UNITS

| | Midtown Kingston Study Area | | City of Kingston | | Ulster County | |
|---------------------|--------------------------------|---------------|------------------|---------------|---------------|---------------|
| | # | % | # | % | # | % |
| 2010 Census | | | | | | |
| Occupied Units | 1,200 | 86.9% | 10,219 | 91.7% | 71,049 | 84.9% |
| Owner-Occupied | 376 | 31.3% | 4,749 | 46.5% | 48,781 | 68.7% |
| Renter-Occupied | 824 | 68.7% | 5,470 | 53.5% | 22,268 | 31.3% |
| Vacant Units | 181 | 13.1% | 930 | 8.3% | 12,589 | 15.1% |
| Total Housing Units | 1,381 | 100.0% | 11,149 | 100.0% | 83,638 | 100.0% |

Source: U.S. Census

EXISTING LAND USE

The following section summarizes current land-use configurations and zoning designations for the Midtown Study Area (see Figures 2 and 3).

The 270-acre study area encompasses multiple land-use categories as described below. Current use patterns are delineated based on City of Kingston 2016 parcel data using property class codes associated with study area parcels included in Ulster County real property data as of October 2016. For the purposes of outlining general patterns, uses are defined as residential, commercial, vacant land, industrial, recreation and entertainment, community services and public services. The table below lists the general land use types ordered by the percentage of the overall study area size. Analysis of land use patterns, trends and considerations are discussed below by use type.

TABLE 1. STUDY AREA LAND USES

| Land Use Type | Acres | % Study Area Total Acreage |
|---------------------------------------|-------|----------------------------|
| Residential | 79.6 | 31.5% |
| Public Services | 74.7 | 29.5% |
| Commercial | 55.6 | 22.0% |
| Industrial | 12.4 | 4.9% |
| Community Services | 11.8 | 4.7% |
| Vacant Land | 10.7 | 4.3% |
| Entertainment & Recreation | 7.7 | 3.1% |
| Grand Total¹ | 252.7 | 100.0% |

Residential

Midtown's residential neighborhoods are comprised of single and multi-family housing primarily located to the north and south of Broadway. The study area encompasses four residential pockets, geographically isolated from one another by industrial corridors and rail lines.

Based on ACS Five-Year estimates, there are approximately 1,300 housing units in the study area, 67 percent are renter-occupied, 31 percent are owner-occupied and over 13 percent are vacant. Home values for the census block groups in the study area are about 20 percent below those in Kingston and more than 35 percent below the Ulster County median.

¹ Approximately 17 acres within the study area are dedicated to street rights of way and therefore not included in the total parcel acreage.

Midtown's residential areas are benefitting from a wave of new mixed-use housing investments, several of which have converted former commercial or industrial properties to residential lofts, condominiums or apartments. Some include affordable housing set-asides.

The combination of low home-ownership rates and low home values are indications of distressed conditions for the city's lowest-income populations living here.

Commercial

Commercial properties account for 22 percent of the Midtown study area and are generally concentrated along Broadway and to the north along Cornell, Grand and Foxhall corridors.

- The Midtown Arts and Business District initiatives have spurred investments in commercial-mixed use redevelopment efforts, like RUPCO's Lace Mill and the Shirt Factory redevelopment effort.
- Broadway is a long commercial corridor with many underutilized or retail storefronts.
- Recent investments in retail shops, restaurants, and breweries have spurred rehabilitation and redevelopment along the northwestern end of the Broadway corridor, in closer proximity to Uptown and the I-587 connector.
- North of Broadway, many commercial properties support surface parking and storage for vehicles and rail transportation industries.

Public Services

Public service classified properties make up 29.5 percent of the study area and include land allocated to active and inactive rail corridors. These corridors have shaped growth and development patterns in Midtown, as industries grew around the railroad. CSX corporation owns active railroad properties along the north-south rail corridor; the inactive Ulster and Delaware Railroad corridor lies north of Broadway and runs west of the CSX corridor to which it is no longer connected.

- A rail trail and greenway corridor are planned for the inactive former railroad property along the Ulster and Delaware corridor.
- Active freight rail service on CSX Transportation Corporation lines is expected to continue.
- Property along the CSX corridor outside of the primary rail right of way is functionally vacant and may offer additional vacant land suitable for other uses.

Additional considerations related to planned greenways, recreation and trails infrastructure are addressed in subsequent sections.

Industrial Uses

Industrial uses account for only 5 percent of the study area and are associated with manufacturing- and transportation-related uses along the rail corridor. Oriented along either side of the CSX freight rail corridor near Grand Street, fleet maintenance, storage, warehousing, and manufacturing facilities stand alongside vacant and underutilized buildings abutting the railroad property. These properties and associated industrial and transportation jobs have been important economic drivers for Midtown. Recent plans, initiatives, and investments lack specificity regarding the future of these industrial corridors or strategies for the industrial sectors, jobs and access to freight routes. Further consideration

and evaluation of business needs, community priorities, as well as economic development and land use scenarios for the industrial/rail corridor may be warranted.

Entertainment/Arts

Entertainment classified properties make up only 3 percent of the study area. Currently, arts and entertainment amenities, while not a significant percentage of the properties, appear to have formed the basis for the redevelopment and employment opportunities that have occurred in the underutilized properties to date. Arts and entertainment amenities offer further growth opportunities as evidenced by several ongoing and planned revitalization efforts in Midtown that specifically seek to increase access to these amenities.

The Ulster Performing Arts Center (UPAC) located on Broadway is the primary cultural and entertainment venue in the study area and a key attraction for music, theater, and film. This strategic location on Broadway is an anchor for the Midtown Arts District.

- The Midtown Arts District initiatives seek to provide space, programming, and facilities to support art-related jobs, such as maker spaces and flexible affordable workspaces.
- Specific initiatives centered around the visual arts are taking root through a redevelopment project at South Prospect Street and Greenkill Avenue.
- RUPCO has acquired the former Steinex, LLC Corp. property. In collaboration with the Stockade Works film studio, RUPCO is converting the vacant structure into a film studio with additional supporting space. With redevelopment plans underway, Stockade Works is initiating workforce development and recruitment efforts to build the capacity and infrastructure to support a niche economy around film production.

Recreation

With less than 3 percent of the study area classified as parks or recreation, the study area currently offers very little access to parks or other recreation opportunities. Recreation venues are limited to the YMCA property, Van Buren Street playground and Barmann Park, a multi-use recreation field and playground on Greenkill Avenue. Further information on these opportunities is provided below:

- The YMCA operates a community center south of Broadway and owns surrounding property that offers recreation space and an emerging farm nearby.
- Two other parks include a neighborhood park with a playground on Van Buren Street and Barmann Park, recently donated to the City by RUPCO, adjoining the housing corporation's proposed Metro film studio site.
- The City and County are investing in recreation infrastructure through the Kingston Greenline initiatives that will expand trails and link Uptown, Midtown and Downtown Rondout areas. These trail investments seek to increase bike and pedestrian access around the City and especially to important destinations such as shopping and recreation.
- Ulster County is planning to develop a publicly accessible linear park between Cornell Street and O'Neil Street that will serve as the Midtown hub for the Kingston Greenline. The park is planned for an area that is now surrounded by paved areas, transportation uses and an old rail yard.

Construction of a trail at this location is a strategic corridor investment that offers an opportunity to the area and to those properties adjacent to it.

- There is a need and opportunity to build on the Kingston Greenline initiatives with a broader focus to address gaps in open space access for Midtown’s neighborhoods. Further evaluation of ways to increase open space, parks and recreational amenities in Midtown is warranted.

UNDERUTILIZED SITES

As a key economic and transportation hub, Midtown’s economy faces several challenges in addressing the legacy of former industrial and transportation-related industries. Underutilized, vacant commercial and industrial land, sites with potential environmental impacts due to previous uses, and undeveloped land in urban areas often stand as barriers that impact where businesses choose to locate, or individuals live.

Concentrated areas of underutilized sites or brownfields impact property values, tax revenues and lower neighborhood quality of life and health. In coordination with local, state and environmental agencies, communities also have tools to understand and realize potential opportunities for redevelopment. This section highlights a preliminary list of underutilized sites that may offer opportunities to attract investment and support community and private sector needs.

Midtown Kingston has experienced revitalization and redevelopment at numerous underutilized properties – many with older commercial or industrial structures offering flexible space to accommodate a mix of uses. The following underutilized sites, represented in Figure 4 and in the table below, were identified based on a countywide screening process. Areas presented here were identified through a spatial analysis considering the following datasets.

- Ulster County Vacant Properties – based on 2016 real property parcel data; includes land classified as the vacant property in commercial and industrial areas; this list likely requires further validation and may not account for all properties with vacant or unoccupied commercial/industrial buildings.
- Tax-Delinquent Property – based on data provided by Ulster County Assessor’s Office and Department of Budget and Finance listing tax foreclosure-eligible properties (calculated on 24-months of unpaid property taxes as of fall 2016). Taxing jurisdictions, like Ulster County and the City of Kingston, have the authority to auction tax-delinquent properties at tax deed sales, if taxes remain unpaid over a two-year period.
- NYSDEC Environmental Remediation Sites – based on data obtained from NYSDEC’s list of sites under the state agency’s regulatory review or cleanup authorities including State Superfund, Voluntary Cleanup Program, Brownfield Cleanup Program, Environmental Restoration Program, and Resource Conservation and Recovery Act (RCRA).
- EPA Brownfield Site Assessment Grant Sites – based on the scope of work for two grants awarded to the City of Kingston in 2016 from the U.S. EPA Brownfields Site Assessment program; includes a list of properties prioritized for Phase 1 and potentially Phase 2 environmental site assessments.

Based on the factors listed above, the study area encompasses approximately 27 underutilized properties, as listed in Table 2 and illustrated in Figure 6. Further analysis and discussion of the

underutilized sites in the study area are provided in the Summary and Recommendations section, which identifies clusters of sites aligned with potential revitalization drivers and land use considerations.

TABLE 2. UNDERUTILIZED SITES

| Map ID | Acres | Address | Owner | Zoning | DEC/EPA Site | Vacant | Tax Foreclosure Eligible |
|--------|-------|---------------------|---------------------------|--------|--------------|-------------|--------------------------|
| 1 | 3.1 | Rear S. Sterling | CSX | M-1 | | Y | |
| 2 | 0.3 | 22-32 S Sterling | Wolff, Michael | M-1 | | Y | |
| 3 | 2.4 | Rear S. Sterling | CSX | M-1 | | Y | |
| 4 | 0.3 | 635 Broadway | CB 635 LLC | C-2 | Y | | |
| 5 | 0.8 | 615 Broadway | City of Kingston | C-2 | | Y | |
| 6 | 0.2 | 38-40 Cedar | Boland, David III | C-2 | | | |
| 7 | 0.2 | 33-35 Greenkill | Kgn Maennerchor | O-2 | | Y | |
| 8 | 0.1 | 557-559 Broadway | Coutant Todd J | C-2 | | | |
| 9 | 0.8 | 25 Field | Spada, Michael | C-3 | Y | | Y |
| 10 | 0.4 | 27 Field | 25 Cornell LLC | C-3 | Y | | |
| 11 | 0.1 | 29 Field | 25 Cornell LLC | C-3 | Y | | |
| 12 | 0.2 | 20-24 Field | 9 Cornell St Prop Owners | C-3 | | Y | |
| 13 | 0.1 | 9 Cornell | 9 Cornell St Prop Owners | C-2 | | Y | |
| 14 | 1.8 | 101-135 Tremper Ave | Spada, Donna | M-1 | | Y (partial) | |
| 15 | 0.4 | R 52-60 Cornell | US Postal Service | C-2 | | | |
| 16 | 0.4 | REAR Grand | County Of Ulster | M-1 | | Y | |
| 17 | 0.2 | 40-44 Grand | DK Shah Prop Inc | M-1 | | Y | |
| 18 | 0.3 | 36-38 Grand | DK Shah Prop Inc | M-1 | | Y | |
| 19 | 0.1 | Grand | Saunders Holding LLC | C-2 | | | |
| 20 | 0.1 | 96-98 Prince | Saunders Holding LLC | C-2 | | | |
| 21 | 0.1 | 450-454 Broadway | Baganz Joseph | C-2 | | | |
| 22 | 0.1 | 48 Prince | Brady, Joseph | R-2 | | | |
| 23 | 4.0 | 85 Grand | Grand St Realty Corp | M-2 | Y | | |
| 24 | 0.2 | 56 Tenbroeck | Bailey, James | C-3 | | Y | |
| 25 | 0.1 | 148-150 Cornell | Black Horse on Route 9W | M-2 | | Y | |
| 26 | 0.1 | 24 Progress | Ulster Co Econ Devl All I | R-2 | | Y | |
| 27 | 0.1 | 261-267 Foxhall | City Of Kingston | M-2 | | Y | |

LAND OWNERSHIP

Parcels within the Midtown study area include private and public land. More than 88 percent of property in the study area is privately owned, with only 11 percent of acres in public ownership.

TABLE 3. STUDY AREA LAND OWNERSHIP BY OWNERSHIP TYPE

| Ownership Type | Acres | % Study Area Total Acreage |
|--------------------|-------|----------------------------|
| Private | 222.5 | 88.1% |
| Public | 30.2 | 11.9% |
| Ulster County | 17.8 | 3.5% |
| City of Kingston | 8.9 | 7.0% |
| Other | 3.5 | 1.4% |
| Grand Total | 252.7 | 100.0% |

Private Ownership

Private ownership predominates the commercial and industrial use in the areas around the rail corridor and along Broadway as well as the residential neighborhoods that adjoins it. Non-profit housing projects have already played an important role in revitalizing some derelict properties using federal and state housing incentives. The BOA designation could offer the needed incentives for the private landlords, homeowners, and commercial properties toward revitalization in these areas.

Public Ownership

Public land in the study area is owned by Ulster County, the City of Kingston and other government entities.

- Ulster County holds a larger share of public land than the City of Kingston. The County, through the IDA and Economic Development Alliance, has acquired vacant industrial properties and inactive rail corridor property.
- The City of Kingston owns one park, the Kingston Library, a cemetery, and numerous smaller and dispersed properties.
- The remaining publicly owned properties in the study area are associated with the New York City's Department of Environmental Protection office on Grand Avenue, which serves as a satellite office for its critical water supply assets - reservoirs and aqueducts - in Ulster County and the larger region.

NATURAL RESOURCES

There are no mapped natural resources within the study area as shown in Figure 5. The City of Kingston has conducted a habitat inventory in 2015 and that resulting map further confirms the lack of natural

resources. The map does identify critical habitat areas across the City. Most of the study area is in an area identified as developed land, and detailed habitat surveys were not performed.

- Like the lack of open space, there are significant gaps in natural habitat within the study area. The 2015 habitat map shows isolated habitats along the CSX rail corridor south of Broadway between Pine Grove and Greenkill avenues. These lie just to the south of the study area.
- The urbanized land, pavement, structures and historic uses of the area create significant impervious surface cover across most of the study area with residential areas offering moderate tree cover.
- Multiple transportation and corridor mobility projects are working to integrate complete streets and green infrastructure stormwater management practices into streetscape and infrastructure design plans.
- The City of Kingston has a dedicated urban forestry strategy underway to increase tree canopy.

TRANSPORTATION AND INFRASTRUCTURE

The following section presents a preliminary overview of the transportation and infrastructure features and characteristics for the study area. Feature descriptions and key considerations are outlined below for vehicle and rail transportation networks; and planned trail and multi-modal transportation investments.

Vehicular Transportation

The study area is accessible by vehicle via limited-access highway, arterial streets and collector street networks. Highway access to Midtown includes the I-587 connector and Route 9W (via Broadway). Arterial street corridors include the principal cross-city arterial Broadway Street, as well as Albany Avenue, Henry Street (Route 32) and minor arterials Clinton Avenue and Grand Street. Collector and residential streets generally extend perpendicular to Broadway.

Freight Rail

The historic freight rail networks in the study area include the active CSX line and the inactive Ulster and Delaware line. While not immediately in the study area, the former Wallkill Valley Railroad branches off the CSX line just south of the study area.

Planned Multi-Modal Transportation Investments

Kingston and Ulster County are advancing multi-modal transportation improvements to create a stronger network of pedestrian and bicycle facilities on-street and along dedicated greenway trails. These generally include the following projects previously discussed.

- Kingston Connectivity
- Broadway Complete Streets Corridor
- Kingston Point Rail Trail (Jansen Avenue to Rondout Waterfront)

- Ulster County Linear Park and Ulster and Delaware Rail Trail (Cornell Street to O’Neil and following Ulster and Delaware line west)

Key Transportation Considerations

Study area rail and street networks create several key transportation challenges.

- Currently, two railroad corridors converge at the center of the study area. The abandoned Ulster and Delaware corridor offers an opportunity for trails that are already being pursued with awarded funding. The active CSX corridor forms a barrier to pedestrian and vehicle access that limits east-west circulation in the northern and southern parts of the study area.
- Prior planning efforts have identified the need for additional improvements to provide for safe pedestrian or vehicle access at the multiple crossings of the active CSX line.
- City and County stakeholders have identified a potential opportunity to reduce barriers through a safe overhead crossing between Pine Grove Avenue and Greenkill Avenue connecting Prospect Street segments on the east and west sides of the CSX line.
- Planned Kingston Greenline projects are expected to increase walkability, bike-ability, and connectivity between Midtown and key destinations in Kingston and regional greenway trails.
- New trail connections are planned for inactive rail corridors – Ulster and Delaware and Wallkill Valley Railroad – and are expected to reduce circulation barriers in commercial and residential areas north of Broadway and bring key recreational amenities to the area.

MARKET AND ECONOMIC OPPORTUNITIES

Several key market and economic opportunities identified for the region are outlined below. These trends are generally driving revitalization in Kingston as a whole and increasingly in the Midtown area.

Economic Sector Trends

- Diversified Sectors – Since the closure of the IBM Kingston facility in the 1990s, no single sector has dominated the local economy. Health services, retail, tourism, and other sectors have generated jobs and revenue for the County’s communities.
- Niche Products and Markets – Emerging economic trends reflect local employers moving into specialized niches offering innovative products or processes to serve new markets.
- Tourism – The Hudson Valley and Catskills regions are major tourism destinations. Building on its longstanding reputations for outdoor recreation, the Hudson Valley has emerged as an important wine and food destination.
- Quality of Life – Quality of life is an important contributor to the County’s economic development potential. Ulster County’s quality of life assets, including scenic beauty, multiple opportunities for outdoor recreation, and its thriving arts community are attracting businesses and drawing employees to the area.
- Agricultural Base – Ulster County’s agricultural economy is uniquely positioned within 100 miles of New York City to take advantage of the strong growth of specialty segments in agriculture and focus on local foods.

Additional Economic Analysis Needs

Economic impacts of agriculture, tourism, and arts have been evaluated previously for the Hudson Valley Region and Ulster County. For Kingston in particular, the comprehensive plan's economic development focus area goals, policies, and strategies may benefit from an update in the near term.

- Stakeholders identified a need to better understand the long-term fiscal and economic costs/benefits of the industrial rail corridor zoning designations. Further evaluation of current user needs and priorities and comparison of current and alternative zoning designations would help to determine the long-term opportunities for the study area's industrial zoned property along the CSX rail corridor.

4. SUMMARY OF PRELIMINARY ANALYSIS AND RECOMMENDATIONS

Based on the analysis of the study area and revitalization goals, opportunities and recommendations have been organized into the following five geographic zones. Each of the five zones contains a cluster of underutilized properties with similar land-use trends and revitalization drivers as shown in the figure below.

Opportunity Zones

- A. Linear Park and Business Hub
- B. Mixed-Use Infill Redevelopment
- C. Open Space Infill Potential
- D. Housing and Neighborhood Revitalization Needs
- E. Industrial Rail Corridor

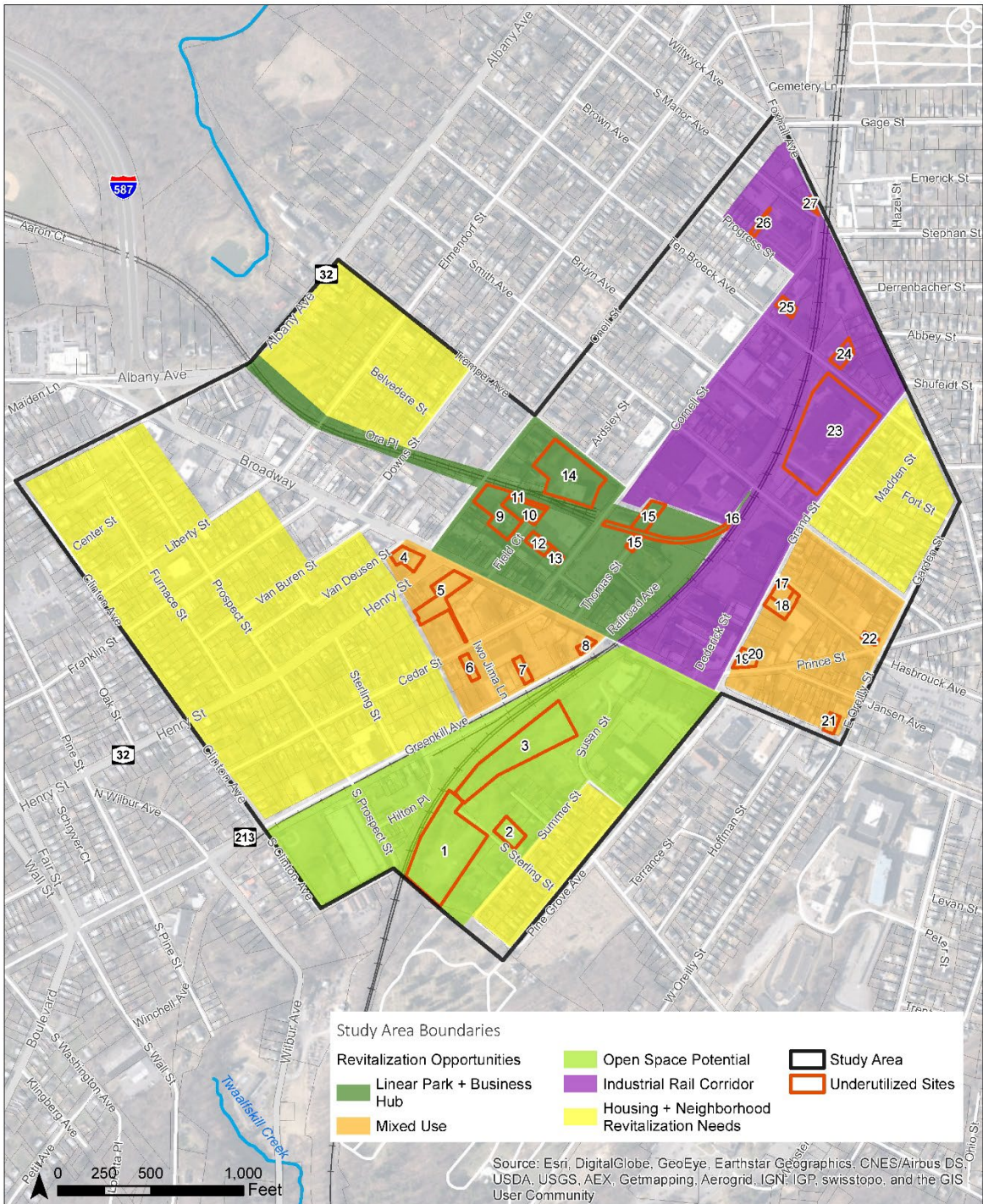
MIDTOWN STUDY AREA

Size: 270 acres

Related Planning Initiatives

- Kingston 2025 Comprehensive Plan
- Midtown Arts District
- Ongoing Redevelopment Projects
- Kingston Greenline Initiatives
- EPA Site Assessment Grants
- NYSDOS Step II and III Brownfield Opportunity Area Grants –
 - Kingston Waterfront BOA (Step II Nomination)
 - Hudson Riverport (Step III Implementation Plan)

| Midtown Study Area Revitalization Opportunities | | | |
|---|------------|---------------------|-----------------|
| Revitalization Opportunity Zone | Zone Size | Underutilized Sites | |
| | | Underutilized Acres | Number of Sites |
| Linear Park + Business Hub | 18 acres | 4.6 | 13 |
| Mixed-Use Infill Redevelopment | 11.5 acres | 1.5 | 5 |
| Open Space Infill | 35.5 acres | 5.8 | 3 |
| Industrial Rail Corridor | 54 acres | 5.4 | 11 |
| Housing + Neighborhood Revitalization | 90 acres | 0.4 | 3 |
| Other | N/A | 0.2 | 2 |



Midtown Revitalization Opportunity Zones Map

REVITALIZATION OPPORTUNITIES

Based on a community workshop held on May 9, 2018, the City of Kingston and community members identified goals and priorities for revitalization around themes of economic development, housing and neighborhood quality of life, and recreation and open space. The five revitalization opportunity zones provide a geographic focus for Midtown revitalization priorities as summarized below.

A. Linear Park and Business Hub

The Linear Park and Active Greenway Hub encompass a cluster of revitalization opportunities north of Broadway between O’Neil Street, Tremper Avenue, and Railroad Avenue. Ulster County owns the former Ulster and Delaware Railroad corridor and a vacant rail yard. The vacant rail corridor is designated for reuse as a public linear park, greenway trail and Midtown’s hub of the Kingston Greenline trail network.

Businesses in the area immediately surrounding the planned park—dairy production plant, bakery, interior decorations fabrication shop, craft, and building trades enterprises, and flexible workshop spaces—are strategic assets for the local economy.

Community Input and Recommendations:

- Participants noted the need for recreation amenities, pocket parks, as well as basic neighborhood goods and services around the planned greenway.
- Integrating arts initiatives with greenway trails is also a key priority for this area of Midtown.
- Art installations and artists’ workspaces are potential reuse options for vacant land and building space at underutilized sites. Participants noted there is a need for artists’ workspace, in which tenants have opportunities to build a long-term ownership interest in the space and real estate.

B. Mixed-Use Infill Redevelopment

Mixed-use redevelopment efforts planned for areas south of Broadway between Greenkill and Henry are transforming several underutilized spaces and lots across an 11-acre area. Projects underway or planned for the area include the former Kings Inn site, the Energy Square redevelopment of the former Mid-City Lanes bowling alley, along with Broadway storefront revitalization opportunities in the Ulster Performing Arts Center block.

Community Input and Recommendations:

- Leverage vacant properties in this area to support ongoing efforts.
- Identify and address potential barriers to sustained private and non-profit sector investment revitalization efforts in this area.

C. Open Space and Recreation Potential

Areas between Greenkill Avenue and Pine Grove encompass 35 acres with potential to provide new open space and recreation opportunities for areas of Midtown that are currently underserved by parks and public open space. The YMCA's urban agriculture project has spurred interest in reuse of vacant land in this area.

Community Input and Recommendations:

- Conduct site assessments for vacant railroad property between Summer Street and the CSX freight line.
- Work with CSX and community partner organizations to determine options for property use, acquisition, and stewardship.

D. Industrial Rail Corridor

More than 50 acres between Cornell and Grand include a cluster of potentially underutilized properties historically used for industrial, manufacturing, parking and transportation activities. Access to properties in the area is constrained by the freight rail line. Much of the area is dedicated to municipal and private parking.

Community Input and Recommendations:

- Conduct evaluation of property owner and user needs for the area.
- Consider conducting a comparison of current and alternative zoning designations to determine opportunities, costs and benefits for the study area's industrial zoned property along the CSX rail corridor.
- Explore options to improve rail safety and freight rail noise.

E. Housing and Neighborhood Revitalization Needs

The study area encompasses four residential pockets, isolated from one another by transportation infrastructure and challenged by declining housing quality, high poverty rates and limited access to neighborhood amenities such as parks and open space. As the City prepares to conduct its next Five-Year Consolidated Plan, there is an opportunity to set priorities for housing and neighborhood stabilization efforts.

Community Input and Recommendations:

- Community members prioritized the area south of Broadway, known as the Inner Fourth Ward as a focus for housing revitalization, grass-roots neighborhood organizing, and community-based revitalization.
- Further resident involvement and dialogue among residents, City of Kingston, local housing organizations and partners are needed to refine neighborhood goals and identify priorities for housing improvement, and neighborhood quality of life investments.
- Community members clarified the need to promote neighborhood leadership through businesses and residents.

Recommended steps for building community capacity for revitalization in the Inner Fourth Ward and Midtown neighborhoods are outlined below.

- 1) Identify and prioritize neighborhood quality of life challenges.
- 2) Launch block-level grassroots citizen engagement in conversations about Midtown revitalization and quality of life investments.
- 3) Identify underutilized or vacant neighborhood lots for and evaluate options to address priority quality of life gaps.
- 4) Develop strategies to meet the growing need for access to a variety of quality and affordable housing choices, open space and neighborhood services, and amenities.

FIGURES

Figure 1. Midtown Study Area

Figure 2. Land Use

Figure 3. Zoning

Figure 4. Land Ownership

Figure 5. Natural Resources

Figure 6. Underutilized Sites

Figure 7. Revitalization Opportunities

FIGURES

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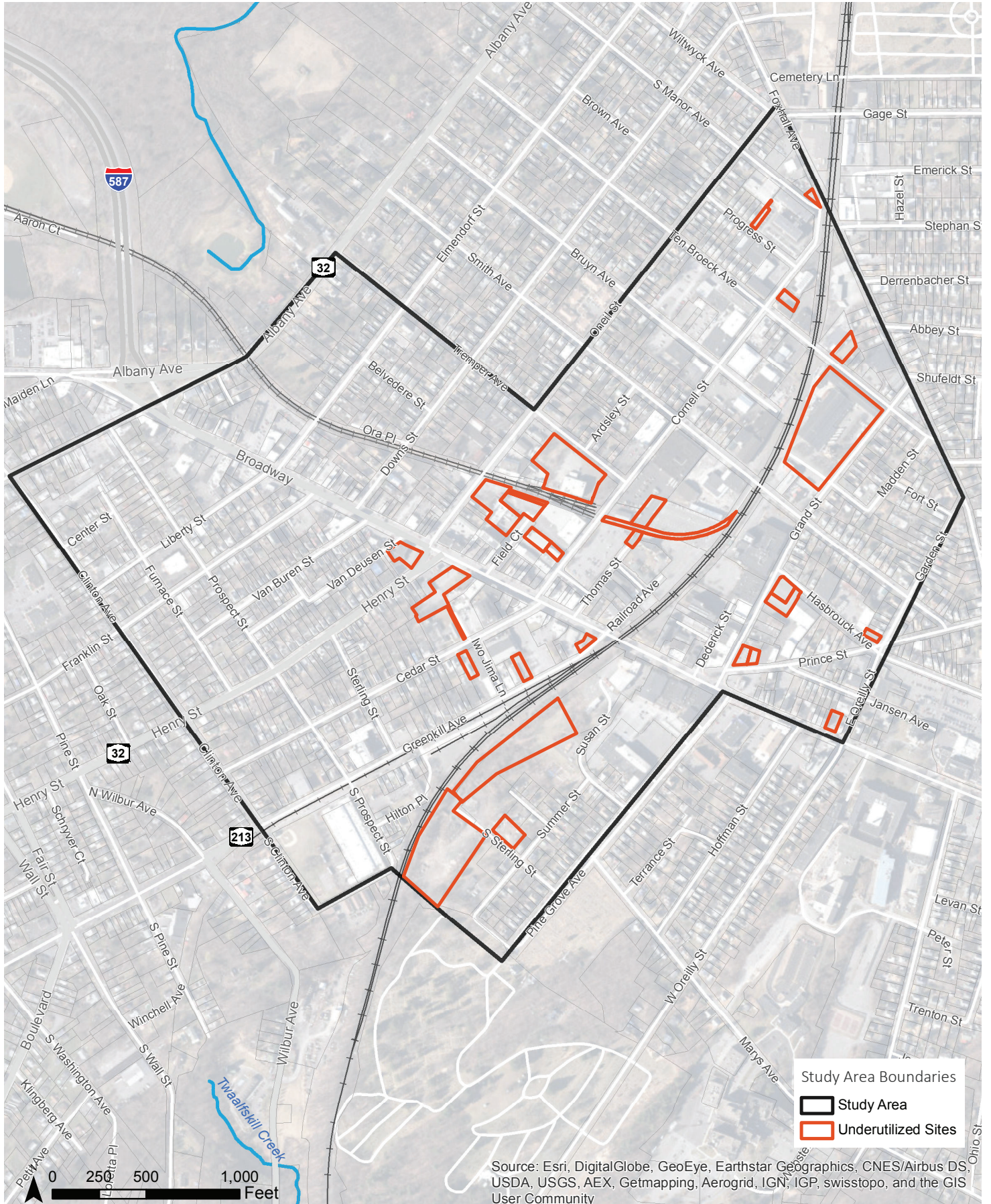


Figure 1. Kingston Midtown Study Area

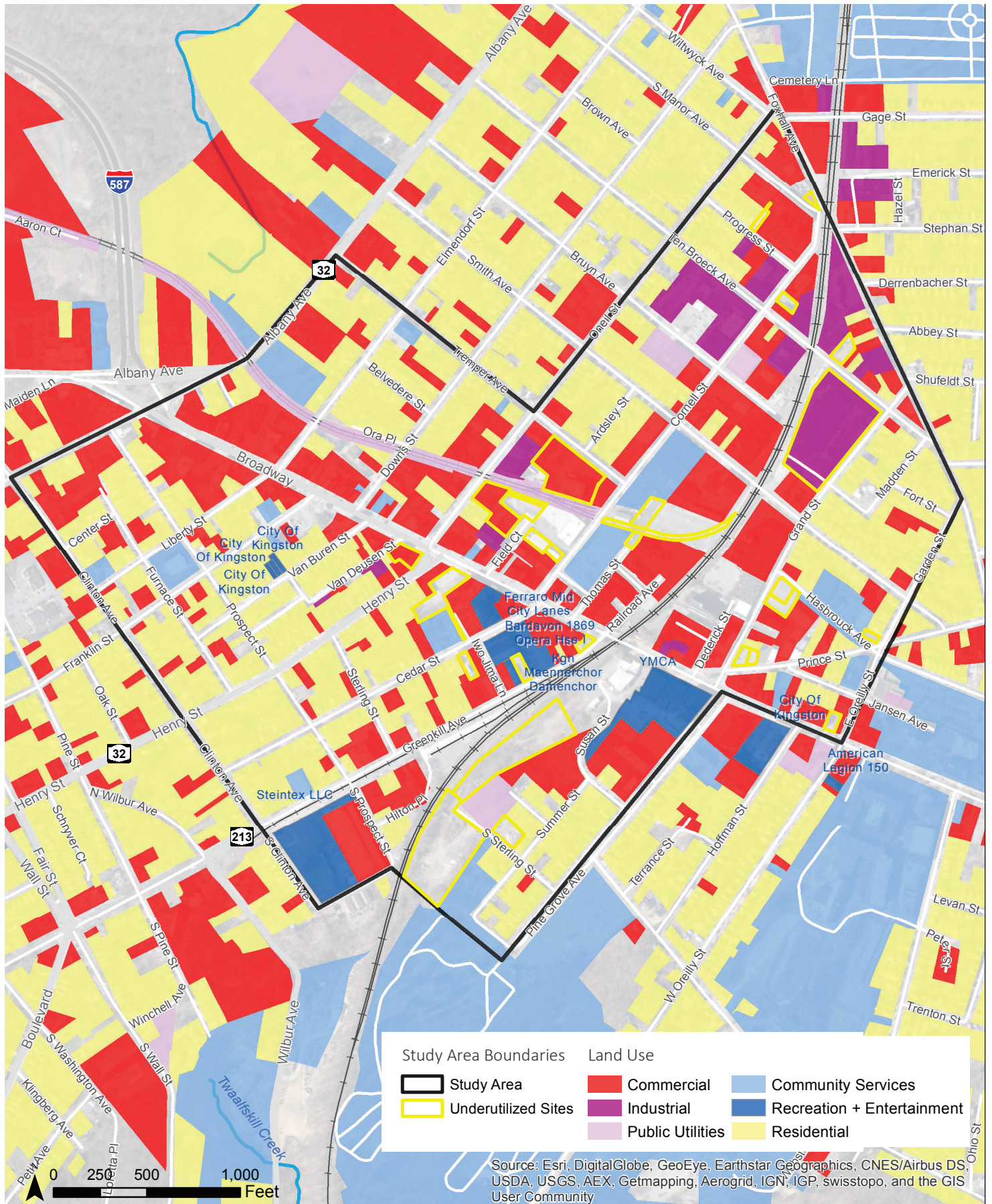


Figure 2. Land Use

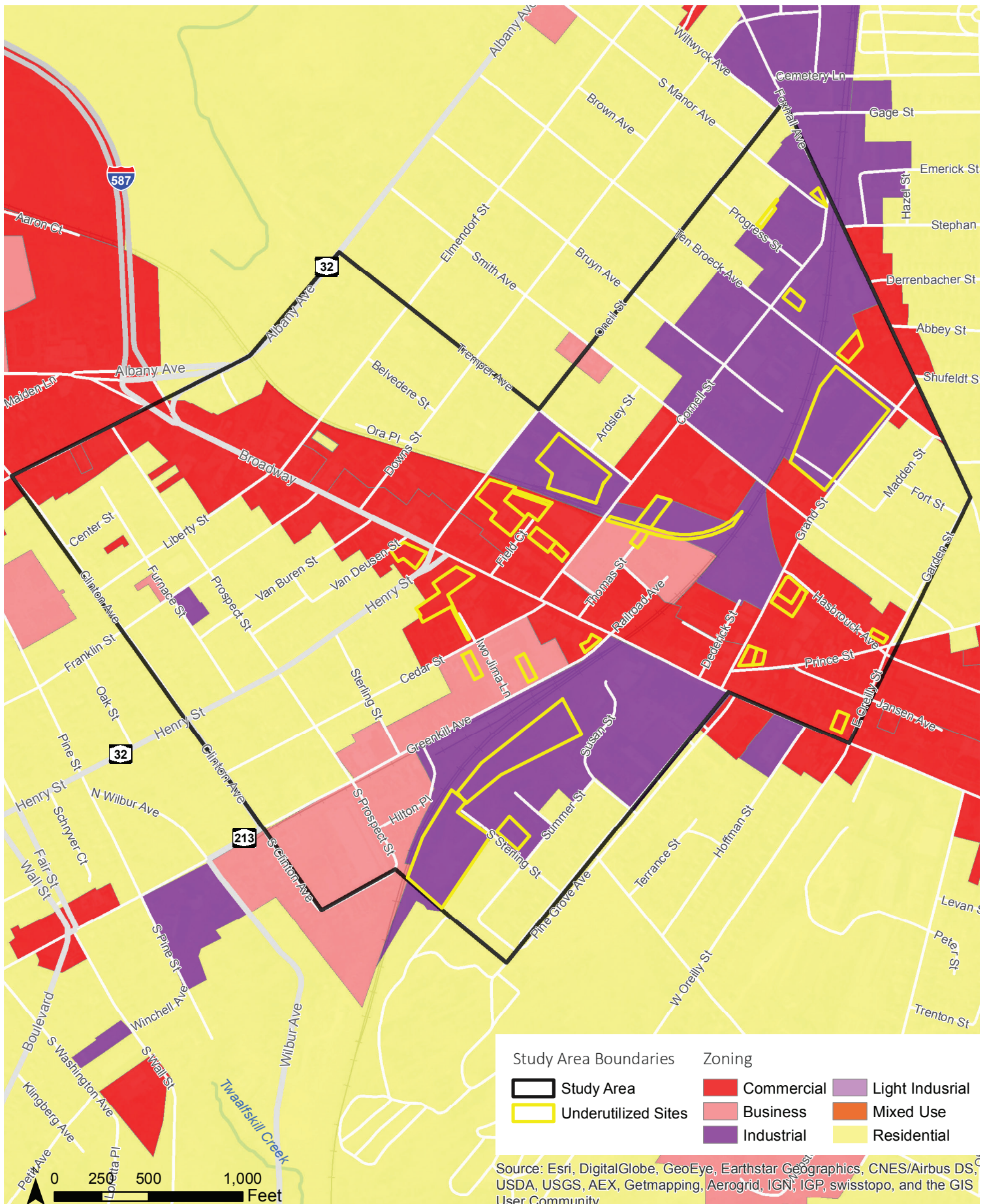


Figure 3. Zoning

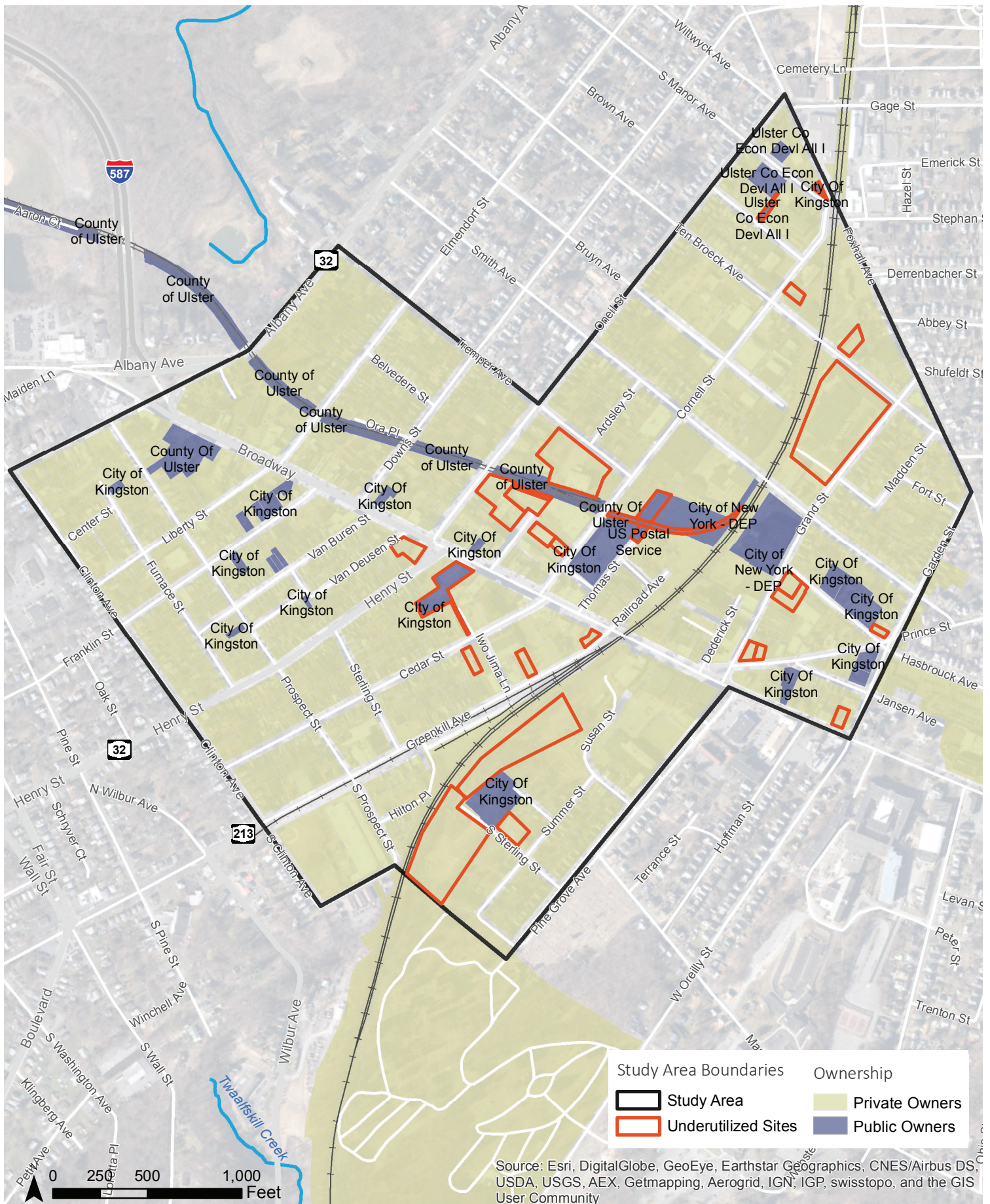


Figure 4. Land Ownership

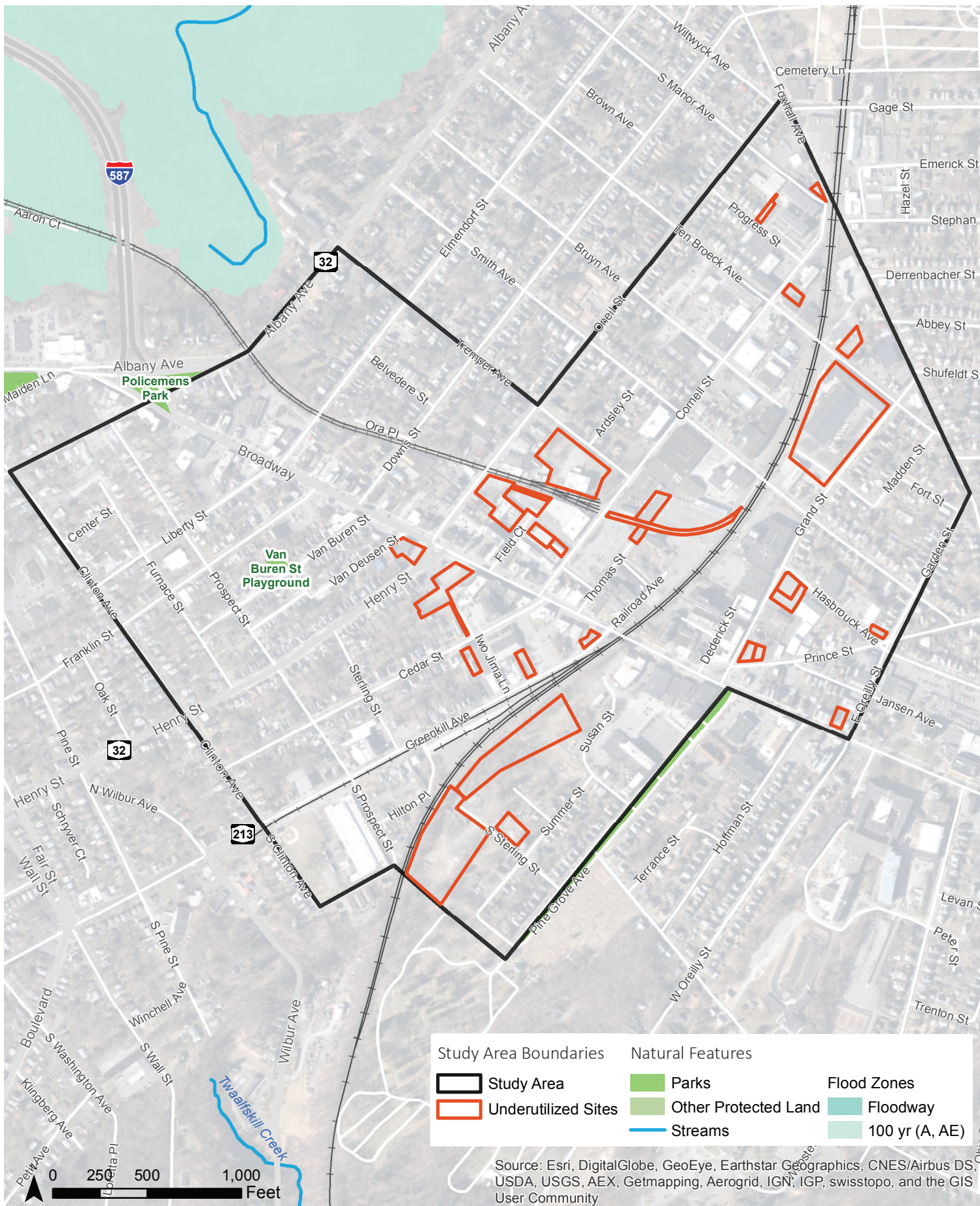


Figure 5. Natural Features

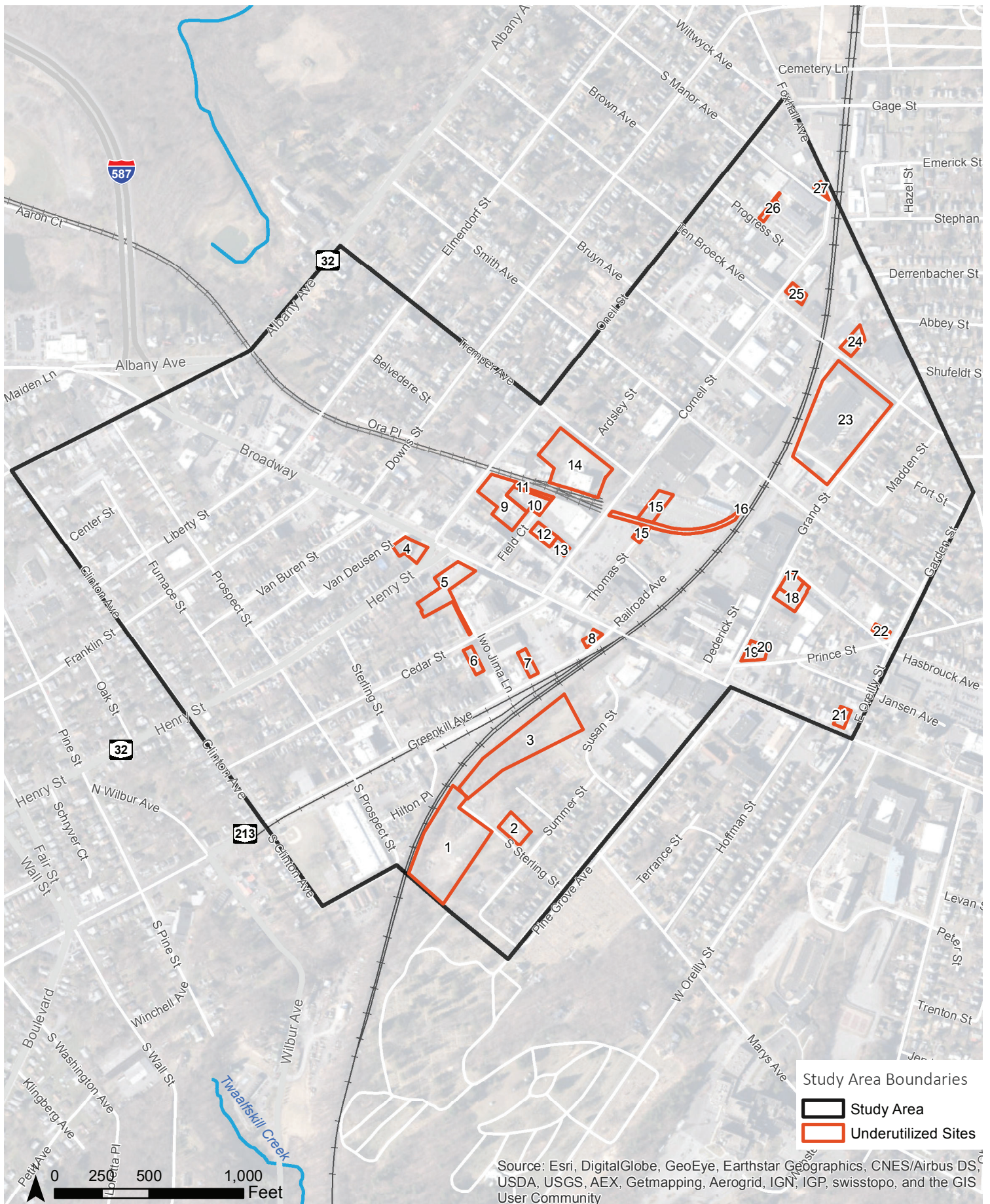


Figure 6. Underutilized Sites

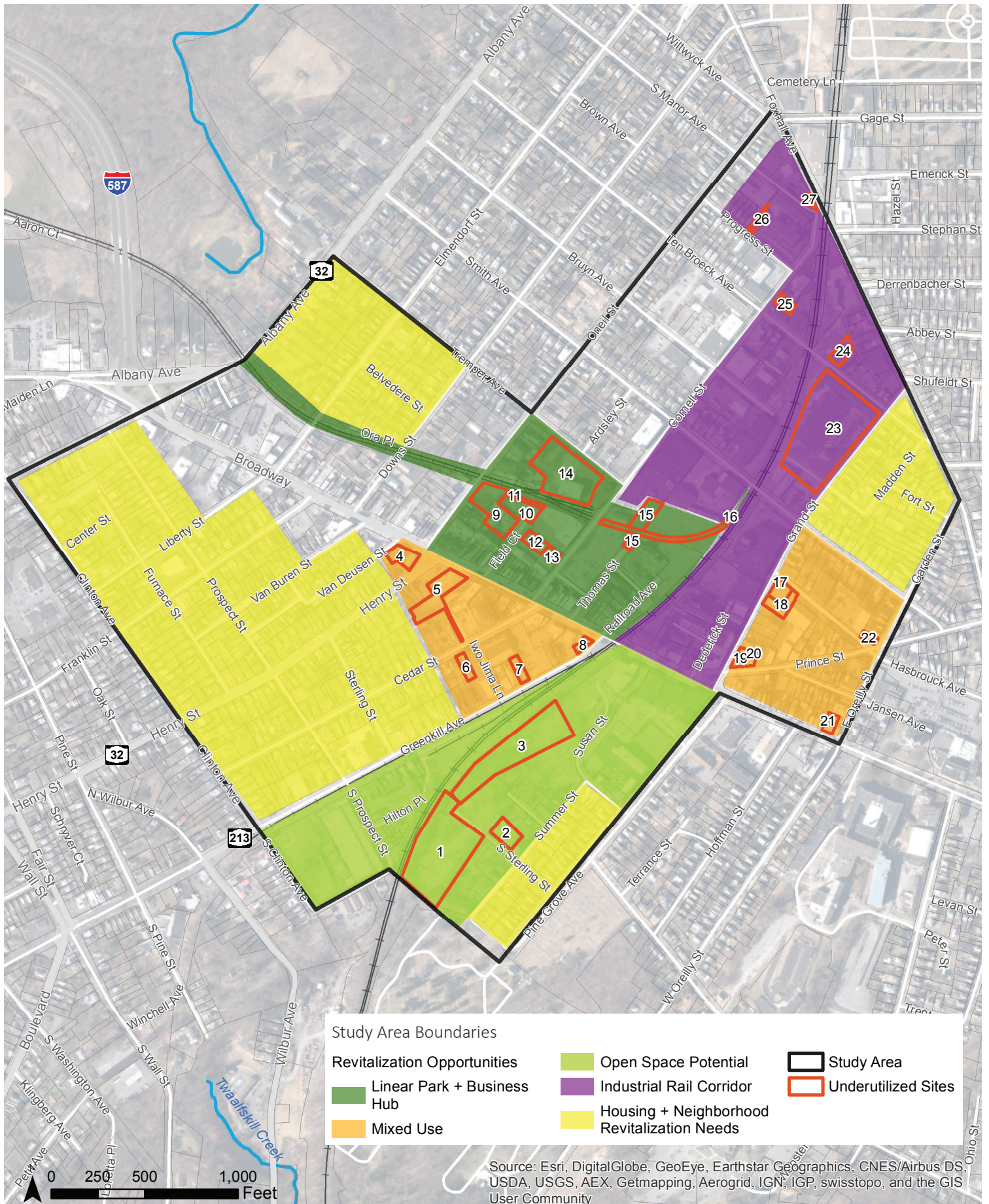


Figure 7. Revitalization Opportunities

APPENDIX A – DESCRIPTIVE PROFILES MIDTOWN KINGSTON STUDY AREA

- A. Linear Park and Business Hub
- B. Mixed-use Infill Redevelopment
- C. Open Space and Infill Potential
- D. Industrial Rail Corridor

APPENDIX A. DESCRIPTIVE PROFILES

Based on an analysis of the study area and revitalization goals, opportunities and recommendations have been organized into the following five geographic zones.

- Linear Park and Business Hub
- Mixed-use Infill Redevelopment
- Open Space and Infill Potential
- Industrial Rail Corridor
- Housing and Neighborhood Revitalization

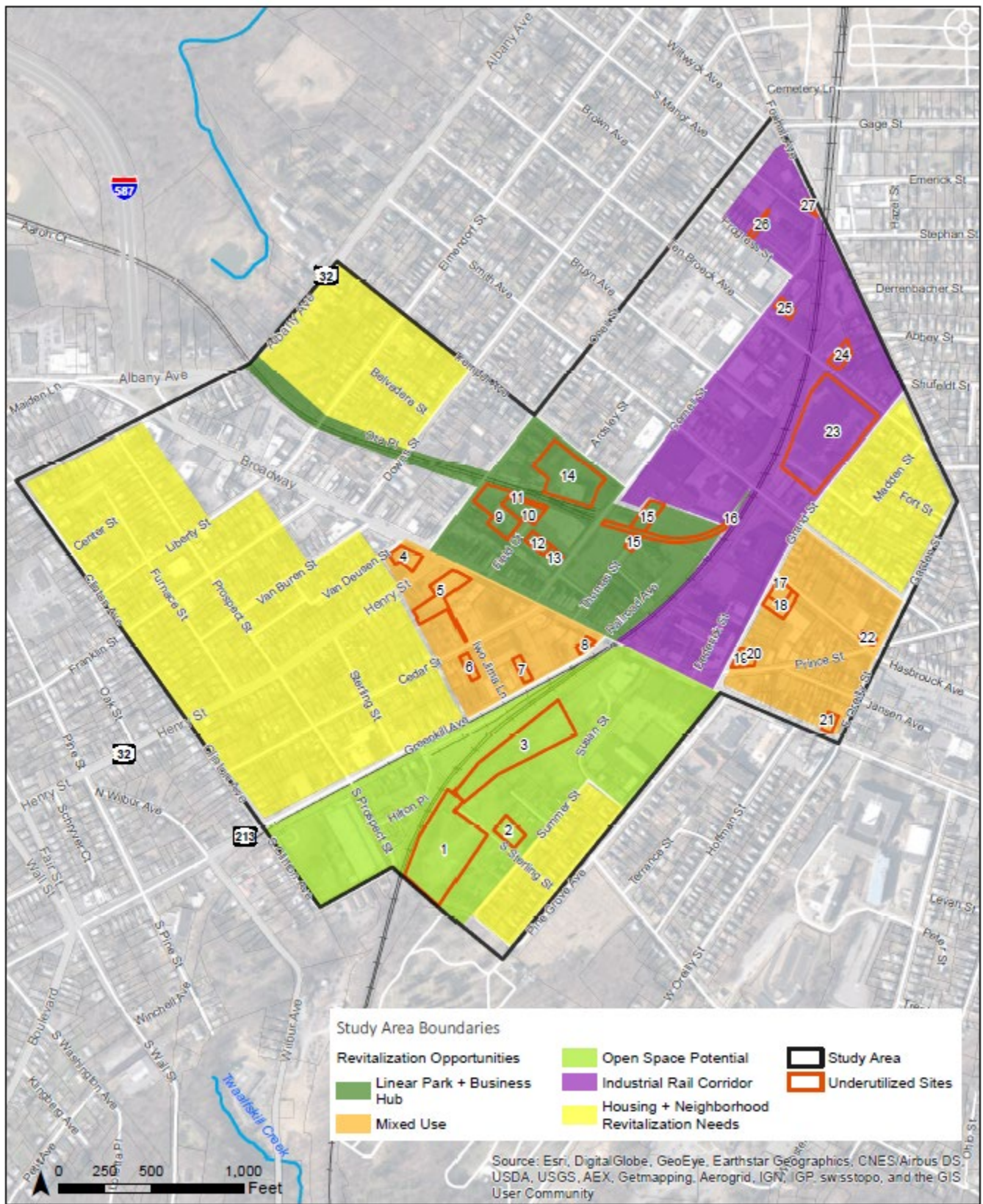
Each of the five zones contains a cluster of the underutilized property with similar land use trends and

revitalization drivers as shown the Study Area Revitalization Opportunity Zone Map and accompanying tables on the following pages.

The following pages provide more detail for each zone including:

- A descriptive profile, detailed map, underutilized sites list;
- Description of the underutilized sites, and;
- Recommended actions to advance the revitalization of this cluster of sites.

| Midtown Study Area Revitalization Opportunities | | | |
|---|-----------|---------------------|-----------------|
| Revitalization Opportunity Zone | Zone Size | Underutilized Sites | |
| | | Underutilized Acres | Number of Sites |
| A. Linear Park + Business Hub | 18 acres | 4.6 | 13 |
| B. Broadway Corridor Mixed Use Development | 11 acres | 1.5 | 5 |
| C. Open Space Infill | 35 acres | 5.8 | 3 |
| D. Industrial Rail Corridor | 54 acres | 5.4 | 11 |
| E. Housing + Neighborhood Revitalization | 90 acres | 0.4 | 0 |



STUDY AREA REVITALIZATION OPPORTUNITY ZONES



ZONE A. LINEAR PARK & BUSINESS HUB

OVERVIEW

The Linear Park and Active Greenway Hub encompass a cluster of revitalization opportunities north of Broadway between O’Neil Street, Tremper Avenue, and Railroad Avenue. Oriented around the former Ulster and Delaware Railroad corridor and a vacant rail yard, several catalyst sites in this area are designated for reuse as a public a linear park, greenway trail and Midtown’s hub of the Kingston Greenline trail network.

Businesses in the area immediately surrounding the planned park—dairy production plant, bakery, interior decorations fabrication shop, craft, and building trades enterprises and flexible workshop spaces—are strategic assets for the local economy.

OPPORTUNITY

Approximately 13 underutilized sites are identified in the areas immediately surrounding the proposed linear park and adjoining greenway trail corridor. As Ulster County and the City of Kingston refine plans for the linear park and greenway implementation, the potential reuse and redevelopment opportunities for adjacent properties could help inform park planning and design considerations. Similarly, underutilized properties nearby may become more valuable based on their proximity to the new park and greenway trail.

| Descriptive Profile | |
|------------------------------|--|
| Current Uses | Vacant railroad property; Vacant commercial land; active businesses; Mixed-use commercial properties |
| Publicly owned: | Partially owned by Ulster County and other public entities |
| Size: | 20 Acre Area 4 acres (vacant/underutilized) |
| Buildings: | Multiple |
| Zoning: | Multiple zoning districts: Commercial, Industrial and Business |
| Utilities: | Public water and sewer Gas, electric |
| Access Road: | Broadway, O’Neil St, Field Ct, Cornell St. |
| Closest Highway: | State Route 32: 0.1 mi US-9W: |
| Miles to Highway: | 1 Mi |
| Closest Interstate: | I-87 |
| Miles to Interchange: | 2 Mi |
| Rail service: | No |
| Closest Airport: | Kingston Ulster Airport Stewart Newburgh Albany International Airport |



Figure 1. Linear Park & Business Hub Detail Map

| MAP ID | Address | Owner | Acres | Zoning | Underutilized Status |
|--------|---------------------|--------------------------|-------|--------|--|
| 9 | 25 Field | Spada, Michael | 0.8 | C-3 | EPA Site Assessment/ Tax Foreclosure Eligible |
| 10 | 29 Field | 25 Cornell LLC | 0.1 | C-3 | EPA Site Assessment |
| 11 | 27 Field | 25 Cornell LLC | 0.4 | C-3 | EPA Site Assessment |
| 12 | 20-24 Field | 9 Cornell St Prop Owners | 0.2 | C-3 | EPA Site Assessment |
| 13 | 9 Cornell | 9 Cornell St Prop Owners | 0.1 | C-2 | EPA Site Assessment |
| 14 | 101-135 Tremper Ave | Spada, Donna | 1.7 | M-1 | Vacant (partial) |
| 15 | R 52-60 Cornell | US Postal Service | 0.4 | C-2 | Vacant |
| 16 | REAR Grand | County of Ulster | 0.4 | M-1 | Vacant Rail Corridor |

SITE DESCRIPTION

Ulster County's linear park is planned for a former rail yard area at the end of Field Court. The area immediately surrounding the rail yard includes former commercial and manufacturing buildings.

Existing Conditions

Properties in this area face industrial legacy challenges including known or suspected brownfield sites, unoccupied buildings, and tax delinquent property.

Field Court and Rail Corridor: Ulster County completed a phase II environmental site assessment in 2017 to identify remediation activities needed to prepare the former rail yard area for use as a park. Next, the County envisions several steps including park design and programming, determining long-term management options and developing an implementation plan.

The City of Kingston is using a brownfields site assessment grant to conduct Phase I and Phase II environmental site assessments at four Field Court properties (1,2 and 5) in the table above. NYSDEC is considering a separate evaluation in the Field Court area.

Thomas Avenue: Further east across Cornell Street, the County-owned rail corridor borders parcels currently used for parking, which may in the future offer opportunities for infill development, trail accessor related open space.

The City of Kingston maintains a municipal parking lot and ambulance garage in the area. U.S. Postal Service

operates a distribution center and post office, and private parking areas are situated further south around businesses on Broadway.

Opportunities Recommended Steps

Underutilized sites along the planned greenway trail corridor could benefit from an or areawide approach that integrates linear park development and potential infill redevelopment opportunities in this area.

- Coordinate ongoing assessments at the rail yard and adjoining vacant properties.
- Clarify specific mitigation and cleanup considerations.
- Address perceived risk or environmental stigma issues for property owners and businesses surrounding businesses.
- Coordinate park planning and design activities with reuse of adjoining underutilized properties.
- Clarify the parking needs of local businesses, post office, municipal uses and for future greenway access.
- Identify options to meet parking needs in coordination with infill and greenway trail implementation.

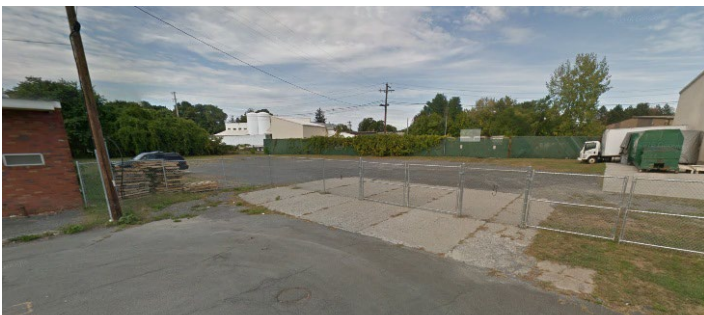


Figure 2. 27-29 Field Court



Figure 3. 25 Field Court

ZONE B. BROADWAY CORRIDOR MIXED-USE DEVELOPMENT

OVERVIEW

Mixed-use housing and business areas within Kingston’s Midtown are the focus of neighborhood revitalization and redevelopment efforts on and just off Broadway. Broadway’s one-mile stretch across the study area encompasses a broad range of businesses.

OPPORTUNITIES

Clusters of underutilized sites in the central and eastern portions of Broadway are separated by the underpass for the CSX rail line. The underutilized properties in these two clusters are adjacent to cultural anchors and sites with redevelopment underway.

Central Broadway (Sites 4-8)

Several revitalization and redevelopment efforts planned for central areas along the corridor between Greenkill and Henry are transforming underutilized spaces and lots across an 11-acre area.

Eastern Broadway Opportunities (Sites 17-22)

The second cluster of underutilized sites is located across the railroad tracks and on the north side of Broadway between O'Reilly Street and Grand Street.

| Descriptive Profile | |
|------------------------------|---|
| Current Uses | Vacant commercial land; active commercial land; recreation + entertainment properties; community services; residential land |
| Publicly owned: | Partially owned by City of Kingston |
| Size: | 20-acre area 4 acres (vacant/underutilized) |
| Buildings: | Multiple |
| Zoning: | Multiple zoning districts: Commercial, Residential and Business |
| Utilities: | Public water and sewer Gas, electric |
| Access Road: | Grant St, E O'Reilly St, Prince St, Broadway, Greenkill Ave, Cedar St. |
| Closest Highway: | State Route 32: 0.1 mi US-9W: |
| Miles to Highway: | 1 Mi |
| Closest Interstate: | I-87 |
| Miles to Interchange: | 2 Mi |
| Rail service: | No |
| Closest Airport: | Kingston Ulster Airport Stewart Newburgh Albany International Airport |



Figure 4. Broadway Corridor Mixed Use Infill Development Detail Map

| MAP ID | Acres | Address | Owner | Zoning | Underutilized Status |
|--------|-------|------------------|----------------------|--------|----------------------|
| 4 | 0.3 | 635 Broadway | CB 635 LLC | C-2 | EPA Site Assessment |
| 5 | 0.8 | 615 Broadway | City of Kingston | C-2 | Vacant/Public |
| 6 | 0.2 | 38-40 Cedar | Boland, David III | C-2 | Vacant |
| 7 | 0.2 | 33-35 Greenkill | Kgn Maennerchor | O-2 | Vacant |
| 8 | 0.1 | 557-559 Broadway | Coutant Todd J | C-2 | Vacant |
| 17 | 0.2 | 40-44 Grand | DK Shah Prop Inc | M-1 | Vacant |
| 18 | 0.3 | 36-38 Grand | DK Shah Prop Inc | M-1 | Vacant |
| 19 | 0.1 | Grand | Saunders Holding LLC | C-2 | Vacant |
| 20 | 0.1 | 96-98 Prince | Saunders Holding LLC | C-2 | Vacant |
| 21 | 0.1 | 450-454 Broadway | Baganz Joseph | C-2 | Vacant |
| 22 | 0.1 | 48 Prince | Brady, Joseph | R-2 | Vacant |

CENTRAL BROADWAY (SITES 4-7)

At the center of this cluster is the Ulster Performing Arts Center (UPAC) block. The regionally renowned theater and performing arts venue is a cultural asset and anchor institution attracting visitors from across the Hudson Valley region and beyond. Projects underway or planned for the area include multi-family housing redevelopment project at the former Mid-City Lanes property, known as Energy Square, incremental revitalization of buildings in the UPAC block, and city-led efforts to market and re-position the former Kings Inn property for redevelopment.

Site 4 (635 Broadway)

The former commercial bank is a partially vacant building with paved parking. The property is prioritized for an environmental site assessment under a cooperative agreement between the City and EPA. Nearby automotive uses and service stations prompted the site's inclusion on the petroleum site assessment list. The City anticipates that Phase I and II site assessment activities will conclude with a site investigation report. The property has frontage on Henry Street, Broadway, and Van Deusen Street.



Community priorities for this area and property type include: Creating arts and culture-based programs; and offering public and private incentives for new or existing businesses to fill vacant Broadway storefronts. Initial strategies could include pop-up stores and art shows.

Reuse Potential: The City anticipates identifying a plan for the site's continued use, reuse or redevelopment following the site assessment.

Site 5 (615 Broadway/former Kings Inn property)

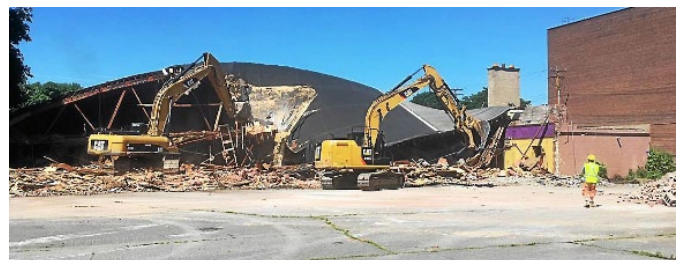
A vacant city-owned lot at the corner of Broadway and Henry is known as the former Kings Inn property. The former motel was demolished in October 2011 and has since remained vacant. As an interim use, a portion of the property along Broadway is now a small pocket park with benches and plantings. Despite its acreage, strategic location on Broadway and marketing, investors and potential buyers have shown little interest in the property.



Reuse Potential: The site offers a potential infill development opportunity and could also provide infrastructure, open space street connections or supporting uses for nearby businesses or residential properties.

Sites 6 and 7 (Cedar and Greenkill)

Underutilized sites 6 and 7 are vacant properties accessible just off Broadway from Cedar Street and Greenkill Avenue. The parcels adjoin the former Mid-City Lanes bowling alley property, which was in June 2018 in preparation for the Energy Square housing project sponsored by RUPCO and partners.



The two properties are not contiguous but offer the potential for street, open space or pedestrian connections between Greenkill Avenue, Cedar Street, and the UPAC block on Broadway.

Reuse Potential: The site offers a potential infill development opportunity and could also provide infrastructure, open space street connections or supporting uses for the Energy Square project, nearby businesses or residential properties.

EASTERN BROADWAY CORRIDOR (SITES 17-22)

Located east of the railroad underpass and north of Broadway, a triangular block bound by Grand Avenue, Hasbrouck and Prince streets is an eclectic mix of holder multi-family housing, institutional and commercial uses with interspersed vacant property and parking lots. A Broadway corridor complete streets design plan prioritizes the area streetscape improvements and enhanced bike/pedestrian connections.

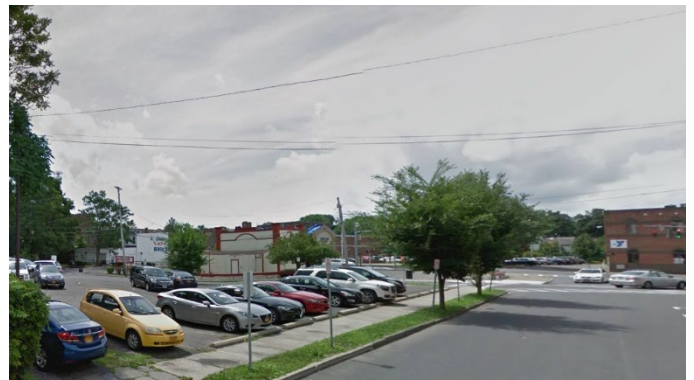
Sites 17 & 18 (36-44 Grand Avenue):

Current uses include two contiguous lots comprising approximately ½-acre parking area at the corner of Grand Avenue and Hasbrouck Street.



Sites 19 & 20 (Prince Street and Grand Avenue)

Two .1 acre lots comprise a parking lot at the intersection of Prince Street and Grand Avenue. Existing conditions in the public right-of-way include improved sidewalks with street trees. The two lot is adjacent to the Millard Building on Broadway and Grand Avenue and well-positioned to serve as a gateway to neighborhoods north of Broadway.



Potential for Reuse: The Prince Street and Hasbrouck corridor is prioritized a complete street improvements route connecting Broadway to the Kingston Point planned rail trail. If the parking area in the area could be consolidated, underutilized parking areas along these corridors offer the potential for targeted infill or pocket park amenities. Underutilized sites at key intersections not already prioritized for complete street retrofits may benefit from improved pedestrian and traffic safety, aesthetic improvements, and an areawide parking study.

RECOMMENDED NEXT STEPS:

The following steps are recommended to advance revitalization for mixed-use areas along the Broadway corridor:

- Coordinate revitalization of available vacant properties in the UPAC block with available vacant land between Greenkill and Henry Avenue. Leverage underutilized sites in the block for new connections between street corridors, parking or supporting uses (off Broadway).
- Consider Grand Avenue, Hasbrouck and Prince street parking lots and vacant property in an areawide or Midtown Parking Study, including an evaluation to determine supply and demand for municipal and private parking on and off the Broadway corridor would provide a valuable baseline for future economic development and land use decisions.

ZONE C. OPEN SPACE POTENTIAL

OVERVIEW

Areas between Greenkill Avenue and Pine Grove encompass 35 acres located south of Broadway along the CSX line.

OPPORTUNITY

This zone includes the study area’s largest tracts of vacant land and offers the potential to provide new open space and recreation opportunities for areas of Midtown underserved by parks and public open space. The YMCA’s urban agriculture project has spurred interest in reuse of vacant land in this area.



YMCA Urban Farm (Susan and Summer)



CSX rail line and Greenkill Avenue

Descriptive Profile

| | |
|------------------------------|---|
| Current Uses | Active commercial land; recreation + entertainment properties; public utilities; residential land; community services |
| Publicly owned: | Partially owned by City of Kingston |
| Size: | 35 acres ~6 acres (vacant/underutilized) |
| Buildings: | Multiple |
| Zoning: | Multiple zoning districts: Residential, Industrial and Business |
| Utilities: | Public water and sewer Gas, electric |
| Access Road: | Broadway, Pine Grove Ave, Greenkill Ave, S Clinton Ave, S Sterling St. |
| Closest Highway: | State Route 32: 0.1 mi US-9W: |
| Miles to Highway: | 1 Mi |
| Closest Interstate: | I-87 |
| Miles to Interchange: | 2 Mi |
| Rail service: | Yes |
| Closest Airport: | Kingston Ulster Airport Stewart Newburgh Albany International Airport |

SITE DESCRIPTION

The underutilized sites in this cluster include three properties totaling 5.8 acres located between Summer Street and the CSX rail line.

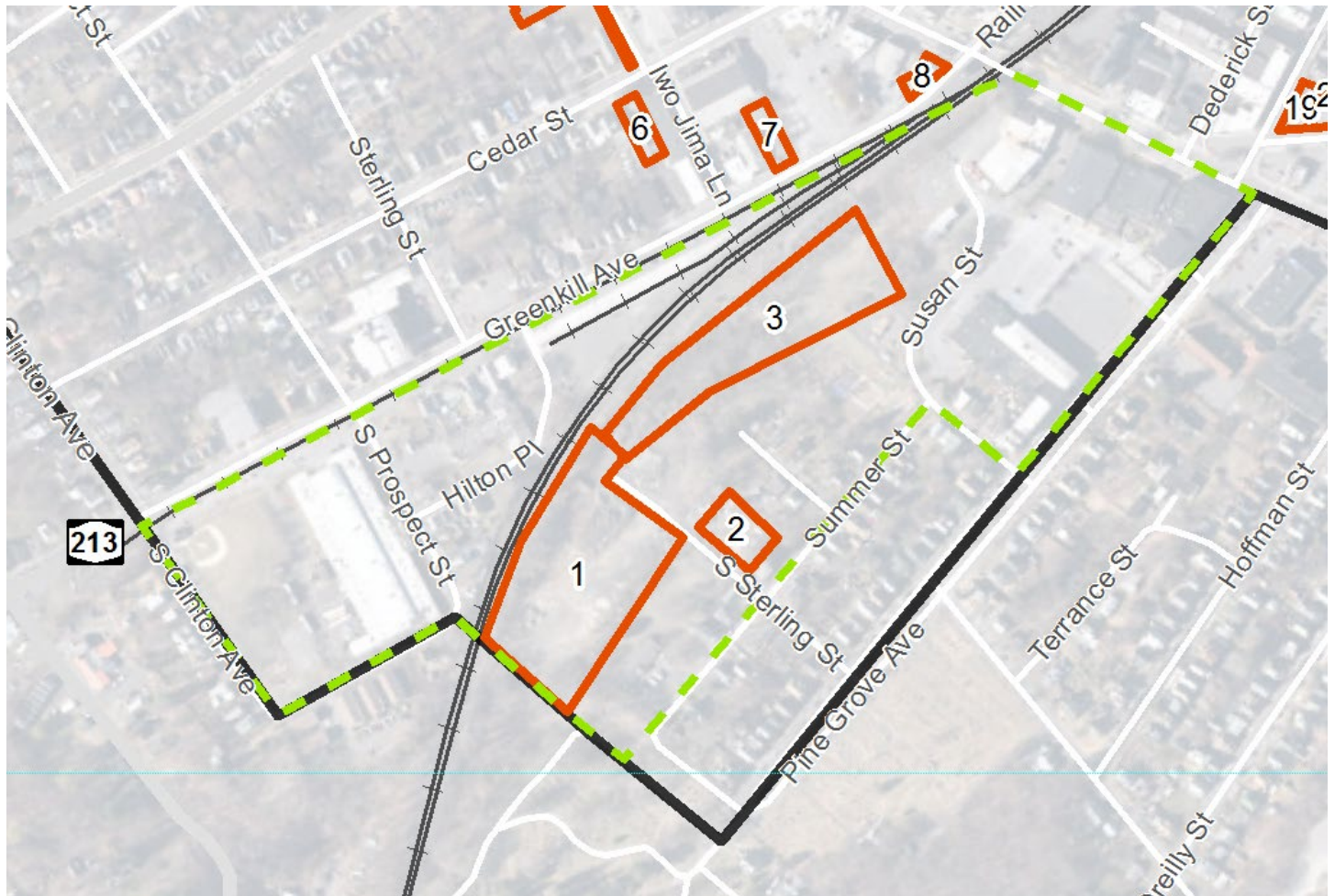


Figure 5. Open Space Potential Detail Map

| Map ID | Address | Owner | Acres | Zoning | Underutilized Status | Tax Foreclosure Eligible |
|--------|------------------|----------------|-------|--------|----------------------------|--------------------------|
| 1 | Rear S. Sterling | CSX | 3.1 | M-1 | Vacant (railroad property) | N/A |
| 2 | 22-32 S Sterling | Wolff, Michael | 0.3 | M-1 | Vacant | N/A |
| 3 | Rear S. Sterling | CSX | 2.4 | M-1 | Vacant (railroad property) | N/A |

Sites 1 and 3 (CSX railroad property)

Two properties totaling 5.2 acres are accessible from South Sterling Street, zoned for industrial use (M-1) currently listed as railroad property owned by CSX Transportation, Inc.

Current uses of the property include bulk materials storage, equipment, and vehicle parking. An environmental site assessment is needed to further determine existing conditions and potential impacts.



Community Input

These tracts adjoin property owned by the YMCA of Kingston and Ulster County, where urban farming plots have been in production for several years. Neighborhood residents and stakeholders, including housing non-profit RUPCO, have identified opportunities for park amenities in this area. Community members also identified the following neighborhood needs that could potentially

- Additional space for community gatherings, urban gardening, and neighborhood-accessible parks.
- Large footprint recreation facilities.
- Safe access to open space and parks from neighborhoods and schools.
- The concept plan (right) was prepared by RUPCO to start conversations about potential open space opportunities along the rail corridor. The multi-use park concept integrates recreation facilities for court and field sports at the vacant railroad property (left) with cultural amenities around the YMCA property (right).



Recommended Next Steps

In order to evaluate the feasibility of future parks and open space use along this corridor, the following two steps are critical to better understand site conditions and stewardship options.

- **Conduct site assessments** – The City could consider utilizing site assessment grant funding to conduct Phase I and II site assessments for approximately 5-6 acres of vacant railroad property between Summer Street and the CSX freight line. Underutilized sites 1 and 3 would be priority parcels for site assessment.
- **Determine Acquisition and Stewardship Options** – The City of Kingston could coordinate with CSX and community partner organizations to determine options for use or acquisition. Discussions with CSX may be difficult to initiate. However, partnerships with land trusts, such as Trust for Public Land may be beneficial in starting a conversation and evaluating opportunities for long-term lease or acquisition.

ZONE D. INDUSTRIAL RAIL CORRIDOR

OVERVIEW

The area north of Broadway between Cornell and Grand includes more than 50 acres of low-density industrial and transportation-related commercial uses. Access to properties in the area is constrained by the freight rail line, and approximately 1/3 of the area is dedicated to municipal and private parking.



Figure 6. Industrial Rail Corridor Detail Map

| Descriptive Profile | |
|------------------------------|---|
| Current Uses | Active rail; active industrial properties; vacant industrial properties; active commercial properties; residential land; public utilities; community services |
| Publicly owned: | Partially owned by City of Kingston, City of New York DEP, and Ulster Economic Development |
| Size: | 20 Acre Area 4 acres (vacant/underutilized) |
| Buildings: | Multiple |
| Zoning: | Multiple zoning districts: Industrial, Commercial, Business and Residential |
| Utilities: | Public water and sewer Gas, electric |
| Access Road: | Broadway, Grand St, Cornell St, Smith Ave, Foxhall Ave |
| Closest Highway: | State Route 32: 0.1 mi US-9W: |
| Miles to Highway: | 1 Mi |
| Closest Interstate: | I-87 |
| Miles to Interchange: | 2 Mi |
| Rail service: | No |
| Closest Airport: | Kingston Ulster Airport Stewart Newburgh Albany International Airport |

| Map ID | Address | Owner | Acres | Zoning | Underutilized Status |
|--------|-----------------|---------------------------|-------|--------|-------------------------------|
| 23 | 85 Grand | Grand St Realty Corp | 4.0 | M-2 | Environmental Site Assessment |
| 24 | 56 Tenbroeck | Bailey, James | 0.2 | C-3 | Vacant commercial |
| 25 | 148-150 Cornell | Black Horse on Route 9W | 0.1 | M-2 | Vacant industrial |
| 26 | 24 Progress | Ulster Co Econ Devl All I | 0.1 | R-2 | |
| 27 | 261-267 Foxhall | City Of Kingston | 0.1 | M-2 | Vacant industrial |



SITE DESCRIPTION

5 potentially underutilized properties totaling 5.5 acres are interspersed among manufacturing, parking, and transportation use and in close proximity to residential areas. Areas between Cornell and Grand are zoned for industrial use (M-1), while adjacent immediately is zoned for residential (R-2) and commercial (C-3).

Community Input:

- Celebrate the neighborhood’s manufacturing and transportation heritage through interpretive exhibits about of Midtown.
- Provide space for existing businesses that need rail access or large footprints.
- Community members recommended a rail safety study for Midtown to identify options to mitigate freight rail noise, emissions, and safety concerns.
- Specific concerns for the area include poor vehicle circulation, inefficient parking configurations, and pedestrian safety.

Site 23 (85 Grand Avenue)

The largest underutilized site identified in this area is a four-acre parcel located at the intersection of Grand Avenue and Ten Broeck Avenue. The property consists of two buildings: a single-story 50,000 s.f. warehouse/former manufacturing building; and a 5,000 s.f. two-story office building, parking lots and grassy and landscaped areas.

Since 1889, the property has been used for various manufacturing and industrial activities, including automotive, electrical and refrigeration supplies manufacturing, storage, trucking, and logistics. The main building currently houses a storage facility and a

truck and equipment rental business. Additional space is available for lease in the warehouse and manufacturing building.

Environmental Status:

Manufacturing processes from prior industries included metal finishing, heat treating, degreasing and chemical handling and storage which prompted NYDEC site assessments in the 1990s. NYDEC lists them as a class A hazardous waste site, listed under Voluntary Cleanup Program.

Previous site assessments conducted in the 1990s discovered soil and groundwater contamination, and vapor intrusion in buildings. This led to property owner-led remedial activities in the early 2000s. The site is still being monitored for contaminants.

The primary contaminants of concern include chlorinated VOCs, including trichloroethene (TCE) and tetrachloroethene (PCE). Other contaminants of concern include benzo(b)fluoranthene, xylene (mixed), benzo(a)anthracene, cyanides, indenol (1,2,3-CD)pyrene, arsenic, cis-1,2-dichloroethane, tran-1,2-dichloroethane, dibenzo[a,h]anthracene, lead, toluene, benzo(a)pyrene, barium, cadmium and vinyl chloride. Soil, groundwater and vapor intrusion systems have been installed on site. Site Geology and Hydrogeology: Site soils generally consist of 0 to 3 feet of sand or sand and gravel fill material that contains fragments of concrete, glass, asphalt, wood, and other construction debris. The fill material is underlain by a dark yellowish-brown, poorly sorted, fine- to medium-grained sand that grades to silty sand with increasing depth. The silty sand is underlain by a low permeability clayey silt unit at a depth of approximately 68 feet below ground surface (bgs). The shallow water-bearing zone is located approximately 13 to 15 feet bgs.

Groundwater flows in a west-southwest direction across the site area.

Reuse Potential: The commercial activities the property, equipment rental, and storage, are economic assets for the area and likely to continue in the near-term. The size of the property and location are significant assets for Midtown.

SITES 24-27

The remaining four sites 24, 25, 26 and 27 encompass a combined total 0.5 acres, and are non-contiguous vacant commercial properties.



Sites 24-26 from left to right (56 Ten Broeck Avenue, 150 Cornell Avenue)

Reuse potential: Each property in this category offers potential room for expansion of adjacent businesses, support uses, or pocket park amenities for the area.

RECOMMENDATIONS AND NEXT STEPS

The Industrial Rail Corridor Zone includes active businesses in transportation, logistics, storage, manufacturing, and office space that are likely to continue. In the long-term, the low density and large footprint development pattern could present an opportunity for a mix of community uses and commercial/industrial businesses. The recommended steps below include additional information gathering, analysis and stakeholder dialogue regarding property owner needs, zoning, land use, and economic development scenarios.

- *Conduct evaluation of property owner and user needs for the area* – With some of Midtown’s largest footprint commercial uses, and several streets crossing the railroad tracks, the areas acreage and transportation connections are critical assets. Consider convening business and property

owner roundtable discussions to better understand the facility needs of current businesses along with gaps in current infrastructure or business amenities

- *Update Economic Development Section of the City’s Comprehensive Plan* – The future of Midtown’s industrial corridor will likely be a key focus for economic development planning in Kingston. Consider evaluating existing M-1 zoning and alternative zoning designations to determine opportunities, costs, and benefits for the industrial, commercial, open space and parking use along the rail corridor.

- *Explore options to improve rail safety and freight rail noise.*
- *Coordinate ongoing environmental site assessment outcomes across multiple agencies* – An environmental site assessment conducted for Ulster County at the vacant railyard at the end of Field Court, included further evaluation of VOC groundwater contamination in the area. Investigation activities identified a larger plume throughout the area. Local stakeholders anticipate additional site assessment and investigation work may be warranted for groundwater in this area. Over the next several years, assessment and evaluation of cleanup or mitigation options may involve state, federal and county-sponsored efforts. NYDEC remediation programs, Ulster County’s rail corridor assessment, as well as City of Kingston’s EPA site assessment activities will need to be coordinated across the Field Court, Cornell Avenue, and Grand Avenue areas. The results of these assessments will help to inform future land use scenarios and development options for this area of Midtown.

