



City of Kingston Public Safety/General Government Committee
Meeting Agenda
Wednesday, August 29, 2018

1 CONSERVATION ADVISORY COUNCIL UPDATE

2 NEW BUSINESS

- 2.a. President Noble Re: Request for Cross Walks and Speed Humps on Fair Street
[20180803152008.pdf](#)
- 2.b. U.S. Army Corps of Engineers (USACE) Storm Surge Proposal
[Storm Barriers Fact Sheet - electeds.pdf](#)
[USACE Storm Surge Proposal.pdf](#)
[Sample Resolution Language_ Storm Barriers Proposal.pdf](#)
[CAC Proposed Resolution Opposing US ACOE Storm Management Proposals.pdf](#)
- 2.c. Handicapped Parking Removal - 136 St James Street
[handicap St James St.pdf](#)

3 OLD BUSINESS

Winnie, Carly

From: Noble, James
Sent: Friday, August 03, 2018 2:26 PM
To: Winnie, Carly
Cc: Koop, Douglas
Subject: Cross Walk

Hi Carly

I have a request for a cross walk and 2 speed bumps between John & N.front St..

Sent from Sean Griffin referencing increased activity due to increase in weddings at this location. Please refer this to the PS Committee. Thank you.

Sent from my iPhone

Storm surge barriers threaten the very life of the Hudson River

The U.S. Army Corps of Engineers is considering several options for coastal storm protections in our region, and some of these options would have catastrophic consequences for the Hudson and New York Harbor. Specifically, storm surge barriers – giant ocean gates – would choke off tidal flow and the migration of fish – damaging the life of the Hudson River Estuary forever.

This is a critical time to speak out and prevent a short-sighted decision.

In response to Superstorm Sandy, the U.S. Army Corps of Engineers (USACE) initiated **the NY/NJ Harbor & Tributaries (NYNJHAT) Coastal Storm Risk Management Feasibility Study**, affecting more than 2,150 square miles, 25 NY and NJ counties and 16 million people. Communities along the shorelines of NYC, Long Island, NY Harbor, northern NJ, the Hudson River up to Troy, and western Connecticut are affected. The goal is to reduce the risk of coastal storm damage to communities and critical infrastructure. The Corps has offered six alternative conceptual designs:

Alternative 1: “No Action,” meaning no new action by the Corps. Instead the region would move forward with numerous existing flood control projects already in the works.

Alternative 2: Build two in-water barriers, from Sandy Hook to Breezy Point (5 miles) and across Long Island Sound near Throgs Neck Bridge (*see map at right*).

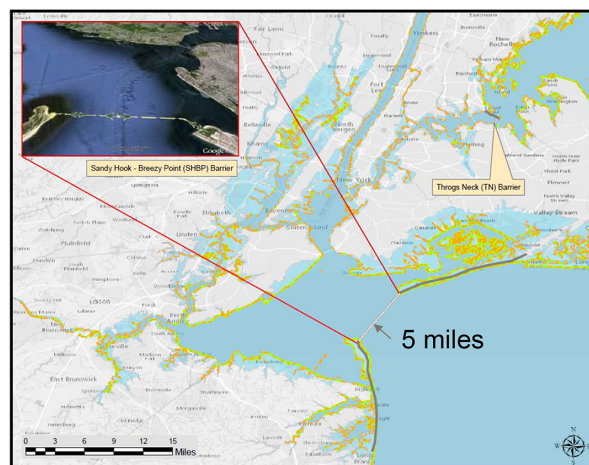
Alternative 3A: Build in-water barriers in the Arthur Kill, Jamaica Bay, Verrazano Narrows, Pelham Bay, and Throgs Neck, and a levee or berm system along Brighton Beach and the Rockaways.

Alternative 3B: Build in-water barriers in the Arthur Kill, Kill Van Kull, the Gowanus Canal, Pelham Bay, Throgs Neck, Newtown Creek, and Jamaica Bay. Build a levee and berm system and shoreline measures in East Harlem, the NJ upper bay and Hudson River, and the West Side of Manhattan.

Alternative 4: Build in-water barriers in Pelham Bay, Jamaica Bay, Newtown Creek, the Gowanus Canal, and the Hackensack River. Build shoreline measures in East Harlem, the NJ Upper Bay and Hudson River, and the West Side of Manhattan.

Alternative 5: Build only shoreline measures along the perimeter of coastal locations (dunes, berms and levees). Note that these shoreline protections are in addition to the wide array of shoreline flood control projects already planned or under way which are shown in Alternative 1.

Several of these plans – specifically, the ones including giant in-water barriers throughout NY Harbor (Alternatives 2, 3A, 3B & 4) – threaten the very existence of the Hudson as a living river. These in-water barriers would disrupt the migrations of the river’s iconic species (striped bass, Atlantic



sturgeon, herring, shad, eel) and restrict tidal exchange, essential in numerous ways: from moving sediment and flushing contaminants from the Harbor, to regulating nutrient distribution and adequate dissolved oxygen.

In-water barriers would not protect against flooding from sea-level rise – only from storms. With gates that must be open for ships to pass, the in-water barriers would do nothing against sea-level rise. By contrast, shoreline measures (Alternatives 5 and 1 combined) can protect against flooding from both storms and sea level rise, and can be more easily heightened as projections evolve.

Deflection or induced flooding in nearby unprotected shorelines may be a fatal flaw to these alternatives. Areas such as the Jersey shore, the south shore of Long Island, western Long Island Sound, and the Lower Bay of New York Harbor would be at risk.

Back flooding: In-water barriers could hold back rainstorm flood waters, as we experienced during storms like Irene and Lee in 2011, from leaving the Hudson. This could cause fresh water flooding inland of the barriers.

Potential costs: USACE estimates \$30 billion to \$50 billion to build Alternative 2 in-water barriers, with annual maintenance likely costing billions, without addressing flooding from sea level rise. Alternative 5 (shoreline measures like dunes, dikes, floodwalls, and levees) is estimated at \$2 billion to \$4 billion and addresses both storm surge and sea level rise, while leaving the river to flow freely.

What is the status of the study? USACE intends to narrow the six options down to one or two by this fall (2018). The one or two “tentatively selected plan(s)” will be the subject of a Draft Feasibility Report and Environmental Impact Statement this fall. USACE has opened a public comment period, ending September 20, to consider the “scope” of issues it should study in that preliminary environmental review. This short time frame and limited number of meetings is inadequate given the enormous scale of the project.

Non-federal sponsors of the study include New York State, represented by the NYS Department of Environmental Conservation (DEC) and New Jersey, represented by the NJ Department of Environmental Protection. **NY and NJ may reject any construction alternative.**

Elected officials can take action and make a difference:

1. Send a letter to Basil Seggos, Commissioner, NYSDEC; Bryce Wisemiller, NY District Project Manager, U.S. Army Corps of Engineers; and Nancy J. Brighton, Chief, Watershed Section, Environmental Analysis Branch, Planning Division, U.S. Army Corps of Engineers:
 - a. Insist that any coastal protection project address the risk of flooding from both storm surge and long term sea level rise.
 - b. Request more information for the public, including the studies the USACE is using to evaluate alternatives.
 - c. Request additional public scoping meetings across New York City, Long Island, and throughout the Hudson Valley.
2. Submit comments, and urge your constituents to do the same, to USACE (NYNJHarbor.TribStudy@usace.army.mil) by September 20. (See template at link below.)
3. Adopt a municipal resolution. (See model language at link below.)

Riverkeeper information page: [Riverkeeper.org/barriers](https://riverkeeper.org/barriers)

Contact: Rebecca Martin, rmartin@riverkeeper.org, 845.750.7295

Winnie, Carly

From: Noble, James
Sent: Wednesday, August 15, 2018 1:57 PM
To: Winnie, Carly
Subject: Fwd: Hudson River Municipal and County Leaders: Sample Resolution Language to Take Action on Storm Surge Proposal by September 20th.
Attachments: Sample Resolution Language_ Storm Barriers ProposalSept20.pdf; ATT00001.htm; Storm Barriers Fact Sheet - electeds.pdf; ATT00002.htm

Hi Carly

Could you please forward this on to the CAC Committee for a recommendation to the Council. Thank you. Jim

Sent from my iPhone

Begin forwarded message:

From: Rebecca Martin <rmartin@riverkeeper.org>
Date: August 15, 2018 at 1:41:16 PM EDT
To: Rebecca Martin <rmartin@riverkeeper.org>
Subject: Hudson River Municipal and County Leaders: Sample Resolution Language to Take Action on Storm Surge Proposal by September 20th.

Good afternoon,

As you know, the U.S. Army Corps of Engineers (USACE) is considering several options for coastal storm protections in our region, and some of these options would have catastrophic consequences for the Hudson and New York Harbor. Specifically, storm surge barriers – giant ocean gates – would choke off tidal flow and the migration of fish – damaging the life of the Hudson River Estuary forever.

[VIEW](#): USACE maps of coastal storm protection alternatives
[VIEW](#): Riverkeeper information page

The USACE has opened a public comment period, ending September 20, to consider the “scope” of issues it should study in the preliminary environmental review. Attached you will find our sample resolution language and fact sheet for elected officials to take action and to make a difference. Please distribute these materials to all decision-makers concerned with the USACE [New York - New Jersey Harbor and Tributaries \(NYNJHAT\) Coastal Storm Risk Management Feasibility Study](#), affecting more than 2,150 square miles, 25 New York and New Jersey counties and 16 million people. Those decision-makers include supervisors, mayors, executives, city, town or village managers, council or trustee members, planning departments and planning board members, environmental departments and board members. Communities along the shorelines of New York City, Long

Island, New York Harbor, northern New Jersey, the Hudson River up to Troy, and western Connecticut are affected.

We are tracking municipal resolutions as they pass and would ask that if your community participates, please provide us with a signed copy.

Please don't hesitate to contact us if you have any questions.

Thank you.

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**Rebecca Martin
Projects Coordinator
Water Quality Program**



RIVERKEEPER
20 Secor Rd., Ossining, NY 10562
Mobile: 845-750-7295

Website: www.riverkeeper.org

Facebook: facebook.com/hudsonriverkeeper

Twitter: [@riverkeeper](https://twitter.com/riverkeeper)

Instagram: [@riverkeeper](https://www.instagram.com/riverkeeper)

Text RIVER to 21333 to receive our latest updates on your phone (msg & data rates may apply)

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Sample Resolution Language: Storm Surge Proposal

URGING, We, as representatives of [insert name of municipality] in [county] urge Basil Seggos, Commissioner, New York State Department of Environmental Conservation (NYSDEC), Bryce Wisemiller, NY District Project Manager, U.S. Army Corps of Engineers (USACE) and Nancy J. Brighton, Chief, Watershed Section, Environmental Analysis Branch, Planning Division, U.S. Army Corps of Engineers to request an extension of the scoping comment period with additional public information and scoping meetings, for the NY/NJ Harbor & Tributaries (NYNJHAT) Coastal Storm Risk Management Feasibility Study; and to complete specific studies prior to the winnowing of proposed alternatives.

WHEREAS, The U.S. Army Corps of Engineers (USACE) initiated the NY/NJ Harbor & Tributaries (NYNJHAT) Coastal Storm Risk Management Feasibility Study, affecting more than 2,150 square miles, 25 NY and NJ counties and 16 million people. Communities along the shorelines of NYC, Long Island, NY Harbor, northern NJ, the Hudson River up to Troy, and western Connecticut are affected. The goal is to develop and implement measures to reduce the risk of coastal storm damage to communities, critical infrastructure, and important societal resources.

WHEREAS, USACE has proposed six alternatives:

- **Alternative 1:** “No Action,” meaning no new action by the Corps. Instead the region would move forward with numerous existing flood control projects already in the works.
- **Alternative 2:** Build two in-water barriers, from Sandy Hook to Breezy Point (5 miles) and across Long Island Sound near Throgs Neck Bridge (*see map at right*).
- **Alternative 3A:** Build in-water barriers in the Arthur Kill, Jamaica Bay, Verrazano Narrows, Pelham Bay, and Throgs Neck, and a levee or berm system along Brighton Beach and the Rockaways.
- **Alternative 3B:** Build in-water barriers in the Arthur Kill, Kill Van Kull, the Gowanus Canal, Pelham Bay, Throgs Neck, Newtown Creek, and Jamaica Bay. Build a levee and berm system and shoreline measures in East Harlem, the NJ upper bay and Hudson River, and the West Side of Manhattan.
- **Alternative 4:** Build in-water barriers in Pelham Bay, Jamaica Bay, Newtown Creek, the Gowanus Canal, and the Hackensack River. Build shoreline measures in East Harlem, the NJ Upper Bay and Hudson River, and the West Side of Manhattan.

- **Alternative 5:** Build only shoreline measures along the perimeter of coastal locations (dunes, berms and levees). Note that these shoreline protections are in addition to the wide array of shoreline flood control projects already planned or under way which are shown in Alternative

WHEREAS, USACE intends to narrow the six options down to one or two by this fall (2018). The one or two “tentatively selected plan(s)” will be the subject of a Draft Feasibility Report and Environmental Impact Statement this fall. USACE has opened a public comment period, ending September 20, to consider the “scope” of issues it should study in that preliminary environmental review.

WHEREAS, This short time frame and limited number of meetings is inadequate given the enormous scale of the project.

WHEREAS, Several of these plans – specifically, the ones including giant in-water barriers throughout NY Harbor (Alternatives 2, 3A, 3B & 4) – threaten the very existence of the Hudson as a living river. These in-water barriers would disrupt the migrations of the river’s iconic species (striped bass, Atlantic sturgeon, herring, shad, eel) and restrict tidal exchange, essential in numerous ways: from moving sediment and flushing contaminants from the Harbor, to regulating nutrient distribution and adequate dissolved oxygen.

WHEREAS, In-water barriers would not protect against flooding from sea-level rise – only from storms. With gates that must be open for ships to pass, the in-water barriers would do nothing against sea-level rise. By contrast, shoreline measures (Alternatives 5 and 1 combined) can protect against flooding from both storms and sea level rise, and can be more easily heightened as projections evolve.

WHEREAS, Deflection or induced flooding in nearby unprotected shorelines may be a fatal flaw to these alternatives. Areas such as the Jersey shore, the south shore of Long Island, western Long Island Sound, and the Lower Bay of New York Harbor would be at risk. In-water barriers could hold back rainstorm flood waters, as we experienced during storms like Irene and Lee in 2011, from leaving the Hudson. This could cause fresh water flooding inland of the barriers.

WHEREAS, USACE estimates \$30 billion to \$50 billion to build the in-water barriers in Alternative 2, with annual maintenance likely costing billions, without even addressing sea level rise.

WHEREAS, Alternative 5 — shoreline and nature-based measures (dunes, dikes, floodwalls, and levees) — is estimated at \$2 billion to \$4 billion. It is the only alternative that addresses both storm surge and sea level rise, while leaving the river to flow freely.

WHEREAS, The economy and culture of the Hudson River Valley is intimately tied to the health of the Hudson River, including the migrations of its signature fish. Tourism generates more than \$5.3 billion annually.

WHEREAS, Non-federal sponsors of the study include New York State, represented by the NYSDEC and New Jersey, represented by the NJ Department of Environmental Protection. **NY and NJ thereby have the authority to withdraw from the study or to reject any construction alternative.**

NOW THEREFORE BE IT RESOLVED, That we, the elected representatives of [insert name of municipality] in [county] in the Hudson Valley, cannot comment effectively, as is our legal right, without detailed information and data on the social, economic and environmental impacts of each alternative. The PowerPoint slides and the fact sheet provided to the public to date are completely inadequate. The Army Corps needs to publish comprehensive information about all the alternatives being considered, including the environmental impacts on the Hudson and the Harbor and to share with the public the complete list of existing studies it will consult in the preliminary assessments of the projects; and

BE IT FURTHER RESOLVED, The meetings recently posted were too few, announced too late, and were not advertised so that the public would actually be aware. The Army Corps and the other involved agencies need to provide numerous, comprehensive and well advertised public meetings throughout the affected area, which includes Long Island Sound, New York Harbor, New Jersey coastal waters and the Hudson to Troy.

BE IT FURTHER RESOLVED, The short comment period, for a proposal with consequences that could last centuries, or millennia, is unacceptable. By contrast, the U.S. Coast Guard, in seeking public feedback on designating new anchorage grounds on the Hudson, initially offered a three-month comment period on an “advance notice of public rulemaking,” then extended that by an additional three months, which allowed members of the public time to become informed and voice their opinions. Therefore, we request an extension of the scoping comment period to at least 90 days.

BE IT FURTHER RESOLVED, Only one of the alternatives is even acceptable so far. Alternative 5, described as “Perimeter Only,” is the only acceptable alternative the U.S. Army Corps has presented to date. Only “shoreline-based measures” should be employed. Our protection would rely on shoreline-based floodwalls and levees, including beaches, dunes and waterfront parks, combined with reimagined land use from some low lying areas. It would protect our low-lying communities from both storm surge and flooding from rain storms, while leaving our rivers free to flow and thrive.

BE IT FURTHER RESOLVED, In its cost-benefit analysis of the current array of alternatives, the USACE should include an evaluation of the value of ecosystem services; and the cost of shoreline measures that are essential to protect against flooding from sea level rise, even for alternatives that include harbor wide barriers.

BE IT FURTHER RESOLVED, The full range of impacts must be considered before the six alternatives are narrowed. Before any alternative is eliminated from consideration, the potential impacts of each alternative should be studied in relation to the following:

- Tidal range / regime and flow velocity.
- Migration of all native fish species.

- Abundance of all native and currently existing fish species.
- Abundance and distribution of all mollusk species throughout the study area.
- Current and potential commercial and recreational fisheries.
- Endangered, threatened and special-concern fish and wildlife species (both federally and state designated) in the New York Bight and in the Hackensack River, Passaic River, Raritan River, Meadowlands, Jamaica Bay and Long Island Sound.
- Vegetation (subaquatic and intertidal).
- Birds.
- Habitat for fish, birds and other wildlife.
- Sedimentation rates, scour and elevation in the rivers, bays and harbor.
- Changes in contamination levels both in the water and in river and harbor sediments.
- Rate at which PCBs and other contaminants will be transported from the rivers and harbor to the sea.
- Water quality in the harbor, rivers and bays.
- Dissolved oxygen levels throughout the study area.
- Salinity throughout the study area.
- Water temperature throughout the study area.
- Nutrient concentrations throughout the study area.
- Frequency of algae blooms throughout the study area.
- The degree and cost of wastewater treatment required to comply with the Clean Water Act, in light of reduced tidal exchange / flushing.
- Induced coastal flooding or deflection of storm surge to areas adjacent to any barrier alternatives.
- Back-flooding inland of any barriers due to heavy rain events.
- Commercial shipping.
- Recreational boating.
- Cost to state taxpayers for future operation and maintenance of ship and tide gates in any barriers.

Respectfully,
[signatures]

For more information

MEMORIALIZING RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK, IN OPPOSITION TO PROPOSED PLANS FOR COASTAL STORM RISK MANAGEMENT WITHOUT SUFFICIENT STUDY

WHEREAS, from July 9 through July 11, 2018, the U.S. Army Corps of Engineers (US ACOE) held public meetings for the first and only time regarding its “New York/New Jersey Harbor and Tributaries (NYNJ HATS) Coastal Storm Risk Management” (CSRM) Feasibility Study which includes the Hudson River Estuary as part of a three-year study which began in July 2016; and

WHEREAS, the public comment period has been extended to September 20, 2018; and

WHEREAS, the City of Kingston is located 90 miles north of the Battery in New York City and has tidal waterfront on the Hudson and its tributary the Rondout Creek; and

WHEREAS, the Hudson River is a Superfund site due to contamination with PCBs; and

WHEREAS, four of the ACOE’s proposed alternative plans (2, 3A, 3B and 4) involve outer and inner harbor barriers that almost entirely block either the Hudson River or major New York Harbor tributaries during storm events and would alter river and tributary flow patterns at all times; and

WHEREAS, two of the ACOE’s alternatives propose barriers (2 and 3A) that would entirely close off the harbor and river from the Atlantic during storm events and would alter river and tributary flow patterns at times; and

WHEREAS, the proposed barriers could impede the estuary’s tidal flow, contaminant and sediment transport, and migration of fish, and impede the tidal “respiration” of the river; and

WHEREAS, over time, the frequent deployment of barriers have the potential to:

- 1) significantly restrict migrations of striped bass, Atlantic sturgeon, herring, shad, eel and other species essential to the Hudson estuary,
- 2) prevent the ocean tide from flushing NY Harbor, and
- 3) inhibit inland rainstorm flood waters like those during Irene and Lee in 2011 from leaving the Hudson; and

WHEREAS, open tidal exchange is essential to move sediment and flush contaminants and if tidal exchange is restricted, the harbor could require much more dredging to maintain shipping channels. Sewage and other contaminants could flush to the ocean more slowly, resulting in more pollution for our already contaminated harbor and river; and

WHEREAS, proposed alternative #5 – described as “Perimeter-only” and relying entirely on shoreline-based floodwalls and levees - is the only scenario presented so far that may protect low-lying communities from storm surge from storms like Irene, Lee and Sandy, while leaving our rivers to continue to flow naturally; and

WHEREAS, the proposed plans with in-water barriers do not account for climate change and do nothing to help communities adapt to sea level rise; and

WHEREAS, insufficient scientific data is available to fully understand the consequences of altering Hudson River flow with permanent barriers; and

WHEREAS, Scenic Hudson, Riverkeeper, and many others have voiced their concern and opposition to storm risk management approaches that could severely compromise the health of the Hudson River and its tributaries; and

WHEREAS, City of Kingston is a Climate Smart Community and has completed plans and studies which acknowledge the importance of and/or gives recommendations on how to plan for sea-level rise: Hudson Riverport: Brownfield Opportunities Areas Studies (Adopted 2015); Kingston Climate Action Plan (2012); Kingston Comprehensive Plan (Adopted 2016); Natural Resources Inventory (Draft June 2018); Planning for Rising Waters: Final Report of the City of Kingston Tidal

Waterfront (Sept 2013); and Cornell University School of Landscape Architecture: Climate Adaptive Design Studios (2016-2018).

NOW THEREFORE BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF KINGSTON, NEW YORK, AS FOLLOWS:

SECTION 1. That the Common Council of the City of Kingston does hereby register its strongest possible opposition to proposed plans 2 and 3A, and asks that they be removed from further consideration; and be it further

SECTION 2. That the Common Council of the City of Kingston does hereby register its support for further studies to ensure that shoreline-based measures, including non-structural measures and natural and nature-based features (NNBF), such as Alternative 5, described as "Perimeter Only", would in fact protect New York Harbor and the Hudson Valley from flooding; and be it further.

SECTION 3. That further planning to manage the risk of coastal storm damage take into account the impact of climate change and its impact on sea level rise; and be it further

SECTION 4. That in its cost-benefit analysis of the current array of alternatives, the USACE should include an evaluation of the value of ecosystem services;

SECTION 5. That the full range of impacts must be considered before any alternative is advanced. The potential impacts should be studied in relation to include, but not be limited to:

- Tidal range / regime and flow velocity
- Migration of all native fish species
- Abundance of all native and currently existing fish species
- Abundance and distribution of all mollusk species throughout the study area
- Current and potential commercial and recreational fisheries
- Endangered, threatened and special-concern fish and wildlife species (both federally and state designated) in the Hudson River, New York Bight and in the Hackensack River, Passaic River, Raritan River, Meadowlands, Jamaica Bay and Long Island Sound.
- Vegetation (subaquatic and intertidal)
- Birds
- Habitat for fish, birds and other wildlife
- Sedimentation rates, scour and elevation in the rivers, bays and harbor
- Changes in contamination levels both in the water and in river and harbor sediments
- Rate at which PCBs and other contaminants will be transported from the rivers and harbor to the sea
- Water quality in the harbor, rivers and bays
- Dissolved oxygen levels throughout the study area.
- Salinity throughout the study area
- Water temperature throughout the study area
- Nutrient concentrations throughout the study area
- Frequency of algae blooms throughout the study area
- The degree and cost of wastewater treatment required to comply with the Clean Water Act, in light of reduced tidal exchange / flushing
- Induced coastal flooding or deflection of storm surge to areas adjacent to any barrier alternatives
- Back-flooding inland of any barriers due to heavy rain events
- Commercial shipping
- Recreational boating
- Cost to state taxpayers for future operation and maintenance of ship and tide gates in any barriers

SECTION 6. This resolution shall be distributed to Nancy J. Brighton, Chief, Watershed Section, US ACOE, Senator Chuck Schumer, Senator Kristen Gillebrand, Congressman John Faso, Governor Andrew Cuomo, Secretary of State Rossana Rosado, Senator George Amedore, and Assemblyman Kevin Cahill

Winnie, Carly

From: Carey, Bill
Sent: Tuesday, August 28, 2018 7:16 AM
To: Schabot, Steven; jnoble39@aol.com; Winnie, Carly
Subject: Removal of handicapped sign

Jim/Steve

Would it be possible to add an item to your Public Safety meeting on Wednesday?

I received a phone call asking that the handicapped parking designation at 136 St James Street be removed. The woman who requested it called me to say she moved so this is no longer necessary.

Thank you and please confirm you received this ok.

Bill Carey
Ward 5

Sent from my iPhone