



# Ulster County / New Paltz Intermodal

## Technical Memo Three

### Facility Site Selection

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## EXECUTIVE SUMMARY

The project team and the Technical Advisory Committee worked together to identify alternate facility locations which would be compared against the existing bus station in regards to long-term suitability, functionality and cost. This was achieved through the initial identification and scoring to find the top potential sites which were eventually narrowed down to six candidate sites. These six candidate sites were then further reduced to the final three preferred sites for detailed analysis.

The advisory committee seemed to find that the selection process wasn't as straightforward as they had anticipated – many of the sites had potential, while few of them stood out as clear choices. In most cases, individual properties alone did not provide enough space for the desired program and would have to be combined with adjacent properties. This forced the team to conduct some additional comparative analysis in order to help narrow the field of candidates down to the desired targets. Additional site analysis and site visits were conducted, as well as "trial-runs" with buses to test roadway and turning configurations.

In the end, the committee was able to identify three particular sites which were determined to be the most preferred alternatives for comparison to an adaptive re-use of the existing bus station facility. These sites are:

- Site 1: Adaptive re-use of the existing Trailways site, combined with the adjacent property to the north.
- Site 2: County Park&Ride lot on Route 32, combined with the adjacent property to the south.
- Site 3: New Paltz Village DPW site, including relocation of the existing Village DPW.

## THE SITE SELECTION PROCESS

This document summarizes the process which was used to ultimately identify the final properties which would be compared against the existing bus station facility in consideration of long-term needs, functionality and costs. This document builds upon the findings of the previous technical memos by combining the land use considerations of Technical Memo 1 and the facility design and programming considerations of Technical Memo 2 to identify the most important siting variables.

The site selection process was designed as follows:

**Round One:** Identification of all potential properties in New Paltz which met the minimum size requirements for the facility identified in Tech Memo 2 and which were in "candidate area" locations identified in Tech Memo 1.

**Round Two:** Develop a relative scoring system which would rank all of the potential properties based on important site selection criteria. From this scoring system, the Technical Advisory Committee would select the five best "candidate sites" for further analysis.

**Round Three:** Using a matrix which compares the advantages and disadvantages of the five best candidate sites, the Technical Advisory Committee would select the best "Preferred Sites" which would advance to a final round of analysis along with the existing bus station facility.

The final round of analysis would involve preliminary site planning, conceptual design and cost estimating for both of the new sites, as well as investigating potential redevelopment options on the existing bus station site. This approach was selected because it forced the project team and advisory committee to weigh the relative costs and effort of relocating the existing facility to the effort involved in reconfiguring the existing station.

## ROUND ONE – INITIAL INVENTORY OF POTENTIAL SITES

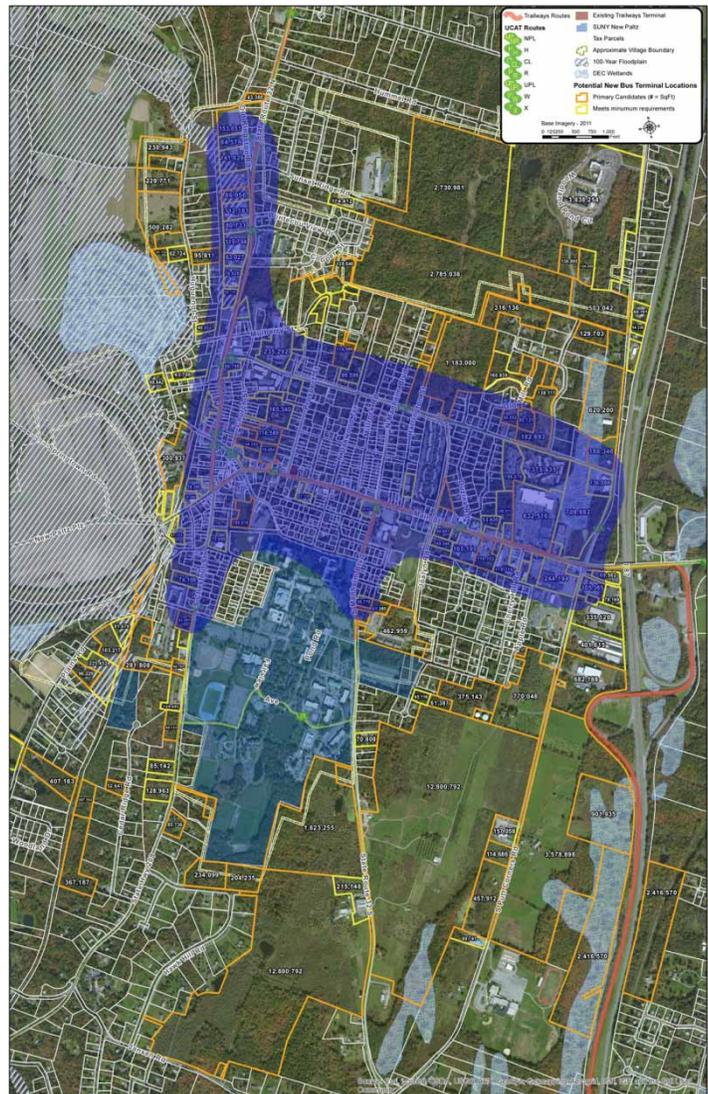
The initial site identification analysis began with an inventory of all properties in the New Paltz Village and New Paltz Town area which met the basic requirement of being approximately 40,000 s.f or larger in size so that it could accommodate the desired facility program, regardless of the property's zoning or current use. This pass resulted in an initial inventory of approximately 160 parcels from which we would begin our analysis.

The initial inventory was then checked against the "Candidate Areas" mapping identified in the previous steps of this project to help narrow the list down. The candidate areas filter favored the following properties:

1. the central village location which was desired by many members of the public;
2. areas of higher population and employment density;
3. parcels along existing Trailways and UCAT bus routes;
4. areas permitted by zoning;
5. vacant or otherwise underutilized parcels.

This pass resulted in the identification of approximately 70 potential properties which met the minimum size requirements and were within the candidate areas previously identified.

These 70 properties were then advanced to the next round of the analysis to determine their relative merits as candidate sites.



*From an initial inventory of about 160 parcels, the first round analysis narrowed the selection down to about 70 potential properties which were in the desired candidate areas (blue).*

## ROUND TWO – IDENTIFICATION OF SIX CANDIDATE SITES

The 70 properties identified in the previous step as potential sites needed to be ranked in some form of relative scoring system where the top performing sites could be filtered to the top of the list. In order to achieve this, a scoring system was designed which would measure the following characteristics:

- If the site was vacant or developed.
- If the site was within the central core of the village.
- If the site was surrounded by commercial properties (or) how many adjacent residential properties it may negatively affect.
- If a bus transit facility was allowed by zoning on that site.
- If the site was on an existing UCAT or Trailways bus route, and if not, how far off the route.
- Distance pedestrians would have to walk from the main travel corridor of Main Street to the site.
- How much extra space would be left over on the site for parking, retail or services after the main program elements are added.
- If the site had sufficient frontage for the "kiss and ride" and taxi stand pull off areas.

The scoring sheet, provided later in this section, was used to provide a relative score for each property. The description of the various parts of the scoring sheet are provided below for reference.

### SCORING VARIABLES AND ASSUMPTIONS

In order to run this test, certain design variables and assumptions had to be set, as follows:

- **Min Facility Size:** The basic minimum facility size, estimated by N\N in the conceptual layout as roughly 40,000 s.f. of site, based on the programming requirements established with the carriers.
- **Greenspace %:** This variable assumes that some percentage of each site will be required to dedicate some percentage of its land area to greenspace such landscaping, walkways, buffers, etc. This variable was estimated at 10%.
- **Parking Goal:** Assumes a basic amount of on-site parking which would be desired on site (area calculated at 1 space per 390 s.f. to account for actual parking space as well as a portion of the drive aisles). This variable was set at a default of 25 parking spaces for the purposes of the scoring system. Properties which could provide more than 25 spaces were awarded extra points, while properties which provided less spaces lost points.
- **Min. Frontage:** Assumes a minimum frontage length in feet along the front of the property for the taxi stand, kiss and ride, curbcuts, etc. This variable was set at 295 feet.
- **“Cloud” Space Available:** Approximate amount of the facility layout which has unprogrammed space available for other uses because of the leftover geometry of the facility layout. Generally lends itself more for use as extra interior or retail space, rather than parking.
- **Lot Size Cap:** The maximum lot size needed for the purposes of siting this facility. This variable was added to prevent very large properties from obtaining extremely high scores because of all the extra points they could technically be awarded from being able to fit hundreds of extra parking spaces, even if those parking spaces weren't actually needed. This variable was set at 80,000 s.f. for the purposes of scoring. Lots with additional space above this amount were not credited extra points for the additional space.

**SCORING SHEET - Existing Property Conditions**

- Property ID: The Tax parcel ID code for the property.
- Lot size: The total size of each lot, in square feet.
- Adjusted Lot Size: The size of the lot, if below the lot cap of 80,000. If above the cap, it is capped at 80,000 – used for the purposes of the Lot Size Cap variable explained above.
- Frontage: The length of frontage along a public street (where most appropriate for taxis, etc.)
- Vacant: If the parcel is currently vacant or not – awards 1 point if yes.
- Commercial Context: If the parcel is in a commercial zone or area – awards 1 point if yes.
- Allowed by Zoning: If a bus facility is currently allowed here in the zoning – awards 1 point if yes.
- Turns at signal: If a bus would be able to access the site by making a turn off of the main route at a signal-controlled intersection – awards 1 point if yes.
- On Trailways Route: If the site is located on an existing Trailways Route – awards 1 point if yes.
- Distance Off Trailways Route: The round-trip distance, in linear feet, which the bus would have to travel off of its existing route to get to the site and back to its route. Subtracts 1 point per every 1000 feet of travel in the distance penalty.
- On UCAT Route: If the site is located on an existing UCAT Route – awards 1 point if yes.
- Distance Off UCAT Route: Same as above for Trailways. Subtracts 1 point for every 1000 feet of travel.
- Distance For Pedestrians: The linear (one-way) distance, in feet, a pedestrian would have to walk to the site from a designated corridor along Main Street. For the purposes of scoring, this corridor was determined to be along Main Street from the village center to the east to Joalyn Road, and extends along Chestnut Street from the village center north up to Henry Dubois Drive. Subtracts 1 point for every 200 feet of additional travel off of this corridor in the distance penalty category described below.

**SCORING ANALYSIS**

- Distance Penalty: A score penalty calculated from "distance off route" and "distance for pedestrians", as described above.
- Net Extra Space: The net amount of additional site in square feet which is leftover after the Minimum Facility Size has been subtracted. This is space which would be available for parking, retail, landscaping, etc.
- Parking Spaces: The number of parking spaces which could be fit in the "Net Extra Space", up to the parking goal.
- Green Space: The estimated amount of site which would need to be landscaping, buffers, etc – subtracted from the net extra.
- Flex Space: The remaining amount of site in square feet which would be available after subtracting the Facility layout, the parking goal and any greenspace. This flex space can be used for more parking, retail, landscaping, etc. (Note that the extra "cloud" space available is added to this amount.) The more flex space it has, the better. 1 point is added for every 3,000 s.f. of extra flex space.
- Parking Goal Met: If the parking goal is met – awards 1 point if yes. 1 point is subtracted for each parking space below the goal.

- Desired Frontage: If the minimum frontage requirement has been met – awards 1 point if yes. (Note that sites which do not meet the frontage can still be considered since the taxi stand and kiss&ride space could potentially be accommodated on site, so this doesn't discount them)
- Retail Potential: If there is at least 1000 s.f. of flex space available – awards 1 point if yes.

During design and testing of this scoring system, several alterations and adjustments were made. These include:

1. Although the existing bus facility on Main Street did not meet the minimum lot size requirements for this facility, it was decided it should be scored anyway for comparison purposes. It was also decided that the existing bus facility should be scored to see how it might rank if the property was combined with two of the adjacent lots.
2. Although the existing Park & Ride lot on Route 32 did not meet the minimum lot size requirements for this facility, it was decided it should be scored anyway for comparison purposes. It was also decided that the existing Park & Ride lot should be scored to see how it might rank if the property was combined with the adjacent lot to the south.
3. Several properties which were captured in the initial inventory were later discarded because they were identified as churches, libraries, dedicated parkland or similar uses which likely would not or could not be redeveloped.

**SCORING RESULTS**

The full results of the scoring process are shown on the following chart and map. Properties which scored above zero are color coded in shades of light to dark green on the map, while properties which scored 0 or below are shown only in grey.

From this scoring system, a number of properties rose to the top of the list as being better suited to meet the siting criteria of the new transit facility than others. The top ten scoring properties are listed below for reference:

Site Scoring & Suitability Assessment – Top 10 Candidates for Round Two Analysis			
Score	Property "Name"	Property Description	Parcel ID
24.58	"123 Main Street"	Vacant land flag lot on north side of Main Street, behind Grimaldi's Coal Brick Oven Pizza.	86.34-6-16.310
18.85	"The Pit"	Vacant land west of current Village Hall property bounded by Plattekill Ave and Hasbrouck Ave.	86.34-4-13.1
14.67	"RiteAid Plaza"	Existing shopping plaza located on the south side of Main Street opposite Duzine Road.	86.12-1-16
14.42	"Village Hall & DPW"	Existing Village Hall and Village Department of Public Works property bounded by Plattekill Ave and Hasbrouck Ave.	86.34-4-4
14.21	"Park&Ride (+Adjacent)"	The existing Park and Ride lot on Route 32, combined with the property adjacent to the south.	86.26-1-14.210
13.73	"Post Office"	Post office and shopping plaza property at the corner of Main Street and Chestnut Street, behind the Mobil gas station.	86.34-2-14
12.95	"Corner Gas Station"	Existing gas station property at the corner of North Chestnut Street and Henry W. Dubois Drive.	86.26-2-34.1
12.17	"Burger King"	Burger King property on Main Street.	86.12-1-48.1
11.49	"New Paltz Plaza"	New Paltz Shopping Plaza and Stop & Shop	86.12-6-5
11.25	"Triangular Vacant Lot"	Triangular vacant lot on the north side of Main Street opposite Joalyn Road.	86.8-4-15

The color-coded map and the full list of scoring results were provided to the Technical Advisory Committee for review and consideration. On June 2nd, 2014, the Advisory Committee held a meeting with the project team to review the results with the goal of narrowing the list down to five properties which should be analyzed more closely.

Overall, the committee found that the top-ranking sites appeared to be the best suited as potential facility locations. After some review however, a few of the top ranking properties were skipped or removed from consideration at this time. The Post Office property was eliminated because it was felt that access in and out of the property so close to the corner intersection would be very difficult with other cars queued at the traffic signal, as well as high redevelopment costs and difficult lease agreements. The Burger King and Stop & Shop plaza properties were passed over because redevelopment of these properties was determined to be highly unlikely. The triangular vacant lot was ultimately removed from consideration because its awkward shape would make facility layout difficult and it would directly impact several residential properties.

# New Paltz Intermodal - Preliminary Site Selection Scoring Analysis

## Design Parameters

Min. Facility Size:	40,000	(Minimum estimated size of facility program elements)	
Parking Goal:	25	(Approximate goal for off-street parking)	9750 S.F.
Greenspace %:	10.0%	(Percentage of site required for landscaping, buffers, walkways, etc.)	
Min. Frontage:	295	(Minimum linear feet of parcel frontage along public street)	
"Cloud" Available	3,500	(Approximate unprogrammed space--clouded area--available for other purposes)	Lot Cap: 80000

## EXISTING CONDITIONS

## ANALYSIS

PROPERTY ID	LOT SIZE (SF)	Adjusted Lot Size	FRONTAGE (LF)	VACANT	WITHIN VILLAGE CORE	COMMERCIAL CONTEXT	ALLOWED BY ZONING	URNS AT SIGNAL	ON TRAILWAYS ROUTE	DISTANCE OFF TW ROUTE	ON UCAT ROUTE	DISTANCE OFF UCAT ROUTE	DISTANCE FOR PED	DISTANCE PENALTY	NET EXTRA SPACE	PARKING SPACES	GREEN SPACE	FLEX SPACE	PARKING GOAL MET	DESIRED FRONTAGE	RETAIL POTENTIAL	TOTAL	Description
86.34-6-16.310	78,864	78,864	30	YES	YES	YES	NO	NO	YES	0	YES	0	0	0.00	38,864	25	3,886	28,728	YES	NO	YES	24.58	123 Main St - Vacant Land in Rear
86.34-4-13.1	106,618	80,000	277	YES	YES	YES	NO	NO	NO	900	NO	900	453	4.07	40,000	25	4,000	29,750	YES	NO	YES	18.85	The "Pit"
86.12-1-16	165,195	80,000	348	NO	NO	YES	YES	NO	YES	0	YES	0	450	2.25	40,000	25	4,000	29,750	YES	YES	YES	14.67	Rite Aid Plaza
86.34-4-4	120,160	80,000	306	NO	YES	YES	NO	NO	NO	1000	NO	1000	500	4.50	40,000	25	4,000	29,750	YES	YES	YES	14.42	VILLAGE HALL
P&R LOT +	63,641	63,641	450	YES	NO	YES	YES	NO	YES	0	YES	0	560	2.80	23,641	25	2,364	15,027	YES	YES	YES	14.21	Park and Ride lot PLUS ADJACENT PROPERTY
86.34-2-14	59,380	59,380	185	NO	YES	YES	NO	NO	YES	0	YES	0	0	0.00	19,380	25	1,938	11,192	YES	NO	YES	13.73	Post Office / Shopping Center
86.26-2-34.1	66,788	66,788	325	NO	NO	YES	YES	NO	YES	0	YES	0	0	0.00	26,788	25	2,679	17,859	YES	YES	YES	12.95	Corner Gas Station @ Henry Dubois
86.12-1-48.1	119,153	80,000	201	NO	NO	YES	YES	NO	YES	0	YES	0	750	3.75	40,000	25	4,000	29,750	YES	NO	YES	12.17	Burger King
86.12-6-5	632,516	80,000	581	NO	NO	YES	YES	YES	YES	0	YES	0	1285	6.43	40,000	25	4,000	29,750	YES	YES	YES	11.49	New Paltz Plaza / Stop & Shop
86.8-4-15	62,789	62,789	100	YES	NO	NO	NO	NO	NO	0	NO	0	100	0.50	22,789	25	2,279	14,260	YES	NO	YES	11.25	Triangular vacant residential lot
86.34-7-10	51,120	51,120	109	NO	YES	YES	NO	NO	YES	0	YES	0	0	0.00	11,120	25	1,112	3,758	YES	NO	YES	11.25	144-152 MAIN ST apartments
86.12-6-3.100	139,571	80,000	108	NO	NO	YES	YES	NO	YES	0	YES	0	975	4.88	40,000	25	4,000	29,750	YES	NO	YES	11.04	One Story Small Structure
86.12-1-19	114,316	80,000	168	NO	NO	YES	YES	NO	YES	0	YES	0	1098	5.49	40,000	25	4,000	29,750	YES	NO	YES	10.43	Area or Neighborhood Shopping Center
86.26-1-17	76,826	76,826	302	NO	NO	YES	YES	NO	YES	0	YES	0	1141	5.71	36,826	25	3,683	26,893	YES	YES	YES	10.26	Other Storage, Warehouse, Dist. Facility (FLOODPL)
86.26-1-18.1	119,794	80,000	366	NO	NO	YES	YES	NO	YES	0	YES	0	1600	8.00	40,000	25	4,000	29,750	YES	YES	YES	8.92	Ulster County / School
78.82-1-20	86,056	80,000	202	YES	NO	YES	YES	NO	YES	0	YES	0	2480	12.40	40,000	25	4,000	29,750	YES	NO	YES	8.52	Vacant Commercial w/improvement(s)
86.12-3-31	244,194	80,000	379	NO	NO	YES	YES	NO	YES	0	YES	0	1764	8.82	40,000	25	4,000	29,750	YES	YES	YES	8.10	Large Retail Food Store (Supermarket)
86.12-3-30	86,238	80,000	203	NO	NO	YES	YES	NO	YES	0	YES	0	1580	7.90	40,000	25	4,000	29,750	YES	NO	YES	8.02	Bar
86.26-2-1	79,887	79,887	131	NO	NO	YES	NO	NO	YES	0	YES	0	1440	7.20	39,887	25	3,989	29,648	YES	NO	YES	7.68	Government Office Building
86.12-1-9	93,317	80,000	231	NO	NO	NO	YES	NO	NO	1281	NO	1281	680	5.96	40,000	25	4,000	29,750	YES	NO	YES	6.95	Single Family Residence
86.35-1-44	472,693	80,000	286	NO	NO	NO	NO	NO	NO	1879	YES	0	936	6.56	40,000	25	4,000	29,750	YES	NO	YES	6.36	New Paltz Estates Multifamily Housing
86.42-7-15	61,385	61,385	52	YES	NO	NO	NO	YES	YES	0	YES	0	1600	8.00	21,385	25	2,139	12,997	YES	NO	YES	6.33	Residential Vacant Land (unimproved)
86.41-2-9	74,108	74,108	182	NO	NO	NO	NO	YES	YES	0	YES	0	1396	6.98	34,108	25	3,411	24,447	YES	NO	YES	6.17	Living Accomodations
78.82-1-19.2	80,731	80,000	203	NO	NO	YES	YES	NO	YES	0	YES	0	2020	10.10	40,000	25	4,000	29,750	YES	NO	YES	5.82	Manual Car Wash
86.26-2-5.1	235,292	80,000	500	NO	NO	NO	NO	YES	NO	6703	YES	0	580	9.60	40,000	25	4,000	29,750	YES	YES	YES	5.31	Apartments
86.12-1-13.1	49,601	49,601	248	NO	NO	YES	YES	NO	YES	0	YES	0	50	0.25	9,601	25	960	2,540	NO	NO	YES	5.21	Drive-In Bank Branch
86.12-6-6.11	709,692	80,000	1,068	NO	NO	YES	YES	YES	NO	400	NO	400	1987	10.74	40,000	25	4,000	29,750	YES	YES	YES	5.18	Professional Building
86.26-1-15	58,131	58,131	266	NO	NO	YES	YES	NO	YES	0	YES	0	846	4.23	18,131	25	1,813	10,068	YES	NO	YES	5.13	Converted Residence (FLOODPLAIN)
78.82-1-19.11	112,181	80,000	269	NO	NO	YES	YES	NO	YES	0	YES	0	2224	11.12	40,000	25	4,000	29,750	YES	NO	YES	4.80	Large Retail Outlet (Box Store)
86.8-4-42	53,430	53,430	38	NO	NO	YES	YES	NO	YES	0	YES	0	720	3.60	13,430	25	1,343	5,837	YES	NO	YES	4.35	Apartments
86.26-1-18.2	63,027	63,027	204	NO	NO	YES	YES	NO	YES	0	YES	0	1460	7.30	23,027	25	2,303	14,474	YES	NO	YES	3.52	Other Storage, Warehouse, Dist. Facility (FLOODPL)
86.8-1-39	99,599	80,000	392	NO	NO	NO	YES	YES	NO	4580	YES	0	1645	12.81	40,000	25	4,000	29,750	YES	YES	YES	3.11	Three Family Residence
86.35-1-34	52,993	52,993	356	NO	NO	NO	NO	NO	NO	403	NO	403	230	1.96	12,993	25	1,299	5,444	YES	YES	YES	2.86	4 HARRINGTON ST
86.12-4-5.1	273,046	80,000	1,173	NO	NO	YES	YES	YES	NO	400	NO	400	2480	13.20	40,000	25	4,000	29,750	YES	YES	YES	2.72	Single Family Residence
86.34-8-3	74,348	74,348	306	NO	NO	NO	NO	YES	NO	4399	YES	0	1270	10.75	34,348	25	3,435	24,663	YES	YES	YES	2.47	Single Family Residence
78.82-1-12	111,976	80,000	281	NO	NO	YES	YES	NO	YES	0	YES	0	2690	13.45	40,000	25	4,000	29,750	YES	NO	YES	2.47	Single Family Residence
86.12-4-9.2	105,365	80,000	318	NO	NO	YES	YES	YES	NO	388	NO	388	2559	13.57	40,000	25	4,000	29,750	YES	YES	YES	2.35	Other Storage, Warehouse, Dist. Facility
86.8-1-43	89,618	80,000	351	NO	NO	NO	YES	YES	NO	4644	YES	0	1929	14.29	40,000	25	4,000	29,750	YES	YES	YES	1.63	Single Family Residence
86.8-6-8	182,693	80,000	1,011	YES	NO	NO	YES	YES	NO	5320	YES	0	2840	19.52	40,000	25	4,000	29,750	YES	YES	YES	1.40	Residential Vacant Land (unimproved)
86.12-1-12	49,546	49,546	155	NO	NO	NO	YES	NO	NO	496	NO	496	259	2.29	9,546	24	955	2,545	NO	NO	YES	0.04	Two Family Residence
86.12-4-11	335,120	80,000	445	NO	NO	YES	YES	YES	NO	979	NO	979	2854	16.23	40,000	25	4,000	29,750	YES	YES	YES	-0.31	Other Storage, Warehouse, Dist. Facility
86.2-2-58.21	1,183,000	80,000	133	NO	NO	NO	YES	YES	NO	4651	YES	0	2314	16.22	40,000	25	4,000	29,750	YES	NO	YES	-1.30	Rural Residence with > 10 acres (SPLIT PARCEL?)
86.12-4-8.1	78,169	78,169	223	NO	NO	YES	YES	YES	NO	1101	NO	1101	2900	16.70	38,169	25	3,817	28,102	YES	NO	YES	-2.33	Restaurant
86.34-11-7	46,422	46,422	235	NO	NO	YES	NO	YES	YES	0	YES	0	0	0.00	6,422	16	642	2,858	NO	NO	YES	-2.58	188 MAIN ST
86.12-1-10	49,512	49,512	107	NO	NO	NO	YES	NO	NO	1065	NO	1065	576	5.01	9,512	24	951	2,549	NO	NO	YES	-2.77	Single Family Residence
86.8-5-13	136,066	80,000	697	NO	NO	NO	YES	YES	NO	2433	YES	0	3520	20.03	40,000	25	4,000	29,750	YES	YES	YES	-4.12	Trucking Terminal
86.12-4-18	60,562	60,562	430	NO	NO	YES	YES	YES	NO	619	NO	619	2600	14.24	20,562	25	2,056	12,256	YES	YES	YES	-4.15	Motel

86.8-5-36.2	188,346	80,000	944	NO	NO	NO	YES	YES	NO	3260	YES	0	3960	23.06	40,000	25	4,000	29,750	YES	YES	YES	-7.14	Police/Fire Installation
86.8-6-9	64,299	64,299	522	NO	NO	NO	YES	YES	NO	4500	YES	0	3394	21.47	24,299	25	2,430	15,619	YES	YES	YES	-10.26	Single Family Residence
86.2-2-58.11	47,571	47,571	242	NO	NO	NO	YES	YES	NO	4154	YES	0	1735	12.83	7,571	19	757	2,743	NO	NO	YES	-13.50	Single Family Residence
EXISTING+	40,000	40,000	298	NO	YES	YES	NO	NO	YES	0	YES	0	0	0.00	0	0	0	3,500	NO	YES	YES	-13.83	Existing Site PLUS TWO LOTS
EXISTING STATION	20,014	20,014	122	NO	YES	YES	NO	NO	YES	0	YES	0	0	0.00	0	0	0	3,500	NO	NO	YES	-14.83	Existing Site
P&R LOT	30,985	30,985	230	YES	NO	YES	YES	NO	YES	0	YES	0	560	2.80	0	0	0	3,500	NO	NO	YES	-16.63	EXISTING PARK & RIDE LOT (ONLY)
86.34-5-31	47,176	47,176	191	NO	NO	NO	NO	YES	NO	6105	YES	0	1670	14.46	7,176	18	718	2,782	NO	NO	YES	-17.13	Apartments (SPLIT PARCEL?)
86.12-1-11	43,235	43,235	142	NO	NO	NO	YES	NO	NO	777	NO	777	430	3.70	3,235	8	324	3,177	NO	NO	YES	-17.35	Single Family Residence
86.34-2-16	39,680	39,680	254	NO	YES	YES	NO	NO	NO	475	NO	475	260	2.25	0	0	0	3,500	NO	NO	YES	-19.08	
86.26-2-2.2	39,185	39,185	100	YES	NO	YES	NO	NO	NO	870	NO	870	712	5.30	0	0	0	3,500	NO	NO	YES	-22.13	Residential Vacant Land (unimproved)
86.8-1-20	44,231	44,231	152	NO	NO	NO	YES	YES	NO	5054	YES	0	1699	13.55	4,231	11	423	3,077	NO	NO	YES	-22.67	Single Family Residence
86.8-1-15	44,773	44,773	236	NO	NO	NO	YES	YES	NO	6105	YES	0	1764	14.93	4,773	12	477	3,023	NO	NO	YES	-22.68	Single Family Residence
86.12-6-4	39,778	39,778	162	NO	NO	YES	YES	NO	YES	0	YES	0	1080	5.40	0	0	0	3,500	NO	NO	YES	-24.23	Fast Food Franchise
86.42-7-14	38,770	38,770	106	NO	NO	NO	NO	YES	YES	0	YES	0	1512	7.56	0	0	0	3,500	NO	NO	YES	-27.39	Converted Residence
86.12-3-28	39,757	39,757	324	NO	NO	YES	YES	YES	NO	424	NO	424	1620	8.95	0	0	0	3,500	NO	YES	YES	-27.78	Large Retail Outlet (Box Store)

**Bus Routes**

- Trailways Terminal & County Park & Ride
- SUNY New Paltz

**Potential New Bus Terminal Locations**

- Vacant
- Commercial
- Services
- Apartments / Mobile home parks
- Residential
- Infrastructure

**Suitability Scores**

- < 0
- 0 - 5
- 5 - 10
- > 10

Base Imagery - 2013

1" = 360' printed at 22" x 34"

0 180 360 720 1,080 1,440 Feet

North



**ADDITIONAL CONSIDERATIONS**

In addition to the scoring system described above, the project team and advisory committee discussed the fact that the site selection methodology used so far was limited to looking at individual parcels only. This meant that individual parcels were being scored in a vacuum without consideration for how they might be combined with adjacent properties. There may be instances where two or more adjacent properties could be purchased and merged together to form an ideal site.

To address this, the advisory committee was asked—with all other factors being equal—to identify where in the study area would be the *ideal location* for a new transit facility. With this information, the project team could then look at combining multiple properties to create a suitable site. The advisory committee indicated that the immediate vicinity of The Pit and Village Hall properties (which were already being considered), were probably the ideal location. Based on this determination, no additional sites were added for consideration.

**FINAL ROUND TWO SELECTIONS**

After a careful review and discussion, the Technical Advisory Committee eventually selected six properties which they felt needed to advance to the third round of analysis with the existing site. Although there had been a design goal of selecting five sites during this round, the advisory committee found it difficult to reduce it to that number because the sites were all close contenders, and so an extra candidate site was chosen. The six chosen properties were as follows:

Site Scoring & Suitability Assessment – Properties Selected in Round Two			
Site #	Property "Name"	Property Description	Parcel ID
1	"123 Main Street"	Vacant land flag lot on north side of Main Street, behind Grimaldi's Coal Brick Oven Pizza.	86.34-6-16.310
2	"The Pit"	Vacant land west of current Village Hall property bounded by Plattekill Ave and Hasbrouck Ave.	86.34-4-13.1
3	"Village Hall & DPW"	Existing Village Hall and Village Department of Public Works property bounded by Plattekill Ave and Hasbrouck Ave.	86.34-4-4
4	"RiteAid Plaza"	Existing shopping plaza located on the south side of Main Street opposite Duzine Road.	86.12-1-16
5	"Route 32 Park & Ride" (+ Adjacent)	Existing Ulster County Park and Ride lot located on the west side of North Chestnut Street.	86.26-1-14.210
6	"Corner Gas Station"	Existing gas station property at the corner of North Chestnut Street and Henry W. Dubois Drive.	86.26-2-34.1

## ROUND THREE – IDENTIFICATION OF FINAL PREFERRED SITES

The preliminary site scoring system in Round Two identified a number of potential sites within New Paltz which could meet the requirements for a new intermodal facility. After a careful review and discussion, the Technical Advisory Committee selected the six best candidates for additional analysis, in no particular order, as follows:

### Site 1 – "123 Main Street"



### Site 2 – "The Pit"



### Site 3 – "Village Hall & DPW"



**Site 4 – "RiteAid Plaza"**



**Site 5 – "Route 32 Park & Ride (+Adjacent Lot)"**



**Site 6 – "Corner Gas Station"**

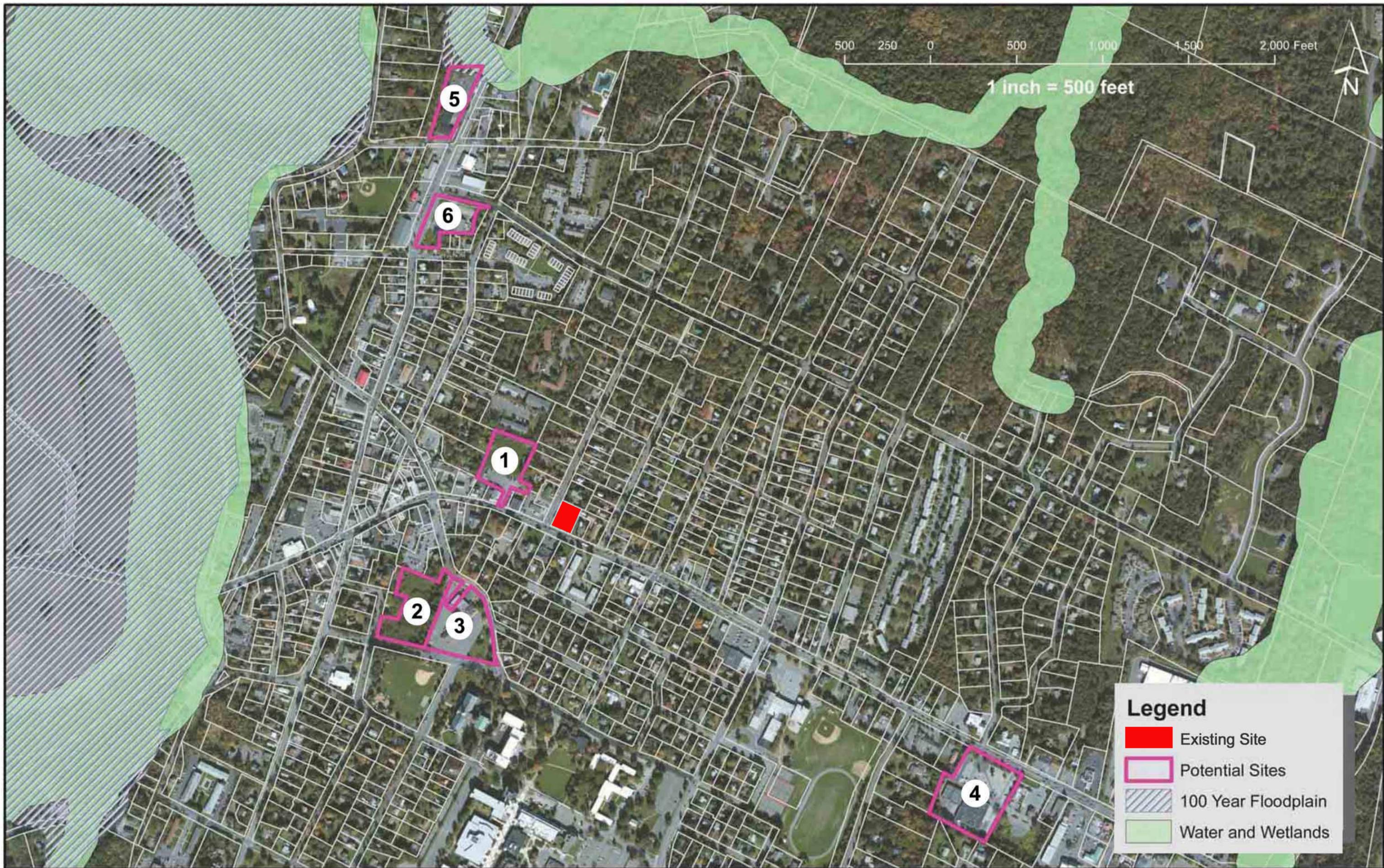


These properties were analyzed and compared in a matrix with the goal of further narrowing the list of potential sites in this last round down the two most preferred sites which would then be compared against the existing facility location. To help identify the two best candidate sites, the properties were each judged based on the following criteria:

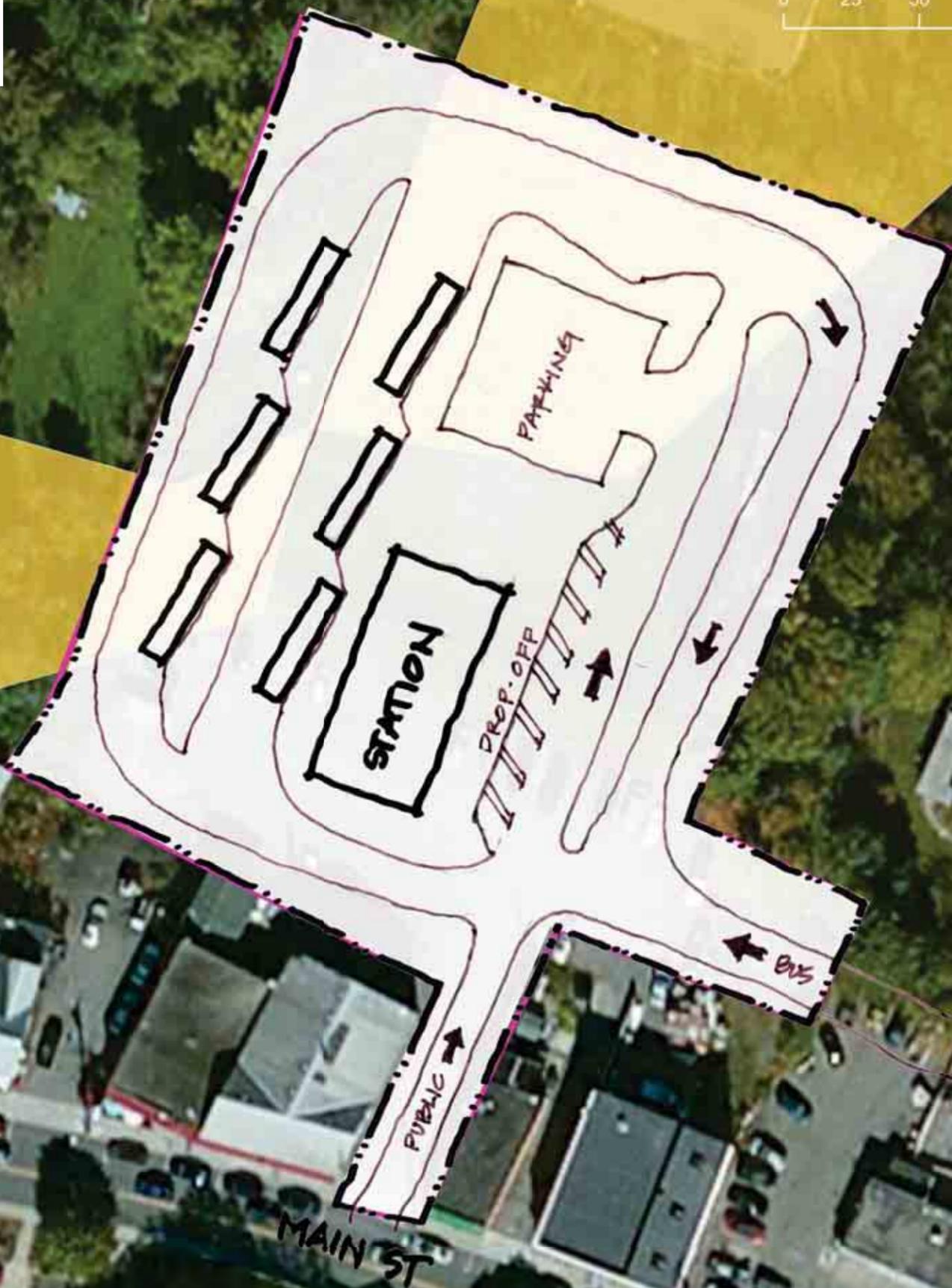
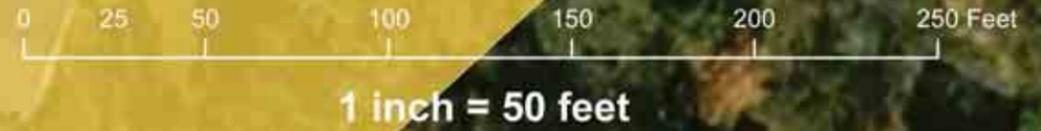
- **Vacant:** If the site is vacant / undeveloped.
- **Layout:** If the site geometry can physically fit the basic elements of the preliminary facility plan in a reasonable arrangement while omitting any undevelopable land due to slopes, wetlands, flood plains, etc. The layout is for testing purposes only, and does not reflect the best site plan arrangement. See site-specific layout sheets provided after the scoring matrix.
- **Access:** If the site provides the ability to have 2 or more curb-cuts which would allow for separate bus and personal vehicle circulation.
- **Parking:** If the site provides space and basic geometry for at least 10 parking spaces on site, circulation and approximately how many vehicles.
- **Frontage:** If the site has sufficient frontage along a public way to accommodate the kiss&ride, taxi stand and/or UCAT local bus service pull-off spaces.
- **Residential Conflicts:** If the site has no adjacent residential properties which would be potentially impacted by the facility.
- **Other Uses:** If the site lends itself and has capacity for a cooperative arrangement of additional support uses such as retail, community services, etc.
- **Zoning:** Is the facility permitted under current zoning.
- **Walkability:** If the facility is located in the village core, or is at least on an accessible sidewalk route from the residential neighborhoods.
- **Signal Turn:** If access to the site has reasonable potential to utilize a turning signal
- **Size:** The size of the parcel. This metric is for informational purposes and was not scored.
- **Price:** The approximate value of the land and the assessed value of the improved property based on available assessor data. This metric is for informational purposes and was not scored.

Scoring criteria ranked each metric above was as follows:

- **"Good/Yes" (Green Circle)** – This metric is sufficient and is expected to work on this site.
- **"Problems/Requires Work" (Yellow Hex)** – This metric could work but has problems or would need significant work.
- **"Bad/No" (Red Cancel Symbol)** – This metric does not or probably would not work.



Site 1 - Concept Test  
"123 Main Street"



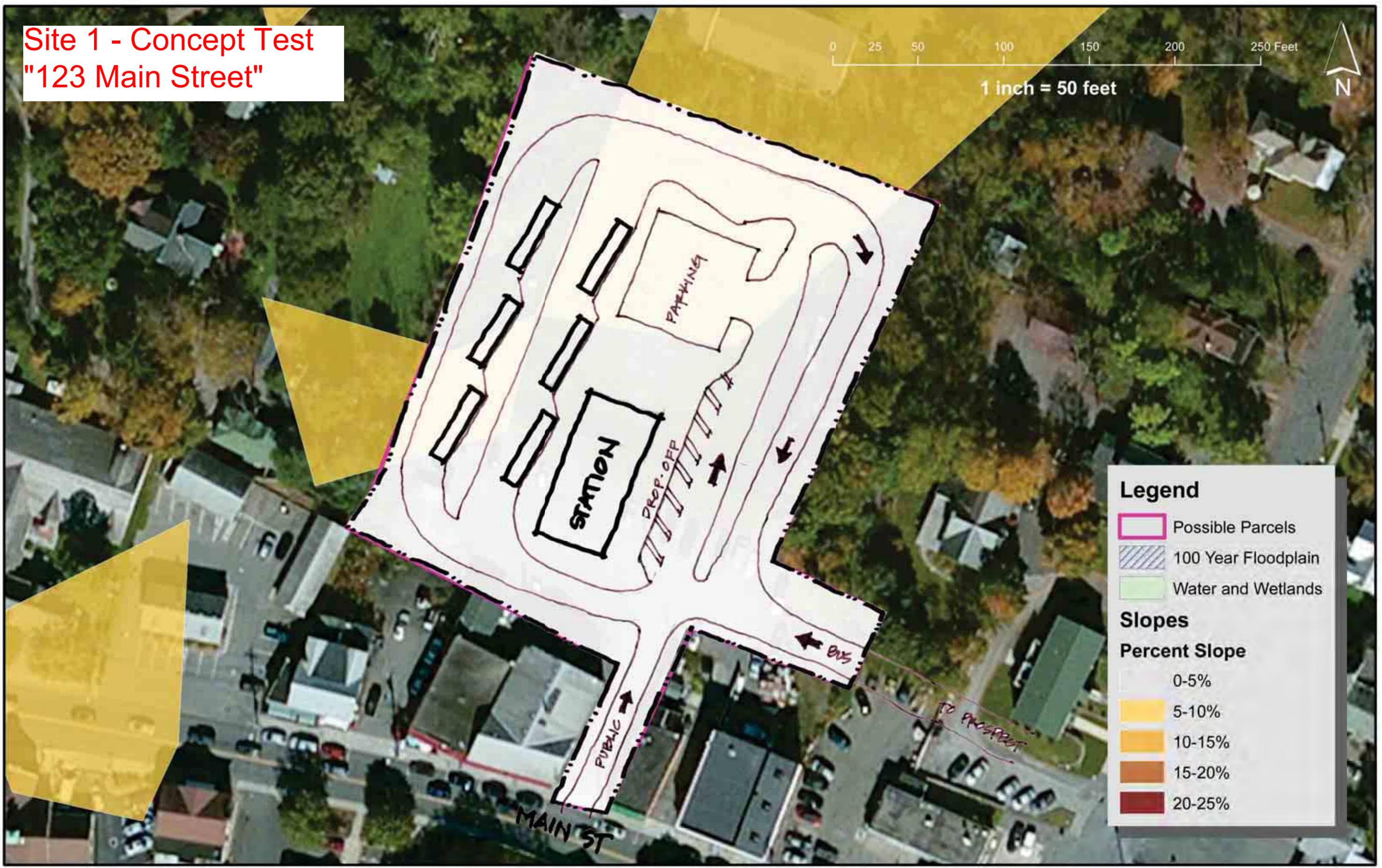
**Legend**

- Possible Parcels
- 100 Year Floodplain
- Water and Wetlands

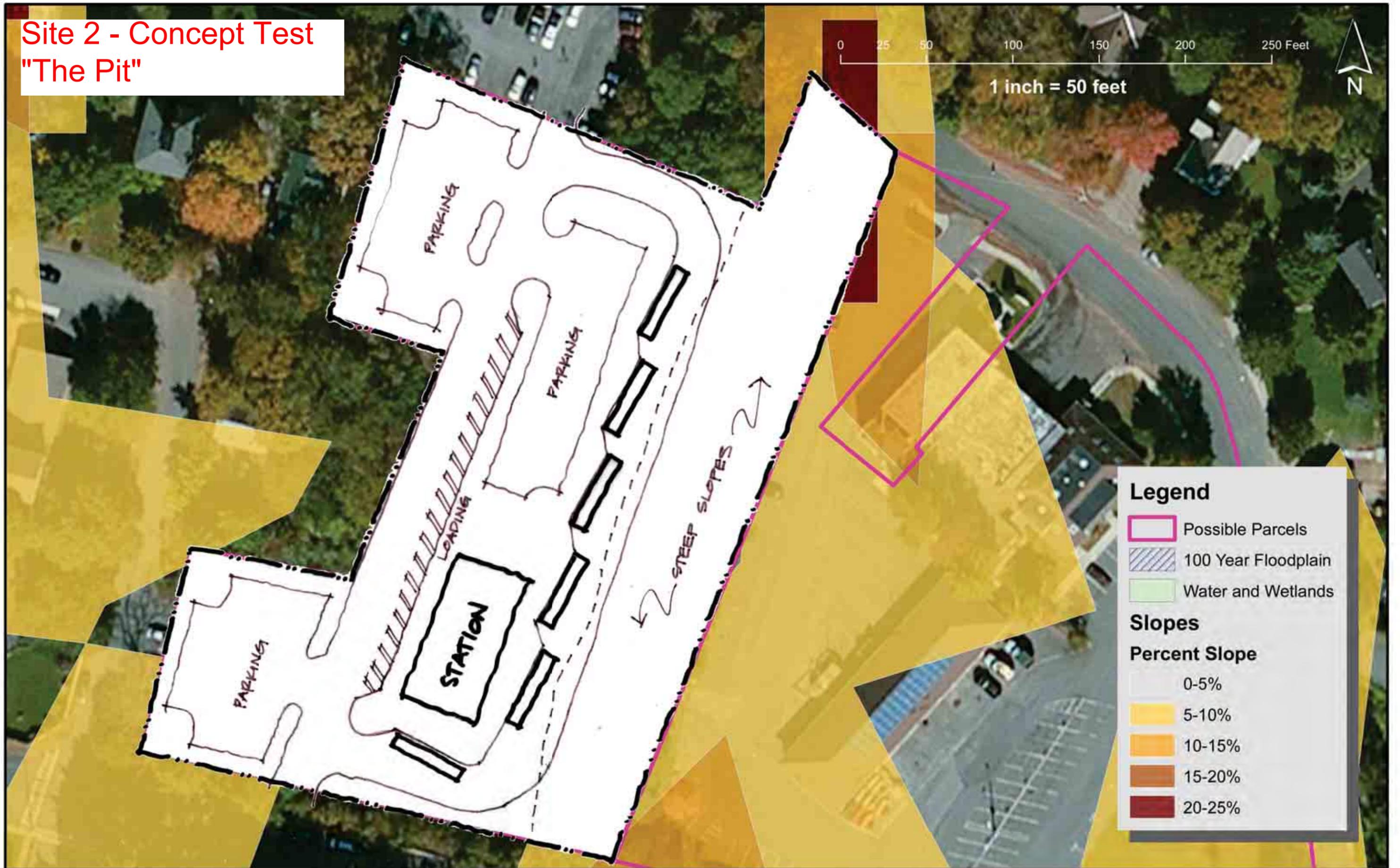
**Slopes**

**Percent Slope**

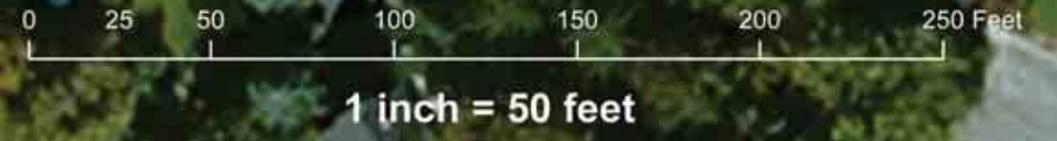
- 0-5%
- 5-10%
- 10-15%
- 15-20%
- 20-25%



# Site 2 - Concept Test "The Pit"



Site 3 - Concept Test  
"Village Hall & DPW"



**Legend**

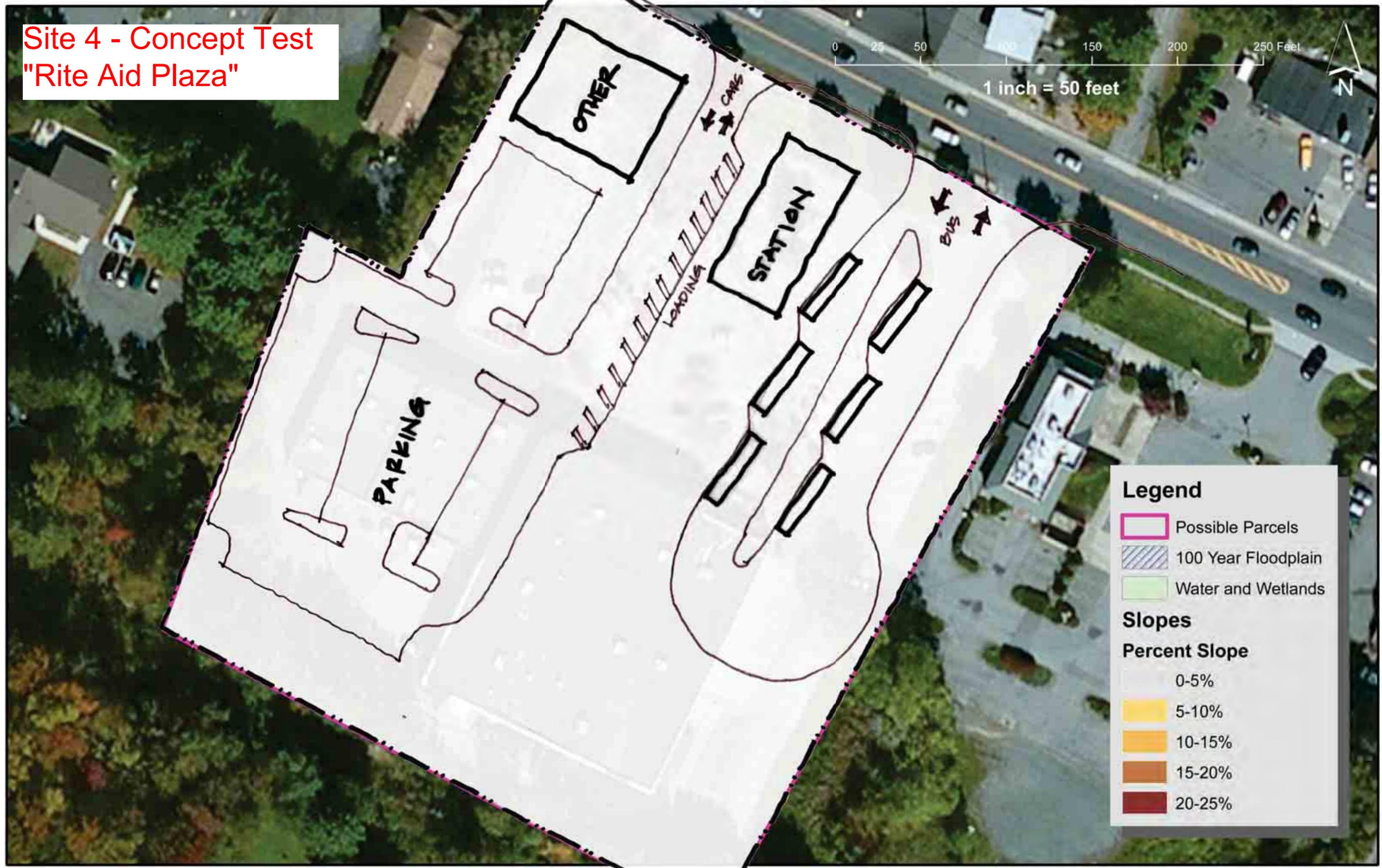
- Possible Parcels
- 100 Year Floodplain
- Water and Wetlands

**Slopes**

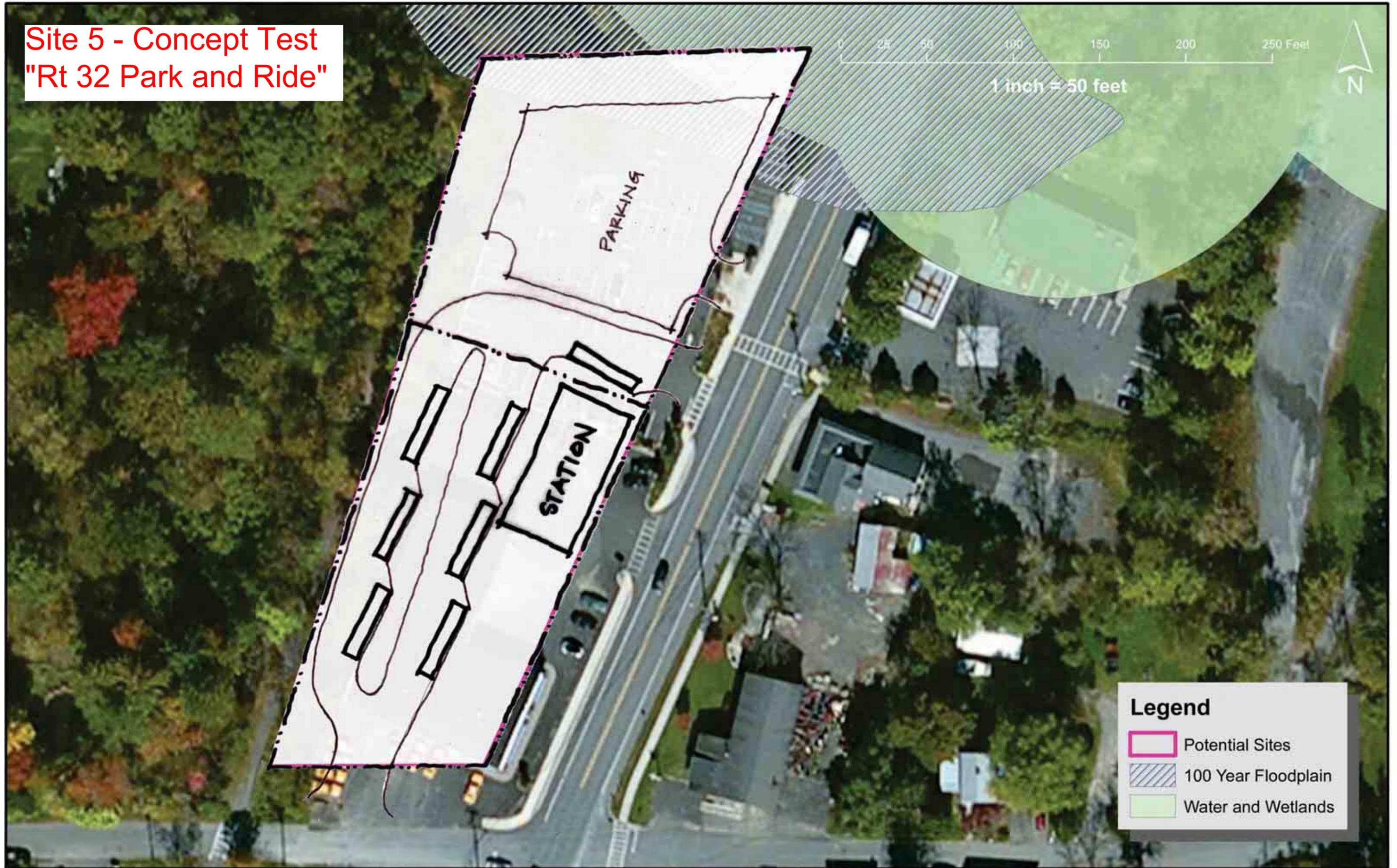
**Percent Slope**

- 0-5%
- 5-10%
- 10-15%
- 15-20%
- 20-25%

Site 4 - Concept Test  
"Rite Aid Plaza"



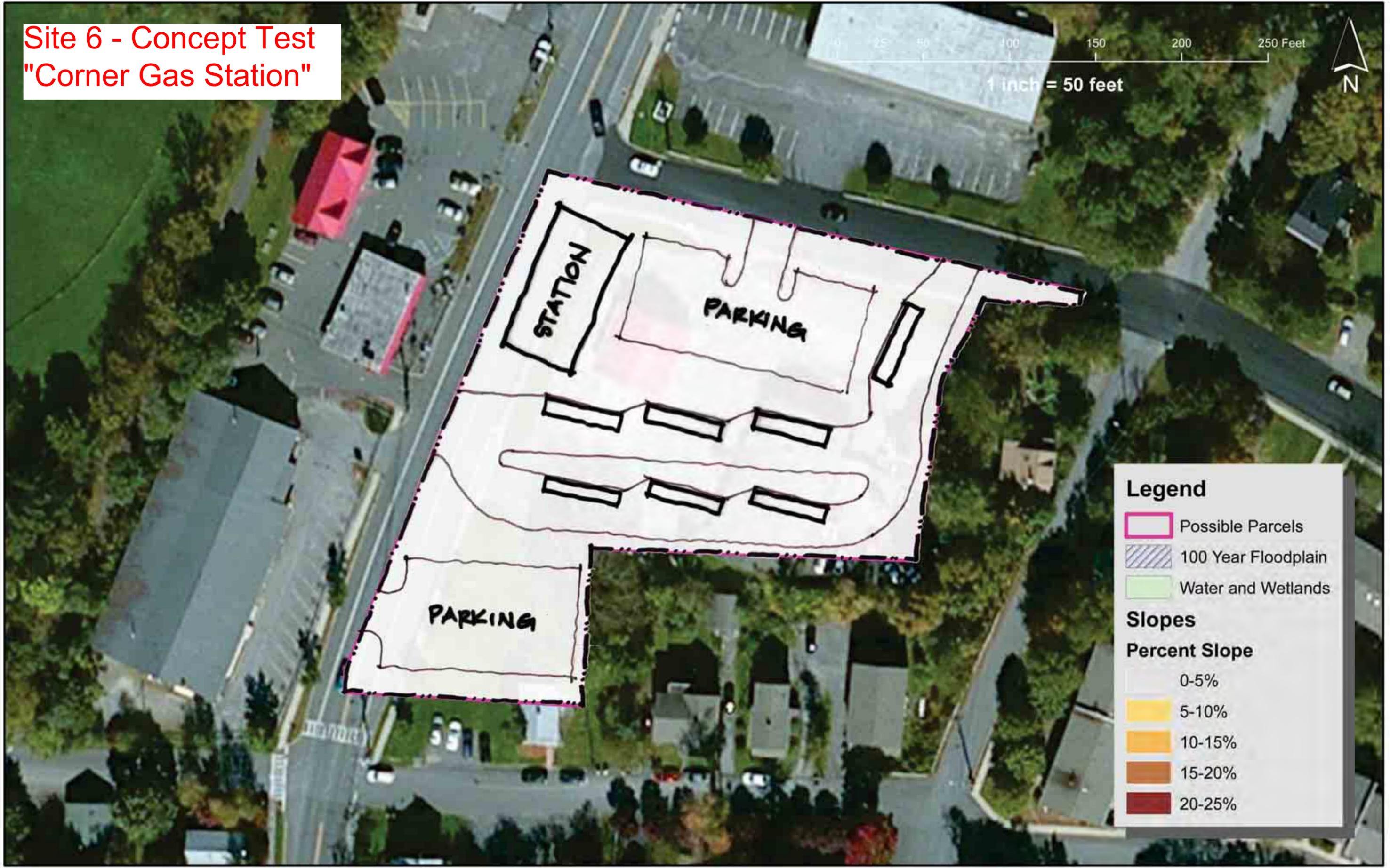
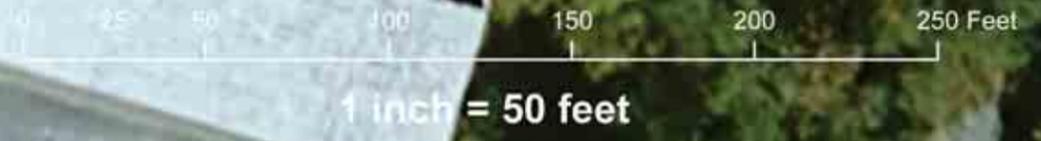
Site 5 - Concept Test  
"Rt 32 Park and Ride"



**Legend**

-  Potential Sites
-  100 Year Floodplain
-  Water and Wetlands

Site 6 - Concept Test  
"Corner Gas Station"



**Legend**

- Possible Parcels
- 100 Year Floodplain
- Water and Wetlands

**Slopes**

**Percent Slope**

- 0-5%
- 5-10%
- 10-15%
- 15-20%
- 20-25%

Site Scoring & Suitability Assessment – Comparison Matrix														
Site	Vacant	Layout	Access	Parking	Frontage	Residential Conflicts	Other Uses	Zoning	Walkability	Signal Turn	Size (s.f.)	Land Value / Improved Value	ADVANTAGES	DISADVANTAGES
1 123 Main 86.34-6-16.310	●	●	⬡	●	⊘	⬡	⊘	⊘	●	⬡	78,864 s.f.	\$135,200	<ul style="list-style-type: none"> <li>• Close proximity to center of village, and to existing facility location.</li> <li>• Could accommodate about 12 parking spaces.</li> <li>• Could potentially accommodate signal turn from Prospect.</li> <li>• Property essentially vacant.</li> <li>• Property owner and lien-holder looking for a use for this property.</li> </ul>	<ul style="list-style-type: none"> <li>• Low visibility – would be hard for people to find bus terminal if they were not familiar with it.</li> <li>• Difficult pedestrian access - pedestrians may be forced to walk through alley from Main Street which may also be used by vehicles.</li> <li>• Would require easement or property acquisition from adjacent parcels to get driveway in from Prospect Street, alley from Main Street is likely too narrow.</li> <li>• Taxi stand and kiss-and-ride likely has limited space and would be required to be internal to the site.</li> <li>• No direct curb-side stopping area for local UCAT buses.</li> <li>• Existing parking spaces would be lost.</li> <li>• Would impact about 4 or 5 adjacent residential properties.</li> </ul>
2 The Pit 86.34-4-13.1	●	●	●	●	⬡	⬡	⊘	⊘	●	⊘	106,618 s.f.	\$271,400	<ul style="list-style-type: none"> <li>• Close proximity to center of village and SUNY.</li> <li>• Could accommodate about 40 parking spaces.</li> <li>• Property is vacant.</li> </ul>	<ul style="list-style-type: none"> <li>• Steep slopes on eastern side may present grading difficulties.</li> <li>• Secondary curb-cut site access from Hasbrouck may not be feasible, may require connection through to village municipal parking lot instead.</li> <li>• Potential impact on 2 adjacent residential properties.</li> <li>• Site location not very conducive to additional support uses.</li> </ul>
3 Village Hall / DPW 86.34-4-4	⊘	●	●	●	⬡	●	⬡	⊘	●	⊘	120,160 s.f.*	\$741,500	<ul style="list-style-type: none"> <li>• Close proximity to center of village and SUNY.</li> <li>• No impact to adjacent residential properties, minor impact to residential properties along revised routes.</li> <li>• Potential for reconfiguration/mix or services with Village Hall.</li> </ul>	<ul style="list-style-type: none"> <li>• Existing parking spaces would be lost. Could only accommodate about 15 parking spaces, but these would not likely be dedicated to bus terminal.</li> <li>• Would require relocation of existing DPW facility.</li> <li>• Some of "available" lot area is already dedicated to existing fire house and Peace Park.</li> <li>• Taxi stand / kiss&amp;ride space likely limited.</li> </ul>
4 RiteAid Plaza 86.12-1-16	⊘	●	●	●	●	●	●	●	⬡	⬡	165,195 s.f.	\$2,612,500	<ul style="list-style-type: none"> <li>• Could accommodate about 80 or more parking spaces.</li> <li>• Could accommodate other supporting uses on site.</li> <li>• Wide frontage would allow separate access drives for buses and private cars.</li> <li>• Very minor impact on adjacent residential properties – allows room for significant buffer.</li> </ul>	<ul style="list-style-type: none"> <li>• Far away from village center, and on eastern edge of residential core.</li> <li>• Property already developed.</li> </ul>
5 Route 32 Park&Ride (plus adjacent) 86.26-1-14.210	⊘	●	●	●	●	●	⬡	●	⬡	⬡	30,985 s.f. (63,641 w/ STS)	\$169,900 (+\$475,800 STS)	<ul style="list-style-type: none"> <li>• Could accommodate about 37 parking spaces (shared with Park and Ride)</li> <li>• Potential for signal turn at Mulberry Street, though may be hard to justify.</li> <li>• Would help to offset underutilization of existing Park&amp;Ride lot.</li> <li>• Directly adjacent to Wallkill Valley Rail Trail.</li> <li>• No impact to adjacent residential properties.</li> </ul>	<ul style="list-style-type: none"> <li>• Would require acquisition of existing STS property.</li> <li>• Portion of existing Park&amp;Ride parking lot within 100-year floodplain.</li> <li>• Not within village center core.</li> </ul>
6 Corner Gas Station 86.26-2-34.1	⊘	⬡	●	●	⬡	⬡	⬡	●	⬡	⬡	66,788 s.f.	\$713,800	<ul style="list-style-type: none"> <li>• Has been for sale for several years.</li> <li>• Could accommodate about 40 parking spaces.</li> <li>• Could potentially accommodate a turn signal at Henry Dubois.</li> </ul>	<ul style="list-style-type: none"> <li>• Site layout somewhat awkward – may be difficult to consolidate public parking in one area and avoid confusion with bus travel lanes.</li> <li>• Would impact about 4 adjacent residential properties.</li> <li>• May be difficult to provide taxi stand / kiss&amp;ride pull off space.</li> <li>• Property already developed, remediation of gas tanks.</li> <li>• Not within village center core.</li> </ul>
<p>● GOOD / YES      ⬡ PROBLEMS / REQUIRES WORK      ⊘ BAD / NO</p>														

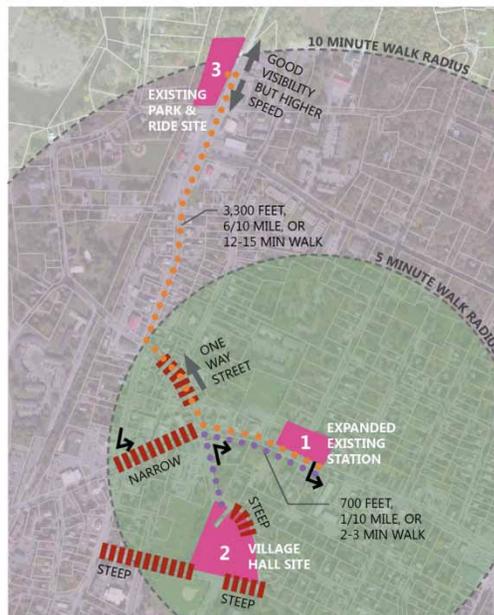
**SITE SELECTION**

After a review of the comparative matrix and the conceptual site plan arrangements for each site, the Technical Advisory Committee began the process of further narrowing down the list of potential sites.

Site 4, the RiteAid Plaza, was skipped from consideration, largely because of its distance from the village center and the high costs associated with the relocation of the existing business. From the perspective of the Advisory Committee, it would be unfavorable to remove existing and viable commercial properties from the public tax rolls.

Site 6, the Corner Gas Station, was skipped from consideration largely because it was very similar to Site 5 however was less attractive. Considerations included the fact that Site 5 already included property owned by the County, already had a new parking lot and was directly adjacent to the Walkkill Valley Rail Trail. Site 6 on the other hand was expected to have issues relating to brownfield cleanup with the underground gas tanks and would potentially impact adjacent residential properties. The lot's location, configuration and access further limited its overall viability for transit purposes.

After the elimination of sites 4 and 6, the Advisory Committee had a difficult time further reducing the list of candidate sites down to the goal of 2. It was determined that some additional site-specific analysis would be needed in order for the committee to make their decision. In particular, additional site visits by the committee members as well as a "trial-run" using a Trailways bus were utilized to test access and maneuverability to and from some of the sites. Additionally, Alfandre Architects conducted a secondary analysis of the sites to further identify potential site constraints and prerequisite work before the list could be narrowed further.



Site Analysis

Size:  
All are similar in size

- Walkability:
1. Existing Site  
0 minute walk
  2. Village Hall Site  
2-3 minute walk
  3. Park & Ride Site  
12-15 minute walk

LEGEND:

- CONSTRAINED AREA
- WALK FROM EXISTING STATION TO SITE 3
- WALK FROM EXISTING STATION TO SITE 2
- SHARP TURNS

## ADDITIONAL ANALYSIS

Although the list of potential properties had been narrowed down, it became apparent that there were many different site configurations for each one that could impact their selection. Several different site arrangements and configurations were drawn up for consideration.

On November 3rd, 2014, a design meeting was held with the Advisory Committee to look at each option and discuss alternate site arrangements which may be possible, including combining the properties with adjacent lots where needed. The options, illustrated in the chart on the following pages, are described as follows:

### Existing Site

- Existing Site, Layout 1: Constructing a new facility on the existing Trailways property.
- Existing Site, Layout 2: Constructing a new facility on the existing Trailways property, and acquiring the adjacent property to the north of the site for additional bus gates.
- Existing Site, Layout 3: Constructing a new facility on the existing Trailways property, and acquiring the property to the west on the opposite side of Prospect Street for additional bus gates.
- Existing Site, Layout 4: Acquiring the property to the west on the opposite side of Prospect Street to combine with the existing Trailways Property to construct a new facility which spanning both properties. The entrance to Prospect Street would be redirected to circulate as one-way roads around both sides of the property.
- Existing Site, Layout 5: Similar to Layout 4, except that the entrance to Prospect Street would be redirected to the east of the property.

### Park and Ride Site

- Park and Ride Site, Layout 1: Convert the existing park and ride lot on Route 32 to bus gates, and acquire the adjacent property to the south to convert the existing structure into a new transit facility.
- Park and Ride Site, Layout 2: Maintain the existing park and ride lot as parking and construct a new facility and bus gates on the adjacent property to the south.

### Village Hall / DPW Site

- Village DPW Site, Layout 1: Convert the existing Village Hall building to a transit facility. Relocate the existing Village DPW building, and construct a new municipal office building and bus gates on the site.
- Village DPW Site, Layout 2: Remove the existing Village Hall building and construct a new transit facility and bus gates in its place. Remove the existing Village DPW building and construct a new municipal office building on the site.
- Village DPW Site, Layout 3: Similar to layout 1, but with different site arrangement.
- Village DPW Site, Layout 4: Convert the existing Town Courthouse building (also located on site) into a new transit facility. Relocate the existing Village DPW building and construct bus gates on the site.
- Village DPW Site, Layout 5: Convert the existing Town Courthouse building (also located on site) into a new transit facility. Relocate the existing Village DPW building and construct a new municipal office building and bus gates on the site.

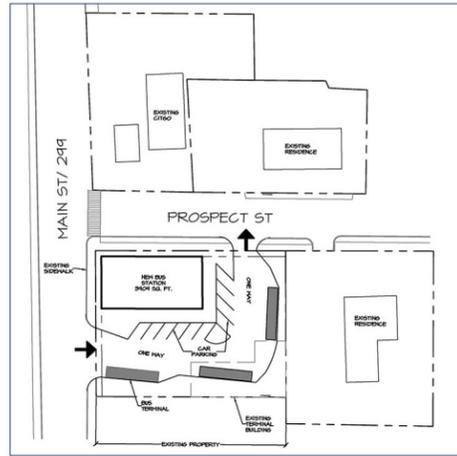
# NEW PALTZ INTERMODAL - SITE ALTERNATIVES SUMMARY PAGE

EXISTING SITE

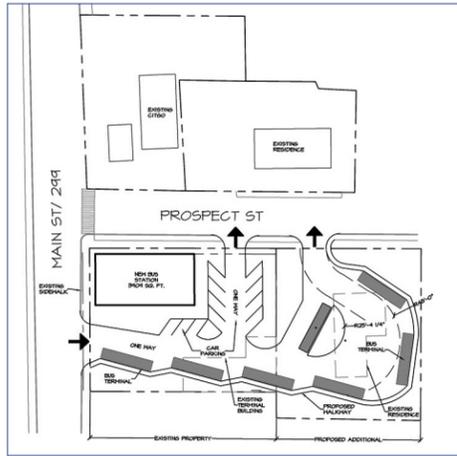
PARK & RIDE

VILLAGE HALL

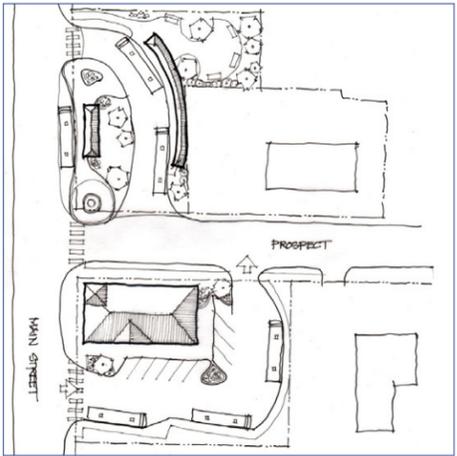
ONE



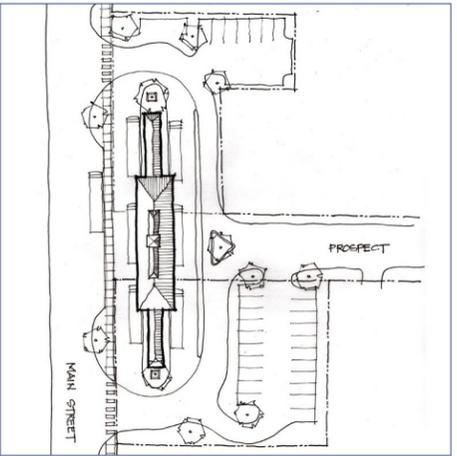
TWO



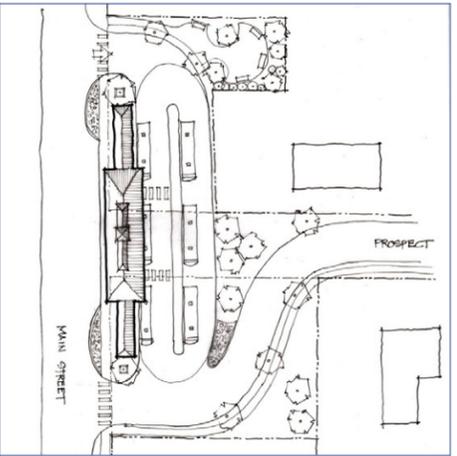
THREE



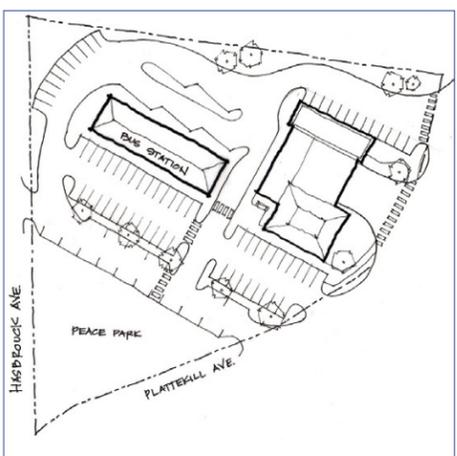
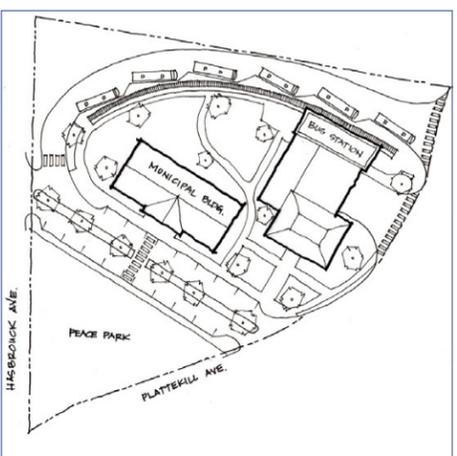
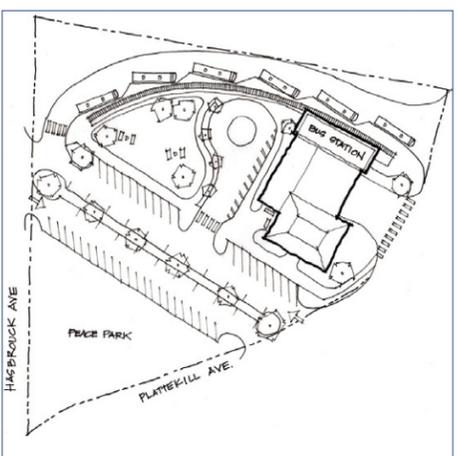
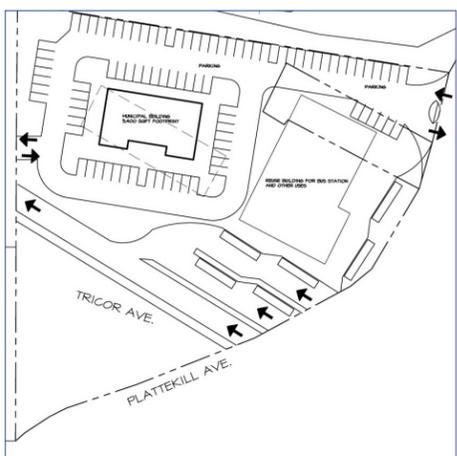
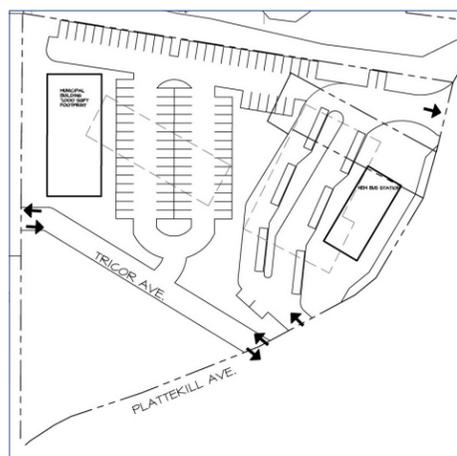
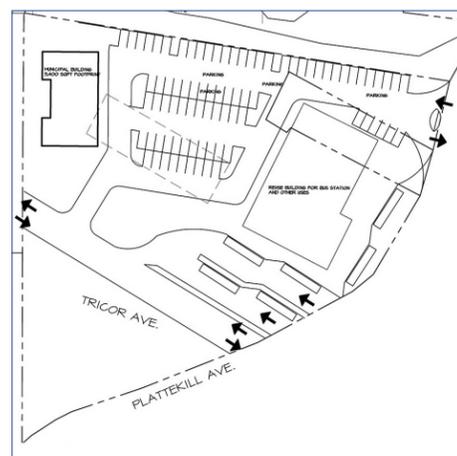
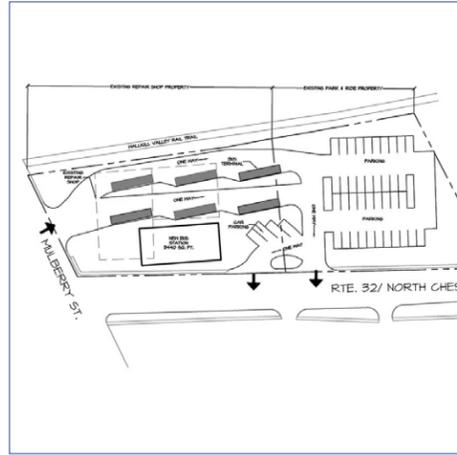
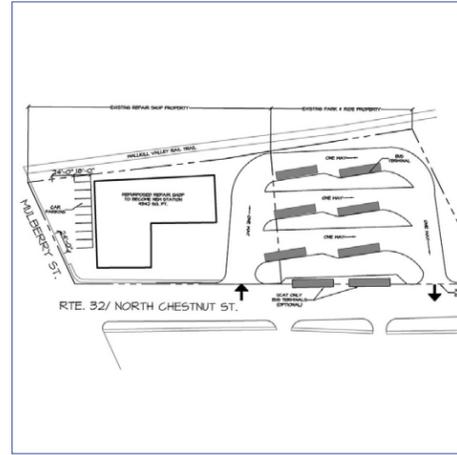
FOUR



FIVE



SIX



## CONCLUSIONS

After much consideration of all of the previously listed configurations, the following three options were ultimately chosen to move forward to the more advanced design and cost estimation analysis. These were as follows:

- Existing Site, Layout 2: It was determined that the existing site alone could not ultimately provide the desired level of programmatic function without expanding onto an adjacent property to accommodate additional bus bays. For this reason, layout 2 was chosen to advance to the next round because it would utilize the adjacent lot to the north. However, due to concerns over pedestrians crossing the bus traffic lanes to get to and from the terminal building, it was decided that the plan should instead move the facility to the east side of the property and try to provide more parking. During the course of design discussions, it was also noted that there was the potential to make arrangements with the owners of the flag lot behind 123 Main Street to provide nearby satellite parking for the public with a strong pedestrian link to the new terminal.
- Park and Ride Site, Layout 2: It was determined that a site plan this far outside the core of the village center which did not provide public parking would not be suitable solution. For this reason, Layout 2 was chosen with some recommended adjustments to the circulation and turning space.
- Village Hall/DPW Site, Layout 4: It was determined that some combination of renovating the existing courthouse building or constructing a new transit facility on the site were the most feasible options. For this reason, Layout 4 was chosen with some recommended changes. It was agreed that the area on the site plan shown with a cul-de-sac drop-off area and grass should be replaced with a new terminal building and additional parking spaces. This option still had the potential to utilize the existing Courthouse building instead, if it were to become available, as an alternate solution.

Site Scoring & Suitability Assessment – Final Preferred Sites for Comparison		
Site	Property "Name"	Property Description
1	Existing Facility	Existing Trailways facility on Main Street, including the adjacent property to the north. Constructing a new building, bus gates and parking. Buffers would be provided to adjacent residential properties. Would have the potential to have a pedestrian link to nearby satellite parking behind 123 Main Street.
2	Rt 32 Park and Ride	Existing Park and Ride facility on Route 32, including the adjacent property to the south.
3	Village DPW	Village DPW site, next to Village Hall. Relocate the existing DPW building and construct a new terminal building, bus gates and public parking. Alternately, the existing Courthouse building could be renovated to accommodate the terminal, allowing for additional public parking instead.