



City of Kingston Public Safety/General Government Committee
Meeting Agenda
Wednesday, August 30, 2017

NEW BUSINESS

Daniel Baker, Assessor Re: Board of Assessment Review Appointment
[BAR.pdf](#)

Joe Chenier, DPW Re: Request for No Parking on Main St and Stop Sign on Lucas Ave
[Memo to J. Noble Main St. Parking and Lucas Green St.pdf](#)

Alderman Dawson Re: Parking Issue near St. Joseph's School
[Parking Issues.pdf](#)

Alderman Dawson Re: Request to Authorize Adding a Handicapped Zone and Signage at 77 Clinton Ave.
[FW 77 Clinton Avenue.txt](#)

Mayor Noble Re: Cornell Street Parking Lot - Smith Avenue
[Communication- Cornell St Parking lot- Smith Ave.pdf](#)
[Memo to J. Noble 12-13-2016 re Cornell St. Parking.pdf](#)

OLD BUSINESS

Tom Tiano Re: Code Changes - Sanitation and Grass/Weeds
[Sanitation and Weeds \(002\).pdf](#)
[Sanitation and Weeds Legislation.pdf](#)

Mayor Noble Re: Proposed memorializing resolution: sustainability and environmental stewardship
[Communication- proposed memorializing resolution- sustainability and environmental stewardship.pdf](#)
[Clean Energy and Paris Agreement Resolution DRAFT.pdf](#)

Ralph Swenson Re: Albany Ave / Clinton Ave Traffic control
Suggested Action: Remove Right-on-Red prohibition
Add curb-side signage
Add In-Crosswalk Signage
Relocate Bus stop
[Noble_Albaney-Clinton Traffic Signalization_070317.pdf](#)

The City of Kingston Board (BAR) of Assessment Review is a five person board that resolves assessment/exemption disputes for property owners in the City of Kingston. BAR members must attend an official training upon appointment that is held by the Ulster County Real Property Tax Director. This communication is to ensure that the City of Kingston maintains a 5 person board in place prior to the 2017 October Meeting.

The term of Jane Perry will expire on 9/30/2017.

See Chapter 8 of the City of Kingston Charter “Assessment Review Board”

<http://ecode360.com/12699984>

I respectfully request you please forward this proposal to the most appropriate committee of your choosing.

Board of Assessment Review

Jane Perry	17 Flatbush Ave	Exp. 9/30/17
Andrew Champ Doran	59 Elizabeth Street	Exp. 9/30/18
Wayne Platte, Jr.	245 Pearl Street	Exp. 9/30/19
Bernard Matthews	37 Wilson Avenue	Exp. 9/30/20
Matthew Branford	155 Harding Ave	Exp. 9/30/21

City of Kingston
Department of Public Works

25 East O'Reilly St
Kingston, NY 12401



Telephone: 845 331-0682
Fax: 845 331-0295

Joseph A. Chenier
Superintendent

MEMO

July 12, 2017

Memo to: James Noble, Council President

Memo from: Joseph A. Chenier

Re: No Parking Main St. at Wall St. and Stop sign at Lucas Ave. and Green St.

A crosswalk has been requested at the Main Street and Wall Street intersection. The proposed crosswalk will cross Main Street east of Wall Street near St. Joseph's church. I have reviewed the location with Safety Officer, Diane Bergquist and we agree that this will enhance pedestrian safety. Yield to pedestrian signs will be installed on both sides of Main Street and a yield bar pavement marking will be installed accross Main Street 20' in advance of the crosswalk. The installation will require parking to be eliminated from the driveway on the south side of Main Street east of the church to the intersection. This will also increase sight distance for drivers at the stop sign on Wall Street at this intersection. There are currently no meters or hatched parking stalls at this location. Please provide the necessary resolution to create a No Parking zone. Attached is documentation to support our position and outline the need to eliminate the parking.

Additionally, I am requesting a resolution to install a stop sign on Lucas Avenue at Green Street. The stop sign will decrease vehicle and pedestrian conflict. The stop sign will enhance pedestrian safety as well. If you have any questions do not hesitate to contact me. Thank you for your attention to this matter.

CITY OF KINGSTON
Department of Public Works
publicworks@kingston-ny.gov

Diane Bergquist, Safety Officer



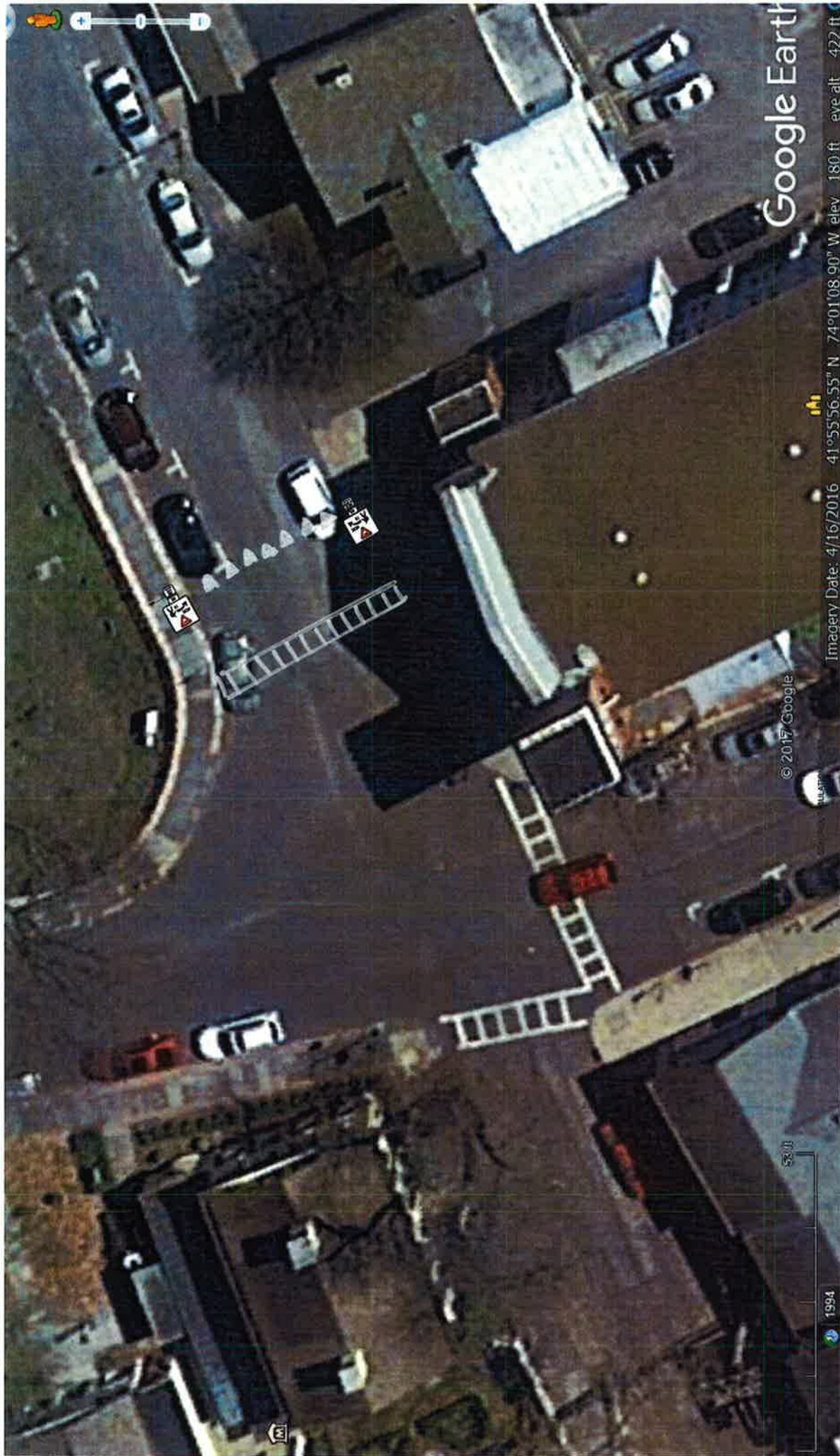
Steven T. Noble, Mayor

Crosswalk at St. Joseph's Church
Main & Wall Streets

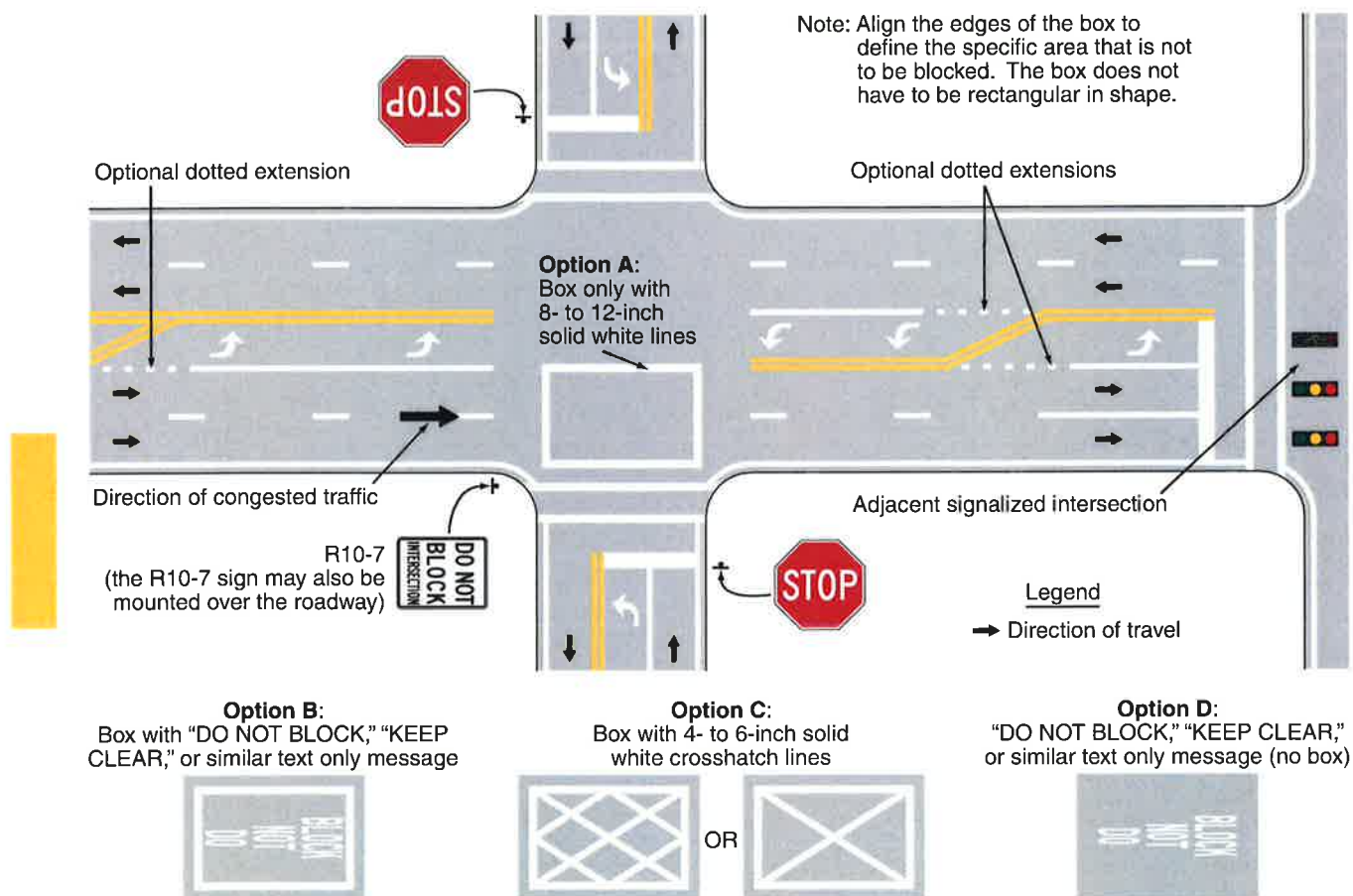
Upon reviewing the proposal of adding crosswalks at the intersection of Wall and Main Streets the crosswalk addition from St. Joseph's Church to the Dutch Reform Church could be added, but would require legislation for necessary signage. No Parking from the Yield Here to Pedestrians to the corner of Wall St. in front of St. Joseph's and on the Reform Church from the first parking meter to the edge of the new crosswalk would be required. No parking is restricted for at least 20' from a crosswalk. (See attached map overview)

Adding a crosswalk from the Reform Church across Wall St. would cause too many safety issues. Traffic from Wall St. or turning from Main would be forced to stop in the intersection if someone needed to cross at that corner. Also, the crosswalk would have to be located further up Wall St. due to the location of a catch basin, fire hydrant, steel post and there is no handicap accessibility on either side of Wall St.

I've included the MUTCD excerpts that explain what is required in regard to crosswalks and parking.



DeviceDesc	Quantity	Color	DeviceType	Size	Area	Identifier
Yield Here to Pedestrians (Left)	1	black on yellow	Sign	30x30	6.25	R1-SL_30x30 sign
No Parking 8:30 A.M. to 5:30 P.M.	1	green on white	Sign	12x18	1.50	R7-2_12x18 sign
No Parking Any Time	1	red on white	Sign	12x18	1.50	R7-1_12x18 sign
Yield Here to Pedestrians (Right)	1	black on yellow	Sign	30x30	6.25	R1-SR_30x30 sign
Total					15.50	

Figure 3B-18. Do Not Block Intersection Markings

08 *Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.*

09 *New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:*

- A. *The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*
- B. *The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.*

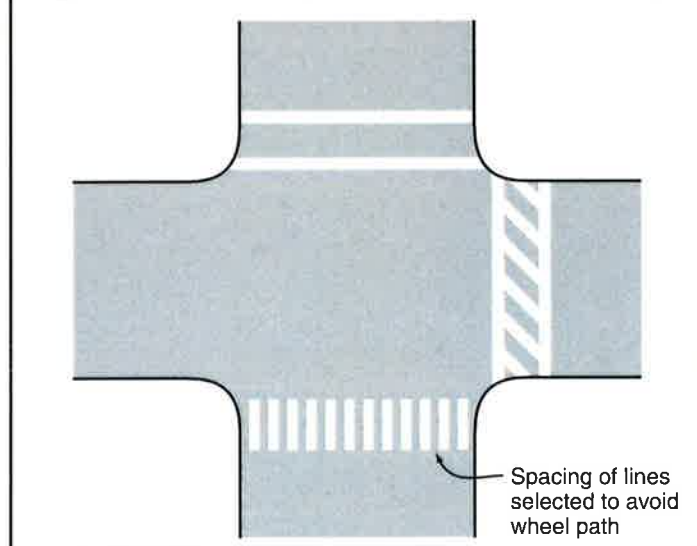
Figure 3B-19. Examples of Crosswalk Markings

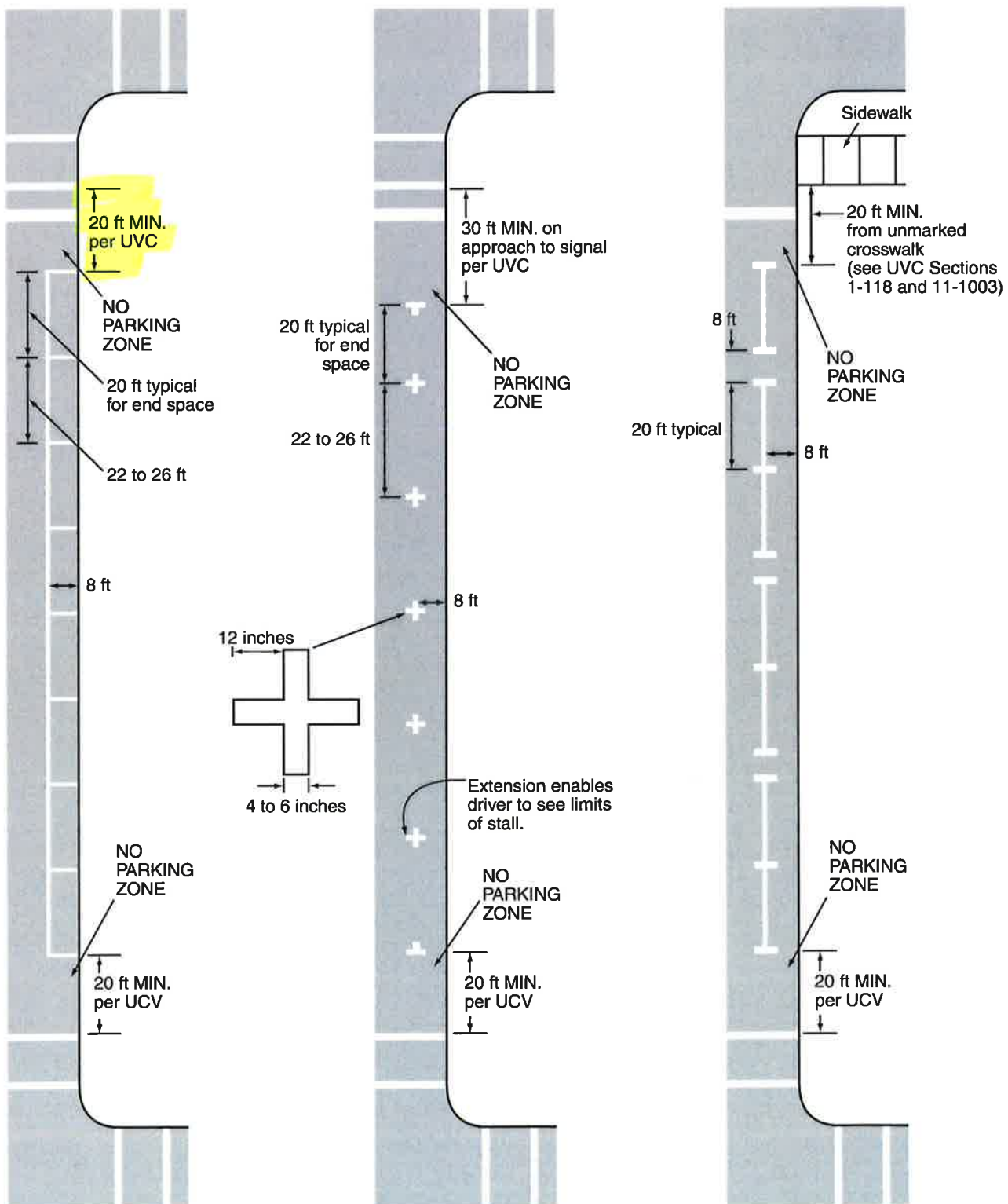
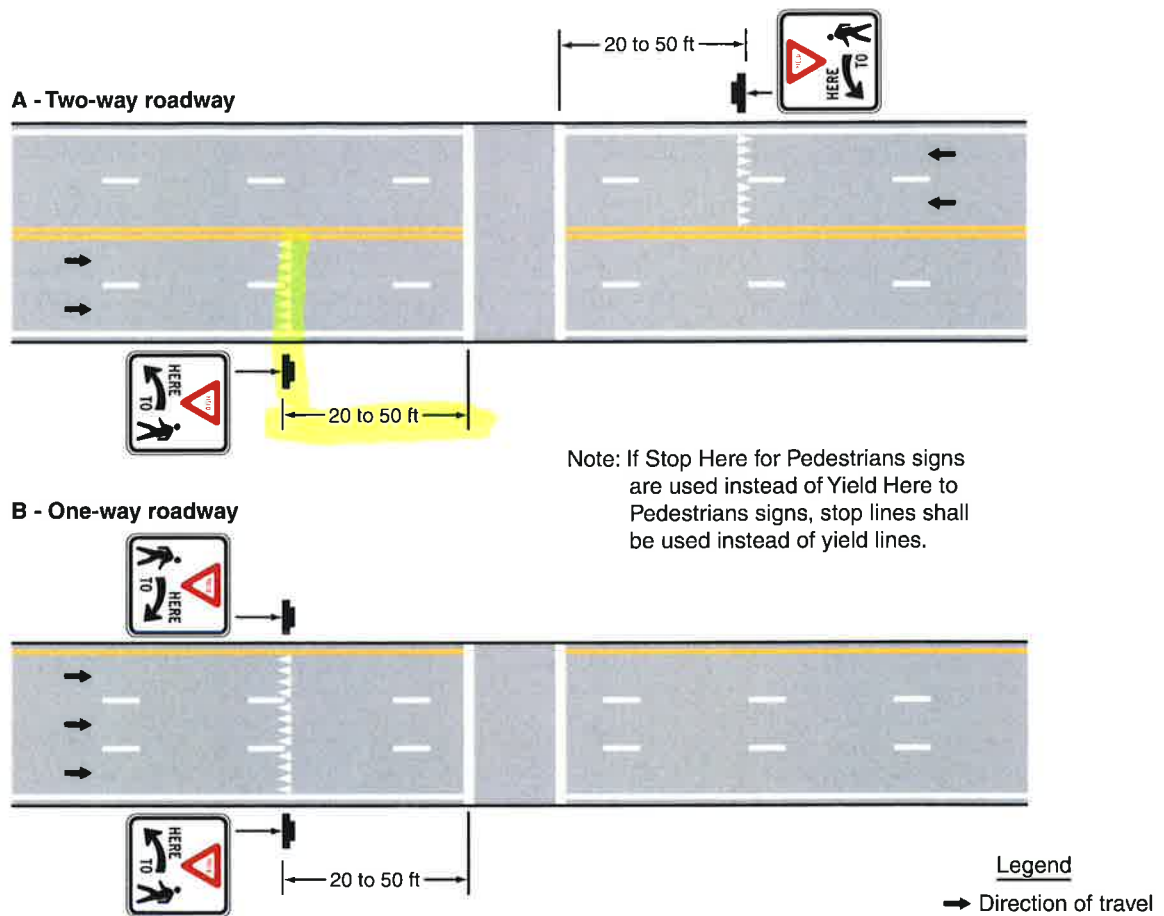
Figure 3B-21. Examples of Parking Space Markings

Figure 3B-17. Examples of Yield Lines at Unsignalized Midblock Crosswalks**Section 3B.18 Crosswalk Markings****Support:**

- 01 Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.
- 02 In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.
- 03 At non-intersection locations, crosswalk markings legally establish the crosswalk.

Standard:

- 04 When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall not be less than 6 inches or greater than 24 inches in width.

Guidance:

- 05 If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 6 feet wide.
- 06 Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks (see Figures 3B-17 and 3B-19).
- 07 At locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs, crosswalk lines should be installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path(s).

Standard:

- 04 If a post-mounted W11-2, W11-6, W11-7, or W11-9 sign is placed at the location of the crossing point where pedestrians, snowmobilers, or equestrians might be crossing the roadway, a diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-12) shall be mounted below the sign. If the W11-2, W11-6, W11-7, or W11-9 sign is mounted overhead, the W16-7P plaque shall not be used.

Option:

- 05 A Pedestrian Crossing (W11-2) sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To (Stop Here For) Pedestrians signs (see Section 2B.11) have been installed in advance of the crosswalk.

Standard:

- 06 If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To (Stop Here For) Pedestrians sign is used on the approach, the Yield Here To (Stop Here For) Pedestrians sign shall not be placed on the same post as or block the road user's view of the W11-2 sign.

Option:

- 07 An advance Pedestrian Crossing (W11-2) sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For) Pedestrians sign on the approach to the same crosswalk.
- 08 The crossing location identified by a W11-2, W11-6, W11-7, or W11-9 sign may be defined with crosswalk markings (see Section 3B.18).
- 09 The W11-2 and W11-9 signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.

Guidance:

- 10 When a fluorescent yellow-green background is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a selected site area should be avoided.

Option:

- 11 A Warning Beacon (see Section 4L.03) may be used with any Non-Vehicular Warning sign to indicate specific periods when the condition or activity is present or is likely to be present, or to provide enhanced sign conspicuity.
- 12 A supplemental WHEN FLASHING (W16-13P) plaque (see Figure 2C-12) may be used with any Non-Vehicular Warning sign that is supplemented with a Warning Beacon to indicate specific periods when the condition or activity is present or is likely to be present.

Section 2C.51 Playground Sign (W15-1)**Option:**

- 01 The Playground (W15-1) sign (see Figure 2C-11) may be used to give advance warning of a designated children's playground that is located adjacent to the road.
- 02 The Playground sign may have a fluorescent yellow-green background with a black legend and border.

Guidance:

- 03 If the access to the playground area requires a roadway crossing, the application of crosswalk pavement markings (see Section 3B.18) and Non-Vehicular Warning signs (see Section 2C.50) should be considered.

Section 2C.52 NEW TRAFFIC PATTERN AHEAD Sign (W23-2)**Option:**

- 01 A NEW TRAFFIC PATTERN AHEAD (W23-2) sign (see Figure 2C-6) may be used on the approach to an intersection or along a section of roadway to provide advance warning of a change in traffic patterns, such as revised lane usage, roadway geometry, or signal phasing.

Guidance:

- 02 The NEW TRAFFIC PATTERN AHEAD sign should be removed when the traffic pattern returns to normal, when the changed pattern is no longer considered to be new, or within six months.

Section 2C.53 Use of Supplemental Warning Plaques**Option:**

- 01 A supplemental warning plaque (see Figure 2C-12) may be displayed with a warning or regulatory sign when engineering judgment indicates that road users require additional warning information beyond that contained in the main message of the warning or regulatory sign.

Section 3B.15 Transverse Markings

Standard:

- 01 **Transverse markings, which include shoulder markings, word and symbol markings, arrows, stop lines, yield lines, crosswalk lines, speed measurement markings, speed reduction markings, speed hump markings, parking space markings, and others, shall be white unless otherwise provided in this Manual.**

Guidance:

- 02 *Because of the low approach angle at which pavement markings are viewed, transverse lines should be proportioned to provide visibility at least equal to that of longitudinal lines.*

Section 3B.16 Stop and Yield Lines

Guidance:

- 01 *Stop lines should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal.*

Option:

- 02 *Stop lines may be used to indicate the point behind which vehicles are required to stop in compliance with a STOP (R1-1) sign, a Stop Here For Pedestrians (R1-5b or R1-5c) sign, or some other traffic control device that requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.*
- 03 *Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign.*

Standard:

- 04 **Except as provided in Section 8B.28, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign or at locations on uncontrolled approaches where drivers are required by State law to yield to pedestrians.**
- 05 **Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, a Stop Here For Pedestrians (R1-5b or R1-5c) sign, a traffic control signal, or some other traffic control device.**
- 06 **Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.**
- 07 **Yield lines (see Figure 3B-16) shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.**

Guidance:

- 08 *Stop lines should be 12 to 24 inches wide.*
- 09 *The individual triangles comprising the yield line should have a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.*
- 10 *If used, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabouts as provided for in Section 3C.04 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way.*
- 11 *Stop lines at midblock signalized locations should be placed at least 40 feet in advance of the nearest signal indication (see Section 4D.14).*
- 12 *If yield or stop lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the yield lines or stop lines should be placed 20 to 50 feet in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield or stop line and the crosswalk (see Figure 3B-17).*

Standard:

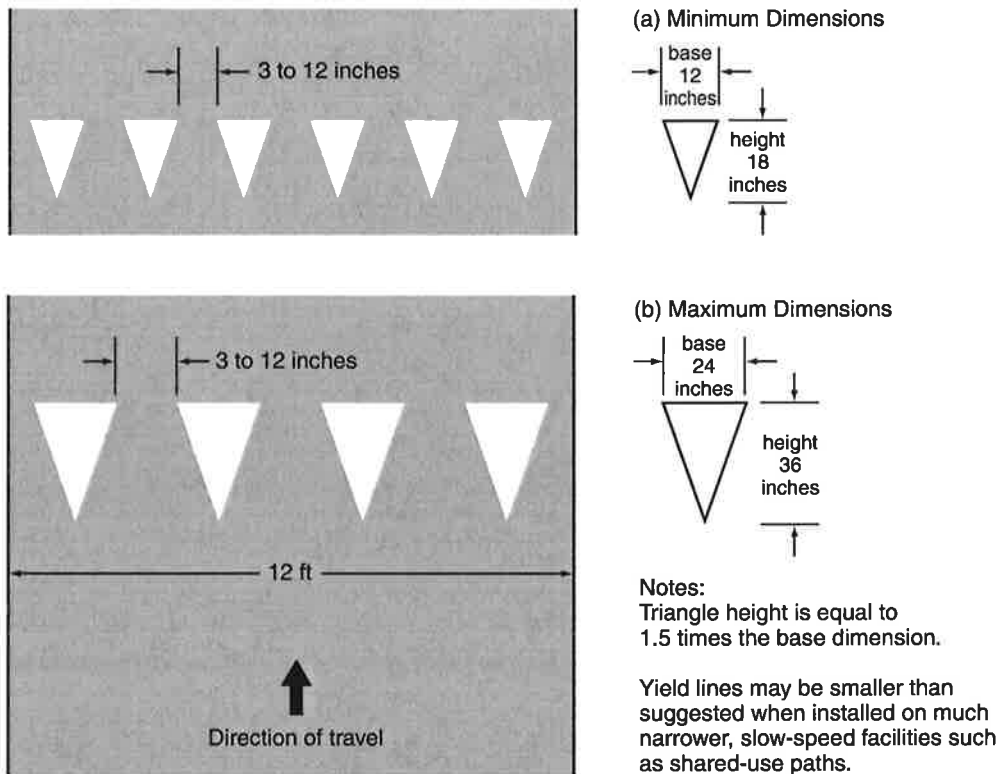
- 13 **If yield (stop) lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, Yield Here To (Stop Here For) Pedestrians (R1-5 series) signs (see Section 2B.11) shall be used.**

Guidance:

- 14 *Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.*

Support:

- 15 **When drivers yield or stop too close to crosswalks that cross uncontrolled multi-lane approaches, they place pedestrians at risk by blocking other drivers' views of pedestrians and by blocking pedestrians' views of vehicles approaching in the other lanes.**

Figure 3B-16. Recommended Yield Line Layouts**Option:**

- 16 Stop and yield lines may be staggered longitudinally on a lane-by-lane basis (see Drawing D of Figure 3B-13).

Support:

- 17 Staggered stop lines and staggered yield lines can improve the driver's view of pedestrians, provide better sight distance for turning vehicles, and increase the turning radius for left-turning vehicles.
- 18 Section 8B.28 contains information regarding the use of stop lines and yield lines at grade crossings.

Section 3B.17 Do Not Block Intersection Markings**Option:**

- 01 Do Not Block Intersection markings may be used to mark the edges of an intersection area that is in close proximity to a signalized intersection, railroad crossing, or other nearby traffic control that might cause vehicles to stop within the intersection and impede other traffic entering the intersection. If authorized by law, Do Not Block Intersection markings with appropriate signs may also be used at other locations.

Standard:

- 02 If used, Do Not Block Intersection markings (see Figure 3B-18) shall consist of one of the following alternatives:
- A. Wide solid white lines that outline the intersection area that vehicles must not block;
 - B. Wide solid white lines that outline the intersection area that vehicles must not block and a white word message such as DO NOT BLOCK or KEEP CLEAR;
 - C. Wide solid white lines that outline the intersection area that vehicles must not block and white cross-hatching within the intersection area; or
 - D. A white word message, such as DO NOT BLOCK or KEEP CLEAR, within the intersection area that vehicles must not block.
- 03 Do Not Block Intersection markings shall be accompanied by one or more DO NOT BLOCK INTERSECTION (DRIVEWAY) (CROSSING) (R10-7) signs (see Section 2B.53), one or more DO NOT STOP ON TRACKS (R8-8) signs (see Section 8B.09), or one or more similar signs.

Winnie, Carly

From: James Noble <jnoble39@aol.com>
Sent: Monday, July 24, 2017 10:00 AM
To: Winnie, Carly
Subject: Fwd: Parking Resolution by St. Josephs's school

Carly Please add to the PS Committee. Thank you. Jim

Sent from my iPad

Begin forwarded message:

From: Nina Dawson <Nina.Dawson@hahv.org>
Date: July 21, 2017 at 10:57:31 AM EDT
To: "Steve Schabot (sschabot@hvc.rr.com)" <sschabot@hvc.rr.com>
Cc: "reyos5@yahoo.com" <reyos5@yahoo.com>, Jim Noble <jnoble39@aol.com>, "jnoble@kingston-ny.gov" <jnoble@kingston-ny.gov>
Subject: Parking Resolution by St. Josephs's school

Steve,

Can we discuss the issue of parking by St. Joseph's School. There is a bicycle shop at 228 Wall St. (property owned by Renate Soyer). Due to extended parking as opposed to adhering to the signage as pick area only, residents have concerns as the not being able to access their property due to the parking on the side walk and extended stays of patrons of the school. It has been suggested to rectify this by having lines painted to show the loading area. It will also make parents who are picking students up respect that it is a loading area and not extended parking.

*Thank you,
Nina Dawson*

Nina Dawson

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From: James Noble [mailto:jnoble39@aol.com]
Sent: Monday, July 24, 2017 9:58 AM
To: Winnie, Carly <cwinnie@kingston-ny.gov>
Subject: Fwd: 77 Clinton Avenue

Carly please add to the PS Committee. Thanks Jim

Sent from my iPad

Begin forwarded message:

From: Nina Dawson <Nina.Dawson@hahv.org>
Date: July 21, 2017 at 10:59:41 AM EDT
To: "Steve Schabot (sschabot@hvc.rr.com)" <sschabot@hvc.rr.com>
Cc: Jim Noble <jnoble39@aol.com>
Subject: 77 Clinton Avenue
Steve,

Please be sure to have handicap parking signs put up at 77 Clinton Avenue.

Thank you,
Nina Dawson

Nina Dawson
Credentials Coordinator
HealthAlliance Hospital: Broadway Campus
Member of the Westchester Medical Center Health Network
396 Broadway | Kingston, NY 12401 | (P) 845.334.2723 |(F) 845.943.6021
ndawson@hahv.org (email)

CITY OF KINGSTON

Office of the Mayor

mayor@kingston-ny.gov

Steven T. Noble
Mayor



August 15, 2017

Honorable James Noble, President
City of Kingston Common Council
420 Broadway
Kingston, N.Y. 12401

Dear President Noble,

I write regarding the proposed revisions for the resolution pertaining to the Cornell Street parking lot on Smith Avenue. The revised resolution should prohibit parking on the northwest side of Cornell Street (Shirt Factory side), from the intersection of Smith Avenue to a point 150 feet northwest of the intersection. Furthermore, the resolution should indicate that parking on the southeast side of Cornell Street (Post Office side), from the intersection of Smith Avenue to a point 150 feet northwest of the intersection be designated as a “20 minute parking” spot. I respectfully request that this be placed on the General Government/Public Safety Agenda on August 23rd.

Thank you for your consideration.

Sincerely,



Steve Noble
Mayor

City of Kingston
Department of Public Works

25 East O'Reilly St
Kingston, NY 12401



Telephone: 845 331-0682
Fax: 845 331-0295

Joseph A. Chenier
Superintendent

MEMO

December 13, 2016

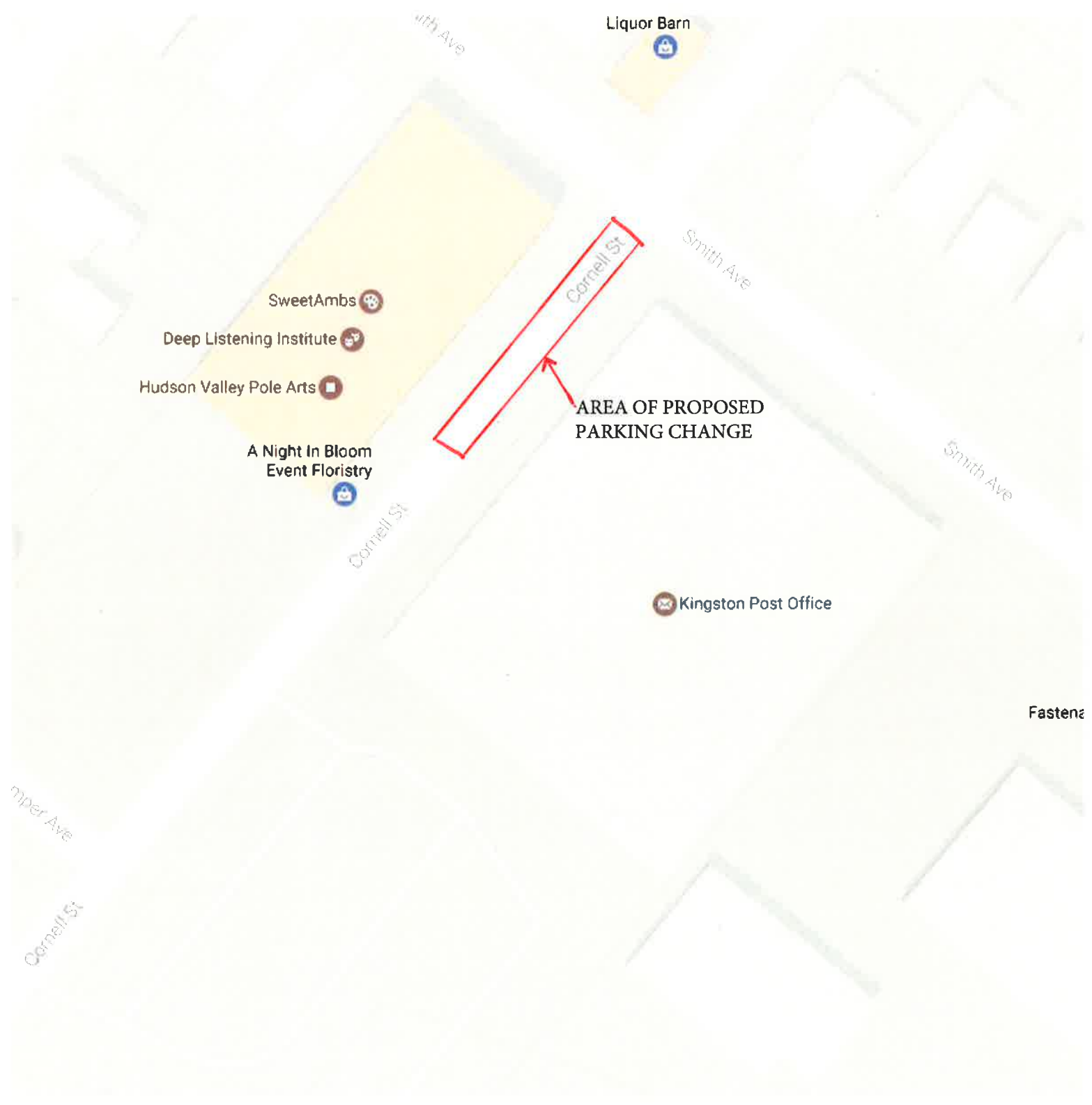
Memo to: James Noble, Council President

Memo from: Joseph A. Chenier

Re: Cornell Street Parking at Smith Avenue

I propose that parking on Cornell Street southwest of Smith Avenue (adjacent to the post office) be moved to the other side of the street. Currently there is 20-minute parking on the northwest side of the street opposite the post office. The majority of the motorists utilizing this 20-minute parking are going to the post office. Relocating the parking will eliminate pedestrians crossing to parking, related jaywalking and pedestrian/motorist conflict.

I would respectfully request that this be considered as a communication for this month and be considered for approval. I did speak with the Mayor about this, and he is in agreement.



CITY OF KINGSTON
Kingston Fire Department
Building Safety Division

ttiano@kingston-ny.gov

Steven T. Noble, Mayor
Mark Brown, Fire Chief



Tom Tiano, Deputy Chief
Joe Safford, Zoning Officer

Debbie Brown
Minority Leader
Ward 9 Alderman

Debbie:

I have enclosed the section of the 2015 International Property Maintenance Code and the NYS 2016 Supplement Code Amendment regarding sanitation and weeds on properties. You can see that these codes are very strict and leave little doubt as to their meaning. The problem only exists in the time frame to comply with the violation notice. When we site a code violation based of the 2015 International Codes, we are required to give 30 days to have the violation corrected. This is where the need for a stricter code requiring a shorter time frame would make more sense. In the past, the City has enacted laws such as Chapter 250- Graffiti, and Chapter 384- Motor Vehicles, Abandoned, that created a shorter time frame to come into compliance than what the International Codes allows. A suggested time frame for compliance on the sanitation and weeds issues might be (7) seven days. I don't feel that that would be unreasonable and would allow my department more flexibility in getting these properties cleaned up. Also along with shorter time frames, the council should include penalties for violations of those time frames both in fines and with the City having the ability to conduct the cleanup and bill the property owner.

If you have any questions or want any other information, please contact me or my office.

Tom Tiano
Building Safety

CHAPTER 3

GENERAL REQUIREMENTS

SECTION 301 GENERAL

301.1 Scope. The provisions of this chapter shall govern the minimum conditions and the responsibilities of persons for maintenance of structures, equipment and *exterior property*.

301.2 Responsibility. The *owner* of the *premises* shall maintain the structures and *exterior property* in compliance with these requirements, except as otherwise provided for in this code. A person shall not occupy as owner-occupant or permit another person to occupy *premises* that are not in a sanitary and safe condition and that do not comply with the requirements of this chapter. *Occupants* of a *dwelling unit*, *rooming unit* or *housekeeping unit* are responsible for keeping in a clean, sanitary and safe condition that part of the *dwelling unit*, *rooming unit*, *housekeeping unit* or *premises* which they occupy and control.

301.3 Vacant structures and land. Vacant structures and *premises* thereof or vacant land shall be maintained in a clean, safe, secure and sanitary condition as provided herein so as not to cause a blighting problem or adversely affect the public health or safety.

SECTION 302 EXTERIOR PROPERTY AREAS

302.1 Sanitation. *Exterior property* and *premises* shall be maintained in a clean, safe and sanitary condition. The *occupant* shall keep that part of the *exterior property* that such *occupant* occupies or controls in a clean and sanitary condition.

302.2 Grading and drainage. *Premises* shall be graded and maintained to prevent the erosion of soil and to prevent the accumulation of stagnant water thereon, or within any structure located thereon.

Exception: *Approved* retention areas and reservoirs.

302.3 Sidewalks and driveways. Sidewalks, walkways, stairs, driveways, parking spaces and similar areas shall be kept in a proper state of repair, and maintained free from hazardous conditions.

302.4 Weeds. *Premises* and *exterior property* shall be maintained free from weeds or plant growth in excess of [JURISDICTION TO INSERT HEIGHT IN INCHES]. Noxious weeds shall be prohibited. Weeds shall be defined as all grasses, annual plants and vegetation, other than trees or shrubs provided; however, this term shall not include cultivated flowers and gardens.

Upon failure of the *owner* or agent having charge of a property to cut and destroy weeds after service of a notice of violation, they shall be subject to prosecution in accordance with Section 106.3 and as prescribed by the authority having jurisdiction. Upon failure to comply with the notice of viola-

tion, any duly authorized employee of the jurisdiction or contractor hired by the jurisdiction shall be authorized to enter upon the property in violation and cut and destroy the weeds growing thereon, and the costs of such removal shall be paid by the *owner* or agent responsible for the property.

302.5 Rodent harborage. Structures and *exterior property* shall be kept free from rodent harborage and *infestation*. Where rodents are found, they shall be promptly exterminated by *approved* processes that will not be injurious to human health. After pest elimination, proper precautions shall be taken to eliminate rodent harborage and prevent reinfestation.

302.6 Exhaust vents. Pipes, ducts, conductors, fans or blowers shall not discharge gases, steam, vapor, hot air, grease, smoke, odors or other gaseous or particulate wastes directly upon abutting or adjacent public or private property or that of another *tenant*.

302.7 Accessory structures. Accessory structures, including *detached* garages, fences and walls, shall be maintained structurally sound and in good repair.

302.8 Motor vehicles. Except as provided for in other regulations, no inoperative or unlicensed motor vehicle shall be parked, kept or stored on any *premises*, and no vehicle shall at any time be in a state of major disassembly, disrepair, or in the process of being stripped or dismantled. Painting of vehicles is prohibited unless conducted inside an *approved* spray booth.

Exception: A vehicle of any type is permitted to undergo major overhaul, including body work, provided that such work is performed inside a structure or similarly enclosed area designed and *approved* for such purposes.

302.9 Defacement of property. No person shall willfully or wantonly damage, mutilate or deface any exterior surface of any structure or building on any private or public property by placing thereon any marking, carving or graffiti.

It shall be the responsibility of the *owner* to restore said surface to an *approved* state of maintenance and repair.

SECTION 303 SWIMMING POOLS, SPAS AND HOT TUBS

303.1 Swimming pools. Swimming pools shall be maintained in a clean and sanitary condition, and in good repair.

303.2 Enclosures. Private swimming pools, hot tubs and spas, containing water more than 24 inches (610 mm) in depth shall be completely surrounded by a fence or barrier not less than 48 inches (1219 mm) in height above the finished ground level measured on the side of the barrier away from the pool. Gates and doors in such barriers shall be self-closing and self-latching. Where the self-latching device is less than 54 inches (1372 mm) above the bottom of the gate,

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CHAPTER 8 Amendments to the 2015 IPMC

For the purposes of applying the 2015 IPMC in this State, the 2015 IPMC shall be deemed to be amended in the manner specified in this Chapter.

1. 2015 IPMC Section 302 (Exterior property areas).

Section 302.4 of the 2015 IPMC shall be deemed to be amended to read as follows:

302.4. Weeds. All premises and immediate exterior property shall be maintained free from weeds or plant growth in excess of 10 inches (254 mm). All noxious weeds shall be prohibited. Weeds shall be defined as all grasses, annual plants and vegetation, other than trees or shrubs provided; however, this term shall not include cultivated flowers and gardens.

2. 2015 IPMC Section 303 (Swimming pools, spas and hot tubs).

Section 303.2 of the 2015 IPMC shall be deemed to be amended to read as follows:

303.2 Enclosures. The provisions of this section shall control the design of barriers for residential swimming pools, spas and hot tubs. For public swimming pools, spas and hot tubs refer to Chapter 31 of the 2015 IBC. Design controls are intended to provide protection against potential drowning and near-drowning by restricting access to swimming pools, spas and hot tubs.

Exception: Spas or hot tubs with a safety cover that complies with ASTM F 1346 shall be exempt from the provisions of this section.

3. 2015 IPMC Section 303 (Swimming pools, spas and hot tubs).

Section 303 of the 2015 IPMC shall be deemed to be amended by the addition of new Sections 303.3, 303.4, 303.5, 303.6, 303.7 and 303.8 to read as follows:

303.3 Outdoor swimming pool. An outdoor swimming pool, including an in-ground, aboveground or on-ground pool, hot tub or spa shall be provided with a barrier which shall comply with the following:

1. The top of the barrier shall be at least 48 inches (1219 mm) above grade measured on the side of the barrier which faces away from the swimming pool. The maximum vertical clearance between grade and the bottom of the barrier shall be 2 inches (51 mm) measured on the side of the barrier which faces away from the swimming pool. Where the top of the pool structure is above grade, such as an aboveground pool, the

Chapter 336. Sanitation and Weeds

336-1. Intent

A. Sanitation. Exterior property and premises shall be maintained in a clean, safe, and sanitary condition. The occupant shall keep that part of the exterior property that such occupant occupies or controls in a clean and sanitary condition.

B. Weeds. Exterior property and premises shall be maintained free from weeds or plant growth in excess of ten (10) inches in height. Noxious weeds shall be prohibited. Weeds shall be defined as all grasses, annual plants and vegetation, other than trees or shrubs provided, however, this term shall not include cultivated flowers and gardens.

336.2. Notice of Violation

A. Upon receipt of notice of violation, the owner having charge of the property shall have seven (7) days to comply with the notice and have the weeds or unsanitary condition removed.

B. If after seven (7) days the owner of the property fails to comply with the notice of violation, the City shall be authorized to hire out or contract a party or parties to enter the property to cut the weeds or remove the unsanitary condition and to have the cost of such cutting or removal to be paid by the owner of the property. If the cost of such cutting or removal is not paid, the cost will be placed on the owner's tax bill.

CITY OF KINGSTON

Office of the Mayor

mayor@kingston-ny.gov

Steven T. Noble
Mayor



June 2, 2017

Honorable James L. Noble, Jr.
President/Alderman-at-Large
Kingston Common Council
420 Broadway
Kingston, NY 12401

Dear President Noble,

As you are aware, the Trump administration has moved to withdraw our country from the Paris Climate Agreement. As Mayor of the City of Kingston, as a former environmental educator, as a resident of the United States, as an inhabitant of this earth, and above all, as a father, I cannot agree with the President's decision. Our children's future will be irreparably harmed if we fail to care for our natural resources, acknowledge that climate change is real, and do something productive to address and reduce further damage.

As per our Climate Action Plan (found here: [https://kingston-ny.gov/filestorage/8463/10432/10440/10458/CAP - Updated for PS 9-27-12 \(1\).pdf](https://kingston-ny.gov/filestorage/8463/10432/10440/10458/CAP%20-%20Updated%20for%20PS%209-27-12%20(1).pdf)):

"The City of Kingston recognizes that greenhouse gas (GHG) emissions from human activity are catalyzing profound changes in climate and weather, the consequences of which pose substantial risks to the future health, well-being, and prosperity of the community."

I respectfully request that this matter be referred to the appropriate committee for further discussion. A proposed memorializing resolution reaffirming the City of Kingston's commitment to the principles of sustainability and environmental stewardship will be sent to you under separate cover shortly.

Thank you for your consideration.

Sincerely,

Steve Noble
Mayor

Resolution of the City of Kingston Common Council to Commit to 100% Clean Energy by 2050 and Continue to Support the Principles of the Paris Agreement

WHEREAS, the City of Kingston desires to protect and enhance quality of life for all those who live, work, learn and play in our community, as well as for our children and grandchildren; and

WHEREAS, there is scientific consensus regarding the reality of climate change and the recognition that human activity, especially the combustion of fossil fuels that create greenhouse gases, is an important driver of climate change; and

WHEREAS, climate change has been widely recognized by government, business and academic leaders as a worldwide threat with the potential to harm our economy, safety, public health, and quality of life; and

WHEREAS, actions that reduce climate pollution also have potential to improve air quality, public health, energy security, social equity, our local natural environment, and quality of life for our residents; and

WHEREAS, taking steps to increase energy efficiency and resilience can attract jobs and economic development opportunities to our community and increase our long-term economic competitiveness and wealth; and

WHEREAS, the City of Kingston has demonstrated a legacy of leadership against the threat of climate change; and

WHEREAS, the City of Kingston remains committed to its adopted goal of reducing energy use and greenhouse gas emissions 20% by 2020; and

WHEREAS, the City of Kingston adopted the City of Kingston Climate Action Plan in September 2012 outlining steps the City has committed to taking in partnership with others to achieve our climate action goals; and

WHEREAS, the City of Kingston has already taken a variety of important actions to reduce greenhouse gas emissions and enhance quality of life in our community, has been designated a Bronze Certified Climate Smart Community by NYS and is a Designated Clean Energy Community by NYS; and

WHEREAS, the City of Kingston is making progress towards additional actions towards reducing greenhouse gas emissions and is in the process of upgrading all of the City streetlights to efficient LED lights, have begun to move our municipal fleet towards alternative energy vehicles by adding electric and hybrid electric vehicles to the fleet, have secured funding to install public electric vehicle charging stations around the City, and are creating a network of urban trails, complete streets, bike lanes and linear parks as part of the Kingston Greenline among other initiatives; and

WHEREAS, we are joined in taking action on climate change by a global coalition of cities, state and national governments and community and private sector leaders who recognize the importance and potential of these actions to protect and enhance the well-being of current and future generations; and

WHEREAS, more than 323 mayors representing more than 62 million Americans have recently re-affirmed their cities' commitments to climate action; and

WHEREAS, the City of Kingston actively collaborates with other local governments throughout our region, state, nation, and the world to learn from each other and identify win-win opportunities to take action on climate change while creating measurable benefits in our communities; and

WHEREAS, 195 countries, including the United States, vowed to address climate change in agreements reached in Paris in December 2015 (the "Paris Agreement"); and

WHEREAS, President Donald Trump's announcement seeking to withdraw the United States of America from the Paris Agreement undermines this critical global effort to confront one of the greatest challenges facing our community and communities all across the one planet we all share; and

WHEREAS, the reality of climate change has not been affected by recent political announcements; and

WHEREAS, the absence of federal leadership only increases the importance of local leadership in avoiding the most dangerous and costly effects of climate change; and

NOW, THEREFORE, BE IT

RESOLVED that the City of Kingston re-affirms its commitment to taking action to further reduce climate pollution in alignment with our goal of reducing energy use and greenhouse gas emissions 20% by 2020 and further the City of Kingston commits to 100% Clean Energy by 2050 and be it

FURTHER RESOLVED that the City of Kingston continues to support the principles of the Paris Agreement and the participation of the United States of America as a party to the Paris Agreement; and be it

FURTHER RESOLVED that the City of Kingston will continue to stand with cities and other public and private sector partners throughout the world to advance action in accordance with the goals outlined in the Paris Agreement.

CITY OF KINGSTON
Office of the City Engineer
rswenson@kingston-ny.gov

Ralph E. Swenson, P.E., City Engineer



Steven T. Noble, Mayor

July 5, 2017

Mr. James L. Noble, Jr.
Alderman-At-Large
President of the Common Council
Kingston City Hall
420 Broadway
Kingston, New York 12401

RE: Albany Avenue / Clinton Avenue Traffic Control, City of Kingston, Ulster County

Dear President Noble:

The long-awaited Round-a-bout construction at the intersections of Albany Avenue, Broadway and I587 is scheduled for Spring, 2019, bidding of the work is expected Fall, 2018. As you know, traffic queues at the Albany Avenue intersection with Clinton Avenue are created largely because there is a prohibition of right-turns on red. This traffic backup often extends back to I587, creating a future impairment to the functioning of the proposed round-a-bout. The right-turn on red prohibition was first instituted with only the safety of pedestrians in mind, but in order to provide for adequate vehicular traffic flow, and pedestrian safety, I believe change is needed.

Possible adjustments that can be made with minimal cost are:

- Additional curb-side signage,
- In-Crosswalk signage,
- Relocate the bus stop from the corner to the existing protect crosswalk near Maiden Lane.

Please refer this item to the Public Safety Committee for further discussion.

Should you have any questions concerning this request, do not hesitate to contact me.

Respectfully,

Ralph Swenson
City Engineer

Cc: Steven T. Noble, Mayor
Steve Schabot, Chair, Finance Committee
Joe Chenier, Superintendent of Public Works