

SECTION II
INVENTORY AND ANALYSIS

A. HISTORY

The City of Kingston grew out of a trading post established by the Dutch in 1614 to exchange trading with the Esopus Indians. By the early 1650's, a mere four decades later, a colony had been established at the mouth of the Rondout Creek. The settlement was then called Esopus after the Indians who had lived in the area and was the third area to be settled in what is now New York State.

As trade with the Indians developed, the small colony of Esopus took root and grew. It was not long, however, before the colonists grew to fear their Indian neighbors. A wooden stockade was erected in 1658 on high ground north of the original settlement as protection from possible Indian attack. This stockade, it seems, was built with good cause for it was seized by the Indians at one point and the village within burned.

In 1661 the Dutch signed a treaty with the Esopus Indians, ending more than a decade of bloody conflict. However, shortly after this, the English seized the entire Province of New Netherland from the Dutch and made New York a colony of the British Crown. From that point, the settlement was known as Kingston. In 1683 the colony of New York was divided by the British into counties. Kingston became a part of Ulster County.

From this point, the Kingston settlement grew and prospered. Its location at the confluence of the Hudson River and Rondout Creek made Kingston ideally suited as a river port. With the construction of the D and H Canal in 1828, the Port of Rondout mushroomed as a population center until it rivaled the stockade area in size and activity. Traffic between the two population centers traveled along Broadway, which even today functions as the primary connecting link between these two sections of the City.

Wilbur Avenue became a second artery connecting the Rondout waterway with the stockade settlement and the interior beyond. This route, while heavily traveled, was used more to carry bluestone and other material bound for shipment aboard river barges.

The building of boats and river barges became a major industry during this era. Feeney's Boatyard in Wilbur is the last remnant of this once-thriving industry.

By the late 1800s, the railroads were replacing the canal and river as the most popular form of commercial transportation. The then-burgeoning villages of Kingston and Rondout survived this transition and continued to grow.

When the Village of Rondout petitioned the State Legislature to be chartered as a city in 1872, State lawmakers required that the Village of Kingston and the Hamlet of Wilbur be included in the proposed corporate boundaries. Thus, the City of Kingston came into being. When a City Hall was erected in 1872, the building was sited on Broadway midway between the parent villages of Kingston and Rondout.

The automobile caused yet another major shift in the State's transportation patterns. As the State's system of highways grew, trucks and automobiles slowly but surely robbed the railroads of their life's blood, just as the railroads had siphoned off the canal and river's shipping business. It was, at this point, that many of what had been the City's dominant industries began to decline. The impact was especially hard on the Rondout area of the City.

By the mid-1970s, much of the City's waterfront was in deteriorated condition. Kingston Point Lighthouse, once a proud beacon welcoming travelers, stood abandoned, vulnerable to the ravages of weather and vandalism. Kingston Point itself, former gateway to the Catskills, had become a landfill. Railroad tracks that had carried thousands of visitors less than a century before lay rusting and overgrown with weeds. Rondout itself had declined from the bustling nerve center it had been in its heyday to a collection of vacant and rapidly deteriorating structures, monuments more to the waterfront's recent demise than its proud past.

Today, the evidence of the waterfront's decline is still apparent. Scrapyards, oil tank farms, abandoned factories, and deteriorated bulkheads all bear witness to it, but these pockets of blight no longer tell the whole story.

The true story of Kingston's waterfront today is that it is experiencing a renaissance. This renaissance is, to be sure, a slow one. Much remains to be done. Yet, the evidence is clear. Kingston is reclaiming this valuable resource. A "beachhead" has been established and secured and the economic invasion is underway.

Kingston Point is once again a park; the recently-improved facility literally rising above the ashes of the past. At the other end of the Rondout corridor an impeccably restored S & WB Fitch Bluestone House stands as indisputable evidence of the feasibility and the rewards of preservation. In between, the West Strand commercial district and Lower Broadway are coming back to life, having been rescued from deterioration by a focused redevelopment effort. Nearby, Maritime and Trolley Museums pay tribute to once-thriving transportation systems. More development is soon to take place east of Lower Broadway. Even the Kingston Point Lighthouse has been saved and is being restored, this time as a beacon to the waterfront's rebirth.

B. PHYSICAL ENVIRONMENT

The physical environment of the waterfront has significant implications for the potential and problems associated with its revitalization.

1. Topography

Land along the portion of the Hudson River shore which lies within the City of Kingston's corporate boundaries is generally composed of flat and level coastal areas ranging between 0-200 feet in width. Steep slopes rise above the inland boundaries of these low, flood plain areas. Peak elevations of these slopes are as high as 250 feet.

Kingston Point, located at the mouth of Rondout Creek, is the largest lowland area within the City's coastal area. As the coastal area proceeds inland along the Rondout Creek, topographic conditions again become similar to those along the Hudson River. The flood plain is generally wider along this portion of the waterfront. Adjoining slopes are typically not as high as on the Hudson, seldom rising above 200 feet.

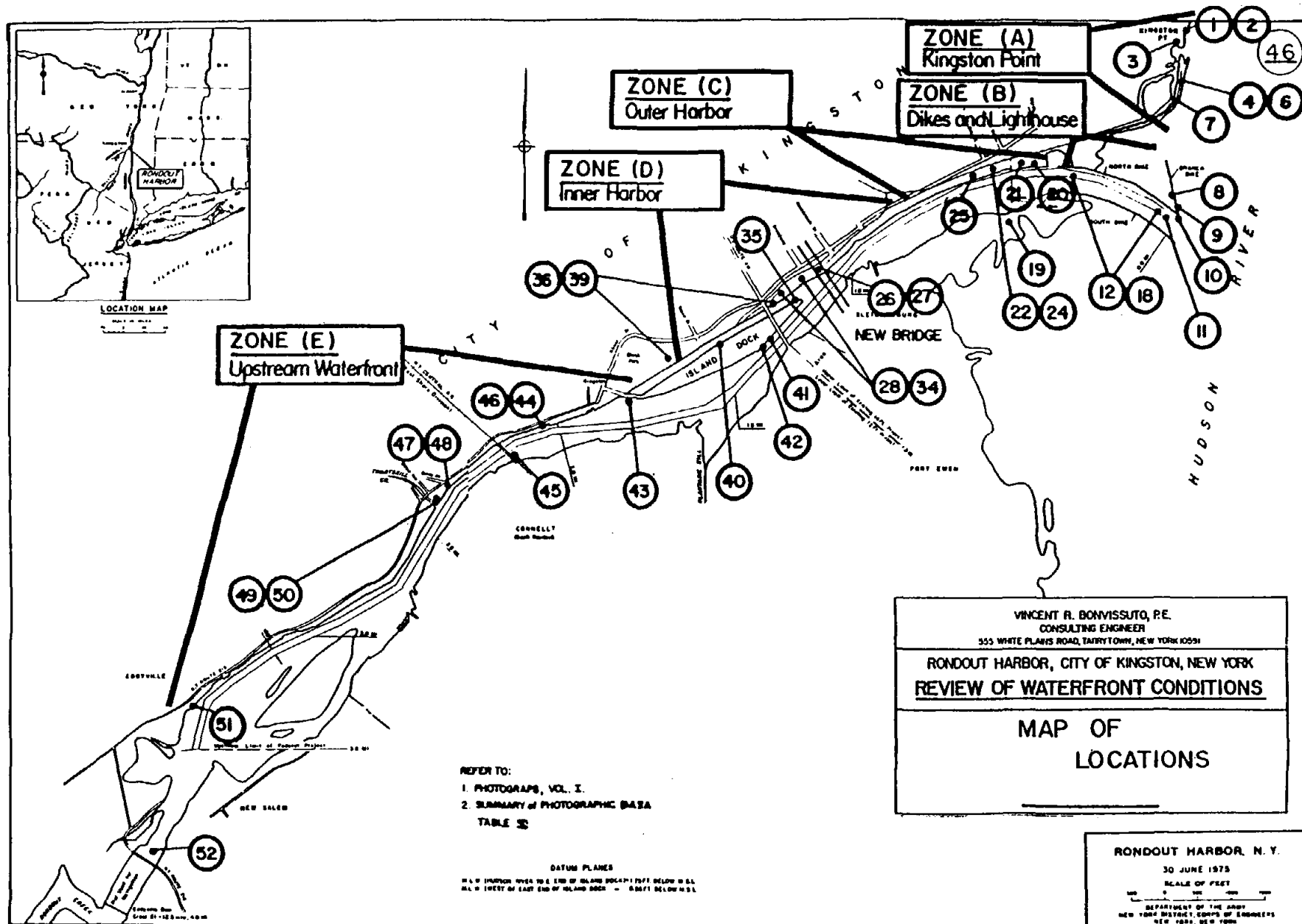
2. Erosion

There are no significant erosion problems associated with the steep slopes within the coastal area at this time. The Hudson River Coast, which includes more of the steeper slopes, has been abandoned. Quarrying activities in this area have created steep rock faces, and other slopes have been stabilized with rip rap or by natural means. Future development along the Hudson should be reviewed for potential erosion problems associated with construction on steeper slopes.

Erosion problems are, however, evident along the Rondout Creek where bulkheads are deteriorating and unprotected shores are being eroded by stronger currents. This erosion is causing siltation problems in the Rondout, creating the need for more frequent dredging for boating and docking activities.

Environmental Conservation Law, Article 15 (Protection of Waters) permits will be required from the New York State Department of Environmental Conservation for all bulkheading and/or dredging projects within the Rondout Creek and the Hudson River. Similarly, permits will also be required from the U.S. Army Corps of Engineers for all bulkheading and/or dredging projects within the Rondout Creek and the Hudson River.

The following chart with map identifies and describes the condition of the bulkheads along the Rondout Creek.



SUMMARY OF STRUCTURAL EVALUATION

WATERFRONT STRUCTURE

<u>ZONE</u>	<u>#</u>	<u>DESCRIPTION</u>	<u>DESCRIPTION</u>	<u>CONDITION</u>
A. KINGSTON	1	Beach and unprotected shoreline north of tank farm	None	
	2	Tank farm	Bulkheads	Fair to good
			Rip-rap embankment	Partially eroded
	3	Cove, shoreline and embankment	Rip-rap Embankment	Partially eroded
	4	Shoreline and Embankment	Shoreline beach and rip-rap embankment	Shoreline debris, embankment severely eroded
	5	Former pier and landing	Concrete platforms on piles	Totally collapsed
	6	Similar to #5		
B. DIKES & LIGHTHOUSE	7	Embankment along railroad tracks	Rip-rap embankment	Partially eroded
	8	Lighthouse and protective	Dikes	Severely damaged with loss of rubble fill
	9	Similar to #8		Same as #8
	10	Similar to #8 close-up		Same as #8
	11	Lighthouse, and protective dike west of lighthouse	Dike	Severely damaged; loss of interior ties, subsidence of rubble fill

<u>ZONE</u>	#	<u>DESCRIPTION</u>	<u>WATERFRONT STRUCTURE</u>	
			<u>DESCRIPTION</u>	<u>CONDITION</u>
C. OUTER HARBOR	12	Dike, with damaged Dike section	Dike	Totally collapsed in central section; partially collapsed east and west
	13	Dike, with damaged sections	Dike	Totally collapsed section east; central section partially damaged
	14	Dike, westerly section	Dike	Fair to good
	15	Dike, westerly section	Dike	Severely damaged; partially collapsed outer piles; total collapsed inner piles
	16	Dike, westerly sections	Dike	Severely damaged; totally collapsed inner piles
	17	Dike, westerly sections	Dike	Damaged inner piles
	18	Dike, westerly end	Dike	Severely damaged sections
	19	Bulkhead on south shore	Bulkhead	Fair
	20	Bulkheads at oil storage facility	Bulkheads	Fair to good in west and center zones; some damage in eastern zone

<u>ZONE</u>	<u># DESCRIPTION</u>	<u>WATERFRONT STRUCTURE</u>	
		<u>DESCRIPTION</u>	<u>CONDITION</u>
	21	Similar to #20, west and center zone	Fair to good
	22	Bulkheads at wrecking yard	Bulkheads West (left) piles broken at top; central zone has severe damage, distortion, east (right) has total collapse in parts of bulkhead
	23	Similar to #22, east side	Collapse of east bulkhead shown
	24	Bulkhead at wreckage yard	Bulkheads Damaged pile tops
	25	Embankment at oil storage yard	Rip-rap embankment Rip-rap loose and scattered; informal
D. INNER HARBOR	26	New bulkheads at bridge under construction	Bulkhead; steel sheet piles Excellent
	27	Similar to #26	Excellent
	28	Waterfront west of new bridge construction	Bulkhead; steel sheet piles Bulkhead Excellent Rebuilt in 1986

<u>ZONE</u>	#	<u>DESCRIPTION</u>	<u>WATERFRONT STRUCTURE</u>	
			<u>DESCRIPTION</u>	<u>CONDITION</u>
	29	Similar to #28, east side	Bulkhead	Excellent
	30	Similar to #28 and #29		
	31	Similar to #28		
	32	Waterfront in residential/ commercial area	Bulkhead	Rebuilt in 1986
	33	Similar to #28 and #32	East, bulkhead, steel sheet piles	Excellent
	34.	Shoreline west of residential/ commercial area	Bulkheads	Severe damage. Total collapse in center zone; partial collapse in some areas
	35	Easterly end of Island Dock island	Bulkhead	Partially damaged
		North Shore opposite (right) - see #36	Bulkhead	Partially distorted
	36	North shore, opposite site easterly end of Island Dock	Bulkhead	Partially distorted
	37	At base of highway bridge	Bulkhead	Severely damaged

<u>ZONE</u>	<u>#</u>	<u>DESCRIPTION</u>	<u>WATERFRONT STRUCTURE</u>	
			<u>DESCRIPTION</u>	<u>CONDITION</u>
E. UPSTREAM WATER-FRONT	38	Commercial area water-front	Bulkhead	Severely damaged
	39	Marina zone	Bulkheads and piers	Fair to good; some damage
	40	North shore of Island Dock, opposite marina	Bulkheads	Severe damage
	41	South shore of Island Dock	Bulkheads	Severe damage in parts
	42	South shore of Island Dock	Bulkheads	Fair to good
			Pier	Damaged
	43	Access bridge to Island Dock	Culverts, with rip-rap embankments each side	Rip-rap thin and scattered
	44	Shoreline in residential/commercial area	Rip-rap embankment with debris and yard spoil	Rip-rap thin and scattered
	45	Waterway at railroad bridge	See following photos	

<u>ZONE</u>	<u># DESCRIPTION</u>	<u>WATERFRONT STRUCTURE</u>	
		<u>DESCRIPTION</u>	<u>CONDITION</u>
	46 North shore at railroad bridge	Rip-rap embankment	Fair to good in parts (east); rip-rap scattered in parts
	47 North shore, west of railroad bridge piles	Bulkhead, steel sheet piles west East, unprotected shoreline	Good to excellent Fair to good, but unprotected
	48 Similar to #47		
	49 Commercial yard north shore	Bulkhead, reinforced concrete	Stable, but damaged
	50 Similar to #49		
	51 Quarry conveyors		Some damage
	52 Highway bridge near Eddyville Dam	Bulkhead Rip-rap embankment	Severe damage Partially unprotected

3. **Subsurface Conditions**

The soil layer along much of the waterfront is relatively shallow. Natural rock outcropping combined with extensive quarrying have resulted in high cliffs.

These high cliffs and quarried inland areas prevent natural drainage from land areas further inland from flowing directly to the Hudson River. Instead, these inland areas tend to drain into Rondout Creek. This situation is aggravated by the Rondout's wider flood plain adversely affecting development along much of the creek waterfront. Areas closer to the river are particularly affected.

4. **Water Quality**

The New York State Department of Environmental Conservation has classified water quality in this section of the Hudson River as Class A. This classification is defined as acceptable for drinking water and all other human consumption and use including bathing.

Water in the Rondout Creek is classified as Class C quality. Water of this quality is not acceptable for primary body contact (swimming, bathing) or consumption. Restrictions regarding disposal into Class C water are particularly important since deterioration of water quality below this level would have a detrimental impact on the stream's ability to support certain species of fish and other forms of wildlife. While swimming in the Rondout is not encouraged, boating is an acceptable activity in this area.

The sensitive topographic and water quality conditions described require that care be exercised to prevent further soil erosion and limit runoff which might contribute both to erosion and to the further degradation of water quality in the Rondout Creek.

The establishment of policies aimed at controlling erosion and pollutant discharge and the adoption of appropriate standards, procedures, and local laws supporting them will address these issues while permitting optimum development of the waterfront within the parameters imposed by these constraints.

5. **Flooding conditions**

Land immediately adjacent to the Rondout Creek and Hudson River are subject to flooding according to its designation as a Flood Hazard Area (Floodplain) under the National Flood Insurance Program. Flooding of the Hudson River flood plain has no major impact upon developed property since development along the Hudson River shore is generally uphill from the floodplain. Those industries which did build in the flood plain generally accommodated floods by building first floor elevations above 100-year flood levels.

The area around Kingston Point Park is wetlands and park land which are compatible land uses within the flood plain.

The area most affected by periodic flooding is adjacent to Rondout Creek. Flooding occurs along the entire Rondout Creek Waterfront, especially during storms when the tide is in and storm drainage outlets are covered. Storm water backs up and flows out inlets and manholes. The worst conditions exist on East Strand between Broadway and North Street; at Tompkins Street, Ponckhockie Street, Abruyn Street and Grill Street; and at the intersection of Abeel Street and Wilbur Avenue.

C. FRESHWATER WETLANDS AND SIGNIFICANT WILDLIFE HABITAT

A number of freshwater wetlands are located within the City's coastal area. Some along the Hudson River developed as a result of quarry mining operations in that area. Others, like parts of Kingston Point, are the result of natural topography combined with close proximity to the large body of water and high flood plain.

The Kingston Point Marsh (DEC designated freshwater wetland area K.E.4) provides an ideal habitat for most species of migrating waterfowl. It is a major stop in the Hudson River flyway and one of four major hunting areas in the lower Hudson River Valley.

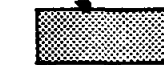
The Hudson River and Rondout Creek also provide significant fish habitat. The Rondout Creek is a desirable spawning ground for several species. Herring and smelt are abundant as are striped, large, and smallmouth bass.

The Rondout Creek has been designated by the NYS Secretary of State as a Fish and Wildlife Habitat of Statewide Significance under the NYS Coastal Management Program. (See Appendix AA, Coastal Fish and Wildlife Rating Form, Project Narrative and Maps.)

KINGSTON LOCAL WATERFRONT REVITALIZATION PROGRAM

NATURAL RESOURCES INVENTORY

LEGEND



Significant Fish and Wildlife
Habitats



Freshwater Wetlands



Scenic Vista

----- Coastal Boundary

----- Corp. Boundary



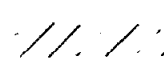
Flood Plain



Attractive Shoreline



Degraded Shoreland



Mid-Hudson Historic Shorelands
Scenic District



N.Y.S. Scenic Roads System

SCENIC ZONE

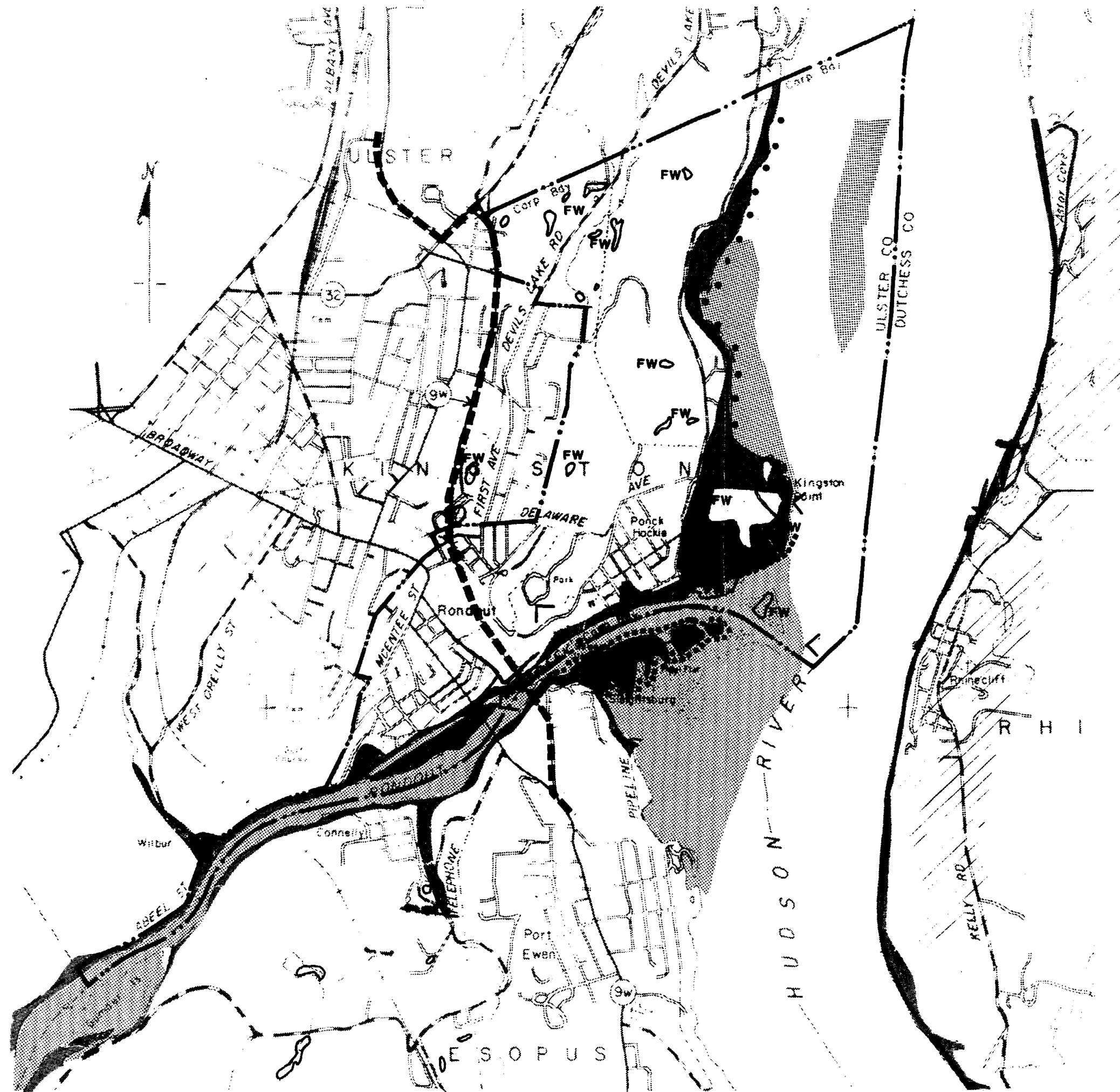


SCALE : 1" = 2000'



DATE 10/16/85










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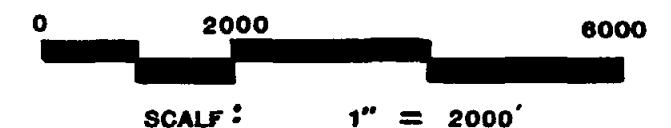


KINGSTON LOCAL WATERFRONT REVITALIZATION PROGRAM

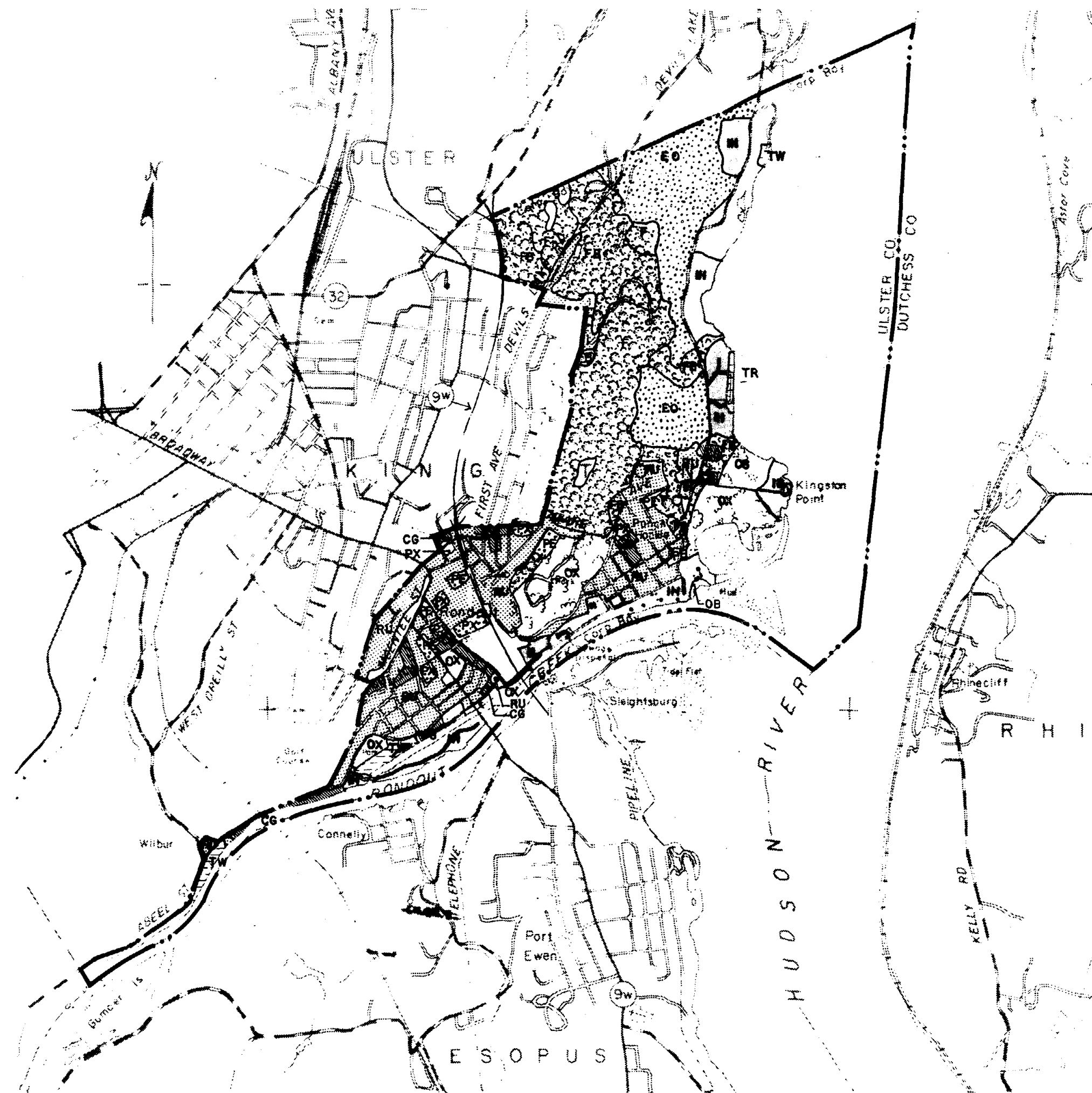
EXISTING LAND AND WATER USES

LEGEND

	FOREST	
	Forest Land	F
	Forest Brushland	FB
	RESIDENTIAL	
	Urban	RU
	COMMERCIAL	
	General Commercial	CG
	PUBLIC & SEMI-PUBLIC INSTITUTIONS & FACILITIES	
	Educational	PE
	Other	PX
	INDUSTRIAL	
	Light	IL
	Heavy	IH
	Oil & Gas Storage	IS
	EXTRACTIVE	
	Open Pit & Quarries	EO
	TRANSPORTATION	
	Railway Facilities	TR
	Water Transport Facilities	TW
	RECREATION	
	Beaches & Pools	OS
	Marinas & Boat Launching Sites	OB
	Other Recreational Uses	OX
	VACANT	



DATE 10/16/85 SHEET NO. 4



D. LAND USE

Land use within the City's coastal area is highly diversified, partly as a result of topography and partly as a result of the community's changing economy.

1. Forest

Topographic conditions have made development of certain portions of the Hudson River waterfront prohibitive. Where sufficient soil and subsurface drainage exist, these areas have become heavily forested. Where natural bedrock or previous mining activities create unfavorable conditions, little or no vegetation exists.

These undeveloped, forested lands have historically functioned as buffers separating residential neighborhoods from incompatible uses such as quarries. They also protect views from the Hudson River and could be used to buffer visually unattractive uses from developed and/or visually sensitive areas. New uses which constitute a negative visual element could be similarly screened with vegetation. The degree and nature of the screening should be determined during site plan review, taking into consideration visual impacts upon views from the Hudson River and the Hudson River Shorelands Scenic District on the east bank of the River.

The future use of these lands is an issue which is addressed in Kingston's Local Waterfront Revitalization Program, both by the establishment of policies (Policies 16, 17, 23, and 25) designed to protect them from inappropriate development and by initiatives proposed in the Program involving the possible use of some of these lands to buffer scrapyards relocated from their current locations along portions of the Rondout Creek.

2. Residential

A significant portion of land within Kingston's coastal area is and has historically been devoted to residential development. Residential use is particularly evident along Rondout Creek where strong neighborhoods developed to house those who worked in the river port and for related industry such as the Hutton Brick Yard.

Today, the two most significant neighborhoods within the coastal area are Rondout and Ponckhockie. The former, now an historic district, relates directly to Lower Broadway and West Strand, once the nerve center of Rondout Landing river port. The latter, situated north of East Strand and west of Kingston Point, evolved in relation to the Hutton Brick Company. While different in character, both of these neighborhoods represent important opportunities for redevelopment. Together, they contain 38 vacant buildings, the highest concentration within the City's residential neighborhoods.

In recent years, the Rondout neighborhood has benefitted from concentrated revitalization efforts, most notably the complete restoration of the West Strand area. This activity has established a foundation upon which further redevelopment efforts can build. The institution of the Local Waterfront Revitalization Program at the same time an Urban Cultural Park is being established in this area will act as a strong, positive stimulus for further restoration of the Rondout neighborhood. The fact that this area has been designated as a national historic district means that those who invest in these redevelopment efforts can benefit from tax incentives. These incentives will make the Rondout area even more attractive to potential developers.

The Ponckhockie neighborhood is smaller than Rondout. It contains no historic district and has fewer vacant buildings. Housing in this neighborhood is more modest, and density is lower. Though it lacks some of the advantages of the Rondout area, Ponckhockie has good potential for attracting redevelopment activity. Housing in this area is priced lower than in the Rondout district and is, therefore, within reach of some people who could not afford to buy property in the Rondout district.

As the Rondout neighborhood improves and as the waterfront itself is redeveloped, housing in the Ponckhockie neighborhood will become more attractive. Investors who foresee this trend will acquire property in this neighborhood before values increase. The City of Kingston is currently focusing residential rehabilitation programs in these neighborhoods as part of the Small Cities Program. The addition of the Urban Cultural Park and Local Waterfront Revitalization Program initiatives and the encouragement of celebrations, festivals, and other special events along the waterfront will continue to focus attention on the waterfront and its important role in the community's development. Among the policies to be established with the adoption of this Local Waterfront Revitalization Program, Policy 5 and its sub-policies specifically relate to the redevelopment of these residential neighborhoods in the waterfront area.

3. Commercial

Historically, Rondout was the hub of commercial activity for the entire waterfront. In recent times, however, commercial uses within the coastal area have been primarily neighborhood oriented. With the redevelopment of the West Strand-Lower Broadway area, however, commercial uses which will draw people from other parts of the community and beyond are again being established. These include restaurants, taverns, and specialty retail shops. As other sections of the waterfront are redeveloped, this trend can be expected to continue.

Commercial uses which relate directly to the waterfront include marinas and a wholesale fish market. A 1980 Economic Feasibility Study done by Cross Group,

Inc., of Matawan, New Jersey, identified a demand for additional boat slips along the Rondout Creek. The City's Local Waterfront Revitalization Program will encourage the expansion of marinas and marine-related uses along the waterfront.

In order to facilitate the development of the Rondout Creek Port area, navigational activity will also need to be studied. At present, sunken barges and other vessels hinder maneuvering within the Rondout Creek in several locations. These vessels also create fish habitat and are, in some cases, archaeological resources.

The proper development of Rondout Harbor will require a harbor management study to effectively consider all issues related to the Rondout Creek, such as land use, recreation, and natural and historic resources.

4. Public and Semi-Public Institutions and Facilities

The institutions and public facilities within the coastal area include many which relate to the area's strong residential character. Churches represent the most prevalent category of such institutions. These churches play an important role both architecturally and socially within the Rondout and Ponckhockie neighborhoods.

Two museums, the Maritime and Trolley Museums, are also located within the coastal area. The Maritime Museum, which contains exhibits on the Hudson River, recently took possession of the Kingston Point Lighthouse and plans to continue restoration in cooperation with the City. The Kingston Point Lighthouse has been substantially restored and is open to the public, however, additional restoration work is needed and planned. The City leases space at the Maritime Museum for use as a waterfront visitors' center. In addition to maintaining exhibits, the Trolley Museum operates tours along the waterfront to Kingston Point using once-abandoned railroad tracks. These facilities work in conjunction with the commercial uses discussed earlier to enhance the waterfront area and enrich the quality of social and cultural opportunities available there.

City Hall is located in the coastal area just off Lower Broadway. This makes a range of public services including information, records, and public safety easily accessible to the more developed sections of the waterfront and represents an additional convenience for people in the area.

Finally, a boys' home is also located in the Ponckhockie area of the coastal area.

5. Industrial

Historically, Kingston's waterfront has been heavily used for industrial purposes. The Hutton Brick Company, Cornell Steamship Company shops, Millen Steel, Forst Packing, S & WB Fitch Bluestone Company Office Building, Island Dock, Feeney's Boatyard, and the quarries along the Hudson River shore remain as evidence of a once-thriving industrial complex. Changing economic conditions have resulted in the abandonment of some of these historic industries and the refocusing of others. The cement and brick companies which once flourished along the Hudson River have been abandoned, leaving empty buildings, deteriorated equipment, and vacant land.

A major meat packing industry once occupied the massive Forst Plant located on Abeel Street west of Wurts Street. A major local employer in the 1940's, the facility became inefficient due to rapid technological changes, transportation, shifts, and regulations placed on the industry. The building was foreclosed by the City and sold to a developer proposing office and residential reuse.

Kingston's waterfront is the site of several gas terminals. Central Hudson Gas and Electric and KOSCO, Heritage Oil each have major facilities including gasoline terminals and large storage tanks. These facilities are located on the north shore of Rondout Creek between Kingston Point and the Cornell Steamship Company Shops.

Recently, a number of abandoned Heritage Oil tanks were sold to a waterfront scrap yard for salvage. Both the Local Waterfront Revitalization Program and Urban Cultural Park Management Plan encourage the ultimate removal of remaining oil storage tanks. This, however, is a long-term proposition which, like scrapyard relocation, will become feasible only as development in other areas of the waterfront reaches a point where the costs associated with these changes will become feasible and where the potential for replacing these existing uses with more appropriate ones becomes a reality.

Feeney's Boatyard at Wilbur Avenue is the last remnant of a once-flourishing shipbuilding industry along the Rondout. A boat building and repair company has been established near the West Strand area in the Maritime Museum building.

Scrapyards and automobile parts yards have been a part of the Kingston waterfront for a century. Of the three that exist today, only one utilizes water transportation. These uses occupy a great part of the waterfront area and detract from more water-related and tourist-related activities.

Steel fabrication is now being done in a large, former shipbuilding structure. Once related to the waterfront, this industry, having lost a market, has reoriented its activity to other types of manufacturing.

Small construction companies have also located along the waterfront. Zoning in this area and an industrially-oriented history created the acceptance of trucks and machinery not necessarily related to the waterfront.

A concrete block company now occupies historic Island Dock. This company uses this historic site to store machinery, blocks, and miscellaneous equipment, as well as for dumping construction rubble.

These industries, although important to Kingston in terms of the tax base they represent, are not water-dependent and, in many cases, detract from other, more appropriate uses which might otherwise expand and flourish along the waterfront.

The policies contained and the initiatives proposed in the Local Waterfront Revitalization Program are geared to prevent the further deterioration of the waterfront, reverse the trend of undesirable and inappropriate uses, and encourage the relocation or modification of those inappropriate uses which do exist. Specifically, these plans call for the ultimate removal of scrap and junkyards from the waterfront and for the redevelopment of Island Dock to a use more compatible with its historic significance and proximity to the Rondout Historic District and recently-developed West Strand Area.

6. Extractive

The extraction of stone from the coastal area was once part of a major industry in Kingston. Today this activity is minimal.

Vast areas of rock floor and high walls have been left as a result of former extractive activity. Many of these quarry bottoms are somewhat hidden. These quarry areas represent possible relocation sites for some of the visually unattractive industrial uses (scrap and junkyards) which currently occupy portions of the waterfront.

7. Recreation

As industrial and commercial use of the City's waterfront have declined, recreational use has expanded. Marinas, parks, museums, and the waterways (Hudson River and Rondout Creek) themselves provide a range of recreation opportunities.

Parks located within the coastal area include Kingston Point, Hasbrouck, Block, and West Strand Parks.

Kingston Point Park, the largest of these, includes a beach, playfields, play equipment, a major wetland area, and a railroad spur which leads to a former day liner dock site. The park has recently undergone extensive improvement as part

of a Master Plan developed for the City by Reimann-Buechner Partnership of Syracuse, New York. Further improvements are contemplated under future stages of implementation including the construction of a multipurpose recreation building, tennis courts, a trail system, and the possible development of an outdoor amphitheater and new day liner dock. The park Master Plan also calls for improvement of a boat launch adjacent to the beach. This is the only public boat launch which currently exists within the coastal area. While the Local Waterfront Revitalization Program contains no specific plans for additional public boat launches, the need for such facilities should be reevaluated from time to time as waterfront revitalization progresses.

Hasbrouck Park is situated on a hill overlooking Ponckhockie. The park contains playfields, a picnic shelter, and a deteriorated recreation building. It is primarily oriented toward neighborhood use. The park's southern edge commands a spectacular view of the Hudson River, Rondout Creek, and a significant portion of the coastal area. As public improvements are made in conjunction with the Local Waterfront Revitalization Program and Urban Cultural Park Program, this overlook should be developed for broader use.



Block Park, also used principally as a neighborhood park, contains playfields, a picnic shelter, and miscellaneous play equipment including a ball wall and go-cart track. The park is located just off Abeel Street near the entrance to Island Dock. It is separated from Rondout Creek by only a narrow, privately-owned parcel of land. General improvements are proposed for the park in keeping with its recreational use.

West Strand Park is located on the water just south of where Broadway intersects with West/East Strand. This waterfront park includes a plaza and a public dock which can accommodate fairly large vessels including day liners. The character of this space, its relationship to revitalized commercial uses, and proximity to the Maritime Museum make it a focal point for festivals, special events, and a high level of use.

The existence of these attractions and the recently-improved dock have resulted in renewed interest in day liner activity at this location. These excursions, once extremely popular, are expected to attract tourists from New York City and other parts of the State to the waterfront area for shopping, sightseeing, and other recreation.

KINGSTON LOCAL WATERFRONT REVITALIZATION PROGRAM SHORELINE UTILIZATION

LEGEND

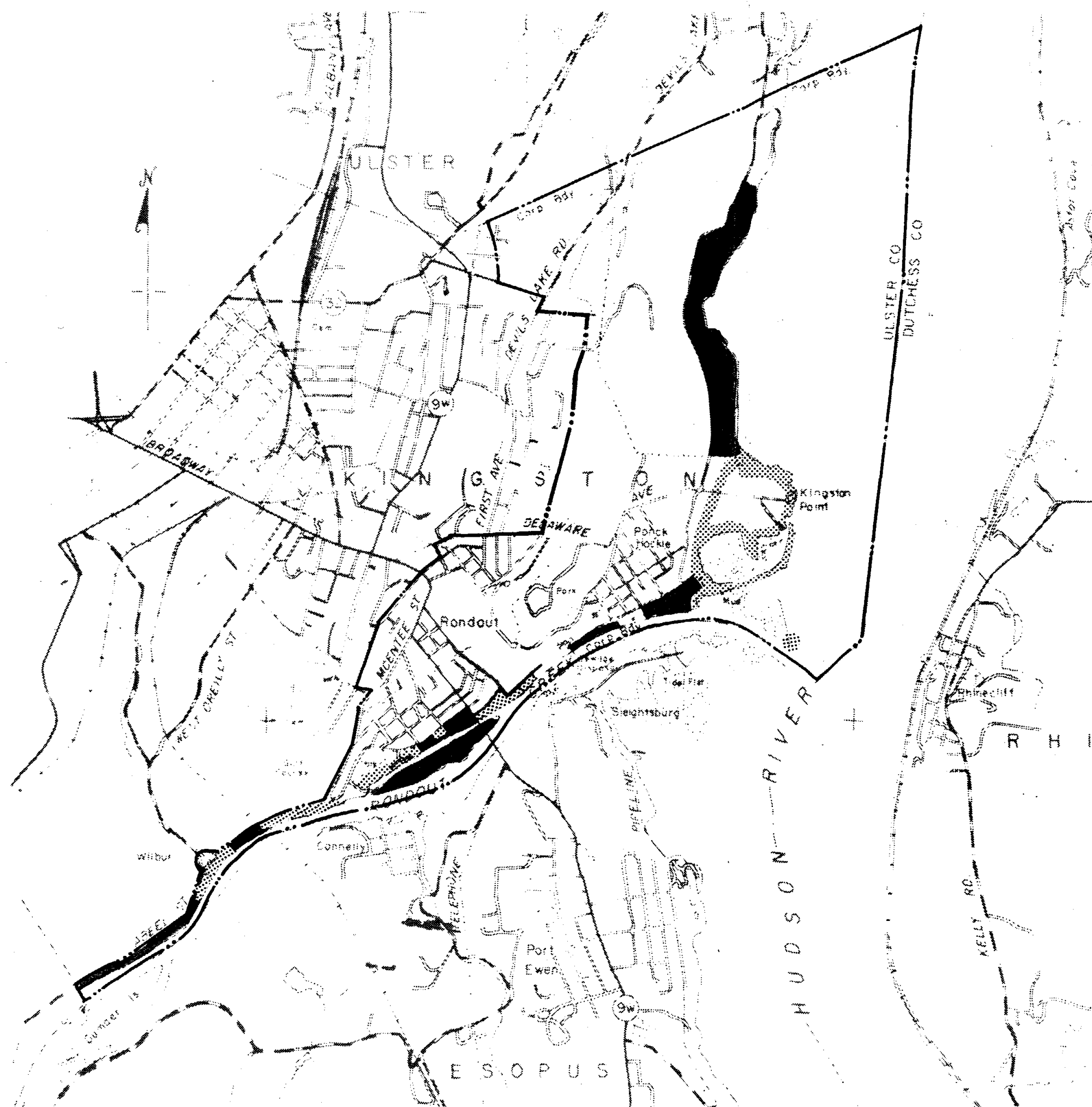
- Corp. Boundary
- Coastal Boundary
- Centerline of Hudson River
-  Water Dependent or Enhanced Uses
-  Underutilized, Abandoned or Deteriorated Shoreline

0 2000 6000

SCALE: 1" = 2000'



DATE 10/16/85 SHEET NO. 5



KINGSTON LOCAL WATERFRONT REVITALIZATION PROGRAM

RECREATION and ACCESS

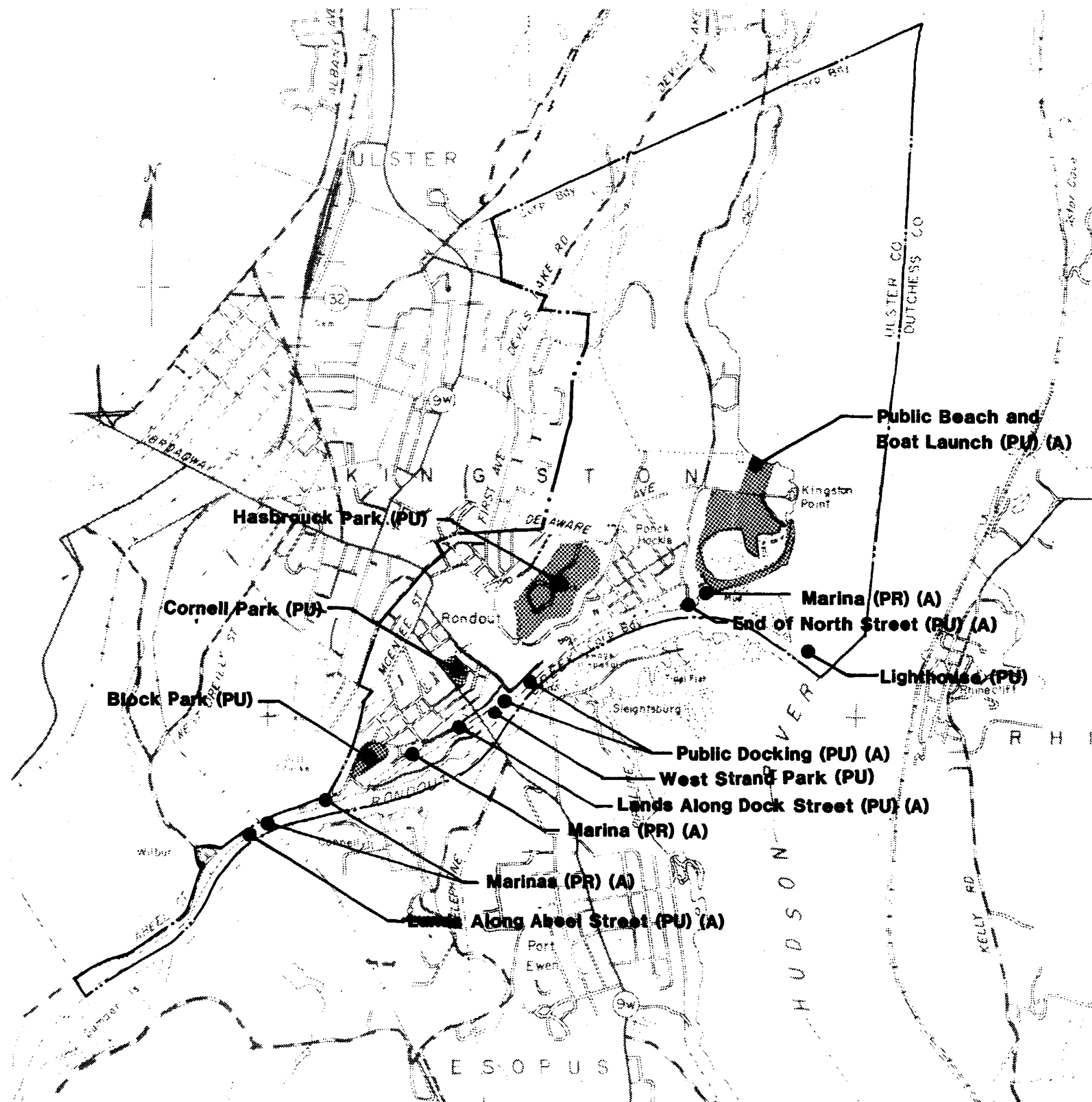
LEGEND

- Corp. Boundary
- Coastal Boundary
- Centerline of Hudson River

(PU) Public

(PR) Private

(A) Access



0 2000 6000

SCALE: 1" = 2000'



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Hudson River Cruises, Inc., of New Paltz, New York, operates a tour boat service from Rondout Landing which carries passengers up the Rondout to Eddyville and along the near reaches of the Hudson River. Additional boat tours are operated by the Maritime Museum and Clearwater Organization in conjunction with waterfront events like the Shad and Pumpkin Festivals.

Marinas provide another major recreation opportunity within Kingston's coastal area. Four such facilities are operated as private, commercial enterprises offering slips, storage, dockage, fuel, and other marine-related services. They also provide launching for trailered boats.

Museums provide yet another recreation opportunity within the waterfront area. In addition to regular exhibits and programs, both the Trolley Museum and the Hudson River Maritime Center offer recreational tours of the waterfront.

8. Public Access

The only points of unrestricted public access to the waterfront which currently exist within the coastal area are Kingston Point Park and West Strand Plaza. Boat launching is possible only at Kingston Point. Restricted public access to the water is possible at the Hudson River Maritime Center and all four commercial marinas.

Under initiatives planned in part of the Local Waterfront Revitalization Program and Urban Cultural Park, additional public access to the water will be created. One access point is proposed at the eastern tip of Island Dock. Another access area is proposed to include public docking and a boardwalk to extend along Rondout Creek from West Strand Plaza to the mouth of Rondout Creek. Still another opportunity for public access exists at the former day line dock located at Kingston Point.

While all these planned initiatives will do much to increase public access to the water within the coastal area, boat launching from public facilities will still be limited. As development of the waterfront progresses, additional possibilities for this kind of use may surface.

9. Utilities and Communications

The City of Kingston owns and operates a sewage treatment plant on the north side of East Strand east of the Trolley Museum. The facility is generally well maintained but obviously detracts from the ambience of this historic setting. The plant's negative impact on the Trolley Museum and nearby Hudson River Maritime Center is increasing as redevelopment of the waterfront continues. The City is currently seeking funds for additional screen planting to reduce the

treatment plant's intrusion on more attractive adjacent and nearby uses. The policy section of this document will reinforce these planned initiatives.

E. INFRASTRUCTURE

The existing infrastructure within the City's coastal area represents both problems and opportunities which have a bearing on the redevelopment of Kingston's waterfront.

At present, utilities on the Rondout waterfront area are underutilized. Business and industry in this area have declined during this century, and that trend has dramatically reduced the demand on utilities in this section of the City.

1. Water

The Kingston Water Department, established in 1895, is an autonomous and financially independent department of the City of Kingston. It is governed by a Board of Water Commissioners and each is appointed by the Mayor to a five-year term. The daily operation of the department is under the supervision of the Superintendent.

The water system consists of a series of upland reservoirs and transmission mains that supply the City's Edmund T. Cloonan Water Treatment Plant in the Town of Woodstock. This facility, an American Water Works Historic Landmark, was constructed in 1897; uses direct, in-line pressure filtration with alum coagulation, chlorination and calcium carbonate for pH adjustment. It has a nominal capacity of 8 million gallons per day (MGD) and produces, on average, 4 MGD. Approximately 100 miles of cast iron and ductile iron pipe comprise the distribution system which serves the City of Kingston and the IBM facility in the adjacent Town of Ulster. At present, there are about 8500 service connections and 1000 fire hydrants in the system. With the exception of 2 small high pressure districts, all flow from the City's reservoirs to the consumer's tap is by gravity.

The City's public water supply services most of the waterfront area. The area once occupied by the cement plant on the Hudson River is the only one not serviced by public water.

This availability of public water will be a positive factor in determining the feasibility and desirability of development projects of all types (industrial, commercial, residential) along the waterfront and within the coastal area.

2. Sanitary Sewer

The City of Kingston is served by municipal sanitary and storm sewers in the majority of its area. The sewage treatment plant currently has a capacity of 4.8

MGD and improvements are currently underway to increase this to 6.0 MGD. In addition, the City conducts a federally mandated pre-treatment program to monitor specific users for discharge of pollutants into the sanitary system.

Most of the Kingston waterfront along the Rondout is serviced by sanitary sewers. The City is continually upgrading the sanitary sewer system and has been concentrating on renewal areas such as the Rondout, West Strand, and Ponckhockie neighborhoods.

Originally a combined sanitary and storm system was built in Kingston. The City is now in the process of separating these two lines. Currently, pollutants are discharged into the Rondout Creek during heavy rainstorms when storm runoff generates flows which exceed the capacity of the sewage treatment plant. Continued separation of these two systems will reduce frequency of this discharge and eventually eliminate it.

As part of a program to upgrade its sanitary sewer system and eliminate pollution of the Rondout Creek, the City has completed projects to correct situations where direct sewage discharge had occurred at the following locations:

- Wilbur Avenue
- North Street/East Strand area
- Hudson Street
- Block Park
- The sewage treatment plant area

3. Solid Waste Treatment

There are no active landfills within the City of Kingston's waterfront area. Solid wastes are disposed of outside the coastal area and City corporate limits.

4. Storm Drainage

As the sanitary sewer system is improved, the storm drainage system will be as well. Currently, the City has a combined sanitary-storm system. As improvements in the overall system are made, sanitary and storm systems will be separated.

The Rondout Creek waterfront is also serviced by a storm drainage system in the same general areas serviced by the sanitary system. As the sanitary sewer system is improved, the storm system will be as well. Areas not serviced by storm sewers, such as the Wilbur Avenue area and the Hudson River, utilize natural drainage channels and runoff patterns.

5. Transportation

Kingston's waterfront area is accessible via an interconnecting network of local streets, state highways, and the interstate system. N.Y. Route 9W crosses the Rondout Creek at Kingston. This portion of 9W is part of the proposed Scenic Roads System for the Hudson Valley. The City of Kingston supports this program and has participated in discussions regarding its development. The City Council has also passed a resolution expressing this support.

Three bridges span the Rondout within Kingston's coastal area. They include the West Shore railroad trestle, Port Ewen Suspension Bridge, and the new Route 9W bridge.

The Rondout waterfront is easily accessible to motor vehicles via city streets and highways. Abeel Street, which intersects with New York State Route 213 at Wilbur Avenue, closely parallels the waterfront for much of its length. Dock Street, West Strand, and East Strand connect with Abeel Street to form a continual route for the entire length of the City's waterfront between Wilbur and Kingston Point. This east-west street system connects with north-south routes including Wilbur Avenue (New York State Route 213) and Broadway. These routes, in turn, connect with other regional transportation routes including New York State Routes 32 and 28 and N.Y. Route 9W. Route 9W also connects with the New York State Thruway, part of the nation's interstate highway system.

The waterfront's accessibility via streets and highways will function as a positive factor in encouraging use of the area by residents and tourists alike,

Parking on the Rondout waterfront is becoming a problem. Plans have been prepared for the development of additional parking facilities and the expansion of an existing parking lot at the west end of West Strand Park, as follows:

- East Strand beneath Route 9W bridge
100 spaces on the north side
- Corner of Post and Union Streets 24 spaces
- property cost - construction
- West end of West Strand Park
60 spaces
- Corner of Hunter and Post Streets 24 spaces
- property - construction
- East Strand east of Route 9W bridge
100 spaces

Under the Kingston Urban Cultural Park plan, a route will be designated linking the Rondout Waterfront area with other areas in the City. During the early phases of the Urban Cultural Park's development, the Park's primary and secondary vehicle circulation systems will also be utilized as bike routes. As the Park develops and funds become available, the possibility of constructing a separate system of bikeways will be studied.

F. AESTHETIC ENVIRONMENT

Extreme variations in aesthetic quality exist within Kingston's coastal area. They range from highly attractive spaces like the newly redeveloped West Strand area to partially-restored sections of the Rondout historic district to deteriorated residential areas along Abeel Street near Block Park to scrapyards and oil tank farms along East Strand. These conditions represent opportunities and challenges which must be addressed within the context of the waterfront revitalization effort.

1. National Register of Historic Places

Kingston's coastal area played a major role in the City's growth and development. The Rondout Historic District, listed on the National Register of Historic Places, lies wholly within the coastal area. A portion of the recently designated Chestnut Historic District also lies within the coastal area as do a number of individual landmarks. See Cultural Resources section, II-G.

2. Scenic Overlooks

The State has not yet identified any "Scenic Areas of Statewide Significance" in or around Kingston. However, a number of scenic vistas do exist within the coastal area which are significant.

Hasbrouck Park commands a panoramic view of much of the coastal area including the Rondout Creek as far inland as Island Dock and a portion of the Hudson River. This view also encompasses Kingston Point and an attractive portion of Esopus across Rondout Creek characterized by wooded slopes and residential development.

Other significant vistas and views include those which may be seen from Kingston Point, the Kingston Point Lighthouse, the tip of Island Dock, and the Port Ewen Suspension Bridge.

3. Rock Outcrops

Natural geologic formations combined with the effects of former mining activity have resulted in dramatic cliffs and basins along much of the Hudson River

portion of the City's coastal area. The topographic changes created by mining operations have also resulted in ledges and terraces.

These features provide certain opportunities which relate to the waterfront's redevelopment. They can serve as buffers to conceal industrial uses (e.g., relocated scrapyards) from more attractive, developed areas and views from the Hudson River. They can be used to interpret both the area's geological and industrial history.

4. Shoreline

The current deteriorated condition of much of Kingston's shoreline detracts from the waterfront's natural and historic potential and does little to promote this part of the City as a recreation or potential industrial resource.

Portions of the Esopus shoreline are also in somewhat deteriorated condition. Though these areas are generally not as bad as those on the Kingston side of this waterway.

The Rondout 2 Lighthouse is a significant scenic element at the confluence of the Rondout Creek and the Hudson River. It is a landmark for travelers on the river, still serving as a navigational aid. Surrounded by the marshes and tidal flats of the Rondout Creek significant habitat, the structure is silhouetted against this open landscape and offers views from its windows of the habitat, the creek, the river and the eastern shore. The lighthouse is open to the public during the boating season. It is also visible from the Amtrak passenger trains.

Efforts are being made by the City of Kingston to improve the appearance of its shoreline. However, private sector participation and parallel initiatives by the Esopus community will be required to have any major impact on these conditions.

5. Scrapyards

The most aesthetically offensive land uses within Kingston's coastal area are the scrapyards along Rondout Creek. Efforts have been made to screen these uses from the highway, but none have been made to screen them from the waterway or railway. In some cases, stockpiled debris exceeds the height of the fencing, making the screening measures ineffective.

Policies contained in this document and initiatives proposed in both the Local Waterfront Revitalization Program and Urban Cultural Park Management Plan are aimed at correcting this situation.

6. **Abandoned Buildings**

As industry along Kingston's waterfront declined, a large number of buildings were left abandoned by a dwindling economy which was unable to absorb them for other uses. These skeletal structures have deteriorated further and now constitute blighting influences.

The revitalization of the West Strand area is the most recent example of current efforts to begin to adaptively reuse abandoned waterfront buildings. Two major facilities, Forst Packing and the Hutton Brick Yard, are now in the hands of a developer. This individual has expressed an interest in developing these two sites. However, while various possible uses have been mentioned, no concrete plans have been presented to date. The development of these and other abandoned sites will be encouraged as part of an overall waterfront revitalization effort.

7. **Abandoned Barges**

Rondout Creek has become the depository for a number of abandoned river barges. These deteriorating vessel hulls present artifacts which might be used for interpretive purposes. They also provide for fish habitat. These two positive influences, however, are countered by the blighting effects which these barges have on adjacent development, and the restriction of boating activity.

8. **Scenic Zone**

Kingston's Hudson River waterfront is opposite the Mid-Hudson (Dutchess County) Historic Shorelands Scenic District. This is the first such designation which has been made under Article 49 of the Environmental Conservation Law.

As part of this designation, a "scenic zone" in Kingston was identified (see Sheet No. 3, Natural Resources Inventory). This zone encompasses the middle ground of views seen from the district. The development character of the scenic zone is critical to the continued scenic quality of the district. The visual quality of this area is also significant to the quality of views from the district. The horizon line is especially striking from the higher elevations on the eastern side of the district in Dutchess County, as on the State-maintained road system (NY Routes 9 and 9G). It is from these heights that the district's setting is comprehensively displayed, and often experienced by travelers. It should be remembered, however, that development in the scenic zone is at a significant distance from Dutchess County viewing sites, and will have little visual impact on the character of western views except for instances of large-scale development.

The juncture of the Rondout Creek and the Hudson River also lies within the Scenic Zone of the Mid-Hudson Historic Shorelands Scenic District. The Scenic

Zone defines an area within which new development could adversely impact the quality of the western viewshed of the Scenic District. The Zone boundary lies 2,000 feet west of the high tide line on the west bank of the Hudson River. In the Management Plan for the Scenic District the Strand and Kingston Point are described as visual features of the riverscape that contribute significantly to the district's scenic quality from wherever they are seen (p.36, The Mid-Hudson Historic Shorelands Scenic District Management Plan).

The Mid-Hudson Historic Shorelands Scenic District is a candidate area for designation as a Scenic Area of Statewide Significance under Article 42 of the Executive Law. The waterfront area, from Kingston Point to Sleightsburg, was found to be of regional significance in the 1989 survey of scenic resources in the Hudson Valley conducted by the NYS Department of State.

An effective water revitalization program must capitalize on the positive aesthetic elements described above and eliminate the negative elements or minimize their negative impact on the overall waterfront environment.

G. CULTURAL RESOURCES

Many of the cultural resources which are located within the City's coastal area are mentioned elsewhere in this document. The inventory which appears below is presented to make this information more coherent and easily accessible.

1. Architectural Resources

The following historic districts and landmarks, located within the City's coastal area, are listed on the National Register of Historic Places:

- a. Rondout/West Strand Historic District: An area of National Register properties, ca. 1825.
- b. Part of the Chestnut Street Historic District: An area of late 19th-century National Register properties.
- c. Cornell Steamship Shops: This National Register property represents one of the major 19th-century industries in the area.
- d. Port Ewen Suspension Bridge:
- e. Rondout Lighthouse: Ca. 1915, located off Kingston Point (identified as Kingston Point Lighthouse on Sheet No. 7).

- f. S. & W.B. Fitch Bluestone Headquarters: This Kingston-designated landmark, now a residence, once served as the office of a leading local industry.

The following historic structures are City landmarks of importance to the history of Kingston and the development of industry on the Hudson River:

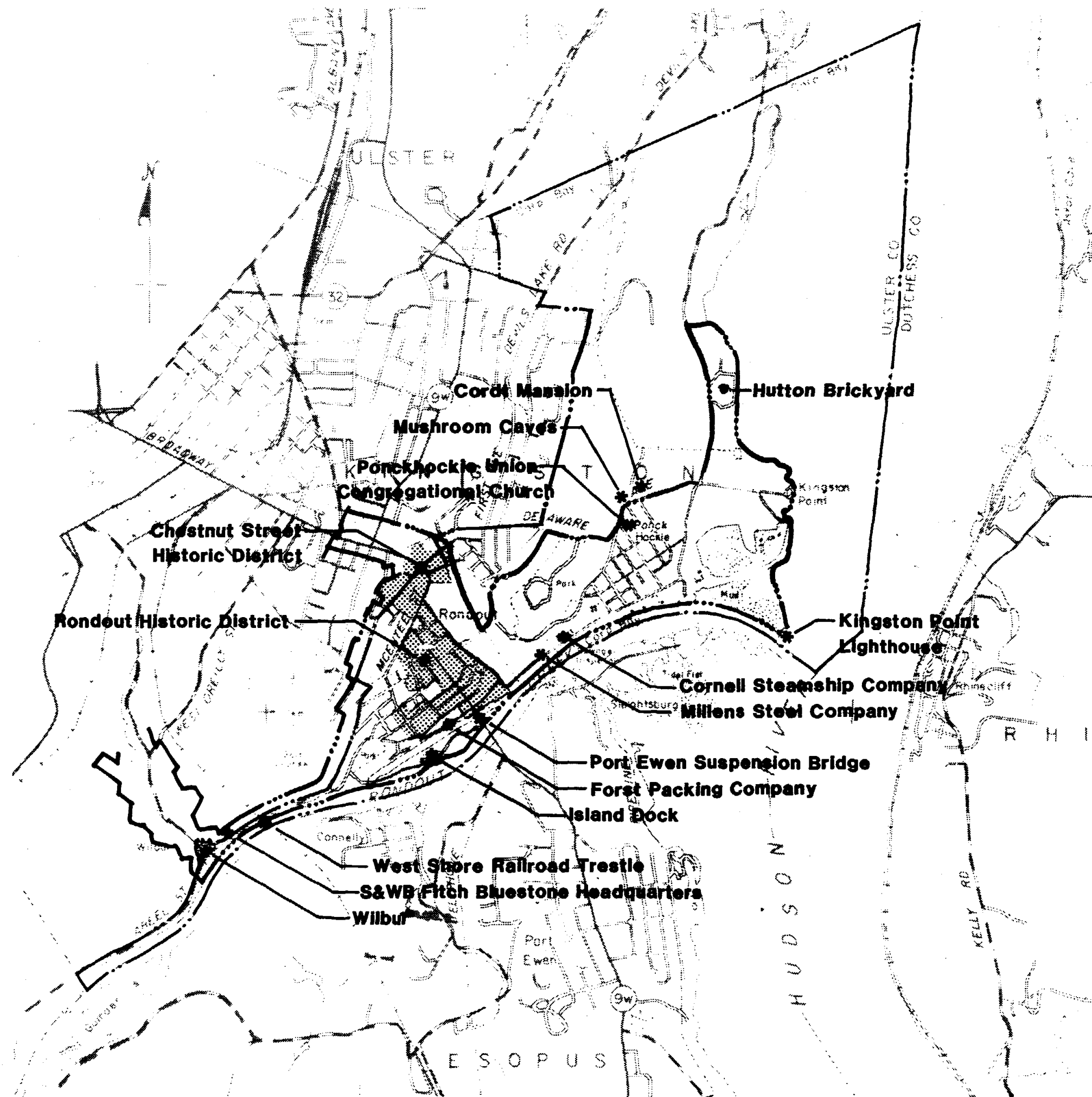
- a. Wilbur Neighborhood: Distinctive waterfront community.
- b. West Shore Railroad Trestle: Ca. 1895, this trestle continues to provide major rail service in the region.
- c. Island Dock: A man-made island in the Rondout Creek, originally designed for the transfer of coal.
- d. Forst Packing Company: Located on Abeel Street, this large industry declined with the increased use of highways for shipment and institution of environmental controls.
- e. Millens Steel Building: Ca. 1870, originally a boiler shop for the shipbuilding industry.
- f. Ponckhockie Union Congregational Church: A cast-concrete, late 19th-century structure.

KINGSTON LOCAL WATERFRONT REVITALIZATION PROGRAM

HISTORIC RESOURCES

LEGEND

- Corp. Boundary
- Coastal Boundary
- Centerline of Hudson River
- Historic Districts
- Kingston Urban Cultural Park Boundary
- * Landmarks Outside Historic Districts
- AREA COMMON TO UCP & LWRP



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SCALE: 1" = 2000'



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- g. Mushroom Caves: A series of limestone quarries, ca. 1870, later used for mushroom cultivation.
- h. Cordst Mansion: Late 19th-century estate.
- i. Hutton Brickyard: One of two remaining functioning brickyards on the Hudson River, this facility dates to pre-Civil War days.
- j. Limekiln: A stone structure of probable 19th-century origin used for processing limestone into lime for mortar. This is an archaeological as well as structural resource.

2. Archaeological Resources

New York State Department of Environmental Conservation files indicate that several prehistoric and historic archaeological sites have been recorded in the Kingston area. These resources are listed below:

- a. Prehistoric Site: A prehistoric occupation site of unknown date located along Rondout Creek near the New York Central Railroad tracks.
- b. Prehistoric Site: A Late Archaic Period site (ca 3000-1000 BC) located in the northeastern area of the City of Kingston.
- c. Brigham Cement Works/Brickyard: Late 19th and early 20th-Century industrial complex located in the East Kingston area.
- d. Site of the Mary Powell: This is an underwater archaeological site. The location of a sidewheel steamboat built in 1861 and last used in 1917. The remains of this vessel are located in Rondout Creek adjacent to the Rondout area of Kingston.

H. URBAN CULTURAL PARK

The Urban Cultural Park (UCP) Program and Urban Cultural Park Management Plan are referred to throughout this document. Kingston is one of 13 designated Urban Cultural Parks. This program was created by the New York State Legislature in 1977 and is administered by the Office of Parks, Recreation, and Historic Preservation.

Its purpose is to establish a statewide system of historical areas having special social or cultural significance which would become part of a revitalization process designed to accomplish four basic goals: preservation, education, recreation, and economic development. Each of these special areas would also illustrate one or more themes that traced some important dimension of New York State history, growth, and development.

The Urban Cultural Park program is seen by the State as a vehicle for attracting private investment in urban revitalization and for promotion an awareness of the State's rich cultural heritage and an interest in preserving significant environmental features which are symbols of that heritage.

Kingston's Urban Cultural Park consists of two areas connected by corridors. One of these areas is the Stockade District. The other is the Rondout waterfront area. Much of the latter area coincides with the Local Waterfront Revitalization Program coastal area. It extends from Wilbur to Kingston Point and encompasses almost all of the coastal area, the exception being that portion of the area which lies north of the former Hutton Brick Company along the Hudson River.

Urban Cultural Park programs will be coordinated out of a Visitors Center housed in the Masten House, a landmark property located on Clinton Avenue opposite the Senate House Historic Site. The Hudson River Maritime Center will function temporarily as a secondary Visitors Center. As the Rondout area develops, a second major visitors center, concentrating on the themes related to the waterfront, will be established in the West Strand area. In addition, West Strand Plaza will become the Urban Cultural Park's first outdoor interpretive center. The revitalization of the West Strand area was one of the early action projects under the Urban Cultural Park program. The other was the redevelopment of Kingston Point Park, which is also located within the coastal area.

Both the State and City see Kingston's Urban Cultural Park and Local Waterfront Revitalization Program as being related and as working closely with one another. In fact the Urban Cultural Park Commission also functions as the Local Waterfront Revitalization Program Advisory Board.

The primary theme of Kingston's Urban Cultural Park is transportation. The waterfront area and water-based transportation are important elements of the Urban Cultural Park and this primary theme.

Efforts undertaken in conjunction with the Urban Cultural Park Program will contribute significantly to the overall revitalization of the waterfront area.

I. SUMMARY

The analysis of existing conditions in Kingston's coastal area and discussions with local residents, groups and city officials have resulted in the identification of issues and concerns as well as opportunities to be addressed in the Kingston Local Waterfront Program. These issues and opportunities have been organized by categories that relate to the coastal policies (see Section III). Areas of concern in the City of Kingston include Land Use and Development; Fish and Wildlife; Flooding and Erosion Control; Public Access and Recreation; Historic and Scenic Qualities; and Water and Air Resources.

1. LAND USE AND DEVELOPMENT

a. Underutilized Properties

The City of Kingston was once a major port and industrial center. Today these industries are deserted, and many acres of land along the Hudson River, Island Dock, the Forst Packing Plant and the Hutton Brickyard are underutilized or vacant. Buildings associated with these industries are in very poor condition, partially demolished or inappropriate for modern reuse.

These abandoned properties do, however, provide an opportunity to redevelop Kingston's coastal area with water-dependent and -enhanced uses in a manner consistent with today's demands. Other land left vacant by these industries along the Hudson (i.e., the quarries), although difficult to develop, provide an opportunity to relocate non-water-dependent uses currently on the waterfront or uses which detract from the aesthetic or land use standards established for shoreline areas.

b. Inappropriate Uses

With the decline of Kingston as a major port, water-dependent uses closed and coastal land became inexpensive. Non-water-dependent uses, such as construction companies and scrap yards (uses which were undesirable in more residential or successful commercial areas), began to locate within the coastal area. These uses are not compatible with the current trend toward recreation-oriented development on the Rondout.

Also, certain water-dependent uses which may have been appropriate to industrial/commercial port activities may not be compatible with new recreation facilities. The relocation or reorientation of these non-water-related uses is pertinent to the revitalization of Kingston's waterfront.

As property values along the creek increase, it will become financially feasible to relocate inappropriate uses and revitalize the Rondout waterfront to its fullest potential. In the course of this revitalization, uses which are dependent on the waterfront and docking facilities should be encouraged to expand and develop. More traditional activities for small harbors and the tourist/ boating recreation industry will support the growth of the Rondout as a port.

c. Revitalization of Wilbur, Ponckhockie, and Rondout Neighborhoods

Residential uses were, historically, integral to the development of Kingston's waterfront. As the waterfront declined, the residential patterns changed and many buildings which were once owner-occupied became rental properties and subsequently fell into disrepair or became vacant.

Today there is renewed interest in these neighborhoods, and revitalization efforts are underway. It is important that rehabilitation efforts respect the historical and architectural heritage which is evident in these three waterfront neighborhoods.

d. **Utilities**

The utilities necessary to support development are not available along the Hudson River Waterfront; therefore, activities requiring extensive water and sewer services will be limited to the Rondout area for the foreseeable future. The decline of industry has left water and sewer services underutilized in the Rondout waterfront area.

Once the Rondout waterfront is substantially revitalized, attention will turn to the Hudson River as the next opportunity for coastal development. At that time it may also be more financially feasible to invest in the extension of adequate sewer and water to develop this area.

e. **Rondout Port Development**

As the Rondout waterfront continues to develop as a recreational port, increased boating activity will begin to hinder navigation. The numbers of boats and the varying sizes of boats (from small fishing vessels to large tour boats and dayliners) will need to be accommodated by private marinas and public docking. Adequate space for navigational channels must be provided, as well as docking and storage space and access to other services and business along the shore.

Sunken barges pose a navigational hazard and create a blighting influence on the Rondout community. They also provide habitat for fish and in some cases are archaeologically sensitive. The removal of these barges and other sunken vessels would permit better navigation of the Rondout Creek but might eliminate fish habitat or destroy archaeological resources.

2. **FISH AND WILDLIFE**

a. **Wetland Areas and Wildlife Habitat**

The development of Kingston's port may impact on the wildlife habitats in Kingston's coastal area. The Kingston Marsh and Rondout Creek areas should be protected from activities associated with development in the Rondout which might create chemical damage from oil spills or nutrients, or physical damage from sedimentation, construction or dredging.

b. **Spawning Grounds of the Rondout Creek**

The Rondout Creek is a spawning ground for alewife, smelt, blueback herring, white perch, tom cod, striped bass and American shad. Other fish species also use the Rondout during the year as part of their habitat. The activities of the port, including dredging, could impact the viability of the Rondout as a fish habitat.

3. **FLOODING AND EROSION CONTROL**

a. **Flooding**

Flooding along the Hudson River is not a hazard at this time because of the lack of development and the rise in grade within a short distance of the shoreline. The Rondout Creek waterfront is characterized by lower elevations and flatter lands rising more gently. During high tides, storm water outlets are covered from storms which occur during this period and water backs up and flows from inland catch basins and manholes in the Rondout waterfront neighborhoods.

b. **Bulkheads**

Erosion and subsequent siltation occur primarily along the Rondout Creek. Scouring of the creek banks and severe deterioration of the bulkheads is a major problem. Continued neglect could result in loss of property and has resulted in the need to dredge the Rondout more frequently to maintain adequate water depth for boating and docking activities.

4. **PUBLIC ACCESS/RECREATION**

a. **Public Access**

Public access is important to the success of Kingston's waterfront. As private investment continues to develop the waterfront, public access may decline. Public action must continue to expand public access; however, private development must also be encouraged to provide public access (both visual and physical).

b. **Kingston Point Lighthouse**

The Lighthouse of Kingston Point has been substantially rehabilitated and is open to the public and is used as a museum. It is accessible only by boat. The Lighthouse is attached to the mainland by a dike which has severely deteriorated. The reconstruction of this dike structure will provide pedestrian access to the Lighthouse as well as serve as a fishing pier.

c. **The Kingston Urban Cultural Park**

The Urban Cultural Park Plan recently adopted by the City of Kingston utilizes the coastal area as a major interpretive and recreational asset. The plan includes the Kingston Lighthouse and pier, Kingston Point Park, the Maritime Museum, Trolley Museum, Block Park, Island Dock Park, and Hasbrouck Park. Restoration and development of these areas and landmarks will not only support the Urban Cultural Park Plan but will assist the revitalization of Kingston's waterfront as well.

d. **Conflicting Recreational Uses**

As waterfront activities increase, certain recreational activities which have historically existed may conflict with new activities. Hunting is an activity presently enjoyed, especially in the Kingston Marsh area. The continuance of these kinds of activities should be considered in any plans for the revitalization of Kingston's coastal area.

5. **HISTORIC AND SCENIC QUALITIES**

a. **Historic Districts and Landmarks**

The revitalization of the Kingston coastal area will generate the rehabilitation of existing historic and architecturally significant buildings. This reconstruction could impact negatively on the historic integrity of these buildings. These important resources must be placed on the National Register of Historic Places and their rehabilitation should be accomplished under Department of Interior standards. The loss of this historic and architectural heritage could have negative impacts on the revitalization of the Kingston coastal area.

b. **Archaeological Resources**

The removal or destruction of archaeological resources could occur during revitalization efforts. The removal of sunken barges and other vessels to accommodate navigation in the Rondout Creek Port should be studied to insure against the loss of archaeological resources. Redevelopment of shoreland properties should also consider archaeological resources as part of the planning and design phases.

c. **Visual Resources**

The preservation of Kingston's scenic qualities and vistas is important to the development of tourism and the revitalization of the coastal area.

Kingston's Hudson River waterfront is opposite the Mid-Hudson Historic Shorelands Scenic District, designated under Article 49 of the Environmental Conservation Law, and as such it has been identified as a scenic zone of the Scenic District, highly visible from the District. The rock outcrops and natural scenic qualities of the Hudson River are major assets to Kingston's waterfront. The eastern shore has also been identified as a candidate Scenic Area of State-wide Significance for designation under Article 42 of the Executive Law.

Hasbrouck Park and other highland areas provide excellent views of the Rondout Creek waterfront and port areas, as well as views of the Hudson River. Recent removals of oil tanks have improved the picturesque quality of these views.

The most aesthetically offensive land use in the Kingston waterfront are the scrapyards. These uses are visible not only from the street but from the Rondout Creek and the rail line which is used by the Trolley Museum. Efforts should be made to screen and eventually remove these uses from the waterfront, since major efforts are being made to attract visitors to this area.

Abandoned properties create an image of failure and constitute a blighting influence. The adaptive reuse of these structures will have the reverse effect of encouraging further revitalization efforts.

The deterioration of the shoreline, including bulkheads and other structures, does little to promote an image of the City as a recreation center. The repair and stabilization of the shoreline will improve visual quality and support Kingston's long-range waterfront revitalization efforts.

6. WATER AND AIR RESOURCES

a. Combined Sanitary and Storm Sewer

There are areas within Kingston's coastal area which are serviced by a combined sanitary and storm sewer system. This problem results in periodic discharge of pollutants into Rondout Creek during storms when flow into the sewage treatment plant exceeds its capacity. Efforts should continue to separate these two systems and to minimize storm water runoff into the combined sewer lines.

b. Marine Discharge

Increased boat use on the Rondout will create more of a demand for marine discharge stations. The alternative is either to travel to another location which provides these facilities or to dump illegally into the Rondout Creek or Hudson River. The port area must provide adequate facilities for the discharge of wastes.

c. **Hazardous Material and Pollutants**

Scrapyards, oil tanks, and other commercial and industrial uses have long been an element of the Kingston waterfront. Some have been removed; however, protection of wetlands, wildlife and fish habitat, and development of tourism and recreation is of utmost importance. Water courses must be protected from potential hazardous materials as well.

Kingston's waterfront is a study in contrasts. Positive and negative, problems and opportunities, beauty and blight coexist within this relatively small area.

Capitalizing on the assets and exploring the possibilities are the challenges of a successful waterfront revitalization effort. The obstacles are substantial, but so is the potential.

Public policies must be established to protect the waterfront's natural and man-made resources. Programs must be formulated to stimulate private sector investment in the waterfront and encourage specific development initiatives.

This Local Waterfront Revitalization Program does both of these things. Together with the Urban Cultural Park, it will serve as a foundation for a waterfront renaissance.

The sections which follow establish specific policies and describe specific plans for accomplishing these goals.