

UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

The Williams Group Market Overview and Preliminary Facility Programming

CITY OF KINGSTON INTERMODAL FACILITY SITE LOCATION CONCEPTUAL DESIGN ANALYSIS



Market Overview and Preliminary Facility Programming

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Submitted to: Wendel Duchscherer Architects and Engineers P.C.

July 30, 2008

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EXECUTIVE SUMMARY:

The goal of this market overview and programming analysis is to provide a draft recommendation to the City of Kingston to support transit-oriented development at the proposed S-1 intermodal site.

In order to achieve this goal, a demographic, economic and real estate market overview was performed by The Williams Group Real Estate Advisors, LLC (“TWG”). The scope of work included reading a number of proprietary and public document sources along with direct interviews in the field in Kingston during July 2008. The information obtained has been summarized in the following limited scope report.

The overall findings are as follows: Based on the scope and analysis of economic, demographic and real estate market data, it is estimated that the S-1 site would be an appropriate location for TOD (Transit Oriented Development) type of development. This would not only assist with Kingston downtown revitalization, but has the potential to provide a joint development opportunity for the City that that would support additional bus ridership and provide potential revenue subsidization. The program elements that appear to have market support are as follows:

- An estimated 50 to 100 units of affordable and market-rate multifamily residential with limited parking targeting older empty nester and seniors
- 3500 sf of targeted retail positioned to attract passerby transit traffic and local area residents and workers.

INTRODUCTION AND BRIEF HISTORY OF KINGSTON:



Kingston, NY is located approximately 100 miles north of New York City on the West Side of the Hudson River in Ulster County. Kingston is currently listed on the National Register of Historic Travel Itineraries and with good reason. Kingston was once the capital of the state, and still retains a long documented history from the time the Dutch settlers first obtained the first tracks of land up until present day. Kingston is at the base of the famous, if not passé, Catskill Mountain retreats, and is located just east of the Catskill State Park and within close proximity to several ski locations in the Catskills.

Going back a little farther in history, in 1609 to 1664, the Hudson River Valley was controlled by the Netherlands, and Dutch entrepreneurs were setting up trading posts all along the navigable part of the River (up to Albany). Wiltwyck was one of these trading posts. In 1653 Peter Stuyvesant, then Director General of New Amsterdam, found the colony in disarray and moved settlers down to present day Kingston just north of Roudout Creek. The settlers farmed in the fertile land alongside the Esopus Native Americans. Eventually the peace turned to conflict and a wall village was built by Stuyvesant. In 1664 a peace treaty was signed with the Esopus Indians. The stockade was no longer needed, but was left standing until 1971. The first generation homes are now long gone, the second generation homes still survive. Some five stone Dutch homes still stand within the layout of the Stockade.

In the mid 19th century Kingston saw a major influx of Irish immigration. In addition bluestone quarrying became a dominant industry controlled by the Irish. Stone was locally quarried then shipped by barge down the Hudson River. The Chestnut Historic District was built during the hay day of the 1800's. In 1828 the Delaware and Hudson Canal was completed. The area prospered and became an important shipment point for coal, shipbuilding, bricks, cement and locally quarried bluestone. The transportation hub continued for many years and in 1950 the interstate was extended into the Catskills. This "quick way" brought vacationers speedily up from New York City.

According to the Catskills Institute, most of the Borscht Belt resorts have long been closed, but a few remain in operation, and many campgrounds in the state parks are in active operation and are attracting a younger crowd of visitors. The Catskills resort economy declined in the 1970's and was clearly passed in the 1980's. Air conditioning in most homes made the retreat to the cool mountains unnecessary. In addition, mega resorts such as Disney World and Disney Land surpassed the attraction of the Mountain resorts. In 2008 the US Department of the Interior denied the legalization of Native American Casinos to the Catskills. Although many were leery of the casino image, many resorts poured millions of dollars into renovations hoping for a resurgence business with the hope of casino visitors. This was probably a death blow to many of the once 2000 rooms of hotels that existed. A few will remain, but places like Kingston need to find their own vision for economic revitalization that should focus on its own history, beauty and unique local offerings with access to I-87 and the Hudson River.

Given the significant inter and intra bus ridership, (266,000 Trailways passengers alone) boarding and disembarking at the Kingston terminal for the year 2007. Ridership sales and history tourism are important to Kingston's current day economy. The Stockade District, the Chestnut District, and many notable buildings are not only history, but a tourist attraction bringing money into the city during the summer season.

MARKET OVERVIEW:

Demographic Overview: The Metropolitan Statistical Area (MSA) of Kingston is 181,860 persons according to a 2007 state population database. This makes Kingston number 9 among the top 12 MSA's in the state of New York.

Most of the population of Kingston lives within 3 miles of the proposed S-1 Intermodal facility site on Washington Avenue and Schwenk Drive. In 2008, 32,600 persons lived within 3 miles. Although the statistical area includes 181,860 persons, many live within a wider radius of Kingston. For example, within 5 miles of the facility the population was just 45,000.

The population within 3 miles is expected to decline by over 1% in the next 5 years, while the population of the US will have grown almost 5%. People generally leave an MSA because the economy does not offer the jobs and amenities for them to want to remain.

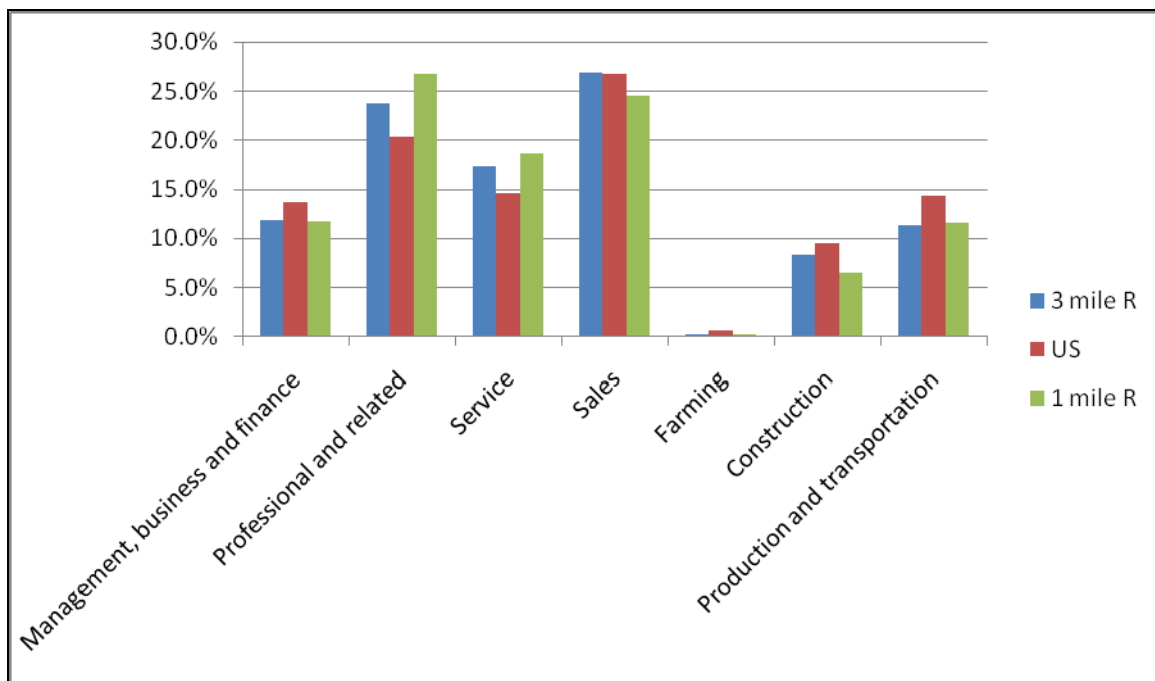
Kingston has a predominately white population at 81%. African Americans make up 11%, which is approximately the same as the US average, and Hispanics are at 6%, which is less than half the US average.

Within the 3 miles radius of the S-1 site there are 13,900 households. This number of households is on the decline. The average household income is \$57,600, which is approximately \$10,000 less than the US average. The good news, however, is that over the next 5 years there is an expected increase of over 13%, which is greater than national projections.

Interestingly enough, the population is well educated. 9% of the population over 25 years old has earned a master’s degree. This is over the US average. Opportunities for this educated group must be limited, because the income is lower than the US average. Only 56% of houses are “owner occupied”, this is 11% below the US average. In addition, most housing was built before 1939. Very little “new housing” is in the market, and it appears that people do not have the resources to own their own house, even though the average price of a home is below the US average (\$185,000). Most housing is single unit detached. This is followed by duplexes and small apartment buildings with up to 19 units.

Most noteworthy of the demographic data is that the average age has risen from 39 years in the year 2000 to a projected 42 years in the year 2013. It was learned that IBM formally had a large presence in the area and left taking with it jobs and many younger people. This dramatic age increase is well above the US average and is indicative of a younger population leaving the area. However, at the same time, there may be opportunity for housing for this aging population.

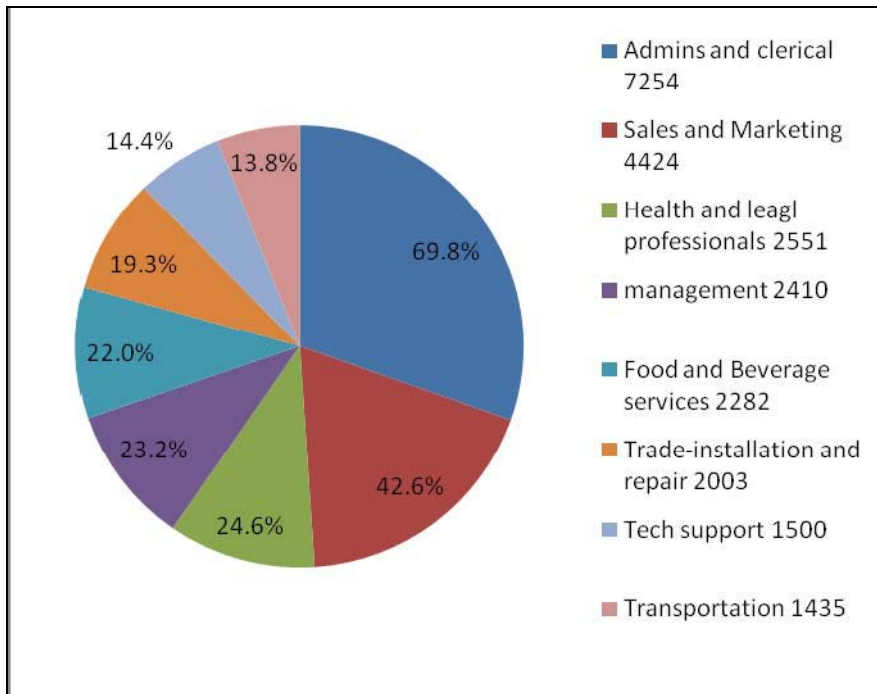
Within close proximity of the proposed Intermodal Facility, the demographic drivers are similar, but all facets of income and home ownership are less than the national average.



As can be noted from the chart of employment above, there is a fairly strong employment link to transportation, professional services, sales and general services.

Within 3 miles of the proposed S-1 site there are 34,000 employed civilians, which is approximately the same as the area live-in population. Most civilians in the workplace are

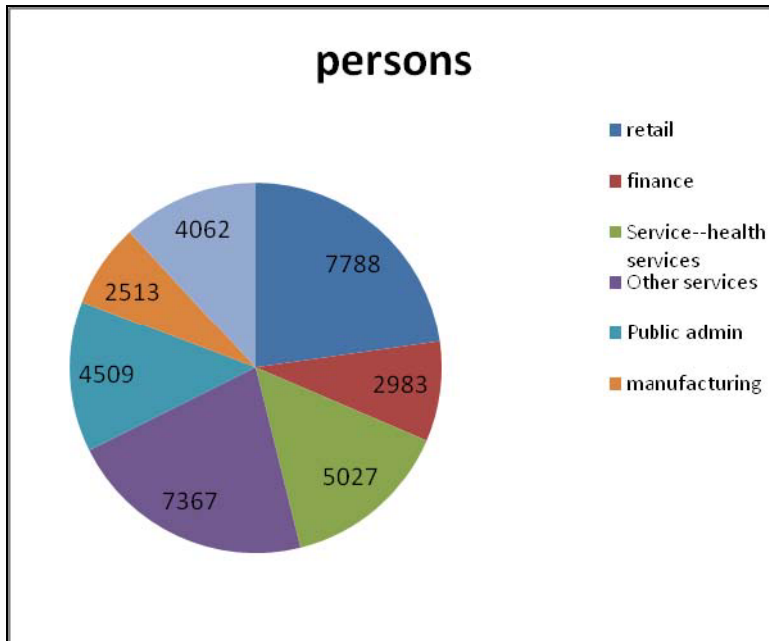
employed in executive and management professions, almost one third of the area employment. Health care, and sales and marketing are the dominant areas of the workforce.



Persons Employed in a Three Mile Radius

Economic Overview: Kingston is located just east of interstate 87 and has a convenient exit that is important for city commerce and traffic. Being 100 miles north of NYC it is not a suburban location, although it is a convenient weekend drive distance. The city is not located on the Amtrak route which is on the East side of the Hudson River, but the interstate and access to a navigable portion of the Hudson River are important now and have been important for commerce in history and remains important now.

Within 3 miles of the S-1 Intermodal site there are 34,250 employees working in 2560 establishments. Most employees work in the retail sector, over 7700 people or about 23% of the employees. This same group accounts for almost 600 businesses/industries with an average of 14 persons per business. Most of these businesses are on the small size; only one group has an average of over 25 persons.



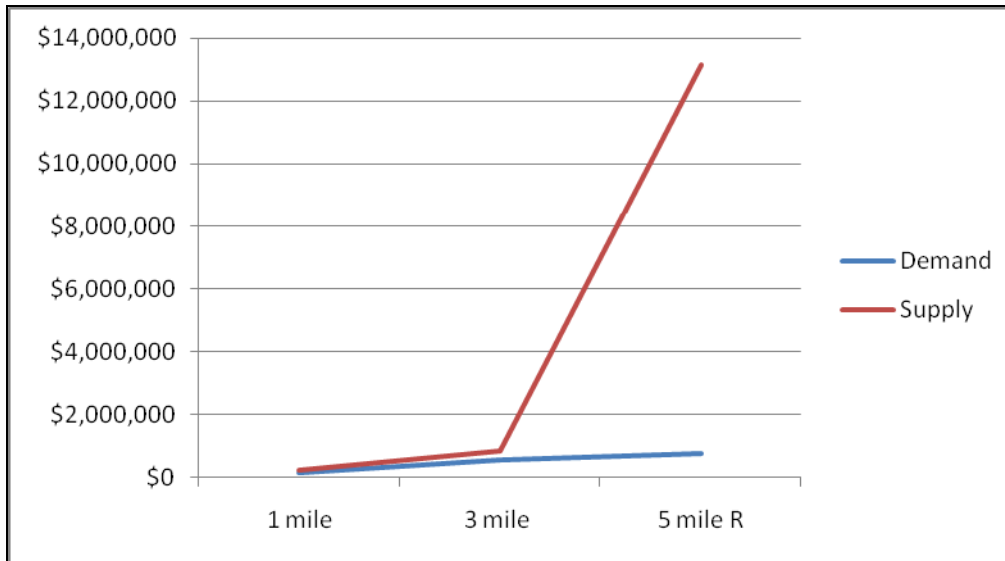
The Major Breakdown of Workplace

When the “Business 2 Digit SIC” was analyzed to determine the dominate area industries, it was found that health services was predominate by sales at \$622 million. Retail as a group is \$1.2 billion in sales (5 miles radius for broader analysis). However, health services are typically services for people in the region. Health services, except in major cities that draw from a broad region and are a destination attraction, are not usually industries that are “exported”.

Retail could service local residents as well as be a destination for a larger region of shoppers. However, once again, the search is to find industries or services that Kingston provides that could be sold to buyers from outside the region. Wholesale trade of durable and non-durable goods make up almost \$300 million in sales, but that is not even 10% of the total \$4.3 Billion in sales for the 5 mile radius around the S-1 intermodal site.

Car dealerships, the largest group, have over \$1 billion in sales. Next after this category, is groceries with over \$300 million, which is followed by general merchandise at \$193 million.

As part of the retail analysis, TWG examined gap spending. We analyzed the difference between multiple retail categories for retail demand (consumer expenditures) versus retail supply (retail sales). The data is provided by Site Report Claritas and was analyzed at the 1 mile, 3 mile and 5 mile radii around the S-1 site. In all cases, there was a large over-supply of retail in almost every category, especially clothing and general merchandise (mall-type stores). This indicates that Kingston is already a retail destination in the region and is attracting more sales than the area residents analyzed can support. This will become evident with analysis of shopping centers in the area.



Retail Supply Outstrips Demand

REAL ESTATE MARKET OVERVIEW:

Market Based Conclusion: TWG performed a location analysis and interviewed local area real estate sales and rental agents to assist with determining the strengths or weaknesses of the real estate market in several categories. This includes residential rental and sales, retail and office rentals. Industrial use was not appropriate for the site, and hospitality was not analyzed in depth as it is outside the scope of this market overview.

Commercial office space:

According to local area interviews, the greater Kingston/Ulster market has not recovered from IBM’s exodus in 1994. This event has affected all classes of real estate, perhaps to a lesser degree with retail and medical office facilities. The IBM property now known as Tech City, has 2.5 million s.f. office, manufacturing and warehouse on 260 acres is currently reported to be vacant. Additionally, only 200,000 out of 500,000 s.f. of build-to- suit office space (now known as the Hudson Valley Business Center) has been re-let since IBM vacated. Overall, there has been limited activity in the last 14 years.

Washington Street and the Stockade District (Old Kingston – Heritage Trail) are considered the business, banking, professional and government district.

Medical office: \$22-25/sq.ft. triple net for medical space and includes landlord work-letter.

Example: 330 Washington Avenue – Owned by Deegan & Sanglyn
 Kingston Health Pavilion – 10,000 s.f. Adaptive re-use of existing facility – 30 months from acquisition to lease up – IDA Financing. This property is 100% leased to (a) Medical

Associates of the Hudson Valley, PC; (b) Rhinebeck Women's Health – OBGYN; (c) The Women's Health and Fitness Foundation; State of NY

Commercial (non-medical office) : Rents are reported at \$12 triple net for class B space or side street location; and \$18 for office space that is class A space and location (i.e. avenue location) Includes landlord work-letter.

Example: 475 Washington Avenue (opposite Trailways site)
2006 – Progressive Insurance Company
2,734 s.f. - 5 year lease - \$15.50/sq.ft. – 3% annual bumps.
Landlord work-letter – approx. \$30/sq.ft.

Given the dominance of medical employment in the area it was not surprising to find that medical offices were leasing on Washington (#330) for a rate of \$22 to \$25/sf annually fully built-out. Other office space in the area was renting for \$12-\$18/sf. Info on vacancies was not provided.

Retail Space:

The traffic on Washington Ave. and the apparent interest of CVS pharmacies in the S-1 site seems to indicate that the site may be attractive for retail if adequate parking can be conveniently located.

Big box retail and chain restaurants are located north of Kingston in Ulster, at the intersection of 9W and Route 209. This is also where the former IBM facility is located (Tech City – Enterprise Drive).

General retail overview: In the vicinity of Washington Avenue there is one anchored center Kingston Plaza. Owner indicates the he draws mostly from the local market (including hotels and from senior citizen bus traffic) but also shares in some of the regional market from as far away as Woodstock in the Catskills (especially at his own home center store). His tenants indicate that they service local tourist traffic whose clientele includes skiers, tourists, and summer horse shows at the Saugerties Horse Shows (HITS). There are also several walking streets in the Stockade District (Old Kingston) with restaurants and retail (North Front Street and Wall Street). There were few space availability signs –an estimated 4-6 units measuring from 1500 to 2500 s.f. except for one unit of 9,150 on Wall Street).

As mentioned above, big box nationals are located in Ulster on 9W and Route 209, approx. 5 miles North of S-1 site. The draw for those stores is regional, and draws as far away as Woodstock, Rhinecliff, New Platz, and Saugerties, etc. Other retail/night life is located on the Kingston river waterfront.

Kingston Plaza – 34 stores – 312,000 s.f. - 99% occupied
Only one vacancy of 1,200 s.f. – asking \$12/sq.ft. (no rear loading access)

Small units - range from \$12/sq.ft. net to over \$20/sq\ft. for out parcels (Walgreen's)
 Anchors:

- Hannafords Supermarket (69,000 s.f)
- Steve and Barry's (56,000s.f.) It was formerly occupied by Sears, then Ames and is now in financial trouble.

Other large tenants: Herzog's Home Center (Plaza's owner occupant), Walgreen, Blockbuster, Ben Franklin Crafts,

Center Name	Size/stores	Miles from site S1
Kingston Plaza	300,000/35	2.4
Kings Mall	212,000/25	2.7
Hudson Valley Mall	800,000/91	2.9
Kingston Center	136,000/10	2.9
Shoprite Center	37,000/3	2.6
Ulster Crossing	132,000/11	2.6
Techcity	180,000/NAV	2.7

Total square footage of shopping center retail within 5 miles is almost 1.8 Million Square feet of retail.

Residential rental:

The residential market has also felt the impact where the demographic profile of the renting community has shifted from younger single as tenants seeking one bedroom units to senior citizen/retirees and doctors, attending hospital resident programs, at Kingston and Benedictine Hospitals, most of which seek 2 bedroom apartments.

Night life, locally owned boutiques, restaurants, boating facilities, are centered on the river front, the Rondout Creek Historic District. Two large residential projects are slated for that area. Hudson Landing is a 1,750 unit residential project with 78,000 s.f. of commercial, and is a slated 12-15 year redevelopment of a 250 acre abandoned quarry by AVR Realty. Sailors Cove includes 186 market condos, 76 senior condos, 41 luxury waterfront townhomes, 60 water-view apartment rentals, and 60,000 square feet of commercial space for restaurant and retail space.

The residential rental category may have some support with empty nesters and other seniors given the high rate of rentals (vs. owed units) and the aging population. Interviews with local agents revealed that the Dutch Village located at 500 Washington (just one block south of S1) is 95% occupied. This complex and a neighboring complex have over 1000 units each. Dutch Village was built as a high end mid-rise rental in 1973 to cater to young IBM employees, but is now 80% leased to seniors. It is primarily 1 and 2 bedrooms with the 2 bedroom being the most desirable units. Two bedroom units (tenant pays all utilities and heat) rent for \$815 to \$915/month. The typical renter was once a New York City resident who has moved to the quaint city of Kingston and will regularly visit New York City by Trailways bus.

1. Dutch Village Apartments – 130 units – 95% Occupied – one and two BR units renting from \$815 to \$ 955 / month plus all utilities (except hot water). General demographic is senior citizens and retirees (80% - of which approx. 25% originate from NYC).

2. Stony Run Apartments – 267 units – 100% occupied – one BR's (approx 50 units or 20%) and two bedrooms (207 units or 79%). Rental rates for one BR's is \$760 and for 2 BR's is \$950, including heat. Tenant pays water and electric.

Others: Sunset Garden, 140 units; Lake Shore Villa; Fairview Gardens; Lake Katrine Apartments.

Real estate market conclusions:

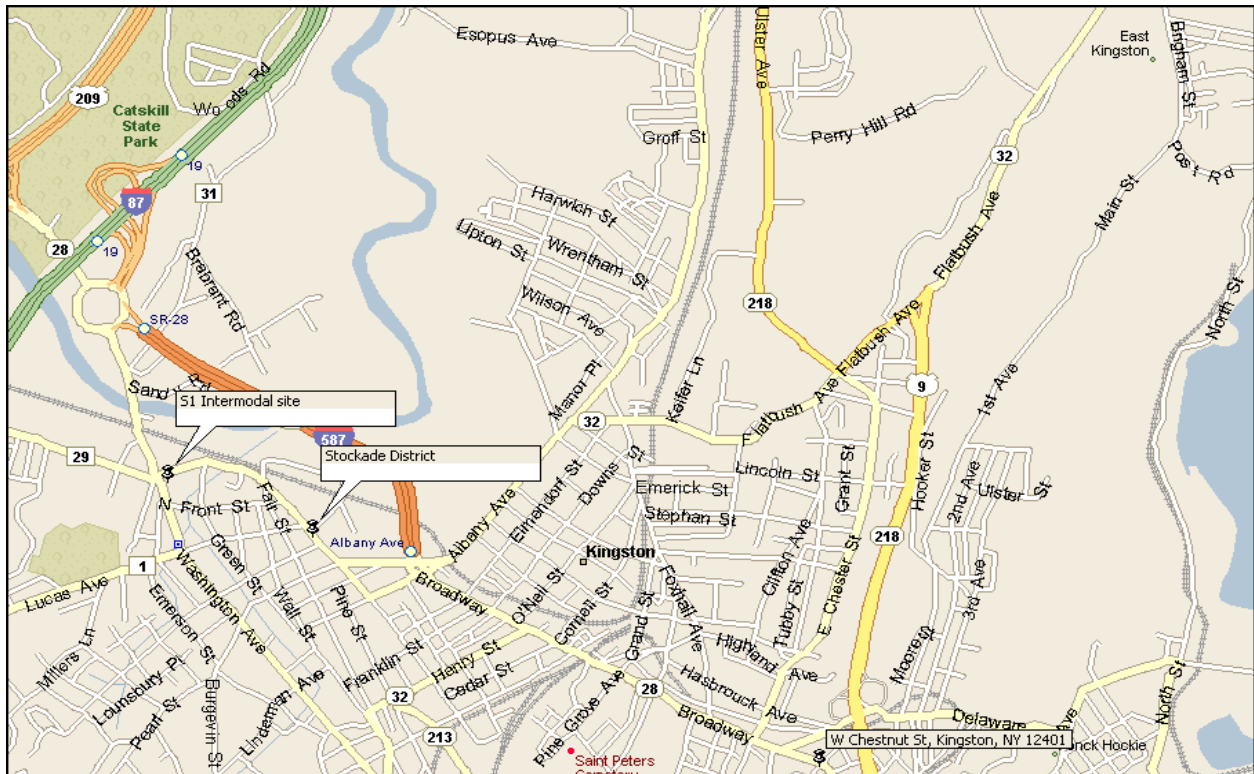
Based on the market overview, two categories stand out as having the combination of market support and site/location compatibility: Multifamily residential catering to empty nesters and seniors (possibility a combination of affordable and market rates units). The proposed retail, linked to the intermodal facility, would be located on Washington Ave., and would cater 50% to riders and 50% to day workers and areas residents.

Industrial use is not appropriate for this location, and big box retail is also too large. Hospitality has not been ruled out, but is beyond the scope of this market overview. Commercial office may have some potential but it would be more cost effective to build on a clean site or in a more “suburban” location.

PROGRAMMING ANALYSIS FOR FACILITY:

Site Description—S-1: This proposed site is located at the corner of Washington Ave. and Schwenk Drive in downtown Kingston. It is located in close proximity to the I-87 on and off ramps, and it is within walking distance to the historic Stockade district and downtown. It is also a short distance from residential areas and at the same time is close to older commercial districts as well. Washington Ave. supports a significant level of commercial space for medical and FIRE (Finance, Insurance and Real Estate) related uses. According to a city source, the traffic on Washington near the I-87 exit is 30,000 cars daily. The area’s most popular bakery is located across from the site. As such, this may make the site attractive to retail users.

The site would be appropriate for retail or other commercial activities from the location alone. In addition, multifamily residential located over the intermodal facility would provide a market draw to the popularity of the Dutch Village and the clientele that are users of the bus system.



Site S-1 Proposed Intermodal Facility

The site support for residential above the intermodal station could be supported by occupancy rates of neighboring properties. A TOD type mixed-use development with limited parking for residential units may be a workable consideration.

The key component of retail is that it should be facing Washington Ave. to attract the most traffic, and will need, at the least, convenient short term parking. The other key component of retail is that it should be 50% focused on the ridership draw and the rest on area residents and day workers. Since the ridership is strong, ridership/transit-oriented retail would focus on food, sundries, and financial services. etc. Workers and resident oriented retail may include food (dining), fast food, and day-to-day necessities such as drug store. However, it should be emphasized that overall retail in the area is over supplied. There are very few categories that are under supply. It would be due to the high car traffic and location that may simply make this site more attractive than other sites. The retail that is under-supplied is not appropriate for this site. All of these types of retail require large blocks of space and generally pay low rents. These include nurseries, lawn and garden, furniture, warehouse clubs and super-stores, etc.

Retail Program: Within 5 miles of the proposed S-1 intermodal site there are over 1.7 million sf of shopping center type retail. This retail includes the Hudson Valley Mall, which is a 20-year old super-regional mall of over 700,000 sf. There is 39,000 sf of retail per person, (45,000 people). Obviously, there is no support of 39,000 sf of retail per capita.

As such, the retail within 5 miles is destination type mall-retailing that services a large region and is conventionally located close to an exit on I-87 in Kingston.

The transit component of the retail would have to cater to the needs of transit users for convenience. The remainder would need to capture the urban appeal component of area residents.

In the chart below, TWG has analyzed the amount of retail could be supported by the local residents and bus riders. Assumptions were made for both capture and spending. The total supportable retail was 3500 sf. Of this, 2800 was supported by local resident with a conservative 0.5% capture rate and approximately 700 sf by bus ridership. The ridership-supported retail could increase with increased facility usage.

Residential Program: The market would support additional units in the categories mentioned earlier. It is estimated that 50 to 100 new units would be supported based on the high occupancy levels. The key would be to program units that cater to the 60+ age group with the rents to fit their affordability requirements.

KINGSTON RETAIL SUPPORTABLE

<u>Transit Demand</u>		
Parking spaces		0
Train ridership		0
Bus ridership		266000
Total ridership daily		266000
Annual Ridership		266,000
Spending		\$ 5.00
Capture	20%	
Total annual spending		\$ 266,000
Sales assumption \$/sf		400
Sf supportable by transit		665
<u>Residential Demand</u>		
<i>Resident's households</i>		18676
<i>5 mile</i>		
New residents from 2008 market additions		
TOD Household Estimate		100
Total area residents submarket		18,776
HHI (household income)		\$ 60,611
EBI (effective buying income)		80%
Total HH EBI		\$ 48,489
Spending		50%
HH Spending		\$ 24,244
Total Spending of Residents		\$ 227,606,427
Market Capture %		0.5%
Total spending capture		\$ 1,138,032
Sales assumption \$/sf		400
Retail supportable by local residents		2,845
<u>Gap Retail</u>	-	\$
Sales assumption \$/sf		400
Capture		20%
Retail supportable in sf	-	
Total retail supportable		3,510 s.f.

APPENDIX:

Sources:

Claritas—Site Reports—Demographics and Economic scan 1,3, and 5 miles from site S1
www.nps.gov/nr/travel/kingston
catskills.homestead.com
Catskills Institute
www.city-data.com
<http://www.hvbusinesscenter.com>
<http://www.techcity.net/>
http://www.nypost.com/seven/01252007/realestate/river_renaissance_realestate_tina_traste_r.htm?page=0

Interviews:

1. Joe Deegan, Deegan and Sanglyn (agents and developers) 845-334-9700
2. Mike Berkholz, Catskill Mountain Associates (appraiser) 845-331-8545
3. Greg Rios, Mid-Hudson Valley Realty Group (owner, agent, appraiser) 845-336-6100
4. Tom Collins, Commercial Associates Realty Inc. (agent, owner, appraiser) 845-339-9100
5. Dennis Doyle, Robert Leibowicz (County Planning) 845-340-3340
6. Brad Jordan, Herzog's Supply Company, Kingston Plaza, 845-338-6300
7. Dotti, Dutch Village Apartments (leasing agent) 845-338-5170
8. Linda, Stony Run Apartments, 845-331-0778

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Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

List of Reports

List of Reports Consulted in Coordination with this Study:

Year Unknown

Kingston Waterfront Development Implementation Plan

1998

Kingston Economic Base Diversification Master Plan Project: Final Report, March 1998

2004

Feasibility Study for Water Supply & Distribution and Wastewater Collection & Disposal for The Landing at Kingston & Ulster, February 2004, Revised November 2004, Revised July 2005

Storm Water Management Report for The Landing at Kingston & Ulster, March 2004, Revised November 2004

The Landing at Kingston & Ulster Traffic Impact Study Volume 1, March 1, 2004, Revised October 6, 2004, Revised July 11, 2005

Combined Report on Scope & Adequacy of March 2004 Preliminary DGEIS for Kingston Landing Development, LLC Project, June 28, 2004

2005

Town of Ulster, Washington Avenue Corridor Study, January 25, 2005

Draft Generic Environmental Impact Statement for The Landing at Kingston & Ulster, Vol 1-5 July 2005

Combined Report on Scope & Adequacy of July 2005 DGEIS for Kingston Landing Development, LLC Project, July 18, 2005

Draft Final Report: Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis, August 2005

UCIDA Teicher Uptown Development Project Qualification Study, August 18, 2005

UCTC 2030 Long Range Transportation Plan, September 2005

2006

Draft Technical Memorandum: Washington Ave Corridor Access Management Plan, February 24, 2006

Kingston Planning Board Environmental Review Status: The Landing at Kingston & Ulster, June 2006

Ulster County Commuter Parking Lots: Capacity Analysis & Needs Assessment, November 8, 2006

2007

Ulster County Commuter Parking Lots: Capacity Analysis & Needs Assessment 2006, January 8, 2007

UCTC Unified Planning Work Program SFY 2007-2008, February 12, 2007

UCTC Final FFY 2008-2012 Transportation Improvement Program, October 1, 2007

Catskill Mountain Railroad's Comments on Proposed Kingston Intermodal Facility, October 2007

UCTC 2007 Traffic Monitoring Program, November 6, 2007

The RBA Group: Uptown Stockade Area Transportation Plan, November 2007

2008

UCTC FFY 2007 Federal Aid Obligation Report, January 9, 2008

Ulster County Commuter Parking Facilities Capacity Analysis & Needs Assessment 2007, January 22, 2008

UCTC Final Unified Planning Work Program, February 29, 2008

UCTC FFY 2008 Semiannual Federal Aid Obligation Performance Report, April 14, 2008

Market Overview and Preliminary Facility Programming, July 30, 2008

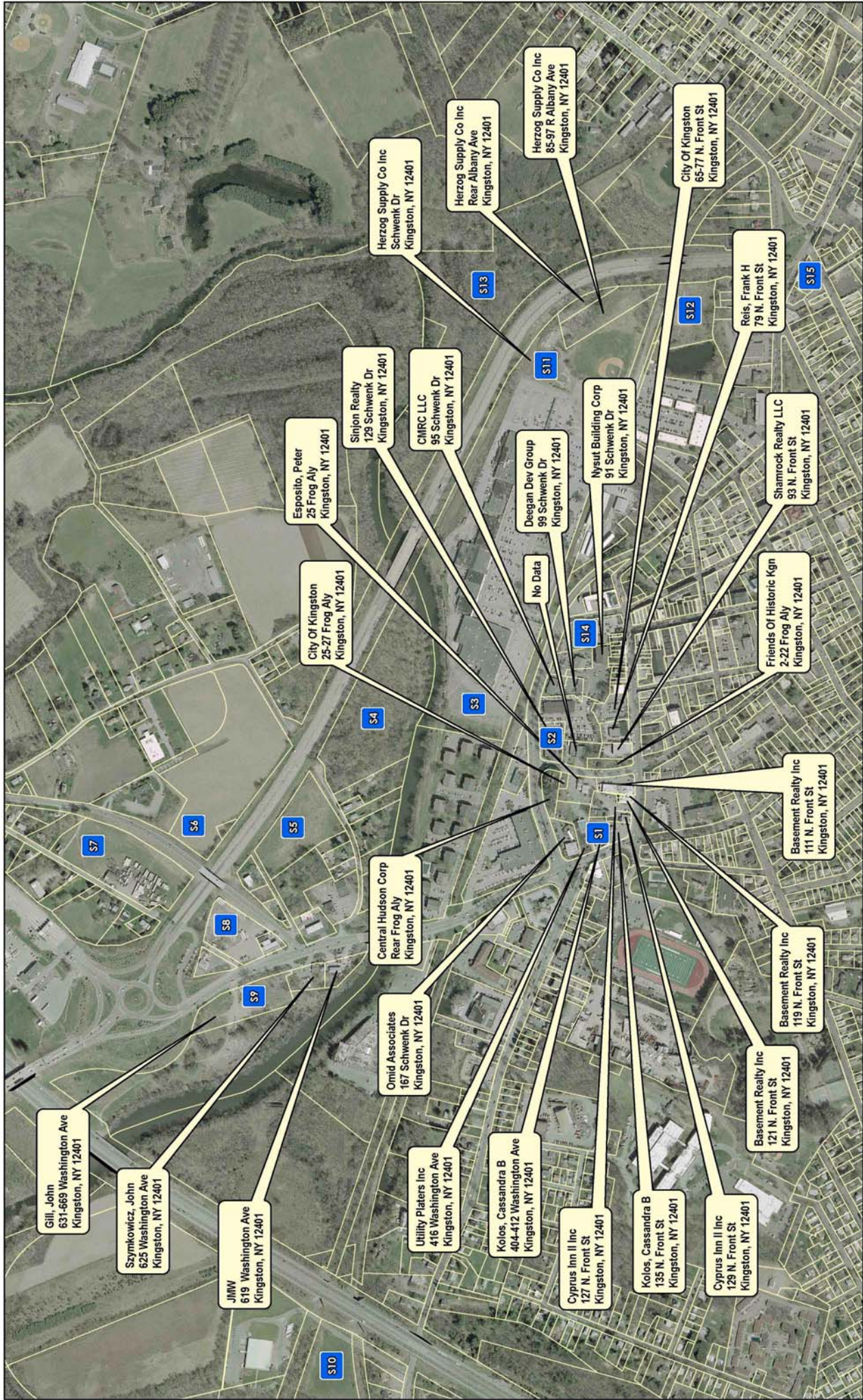
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Potentially Affected Property Owners & Graphic

POTENTIALLY AFFECTED PROPERTY OWNERS																
Site	PrintKey	ADDRESS NO.	ADDRESS NAME	NARR 1	NARR 2	NARR 3	OWNER 1	MAILING 1	STREET	CITY_STATE	ZIP CODE	ZIP PLUS 4	ZONING	COUNTY	CITY/TOWN	ID NUMBER
S1	48.314-1-4.1	111	N FRONT ST	Formally Lot 4			Basement Realty Inc	Attn: Uwe Deising	111 N Front St	Kingston, NY	12401		C-2	Ulster	KINGSTON	1976
	48.314-1-5	119	N FRONT ST				Basement Realty Inc		111 N Front St	Kingston, NY	12401		C-2	Ulster	KINGSTON	1978
	48.314-1-6	121	N FRONT ST	Location #			Basement Realty Inc		111 N Front St	Kingston, NY	12401		C-2	Ulster	KINGSTON	1979
	48.314-1-2	REAR	FROG ALY	6200			Central Hudson Corp		284 South Rd	Poughkeepsie, NY	12601			Ulster	KINGSTON	1974
	48.314-1-3	25-27	FROG ALY				City Of Kingston		420 Broadway	Kingston, NY	12401			Ulster	KINGSTON	1975
	48.314-1-7	127	N FRONT ST				Cyprus Inn II Inc	G Georgiou	303 Hillside Ter	Kingston, NY	12401			Ulster	KINGSTON	1980
	48.314-1-8	129	N FRONT ST				Cyprus Inn II Inc	G Georgiou	303 Hillside Ter	Kingston, NY	12401			Ulster	KINGSTON	1981
	48.314-1-12	25	FROG ALY				Esposito, Peter		25 Frog Aly	Kingston, NY	12401			Ulster	KINGSTON	1985
	48.314-1-9	135	N FRONT ST				Kolos, Cassandra B	Berardi Eugene	499 Hurley Ave	Hurley, NY	12443			Ulster	KINGSTON	1982
	48.314-1-10	404-412	WASHINGTON AVE				Kolos, Cassandra B		25 Stephens Way	Red Hook, NY	12571			Ulster	KINGSTON	1983
	48.314-1-1	167	SCHWENK DR			167-189	Omid Associates		PO Box 533	Hurley, NY	12443			Ulster	KINGSTON	1973
	48.314-1-11	416	WASHINGTON AVE			414-420	Utility Platers Inc		416 Washington Ave	Kingston, NY	12401		C-2	Ulster	KINGSTON	1984
S2	48.314-2-2.1	95	SCHWENK DR	Merged Lots 2.100 & 2.200	Formally Part Of Lot 2	93-103	CMRC LLC		PO Box 4121	Kingston, NY	12402		C-2	Ulster	KINGSTON	1987
	48.314-2-16	65-77	N FRONT ST				City Of Kingston		420 Broadway	Kingston, NY	12401			Ulster	KINGSTON	2002
	48.314-2-2.2	99	SCHWENK DR	Merged Lots 2.100 & 2.200	Formally Part Of Lot 2	93-103	Deegan Dev Group		325 Albany Ave	Kingston, NY	12401		C-2	Ulster	KINGSTON	1988
	48.314-2-21	2-22	FROG ALY				Friends Of Historic Kgn		PO Box 3763	Kingston, NY	12402			Ulster	KINGSTON	2005
	48.314-2-24.111	91	SCHWENK DR	Includes Part Lot 24.12 &	24.2	89-91	Nysut Building Corp		800 Troy Schenectady	Latham, NY	12110	2455	C-2	Ulster	KINGSTON	6592
	48.314-2-17	79	N FRONT ST				Reis, Frank H		79 N Front St	Kingston, NY	12401			Ulster	KINGSTON	2003
	48.314-2-20	93	N FRONT ST			91-97	Shamrock Realty LLC		PO Box 3031	Kingston, NY	12402			Ulster	KINGSTON	2004
	48.314-2-1	129	SCHWENK DR			119-133	Sinjon Realty	Attn: St John	PO Box 4380	Kingston, NY	12402			Ulster	KINGSTON	1986
	48.314-2-22.1		NO DATA AVAILABLE				NO DATA AVAILABLE									
S9	48.14-1-19	631-669	WASHINGTON AVE				Gill, John		PO Box 234	Hurley, NY	12443		35	Ulster	ULSTER	4828
	48.14-1-21	619	WASHINGTON AVE				JMW		12 Oak Ridge Ter	Kingston, NY	12401		35	Ulster	ULSTER	4830
	48.14-1-20	625	WASHINGTON AVE				Szymkowicz, John		625 Washington Ave	Kingston, NY	12401		35	Ulster	ULSTER	4829
S11	48.80-1-4.1	REAR	ALBANY AVE				Herzog Supply Co Inc		PO Box 3328	Kingston, NY	12402		C-1	Ulster	KINGSTON	0757
	48.80-1-4.2	85-97 R	ALBANY AVE				Herzog Supply Co Inc		PO Box 3328	Kingston, NY	12401		C-1	Ulster	KINGSTON	0758
	48.80-1-3		SCHWENK DR	Includes Lot 4.1 & 4.2			Herzog Supply Co Inc		PO Box 3328	Kingston, NY	12402		C-1	Ulster	KINGSTON	0756



UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

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APPENDIX

Alternative Evaluation Criteria

KINGSTON INTERMODAL FACILITY

Alternative Evaluation Criteria

Assigned Weight (Proportional Importance)

CRITERIA	Citibus	City of Kingston	NYS DOT	UCAT	Trailways	Ulster County Planning	Totals	Average	Rank
On-site transit operations	10	15	10	14	15	15	79	13.2	4
Vehicle access	15	10	10	21	15	10	81	13.5	3
On-site pedestrian access	10	10	15	9	0	7	51	8.5	5
Viable infrastructure	5	5	10	6	5	10	41	6.8	7
Environmental issues	10	5	5	5	5	10	40	6.7	8
Compatibility w/ strategic plans	5	5	5	3	0	5	23	3.8	10
Intermodal connectivity	20	20	15	16	25	20	116	19.3	1
Construction readiness	0	0	5	4	0	3	12	2.0	11
Community Impact	10	10	10	3	0	10	43	7.2	6
Enhances image of transportation	10	5	5	2	5	0	27	4.5	9
Parking	5	15	10	17	30	10	87	14.5	2
Total	100	100	100	100	100	100	0	0	0

Comments:

**Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY**

CRITERIA	DESCRIPTION	WEIGHT/SITES			
		Site No. 1 - Existing Terminal	Site No. 8 - Washington Ave Site	Site No. 11 - Plaza (East End)	
A. On-site transit operations					
1. Site configuration	Shape of site affects desirability	3.00	4.00	5.00	
2. Ease of bus circulation	Dependent on amount of bus program, shape of site, width of streets and size of intersections	3.00	5.00	4.00	
3. Future expansion	Site allows for future growth of operations	2.00	3.00	5.00	
4. Safety & Security	Passive and active measures to protect riders and property	3.00	5.00	5.00	
CRITERIA WEIGHT = 13.2					
	SITE TOTAL	2.75	4.25	4.75	
	SITE PERFORMANCE	36.30	56.10	62.70	
B. Vehicle Access					
1. Cars		4.00	5.00	5.00	
2. Buses		4.00	5.00	5.00	
3. Deliveries		4.00	5.00	5.00	
4. Traffic Impacts	Impact on signalization, amount of traffic, capacity of intersections.	4.00	4.00	5.00	
5. Routing Efficiency	Need for modifications to existing intercity and intracity bus routes.	4.00	4.00	4.00	
CRITERIA WEIGHT = 13.5					
	SITE TOTAL	4.00	4.60	4.80	
	SITE PERFORMANCE	54.00	62.10	64.80	

**Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY**

CRITERIA	DESCRIPTION	WEIGHT/SITES			
		Site No. 1 - Existing Terminal	Site No. 8 - Washington Ave Site	Site No. 11 - Plaza (East End)	
C. Pedestrians 1. Employees 2. Pedestrians - Traveling customers 3. Pedestrians - Non-traveling customers CRITERIA WEIGHT = 8.5	Walking to work	3.00	1.00	2.00	
	Those traveling and using the facility.	3.00	5.00	5.00	
	Those not traveling but using the facility	5.00	1.00	3.00	
	SITE TOTAL	3.67	2.33	3.33	31.17
	SITE PERFORMANCE		19.83		28.33
D. Viable Infrastructure 1. Stormwater/Drainage Capacity 2. Sewer 3. Water 4. Gas 5. Electric CRITERIA WEIGHT = 6.8	Do they exist? Are they adequate? Major alteration required? Impact on adjacent properties?	5.00	4.00	2.00	
		5.00	4.00	3.00	
		5.00	4.00	3.00	
		5.00	4.00	3.00	
		5.00	4.00	3.00	
		5.00	4.00	3.00	
	SITE TOTAL	5.00	4.00	2.80	34.00
	SITE PERFORMANCE		27.20		19.04
E. Environmental Issues 1. Created Issues 2. Existing/Property Issues CRITERIA WEIGHT = 6.7	Impact of noise, lighting, air quality, increase in pedestrian traffic-Comparing between sites Any hazardous materials, concerns, remediation required?	3.00	4.00	5.00	
		1.00	3.00	4.00	
	SITE TOTAL	2.00	3.50	4.50	13.40
	SITE PERFORMANCE		23.45		30.15

**Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY**

CRITERIA	DESCRIPTION	WEIGHT/SITES			
		Site No. 1 - Existing Terminal	Site No. 8 - Washington Ave Site	Site No. 11 - Plaza (East End)	
F. Compatible w/ strategic development plans					
1. 2030 Long Range Plan		4.00	4.00	4.00	
2. City of Kingston Economic Base Diversification Master Plan		4.00	4.00	4.00	
3. Washington Ave Study, Town of Ulster	Impact on current and future planning for this area.	4.00	4.00	4.00	
4. Washington Ave Study, City of Kingston	Impact on current and future planning for this area.	4.00	4.00	4.00	
5. Heritage Plan		5.00	4.00	4.00	
6. Urban Renewal Plan		5.00	4.00	4.00	
7. Zoning	Compatible with existing zoning	4.00	4.00	4.00	
8. Adaptive Reuse	Construction reuse of existing buildings and site features	4.00	4.00	3.00	
CRITERIA WEIGHT = 3.8					
	SITE TOTAL	4.25	4.00	3.88	
	SITE PERFORMANCE	16.15	15.20	14.73	

**Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY**

CRITERIA	DESCRIPTION	WEIGHT/SITES			
		Site No. 1 - Existing Terminal	Site No. 8 - Washington Ave Site	Site No. 11 - Plaza (East End)	
G. Intermodal Connectivity	1. Intercity Bus Service	3.00	5.00	3.00	
	2. CITIBus Service	4.00	4.00	4.00	
	3. UCAT Service	4.00	4.00	4.00	
	4. Taxi	4.00	5.00	5.00	
	5. Kiss and Ride	5.00	5.00	5.00	
	6. Bicycle	2.00	1.00	5.00	
CRITERIA WEIGHT = 19.3					
	SITE TOTAL	3.67	4.00	4.33	
	SITE PERFORMANCE	70.77	77.20	83.63	
H. Construction Readiness	1. Acquisition	3.00	3.00	3.00	
	2. Demolition/Site Plan	1.00	3.00	1.00	
	3. Reasonably available	2.00	3.00	4.00	
	CRITERIA WEIGHT = 2.0				
	SITE TOTAL	2.00	3.00	2.67	
	SITE PERFORMANCE	4.00	6.00	5.33	

**Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY**

CRITERIA	DESCRIPTION	WEIGHT/SITES			
		Site No. 1 - Existing Terminal	Site No. 8 - Washington Ave Site	Site No. 11 - Plaza (East End)	
I. Community Impact 1. Development Opportunities and Potential 2. Neighborhood Impact 3. Financial Impact 4. Environmental Justice CRITERIA WEIGHT = 7.2	Potential for private or public development on site or near by	5.00	4.00	3.00	
	Compatible and harmonious with existing uses and context	5.00	5.00	4.00	
	Affect on tax structure	1.00	3.00	3.00	
	Assess impact on minority and low-income population	5.00	2.00	5.00	
	SITE TOTAL		4.00	3.50	3.75
	SITE PERFORMANCE	28.80	25.20	27.00	
J. Enhances image of trans 1 Image and Aesthetics CRITERIA WEIGHT = 4.5	Positive impact on area with "Gateway" potential	5.00	5.00	3.00	
	SITE TOTAL	5.00	5.00	3.00	
		22.50	22.50	13.50	
K. Parking 1. Commuter 2. Short-term 3. Long-term 4. Additional parking CRITERIA WEIGHT = 14.5	Parks all day	4.00	4.00	4.00	
	Parks under 1 hour	3.00	5.00	5.00	
	Parks for multiple days	3.00	3.00	5.00	
	Adjacency to additional parking	1.00	3.00	5.00	
	SITE TOTAL	2.75	3.75	4.75	
	SITE PERFORMANCE	39.88	54.38	68.88	

Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY

	WEIGHT/SITES		
	Site No. 1 - Existing Terminal	Site No. 8 - Washington Ave Site	Site No. 11 - Plaza (East End)
TOTAL SITE PERFORMANCE	350.96	389.16	387.94
RANKING	3	1	2

UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

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APPENDIX

Meeting Minutes (including programming minutes and workshop minutes)

MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: November 6, 2006

Location: UCAT Conference Room
9:00 a.m.

Subject: Programming for Intermodal Bus Facility

Present:	Steve Finkle	City of Kingston
	Sweta Basnet	UCTC
	Laird Pylkas	Wendel Duchscherer (WD)
	Don Gray	WD

This purpose this meeting was to discuss space programming needs which will determine the size of the facility and thus the area needed for a site. This is the first step in the site selection process. The following notes are a summary of the discussion:

1. Facility should not be an island unto itself, where people park, get on the bus, and leave.
2. The City is working to revitalize the uptown area. Facility should provide a reason for non-riders to use facility, perhaps by having tourism offices, orientation for visitors, community room, coffee / food shop, rental cars, appropriate retail, a phone bank with preset numbers for various services. Should be a County-wide destination.
3. Consider interactive kiosks with transportation maps.
4. Perhaps provide a tie-in to it's history as the State's first capital.
5. The City currently has no available funding for the project, but will work with others for grants and earmarks.
6. Best site is the existing Trailways Terminal along with the Utility Platers site, which is a Brownfield site due to containing heavy metals. The City believes this project could be a double success by providing the new Intermodal and revitalizing the Brownfield site.
7. There was a brief discussion about the City's Municipal Parking Garage / Condominium project, which is currently in the scoping phase. It is a Type 1 Action. A Linkage Study is proposed and has been programmed by UCTC for uptown circulation and parking. Building height is an issue. The City changed the zoning ordinance to allow living above storefronts.
8. There is a proposal for 1700 units to be built on the river at the old cement plant site.
9. Bus routes should service the new developments, as well as major job centers. Citibus routes have not been looked at in a while. Ease of access to UCAT routes is important.
10. Uptown Masterplan is in the works.
11. Groups/individuals to talk to later in the process: Susan Cahill – planner at City Hall; Allen Adin – City traffic engineer; City DPW; Kingston Uptown Business Association; Uptown Steering Committee.
12. The baseball fields adjacent to Hannaford's Supermarket in the Kingston Plaza are in a flood plain.
13. Other sites suggested: in the proximity of the new Parking Garage / Condo project; and the building at Swank & Frog Alley which used to be the Sheriff's office.
14. City will provide WD with a copy of the Parking Garage / Condo project economic plan and the Platers Site environmental report.



Please review these notes and, if any remarks or observations need revision or are missing, return comments to me by November 21, 2006.

Prepared by:
Wendel Duchscherer Architects & Engineers PC

Laird Pylkas

Laird Pylkas, AIA
Associate Principal

cc: Attendees

MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: November 6, 2006

Location: UCAT Conference Room
10:30 a.m.

Subject: Programming for Intermodal Bus Facility

Present:	Cynthia Ruiz	UCAT
	Carol Hargrove	UCAT
	Sweta Basnet	UCTC
	Laird Pylkas	Wendel Duchscherer (WD)
	Don Gray	WD

This purpose this meeting was to discuss space programming needs which will determine the size of the facility and thus the area needed for a site. This is the first step in the site selection process. The following notes are a summary of the discussion:

1. Some of the UCAT information in the Cherwony Report of 8/05 is not correct. UCAT buses go everywhere in the County.
2. UCAT is a deviated fixed route, hub and spoke system with no pulse.
3. Some of UCAT's routes are a series of short runs.
4. Need better coordination between UCAT & Citibus as Citibus does not have a dispatcher working during all service hours. People call UCAT with questions.
5. Are not using lifts on the buses. New buses have ramps because they are less maintenance.
6. All buses have bike racks.
7. Plan for 2 UCAT spaces at the new Facility. Plan for 40' buses although UCAT has some smaller size buses.
8. Best spot for UCAT would be Kingston Plaza, but also understand this is not Trailways preference.
9. Worst spot would be outside the City limits of Kingston.
10. UCAT buses are not allowed to back up.
11. UCAT drivers would need toilet room and vending facilities in the new Facility.
12. No UCAT administration would be located in the new Facility.
13. Provide hotline phone for passengers to dispatch to request info on schedules.
14. One coordinated map / matrix showing the intersections of all bus routes would be very helpful in providing passengers routing and schedule information. This does not currently exist.
15. County may be recipient of FTA funds.
16. The new Facility "owner" and "operator" will need to maintain the Facility. Maintenance spaces will be included in the program.
17. Consider having a tourism center as part of the new Facility.
18. Consider including a security office. This may be a FTA requirement. WD to verify.
19. UCAT will be moving from "route deviation" to "point deviation" to save time and money due to less deadhead miles.
20. Should talk to Art Snyder, emergency coordinator, later in the planning process regarding the County's evacuation plan and determine if this affects the new Facility's program.

21. It is not envisioned that shuttle service will be a significant requirement for the new Facility.
Most tourism is associated with coach / intercity buses.
22. In the future, there may be bus service to Amtrak.
23. Are planning new service to Metro North from Rosendale.
24. Laidlaw has 2 runs – Blanche will call UCAT tomorrow to arrange to talk to WD.
25. Most passenger waiting could be outside with some protection – possibly provide some heat also.
26. WD should research the map New York Rides just completed.
27. The contact for MetroPool is Tammy Herrendean-Rice.

Please review these notes and, if any remarks or observations need revision or are missing, return comments to me by November 14, 2006.

Prepared by:
Wendel Duchscherer Architects & Engineers PC

Laird Pylkas

Laird Pylkas, AIA
Associate Principal

cc: Attendees

MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: November 6, 2006

Location: Citibus Office
1:00 p.m.

Subject: Programming for Intermodal Bus Facility

Present:	Toni Roser	Citibus
	Sweta Basnet	UCTC
	Laird Pylkas	Wendel Duchscherer (WD)
	Don Gray	WD

This purpose this meeting was to discuss space programming needs which will determine the size of the facility and thus the area needed for a site. This is the first step in the site selection process. The following notes are a summary of the discussion:

1. The Cherwony Report is generally correct regarding Citibus operations.
2. Citibus does not have a pulse operation.
3. Route times will be changing to give operators a 30 minute lunch break.
4. Maximum number of buses in the new Facility at one time would be 2 – one paratransit and one fixed route bus.
5. Prefers easy-in / easy-out bus bay, as opposed to in-line, nose-to-tail arrangement.
6. Currently there are two paratransit circulators. Paratransit does access Trailways Terminal.
7. Within next 10 years, paratransit may grow and there may be a need for one more fixed route.
8. Administration area:
 - 3 workstations – clerk/dispatcher, examiner
 - Supervisor's office
 - Small conference room (table w/4 chairs).
 - Drivers' room with 12 lockers, toilet room, vending, coffee
 - Office supply closet
9. There are 9 full-time bus drivers and 3 substitute drivers. This includes the paratransit drivers.
10. Work 2 shifts – start at DPW garage and change shifts at office.
11. Largest bus is 35' with bike rack – will not have larger buses due to narrow streets and turns.
12. Trolleys have "cow catchers" on the front.
13. Public comes to office for passes, etc.
14. Waiting for 6-10 at peak times – can be interior/exterior combination.
15. Smoking area away from building.
16. Utility Platers is most favored site.
17. Kingston Plaza is a bottleneck in and out.
18. No security needs beyond the basic.
19. Will not be extending hours due to union concerns. In the future, if possible, there is a desire to extend the hours for at least one route to 9 PM.
20. Stop 1 block from Trailways Terminal now – N. Front & Frog Alley.
21. HDCP lifts/ramps for Paratransit & trolley are in middle of bus toward the back.

- 22. Buses are low-floor with ramps.
- 23. Have 3 trolleys, 3 paratransit and 3 buses @ 35'

Please review these notes and, if any remarks or observations need revision or are missing, return comments to me by November 21, 2006.

Prepared by:
Wendel Duchscherer Architects & Engineers PC

Laird Pylkas

Laird Pylkas, AIA
Associate Principal

cc: Attendees

MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: November 6, 2006

Location: Trailways Office
2:00 p.m.

Subject: Programming for Intermodal Bus Facility

Present:	Mark Boungard	Trailways
	Anne Noonan	Trailways
	Christine Falzone	Coach USA
	Sweta Basnet	UCTC
	Laird Pylkas	Wendel Duchscherer (WD)
	Don Gray	WD

This purpose this meeting was to discuss space programming needs which will determine the size of the facility and thus the area needed for a site. This is the first step in the site selection process. The following notes are a summary of the discussion:

1. The Cherwony Report is generally correct regarding Trailways operations.
2. Herringbone bus arrangement is preferred. Trailways buses would back up in this arrangement, which is acceptable to them.
3. Regular peak times - have 6 buses on site at the same time twice a day Friday and Sunday.
4. Holiday peak times - there are as many as 11 -12 buses on site at one time.
5. Need staging area for 3 buses - 2 for Trailways and 1 for Coach USA.
6. Requirements for the new Facility are the same as the existing - waiting w/ vending; ticket counter w/ space for two agents; package reception w/ scale and secure storage; drivers' room; office/cash room; toilet rooms; pay phones; service by vending trucks.
7. No fueling or sewage dump is required.
8. Maintenance garage is located between existing Terminal and Headquarters on Hurley.
9. Open 5:00 a.m. to 11:30 p.m., 7 days/week.
10. Buses are 45' long with 46' turning radius (plan for 50' turning radius).
11. Bus bays do not need curbs.
12. HDCP lift is in the middle toward the back.
13. March had 10,000 passengers, August (busiest month) = 12,000.
14. Provide for future self-service ticket/schedule kiosks.
15. Current package room is not large enough. eBay has created a significant growth in the package express service for intercity carriers. Space is also needed for unattended packages.
16. Total of 5-6 employees, with 3 (2 agents and 1 baggage person) being on site at once. The staff works two shifts. Staffing stays the same during peak holiday periods - they simply process more passengers and buses.
17. Current waiting area is much too small. Up to 1,000 people/day use the facility. Plan for 120 seat waiting area (6 buses x 20 people/bus) and 240 using the new Facility.
18. The passenger boarding and queuing process needs much improvement. Currently it is unsafe and confusing. The new Facility would ideally have gates with electronic signage for each bus.

19. Passengers take their own baggage to the bus.
20. Dedicated taxi waiting area needed.
21. Drop-off / Kiss and Ride area needed.
22. Public address system needed.
23. Office space is also cash room – out of sight; drivers' room is also break room; dispatch has desk in drivers' room.
24. Trailways acts as the agent for Coach USA, and they will share space with Trailways when they start running their Kingston route.
25. Agent gets money from vending.
26. Newspaper boxes needed.
27. TV screens would be a nice amenity to have.
28. Upgrade security from existing – monitor from offices on Hurley.
29. Dumpster needed.
30. Currently contract out snow plowing.
31. Like the present location as it has easy on/off access to the Highway.
32. Prefer to stay away from high traffic retail locations.
33. 95% of the riders go to NYC.
34. Slow steady growth – 4%/year.
35. Trailways feels that a Park and Ride lot can work well as part of the service route. However, Trailways will not use the new Rosendale Park and Ride facility due to safety concerns.

Please review these notes and, if any remarks or observations need revision or are missing, return comments to me by November 21, 2006.

Prepared by:
Wendel Duchscherer Architects & Engineers PC

Laird Pylkas

Laird Pylkas, AIA
Associate Principal

cc: Attendees.

SITE VISIT NOTES

Project Title: Site Selection Study for the Intermodal Bus Facility

Date: November 7, 2006

Location: UCAT Maintenance Facility
9:00 a.m.

Subject: Programming for Intermodal Bus Facility

Present: Carol Hargrove UCAT
Laird Pylkas Wendel Duchscherer (WD)
Don Gray WD

WD was given a tour of the new maintenance facility by Carol Hargrove, Ops Manager. The facility opened in April 2005. The following notes are a summary of the walk-thru:

1. There was considerable fill used to make a level building area. The fill was from crushed stone excavated in the Police compound construction.
2. There are 6 parking lanes for 2 to 3 vehicles depending on size. They are all pull-thru.
3. Mechanical equipment is in a mezzanine.
4. Maintenance bays are all 2-deep pull-thrus. They have one pit and one Mohawk parallelogram lift.
5. Parts are in mezzanine.
6. Wash bay has a walk-around, 1-brush washer. Drivers wash their own buses. The washer is walked around twice, once w/ soap & once to rinse. Takes about 4-5 minutes for complete job.
7. 2/3 of second floor is not finished & is expansion space.
8. There are 2 exterior storage sheds – 1 for maintenance equipment (snowblower, etc.) & one for tires & tire work.
9. Fueling station is under construction with 2 fueling positions and above-ground tank. It is neither enclosed nor heated.

Prepared by:
Wendel Duchscherer Architects & Engineers PC

Laird Pylkas

Laird Pylkas, AIA
Associate Principal

cc: Attendees

SITE VISIT NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: November 7, 2006

Location: Trailways Terminal
10:00 a.m.

Subject: Programming for Intermodal Bus Facility

Present: Anne Noonan
Laird Pylkas
Don Gray

Trailways
Wendel Duchscherer (WD)
WD

This purpose this visit was to observe the operation of the existing terminal. The following notes are a summary of the discussion:

1. The waiting room is approx. 28' x 30' which includes:
 - Ticket counter (approx. 12 x 16 including package reception)
 - Package reception counter (low) with scale
 - 3 vending machines
 - 1 gum ball machine
 - 3 game machines
 - 12 seats
 - 2 toilet rooms
 - Phones
2. Baggage room/drivers' room (approx. 8' x 20') is too small.
3. Small room off baggage room for dispatcher/public announcements.
4. Small office w/no windows serves as agent's office & cash room.
5. Buses & cars mix on site with pedestrians & taxis.
6. All cars are given hang tags good for time requested for parking. Tags are free & given out with ticket purchase.
7. Need more parking.

Please review these notes and, if any remarks or observations need revision or are missing, return comments to me by November 21, 2006.

Prepared by:
Wendel Duchscherer Architects & Engineers PC

Laird Pylkas

Laird Pylkas, AIA
Associate Principal

cc: Don Gray.

Project Title: City of Kingston Intermodal Facility
Location: City of Kingston City Hall

Meeting Date: October 11, 2006
Subject: Site Location and Conceptual Design Analysis

NEXT MEETING SCHEDULED: 11.14.06 @ 10:00 AM @ UCAT.

Initials	Name and Email	Company	Phone
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council (UCTC)	845-340-3340
RR	Russell Robbins rrobbins@dot.state.ny.us	NYS DOT Region 8	845-431-5978
TR	Toni Roser citibus@ci.kingston.ny.us	Citibus	845-331-3725
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council	845-340-3339
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation	845-340-3335
MB	Mark Boungard mboungard@trailwaysny.com	Trailways	845-339-4230

Item	Description	Due	Ball in Court
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1.00 **Introduction**

1.01 The meeting began with a welcoming statement by Ulster County and introductions of all attendees. The purpose of the meeting was to initiate the City of Kingston Intermodal Facility Site Selection and Conceptual Design Analysis project.

2.00 **Project Schedule**

2.01 WD distributed copies of the Proposed Design Schedule, which showed the approximate amount of time for each of the five Tasks defined in the project scope of work.

2.02 The Proposed Design Schedule provides for completing the site selection and conceptual design analysis in nine months from the execution of the Contract, which was September 7, 2006. This would mean completion by June 7, 2007.

2.03 WD stressed this was a preliminary overall schedule breakdown that would need further refinement and additional detail based on today's meeting and subsequent information gathered as part of Task #1.

3.00 **Project Scope**

3.01 WD will immediately begin the work for Task #1 (Existing and Future Public Transportation System) and Task #2 (Facility Requirements) following this meeting. Task #1 primarily involves gathering of existing information and Task #2 primarily involves developing the program for the proposed Intermodal Facility. These two tasks must be completed before potential sites for the new Intermodal Facility can be identified and evaluated because they will help establish the necessary size of the Facility and the evaluation criteria that will be used in the site selection process.

Item	Description	Due	Ball in Court
3.02	In addition to the "Intermodal Opportunities Analysis" report by Abrams-Cherwony and the 2030 Long Range Plan, WD requested assistance in identifying what other pertinent studies and reports should be used in the project analysis. In response the City of Kingston gave WD a copy of the "Kingston Economic Base Diversification Master Plan Project".		
3.03	The information in the Washington Avenue Corridor Plan would also be pertinent. Mark Sargent of Creighton Manning may be able to help provide this information.		
3.04	Traffic data will be collected and used in the site selection analysis. Both traffic volumes and street / roadway geometry will play an important part in the evaluation of the potential sites.		
3.05	Other studies and reports will be identified during the interview process with the Steering Committee, facility users and project stakeholders.		
3.06	The County provided WD with a list of the new Intermodal Facility users so programming meetings can be scheduled. Cynthia Ruiz offered the use of the UCAT facility / conference room for these meetings. WD will schedule these programming interviews and meetings. Dennis Doyle will attend these interviews and meetings.		
4.00	<u>Additional Discussion</u>		
4.01	The City of Kingston recommended that other intermodal facilities be reviewed and possibly visited to perform a lessons learned analysis. WD can assist with this, due to the large number of intermodal facilities they have designed. The scope of work also provides for a Peer Review, which will be performed during the conceptual design phase. This Peer Review will be provided by outside entities that own and operate comparable intermodal facilities to the one being proposed for Kingston.		
4.02	The City of Kingston envisions the new Intermodal Facility as more than a large parking lot with a waiting area. It is desired that this new Facility also be a catalyst for potential economic development. Ulster County also suggested there is strong potential to integrate a tourism component and/or program into the new Facility.		
4.03	The scope of work includes the WD design team identifying economic development opportunities and facility ownership scenarios, and then using their best professional judgment to make appropriate recommendations in these areas. One of the questions to be answered is if municipal ownership is a viable option. These opportunities and recommendations will be coordinated with FTA funding requirements.		
4.04	It was mentioned that Trailways is potentially interested in the Utility Platers building, even though it may have environmental concerns. It was mentioned that sites with environmental concerns, such as the Utility Platers site, may still be a strong potential site for the new Intermodal Facility if appropriate and innovative ways can be found to deal with the environmental issues.		
4.05	Trailways discussed the point that safe, effective transit operations are the most important aspect of the New Facility. There was strong agreement by all regarding this point. For the project to be viewed as successful, it must first and foremost function well from a transportation perspective.		
4.06	Ulster County Transportation Council (the MPO) is satisfied with the studies and progress to date, and is confident the project is proceeding in the proper		

Item	Description	Due	Ball in Court
	sequence and direction. The process and progress to date has been properly documented, reviewed and approved by the appropriate agencies.		
4.07	"Walkability" will be an important aspect to the new Facility, as it must safely accommodate pedestrian access.		
4.08	WD's project contact will be Bill Tobin.		
4.09	Ulster County will provide an area map showing the extents of the project area for the location of the new Intermodal Facility.		
4.10	The next meeting will be at 10:00 AM on November 14, 2006, at Ulster County Area Transit, NYSDOT Training Center, 1 Danny Circle, Kingston, NY 12401. The purpose of this meeting will be to review the results of the programming meetings and to establish the evaluation criteria for the site selection process.		
4.11	WD was asked if it could provide examples beforehand for both the programming meetings and the evaluation criteria meeting so attendees can be more prepared. WD will provide this information in advance.		
4.12	The new Facility may be supported by a Park and Ride lot at the Circle, with potentially one hundred (100) spaces.		
4.13	Summary of discussion regarding the main Project Goals and Objectives (each of the following items was an expression by one of the attendees):		
4.13a	Should result in identifying a consensus-based preferred site and associated conceptual plans.		
4.13b	Should result in identifying preferred sites that allow the project to move ahead.		
4.13c	Should result in identification of a preferred location, construction budget, ownership and operating recommendations.		
4.13d	The project results should include a detailed implementation plan.		
4.13e	Should include a recommended site and construction budget, along with any potential phasing recommendations.		
5.00	<u>Summary of items distributed and/or transmitted at this meeting:</u>		
5.01	All attendees received a Meeting Agenda		
5.02	All attendees received a Proposed Design Schedule		
5.03	All attendees received a copy of the attendee Sign-In Sheet		
5.04	WD received a copy of the "Kingston Economic Base Diversification Master Plan Project".		
6.00	<u>Summary of action items:</u>		
6.01	Ulster County will provide an area map showing the extents of the project area for the location of the new Intermodal Facility.		UC
6.02	WD will send Ulster County a GIS data request form.		WD
6.03	WD will provide a refined and more detailed project design schedule.		WD

Item	Description	Due	Ball in Court
6.04	WD will provide advance information and examples for the programming and evaluation criteria meetings.		WD
7.00	<u>Summary of attachments to these meeting minutes:</u>		
7.00a	Meeting Agenda		
7.00b	Proposed Design Schedule		

These minutes constitute our understanding of the discussion and conclusions reached. Please advise us in writing within ten (10) calendar days of any exceptions or corrections. After that, these meeting minutes will be considered accurate and complete.

Respectfully submitted,

Donald E. Gray, AIA
Project Manager

C: All attendees
Susan VanBenschoten – Fitzgerald & Halliday, Inc.
Katherine A. Dewkett PE – Dewkett Engineering
David Williams – The Williams Group
Robert W. Lambert – McFarland-Johnson, Inc.
WD In-house Team Members
WD file

CITY OF KINGSTON
Intermodal Facility Site Location
and Conceptual Design Analysis

Meeting Agenda

10:00 am
Wednesday, October 11, 2006

City of Kingston City Hall
Conference room No. 1
420 Broadway
Kingston, NY 12401

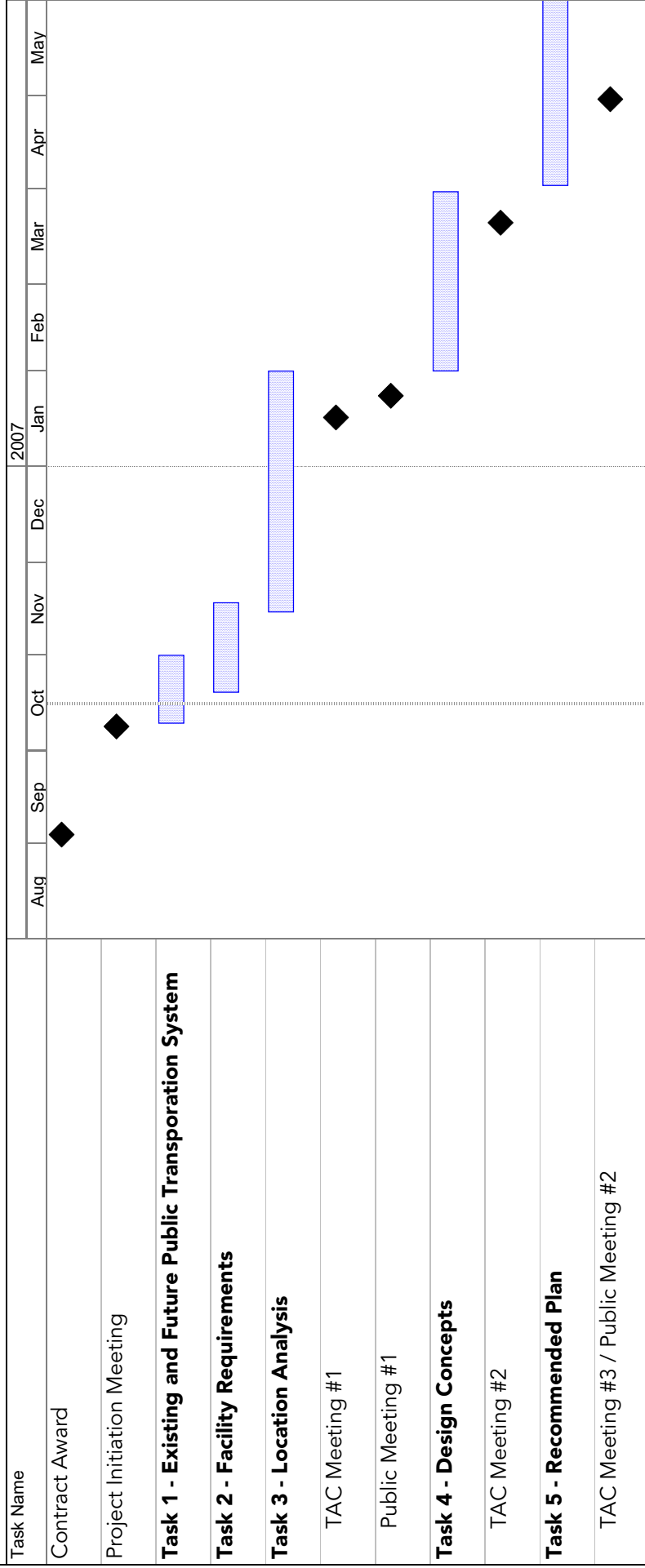
Agenda Items	Time
1. Welcome/Introductions	10:00 am
2. Review Scope of Work	
A. Confirm and further define goals, objectives and priorities;	
B. Role and responsibility of the Transit Advisory Committee;	
C. Lines of communication between TAC and consultants;	
D. Project Schedule and important milestones;	
E. Public involvement strategy;	
F. Existing information, previous studies, other available info.	
3. Wrap-up	11:45 am

ULSTER COUNTY TRANSPORTATION COUNCIL

City of Kingston Intermodal Facility Site Location and Conceptual Design Analysis

RFP-UC06-09 Submittal

Proposed Design Schedule



Project Title: City of Kingston Intermodal Facility
Location: UCAT Conference Room

Meeting Date: November 14, 2006
Subject: Site Selection Criteria

NEXT MEETING SCHEDULED: TBD

Initials	Name and Email	Company	Phone
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council (UCTC)	845-340-3340
RR	Russell Robbins rrobbins@dot.state.ny.us	NYS DOT Region 8	845-431-5978
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council	845-340-3339
CR	Cynthia Ruiz cru@co.ulster.ny.us	Ulster County Area Transportation	845-340-3335
MB	Mark Boungard mboungard@trailwaysny.com	Trailways	845-339-4230
SB	Sweta Basnet sbas@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
TJ	Tom Jackson tjac@co.ulster.ny.us	Ulster County Area Transportation	845-334-8421
DEG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 **Introduction**

1.01 The main purpose of the meeting was to discuss and determine the appropriate site selection grading criteria to be used in "scoring" the sites that will be considered for the Kingston Intermodal Facility.

2.00 **Discussion**

2.01 The starting point for the discussion was the criteria used by Wendel Duchscherer for previous intermodal site selection studies. Discussion and comments from the Steering Committee were noted by Wendel Duchscherer, who will issue a draft description of the criteria to be used for this project as decided by the Committee during the meeting. Committee members will review this draft description to ascertain that all desired elements are included as discussed, and then they will distribute 100 points among the main criteria, giving more points to the items they consider more important. This will be step no. 1 in establishing the proportional "weight" for each criteria.

2.02 NYS DOT stressed the need for the project site selection analysis to properly address the new Facility's parking needs, both for short and long term parking. It was noted that addressing the parking needs may call for satellite parking or future parking structures in addition to what is provided on the new intermodal site.

2.03 In reviewing the membership of the Steering Committee, it was agreed that a representative from the Town of Ulster should be included. The Committee will ask the Town of Ulster to decide on the appropriate person to represent the Town.

- 2.04 Significant users of the new Intermodal Facility, such as taxi companies and commuter groups, will be specifically invited and encouraged to participate in the public meeting sessions so their comments and input can be considered and included in the project development and site selection study.
- 2.05 FTA will be copied on the site selection criteria analysis and process, thereby giving them opportunity to review and comment.
- 2.06 Wendel Duchscherer distributed a more detailed project design schedule for the Committee's review and comment. Wendel Duchscherer will e-mail a copy of this schedule to all Committee Members.
- 3.00 **Summary of items distributed and/or transmitted at this meeting**
- 3.01 All attendees received a detailed design schedule.
- 4.00 **Summary of Action Items**
- 4.01 Wendel Duchscherer to distribute agreed upon evaluation criteria to all Committee members. WD
- 4.02 Committee members to rank criteria in order of importance and return to Wendel Duchscherer by 12.01.06. ALL
- 4.03 Wendel Duchscherer will e-mail detailed project design schedule to all Committee members. WD
- 5.00 **Summary of attachments to these meeting minutes**
- 5.01 No items attached. Detailed design schedule will be sent to all Committee members in a separate email.

These minutes constitute our understanding of the discussion and conclusions reached. Please advise us in writing within ten (10) calendar days of any exceptions or corrections. After that, these meeting minutes will be considered accurate and complete.

Respectfully submitted,



Donald E. Gray, AIA
Project Manager

C: All attendees
Toni Roser - Citibus
Susan VanBenschoten - Fitzgerald & Halliday, Inc.
Katherine A. Dewkett PE - Dewkett Engineering
David Williams - The Williams Group
Robert W. Lambert - McFarland-Johnson, Inc.
WD In-house Team Members
WD file

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Amherst, NY 14228

MEETING MINUTES

Project Meeting
WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility
Location: Kingston City Hall

Meeting Date: January 18, 2007
Subject: Site Selection Analysis
Draft Program

Attendees:

Initials	Name and E-mail	Company	Telephone
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council (UCTC)	845-340-3339
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
RR	Russell Robbins rrobbins@dot.state.ny.us	NYS DOT Region 8	845-431-5978
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
TJ	Tom Jackson tjac@co.ulster.ny.us	Ulster County Area Transportation	845-334-8421
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
TR	Toni Roser citibus@ci.kingston.ny.us	Citibus	845-331-3725
MB	Anne Noonan anoonan@trailwaysny.com	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
KD	Kathy Dewkett kdewkett@dewkett.com	Dewkett Engineering	845-876-5250
DZ	Dave Zielinski dzielinski@wd-ae.com	Wendel Duchscherer (WD)	716-688-0766
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 **Data Collection to-Date:**

1.01 WD has collected a number of existing reports, existing GIS data, photographs and visual observation information from on-site visits. The two Washington Avenue Corridor studies obtained, one each for the Town of Ulster and City of Kingston, contain some of the more pertinent information that relates to this analysis.

2.00 **Evaluation Criteria:**

2.01 The Alternative Evaluation Criteria spreadsheet reflecting the Steering Committee's collective ranking of the eleven (11) main scoring criteria in the order of importance was discussed. In view of the fact "Intermodal connectivity" was ranked number one, "Parking" was ranked number two and "Vehicle access" was ranked third, a question was raised as to whether "Parking" should really be

Item	Description	Due	Ball in Court
	ranked as the number two criteria in order of importance. Another question was raised concerning the "On-site pedestrian access" criteria ranking as number five in order of importance, and the possibility this ranking was not reflective of it's actual level of importance. After some discussion, it was agreed to leave the criteria ranking as shown and trust the evaluation process.		
2.02	While the evaluation process being followed for this project is an analytical, objective, mathematical process, there is also an intuitive aspect to the process based on local knowledge, sound judgment, and recognized industry practices that will be used by the Committee members and consultant team in the decision making process.		
2.03	The "average" shown for each criteria in the Alternative Evaluation Criteria spreadsheet is the value to be used for the "Criteria Weight" in the more detailed Comprehensive Alternative Evaluation Matrix that will be used for grading (scoring) the sites.		
3.00	<u>Draft Space Program:</u>		
3.01	The draft space program was discussed. Based upon interviews with the users and operators of the new facility, it reflects a building of approximately 9,500 SF and a site of approximately 100,000 SF, for a total of 109,500 SF (2.5 acres).		
3.02	The program components and size will need to be reviewed and refined as the project progresses, as well as balanced with future construction budgets. When floor plans for the top two preferred sites are developed, this will present an opportunity for further discussion and refinement of the proposed program elements.		
3.03	The program provides for site and building expansion based upon 4% growth over a period of 10 years.		
3.04	One of the items needing consideration and final determination by the Committee is the capacity of the interior waiting area and the amount of parking to be provided. Currently the program provides interior waiting for sixty (60) people as well as parking for sixty (60) vehicles. Outside of the bus bays and bus circulation, these two elements will have the largest impact on the program size.		
3.05	If necessitated by the configuration of the preferred sites, a two-story facility was mentioned as a possibility. This would allow for a smaller building footprint on the site without reducing desired program space.		
4.00	<u>Initial Analysis of Potential Sites:</u>		
4.01	An aerial map of potential sites for the new facility within the defined study area was next presented and discussed. The potential sites presented were selected based on a combination of the following criteria: <ul style="list-style-type: none"> • Potential sites identified by Abrams-Cherwony Report • Commercial properties that are currently vacant • Commercial properties of sufficient size to accommodate the program either by themselves or in combination with adjacent properties • Commercial properties that are not currently vacant but whose location is considered optimum due to highway access or surrounding context 		

Item	Description	Due	Ball in Court
4.02	During the analysis it became apparent there are a limited number of properties / parcels within the defined study area that meet either one or a combination of the above criteria.		
4.03	Based on their internal analysis, the consultant team made an initial recommendation that four of the potential sites be advanced for further development. The goal is for the Committee members to review this recommendation and make a final determination which sites will be advanced for further consideration.		
4.04	The Committee decided to wait for the results of the 1-30-07 Public Information Meeting before deciding which sites should be advanced. The public input received will be factored into the decision making process.		
4.05	Between now and the next Committee meeting, Committee members were asked to individually consider the potential sites identified and give their feedback to WD. It was suggested this feedback include which sites seem most viable, which do not, and the reasons why. WD will collect this feedback, consolidate / summarize it, and distribute to all Committee members.		
4.06	Shortly after the 1-30-07 Public Meeting, the Committee will reconvene and decide the sites to be advanced for further consideration.		
5.00	<u>Public Meeting Format and Agenda:</u>		
5.01	<p>WD will prepare a draft presentation for the County's review. The Public Meeting agenda outlined during the meeting was:</p> <ul style="list-style-type: none"> • Description and history of the project • Description of intermodalism • Explain why an intermodal facility would benefit Kingston and the County • Describe the evaluation process and show the evaluation criteria • Discuss the program • Discuss the defined study area • Seek public input regarding location and what services / amenities should be included in the new facility • Define the next steps, including future public meetings 		
6.00	<u>Next Steps:</u>		
6.01	The 1-30-07 Public Information Meeting.		
6.02	Reconvene the Committee soon after the Public Meeting to discuss and decide the sites to be advanced for further development and consideration.		
7.00	<u>Summary of items distributed and/or transmitted at this meeting</u>		
7.01	The Alternative Evaluation Criteria spreadsheet reflecting the Steering Committee's ranking of the scoring criteria.		
7.02	Draft space program.		
7.03	Aerial map showing WD's initial analysis of potential sites within the study area.		

Item	Description	Due	Ball in Court
8.00	<u>Summary of Action Items</u>		
8.01	WD to prepare a draft of the Public Meeting presentation for County review.	1-25-07	WD
8.02	Committee members to consider the potential sites presented by the consultant team and give their feedback to WD as described in item 4.05 above.	1-31-07	ALL
9.00	<u>Summary of attachments to these meeting minutes</u>		
9.01	No items are attached to these meeting minutes.		

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within ten (10) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: 
Donald E. Gray, AIA, Project Manager

Dated: 01-25-07

- C:
- All attendees
 - Mark Boungard Trailways
 - Susan VanBenschoten Fitzgerald & Halliday, Inc.
 - David Williams The Williams Group
 - Robert W. Lambert McFarland-Johnson, Inc.
 - WD In-house Team Members
 - WD file

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201

Amherst, NY 14228

MEETING MINUTES

Project Meeting (Conf. Call)

WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Meeting Date: February 13, 2007

Location: . Conference Call

Subject: Site Selection Analysis
Public Meeting

Attendees:

Initials	Name and E-mail	Company	Telephone
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
RR	Russell Robbins rrobbins@dot.state.ny.us	NYS DOT Region 8	845-431-5978
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
TR	Toni Roser citibus@ci.kingston.ny.us	Citibus	845-331-3725
MB	Mark Boungard mboungard@trailwaysny.com	Trailways	845-339-4230
AN	Anne Noonan anoonan@trailwaysny.com	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
KD	Kathy Dewkett kdewkett@dewkett.com	Dewkett Engineering	845-876-5250
DZ	Dave Zielinski dzielinski@wd-ae.com	Wendel Duchscherer (WD)	716-688-0766
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 General Discussion:

- 1.01 The purpose of the meeting was to discuss the comments received at the Public Meeting held on January 30, and how they relate to the site selection process for the new Intermodal Facility. Meeting minutes from the January 30 Public Meeting had been distributed to the Technical Advisory Committee (TAC) members on February 7, 2007.
- 1.02 When this meeting was originally scheduled with the TAC members several weeks prior to this meeting date, one of the agenda items mentioned was potentially deciding which of the identified sites should be advanced for further study and consideration as the location of the new Intermodal facility, and which sites should be dropped from consideration. However, WD recommended not discussing this item nor making any decisions at this meeting, for two reasons: (1) complete feedback and input had not been received from the TAC members regarding the advantages and disadvantages of the initial sites identified by WD, and (2) the public comments from the January 30 meeting recommended consideration of three sites not previously identified by WD, one of which was offered voluntarily for consideration by the owner via a letter to the UCTC.

Item	Description	Due	Ball in Court
1.03	In order for the TAC members to have sufficient time to give due consideration to the three new sites recommended by the public, as well as complete their analysis of the sites initially identified by WD, it was agreed by all meeting participants to spend more time individually analyzing the potential sites before making any decisions.		
1.04	To facilitate and further assist the TAC members in their individual analysis, WD stated they would send out a revised aerial site plan and a revised information chart (matrix) adding the three new sites and listing the pertinent information for each.		
1.05	All participants agreed to send their individual comments and recommendations to WD by Thursday, February 22. WD will compile a summary of all the comments received and distribute to the TAC in advance of the next TAC meeting, which is scheduled for Thursday, March 1 st @10:00 AM at Kingston City Hall.		
1.06	Bill Tobin will speak with Dennis Doyle concerning the potential to add a representative from the Town of Ulster to the TAC. Mr. Joel Brink was mentioned as a potential candidate.		
1.07	Since this meeting was a conference call format, all attendees were individually asked if they were in agreement with the approach as outlined above, and if they had any questions or concerns. Every attendee verbally responded they were in agreement with the approach, and had no concerns or questions.		
1.08	There was one item mentioned by Trailways concerning the public outreach process; specifically whether it would be possible to ever achieve sufficient attendance at future public meetings so as to have the desired diversity of users present, offering their views and comments. While the TAC and WD will work diligently to make the public outreach process as inclusive and diverse as possible, NYSDOT stated that we will not be able to control the number of people who attend the public meetings, and the TAC has the responsibility to give due consideration to whatever comments are received from the public within the appropriate context of the project goals and objectives. All participants were in agreement on this point.		
<u>2.00</u>	<u>Next Steps / Action Items:</u>		
2.01	WD will mail revised aerial maps and the associated information charts for the potential sites to the TAC members by the end of Tuesday, February 13.		
2.02	TAC feedback to WD on the potential sites is due by Thursday, February 22, 2007.		
2.03	WD will compile a summary of the TAC feedback and distribute to the TAC in advance of the March 1 st TAC meeting.		
2.04	The next TAC meeting will be Thursday, March 1 st , @ 10:00 AM @ Kingston City Hall.		
<u>3.00</u>	<u>Summary of items distributed and/or transmitted at this meeting</u>		
3.01	No items were distributed at this meeting.		

Item	Description	Due	Ball in Court
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4.00 Summary of attachments to these meeting minutes

4.01 No items are attached to these meeting minutes.

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within ten (10) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: 
Donald E. Gray, AIA, Project Manager

Dated: 02-23-07

- C: All attendees
Dennis Doyle UC
Tom Jackson UCAT
Susan VanBenschoten Fitzgerald & Halliday, Inc.
David Williams The Williams Group
Robert W. Lambert McFarland-Johnson, Inc.
WD In-house Team Members
WD file

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Amherst, NY 14228

MEETING MINUTES

Project Meeting

WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Meeting Date: March 1, 2007

Location: City of Kingston – City Hall

Subject: Site Selection Analysis

Attendees:

Initials	Name and E-mail	Company	Telephone
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Planning	845-340-3339
DM	David Markowitz (by telephone) dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
JB	Joel B. Brink	Town of Ulster	845-331-4409
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
TR	Toni Roser citibus@ci.kingston.ny.us	Citibus	845-331-3725
MB	Mark Boungard (by telephone) mboungard@trailwaysny.com	Trailways	845-339-4230
AN	Anne Noonan anoonan@trailwaysny.com	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council Staff	845-340-3340
KD	Kathy Dewkett kdewkett@dewkett.com	Dewkett Engineering	845-876-5250
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 Meeting Overview:

- 1.01 The purpose of the meeting was to discuss the feedback received from the Technical Advisory Committee (TAC) members regarding the potential sites for the location of the new Intermodal Facility, and based on that feedback, select which sites to advance for more detailed study and analysis.

2.00 Summary of TAC Feedback:

- 2.01 WD presented a summary of all feedback received from the TAC members, as follows:

<u>Site Designation</u>	<u># of recommendations for further study</u>
S1 Existing Terminal with Platers Company	6
S2 Former Sheriff's Office	4
S15 Broadway & I-587 intersection (Domino's area)	3
S9 Existing Visitor's Center	2
S11 East end of the Plaza	2

Item	Description	Due	Ball in Court
S3	West end of the Plaza	1	
S5	Vacant site south of I-587 bet. Sandy Rd & Powell Lane	1	
S12	Lilli Pond of Kingston	1	
S14	Uptown Parking Garage	1	
S16	WKNY	1	

The following sites received no recommendations for further study:

- S4 Vacant site south of I-587 bet. Sandy Rd. and Esopus Creek
- S6 Corn field at the northeast intersection of I-587 & Sawkill Rd.
- S7 Vehicle stor./repair shop at the northwest intersection of I-587 & Sawkill Rd.
- S10 Vacant site immediately south of Trailways maintenance shop
- S13 Dock Street Associates site, north of I-587

Site S8 is unavailable due to another project being developed on that property.

3.00 Summary of Sites to be Advanced:

3.01 After significant discussion, it was decided to advance the following sites for more detailed study and analysis:

- S1 Existing Terminal with the Platers Company (both as stand alone and in combination with site S2).
- S2 Former Sheriff's Office (both as stand alone and in combination with site S1).
- S9 Existing Visitor's Center.
- S11 East end of the Plaza, with the condition new dedicated entry and exit ramps from the I-587 would be constructed.
- S12 Lilli Pond of Kingston, in conjunction with the existing Kingston Hospital Dialysis Center on Albany Avenue.

3.02 While not being advanced for more detailed study at this time, it was agreed a study sketch would be developed for site S15 to analyze it's area and size in relation to the current program.

3.03 Reasons for not advancing site S3 are primarily due to the adjacent residential community (the Dutch Village Apartments) and the conflict with the existing rail right-of-way and associated potential "rails to trails" development.

3.04 Reasons for not advancing site S5 are discussed in more detail under item 4.00 below.

3.05 Reasons for not advancing site S14 are primarily due to it being the location of a current proposed mixed use development project that would be considered a "high and better use" for that site location.

3.06 Reasons for not advancing site S16 are primarily due to the fact the location is not as optimal or advantageous in comparison with the other potential sites.

Item	Description	Due	Ball in Court
4.00	<u>Additional Items of Discussion:</u>		
4.01	In their feedback to WD, Trailways did not initially recommend further study of site <u>S11</u> (the east end of the Plaza). However, during the meeting, Trailways stated they would consider utilizing this site as the new Intermodal Center under the condition that dedicated entry and exit ramps from I-587 be constructed as part of the project.		
4.02	Trailways does not feel site <u>S15</u> , even with a new roundabout at the I-587 / Broadway intersection, would be a viable location for their operation due to traffic access and congestion issues.		
4.03	The City stated there is potential to consider constructing a parking structure on the existing surface lot located on North Front Street directly behind the existing car dealership on Schwenk Drive. They recommended this be considered as part of the option development for site <u>S2</u> , wherein the new Intermodal Facility parking could be accommodated in this parking structure.		
4.04	The City would prefer the Plaza site to be considered wholistically, and not necessarily identified as the "Hannaford Plaza Site" and the "Ames Plaza Site". However, it was also acknowledged that the site at the west end of the Plaza, near the former Ames store, would present challenges due to it's adjacency to the Dutch Village Apartments.		
4.05	The City does not prefer the new Intermodal Center be located near the intersection of the I-587 and Broadway (site <u>S15</u>). The traffic and access issues associated with this area are significant. The UCTC will initiate a study later this year to analyze the feasibility of constructing a roundabout at this intersection.		
4.06	UCTC staff recommended a cost benefit analysis be performed for the proposed dedicated entry and exit ramps from the I-587 to a potential Plaza site. These ramps may result in a benefit to the entire area in relieving traffic access and congestion issues.		
4.07	Site <u>S5</u> was not advanced for further study. While it was acknowledged this site had excellent potential due to it's size and proximity to I-587, the City stated the costs associated with mitigating the flood plane issues would be cost prohibitive and ill advised. The City stated that property acquisition costs, not mitigation, should be the goal for funding allocations. They further added that site <u>S5</u> 's location did not offer the presence necessary for an intermodal facility and associated economic development. Based on current planning efforts, left hand turns from Washington Avenue to this property may not be allowed. The property is also located immediately adjacent to residential properties.		
4.08	The City also expressed concern for site <u>S2</u> , which is also located in the flood plane, for the same reasons as noted for site <u>S5</u> .		
4.09	UC Planning recommended the combination of site <u>S12</u> and the Dialysis Center on Albany Avenue be studied in more detail. There is a possibility of some consolidation and/or a merger within the local medical community that may allow this site to become available. The City will call the appropriate individuals to discuss the potential availability of the Dialysis Center site. One of the advantages of this site, should it be available, would be adaptively reusing part of the existing building for the new Terminal building.		

Item	Description	Due	Ball in Court
4.10	<p>NYSDOT stated their agreement with advancing sites <u>S1</u> and <u>S2</u> for further study. In regard to which of the other sites should be advanced, NYSDOT stated they would defer to the TAC group, with the qualification that Trailways and the City agree with the direction.</p>		
4.11	<p>While NYSDOT had previously stated the desire to avoid major highway work as part of this project if possible, they also stated during the meeting they will consider doing so if it is the most appropriate approach for the project as determined by the TAC.</p>		
4.12	<p>NYSDOT feels the option of a combination of sites <u>S1</u> and <u>S2</u> should be studied. They also stated the parking issues need to be properly addressed. This may mean including a parking structure and/or a park and ride lot in the design options, depending on the site. Ideally, the park and ride lot would be located close to the existing traffic circle. Depending on the direction which the project takes, UCTC staff commented that NYSDOT and NYSTA may need to pursue additional park and ride lots as a separate issue.</p>		
4.13	<p>WD was asked to contact the owner of the Plaza to discuss the project and determine if any Plaza property would be available for acquisition.</p>		
4.14	<p>The group discussed the timing and protocol for notifying property owners that their properties may be involved with or affected by the project. Per NYSDOT's recommendation, it was agreed this question would be discussed with the City and County's legal counsel. However, in that regard, it was decided there are several property owners that may be contacted at this point in time. UC Planning stated that the property owner of site <u>S9</u> has attempted to get in touch with the County, most likely to discuss the project. The City also felt it would be appropriate for them to talk to the Platers Company owner due to their previous discussions. WD can still contact the owner of the Plaza to discuss potential availability of property. The timing and protocol for notifying other property owners will occur after discussions with the City's and County's legal counsel.</p>		
4.15	<p>Citibus stated that the sites being advanced for further study were viable locations for the new Intermodal Facility, with the possible exception of site <u>S9</u>, due to the poor pedestrian access for this site. Citibus users are predominantly pedestrians, and so site <u>S9</u> would not be optimal for their central operations.</p>		
5.00	<u>Next Steps / Action Items / Next Meeting:</u>		
5.01	The next meeting is Thursday, March 29 th at 10:00 AM at Kingston City Hall.		
5.02	WD will develop site plans for the sites to be advanced.	All items for 5.00 are due prior to 3-29-07 TAC meeting	WD
5.03	City to make inquires regarding the Dialysis Center site.		City
5.04	City and County to discuss owner notification protocol with legal counsel.		City and County
5.05	City to discuss the project with the owner of the Platers site.		City
5.06	WD to contact the owner of the Plaza to inquire about property availability.		WD
6.00	<u>Summary of Items Distributed and/or Transmitted at this Meeting:</u>		
6.01	No new items were distributed at this meeting.		

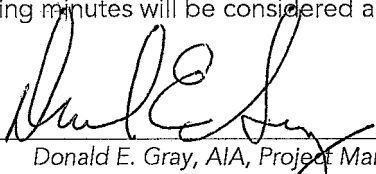
Item	Description	Due	Ball in Court
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7.00 Summary of Attachments to these Meeting Minutes:

7.01 No items are attached to these meeting minutes.

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within five (5) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: 
Donald E. Gray, AIA, Project Manager

Dated: 03-06-07

- C:
- All attendees
 - Cynthia Ruiz UCAT
 - Tom Jackson UCAT
 - Russell Robbins NYSDOT
 - Susan VanBenschoten Fitzgerald & Halliday, Inc.
 - David Williams The Williams Group
 - Robert W. Lambert McFarland-Johnson, Inc.
 - WD In-house Team
 - WD file

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Amherst, NY 14228

MEETING MINUTES

Project Meeting

WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Meeting Date: March 29, 2007

Location: City of Kingston – City Hall

Subject: Site Plan Layouts

Attendees:

Initials	Name and E-mail	Company	Telephone
DM	David Markowitz (by telephone) dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
RR	Russell Robbins rrobbins@dot.state.ny.us	NYS DOT	845-431-5978
JB	Joel B. Brink jbrink92@aol.com	Town of Ulster	845-331-4409
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
TR	Toni Roser citibus@ci.kingston.ny.us	Citibus	845-331-3725
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
AN	Anne Noonan anoonan@trailwaysny.com	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council Staff	845-340-3340
CM	Charles Moore cemoore@dot.state.ny.us	NYS DOT – Main Office - Transit Bureau	845-431-5978
KD	Kathy Dewkett kdewkett@dewkett.com	Dewkett Engineering	845-876-5250
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 Meeting Overview:

- 1.01 The primary purpose of the meeting was to present initial preliminary site plans of the sites being advanced for detailed study. These preliminary site plans were not presented as final, but that they had reached a point of development wherein feedback from the Technical Advisory Committee (TAC) was necessary in order to finalize them so they could realistically be "graded and scored".
- 1.02 Since the last meeting, Site S12 (the Lilli Pond of Kingston) in conjunction with the Dialysis Center, was dropped from further consideration due to significant grade differential issues. TAC members were notified of this recommendation by Dennis Doyle in his email of 3-8-07. WD concurred with this recommendation.

2.00 Summary of TAC Feedback for Preliminary Site Plans:

2.01 Site S1:

- A. This site plan layout resulted from responding to the various constraints of the parcels, both in area and elevation (existing grades). The constraints

Item	Description	Due	Ball in Court
	<p>primarily consist of no access from Washington Avenue and North Front Street, the area and geometry of the three parcels being utilized and significant elevation (grade) differentials across the parcels.</p> <p>B. No access from Washington Avenue and North Front Street would necessitate access from Frog Alley and / or Schwenk Drive, which would require property acquisition or establishment of easements through parcels which are not currently available.</p> <p>C. WD stated TAC feedback from this meeting was needed in order to know how to deal with the various constraints, and that additional property may be needed in order to make this site function as desired.</p> <p>D. This site option needs to be a denser urban design. Utilize a multi-story building approach and consider using an extension (overhang) of the second and/or third floor as a "canopy" for the buses.</p> <p>E. Consider using the elevation / grade differential as an opportunity to recess a portion of the new building into the site as part of the operation design. This may result in various points of access for different operational components (park and ride users, kiss and ride users, pedestrians, etc.) occurring on different levels.</p> <p>F. The new building should be located adjacent to the intersection, if possible.</p> <p>G. Consider providing access into the site from North Front Street by stopping westbound traffic at the Diner. (This is actually the current condition, and the existing pavement marking does not effectively stop vehicles from moving closer to the intersection.)</p> <p>H. There was concern expressed regarding using Frog Alley as the primary bus access. This is a narrow street, and if used as the primary access to the site, would potentially preclude on-street parking. WD stated a single intercity bus could make the turns into Frog Alley, but two buses could not do so at the same time.</p> <p>I. Reconsider the "no access from Washington Avenue" constraint. This constraint was established by the Washington Avenue Corridor Study done for the City of Kingston. Consideration should be given to a "bus only" access point into the site from Washington Avenue if necessary.</p> <p>J. Consideration should be given to incorporating the existing Diner into the new facility in such a way as it retains it's own identity, access and parking, and also provides convenient access for the Intermodal Center users.</p> <p>K. At the same time WD continues to investigate site plan options based on the above information, the City will investigate the potential availability of adjacent parcels (the Diner, Tree Service business, Medical Center at the corner of Washington and Schwenk, etc.) should they be necessary to make this option work as desired.</p>		

2.02

Site S2:

- A. The established constraint for this site was to utilize only the former Sheriff's Office and the existing car dealership properties. This site option offers a very safe configuration, since all users embark or disembark on a central island and can transfer without having to cross vehicular traffic, with the exception of long-term parking.
- B. Availability must be accurately determined for this property. It is not known if the former Sheriff's office is under a long-term lease. No contact with the

Item	Description	Due	Ball in Court
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existing car dealership has yet been made.

- C. The main thought expressed was a concern with the amount of modification required to Schwenk Drive, and the resulting traffic control issues introduced with the buses entering and exiting along Schwenk Drive.
- D. WD was asked to do a concept sketch showing the potential connection to the City-owned parking lot on North Front Street, with the premise the parking lot would have sub-grade parking levels, with a possible parking structure above.

2.03 Site S1a:

- A. This option combines the existing Terminal site (S1) and the former Sheriff's site (S2). To date, the only viable combination is locating of the long-term parking on the S2 site, with the remaining components of the new Intermodal Center being located on the S1 site.
- B. It was universally agreed this separation of long-term parking from the other components was impractical. It is too long for users to reasonably walk with luggage, is not ADA accessible due to the steep grades, and is too short of a distance to warrant a shuttle service.
- C. One thought expressed by the City was the potential to relocate Esposito's and the Tree Service business to the former Sheriff's site, and then use these vacated parcels to supplement the options for site S1.
- D. In addition, the same property availability issues as outlined for sites S1 and S2 apply to this option.
- E. Since this option is so dependent on the configuration of site S1, it was agreed this option would be further studied once the option for site S1 is finalized.

2.04 Site S9:

- A. While this site has sufficient size and capacity for the new Intermodal Center and a significant amount of support parking, the main concern with this option is it is located within the 100-year flood zone.
- B. This site is not convenient for Citibus and UCAT users, since the vast majority of them are pedestrians and walk to their bus stop. This site is a significant distance from the urban neighborhoods where most of the Citibus and UCAT users originate and/or are employed.
- C. It was also noted the new vehicle access to Washington Avenue required by this option, along with possible new traffic signals, would potentially be in conflict with traffic engineering standards required by the Washington Avenue Study recommendations.
- D. In the last meeting, the County mentioned the owner of this site was attempting to contact them. This is still in progress.

2.05 Site S11:

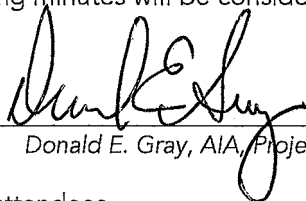
- A. This option presumes new dedicated access for buses is provided from I-587 to the new Intermodal Center. This is a requirement in order for Trailways to consider this site as a viable option for their operations and be willing to relocate to this location. NYSDOT has previously stated that they prefer a site that does not require a high cost of heavy highway work; however, they are

Item	Description	Due	Ball in Court
	willing to consider this an option.		
	B. The property owner has been contacted about this project, and is willing to discuss property acquisition, with the qualification that his final decision would be based on the proposed design.		
	C. An access between the new Intermodal Center and the rest of the Plaza must be provided for Citibus and UCAT. This will be for their use only.		
	D. The exact configuration of the access opening at the I-587, and the entire issue of de-certifying the I-587, needs further investigation based on FHWA regulations. Construction of a roundabout at this location was offered as a possibility.		
	E. The Committee felt that cars and buses should be allowed to use the dedicated access from the I-587, with separation of cars and buses occurring at some demarcation point between the I-587 and the new facility. Allowing cars to use this access would provide for traffic congestion relief in the surrounding area.		
	F. Before this option can be finalized, a meeting with the property owner must occur in order to determine if there are any location constraints. The City will arrange for this meeting and WD will attend.		
2.06	<u>Overall Summary:</u>		
	A. It was readily apparent the project analysis has progressed to the point where specific information regarding property availability must be obtained before the site options can be finalized and accurately evaluated / graded. This is also necessary before more Public Meetings can be held.		
	B. Steve Finkle will discuss this issue with the Mayor and other City agencies, and based on these internal discussions, will arrange for the appropriate inquiries to be made and necessary meetings held.		
3.00	<u>Additional Items of Discussion:</u>		
3.01	Taxi staging is included in the Kiss and Ride component.		
3.02	Future expansion capabilities are an important consideration for evaluating the potential options for the new Intermodal Center. This should be provided as part of the final options analysis provided by WD.		
3.03	WD will develop a description of the technical reasons why the existing Parking Garage site was eliminated from further consideration in response to the public's request that this site be considered.		
4.00	<u>Next Steps / Action Items / Next Meeting:</u>		
4.01	WD to work on making option refinements as described above.		WD
4.02	City to make inquiries and/or arrange meetings regarding property availability for the following:		City
	<ul style="list-style-type: none"> o Diner and Tree Service o Medical Office @ Washington and Schwenk o Esposito's (easement needed at a minimum) o Former Sheriff's Office o Car Dealership o Kingston Plaza 		

Item	Description	Due	Ball in Court
4.03	The County to follow-up with owner of site S9.		County
4.04	Next meeting of the TAC is to be determined after inquiries / meetings regarding property availability occur.		All
5.00	<u>Summary of Items Distributed and/or Transmitted at this Meeting:</u>		
5.01	Site plan options for sites S1, S2, S1a, S9 and S11 were distributed at this meeting.		
6.00	<u>Summary of Attachments to these Meeting Minutes:</u>		
6.01	No items are attached to these meeting minutes.		

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within five (5) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: 
Donald E. Gray, AIA, Project Manager

Dated: 04-05-07

C: All attendees
Nina Chung FTA
Dennis Doyle UC Planning
Tom Jackson UCAT
Mark Boungard Trailways
Susan VanBenschoten Fitzgerald & Halliday, Inc.
David Williams The Williams Group
Robert W. Lambert McFarland-Johnson, Inc.
WD In-house Team
WD file

Project Title: City of Kingston Intermodal Facility

Meeting Date: May 24, 2007

Location: City of Kingston – City Hall

Subject: S1 Site Plan Layouts

Attendees:

Initials	Name and E-mail	Company	Telephone
RR	Russell Robbins rrobbins@dot.state.ny.us	NYS DOT	845-431-5978
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council Staff	845-340-3340
MB	Maureen Brooks mbrooks@trailwaysny.com	Trailways	845-339-4230
KD	Dennis Doyle ddoy@co.ulster.ny.us	UCTC	845-340-3339
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 Meeting Overview:

- 1.01 The primary purpose of the meeting was to present two additional site plan layouts for the existing Terminal site. These were identified as S1 Option 2 and S1 Option 3. In order to address specific concerns and issues raised at the last meeting by the TAC members concerning the existing Terminal site, additional site grades were obtained, allowing WD to produce these two additional options.
- 1.02 The difference between the two options is the number of parcels utilized. S1 Option 2 is based on utilizing just three parcels (the existing Terminal, the existing adjacent parking lot, and the Utility Platers). S1 Option 3 is based on utilizing the adjacent Diner and Tree Service parcels in addition to the other three parcels.

2.00 Summary of Discussion:

- 2.01 After discussing Options 2 and 3, the Committee requested WD to develop a 4th Option that would incorporate selected components from Options 2 and 3. The established guidelines for Option 4 would be:
- A. Leave the Diner in it's current location.
 - B. Provide a new bus-only driveway, south of the existing Diner, from North Front Street. An easement would be necessary for this new driveway. This would be the only bus access for the site.
 - C. Revise the parking for the Diner due to the new bus-only driveway.
 - D. Provide an exit only curb cut for the buses onto Washington Avenue, right

Item	Description	Due	Ball in Court
	<p>out only.</p> <p>E. Provide parking for 150 cars by designing a parking structure with below and above grade levels as necessary to meet that quantity.</p> <p>F. Provide a cars only access into the new parking structure from Schwenk Drive, right in and right out only.</p>		
3.00	<u>Additional Items of Discussion:</u>		
3.01	Trailways stated they do not need a lay-by parking area due to the close proximity of their maintenance facility to the site.		
3.02	A revised option for Site S11 was presented. The revision provided for access for the local buses between the proposed Intermodal Terminal and the Plaza parking area, so they would not have to exit by I-587.		
3.03	The owner of the Plaza is willing to work with the project with the understanding the new access from the I-587 will also allow cars to access the Plaza. Steve Finkle will go back to the owner of the Plaza to discuss if this is an absolute and/or a deal breaker.		
3.04	Russell Robbins and Don Gray will investigate FHWA guidelines, criteria and potential constraints regarding the new I-587 access required for Site S11.		
3.05	Steve Finkle said it appears Ulster County Federal Credit Union has a long-term lease for Site S2 (the former Sheriff's office site). This potentially impacts the availability of this parcel.		
3.06	It was agreed the best way to reach out to potentially affected property owners and tenants of the sites under consideration was to invite them to a presentation wherein all the site options under consideration would be presented and explained. The City would develop the list of potentially affected owners and tenants, WD would provide a draft invitation letter for County/City review, and then the invitation letter would be sent out. WD would also make the presentation on behalf of the County and City. This would provide for consistency in the information provided to the potentially affected owners and tenants. The presentation was tentatively set for 6:00 PM, Thursday, June 21 at the UCAT Training Center. (Since that time, due to a request from Trailways for additional time to consider their site alternatives, it was decided to reschedule this meeting, date and time yet to be determined. It is anticipated the date for the meeting will be impacted by only several weeks.)		
4.00	<u>Next Steps / Action Items / Next Meeting:</u>		
4.01	WD to provide draft invitation letter for County/City review.		WD
4.02	The City will provide a list of the potentially affected property owners and tenants.		City
4.03	The City to follow up with the Plaza property owner regarding car access from I-587 being an absolute.		City
4.04	Russell Robbins and Don Gray to follow up regarding FHWA regulations for proposed I-587 access for Site S11.		RR and DG
4.05	Trailways to consider site alternatives in order for the next meeting to be scheduled.		Trailways

Item	Description	Due	Ball in Court
4.06	The next meeting will be a presentation to the potentially affected property owners and tenants for the sites under consideration. The date and time are yet to be determined. The location is expected to be the UCAT Training Center, although this will need to be confirmed once the date and time are determined.		TAC and WD
5.00	<u>Summary of Items Distributed and/or Transmitted at this Meeting:</u>		
5.01	Site plans for site S1 Option 2, site S1 Option 3, and revised Site S11 were distributed to the County and City at this meeting.		
6.00	<u>Summary of Attachments to these Meeting Minutes:</u>		
6.01	No items are attached to these meeting minutes.		

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within five (5) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: _____
Donald E. Gray, AIA, Project Manager

Dated: _____ 06-05-07

C: All attendees
Nina Chung FTA
Tom Jackson UCAT
Joel B. Brink Town of Ulster
Toni Roser Citibus
Anne Noonan Trailways
Mark Boungard Trailways
Kathy Dewkett Dewkett Engineering
Susan VanBenschoten Fitzgerald & Halliday, Inc.
David Williams The Williams Group
Robert W. Lambert McFarland-Johnson, Inc.
David Markowitz NYSDOT
Charles Moore NYSDOT
WD In-house Team
WD file

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Amherst, NY 14228

MEETING MINUTES

Project Meeting
WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Meeting Date: September 17, 2007

Location: Conference Call

Subject: Property Owner Meeting Prep

Attendees:

Initials	Name and E-mail	Company	Telephone
MB	Mark T. Boungard mboungard@trailwaysny.com	Trailways	(845) 339-4230 x123
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council Staff	845-340-3340
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
DD	Dennis Doyle ddoy@co.ulster.ny.us	UCTC	845-340-3339
DEG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766
RF	Renee Fiegel rfiegel@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
1.0	Purpose of the meeting (conference call): To discuss the Property Owner meeting agenda, invitees and intended outcome.		
2.0	Meeting invitation letters along with potential site conceptual layouts for S1, S2, S1 and S2 combined, S9 and S11 were sent to property owners and adjacent property owners.		
3.0	Renee will call invitees who have not yet responded to remind them of the meeting.	9.21.07	RF
4.0	The goal of the property owner's meeting is to get reaction and feedback from them. This may affect individual site grading criteria. It is also possible we will learn pertinent information that was not discovered in the original site research.		
5.0	WD will contact Nina Chung at FTA on behalf of the TAC to obtain guidance regarding the requirements for property acquisition. WD will copy WT and DD on this correspondence. Cynthia Ruiz stated the property owners may want to know how the price for their property will be decided.	9.21.07	RF
6.0	A PowerPoint presentation for the meeting will be developed by WD. It should describe how the project originated, its current status and the next steps.	9.19.07	DEG
7.0	Due to the project being funded by the FTA, they will have the final say on what site is most viable and agree with all decisions made by the TAC. This will be stated to the property owners.		
8.0	It will be important to stress to the property owners no decisions have yet been made or will be made without considering their input. The project is still in the study and analysis mode. However, we also need to convey the attitude of when		

Item	Description	Due	Ball in Court
	the project goes forward, not <u>if</u> we go forward. They need to understand this is a real project.		
9.0	The meeting is being conducted in a public manner so the process is fair, objective, unbiased and defensible. All attendees are receiving the same information, the same delivery, the same questions and the same answers. If further questions arise after the meeting, it will be requested they be submitted in writing, and they will be answered in writing. All information will be public knowledge. When progress reaches individual property negotiations, then issues will be considered confidential.		
10.0	Although the FTA has final say in site selection, they will not unduly influence the property owner's decision in the acquisition phase.		
11.0	An overall design and construction schedule and overview of funding timeframes should be included in the presentation.	9.17.07	DEG
12.0	NYS DOT is trusting the County, City and WD are following FTA requirements and protocols in regard to the project and public process.		
13.0	Funding from the FHWA will probably be "flexed" to FTA, but if so, the project may still have to honor FHWA's acquisition regulations and requirements.		
14.0	WD's final project report will include a discussion regarding the above items.		
15.0	Because property owners will want maximum value if their site is selected as the preferred location, they may be reserved and refrain from saying much at the public meeting. WD will make an effort to make sure all attendees state their thoughts and opinions, if possible.		
16.0	The project funding does include acquisition costs.	9.21.07	DD

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within five (5) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: _____
Renee Fiegel

Dated: _____ 10-8-07

- C: All attendees
 Russell Robbins
 Joel Brink
 Toni Roser
 Susan VanBenschoten
 Kathy Dewkett
 WD in-house team

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Committee

Amherst, NY 14228

MEETING MINUTES Transit Advisory

WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Location: Kingston City Hall

Meeting: Date: September 26, 2007

Subject: Project Progress Meeting &
Discussion re: Meeting w/
Potentially Affected Property
Owners

Attendees:

Initials	Name and E-mail	Company	Telephone
HM	Harry G. Jameson III towntinkertober@yahoo.com	Catskill Mountain Railroad Organization	845-688-5553
GV	Greg Vaughn Gbv1154@earthlink.net	Catskill Mountain Railroad Organization	518-766-6617
MP	Marie Pardini	Catskill Mountain Railroad Organization	845-338-5230
EP	Earl Pardini	Catskill Mountain Railroad Organization	845-338-5230
RR	Russell Robbins robbins@dot.state.ny.us	NYS DOT	845-431-5978
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Rural Transportation (UCRT)	(888) 827-8228
MB	Mark Boungard mboungard@trailwaysny.com	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council	845-340-3339
GS	Geddy Sveikauskas geddy@ulsterpublishing.com	Ulster Publishing	845-334-8200
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 Points of Discussion

- 1.01 Due to members of the Catskill Mountain Railroad and Ulster Publishing being in attendance, WD repeated the presentation given the previous evening to the potentially affected property owners. Their questions were answered and their comments noted.
- 1.02 The main comment offered was a written report produced by the Catskill Mountain Railroad, which they distributed to all in attendance. This report and its recommendations will be read and analyzed by the TAC and WD and included in

Item	Description	Due	Ball in Court
	the public comment documentation for the project.		
1.03	A specific question was raised by Mr. Sveikauskas of Ulster Publishing regarding the potential for locating the new Intermodal facility on the site of the existing parking structure on Schwenk Street, across from the entrance to the Kingston Plaza. It was explained this location was originally one of the sites considered, and then removed from further consideration due to its inadequate size to accommodate the required Intermodal program, significant grading / elevation issues, and significant traffic congestion issues associated with the entrance of the Plaza.		
1.04	The meeting continued with a summary and download of the meeting with the potentially affected property owners that was held the previous evening. (Please refer to the minutes of that meeting for more detail.)		
1.05	WD described the information obtained from the FHWA regarding the requirements and guidelines associated with providing a new connection between the I-587 and Kingston's Plaza should the Intermodal Facility be located there. WD summarized the FHWA's direction in a memo that was distributed at this meeting, and a copy of which is attached to these meeting minutes.		
1.06	The TAC agreed that, at this point, decertification of the I-587 from the interstate system is not a preferred option when considering the potential connection to the Kingston Plaza to access the new Intermodal Facility.		
1.07	WD presented a drawing illustrating some partial interchange options for the connection to the I-587. The County appreciated this effort, and indicated there may be reasons to consider a ¾ or full interchange for this connection. The Catskill Mountain Railroad written report also contains some design options for this connection. The information presented illustrated that this connection is technically and operationally possible. This information will be used in order to evaluate the Kingston Plaza site as a potential site for the Intermodal Facility.		
1.08	The I-587 connection design may require the Intermodal Facility location as shown in Option S11 be moved. Due to the amount of space available, this should not present a problem.		
1.09	WD will upload the I-587 interchange design drawing to their FTP site to provide access to all TAC members.		
1.10	Briefly discussed were issues involving who will own and maintain the new Intermodal Facility, who the grantee will be, and if the funding will originate with FHWA or FTA. If the funds originate with FHWA, they may be "flexed" to FTA. It was agreed all these issues required more analysis, discussion and coordination. NYSDOT stated they will provide assistance in resolving these issues.		
1.11	During the 9-17-07 conference call meeting with the TAC in preparation for the public information with the potentially affected property owners, WD was asked to contact FTA regarding the requirements and protocols associated with property acquisition procedures and dealing with the affected property owners. WD did this by email, and at this meeting WD distributed copies of the FTA's email response. While WD was familiar with the FTA Circulars regarding property		

Item	Description	Due	Ball in Court
	acquisition, FTA provided additional references that are also applicable. WD brought copies of these to the meeting. It was agreed WD would provide copies of these guidelines and regulations to the City and County.		
1.12	In order to regain project momentum and efficiently address the remaining issues associated with the conceptual site layouts, WD recommended that a design charette (working session) be scheduled between the WD design team and all the primary (decision-making) TAC members. All agreed with this approach. The goal will be to refine all the preliminary site designs to the point that all TAC members are comfortable scoring the potential sites based on the site designs. The information gained at the public information meeting with the potentially affected property owners will be factored into the refine designs. It was further agreed WD would be the coordinator to schedule the meeting so it occurs during the month of October.		
1.13	WD stated that for the "design charette" to achieve its goals, there were two parameters that needed to be met: (1) all primary TAC members (the decision-makers) need to attend, and (2) all TAC members need to be present for the entire work session. All agreed to these parameters.		

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within ten (10) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: 
Donald E. Gray, AIA, Project Manager

Dated: 10-8-07

C: All attendees
Joel Brink
Toni Roser
Scott Neal
David Zielinski

MEMORANDUM

TO: Dennis Doyle UC Planning / UCTC
Bill Tobin UCTC

FROM: Don Gray

DATE: July 19, 2007

SUBJECT: UCTC Kingston Intermodal Facility
Hannaford Plaza Option and I-587 Connection

WD PROJECT NO. 4282-01

We have had conversations with Joe Rich and Chris Gatchell of FHWA regarding the proposed new I-587 connection shown on the Hannaford Plaza Option S11. During these conversations two acceptable options for making this connection were identified, along with their individual parameters and constraints.

An "At Grade" Intersection with a Traffic Signal:

1. This is what is currently indicated on the site plans.
2. This will only be acceptable to the FHWA if the I-587 is de-certified from the Interstate system.
3. There is a strong possibility that all federal funding associated with the land acquisition and construction of the project would need to be re-paid.

A "Grade Separated" Crossing:

1. The I-587 would not have to be de-certified from the Interstate system.
2. Approval would be contingent on an acceptable design for the new on and off-ramps. At this point it is envisioned the off-ramp would occur at grade for those traveling eastbound, and the on-ramp would run over the I-587 and proceed in a westbound direction.
3. The new on and off-ramps and the new Intermodal Terminal would need to be connected by a new public transportation road link that is owned and operated by the local public agencies. Any access from the Plaza operation would be made to this new public transportation road link, not the I-587.
4. If the plan can be shown to improve overall traffic operations in the area, the FHWA would have a favorable view of the proposed modification.
5. The flood plain north of the I-587 would not preclude constructing an on-ramp on that side as long as the road construction does not have an adverse impact on the flood plain.

Common Requirements for Both Options:

1. Local Town, City and County officials and NYSDOT Regional Office would need to support which ever option is selected.
2. The project would need to follow the usual protocols for transportation projects, such as going through the MPO and being included in the TIP and STIP process.
3. The NEPA process would need to be followed and the FHWA would be invited to participate as an involved agency.
4. The NEPA process would require that other potential access points, as far as possible from the eastern terminus of the I-587, be considered.

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201

Amherst, NY 14228

MEETING MINUTES

Kingston Intermodal Workshop

WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Location: Trailways Offices

Meeting: Date: November 1st, 2007

Subject: Workshop

Attendees:

Initials	Name and E-mail	Company	Telephone
KD	Kathy Dewkett kdewkett@dewkett.com	Dewkett Engineering	845-876-5250
MM	Mary Manning mmanning@fhiplan.com	Fitzgerald & Halliday, Inc.	(860) 767-3044
RP	Richard Peters rpeters@dot.state.ny.us	NYS DOT	845-431-5723
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT	845-431-5743
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
TR	Toni Roser trosor@ci.kingston.ny.us	City of Kingston	845-331-3725
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Rural Transportation (UCRT)	845-340-3335
MB	Mark Boungard mboungard@trailwaysny.com	Trailways	845-339-4230
AN	Anne Noonan anoonan@trailwaysny.com	Trailways	845-339-4230
GB	Gene Berardi gberardi@trailwaysny.com	Trailways	845-339-4230
WJD	William J. Dederick Wdederick@trailwaysny.com	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council	845-340-3339
MAC	Melisa A. Cameron mcameron@wd-ae.com	Wendel Duchscherer	716-688-0766
DZ	Dave Zielinski dzielinski@wd-ae.com	Wendel Duchscherer	716-688-0766
SRN	Scott R. Neal Sneal@wd-ae.com	Wendel Duchscherer	716-688-0766
MFL	Mike Leydecker mleydecker@wd-ae.com	Wendel Duchscherer	716-688-0766
DEG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 SITE 1 OPT. 4

1.01 Bus backing up? Not desired. Controlled backing area may be ok.

1.02 Bus lane only for staging? Nose → Tail need for by-pass lane.

Item	Description	Due	Ball in Court
1.03	Passengers from local to inter-city? In safe manner.		
1.04	Building in center if site? Most safe for transfers.		
1.05	Access from Frog Alley? Trailways? Bus swing takes 2 lanes – cut corner back?		
1.06	Use grade of site, incorporate into design.		
1.07	Keep bus/cars separate. Many access points.		
1.08	Substantial grade change; two deck parking; retaining walls; 14'.		
1.09	Trailways and City separated by grade; enter at different levels.		
1.10	Traffic signal at Washington/Schwenk replaced? Eliminate traffic problems.		
1.11	Enter from Schwenk, Southbound, enter off Washington Northbound.		
1.12	Parking for diner; high priority!		
1.13	Existing site = Northbound exit on Washington: South... Use Frog Alley?		
1.14	Cut back curb lines for turning radius – along Washington.		
1.15	Eliminate entrance at center of site at Washington. All buses enter off Schwenk? (Trailways).		
1.16	Parking deck, building at corner of site; local bus off Front St.; new parking for diner (last sketch).		
1.17	Environmental process?? Phase I not done; some borings; tanks underground old gas station.		
1.18	Taxis and Kiss & Ride.		
1.19	Trailways: number of buses? 6-7, 12-20? Must confirm number. Holiday? How many slips needed?		
1.20	Terminal to last 30 years. Projection of how many riders to increase in the future.		
1.21	Staging; where? Utilize maintenance facility?		
1.22	Local: 6 slips are ok.		
2.00	<u>Local Bus</u>		
2.01	Access site anywhere – but no backing up? Utilize same entry points? Or too much congestion?		
2.02	Visibility ***!!! <u>IMPORTANT</u>		

Item	Description	Due	Ball in Court
2.03	Right turn herring bone? <u>NOT</u> good?		
2.04	Square ft. of building 2000, 9000? Security issues, no darkness, visible.		
2.05	One level for Trailways parking? How many spaces?		
2.06	Temporary operations/Phasing.		
<u>3.00</u>	<u>SITE 11</u>		
3.01	Trailways can make it work if connect to I-587 in both directions.		
3.02	Money for ramp and interchange; does not require de-certification.		
3.03	Alleviate congestion (to use Site 11). No traffic/less traffic in uptown Kingston.		
<u>4.00</u>	<u>SITE 9</u>		
4.01	Flood plain 5'-7' of fill.		
4.02	Entrance across from Sawkill Road.		
<u>5.00</u>	<u>SITE 2</u>		
5.01	Property acquisition? Credit Union.		
5.02	Section floor use for other business? Credit Union.		
<u>6.00</u>	<u>NEXT STEPS</u>		
6.01	Generate options for Site 1 Opt. 5.		
6.02	Next Public Meeting: January 29 th , 2007		

NOTES FROM MARY MANNING AT FHI:

Don: Opened the meeting with introductions and gave a project recap. There are established sites. Hope is to recommend two sites to develop 3-D scenarios to be able to select a preferred alternative. We are at a point to grade the conceptual level of the sites. We will be doing a numerical scoring of the sites. We have talked with the dry cleaners/tuxedo shop and they are willing to sell. We have also talked with the Diner – no commitment but they are willing to work with us.

Don: Asked Steve Finkle if S2 was still in play. Steve indicated – it is not (see further discussions to follow).

Scott: The purpose of the charette is to generate ideas. Discussed rules of the Charette. S1 Option 4 was shown graphically.

Discussions began:

Mark: You show Trailways backing up in a herring bone configuration but not the local bus. This is a waste of space – why can't city bus and UCAT back up?

Cynthia: Backing up is dangerous. We have had problems in the past. It is our policy not to back up. We fear hitting people walking behind the bus.

Cynthia: I am not closed minded as to how the facility operates. I would consider pick up and drop off on street – Washington or Front Street.

Scott: We have done herring bone for local bus but it is not ideal.

Bill: What about a bus Lane on Washington? (See additional discussion later.)

Scott: There may not be enough room for 6 buses to fit head to tail.

Mark: How do pedestrians get to the buses in a bus lane? This is an Intermodal center.

Rich: Put the building in the middle of the site. Each bus can have one side and the patrons can walk through the building. Can you slide the building back on the site and get access to Frog Alley?

Don: We understood that Trailways says no to buses on Frog Alley.

Scott: We can put this back on the table.

Cynthia: We should take advantage of the grade. Build into the hill. We don't have a problem with grades and our buses. I thought the diner said – OK to use the ingress/egress but don't take my parking.

Rich: Bus and vehicle routing need to be different.

Cynthia: Draw arrows for access on the maps.

Rich: Can we ramp going up through 2nd level of the deck? Where is the diner?

Cynthia: Can they walk through the building and up?

Everyone: OK to put building in the center and still achieve urban feel. (Note: later it was decided to have building at corner of Washington and Schwenk.- two options?)

Steve: the designs are really evolutionary with regards to property ownership/availability. Have you drawn a line around image center and cleaners and identified issues and opportunities?

Scott: The grade difference is about 14 feet. We will have to incorporate a retaining system – wall/parking deck. Buses do not like slopes. The idea is to have a two tier system.

Steve: The buses go to NY – up and down ramps all of the time. If you start slow and ramp from Schwenk can separate kiss & ride and buses. Put building where you have the parking lot.

Bill: I thought buses like traffic lights to make left turn. Trailways uses traffic light at Front/Washington Street to pull out of driveway.

Cynthia: Can we use Front Street access east of diner?

Rich: You need to check out Niagara Falls – very function building with wings. Could do inner-city off of Frog Alley lower level and do the local off Washington Street level – have building be a t Street level. i.e. not co-mingled – two different levels. Is it Ok to have vertical connection to buses?

Bill (Trailways): On capacity – we have 12 buses through the terminal in 1 ½ hours. A peak condition is 22 buses. On

Friday from 4-8:30 PM we can have 30 buses. Backing up is not a problem for us if you do not have peds behind us.

Ann: Right turns are very tight – Schwenk, Frog Alley – right turns are tight.

Don/Scott: Trailways – we want you to tell us what your optimum is.

Bill (Trailways): Washington Ave – northbound directly into the site – southbound there is a problem with left from Washington directly into the site. To take advantage of the traffic signal – southbound into the terminal – do a left a Schwenk then a right into the site. There is extra frontage – shave 6 feet in front of the Pater Bldg to get a radius improvement at Washington and Schwenk.

Trailways out or egress – Southbound out is difficult – should try and use existing signals. Cannot cross Schwenk without opening the median. Frog Alley may be best exit point – can go right (towards Front) or left to Schwenk. Substation – can this be moved?

Arrows were drawn on S1 – Option 4 layout to show entrance and exit movements. It was concluded that bus operations could occur on Frog Alley. Building location – they are OK if the gateway image at the corner does not work.

???: Lots of entrances/curb cuts will create chaos on site – should consider reducing them.

The Trailways plan sounds Ok but how about local bus. Trailways can access the site from Schwenk but does the local bus need Washington access (right in/right out).

Local Bus:

Tony: We access Schwenk Drive to Frog Alley now.

Dennis: we really need to put the buses at the same level.

????: The Tree service will have to go. Important for an urban design – screen the parking and consider store fronts around the parking.

Bill T: Can local and Trailways share access?

Dennis: We really need to talk to Gene (Trailways) and have him tell us that it is Ok to have the parking up top.

Someone stated that the mayor called and he really likes this concept. (S1)

Gene: President of Trailways – The right turn herring bone is not good – very untraditional – not good for long term – creates blind spot for the driver. I believe that visibility is part of our business – people now see us and need to see us. We move hundreds of people a day. We also need to consider the future and double decker buses and articulated buses.

Gene: I suggest you take the time and measure some turns with our buses – not sure your templates work for us. I suggest a new movement – No entrance on Schwenk but rather use Frog Hollow.

Gene: This is more than a drawing on map. Consider the Syracuse site. I have problems with the building square footage. We really don't need more than our existing terminal (2,000 sq ft). A Dunkin Donuts quick thing is good but don't want a big building – Rochester is a good example – all glass with gates on both sides- can see what is going on. Don't want a dark facility with terrorism etc. If you got a problem you want it to be in your face. A 3,000 sq ft print on corner of Washington and Schwenk. No maintenance needed on facility although light maintenance would be nice – toilet dump and refuel.

Gene: Holidays are crazy. Friday or Sunday at 5 30 PM. If the peak is 6 or 7 than on holidays that is double. A bus ready

area would be nice. Yes we can stage at our maintenance facility.

Cynthia: We can be flexible – say 2 gates.

Gene: 9 gates would be nice. 4:30-6:30 is our busy time. Bill is our property guy – where did he go? We might have 10 coaches to NY during the 4:30-6:30 PM. 7 ish gates for Trailways and 2 for City/County. I want both buses to coincide.

Consider a big left saw tooth – Gene – No not the room for a center saw tooth.

Dennis: As we seek to deal with your visibility issue – if we run into issue with grades is it acceptable to grade separate between buildings and buses?

Gene: One floor between Bus and station. Sloping is OK – Tire stops are good. A retaining wall to drop corner 9Washington/Schwenk) OK – but back and fro not site – one story difference.

Gene: Albany is an example – very small footprint. Overhang to ramp. 1st floor – 30 feet, 2nd floor – 70 feet – can push it up on second floor. But we need to see bathrooms and what they are doing – they rip the sinks out, have sex do drugs – hard to control if just one person on at ticket counter. Bathrooms on the same level as ticket counter please. Do a long building that is 20-30 feet wide.

Steve: I think the consultants are struggling with the ramp

Gene: Ok with that – even for snow removal – just get more salt for ramp. Albany Convention Center. Hang it in the air? Then you have problems with load and plumbing.

What is Trailways ideal parking – 40-50 spots at most.

Don – we thought the number was 80 to 90.

Gene: Build it and they will come – gave examples of lots that instantly filled up.

Don: City would like to be able to add parking structure to lots.

Gene: Our problem is the bus system is the target for terrorism attacks.

Don: Future is for baggage screening equipment.

Cynthia: Can an option be to have a bus access ring with parking in the middle?

Several asked if it was possible to have Trailways and City buses line up on Washington and Schwenk – a bus pull off lane. Scott indicated that they are removing these in other areas. Some sketching took place and it was decided that this does not work.

Gene: Likes the ramp and the buses to serve the building.

Steve: We have property issues. There are options and properties for sale now but we are a few years off. How do we guarantee these properties?

Gene: Can city/county/state arrive at an option settlement or structure something and pass it through us? Trailways is willing to be a conduit for property but don't wan to go it alone. Need to come up with some reason.

Cynthia: Can it be purchased, leased and sold back?

The Platers site may have law suit – environmental clean up.

Parking structures go for 23k per space.

Don't forget – you need a space to operate during construction – can get trailers – most of construction at other side of where the facility is today.

Hannaford Site (S11)

Gene: Don't want to be confined to a mall site – does access from I-587 work? Both in and out is needed. As long as we have full I-587 access – this could work for us.

Cynthia: Question to Rich. Will FTA be more likely to fund S11 or S1?

Steve: Is the county willing to take over I-587?

Don – if there is not a speed limit drop then decertification is not needed.

Rich: Interchange spacing needs to be considered.

Bill: An interchange of this sort could alleviate congestion – this needs to be shown.

Site S9

Dennis: With regards to the property – John is John and will want the most for it. The difficulty for this site is that it is in the flood plain and will require 5-7 feet of fill.

The ramps on Hannaford site are in the floodplain can we build? Yes but may need to mitigate.

Gene: The diner site across from the caboose – happy to go in there too.

The S9 access would need to be moved towards the intersection per NYSDOT.

Gene: S9 makes more sense than S1 to me – most of our patrons don't walk to the site. Wouldn't you want me to move off site in downtown and have that site for tax roles?

Ulster County has identified Washington Avenue as an urban corridor transformation over time with sidewalks and landscaping plus with water and sewer opens up development. The construction includes a median to a new roundabout on Sawkill Road.

Steve: Let me play devils Advocate here – Dense in downtown – with upper store fronts developing – Don't we want to be there?

Gene: Dietz Stadium – I see it in other cities with S1 we could be a transit adjunct

Site S2:

Dennis: The car place wants to move. See an advantage to backing up to City lot. Key is the structure.

???: The credit Union has signed a lease and has made an announcement.

Hey – maybe put the bank in the intermodal center. Not sure they would like the bus customers.

Gene: I still see a 3000 sq ft footprint.

Summary:

S1 – another option per work group – tossed out using Washington Street for bus pull over.

S2 – show connection to top/bottom – improved access.

Environmental for S1 – what stage is it in? Phase I maybe but not a complete Phase II – did a few digs and found tanks, hydrocarbons, stuff seeping through. No volunteer clean up.

S1: the group is all in sync for bus flow – there is a heavy drop off and pick up and taxis. Need a kiss and ride. There are usually three cabs parked.

Gene: Nothing under us please – terrorism and freezing pipes.

Scott: we need to connect the parking to the intermodal and use a canopy for protection.

Scott: Reviewed the revised S1 – bldg on corner per Cynthia suggestion to escape Platers.

Number of gates – 6 vs. 12 – need Bill to decide. Gene will give Don clock sheets but this time of year is light – about the same as January.

Ann: We sometimes hold buses for 20 minutes

Need to consider loading – staging can be on site or at maintenance facility.

Local bus – six for expansions.

Bill: Need to consider the Hannaford site and its benefit to alleviate traffic congestion/problems.

Gene then asked the consultants to take a bus tour. Meeting ended near noon.

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within ten (10) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: 
Donald E. Gray, AIA, Project Manager

Dated: 11/5/07

C: All attendees
Joel Brink

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Amherst, NY 14228

MEETING MINUTES

Project Meeting
WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility
Location: Kingston City Hall

Meeting Date: January 15, 2008
Subject: Design Concepts

Attendees:

Initials	Name and E-mail	Company	Telephone
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council (UCTC)	845-340-3339
JB	Joel Brink	Town of Ulster	845-331-4409
GV	Greg Vaughn gbv1154@earthlink.net	Catskill Mountain Railroad	518-766-6617
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
SF	Steve Finkle sfinkle@ci.kingston.ny.us	City of Kingston	845-334-3960
RP	Rich Peters rpeters@dot.state.ny.us	NYS DOT Region 8	845-431-5723
AN	Anne Noonan anoonan@trailwaysny.com	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
JG	Jim Gordon	Ulster Publishing	
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer (WD)	716-688-0766

Item	Description	Due	Ball in Court
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1.00 Site Layouts

- 1.01 Refinements for sites S1, S2, S9 and S11 were reviewed and discussed.
- 1.02 WD will provide constructability cost estimates to assist in the alternatives evaluation process.
- 1.03 NYSDOT raised the question of whether we are solving traffic problems or building an intermodal? Do we want to get traffic off Kingston streets?
- 1.04 WD to re-verify with FHWA whether they will require a full interchange for site S11, or if a ½ interchange is acceptable.
- 1.05 WD will check the Zoning height restrictions/limitations for site S1.
- 1.06 Parking spaces and/or a parking structure should be sized to meet demands; however FTA is only willing to pay for those spaces that can be justified for transit.

Item	Description	Due	Ball in Court
<u>2.00</u>	<u>Public Information Meeting</u>		
2.01	The format and content for the 1/29/08 Public Information Meeting was reviewed and discussed.		
<u>3.00</u>	<u>Next Steps:</u>		
3.01	The 1/29/08 Public Information Meeting		

Prepared by: WENDEL DUCHSCHERER

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Signed:  _____ Dated: _____
Donald E. Gray, AIA, Project Manager

- C: All attendees
Mark Boungard Trailways
Susan VanBenschoten Fitzgerald & Halliday, Inc.
David Williams The Williams Group
Robert W. Lambert McFarland-Johnson, Inc.
WD In-house Team Members
WD file

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Amherst, NY 14228

MEETING MINUTES

Project Meeting

WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Meeting Date: June 6, 2008

Location: Kingston City Hall

Subject: Decision of Site
Advancement

Attendees:

Initials	Name and E-mail	Company	Telephone
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council (UCTC)	845-340-3339
CS	Charlie Schaller	UCTC – UC Law Enforcement	845-334-5579
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT Region 8	845-431-5743
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
TH	Tom Hoffay thoffay160@gmail.com	City of Kingston	845-331-8317
TR	Toni Roser citibus@ci.kingston.ny.us	Citibus	845-331-3725
AN	Anne Noonan anoonan@trailwaysny.com	Trailways	845-339-4230
MB	Mark Boungard	Trailways	845-339-4230
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
JB	Joel Brink	Town of Ulster	845-331-4409
MC	Mircea Catona	Ulster County DPW	845-340-3120
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer (WD)	716-688-0766

Item	Description	Due	Ball in Court
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1.00 **Recap of Activities**

- 1.01 In response to certain concerns expressed by its members, the TAC's requested WD to explore a more minimalist program for the Intermodal Facility, requiring less purchase of property.
- 1.02 To accomplish this task, it was agreed by the TAC and WD that WD would meet one-on-one with the Facility's transit providers (Trailways, Citibus and UCAT) in a series of working sessions to produce acceptable layouts for sites S1, S8 and S11.
- 1.03 These one-on-one working sessions occurred as follows:
April 23 with Brad Jordan and Dennis Larios (the Plaza owner and his engineer)
April 24 with Trailways
May 23 with Citibus, Trailways and UCAT
- 1.04 The purpose of this meeting was to present the results of these working sessions and come to agreement as to which two sites should be progressed forward for

Item	Description	Due	Ball in Court
	more detailed three-dimensional study. It was emphasized to the TAC that all the site layouts being presented at the meeting had the approval of all three transit providers.		
<u>2.00</u>	<u>Site S1</u>		
2.01	The revised site layout for S1 was presented. The following major comments from the TAC were noted: <ul data-bbox="253 520 1203 783" style="list-style-type: none">▪ The design, as it moves forward, needs to be practical for commuters.▪ A traffic signal may be needed at the intersection of North Front Street and Frog Alley.▪ Traffic and curb improvements will be needed at the intersection of Schwenk Drive and Frog Alley.▪ Some of the TAC felt at least a two-level parking structure is needed instead of just a surface parking lot. Others of the TAC favored minimal parking on site with an emphasis on increasing capacity of the existing Park-and-Ride lot neat the Washington Avenue traffic circle.		
<u>3.00</u>	<u>Site S11</u>		
3.01	The revised site layout for S11 was presented. The following major comments from the TAC were noted: <ul data-bbox="253 955 1187 1365" style="list-style-type: none">▪ The County felt this option relieves regional traffic congestion issues.▪ The City felt this option provided excellent opportunity for future expansion and was more pedestrian friendly.▪ The NYSDOT expressed concern over the estimated cost of building an interchange to the I-587. This cost is estimated to be in the range of \$24-\$30M. In addition to cost, there are also issues of ownership and maintenance of the interchange and its associated ramps.▪ Trailways re-stated their previous position that the connection to the I-587 would need to be a four-way interchange in order for them to move to this site.▪ It was recognized that the environmental and funding process associated with constructing an interchange to the I-587 would mean it would be a considerable time (5-10 years) before an intermodal facility could be constructed.		
<u>4.00</u>	<u>Site S8</u>		
4.01	The revised site layout for S8 was presented. The following major comments from the TAC were noted: <ul data-bbox="253 1516 1203 1894" style="list-style-type: none">▪ This option would be a catalyst to continue the "urbanization" of the Washington Avenue corridor.▪ This option could allow the project to go beyond being just a "bus" facility and become a destination, if it included associated development.▪ This site occurs within the Flood Plane, which would require the entire site to be raised a minimum of 3' if it was desired to keep the parking area out of a flood event.▪ This would not be very friendly for pedestrians.▪ Some were concerned the intermodal facility would completely dominate the street and not be "merchant" friendly.▪ Some questioned whether this site had a high and better use by the Town of Ulster.▪ Some expressed concern with the exit onto Sawkill Road.		

Item	Description	Due	Ball in Court
<u>5.00</u>	<u>Evaluation/Scoring</u>		
5.01	WD presented their evaluation and "scoring" of sites S1, S8 and S11. Quantitatively, site S8 ranked highest, site S11 placed second, and site S1 was third. However, the variance between site S8 and site S1 was only 10%, which places them close enough to justify selecting any of these three sites for further detailed study.		
5.02	WD explained that when sites rank this close in their scoring, choosing preferred sites becomes a matter of the TAC exercising their best judgment based on all the known facts at the present time.		
5.03	WD emphasized the evaluation and scoring was done by its in-house Public Transportation Group, and requires review and comment from the TAC. WD's evaluation and scoring is meant to be a starting point for discussion, with feedback from the TAC encouraged and welcomed.		
<u>6.00</u>	<u>Sites to Advance</u>		
6.01	The TAC was not able to decide which two sites should be advanced for more detailed three-dimensional study. It was acknowledged there are a host of high-level implications in regard to overall future development, associated and adjacent development, impact on the tax roles and tax base, and regional traffic issues.		
6.02	As a result, it was agreed that the top-level decision-makers for each entity represented within the TAC needed to be included in the discussion regarding which sites to advance for further study. A future meeting with these individuals will be scheduled.		
<u>7.00</u>	<u>Next Steps/Next Meeting</u>		
7.01	As described in item 6 above, a future meeting will be scheduled in order to decide which sites to advance for further study.		

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within ten (10) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed:  _____ Dated: _____
Donald E. Gray, AIA, Project Manager

C: All attendees
Susan VanBenschoten Fitzgerald & Halliday, Inc.
David Williams The Williams Group
Robert W. Lambert McFarland-Johnson, Inc.
WD In-house Team Members
WD file

Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Amherst, NY 14228

MEETING MINUTES

Project Meeting

WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility

Meeting Date: June 16, 2008

Location: Teleconference

Subject: Alternative Site Discussion

Attendees:

Initials	Name and E-mail	Company	Telephone
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Planning Board	845-340-3339
DD	David Donaldson	Ulster County Legislature	
JS	Jessie Smith	Ulster Publishing	
JB	Joel Brink	Town of Ulster	845-331-4409
NW	Nick Woerner	Town of Ulster	
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT Region 8	845-431-5743
RP	Rich Peters rpeters@dot.state.ny.us	NYS DOT Region 8	845-431-5723
GV	Greg Vaughn Gbv1154@earthlink.net	Catskill Mountain Railroad	518-766-6617
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
TH	Tom Hoffay thoffay160@gmail.com	City of Kingston	845-331-8317
JS	Jim Sottile	Mayor, City of Kingston	
DG	Don Gray dgray@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
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1.00 Discussion


1.01 The summary of the meeting discussion was prepared by Ulster County Planning and is attached. The sketches for the Trailways, Plaza and Washington Avenue sites referenced during the meeting are also attached. These site sketches were distributed to the conference call participants prior to the meeting.

2.00 Summary of attachments to these meeting minutes

2.01 Summary of Conference Call prepared by Ulster County.

Prepared by: ULSTER COUNTY FOR MEETING CONTENT; WENDEL DUCHSCHERER FOR LIST OF ATTENDEES

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within ten (10) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: 
Donald E. Gray, AIA, Project Manager

Dated: 6-18-08

C: All attendees via email from Ulster Co.
Mark Boungard Trailways
Susan VanBenschoten Fitzgerald & Halliday, Inc.
David Williams The Williams Group
Robert W. Lambert McFarland-Johnson, Inc.
WD In-house Team Members
WD file

**Ulster County Intermodal Center
Summary of Conference Call (6/16/08)**

Alternative Site Discussion

Site	Support/Concerns				Comments	Next Steps
	Community	Public Transit	Private Transit	Agencies		
Trailways	Kingston - Highly recommended	No issues	Amount of parking availability of adjacent parcel	NYSDOT Parking – suggest satellite lot(s)	Site enjoys the consensus of all parties	Additional design work, monitor progress of adjacent site sale/development
Plaza	Kingston - Works well provides other benefits both economic and transportation	No issues	Must have interchange	NYSDOT Interchange cost, priority, and viability	Interchange cost a major barrier -	None discussed
Sawkill/ Washington Ave	Ulster(t) conditional support - design is important, include private uses	No issues	Highly recommended	NYSDOT – access I-87 UCTC – gateway walkability - public comments	Design – include private use Floodplain	Additional design work, FHWA – access I-87 FTA - floodplain

Additional Discussion:

Other Alternatives: UCTC raised the issue of other alternatives that should be explored or revisited – none suggested.

Funding: funding currently on the TIP as STP Flex would likely be altered to a mix of FTA funding with a local match of 10%

Lead Agency: Ulster County will move forward as the project lead with the understanding that should either Kingston or Ulster wish to assume that role Ulster County would work to ensure that occurs.

Plaza Site: Although the Plaza site was not included in additional design work the discussion did include reaching out to federal elected officials for the funding needed for the interchange

Park and Ride: Town of Ulster Officials noted that the property immediately adjacent to the park and ride facility at the Roundabout was for sale. Trailways expressed desire to provide transit service to this site if it was expanded.

Suggested Action Items:

Trailways Site

Additional Design – UCTC/Wendel Duchscherer

Plater Building Status – City of Kingston taxes, UCTC and City – sales agent follow up

Satellite Parking – NYSDOT/Trailways – work to define need/location

Plaza Site

Include/Not Include as alternative in final report – all parties

Washington Ave/Sawkill Road Site

Additional Design – UCTC/ Wendel Duchscherer

Floodplain issues FTA – UCTC/Wendel Duchscherer

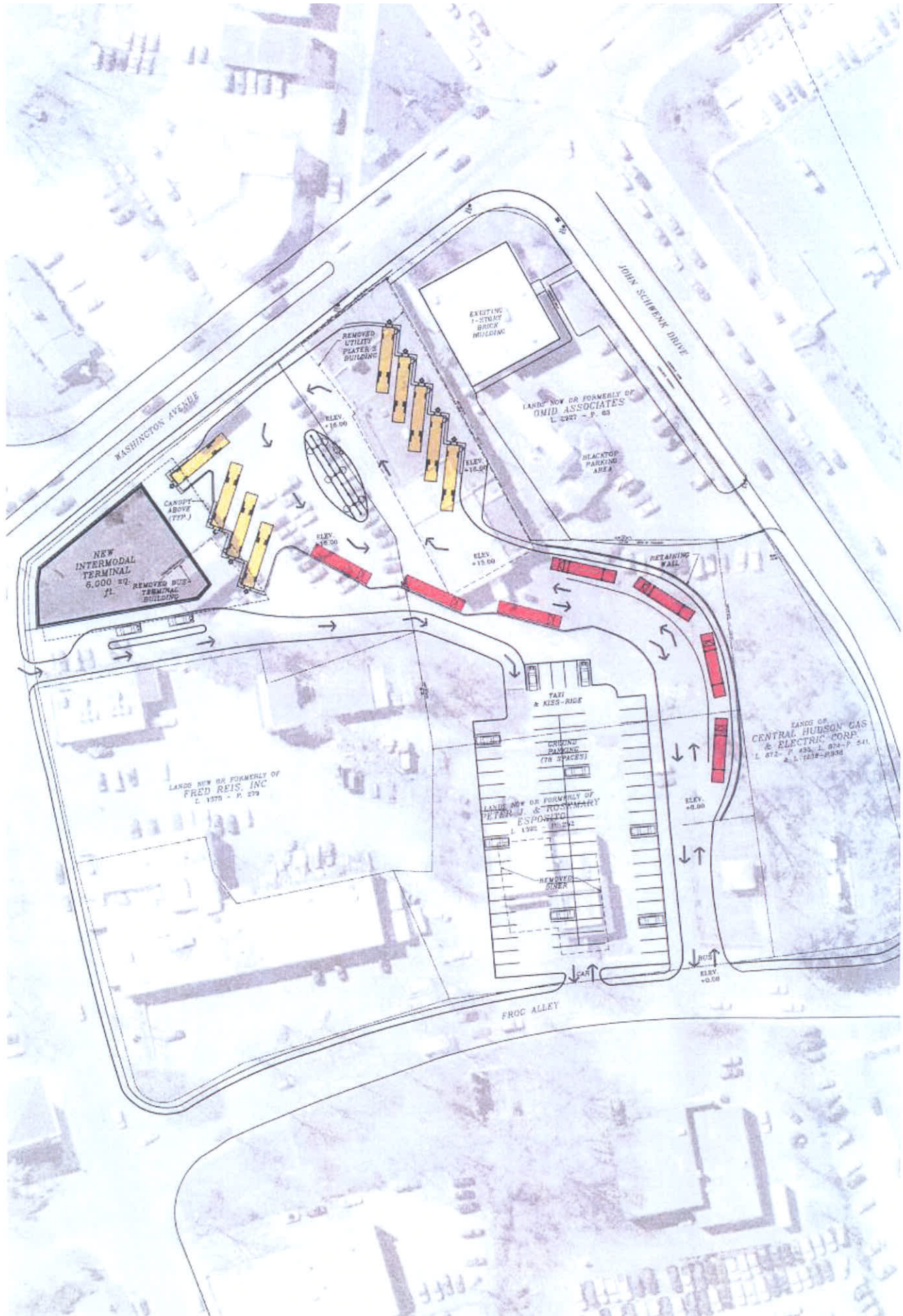
Access issues FHWA – NYSDOT and UCTC/Wendel Duchscherer

Land Owner Contact – Town of Ulster

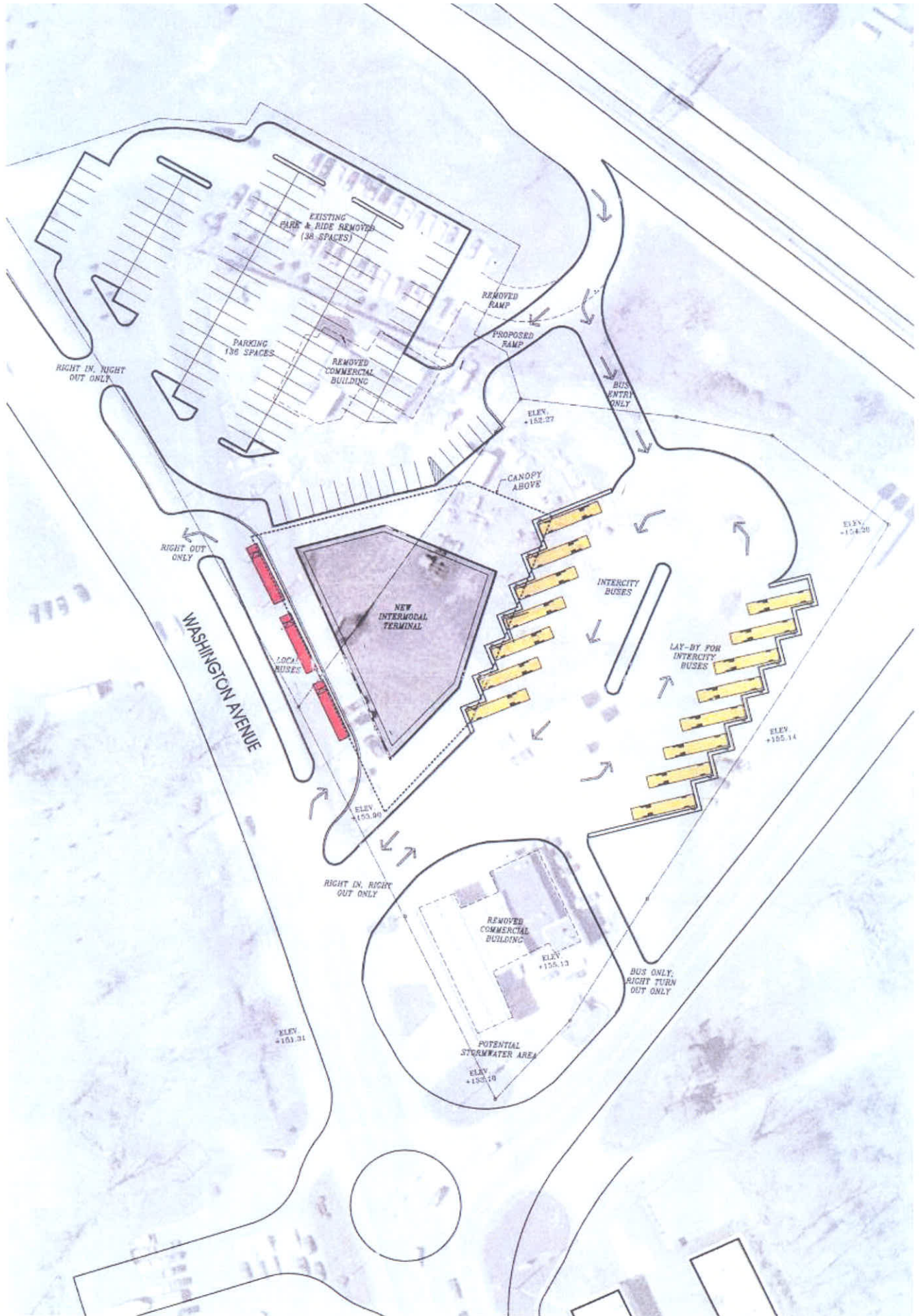
Park and Ride Expansion

Funding Feasibility – NYSDOT

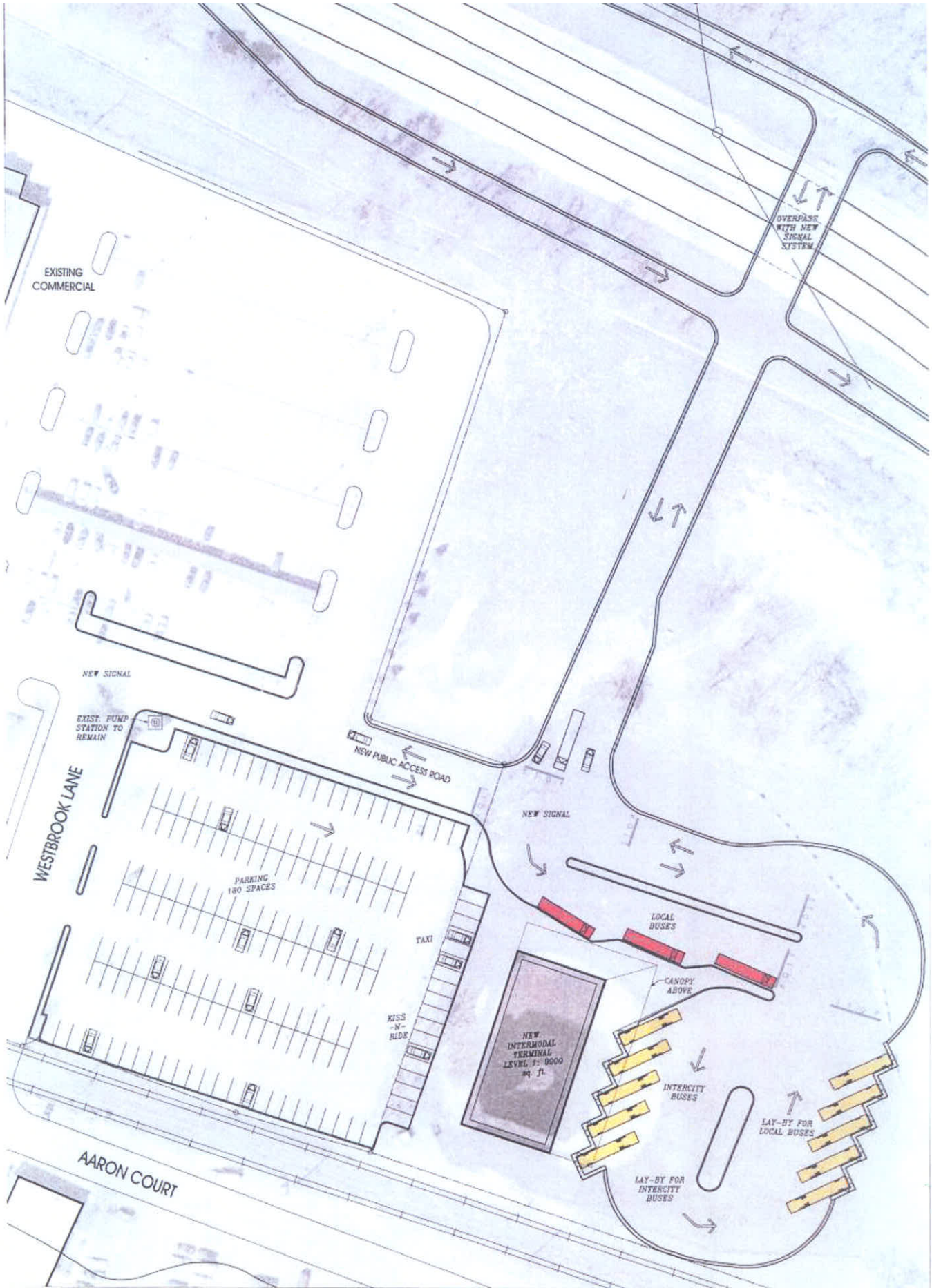
Landowner Contact – Town of Ulster



Kingston Intermodal Facility
 WASHINGTON AVENUE
 AND FRONT STREET SITE



Kingston Intermodal Facility



Kingston Intermodal Facility



**Ulster County Intermodal Center
Summary of Conference Call (6/16/08)**

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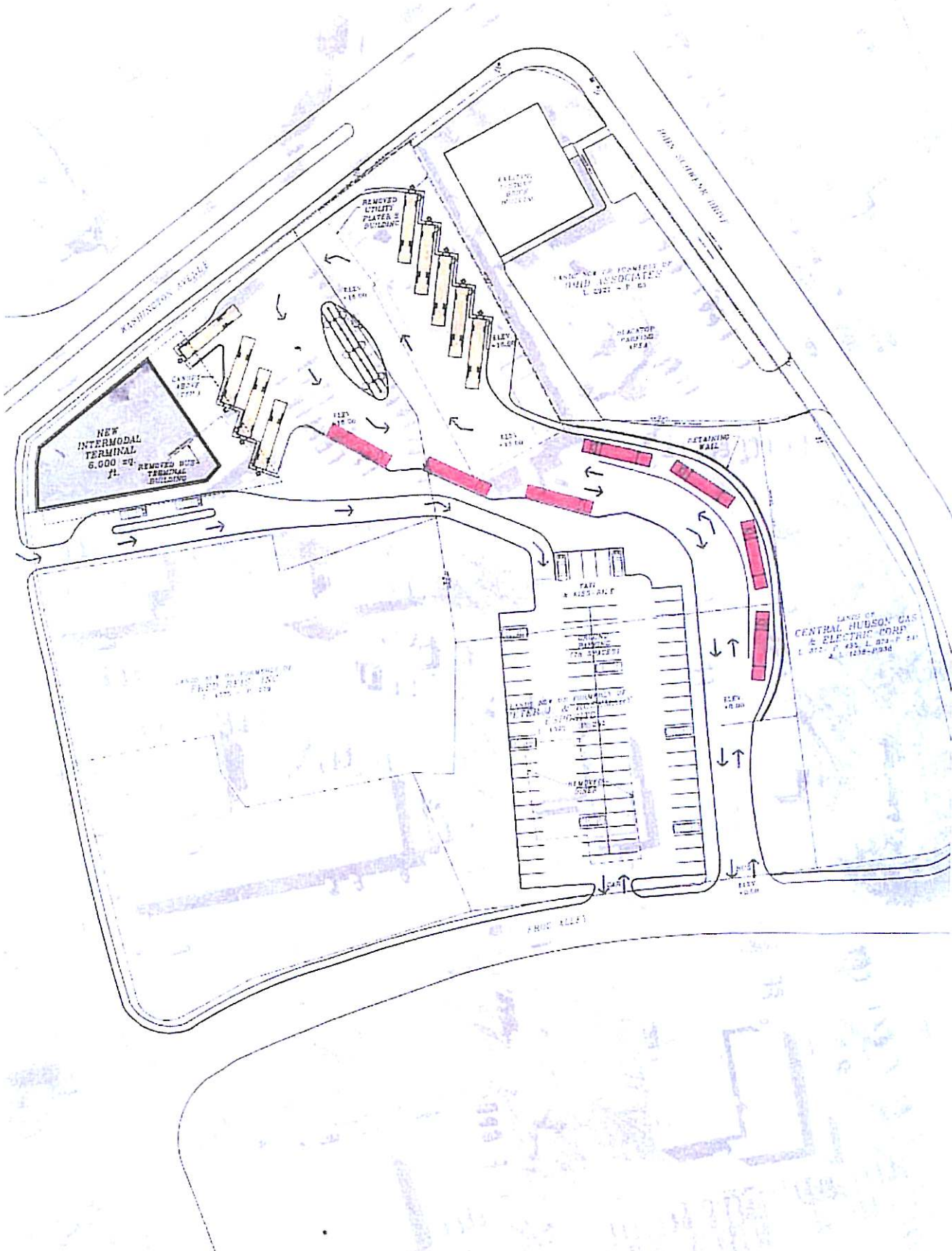
Access issues FHWA – NYSDOT and UCTC/Wendel Duchscherer

Land Owner Contact – Town of Ulster

Park and Ride Expansion

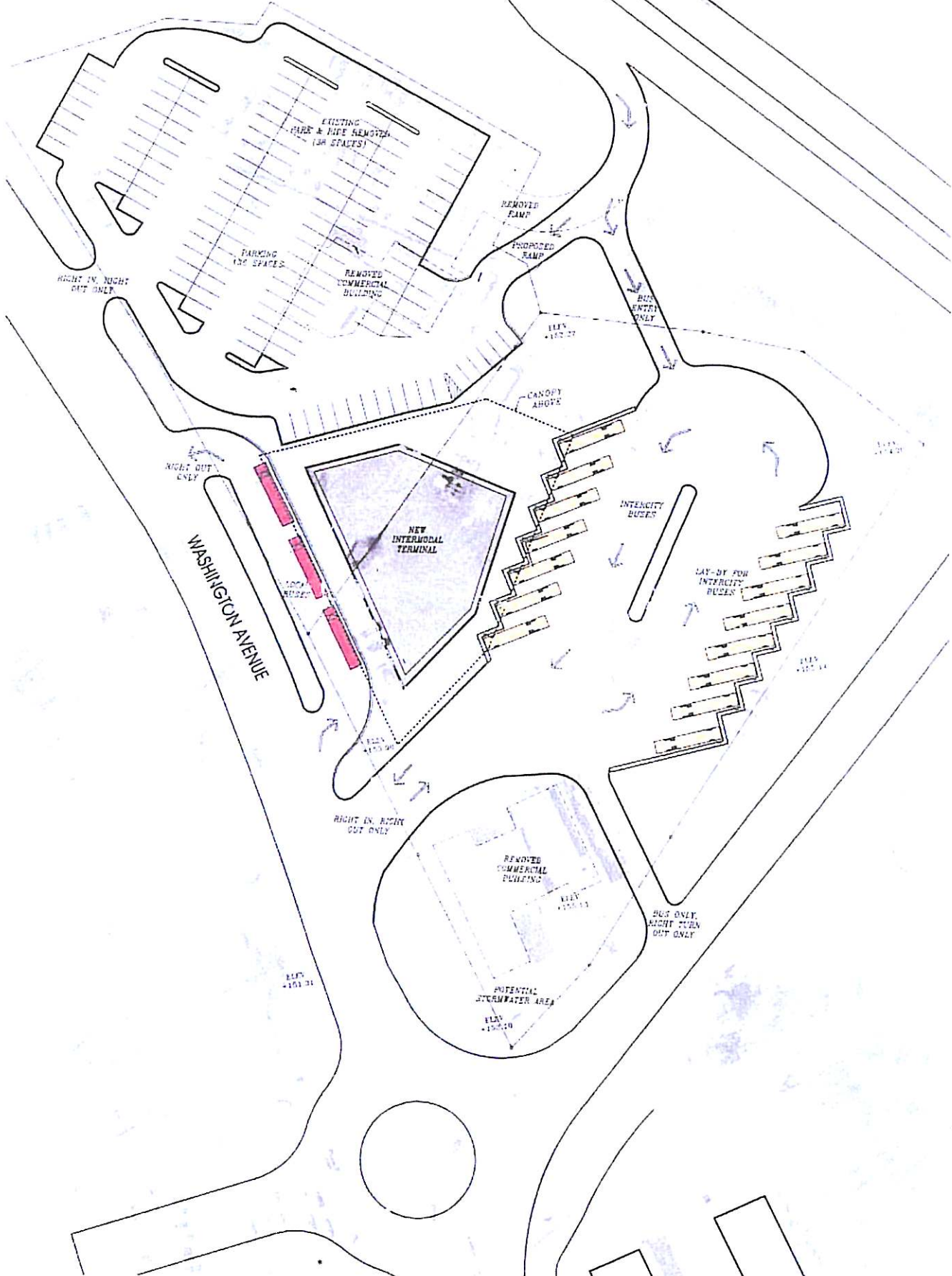
Funding Feasibility – NYSDOT

Landowner Contact – Town of Ulster



Kingston Intermodal Facility
 WASHINGTON AVENUE
 AND FRONT STREET SITE

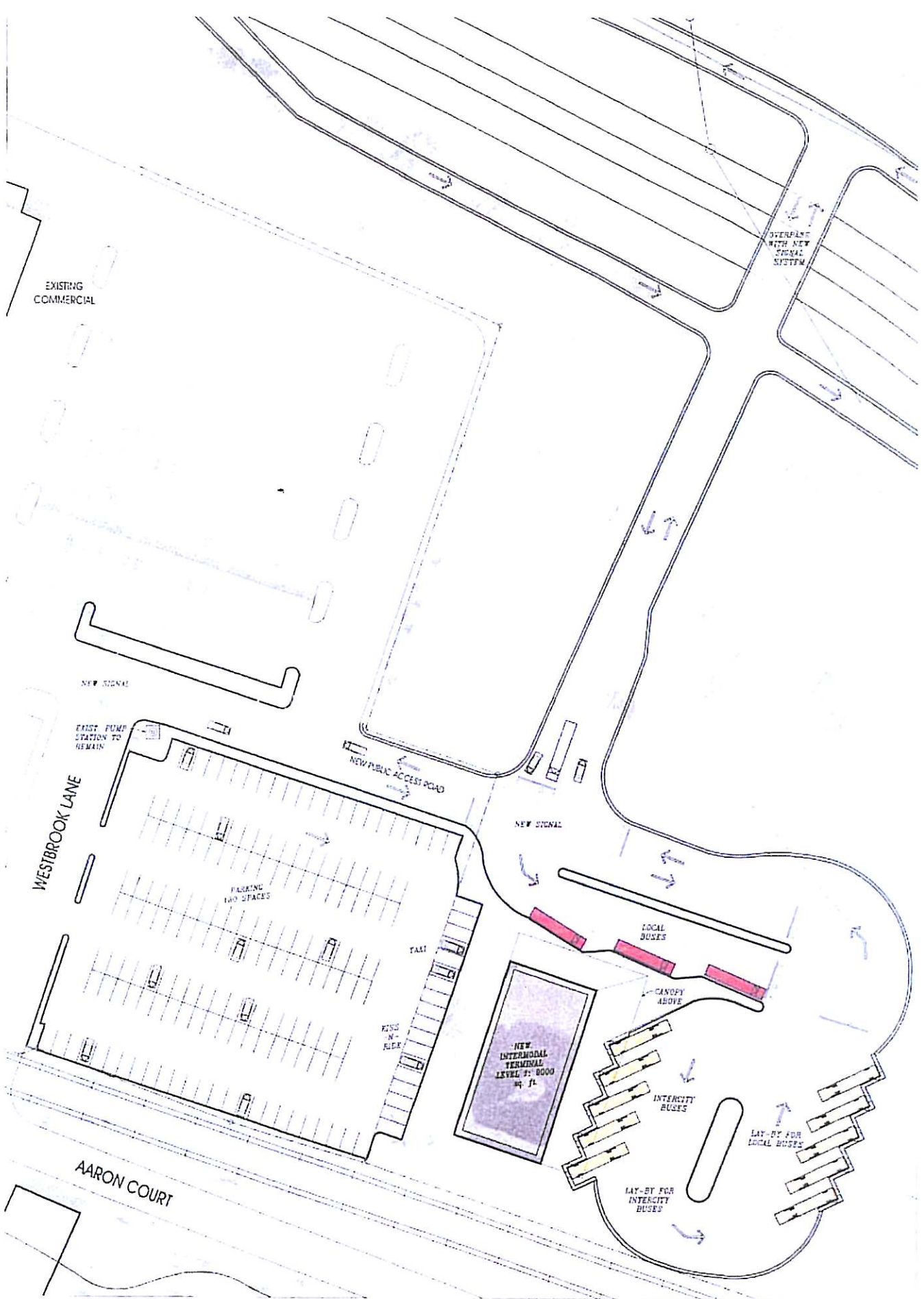




Kingston Intermodal Facility

WASHINGTON AVENUE SITE





• Kingston Intermodal Facility



UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

Public Outreach Program (including announcement, sign-in sheet, hand-outs
meeting minutes, presentation)

Public Information Meeting #1, January 30, 2007



PUBLIC INFORMATION MEETING

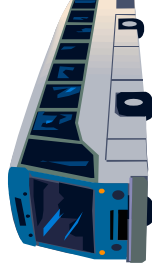
**A NEW TRANSIT FACILITY TO SERVE THE KINGSTON AREA
A DISCUSSION OF NEEDS, LOCATION AND CONCEPTUAL DESIGNS**

**TUESDAY, JANUARY 30, 2007
6:00 PM TO 8:00 PM**

**KINGSTON CITY HALL
420 BROADWAY
KINGSTON, NY 12401**

CONTACT: BILL TOBIN, ULSTER COUNTY TRANSPORTATION COUNCIL

(845) 340.3340





WENDEL

ARCHITECTS & ENGINEERS
DUCHSCHERER



CITY OF KINGSTON
TRANSPORTATION COUNCIL

**City of Kingston Intermodal Facility Site
Location and Conceptual Design Analysis Public
Information Meeting, January 30, 2007 6:00 pm**

Project No.: **4282.01** Mtg Date: **January 30, 2007**
 Project Name: **City of Kingston Intermodal Transportation Terminal** Mtg. Time: **6:00 pm**

Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
1. MIRCEA CATONA	U.C. DPW	845-340-3120	FAX 845-340-3113
2. Bill TOBIN	UCTC, 244 Fair Street, Kings		
3. Don Minichino	MHN, COM	695-2983	
4. Jesse Smith	Kingston Times	334-8200	
5. MARK BOWGARD	Trailways	339-4230	
6. Steve Finkle	City	334-3960	
7. Toni Roser	City	338 3725	
8. Adele Calavechus	16 Brook St. Kam	331-2369	
9. Emilie Hauser	63 Highlwyd KINGSTON	338 4870	eehauser@gmail.com

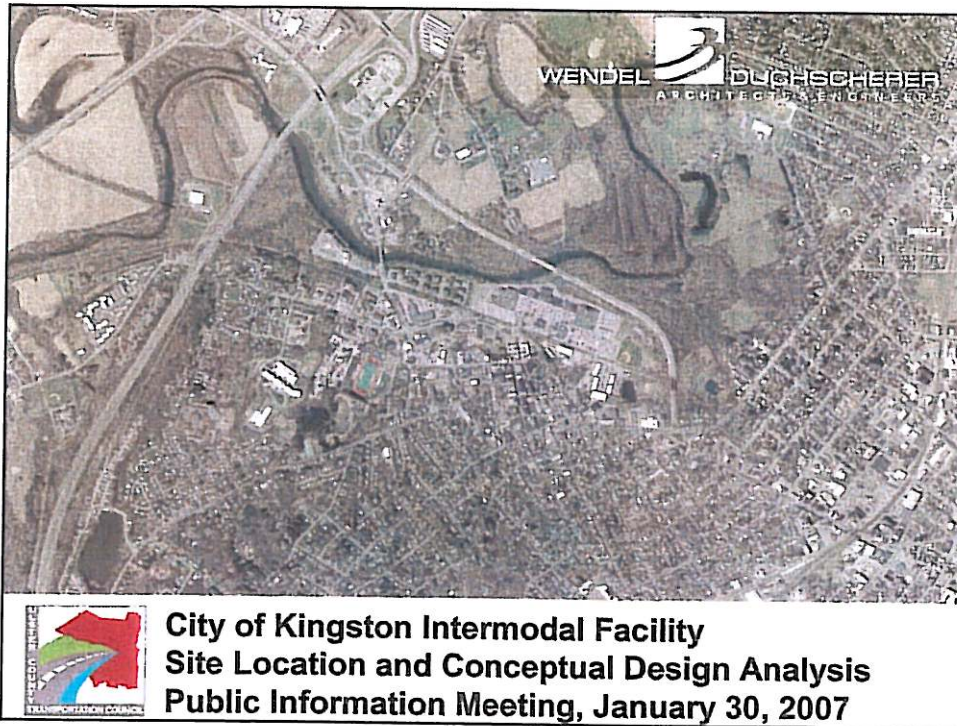
Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
10. <i>Loren Rittenhouse</i>	<i>46 Sunderman Ave</i>	<i>334-9925</i>	<i>LRITTENHOUSE@Jwo.com</i>
11. <i>Joel B. Beink</i>	<i>TOWNS OF USTER</i>	<i>331-4409</i>	
12. <i>Ray Hoopes</i>	<i>Geneseo NY</i>	<i>657-6325</i>	
13. <i>Tom Jackson</i>	<i>UCAT</i>	<i>340-8421</i>	
14. <i>Dennis Doyle</i>	<i>UCPB</i>	<i>340-3335</i>	
15. <i>Josh Rinaldi</i>	<i>Freeman</i>	<i>331-5000 x418</i>	
16. <i>Ralph Calcafero</i>	<i>BROOK ST, KGD</i>	<i>331-2269</i>	
17. <i>Margann Donaldson</i>	<i>RCA L</i>	<i>331-0541</i>	
18. <i>MIKE MADSEN</i>	<i>Aldornon</i>	<i>399-9644</i>	<i>MADSENMIKE@AOL</i>
19. <i>Lowell Thibault</i>	<i>KINGSTON</i>	<i>331-4987</i>	<i>TWO THINGS@HVC.COM</i>

Public Information Meeting Sign In Sheet



Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
20. Stephen Hopkins		334-8200 x125	kingstontimes@ ulsterpublishing .com
21. David Brink		3821349	
22. LEONARD WALKER		331-8526	WALKER 4933@MSA .COM
23.			
24.			
25.			
26.			
27.			
28.			
29.			

Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
30. Randolph Arner	PO Box 467 Woodstock (2498)	845-679- 2898	Randolph Arner @ aol.com
31. Lawrence Beigate	25 Grandview Ave Kingston	340-1709	
32.			
33.			
34.			
35.			
36.			
37.			
38.			
39.			
40.			



AGENDA



- **Introductions and Opening Remarks**
- **Transit Advisory Committee**
- **Project Description & History**
- **Principles of Intermodalism**
- **Evaluation Criteria**
- **Draft Program Elements**
- **Study Area**
- **Public Comment / Input**
- **Concluding Remarks/Next Steps**

TRANSIT ADVISORY COMMITTEE



- Dennis Doyle *Ulster County Planning Board*
- William Tobin *Ulster County Transportation Council (UCTC)*
- Stephen Finkle *City of Kingston*
- Toni Roser *Gitibus*
- Cynthia Ruiz *UCAT*
- Mark Boungard *Trailways*
- David Markowitz *NYSDOT*
- Russell Robbins *NYSDOT*

PROJECT DESCRIPTION & HISTORY



- UCTC "2030 Long Range Transportation Plan" and "Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis" recommended a new Intermodal Facility in Kingston.
- The intent is to create an Intermodal Facility that will serve intercity bus operations and the local public transit service. It would be the central transfer point between all transportation modes.

PROJECT DESCRIPTION & HISTORY



- The current intercity bus operator is Adirondack-Pinehill-NY-Trailways.
- Public transportation in the area is provided by Kingston CitiBus and Ulster County Area Transit (UCAT).
- Laidlaw operates the area's "Gateway" service.
- The Intermodal Facility will also serve as the transit hub for pedestrians, bicyclists, taxicabs, kiss-and-ride users, and potential shuttle services.

PRINCIPLES OF INTERMODALISM



What is it?

in·ter·mod·al

Pronunciation: in'ter-mōd'l

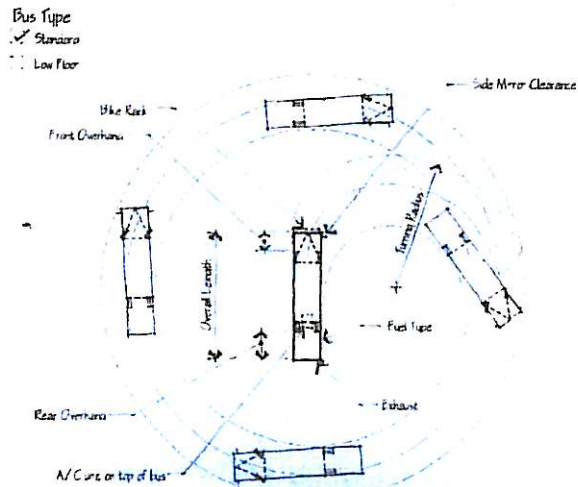
Function: adjective Date: 1963

Intermodal¹ are those issues or activities which involve or affect more than one mode of transportation connections, choices, cooperation and coordination of various modes. (syn: multimodal)

¹American Public Transportation Association. "Public Intermodalism: Facts and Figures," February 2003.

PRINCIPLES OF INTERMODALISM

Planning Issues



PRINCIPLES OF INTERMODALISM

Planning Issues



		PASSENGER		
		Access	Service	Comfort
Transit Activities	Informing	Preparation	Schedule	Clarity
	Transfer	Multi-modal	Connection	Direction
	Waiting	Enclosure	Support	Furnishings
	Boarding	Queuing	Flexibility	Environment
	Movement	Separation	Control	Protection

PRINCIPLES OF INTERMODALISM



Why a New Intermodal Center?

- Enhance the public's mobility and access throughout the City, County and surrounding region.
- Significant amount of people depend on public transportation as their only available option.
- Safety and Protection
- Economic Drivers
- Urban Centers/People Places

PRINCIPLES OF INTERMODALISM



"They are our gates to the glorious and the unknown. Through them we pass out into adventure and sunshine, to them, alas! We return."

-E.M. Forster

EVALUATION CRITERIA



KINGSTON INTERMODAL FACILITY Alternative Evaluation Criteria Assigned Weight (Proportional Importance)

CRITERIA	Citibus	City of Kingston	NYS DOT	UCAT	Trailways	Ulster County Planning	Totals	Average	Rank
On-site transit operations	10	15	10	14	15	15	79	13.2	4
Vehicle access	15	10	10	21	15	10	81	13.5	3
On-site pedestrian access	10	10	15	9	0	7	51	8.5	5
Viable Infrastructure	5	5	10	8	5	10	41	6.8	7
Environmental issues	10	5	5	5	5	10	40	6.7	8
Compatibility w/ strategic plans	5	5	5	3	0	5	23	3.8	10
Intermodal connectivity	20	20	15	16	25	20	116	19.3	1
Construction readiness	0	0	5	4	0	3	12	2.0	11
Community Impact	10	10	10	3	0	10	43	7.2	6
Enhances image of transportation	10	5	5	2	5	0	27	4.5	9
Parking	5	15	10	17	30	10	87	14.5	2
Total	100	100	100	100	100	100	0		

DRAFT PROGRAM ELEMENTS



- **Building**
 - Ticket Counters/Sales
 - Waiting Area
 - CitiBus Offices
 - Trailways Offices
 - Restrooms
 - Package Area
 - Passenger Amenities
 - Approximate Total Building **9,500 Square Feet**

- **Site**
 - Transit Component
 - Customer and staff parking, Taxi, Bicycle, etc.
 - Approximate Total Site **100,000 Square Feet**

- **Total Current Draft Program** **109,500 Square Feet (2.5 Acres Approx)**

STUDY AREA



PUBLIC COMMENT / INPUT



- What Issues are important to YOU?
- What elements/amenities should be included in the Intermodal Facility?
- What should be considered in deciding where to locate the Intermodal Facility?
- Safety Issues
- Aesthetics Issues

EXPERIENCE



Racine Intermodal Transportation Facility
Racine, Wisconsin

EXPERIENCE



Petersburg Multi-Modal Transit Center
Petersburg, VA

EXPERIENCE



Kalamazoo Transportation Center
Kalamazoo, MI

EXPERIENCE



Interurban Transit Partnership
Grand Rapids, Michigan

CONCLUDING REMARKS / NEXT STEPS



- Continue Site Selection Analysis
- Develop Potential Sites & Alternative Layouts
- Schedule Additional Public Information Meetings
- Recommend Preferred Site and Develop Concept Design

Contact Information



For more information, please call the
Ulster County Transportation Council at
845.340.3340 or visit
www.co.ulster.ny.us/planning/tran.html



MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: January 30, 2007

Location: Kingston City Hall

Time: 6:00 PM – 8:00 PM

Subject: Public Information Meeting #1

Present: See attached sign in sheets

The purpose of this meeting was to discuss the proposed City of Kingston Intermodal Facility with the public, update them on the project analysis work performed to-date, and solicit their input. The meeting began with a thirty minute presentation, followed by a ninety minute session devoted to listening and discussing with the public their comments, ideas and questions. The thirty minute presentation, along with the sign in sheets, is attached for reference.

The following notes are public comments and our responses to those comments may be reviewed as follows:

1. Passenger rail should somehow be a part of the Intermodal Facility. Passenger rail is needed in Ulster County.

Response: Due to Amtrak lines being on the other side of the Hudson River, passenger rail is not feasible at this point in time.

2. There should be a connection to the existing Catskill Mountain Railroad. This would also provide a historic connection, which is an important element in view of Kingston's rich heritage and history. Additional comments were made suggesting the existing Catskill Mountain Railroad right-of-way be considered for a historic trolley service between Uptown and the Waterfront.

Response: Addressing this will be part of the study coordination with the County and City in order to determine its feasibility.

3. Airport connections, especially to Stewart Airport, should be included in the services offered by the Intermodal Facility. Airport expansion at Stewart Airport means economic development for Ulster County. Stewart Airport as a hub should be a consideration.

Response: This is primarily an operational issue. A shuttle service between the new intermodal facility and Stewart Airport can be provided if so desired by the City or County, and the demand exists. The new intermodal facility will be designed to accommodate shuttle services.

4. It was suggested that more regional transit coordination is needed with Dutchess and Orange Counties. Based on current routing, it is not possible to get to Dutchess County,

UCTC City of Kingston Intermodal Facility
Public Information Meeting #1
January 30, 2007
Page 2 of 5

Poughkeepsie, the Albany Airport, and some local Retail Malls by bus. The project should address this issue. If it is going to be an Intermodal Facility, it should be an intersection of services to these locations.

Response: This is an operational issue that will need to be addressed by the Ulster County Transportation Council.

5. Pedestrian access is very important, and should be graded higher in the list of evaluation criteria than #5.

Response: Pedestrian access is viewed as a very high priority and will be addressed as such in all the site circulation plans.

6. Provide for sufficient expansion space.

Response: The facility will be designed to include some expansion space.

7. Provide space for "Flex Cars" (a car sharing program).

Response: This will be a goal of the facility program.

8. "Station Cars" (small battery-powered electric cars) should also be considered. Persons could possibly use these "Station Cars" for scenic / historic tours.

Response: This will be considered in future design phases.

9. Provide for a tie-in between the Intermodal Facility and tourism.

Response: This will be one of the goals for the new facility and will require City and County Operational input.

10. People must be able to walk to the new Facility.

Response: We agree. Clear, safe pedestrian access will be provided.

11. The proposed size of the site (100,000 SF) is too large and difficult for pedestrians to safely cross.

Response: The site will be designed to have multiple "safe zones" in order for pedestrians to safely navigate in an around the site.

12. The new Facility should also spur economic development and be an "Orientation Point"; making it easier for people to commute to work and also local and regional attractions.

Response: The City and County also agree this should be one of the goals of the new facility and will include this as part of the overall design considerations.

13. Talk to the area's employers in order to determine who goes where, and why.

UCTC City of Kingston Intermodal Facility
Public Information Meeting #1
January 30, 2007
Page 3 of 5

Response: We will attempt to gather this type of information as we conduct our program interviews.

14. Can / should the current site of the uptown parking garage be considered? Is it a viable site? (Some of the individuals present believed it should be considered.)

Response: We will discuss this possibility with the County and City.

15. It was recommended to consider combining the existing Platers Factory site with the current Trailways site in order to accommodate the proposed program. It was acknowledged that the current scope of work provides for analyzing the current Trailways site as one of the potential locations for the new Intermodal Facility.

Response: We will consider doing this during our design analysis for the existing Trailways site.

16. This project is an opportunity for architectural enhancement. This should be stated as an objective of the study / project.

Response: The County and City have directed that the architectural design be an enhancement to the region.

17. Traffic on Washington Avenue is currently problematic, and locating the new Intermodal Facility on Washington Avenue would make it worse. Consider locations adjacent to the I-587 along with providing direct access (such as ramps) to the new Facility. Think of this as a larger solution.

Response: This will be considered during the preferred location analysis.

18. One of the attendees suggested the following locations be considered for the new Intermodal Facility:

- a. The Ames Store (currently vacant) area of Kingston Plaza with access from Schwenk Drive
- b. The intersection of the I-587 and Broadway, in the Dominos Pizza Shop area, especially if a new roundabout may be constructed at this intersection
- c. The east end of Kingston Plaza, near the baseball field

Response: These locations will be considered during the preferred location analysis.

19. Shuttle service to the area's Retail Malls is needed.

Response: This is an operational issue for the area's transit providers to consider.

20. Location of the Facility in proximity to other services should be considered when selecting a site. It was also requested the following services be included in the new Facility:

- a. Newspaper stand
- b. Information desk (information, not entertainment, is what is important)
- c. Automated phone access to services such as rental cars, hotels, etc.

UCTC City of Kingston Intermodal Facility
Public Information Meeting #1
January 30, 2007
Page 4 of 5

Response: These items will be considered for inclusion in the facility's program.

21. Determine the number of people the new Facility will serve.

Response: This will be done qualitatively during the course of the study.

22. The area's history, including the National Register / Historic Districts, is an important consideration. This should be a criteria in the site selection process.

Response: This will be taken into consideration.

23. The question was posed of how much the study would cost and who would be responsible for paying for it.

Response: \$75,000. The study is being funded by Ulster County through Federal Grants.

24. The question was posed if congestion in the region was being looked at and what is being done about it.

Response: This will be analyzed, but the regional solution to this will likely fall outside the scope of this study.

25. There was a suggestion that grocery shopping should be a consideration when siting an intermodal facility.

Response: This will be one of many factors to be considered during the preferred location analysis.

The County also emphasized the current study and analysis for the new Intermodal Facility is taking a wholistic approach, and is being done in coordination with other planning and study efforts. Specifically mentioned were the two Washington Avenue Studies (one for the Town of Ulster and one for the City of Kingston), the consideration of a roundabout at the Broadway / I-587 intersection, and the street direction study for the historic district south of Front Street.

In conclusion, contact information was given to the public in order for them to obtain further information or submit additional comments.

Prepared by:
Wendel Duchscherer Architects & Engineers PC

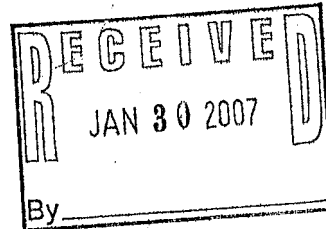

Donald E. Gray, AIA
Project Manager

UCTC City of Kingston Intermodal Facility
Public Information Meeting #1
January 30, 2007
Page 5 of 5

cc: Technical Advisory Committee
File

524 Mountainview Ave.
Hurley, NY 12443
January 28, 2007

Mr. Dennis Doyle, Director
Ulster County Planning Department
P.O. Box 1800
Kingston, NY 12402-1800



Dear Mr. Doyle:

A couple of weeks ago I read in The Freeman that a central transit hub was being considered in Ulster County and that there would be a discussion about it on January 30 in Kingston City Hall. I would like to attend, but I don't drive at night and, as you know, there is no public transportation there and, especially, back. So I'm writing in the hopes that you will take this letter under consideration.

Of course I would like to see a central transportation hub somewhere along Washington Avenue. The problem would be getting to it.

1. Public Transportation -- I have lived here for eight years now and I still know nothing about any public transportation in Hurley. Neither do any of the neighbors I've asked. Is there any public transportation in Hurley? Where does it come from? Where does it go? How much does it cost? What is the schedule and where is it posted? Where are the bus stops and why are there no bus shelters, at least none I've seen? I called the U.C. Area Transit a year or so ago and asked for a schedule, only to be told that the schedule keeps changing so nothing was available. Because of the price of gas, because I'm getting older, because I'm reasonably environmentally conscious, I would very much like to use public transportation as often as possible, but currently it seems impossible to do so. I have not had a necessary medical procedure because I'm told I could not drive immediately afterwards and I have no way to get to and from the hospital. There are many, many seniors, children and other non-drivers in the same position. Is it possible to at least obtain a bus schedule for Old Hurley and West Hurley so that I may publicize it to residents?

2. Parking -- Any transportation hub would absolutely have to have adequate parking which, for instance, Trailways does not have now. They have very few parking spaces at the Washington Avenue bus stop and I have never seen any available. That garage on North Front Street is one of the creepiest places I've ever seen; it could serve as the prime location for a horror movie and I will not go there. Once on an overnight trip on Trailways I parked, for want of any place better, at Kingston Plaza. When I returned I found a tire missing from my car. Now I park at Dietz Stadium, but they don't like you to and obviously not overnight. Possibly this transportation hub would allow parking just for people with bus tickets.

3. That brings me to cabs. Once a couple of years ago a friend drove me to the

Trailways station and I said I'd take a cab when I returned. The only taxi available then was this ancient thing with the back half falling off. When I asked the very unkempt driver what the fare would be from the bus station to my house which is exactly three miles away he quoted some outrageous fare, I think it was \$13. I suppose he also expected a tip. When I said no and walked away he screamed at me. After that I did some research and found that although the City of Kingston regulates cab fares, no one does for the rest of Ulster County. That awful driver could have charged me \$130 and apparently I would have had no recourse. And I'd probably have gotten bugs from his cab. Why is there no Taxi and Limousine Commission in Ulster County? Why are fares not regulated? Is there really no one to complain to about a taxi?

4. Is there any public transportation from the Kingston area to Albany airport? If not, please consider some for your hub. Also, I've read that a shuttle link to the Metro-North station is possible for residents from Rosendale and New Paltz. Why not from Kingston?

Sorry for the long letter, but please, please consider at least some of the things I've said. Maybe you could hold future meetings in places reachable by more people who would use public transportation.

Sincerely,

A handwritten signature in cursive script that reads "Virginia Starke". The signature is written in dark ink and is positioned to the right of the typed name.

Virginia Starke

UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

Public Outreach Program (including announcement, sign-in sheet, hand-outs
meeting minutes, presentation)

Public Information Meeting #2, September 25, 2007

Project No.: 4282.01

Project Name: City of Kingston Intermodal Transportation Terminal

Mtg. Date:

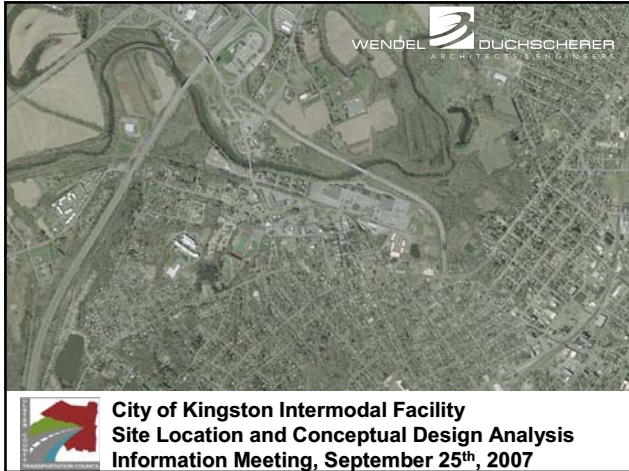
September 25, 2007

Mtg. Time:

06:00 pm

Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
1. ROBERT BOEHMIG	117 TERRACE LANE HUNTER NY 12442	338-0774	
2. Peter J. Esposito Peter J. Esposito JA.	25 FROG ALLEY Kingston N.Y. 12401	339-8899	
3. MARK BOUNGARD		339-4230.	
4. Steve Fink		334-3960	
5. Dennis Rayle	UK Planning	340-3339	
6. Steve Fink Steve Fink	ShortRok Realty L.L.C.	Cell 417-7150	
7. George C. Scarpino	127 N. Front St Kingston N.Y.		
8. Richards B. Matthews	410 BOX 3031 Kingston 12402	845 338-1618	
9. Bill Tobin	UCTE STAFF	340-3340	

Name	Address <i>(Optional)</i>	Phone Number <i>(Optional)</i>	Fax Number and e-mail address <i>(Optional)</i>
10. Cynthia Ruiz		340-3335	
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			



AGENDA

- Introductions and Opening Remarks
- Project Description & History
- What Do They Look Like?
- Draft Program Elements
- Evaluation Criteria
- Schedule
- Preliminary Location Studies
- Public Comment / Input
- Concluding Remarks/Next Steps

PROJECT DESCRIPTION AND HISTORY

Transit Advisory Committee

- Dennis Doyle *Ulster County Planning Board*
- William Tobin *Ulster County Transportation Council (UCTC)*
- Joel Brink *Town of Ulster - Councilman*
- Stephen Finkle *City of Kingston*
- Toni Roser *Citibus*
- Cynthia Ruiz *UCAT*
- Mark Boungard *Trailways*
- David Markowitz *NYSDOT*
- Russell Robbins *NYSDOT*

PROJECT DESCRIPTION & HISTORY

- UCTC “2030 Long Range Transportation Plan” and “Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis” recommended a new Intermodal Facility in Kingston.
- The intent is to create a Facility that will serve intercity bus operations and the local public transit service. It will be the central transfer point between all transportation modes and users, including buses, pedestrians, bicyclists, taxi cabs, Kiss & Ride users and shuttle services.

PROJECT DESCRIPTION & HISTORY



- In 2006, Wendel Duchscherer was selected by the County to perform a location study for the new Intermodal Center.
- Currently this study is in a “fact finding” and “exploration” mode, in order to identify potential locations for the Intermodal Center.
- Public comments and input are part of the process and important to the project’s success.
- No decisions have been made!
- The entire process is governed by federal requirements – The Federal Transit Association and the Federal Highway Administration.

PROJECT DESCRIPTION AND HISTORY



Why a New Intermodal Center?

- Enhance the public’s mobility and access throughout the City, County and surrounding region.
- Significant amount of people depend on public transportation as their only available option.
- Safety and Protection
- Economic Drivers
- Urban Centers/People Places

WHAT DO THEY LOOK LIKE?



Racine Intermodal Transportation Facility
Racine, Wisconsin



WHAT DO THEY LOOK LIKE?



Kalamazoo Transportation Center
Kalamazoo, MI



WHAT DO THEY LOOK LIKE?

Interurban Transit Partnership
Grand Rapids, Michigan

DRAFT PROGRAM ELEMENTS

- Building
 - CitiBus Offices
 - Trailways Offices
 - Ticket Counters/Sales
 - Waiting Area
 - Restrooms
 - Package Area
 - Passenger Amenities
 - Approximate Total Building 9,500 Square Feet
- Site
 - CitiBus, UCAT and Trailways Bus Slips, Customer and staff parking, Taxi, Bicycle, etc.
 - Approximate Total Site 100,000 Square Feet
- Total Current Draft Program 109,500 Square Feet (2.5 Acres, Approx.)

EVALUATION CRITERIA

KINGSTON INTERMODAL FACILITY
Alternative Evaluation Criteria
Assigned Weight (Proportional Importance)

CRITERIA	Citibus	City of Kingston	INSDOT	UCAT	Trailways	Wash. County Planning	Totals	Average	Rank
On-site transit operations	10	15	10	14	15	15	79	13.2	4
Vehicle access	15	10	10	21	15	10	81	13.5	3
On-site pedestrian access	10	10	15	9	0	7	51	8.5	12
Viable infrastructure	5	5	10	6	5	10	41	6.8	7
Environmental issues	10	5	5	5	5	10	40	6.7	8
Compatibility w/ strategic plans	5	5	5	3	0	5	23	3.8	10
Intermodal connectivity	20	20	15	16	25	20	116	19.3	1
Construction readiness	0	0	5	4	0	3	12	2.0	11
Community Impact	10	10	10	3	0	10	43	7.2	6
Enhances image of transportation	10	5	5	2	5	0	27	4.5	9
Parking	5	15	10	17	30	10	87	14.5	2
Total	100	100	100	100	100	100	0		

ESTIMATED SCHEDULE

- LOCATION STUDY COMPLETED: SPRING 2008
- ENVIRONMENTAL ASSESSMENT/
ANALYSIS COMPLETED: 2010-2011
- FINAL DESIGN COMPLETED/
START OF CONSTRUCTION: 2012

PRELIMINARY LOCATION STUDY



STUDY AREA



PRELIMINARY LOCATION STUDY



PRELIMINARY LOCATION STUDY



PRELIMINARY LOCATION STUDY



PRELIMINARY LOCATION STUDY



PUBLIC COMMENT / INPUT



- What Issues are important to YOU?
- What elements/amenities should be included in the Intermodal Facility?
- What should be considered in deciding where to locate the Intermodal Facility?
- Safety Issues
- Aesthetics Issues

CONCLUDING REMARKS / NEXT STEPS



- Evaluation of Public Comments and Input
- Continue Site Location Analysis
- Schedule Additional Public Information Meetings
- Recommend Preferred Site and Develop Concept Design

Contact Information



For more information, please call the Ulster County Transportation Council at 845.340.3340 or visit www.co.ulster.ny.us/planning/tran.html

Please submit additional comments in writing to
Ulster County Transportation Council
c/o: Bill Tobin
244 Fair Street
PO Box 1800
Kingston, NY 12402-1800
wtob@co.ulster.ny.us



APPENDIX



PRINCIPLES OF INTERMODALISM

What is it?

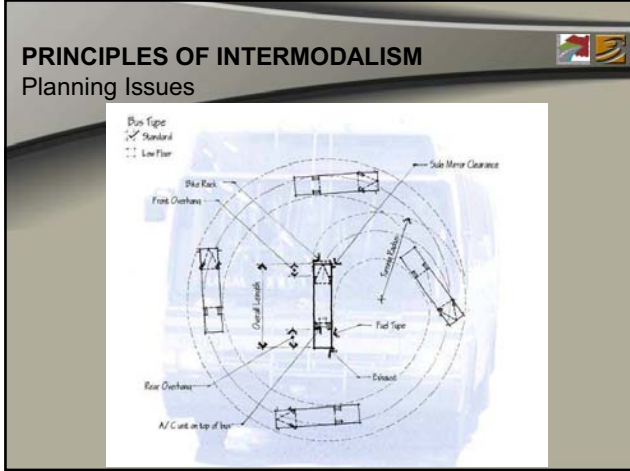
in·ter·mod·al

Pronunciation: in'ter-mōdl

Function: *adjective* Date: 1963

Intermodal¹ are those issues or activities which involve or affect more than one mode of transportation connections, choices, cooperation and coordination of various modes. (*syn multimodal*)

¹ American Public Transportation Association, "Public Transportation Face Book," February 2003



PRINCIPLES OF INTERMODALISM

Planning Issues

		PASSENGER		
		Access	Service	Comfort
Transit Activities	Informing	Preparation	Schedule	Clarity
	Transfer	Multi-modal	Connection	Direction
	Waiting	Enclosure	Support	Furnishings
	Boarding	Queuing	Flexibility	Environment
	Movement	Separation	Control	Protection



MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility
Date: September 25, 2007
Location: Kingston City Hall
Subject: Public Information Meeting for Potentially Affected Property Owners
Time: 10:00am
Present: See attached sign in sheets

This public information meeting included a specific outreach effort to all the potentially affected property owners. An invitation and project description was mailed to these property owners prior to the meeting. A list of the owners contacted and copies of the information mailed to them are included in the project documentation and files.

The meeting began with introductions of all attendees. Then, on behalf of the County, City and TAC, WD gave a presentation describing the new Kingston Intermodal project.

The presentation recounted the history of the project from its inception until the date of the meeting, and described the sites which the current study has identified as the most viable locations for the new Intermodal Facility. The presentation, along with the sign in sheets, is attached for reference.

The following notes are comments made by the potentially affected property owners and our responses to those comments may be reviewed as follows:

1. The current and future owners of the Diner (Mr. George Georjio and son-in-law) expressed concern about how their business would be affected by the significant number of cars associated with the new Intermodal Facility.

Response: Every effort will be made to separate the parking and traffic flow for the cars of the diner and intermodal facility.

2. The owners of the Diner and Trailways have a good working relationship. However, at times, patrons of the existing Trailways service park in the Diner parking lot, and must be towed.

Response: The owners of the Diner were assured the County and the City wants to partner with them regarding the design of the new Facility and is not intent on taking their property. They were also assured the City and County care about their business and want to see them do well.

The owners of the Diner expressed their willingness "to go through the steps" with the County and City as the project progresses, as long as they are consistently able to participate in the process. They also expressed the

UCTC City of Kingston Intermodal Facility
Public Information Meeting for Property Owners
September 25, 2007
Page 2 of 3

desire to see adequate parking provided for the new Intermodal in such a way as to not impact their business.

3. Mr. Peter Mathews recommended the Utility Platers property should be part of the site of the new Intermodal Facility. Environmentally cleaning-up the Utility Platers site would be good for the City and the adjacent property owners. It was recommended the project investigate potential funding sources for the environmental clean-up costs. All property owners present, including Trailways, agreed with these comments.

Response: If the intermodal facility is located at the existing Trailways site, the project will strongly consider including the Utility Platers site and its remediation.

4. Nina Chung, who is the FTA's planning representative for the project, is also the FTA's "Brownfield" Planner.

Response: None required.

5. Mr. Mathews also expressed a concern regarding the potential for the project to take property off the tax roles. He recommended the project find ways to keep the affected properties on the tax roles.

Response: The City and County understand and share the same concern and will work to make the project impact on tax revenue as minimal as possible.

6. The owner of the property at the southeast corner of Washington and Schwenk (Mr. Robert Boehing) stated he would be willing to discuss making his property available for the project. The building currently on the property is occupied by a medical imaging service (MRI), and their lease will be running out soon. He felt this location would provide the "Gateway Image" desired by the County and City.

Response: The design team will evaluate this availability and potentially explore options that would include locating the intermodal facility in this location.

7. The owners of Esposito's Dry Cleaners and Tuxedo Shop (Mr. Peter J. Esposito and Mr. Peter J. Esposito, Jr.) also indicated they were willing to consider making their property available for the project. The person currently renting the property has the first option to purchase the property, but the owners feel some arrangement could be worked out.

Response: Similar response to #6 above.

8. The Tuxedo Shop would need to be relocated. A suggestion was made that there may be room in the Kingston Plaza.

Response: This is understood. It is not clear at this time if this relocation would be part of the project scope.

9. The current project schedule envisions making a recommendation for a preferred site in

UCTC City of Kingston Intermodal Facility
Public Information Meeting for Property Owners
September 25, 2007
Page 3 of 3

2008, followed by an Environmental Assessment or Impact Statement, with construction starting in 2012 at the earliest.

Response: None required.

10. The project sponsor has not yet been formally identified.

Response: None required.

The property Owners of the Imaging Center at the corner of Washington and Schwenk and the Dry Cleaners / Tuxedo Shop on Frog Alley stated they are open to the idea of their property being acquired to construct the Intermodal Facility.

The owners of the Diner property stated they are willing to partner with the project and view the construction of the new Intermodal Facility as a positive thing for their business, but need to see more of the detailed design before making specific commitments and/or decisions.

Future meetings with the public and potentially affected property owners will be scheduled.

Prepared by:
Wendel Duchscherer Architects & Engineers PC



Donald E. Gray, AIA
Project Manager

cc: Technical Advisory Committee
File

UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

Public Outreach Program (including announcement, sign-in sheet, hand-outs
meeting minutes, presentation)

Public Information Meeting #3, January 29, 2008

**CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION AND CONCEPTUAL DESIGN ANALYSIS
INFORMATION MEETING, JANUARY 29, 2008**

Contact Information



For more information, please call the Ulster County
Transportation Council at 845.340.3340 or visit
www.co.ulster.ny.us/planning/tran.html

Please submit additional comments in writing to
Ulster County Transportation Council
c/o: Bill Tobin
244 Fair Street
PO Box 1800
Kingston, NY 12402-1800
wtob@co.ulster.ny.us

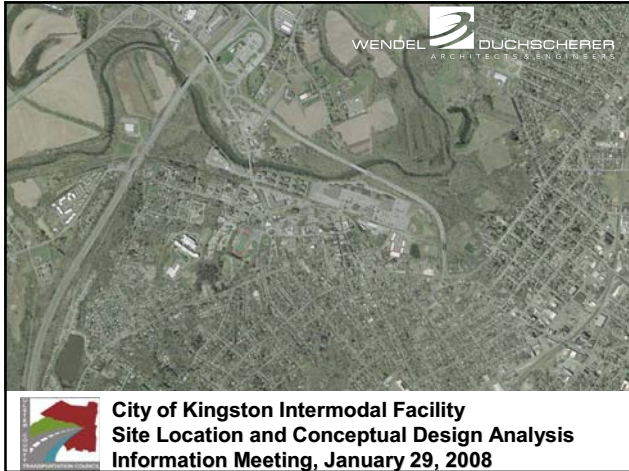
Project No.: **4282.01**

Mtg. Date: **January 29, 2008**

Project Name: **City of Kingston Intermodal Transportation Terminal**

Mtg. Time: **6:00 PM**

Name	Address	Phone Number	Fax Number and e-mail address
1. JOEL B. BEINKE	KINGSTON, NY	331-4409	
2. Robert M. Miraldi	Stone Ridge, NY	331 5000 *418	
3. MARK BOUNGARD	TRAILWAYS	339-4230	
4. Cynthia Ruiz	UCAT	340-3335	
5. Dennis Deje	UCPB		
6.			
7.			
8.			
9.			



AGENDA

- Introductions and Opening Remarks
- Project Description & History
- What Do They Look Like?
- Program Elements
- Estimated Schedule
- Preliminary Location Studies
- Evaluation Criteria and Recommendations
- Public Comment / Input
- Concluding Remarks/Next Steps

PROJECT DESCRIPTION AND HISTORY

Transit Advisory Committee

- Dennis Doyle *Ulster County Planning Board*
- William Tobin *Ulster County Transportation Council (UCTC)*
- Joel Brink *Town of Ulster - Councilman*
- Stephen Finkle *City of Kingston*
- Toni Roser *Citibus*
- Cynthia Ruiz *UCAT*
- Mark Boungard *Trailways*
- David Markowitz *NYSDOT*
- Richard Peters *NYSDOT*

PROJECT DESCRIPTION & HISTORY

- UCTC “2030 Long Range Transportation Plan” and “Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis” recommended a new Intermodal Facility in Kingston.
- The intent is to create a Facility that will serve intercity bus operations and the local public transit service. It will be the central transfer point between all transportation modes and users, including buses, pedestrians, bicyclists, taxi cabs, Kiss & Ride users and shuttle services.

PROJECT DESCRIPTION & HISTORY



- In 2006, Wendel Duchscherer was selected by the County to perform a location study for the new Intermodal Center.
- This study went through a “fact finding” and “exploration” mode, in order to identify potential locations for the Intermodal Center.
- Public comments and input are part of the process and important to the project’s success. Two Public Information Meetings held to date:
 - January 30, 2007
 - September 25, 2007
- The entire process is governed by federal requirements – The Federal Transit Association and the Federal Highway Administration.
- We are here today to present our recommendations for the preferred sites.

PROJECT DESCRIPTION AND HISTORY



Why a New Intermodal Center?

- Enhance the public’s mobility and access throughout the City, County and surrounding region.
- Significant amount of people depend on public transportation as their only available option.
- Safety and Protection
- Economic Drivers
- Urban Centers/People Places

WHAT DO THEY LOOK LIKE?



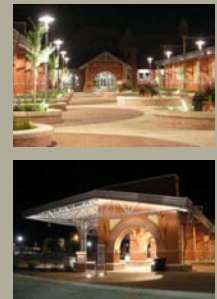
Racine Intermodal Transportation Facility
Racine, Wisconsin



WHAT DO THEY LOOK LIKE?



Kalamazoo Transportation Center
Kalamazoo, MI



WHAT DO THEY LOOK LIKE?

Interurban Transit Partnership
Grand Rapids, Michigan

WHAT DO THEY LOOK LIKE?

Fredericksburg Regional Transit Station
Fredericksburg, VA

WHAT DO THEY LOOK LIKE?

Niagara Falls Transportation Center
Niagara Falls, NY

PROGRAM ELEMENTS

- Building
 - CitiBus Offices
 - Trailways Offices
 - Ticket Counters/Sales
 - Waiting Area
 - Restrooms
 - Package Area
 - Passenger Amenities
 - Approximate Total Building 9,500 Square Feet
- Site
 - CitiBus, UCAT and Trailways Bus Slips,
Customer and staff parking, Taxi, Bicycle, etc.
 - Approximate Total Site 100,000 Square Feet
- Total Current Draft Program 109,500 Square Feet
(2.5 Acres, Approx.)

ESTIMATED SCHEDULE

- LOCATION STUDY COMPLETED: SPRING 2008
- ENVIRONMENTAL ASSESSMENT/
ANALYSIS COMPLETED: 2010-2011
- FINAL DESIGN COMPLETED/
START OF CONSTRUCTION: 2012

PRELIMINARY LOCATION STUDIES

STUDY AREA



PRELIMINARY LOCATION STUDIES

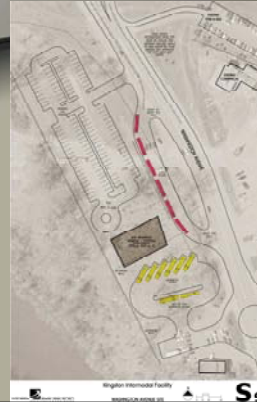
Digital Warehouse Facility

PRELIMINARY LOCATION STUDIES



S₂

PRELIMINARY LOCATION STUDIES



S₉

PRELIMINARY LOCATION STUDIES



S₁₁

EVALUATION CRITERIA AND RECOMMENDATIONS

KINGSTON INTERMODAL FACILITY

Alternative Evaluation Criteria
Assigned Weight (Proportional Importance)

CRITERIA	City of Kingston	City of Kingston	NYSDOT	UCAT	Traillways	Urban Planning	Totals	Average	Rank
On-site transit operations	10	15	10	14	15	15	79	13.2	4
Vehicle access	15	10	10	21	15	10	81	13.5	3
On-site pedestrian access	10	10	15	9	0	7	51	8.5	5
Viable infrastructure	5	5	10	6	5	10	41	6.8	7
Environmental issues	10	5	5	5	5	10	40	6.7	8
Compatibility w/ strategic plans	5	5	5	3	0	5	23	3.8	10
Intermodal connectivity	20	20	15	16	25	20	116	19.3	1
Construction readiness	0	0	5	4	0	3	12	2.0	11
Community Impact	10	10	10	3	0	10	43	7.2	6
Enhances image of transportation	10	5	5	2	5	0	27	4.5	9
Parking	5	15	10	17	30	10	87	14.5	2
Total	100	100	100	100	100	100	0		

EVALUATION CRITERIA AND RECOMMENDATIONS



Analysis of the potential sites according to the evaluation criteria revealed the existing Trailways and Kingston Plaza sites rank higher than the former Sheriff's Office and Visitor Center sites.

Therefore, it is recommended the existing Trailways and Kingston Plaza sites be carried forward for further study.

PUBLIC COMMENT / INPUT



- What Issues are important to YOU?
- What elements/amenities should be included in the Intermodal Facility?
- What should be considered in deciding the final location of the Intermodal Facility?
- Safety Issues
- Aesthetics Issues

CONCLUDING REMARKS / NEXT STEPS



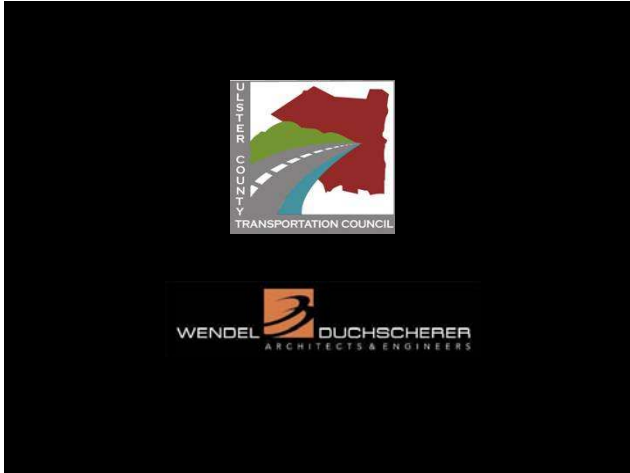
- Evaluation of Public Comments and Input
- Develop the Conceptual Design for the Two Highest Ranked Sites
- Schedule a future Public Information Meeting
- Recommend a Preferred Site

Contact Information



For more information, please call the Ulster County Transportation Council at 845.340.3340 or visit www.co.ulster.ny.us/planning/tran.html

Please submit additional comments in writing to
Ulster County Transportation Council
c/o: Bill Tobin
244 Fair Street
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Kingston, NY 12402-1800
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PRINCIPLES OF INTERMODALISM

What is it?

in·ter·mod·al
 Pronunciation: in'ter-mōdl
 Function: *adjective* Date: 1963

Intermodal¹ are those issues or activities which involve or affect more than one mode of transportation connections, choices, cooperation and coordination of various modes. (*syn multimodal*)

¹ American Public Transportation Association, "Public Transportation Face Book," February 2003

PRINCIPLES OF INTERMODALISM

Planning Issues

Legend:
 Bus Type: Standard (solid line), Low Floor (dashed line)

Labels:
 - Blue Rack
 - Front Overhang
 - Overall Length
 - Rear Overhang
 - A/C unit on top of bus
 - Exit
 - Exit Step
 - Side Mirror Clearance
 - Wheelbase

PRINCIPLES OF INTERMODALISM

Planning Issues

		PASSENGER		
		Access	Service	Comfort
Transit Activities	Informing	Preparation	Schedule	Clarity
	Transfer	Multi-modal	Connection	Direction
	Waiting	Enclosure	Support	Furnishings
	Boarding	Queuing	Flexibility	Environment
	Movement	Separation	Control	Protection

EXPERIENCE



Petersburg Multi-Modal Transit Center
Petersburg, VA

EXPERIENCE



Niagara Falls Transportation Center
Niagara Falls, NY

EVALUATION CRITERIA AND RECOMMENDATIONS

**Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY**

CRITERIA	DESCRIPTION	WEIGHTS				
		Site No. 1 1=Excellent 2=Good	Site No. 2 3=Fair 4=Poor	Site No. 3 5=Fair 6=Poor	Site No. 4 7=Fair 8=Poor	Site No. 5 9=Fair 10=Poor
A. On-site Transit Operations						
1. Site configuration	Shape of site affects operability	3.00	3.00	3.00	3.00	3.00
2. Ease of bus circulation	Dependent on amount of bus program, shape of site, width of streets and size of intersections	3.00	3.00	3.00	3.00	3.00
3. Future expansion	Site allows for future growth of operations	1.00	1.00	2.00	3.00	3.00
4. Safety & Security	Passive and active measures to protect riders and property	3.00	4.00	3.00	3.00	3.00
CRITERIA WEIGHT = 13.2						
	SITE TOTAL	4.00	3.20	3.00	3.00	3.00
	SITE PERFORMANCE	33.00	42.90	46.20	66.00	66.00
B. Vehicle Access						
1. Cars		4.00	3.00	4.00	3.00	3.00
2. Buses		4.00	3.00	3.00	3.00	3.00
3. Deliveries		4.00	3.00	2.00	3.00	3.00
4. Traffic impacts	Impact on signalization, amount of traffic, capacity of intersections.	3.00	3.00	3.00	3.00	3.00
5. Routing Efficiency	Need for modifications to existing intercity and intracity bus routes.	4.00	4.00	4.00	4.00	3.00
CRITERIA WEIGHT = 19.5						
	SITE TOTAL	3.00	3.20	3.00	3.00	3.00
	SITE PERFORMANCE	61.30	43.20	48.60	67.50	67.50

EVALUATION CRITERIA AND RECOMMENDATIONS

Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY

CRITERIA	DESCRIPTION	WEIGHTS/TOTALS				
		3=Excellent Site No. 1 Excellent	4=Good Site No. 2 Good	5=Fair Site No. 3 Fair	6=Poor Site No. 4 Poor	7=Head Site No. 5 Head
C. Pedestrians						
1. Employees	Walking to work	3.00	3.00	3.00	3.00	3.00
2. Frequenters - Traveling customers	Those traveling and using the facility	3.00	4.00	3.00	4.00	4.00
3. Frequenters - Non-traveling customers	Those not traveling but using the facility	5.00	2.00	5.00	3.00	3.00
CRITERIA WEIGHT = 6.5						
SITE TOTAL		3.67	3.00	3.00	3.17	3.17
SITE PERFORMANCE		31.17	25.50	17.00	26.92	26.92
D. Utility Infrastructure						
1. Stormwater/Drainage Capacity	Do they exist? Are they adequate? Major alteration required? Impact on adjacent properties?	5.00	5.00	4.00	3.00	3.00
2. Sewer		5.00	5.00	4.00	3.00	3.00
3. Water		5.00	5.00	4.00	3.00	3.00
4. Gas		5.00	5.00	4.00	3.00	3.00
5. Electric		5.00	5.00	4.00	3.00	3.00
CRITERIA WEIGHT = 6.8						
SITE TOTAL		5.00	5.00	4.00	3.00	3.00
SITE PERFORMANCE		34.00	34.00	27.20	20.40	20.40
E. Environmental Issues						
1. Created Issues	Impact of noise, lighting, air quality, increase in pedestrian traffic/commuting between sites	3.00	3.00	3.00	3.00	3.00
2. Existing/Property Issues	Any hazardous materials, concerns, remediation required?	1.00	3.00	4.00	4.00	4.00
CRITERIA WEIGHT = 6.7						
SITE TOTAL		2.00	3.00	3.00	2.00	2.00
SITE PERFORMANCE		13.40	20.10	23.40	30.15	30.15

EVALUATION CRITERIA AND RECOMMENDATIONS

Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY

CRITERIA	DESCRIPTION	WEIGHTS/TOTALS				
		3=Excellent Site No. 1 Excellent	4=Good Site No. 2 Good	5=Fair Site No. 3 Fair	6=Poor Site No. 4 Poor	7=Head Site No. 5 Head
F. Compatibility with Strategic Management Plans						
1. 2006 Long Range Plan		4.00	4.00	2.00	2.00	2.00
2. City of Kingston Business Base Development Master Plan		4.00	4.00	2.00	2.00	2.00
3. Washington Ave Study, Town of Uxeter	Impact on current and future planning for this area.	2.00	4.00	2.00	2.00	2.00
4. Washington Ave Study, City of Kingston	Impact on current and future planning for this area.	4.00	4.00	4.00	4.00	4.00
5. Heritage Plan		3.00	3.00	4.00	4.00	4.00
6. Urban Renewal Plan		5.00	5.00	4.00	4.00	4.00
7. Zoning	Compatible with existing zoning	4.00	4.00	2.00	2.00	2.00
8. Adaptive Reuse	Conservation reuse of existing buildings and site features	4.00	4.00	3.00	3.00	3.00
CRITERIA WEIGHT = 12.8						
SITE TOTAL		23.00	43.00	33.00	33.00	33.00
SITE PERFORMANCE		64.18	64.18	43.78	44.73	44.73

EVALUATION CRITERIA AND RECOMMENDATIONS

Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY

CRITERIA	DESCRIPTION	WEIGHTS/TOTALS				
		3=Excellent Site No. 1 Excellent	4=Good Site No. 2 Good	5=Fair Site No. 3 Fair	6=Poor Site No. 4 Poor	7=Head Site No. 5 Head
G. Intermodal Connectivity						
1. Intercity Bus Service	Requires convenient access to intercity	3.00	3.00	3.00	3.00	3.00
2. OMUS Service	Convenient and user friendly	4.00	4.00	3.00	3.00	3.00
3. UCAT Service	Convenient and user friendly	4.00	4.00	3.00	3.00	3.00
4. Taxi	Convenient and User Friendly	4.00	5.00	3.00	3.00	3.00
5. Kios and Ride	Convenient and User Friendly	3.00	4.00	3.00	3.00	3.00
6. Bicycles	Convenient and User Friendly	2.00	2.00	3.00	3.00	3.00
CRITERIA WEIGHT = 19.3						
SITE TOTAL		3.00	3.00	3.00	3.00	3.00
SITE PERFORMANCE		70.77	70.77	64.32	56.50	56.50
H. Construction Readiness						
1. Acquisition	Availability for purchase	2.00	3.00	3.00	3.00	3.00
2. Demolition/Site Plan	Amount of demolition/site prep required affected time & cost	1.00	2.00	3.00	3.00	3.00
3. Reasonably Available	If available for acquisition, is it reasonably priced	2.00	3.00	2.00	2.00	2.00
CRITERIA WEIGHT = 6.8						
SITE TOTAL		1.00	1.00	2.00	3.00	3.00
SITE PERFORMANCE		3.33	2.67	8.00	6.67	6.67

EVALUATION CRITERIA AND RECOMMENDATIONS

Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY

CRITERIA	DESCRIPTION	WEIGHTS/TOTALS				
		3=Excellent Site No. 1 Excellent	4=Good Site No. 2 Good	5=Fair Site No. 3 Fair	6=Poor Site No. 4 Poor	7=Head Site No. 5 Head
I. Community Impact						
1. Development Opportunities and Potential	Potential for private or public development on site or near by	3.00	4.00	2.00	3.00	3.00
2. Aesthetics Impact	Compatible and harmonious with existing uses and context	3.00	4.00	3.00	4.00	4.00
3. Financial Impact	Affect on tax structure	3.00	3.00	3.00	2.00	2.00
4. Environmental Justice	Address impact on minority and low-income populations	3.00	3.00	3.00	3.00	3.00
CRITERIA WEIGHT = 7.8						
SITE TOTAL		2.00	3.00	2.00	3.00	3.00
SITE PERFORMANCE		28.80	25.20	19.80	25.20	25.20
J. Financials Impact of Plans						
1. Image and Aesthetics	Positive impact on area with "Gateway" potential	3.00	3.00	3.00	3.00	3.00
CRITERIA WEIGHT = 4.5						
SITE TOTAL		3.00	3.00	3.00	3.00	3.00
SITE PERFORMANCE		22.50	15.50	15.50	15.50	15.50
K. Parking						
1. Convenience	Plans fit city	4.00	4.00	2.00	2.00	2.00
2. Short-term	Plans under 1 hour	3.00	3.00	3.00	3.00	3.00
3. Long-term	Plans for multiple days	3.00	3.00	4.00	4.00	3.00
4. Additional parking	Adjacency to additional parking	3.00	4.00	3.00	3.00	3.00
CRITERIA WEIGHT = 14.3						
SITE TOTAL		3.00	3.00	3.00	3.00	3.00
SITE PERFORMANCE		47.13	50.70	43.50	59.80	59.80

EVALUATION CRITERIA AND RECOMMENDATIONS

Comprehensive Alternative Evaluation Matrix
KINGSTON INTERMODAL FACILITY

	WEIGHTS/SITES			
	Site No. 1 - Frontal	Site No. 2 - Rear	Site No. 3 - Rear	Site No. 11 - Rear
TOTAL SITE PERFORMANCE	351.54	344.73	301.91	406.28
RANKING	2	3	4	1

Based on the foregoing evaluations, it is recommended the existing Trailways and Kingston Plaza sites be carried forward for future study.

PRELIMINARY LOCATION STUDIES



PRELIMINARY LOCATION STUDIES



MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: January 29, 2008

Location: Kingston City Hall

Time: 6:00 PM – 8:00 PM

Subject: Public Information Meeting #3

Present: See attached sign in sheets

The purpose of this meeting was to discuss the proposed City of Kingston Intermodal Facility with the public, update them on the project analysis work performed to-date, and solicit their input. The meeting began with a thirty minute presentation, followed by a ninety minute session devoted to listening and discussing with the public their comments, ideas and questions. The thirty minute presentation, along with the sign in sheets, is attached for reference.

The following notes are public comments and our responses to those comments may be reviewed as follows:

1. Provide the minimum number of parking spaces and encourage the use of public transportation.

Response: The goal is to provide the appropriate amount of parking spaces to support the Intermodal Facility and encourage its use.

2. Is covered parking and/or a parking structure being provided and/or considered?

Response: Covered parking will not be provided if only a surface parking lot is recommended. The need for a parking structure is being evaluated. No final determination has been made at this time.

3. Try to incorporate photovoltaics and other sustainable design principles. A zero Carbon footprint is the goal all facilities should strive to achieve. A green roof may not be appropriate for this facility.

Response: While this study is not performing detailed design, Ulster County has adopted a resolution requiring that any new public buildings be designed and constructed to achieve a minimum rating of LEED Silver. That will be the goal for this project when it proceeds into detailed design and construction.

4. The site layout for option S1 helps the Stockade District parking issues.

Response: Agreed.

UCTC City of Kingston Intermodal Facility
Public Information Meeting #3
January 29, 2008
Page 2 of 3

5. The low elevation of some of the property in the S11 option may be problematic and prone to flooding.

Response: While admittedly some of the areas of the property comprising option S11 may be somewhat low, it is important to note that none of the property within site S11 is in a floodplain. If this option were to be identified as the preferred site, the detailed design would address the required technical issues in order to avoid flooding or ponding of water on site.

6. One of the positive items about option S8 is the elimination of the filling (gas) station.

Response: None required.

7. Option S1 is still close enough to the existing rail lines to be viable and should not fall out of consideration because the rail lines are not immediately adjacent.

Response: Agreed.

8. It is important to protect the integrity of Stockade Historic District.

Response: Agreed.

9. Option S9 is not close enough to the existing rail lines to be able to make a viable rail corridor connection.

Response: It is acknowledged that a rail connection from option S9 to the existing rail lines across Washington Avenue is not convenient. It is also important to note that the form of any future service in this existing rail corridor is presently undetermined, so it is difficult to assess this impact.

10. Consider rubber rail trolleys for tours of the Stockade and Roundout Districts.

Response: This is part of a larger operational picture that must be explored by the County and City.

11. Some of these options require property acquisition. Is availability of these properties an issue? Early property acquisition is an important discussion to have early in the process.

Response: Outreach efforts have been made to talk with property owners of the potentially affected parcels. Many of these owners have expressed a desire to consider making their properties available or have said outright that they are available. Early property acquisition will be part of future discussions once a preferred site has been identified.

12. Is FTA funding still available or is it depleted?

Response: Yes, FTA funding is still available for this project. It is not expected that FTA funding for intermodal projects will be depleted in the foreseeable future.

UCTC City of Kingston Intermodal Facility
Public Information Meeting #3
January 29, 2008
Page 3 of 3

Prepared by:
Wendel Duchscherer Architects & Engineers PC



Donald E. Gray, AIA
Project Manager

cc: Technical Advisory Committee
File

UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

Public Outreach Program (including announcement, sign-in sheet, hand-outs
meeting minutes, presentation)

Public Information Meeting #4, September 23, 2008

CITY OF KINGSTON INTERMODAL FACILITY

SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS

Information Meeting, September 23, 2008



AGENDA

- Introductions and Opening Remarks
- Project Description & History
- Preliminary Location Studies
- Evaluation Criteria and Recommendations
- Conceptual Designs (Site 1 and 8)
- Recent Developments
- Public Comment / Input
- Concluding Remarks/Next Steps
- Contact Information



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



Project No.: 4282.01 Mtg Date: September 23, 2008
 Project Name: City of Kingston Intermodal Transportation Terminal Mtg. Time: 6:00 pm

Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
1. ALTEPSEZ	1 ST WARD ADOURIAN & MANCOUR KETTER	845-351-4862	TWO THINSON AVE. ROSEM
2. LOWEN THING	55 W. CHESTNUT KINGSTON	331-4985	TWO THINSON AVE. ROSEM
3. TOM HOFFMAY	220 WARD THE DENARD CITY OF KINGSTON	551-8317	THINSON AVE COMM. CAR
4. JUDITH DREWING			
5. BILL TOBIN	244 Fair Street	340-3340	THINSON AVE
6. DENNIS BOYLE	244 Fair ST	340-3340	Wobler Co. 4576
7. CYNTHIA RUIZ	UCAT	340-3335	
8. JAY SCARBON	ESPOSITO'S DELICATES	338-7560	
9. PETE ESPOSITO	ESPOSITO'S PROPERTY OWNER 25 FERG ALLEY	339-8899	

Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
10. <i>Bobby Beckhaus</i>	<i>156e Park</i>	<i>334-8200</i>	<i>bobby@156parking.com</i>
11. <i>Steph McFadden</i>	<i>City of Kyr</i>	<i>334 3960</i>	
12. <i>John Garesché</i>	<i>77 Green St Kingston</i>	<i>334-7926</i>	
13. <i>Sigra Rittenhouse</i>	<i>46 Brickerman Csw Kingston</i>	<i>334 9925</i>	
14. <i>Joyce Barnes</i>	<i>19 Hewitt Pl. Kyr</i>		
15. <i>Paula Wendell</i>	<i>300 Lucas Lane Kyr</i>	<i>594 2123</i>	<i>addresses@aol.com</i> <i>No email please!</i>
16. <i>Paula Wendell</i>	<i>76 Ontario Ct</i>	<i>657 8776</i>	<i>331-1174</i>
17. <i>Brun Kalka</i>	<i>37 Grist Mill Lane Rowley</i>	<i>855-1536</i>	<i>Brun Kalka</i> <i>Camden, VT</i>
18. <i>Cynthia Wright</i>	<i>200 Park Street</i>	<i>388-3383</i>	
19. <i>Rob Anderson</i>	<i>220 Millers Lane</i>	<i>9176824845</i>	

Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
20. EMILIE HAUSER	63 Highland Ave KINGSTON 12401	338 4820	ehauser@ gmail.com
21. Edward W. Kelly	155 Tom Brack Ave Kingston	527-9866	
22.			
23.			
24.			
25.			
26.			
27.			
28.			
29.			

CITY OF KINGSTON INTERMODAL FACILITY

SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS

Information Meeting, September 23, 2008



AGENDA

- Introductions and Opening Remarks
- Project Description & History
- Preliminary Location Studies
- Evaluation Criteria and Recommendations
- Conceptual Designs (Site 1 and 8)
- Recent Developments
- Public Comment / Input
- Concluding Remarks/Next Steps
- Contact Information



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PROJECT DESCRIPTION & HISTORY

- UCTC “2030 Long Range Transportation Plan” and “Ulster County Fixed Route Public Transportation Coordination and Intermodal Opportunities Analysis” recommended a new Intermodal Facility in Kingston.
- The intent is to create a Facility that will serve intercity bus operations and the local public transit service. It will be the central transfer point between all transportation modes and users, including buses, pedestrians, bicyclists, taxi cabs, Kiss & Ride users and shuttle services.



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PROJECT DESCRIPTION AND HISTORY

Why a New Intermodal Center?

- Enhance the public’s mobility and access throughout the City, County and surrounding region.
- Significant amount of people depend on public transportation as their only available option.
- Safety and Protection
- Economic Drivers
- Urban Centers/People Places



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PROJECT DESCRIPTION & HISTORY

- In 2006, Wendel Duchscherer was selected by the County to perform a location study for the new Intermodal Center.
- The draft version of this study is now complete and available for public review and comment.
- Public comments and input are part of the process and important to the project's success. Three Public Information Meetings held to date:
 - January 30, 2007
 - September 25, 2007
 - January 29, 2008
- The entire process is governed by federal requirements – The Federal Transit Association and the Federal Highway Administration.
- We are here today to present the study's conclusions and recommendations.



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PROJECT DESCRIPTION AND HISTORY

Transit Advisory Committee

- Dennis Doyle *Ulster County Planning Board*
- William Tobin *Ulster County Transportation Council (UCTC)*
- Joel Brink *Town of Ulster - Councilman*
- Stephen Finkle *City of Kingston*
- Toni Roser *Citibus*
- Cynthia Ruiz *UCAT*
- Mark Boungard *Trailways*
- David Markowitz *NYSDOT*
- Richard Peters *NYSDOT*



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PRELIMINARY LOCATION STUDIES

PROGRAM ELEMENTS

- **Building - Approximate Total Building 9,500 Square Feet**
 - CitiBus Offices
 - Trailways Offices
 - Ticket Counters/Sales
 - Waiting Area
 - Restrooms
 - Package Area
 - Passenger Amenities
- **Site - Approximate Total Site 100,000 Square Feet**
 - CitiBus, UCAT and Trailways Bus Slips, Customer and staff parking, Taxi, Bicycle, etc.

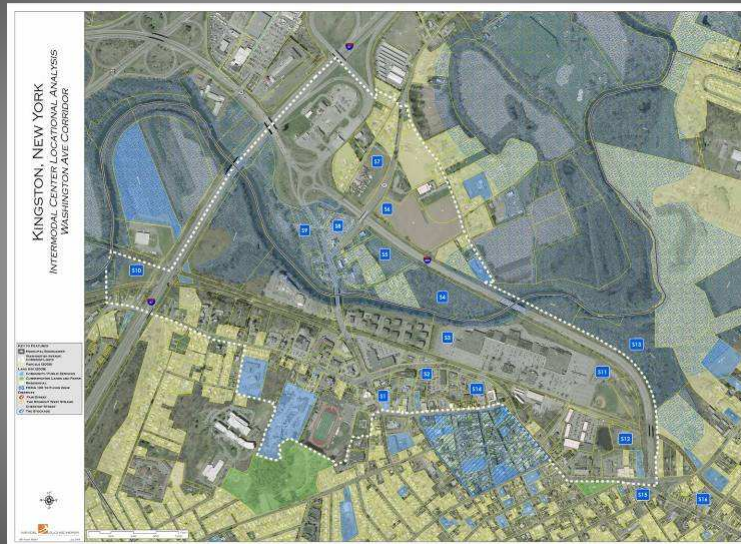
Total Current Draft Program: 109,500 Square Feet (2.5 Acres, Approx.)



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PRELIMINARY LOCATION STUDIES



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PRELIMINARY LOCATION STUDIES

Site Designation	Site Location
S1	Existing Terminal with Platers Company
S2	Former Sheriff's Office and car dealership
S3	Hannaford Plaza – West end
S4	Vacant site south of I-587 between Sandy Rd. and Esopus Creek
S5	Undeveloped Site
S6	Field at N.E. intersection of I-587 and Sawkill Rd.
S7	Vehicle Repair shop at N.E. intersection of I-587 and Sawkill Rd.
S8	Washington Ave./Sawkill Rd.
S9	Existing Visitors Center
S10	Undeveloped site south of Trailways Maintenance Shop
S11	Hannaford Plaza – East end
S12	Lily Pond of Kingston
S13	Dock Street Assoc. site, North of I-587
S14	Uptown Parking Garage
S15	Broadway and I-587 between Sandy Rd. and Powell Lane
S16	WKNY



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PRELIMINARY LOCATION STUDIES EVALUATION CRITERIA

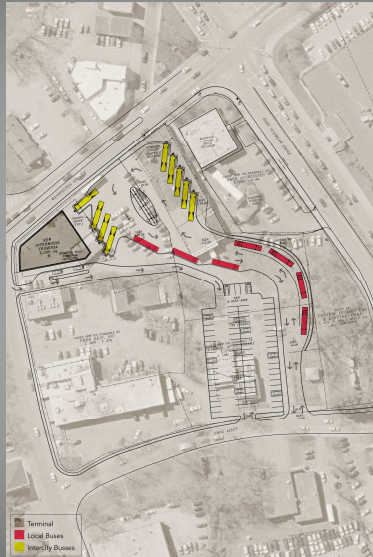
ALTERNATIVE EVALUATION CRITERIA									
Assigned Weight (Proportional Importance)									
CRITERIA	Citibus	City of Kingston	NYS DOT	UCAT	Trailways	Ulster County Planning	Totals	Average	Rank
On-site transit operations	10	15	10	14	15	15	79	13.2	4
Vehicle access	15	10	10	21	15	10	81	13.5	3
On-site pedestrian access	10	10	15	9	0	7	51	8.5	5
Viable infrastructure	5	5	10	6	5	10	41	6.8	7
Environmental issues	10	5	5	5	5	10	40	6.7	8
Compatibility w/ strategic plans	5	5	5	3	0	5	23	3.8	10
Intermodal connectivity	20	20	15	16	25	20	116	19.3	1
Construction readiness	0	0	5	4	0	3	12	2.0	11
Community Impact	10	10	10	3	0	10	43	7.2	6
Enhances image of transportation	10	5	5	2	5	0	27	4.5	9
Parking	5	15	10	17	30	10	87	14.5	2
Total	100	100	100	100	100	100			



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



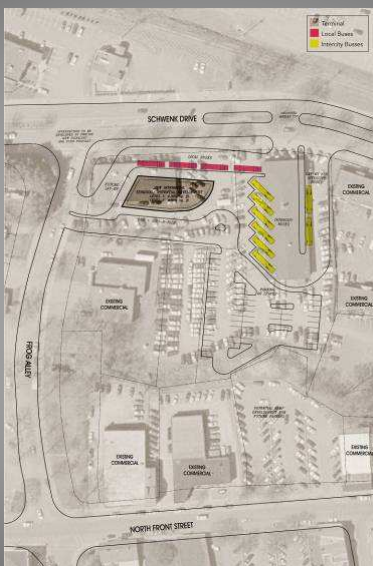
S1 Opt 3 Rev 1: WASHINGTON AVE. & FRONT ST. SITE



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



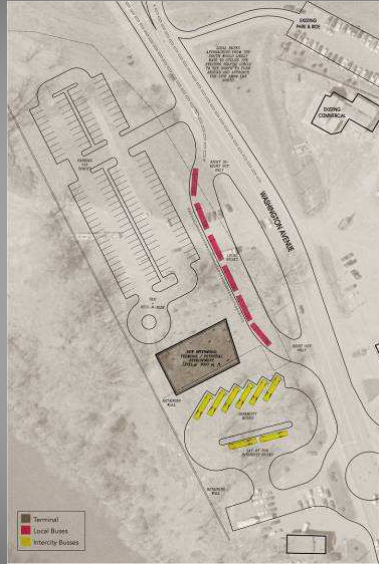
S2 Opt 2: SCHWENK DRIVE SITE



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



S9 Opt 3: WASHINGTON AVE. SITE



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



S11 Opt 5: HANNAFORD PLAZA SITE



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PRELIMINARY LOCATION STUDIES

- At this point in the study, the site on Washington Avenue at Sawkill Road, which had been eliminated as an option due to another development project, came back into consideration.



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



S8: WASHINGTON AVE. SITE



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



EVALUATION CRITERIA AND RECOMMENDATIONS

<u>Comprehensive Alternative Evaluation Matrix</u>			
Kingston Intermodal Facility			
WEIGHT/SITES			
5=Excellent; 4=Good; 3=Fair; 2=Poor; 1=Bad			
	Site No. 1 - Existing Terminal	Site No. 8 - Washington Ave Site	Site No. 11 - Plaza (East End)
TOTAL SITE PERFORMANCE	350.96	389.16	387.94
RANKING	3	1	2

- The scores for the Trailways, Plaza and Washington Ave./Sawkill Rd. sites are close enough for all to be considered viable locations for the Intermodal Facility.



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



EVALUATION CRITERIA AND RECOMMENDATIONS

- Though a strong contender, the costs and time associated with constructing access and exit ramps to the I-587 led the TAC to recommend that the Trailways and Washington Ave./Sawkill Rd. sites be advanced for further study.



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN

DISCUSSION ITEMS

- Building Character/Materials
- Historical Content
- Safety and Security
- Daylighting/Site Lighting
- Sustainable Design Initiatives
- Relevant Site Connections
- Green Spaces/Public Spaces
- Accessibility
- Amenities
- Wayfinding
- Details
- Public Art
- Other Relevant Local Knowledge



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN

SUSTAINABILITY

- Green Roof / Cisterns (storm water mitigation)
- Daylighting
- Photovoltaics
- Recycled content materials
- Low emitting materials
- Bicycle Storage
- Smart cars
- Heat island mitigation (trees)
- Natural ventilation/operable windows



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S1

EXISTING TRAILWAYS SITE – WASHINGTON AND N. FRONT

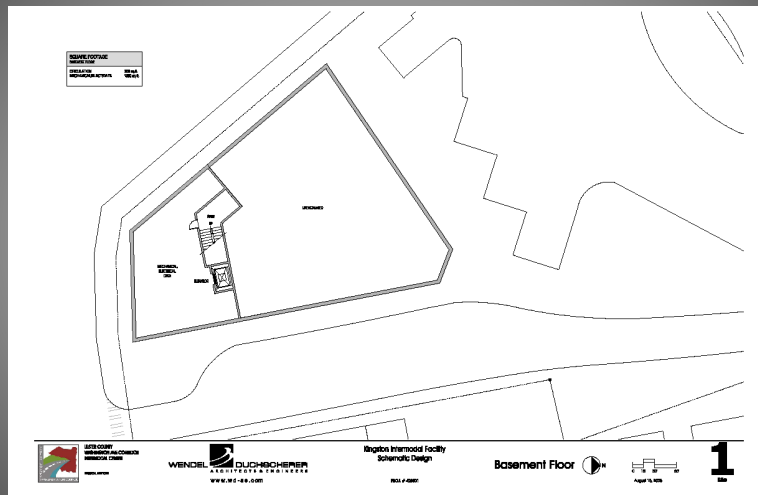


CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S1

EXISTING TRAILWAYS SITE – WASHINGTON AND N. FRONT

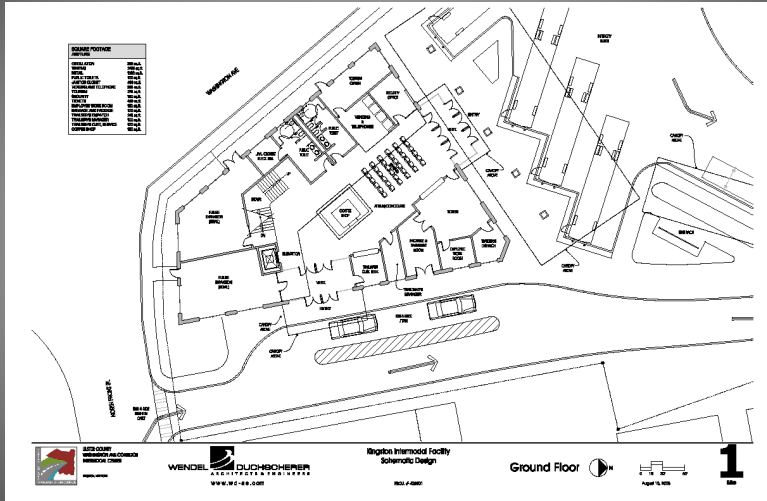


CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S1

EXISTING TRAILWAYS SITE – WASHINGTON AND N. FRONT

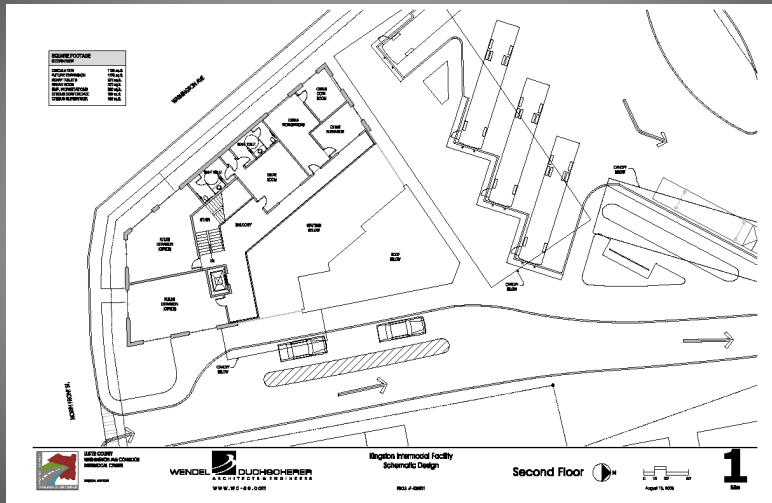


CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S1

EXISTING TRAILWAYS SITE – WASHINGTON AND N. FRONT



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S1

EXISTING TRAILWAYS SITE – WASHINGTON AND N. FRONT



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CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S1

EXISTING TRAILWAYS SITE – WASHINGTON AND N. FRONT



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CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



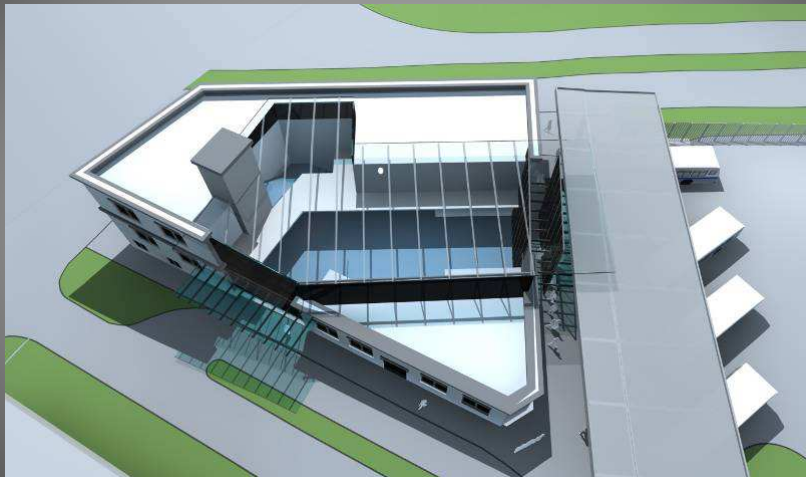
CONCEPTUAL DESIGN - SITE S1
EXISTING TRAILWAYS SITE – WASHINGTON AND N. FRONT



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S1
EXISTING TRAILWAYS SITE – WASHINGTON AND N. FRONT



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S8

WASHINGTON AVENUE / SAWKILL ROAD

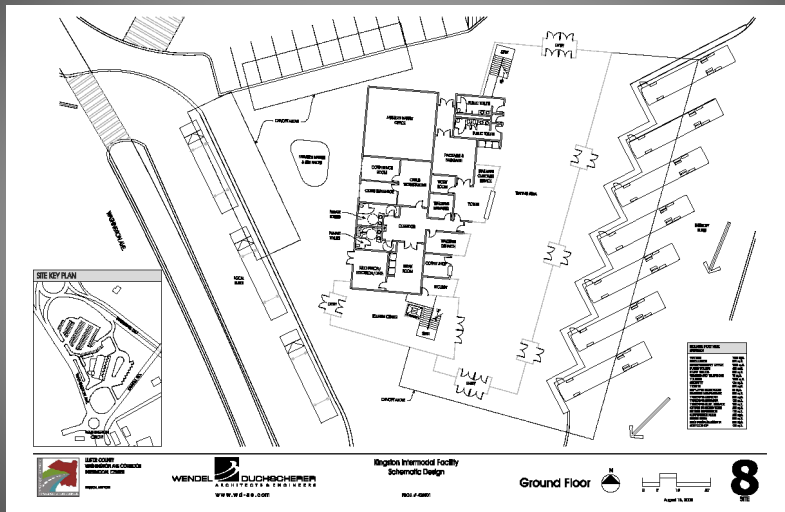


CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S8

WASHINGTON AVENUE / SAWKILL ROAD

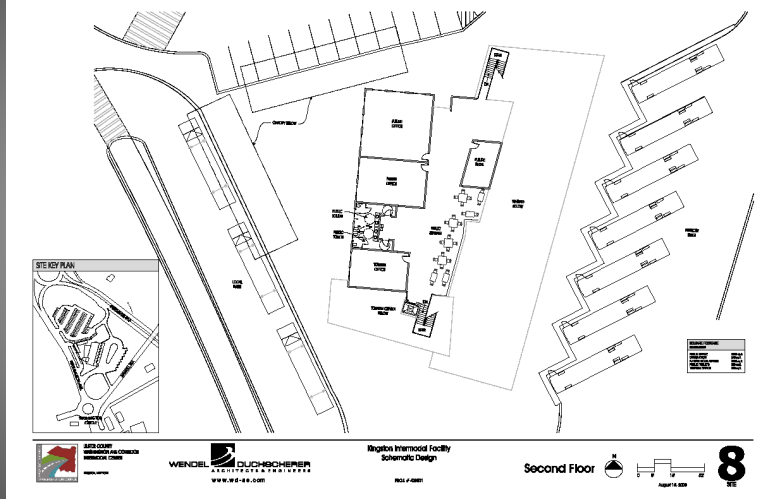


CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S8

WASHINGTON AVENUE / SAWKILL ROAD



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S8

WASHINGTON AVENUE / SAWKILL ROAD



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCEPTUAL DESIGN - SITE S8
WASHINGTON AVENUE / SAWKILL ROAD



CITY OF KINGSTON INTERMODAL FACILITY
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CONCEPTUAL DESIGN - SITE S8
WASHINGTON AVENUE / SAWKILL ROAD



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



RECENT DEVELOPMENTS

- Proposed CVS development adjacent to Trailways site
- Renewed interest in the former Uptown parking garage site



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



PUBLIC COMMENT / INPUT

- What Issues are important to YOU?
- What elements/amenities should be included in the Intermodal Facility?
- What should be considered in deciding the final location of the Intermodal Facility?
- Safety Issues
- Aesthetics Issues



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



COMMENTS, QUESTIONS & ANSWERS



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONCLUDING REMARKS / NEXT STEPS

- Evaluation of Public Comments and Input
- Finalize Location Study Report and Recommendations
- Begin the Next Phase - Environmental Analysis Process
- Continue Public Input Process
- Recommend a Preferred Site and Building Design



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CONTACT INFORMATION

- The Draft Final City of Kingston Area Intermodal Facility Site Location and Conceptual Design Analysis Report is now available on-line :
www.co.ulster.ny.us/planning/intermodal.html
- A hard copy will be available for public review at the following locations:
UCAT Headquarters, 1 Danny Circle, Kingston
Citibus Headquarters, 17 Hoffman Street
UC Planning Department, 3rd Floor, 244 Fair Street, Kingston
- A public comment period has commenced and closes Friday, October 3, 2008.
- Please submit additional comments in writing to:
Ulster County Transportation Council
c/o: Bill Tobin
244 Fair Street
PO Box 1800
Kingston, NY 12402-1800
wtob@co.ulster.ny.us



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: September 23, 2008

Location: Kingston City Hall

Time: 5:30 PM – 8:00 PM

Subject: Public Information Meeting #3

Present: See attached sign in sheets

The purpose of this meeting was to discuss the proposed City of Kingston Intermodal Facility with the public, update them on the project analysis work performed to-date, and solicit their input. The meeting began with a thirty minute presentation, followed by a ninety minute session devoted to listening and discussing with the public their comments, ideas and questions. The thirty minute presentation, along with the sign in sheets, is attached for reference.

Introductions, description of the project and its history, along with many thanks and appreciated was presented by Dennis Doyle. In the Mayor's absence, Steve Finkle read a letter from Mayor Sottile, and expressed his thanks and appreciation.

Don Gray introduced project consultants, team, & TAC members present. He presented the PowerPoint slides showing preliminary sites, site selection evaluation and scoring, and recent project developments. Dave Zeilinski presented the conceptual designs, ideas and massing studies.

The following notes are a summary of the public discussion and comment session:

1. How is this project being funded?

Response: Federally funded (highway & transit)

2. What is the project budget?

Response: \$10 mil. Feds fund 80%, County 10% and City 10%. Property can be used as a match

3. Site S8 – Although it is in a flood plain and the building will be raised, what about buses & roadways which will still be in the flood plain?

4. Some feelings that the location of S8 in Ulster is too far out. How will we get people from Ulster to downtown Kingston (i.e. Hannaford's)?

Response: Downtown Kingston (i.e. Hannaford's) is presently a stop on the bus route. The plaza will remain a hub and location S8 allows for sidewalk and bridge improvements for pedestrians and bicyclists.

UCTC City of Kingston Intermodal Facility
Public Information Meeting #3
September 23, 2008
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5. Why aren't we looking at the Uptown garage site if the Mayor agrees it would be a good site as well?

Response: If that site warrants a further look the City will do so, however at the time the Uptown site was not available.

6. General disappointment in this site selection process considering one of the two proposed sites is located in a flood plain, which is not mentioned in detail in the Draft Report.

7. General feelings that Site S8 is not pedestrian friendly and currently a tourism center does not exist, why is one being shown in the conceptual designs?

8. General feelings that the consultant is driving site S8, renderings do not show Kingston's architectural history, drawings and site plans don't reflect what the report states, and recommendation that the team should incorporate current studies into the report and process.

9. Minority Leader on the Common Council suggested the renderings look like a glass menagerie that needs historic details. Also suggested the current Trailways site is not safe for pedestrians and foot traffic due to traffic circle.

Response: This is a preliminary massing study to vet what the needs are and what will fit all in accordance with cost and time. The actual facility would be designed with Kingston historic architecture in mind and would fit in with its surroundings. (Referenced historic design of another WD project in Kalamazoo)

10. What is the timeframe of the project, when can we get a shovel in the ground?

Response: Federal fiscal year 2010 construction is proposed to begin. An approx. completion date is 2 years after start date.

11. Is the CVS site potentially being considered?

Response: An earlier study on this site has already been done. We do have a site drawing, however the CVS site determined it did not represent long term sustainability like S1 would.

12. Are commercial properties out of the question within the intermodal?

Response: Feds funds only so much commercial space. We do have rental space/office space within the facility and marketing will be done for private/public ownership.

13. Designer attendee suggested bridging the two sites together for space purposes and to link everything.

Response: The intent of this facility is to save space, not increase it.

UCTC City of Kingston Intermodal Facility
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14. Burt questioned the project decision group and suggested more involvement by potential users of the facility to get well-rounded decisions. Suggested S11 was a great site and why not continue to build on a great site. Encouraged the group to look for solutions and stressed the importance of the railroad and its role in the future.

Response: Site S11 was ruled out of consideration due to cost and time. Local agents would need a champion to fund this site.

Dennis reiterated the purpose of this meeting and what the team is looking for from the public. He posed the question "Is there a need for this type of facility?" The general consensus was yes. Dennis also spoke about the Uptown site and reason it was decided this was not a functional site due to the fact City & County did not think about closing streets and acquiring several properties and there is just simply not enough room.

15. The flood plain should be of more importance and reconsidered in this study, as well as new developments should be combined into one comprehensive report.

Response: Point taken, agreed.

16. Diner owner expressed feelings that the team changed its tune a bit from the Property Owner's meeting. Also suggested the Trailways location brings people in and right back out due to the proposed traffic circle. Suggested that CVS site would bring life to Uptown no matter what form of transportation was used to get there (i.e. foot or car traffic).

17. Some agreed that tourism center should be included with transportation center, however it was suggested the plan could have been shown both ways, with and without a tourism center included in the program.

Response: Point taken

18. Urban vs. Rural location of facility. Public transportation is going to continue to grow, making economy grow so will this facility make transportation more efficient? If so, it doesn't make a difference which site (S8 or S1) the facility is built on because they are only a couple blocks from each other. How will City/County measure positives and negatives during this process if there has not been a chosen site. General feeling that further infrastructure studies should be done. Concern for aesthetics of building but realizes this was a massing study.

19. Beauty & historic aspects bring people into this area so some feel the facility should be designed to represent that and maybe even be designed to resemble the old post office. Suggested that the S1 intersection is terrible both aesthetically and economically and concerned with attracting people to midtown making it an integral pedestrian neighborhood.

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20. When will the City hear from CVS?

Response: There is a meeting tomorrow, however the Planning Board has not seen any new information yet.

21. Why isn't there public transportation to any of the nearby airports?

Response: Transportation to Stuart Airport is a big issue. Private operators are looking to route this. It is possible to connect to existing service providers, but very limited.

Don thanked the public group for attending and expressing their comments and discussed next steps. The Team will digest the comments and review with the City and County. He also stressed the importance of this public input.

Cynthia Ruiz commented on process due to FTA requirements. FTA will review and talk to everyone as the public had requested, however we could all agree on the same site but if it is unacceptable to FTA then it won't be approved. This is not a do all say all process. Cynthia also spoke about UCAT location and FTA approval process specifically with them so the public could gain a better understanding of typical process. She thanked the public as well for their input and mentioned there have been previous public meetings none with turnout like this one in which these sites have been shown several times prior.

Dennis described Federal flood plain issues which doesn't preclude a site. He explained that although a site may be located in a flood plain, if the Feds believe it is feasible they will still approve building there. Functionality and the way a site functions in emergencies is just as important. Now the public, City and County need to decide if it's appropriate, safe, etc. He ensured public that further investigations will be done.

Dennis also stated that Ulster County currently has a shuttle service but there is need to make a more robust transit relationship between communities and need to think about providing needs within main corridors. City also would like to integrate separate bus companies with out affecting travel routes.

City, County and Design Team are all in agreement that this site and facility need to add value to the City. S1 and S8 were compared positively and negatively to each other to show how each, whether rurally or urbanely located, could add value to the City and people.

Prepared by:

Elizabeth Bruno
Wendel Duchscherer Architects & Engineers PC

cc: Technical Advisory Committee
File

UCTC City of Kingston Intermodal Facility
Public Information Meeting #3
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Below are comments from public via email and letters in response to the draft report, public meeting and media:

9/26/08



9-26-08

I am writing to protest the intended plan to eliminate Esposito's Tax Stop and Esposito's Cleaners to make way for a parking lot for the transportation hub. These businesses have been bringing customers to uptown for decades. We should be revitalizing Uptown Kingston, not forcing the businesses who've been there forever to relocate. There must be other empty lots to build the transportation hub on. There are no other businesses like these

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*in the uptown area.
Preserve what we do have
in Uptown, don't destroy
it.*

Thank you,

Donna Buttes

9/28/08

To: Ulster County Transportation Council
From: Rosemary Esposito
Date: September 28, 2008
Re: Kingston Intermodal Facility

This is in response to public notice for comment regarding the proposed Kingston Intermodal Facility.

As an owner of the Frog Alley property shown in the Site Plan One Schematic Design, I would be interested in considering the city's acquisition and development of this site.

Yours truly,
Rosemary Esposito

10/3/08

COMMENT 1

Dear Bill Tobin,

My name is Casey Scanlon and my father is the owner of Esposito's Drycleaners. I am 25 years old and have been involved in the business for 10 years now. I am writing because I would like to express my opinion on the matter concerning the Intermodal Transportation Center. Obviously, we would not like our site to be used for the center. I've

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noticed that the vacant Kingston Diagnostic Center on the site would not be used for the plan. I'm guessing that the issue with including that site and excluding our site would be a monetary reason. I understand that but what I've heard is that this is supposed to be the "Gateway to Kingston." The corner where the diagnostic center would be is the first thing seen so how do you figure that. I understand government and understand that since my family does not own the building that we really have no say in the matter. But consider this; what happens if you put us out of business? We have an option on 13 years of rent. Will we be compensated? We have to move. Will we be compensated? We have already looked into the old Pink Elephant building on Schwenk Drive and were told it is under contract already. We need a spot with off-street parking. It is a must considering customers are in and out. We don't have a ton of options and frankly, I am considered for my future. If we don't find a spot, or are not compensated for what is being taken from us, our primary operating location may end up as American Cleaners, which is a Town of Ulster location. The inconvenience for our customers would be huge. I would love to be involved with the future of our city. I want to be a part of building a strong foundation for our families and their families to live on. I know it doesn't sound major because we are only a Drycleaners, but the majority of our customers have a route. They do all their errands around here and should we move to a less convenient location we could suffer traumatic losses in sales, and in satisfaction. We want to provide for the community. So I ask that another option be decided on for this Intermodal Center. And if not, please assure me and my family that we will be taken care of properly. Thank you for your time.

Sincerely

Casey A. Scanlon

RESPONSE TO COMMENT 1

Dear Casey: Your comments have been received. I do understand your concerns. However, I cannot personally guarantee what the decision makers will decide to do. There are discussions underway to consider expanding the site selection process to address concerns related to yours and your comments will certainly help shape those discussions. Thank you for taking the time to send your comments.

COMMENT 2

Dear Mr. Tobin (Bill):

This is Jim Bogner writing from my home PC. As you already know, I live in the Town of Kingston and work in Kingston with the New York City Department of Environmental Protection.

I just learned today that the final site that has evidently been selected as the City of Kingston's intermodal hub is where Esposito's Dry Cleaners

UCTC City of Kingston Intermodal Facility
Public Information Meeting #3
September 23, 2008
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and Tuxedo businesses are located on Frog Alley. I'm just hoping against hope that this decision isn't cast in stone.

Although I can honestly say that I haven't been following this issue that closely, I was very surprised to learn that this particular property has been chosen as the final site for a planned intermodal facility that would serve not only the City but the whole region. While there is undoubtedly a need for a new bus terminal facility, I find it hard to believe that another site wasn't chosen which wouldn't involve the relocation of not one but two highly popular and successful established businesses.

At this particular time where the County is looking to promote increased economic development in the City of Kingston and Ulster County, it just doesn't seem to make sense to have to force two successful businesses that employ roughly a dozen people to move to another undetermined location with no promise to help them find a new location and to help pay for their move.

It would seem that there would have to be another location for this new facility to be constructed that wouldn't involve the relocation of well established businesses such as Esposito's.

I urge the County to take a new hard look at the potential sites for the planned intermodal complex and to strongly consider withdrawing Esposito's property as the final site. While I realize that the Esposito's property may be immediately adjacent to the existing bus terminal parcel which may make it attractive to use for this endeavor, I nevertheless feel that it's not appropriate to be all but condemning two existing family businesses that serve as a model for the type businesses that the County and City should be seeking.

Bill, I know that I'm speaking for more than just myself in asking the Transportation Council to take a step back at this juncture and realize the potential negative effect that this decision could cause to the Esposito family and to the greater community.

Again, I'd like to request that the Council reconsider the decision to site the planned new facility on this property.

Thank you for allowing me the opportunity to comment on this.

Sincerely,

Jim Bogner

RESPONSE TO COMMENT 2

Jim: Thank you for your comments. There may be additional site location work given the Public's cool reception on the Town of Ulster site. During the site location process, we were under the impression the cleaner's owner was willing to sell his property. In any case, your

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comments are received and will be considered before the Plan is finalized. Thanks, again.

COMMENT 3

To: Bill Tobin
Principal Transportation Planner
Ulster County Transportation Council
P.O. Box 1800
244 Fair Street
Kingston, NY 12402
Email: wtob@co.ulster.ny.us

From: Emilie Hauser
63 Highland Ave.
Kingston NY 12401
338-4820

Comments on the UCTC "City of Kingston Intermodal Facility Site Location and Conceptual Design Analysis"

The purpose of the intermodal facility appears to be for both improving commutation and public transportation for Ulster county residents as well as accommodating tourists.

The definition of intermodal is "pertaining to or suitable for transportation involving more than one form of carrier, as truck and rail, or truck, ship, and rail." The only transportation type discussed in this report is vehicle traffic - bus and car. There is little discussion of pedestrian or bicycles, or of rental or zip cars. There is very little discussion of accommodating parking for daily commuters.

As a fairly compact urban community, the City of Kingston has the opportunity to thrive and grow economically if it can show that it is a walkable city with easy access to public transportation. Employers will begin to look for locations where their employees can reduce the amount of driving and reliance on high priced petroleum and can reduce their greenhouse gas emissions. The City and County can help by making sure that the intermodal facility is placed in a location that is accessible, by walking and bike riding, as well as by automobile and bus. This precludes S-8. S-1 is a superior site.

S-8 is not pedestrian friendly from Broadway along I-587, nor is it pedestrian friendly along Washington Avenue. It is too far from the concentrated business area.

Why was effort put into potential designs for the sites? The sites could have been assessed on site size, and traffic patterns, without going to the expense of actually having designs produced.

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The consultant did not take the time to know the area. They only superficially covered the business and tourism. More reference could have been made to the findings in the Abrams-Cherwony 2005 study. For artist institutions no mention was made of the Fisher Center, SummerScape and Music Festivals at Bard, or Maverick and Byrdcliffe in Woodstock or even the festivals at Belleayre Mountain. Farmers' markets were discussed but the orchards and vineyards of Ulster County, that also draw tourists were not mentioned. Festival sites such as the Dutchess and Ulster County Fair Grounds and Cantine Field were not mentioned as tourist draws.

"Concurrently, the existing intermodal facility lacks the space and design elements to properly handle present operational needs." The existing facility is a bus station and the Kingston plaza parking lot, the two are separated by at least ½ mile.

This phrase is incorrect: "centers at Albany and New York, which are accessible by CSX freight lines as well as passenger rail service via Metro-North and Amtrak in Dutchess and Orange Counties." Orange County is served by NJ Transit, and by crossing the Hudson by vehicle or ferry to Metro-North in Dutchess County.

The primary use of the facility should be to get people to work, both to cut down on greenhouse gas emissions and to lower the cost of travel due to the high price of gasoline. The focus was on New York City, but Ulster County residents also commute to Albany and now that the beverage center is relocating they will be commuting to Coxsackie. A need that already needs to be met is to provide transportation from Kingston and along Route 28 to Belleayre for employees, i.e. earlier and later times than those provided for skiers.

Since commuters head to diverse areas throughout the valley, more park and ride facilities will be needed in the county, though this issue is outside the scope of this analysis.

Secondarily, there should be discussion of public transportation for residents and visitors to shopping areas and recreational area, Shopping in Kingston, New Paltz, Saugerties and the Town of Ulster. Recreation includes, Saugerties ice rink, county and municipal pools and beaches, Rondout and Hudson waterfront, Minnewaska State Park, trail heads along Route 28 and to special events held at Ulster County fairgrounds and other festival sites.

The S-1 site is the better choice for a "Livable Community."

Thank you for the opportunity to comment. I urge you to continue to involve the public and stakeholders, which includes keeping web-sites up to date.

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COMMENT 4

**KEVIN MCEVOY
BARBARA EPSTEIN
254 DELAWARE AVENUE
KINGSTON, NEW YORK 12401
(845)-331-9266**

October 3, 2008

Mr. Bill Tobin, Principal Transportation Planner
Ulster County Transportation Council
244 Fair Street
PO Box 1800
Kingston NY 12402-1800

RE: Ulster County Transportation Council Intermodal Facility Report

Dear Mr. Tobin,

We have reviewed the Ulster County Transportation Council Intermodal Facility Draft Final Report dated September 9, 2008 offer the following comments. We make these comments as persons who use public transportation.

We support Site S-1 as the preferred option of the location of the Intermodal Facility due to its being walkable to the Stockade district which should act as enhancement to tourism and its meeting the criteria stated at the January 30, 2008 meeting regarding connectivity with transit modes, parking, access, construction readiness, site configuration. Additionally, this site engages the stockade without damaging its historic heritage and possibly provide rail and/or rail trail connectivity near Ulster Savings.

One objection to S-1 that appears to have been has been raised is traffic on Washington Avenue. To mitigate this issue, there are several options to consider and possibly implement including possible rerouting of certain routes from time to time. Specific suggestions in this regard would appear to be beyond the scope of the draft report.

Site S-8 is too far from the Stockade to be readily walkable and thus would not serve to promote tourism which may make it impractical. Additionally, there may be floodplain issues.

Another site that has been discussed publicly but did not appear to be on the final list of sites under consideration is the former parking garage site. This site is under the preferred 2+ acre suggested requirement and may have site configuration problem. Additionally, its highest and best use may not be for a transit complex since it could serve as an anchor to the Stockade if it were developed in a different manner subject to zoning and design guidelines including existing height restrictions.

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Another issue we believe was raised earlier is the inclusion of green building standards in the new Intermodal Facility which we hope can be accomplished.

An additional comment which may be outside the immediate scope of the plan but is important nonetheless concerns coordinating scheduled arrival and departure times for the various means of intermodal transport. Uncoordinated scheduling results in long layovers and discourages use of public transportation. For the Intermodal center to be a success not only do the various means of transport need to be coordinated as to location in a single convenient facility meeting the selected criteria as the draft report indicates but the scheduling and operational aspects of the various means of transport need to be coordinated as well.

Thank you and everyone involved for your hard work on the report and for permitting us to comment.

Very truly, yours



Kevin McEvoy

10/6/08

Dear Mr. Tobin:

My name is Jay Scanlon and I own Esposito's Drycleaners and lease the premises at 25 Frog Alley from Mr. Esposito. I have concerns for myself, my family and my employees (approximately 12) if our site is selected as the location for the intermodal hub. The nature of my business is service and requires easy in and out, with off street parking, and the current location is prime. I have been scouring the area for alternative locations that would not inconvenience my customer base nor alter their daily routines. I have not been successful in finding suitable locations. Mr. Esposito was assured that we would be "taken care of" or relocated, but I'm not sure who told him that because as a tenant and not a landlord I was not notified of the meeting. I'm hopeful that things will work out for everyone and I know there were other options for site one that maybe could be revisited. I was surprised that the Kingston Diagnostic parcel was not included - it seems the "gateway to Kingston" would include that piece.

Also if we are looking long term the parcel seems small without room for growth and the Ulster parcel seems to afford more flexibility for growth and less constraints if a bigger parking area or garage is needed in the future. I also have seen Andrew Wrights plans for intermodal/retail/housing project at the old uptown garage/herzogs property and that seems like a win-win project for all. Even at this

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late date I would encourage the committee to seriously consider his project and partner private and public finances for the good of all Kingstonians. At the last meeting the Mayor also asked to reconsider the parking garage site and I'm guessing he knows something I dont.

I understand there is a process to be followed, and it was stated that a location would be chosen by the end of this year, but I'm optimistic the committee would be receptive to extending the deadline for a worthwhile such as Mr. Wrights.

I would hate to leave the uptown area. I would hate to trade 12 jobs for 78 parking spaces. I would like to thank you in advance for your considerations and if you would like to reach me by phone it is: 914-466-0137.

Sincerely,
Jay Scanlon

RESPONSE

Jay: Thank you for your comments. Your comments will be carefully considered as this process moves toward forward.

UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

Memoranda

MEMORANDUM

TO: Dennis Doyle UC Planning
Steve Finkle City of Kingston
Toni Roser Citibus
Mark Boungard Trailways
Cynthia Ruiz UCAT
David Markowitz NYSDOT
Bill Tobin UCTC

FROM: Don Gray

DATE: February 13, 2007

SUBJECT: UCTC Kingston Intermodal Facility

WD PROJECT NO. 4282-01

As we discussed in our conference call this morning, attached please find the following:

1. Aerial map showing potential sites for the new Intermodal Facility
2. Informational matrix for the potential sites

The aerial map and informational matrix have been updated to add three additional sites, two of which (S14 and S15) are a result of the public comments received, and one (S13) that has been voluntarily offered for consideration by the owners of the property. Please also note that Dennis Doyle was able to confirm that site S8 is no longer available due to other planned development for this site.

As agreed this morning, please indicate the sites you feel are appropriate to advance for further study and consideration, and those you do not feel are appropriate to advance. We have provided a separate column for you to use to indicate your recommendation for each site. Under the columns labeled "High Level Advantages" and "High Level Disadvantages", space is provided for you to list reasons for your recommendations.

Please feel free to annotate these forms by hand and either mail, fax or PDF back to our office so that we receive it by Thursday, February 22nd. We will consolidate the information received and distribute to the TAC members in advance of our March 1st meeting.

Also attached, for your convenience, are the meeting notes from the 1-30-07 Public Information Meeting, which include a letter received from a citizen who could not attend in person.

As always, please call us with any questions or if we can assist you in any way. Thank you in advance for your responses.

Best regards to all of you,

MEMORANDUM

TO: Dennis Doyle UC Planning / UCTC
Bill Tobin UCTC

FROM: Don Gray

DATE: July 19, 2007

SUBJECT: UCTC Kingston Intermodal Facility
Hannaford Plaza Option and I-587 Connection

WD PROJECT NO. 4282-01

We have had conversations with Joe Rich and Chris Gatchell of FHWA regarding the proposed new I-587 connection shown on the Hannaford Plaza Option S11. During these conversations two acceptable options for making this connection were identified, along with their individual parameters and constraints.

An "At Grade" Intersection with a Traffic Signal:

1. This is what is currently indicated on the site plans.
2. This will only be acceptable to the FHWA if the I-587 is de-certified from the Interstate system.
3. There is a strong possibility that all federal funding associated with the land acquisition and construction of the project would need to be re-paid.

A "Grade Separated" Crossing:

1. The I-587 would not have to be de-certified from the Interstate system.
2. Approval would be contingent on an acceptable design for the new on and off-ramps. At this point it is envisioned the off-ramp would occur at grade for those traveling eastbound, and the on-ramp would run over the I-587 and proceed in a westbound direction.
3. The new on and off-ramps and the new Intermodal Terminal would need to be connected by a new public transportation road link that is owned and operated by the local public agencies. Any access from the Plaza operation would be made to this new public transportation road link, not the I-587.
4. If the plan can be shown to improve overall traffic operations in the area, the FHWA would have a favorable view of the proposed modification.
5. The flood plain north of the I-587 would not preclude constructing an on-ramp on that side as long as the road construction does not have an adverse impact on the flood plain.

Common Requirements for Both Options:

1. Local Town, City and County officials and NYSDOT Regional Office would need to support which ever option is selected.
2. The project would need to follow the usual protocols for transportation projects, such as going through the MPO and being included in the TIP and STIP process.
3. The NEPA process would need to be followed and the FHWA would be invited to participate as an involved agency.
4. The NEPA process would require that other potential access points, as far as possible from the eastern terminus of the I-587, be considered.

MEMORANDUM

TO: Dennis Doyle UC Planning
Steve Finkle City of Kingston
Joel Brink Town of Ulster
Toni Roser Citibus
Mark Boungard Trailways
Cynthia Ruiz UCAT
David Markowitz NYSDOT
Bill Tobin UCTC

FROM: Don Gray

DATE: January 9, 2008

SUBJECT: UCTC Kingston Intermodal Facility

WD PROJECT NO. 4282-01

Greetings to all;

Enclosed please find the following:

- ❖ Refined Site Plan Options for S1, S2, S9 and S11
- ❖ A "Draft" Comprehensive Alternate Evaluation Matrix reflecting the Wendel Duchscherer Team's "scoring" of these sites based on the established criteria.

The refinements of the site plan layouts are based on our November 1, 2007 design workshop at Trailways.

Please note the draft "scoring" by the Wendel Duchscherer Team is not meant in any way to supplant or supersede the TAC's effort to score the sites. Rather, it is meant to provide a starting point for the TAC, based on our experience with intermodal facilities and understanding of the unique goals of this project. Having performed this type of evaluation numerous times, we have found the process works more effectively if we do not present our client's with lines of "zeroes" as a starting point. The TAC's review and input is critical to the success of the evaluation, and will revise the draft "scoring" per the TAC's review comments.

Please review this information in preparation for our TAC meeting on Tuesday, January 15, 2008, from 1:30 – 3:30 PM @ Kingston City Hall. We look forward to seeing you then.

As always, please call us with any questions or if we can assist you in any way.

Best regards to all of you,

c: Kathy Dewkett; Susan VanBenschoten; Mary Manning; David Williams

UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

Visioning Session

Inter-Modal Transit Facility
Project Visioning Session



PROJECTS

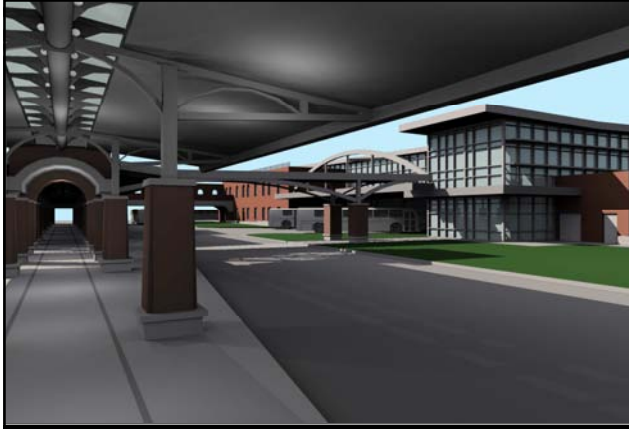


PROJECTS



PROJECTS





PROJECTS



PROJECTS



DAYLIGHTING



MATERIALITY





DETAILS



AMENITIES



WAYFINDING



ACCESSIBILITY





LANDSCAPE



INTEGRATED LANDSCAPE



PUBLIC MARKET



PUBLIC ART





PLAZA ANIMATION



PLAZA ANIMATION



Some Discussion Items:

- Building Character / Materials
- Historical Content
- Safety & Security
- Daylighting / Site Lighting
- Sustainable Design Initiatives
- Relevant Site Connections
- Green Spaces / Public Spaces
- Accessibility
- Amenities
- Wayfinding
- Details
- Public Art
- Other Relevant Local Knowledge

CONCEPTS

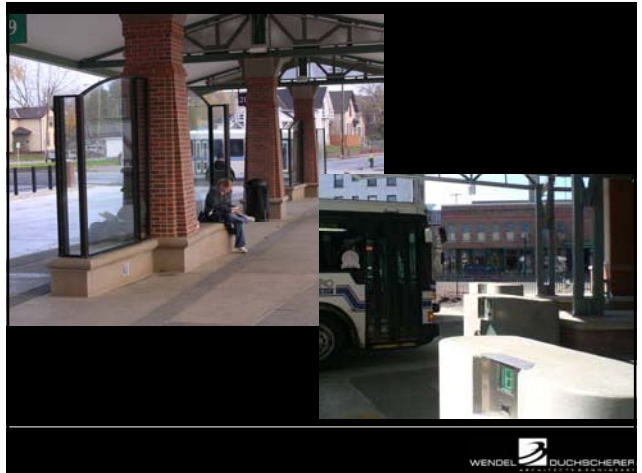


Fit In or Stand Out?

Local Jewels?

CONTEXT







MEETING NOTES

Project Title: UCTC City of Kingston Intermodal Facility

Date: February 14, 2008

Location: Kingston City Hall
8:00 a.m.

Subject: Visioning Session

Present:	Scott Neal	Wendel Duchscherer
	Anne Noonan	Adirondack Trailways
	Cynthia Ruiz	Ulster County Rural Transportation
	David Markowitz	NYSDOT
	Avery Smith	Friends of Historic Kingston
	Greg Vaughn	Catskill Mountain Railroad
	Steve Finkle	City of Kingston
	Bill Tobin	Ulster County Transportation Council
	Joel B. Brink	Councilman, Town of Ulster
	Charles Moore	NYSDOT
	Geddy Sveikauskas	Ulster Publishing

This meeting involved a presentation of intermodal concepts, previous projects and images to facilitate owner input into the design process.

The following notes are a summary of the discussion:

1. A police substation needs to be discussed with the group.
2. Purely modern designs would be inappropriate.
3. Brick and native limestone would be a nice gesture, especially if the project is near the stockade district.
4. A three-story building could possibly see the Catskill Mountains.
5. Outdoor public space would be nice.
6. The area was considered the "warehouse" of the nation.
7. Concrete, brick, and blue stone were exported from this area.
8. NY & OW Fair Street Depot could be considered for design issues.
9. Open areas should flow from the building.
10. Franc Palaia is a local artist worth exploring.
11. Exhibits and artwork would be important to explore. Consider hanging sculpture.
12. Indoor and outdoor artwork would be important.
13. Timeline ideas could be implemented as a detail.
14. Kingston's historical status as the US capitol is worth noting.
15. Citizen's Bank mural from the 1970's would be worth exploring as a possible borrowed art concept.
16. Day lighting and windows are very important.
17. Amenities need to be clean.
18. Add a WiFi component to the facility.
19. There should be no hard edge between inside and outside.
20. LCD monitors would be important.

21. Trees and landscaping are very important.
22. William McAdam – brickway/cobbles are specific to this area and in many pedestrian walks.

UCTC City of Kingston Intermodal Facility
Facility Site Location & Conceptual Design Analysis

Final Report

APPENDIX

Design Presentation

Name	Address (Optional)	Phone Number (Optional)	Fax Number and e-mail address (Optional)
20. Bill Tobin	244 Fair Street, Kingston NY 12402	340.3340	607.620.1165 ft@ny.us
21. CHARLIE SCHALKER	U.C. LAW ENFORCEMENT CENTER 38 BIRD KINGSTON, N.Y.	334-5379	FAX 334-5361
22. MIRCEA CATONA	U.C. D.P.W.	340-3120	FAX 340-3113
23. JOEL B. RABUK	TOWNS OF ULSTER	331-4409	✓
24. Maureen Brooks	Trailways	3394230	mbrooks@trailways ny.com
25. D MARKOWITZ	NYS DOT	845 431 5743	DMARKOWITZ@DOT STATE.US
26. Cynthia Ruiz	UCAT	845-340-3335	338-2096 cruiz@co.wlster.ny.us
27. David Donaldson	Chair - Legislature	340-3699	dcdon.co.ulster.ny.us
28. Mike MadSen	Chair Traffic Committee Alderman	845 399 9644	MADSENMIKE@aol
29. Dennis Doyle			

CITY OF KINGSTON INTERMODAL FACILITY

SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



Agenda

- Introductions and Opening Remarks
- Space Program (Site and Building)
- Preliminary Design Issues
- Sustainability
- Site Map
- Site S1
- Site S8
- Comments



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



Program Elements: Site

ID #	Space	#	Area (SF)	Subtotal (SF)	Comments
1	UCAT Bus Bays & Passenger Platform	2	3,000	6,000	Seventeen 10' loading area & 5' x 10' bay incl drive lane; 40' bus w/ 42' TR
2	CityBus Bus Bays & Passenger Platform	2	2,630	5,380	Seventeen 10' loading area & 5' x 10' bay incl drive lane; 40' bus w/ 42' TR
3	CityBus Staff Parking	4	740	1,480	
4	Smoking Area	1	140	140	Away from pedestrian traffic pattern
5	Trash Recycling	1	140	140	Domestic
6	Emergency Generator	1	200	200	
7	Transformer	1	200	200	
8	Taxi	3	140	420	
9	Bicycle Lockers / Storage	5	12	60	
10	Shuttle / Regional bus	1	850	850	
11	Trailways Bus Bays & Platform	6	1,540	9,200	Herringbone incl drive; 17W x 50' long; buses 45' w/ TR of 40' (minimum-plant 50' TR); bus lane #1 below
12	Coach USA Bus Bays & Platform	1	1,540	1,540	Herringbone incl drive; 17W x 50' long; buses 45' w/ TR of 40' (minimum-plant 50' TR)
13	Trailways Layby Bays	2	650	1,300	Herringbone or nose to tail; 13'Wx50'L
14	Intercity Staff Parking	5	350	1,750	
15	Package Delivery / Pickup Parking	1	350	350	
16	Pay Phones	2	8	16	
17	Kiss & Ride	4	350	1,400	
18	Parking	60	400	24,000	Could use 60 more for park & ride commuters
19	Maintenance Shed	1	200	200	
20	Landscaping			14,200	Will use one of the local bus stops
	Total			100,300	
	Landscaping	12%		6,512	
	Circulation	25%		13,547	Approx. 4'x3'yr - assume 10 year plan
	Expansion	48%		20,240	
	Total			100,300	

Program Elements: Building

ID #	Space	#	Area (SF)	Subtotal (SF)	Comments
1	Interior Waiting / Seating for 60 Persons	1	1,500	1,500	Incl vending; ATM; games; holding phone bank; lockers/bike lock; TV screen; maximum exterior seating for 60 persons at peak times
2	Total Sales	1	300	300	counter, etc.; bag make; postage reception scale; cash room
3	Public Toilet Rooms	2	400	800	2 WC; 3 lav; baby changing; wash w/ hose - each room
4	CityBus Dispatch	1	150	150	
5	CityBus Maintenance	3	300	900	Diagn. dispatch; restroom
6	CityBus Conference Room	1	140	140	Table and 6 chairs
7	Trailways Manager	1	140	140	
8	Trailways Customer Service	2	70	140	
9	Employee Lockers	18	625	6	CityBus/12; Trailways/6
10	Package & Baggage Room	1	250	250	
11	Telephones	2	8	12	
12	Trailways Dispatch	1	60	60	
13	Work Room & Supplies	1	120	120	Shared by all entities
14	Breakroom - Staff & Drivers	1	350	350	Shared by all entities; 10 occupants; 2 tables; 16 chairs; Microwave
15	Toilet Rooms - staff & drivers	2	200	500	2 WC; 2 lav - each room
16	Janitor Closet	1	100	100	Incl. storage; Boot sink
17	Security Office	1	120	120	
18	Coffee Shop Area	1	150	150	
19	Tourism Counter Area	1	100	100	Immediately adjacent to Waiting Area
20	Rental Car Counter Area	1	100	100	
	MSF Total			6,227	
	Circulation		10%	623	
	Mechanical/Electrical/Plumb		10%	623	
	Expansion		48%	2,982	Approx. 4'x3'yr - assume 10 year plan
	Building factor		5%	267	
	GSP Total			9,499	
	Total Gross SF =			109,805	= 2.52acres

Preliminary Design Goals

- Brick and native limestone (Stockade District)
- Building height
- Outdoor public space
- Concrete, brick, blue stone
- Open areas should flow from the building
- Franc Palaia
- Exhibits, artwork, hanging sculpture, Indoor and Outdoor
- Timeline ideas could be implemented as a detail
- Kingston as the US Capitol
- Citizens Bank mural
- Daylighting and windows
- WiFi/Technology/LCD Monitors
- Blur inside and outside
- Trees and landscaping
- William McAdam – pavers



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



Sustainability

- Green Roof / Cisterns (storm water mitigation)
- Daylighting
- Photovoltaics
- Recycled content materials
- Low emitting materials
- Bicycle Storage
- Smart cars
- Heat island mitigation (trees)
- Natural ventilation/operable windows



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



Site S1: 400 Washington Ave.



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



Site S8: 642-650 Washington Ave.



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



CITY OF KINGSTON INTERMODAL FACILITY
SITE LOCATION & CONCEPTUAL DESIGN ANALYSIS



Wendel Duchscherer

140 John James Audubon Parkway, Suite 201
Amherst, NY 14228

MEETING MINUTES

Project Meeting
WD Project No. 4282-01

Project Title: City of Kingston Intermodal Facility
Location: Kingston City Hall

Meeting Date: July 23, 2008
Subject: Design Presentation

Attendees:

Initials	Name and E-mail	Company	Telephone
DD	Dennis Doyle ddoy@co.ulster.ny.us	Ulster County Transportation Council (UCTC)	845-340-3339
JB	Joel Brink	Town of Ulster	845-331-4409
MB	Maureen Brooks mbrooks@trailways.ny.com	Trailways	845-339-4230
CR	Cynthia Ruiz crui@co.ulster.ny.us	Ulster County Area Transportation (UCAT)	845-340-3335
DM	David Markowitz dmarkowitz@dot.state.ny.us	NYS DOT Region 8	845-431-5743
MM	Mike Madsen madsenmike@aol.com	Chair of Traffic Committee	845-431-5723
MC	Mircea Catona	UC DPW	845-340-3120
WT	Bill Tobin wtob@co.ulster.ny.us	Ulster County Transportation Council	845-340-3340
CS	Charlie Schaller	UC Law Enforcement Center	845-334-5579
DD	David Donaldson ddon@co.ulster.ny.us.com	Chari of Legislature	845-340-3699
DG	Scott Neal sneal@wd-ae.com	Wendel Duchscherer	716-688-0766

Item	Description	Due	Ball in Court
------	-------------	-----	---------------

- 1.00 General
- 1.01 There is an RFP for the parking garage site that includes mixed use commercial with parking.
- 1.02 Who will ultimately own this project/building? Are there alternative ways of getting this underway. Perhaps the NFTC model of developer Owned and leased back to the transit provider is an option.
- 2.00 Site S1
- 2.01 Comments on this S1 site plan are as follows:
- Doors from the atrium should swing outward.
 - Add sf numbers to the plans.
 - Add retaining wall note to the site plan
 - Right in only for the kiss and ride area.
 - Kiss and ride area should be defined by pavement markings.

Item	Description	Due	Ball in Court
	- More doors should be located at the bus slip areas.		
2.02	Traffic light study and coordination will be important as this project proceeds.		
2.03	Second floor site lines to the surrounding landscape will be important.		
2.04	A dialogue regarding the merits of a multiple story parking garage occurred. While feasible, there are inefficiencies with the small footprint that will add cost.		
3.00	<u>Site S8</u>		
3.01	Comments on this S8 site plan are as follows: <ul style="list-style-type: none">- Label surrounding roads.- The vestibule is a bit too close to the local bus slips.- May want to consider a right turn lane from Wahsington.- Add overall dimensions to the site.- Add elevators to second floor.		
3.02	Show the traffic circle on the site plan as it is an important part of making the traffic flow work with the site.		
4.00	<u>Next Steps</u>		
4.01	WD- Make minor changes mentioned above to the documents.		
4.02	Bill Tobin- consolidate TAC(?) comments and submit to WD.		
4.03	Final report can be submitted at the end of August.		
4.04	Public meeting needs will need to be scheduled. The meeting should focus on presenting all the progress to date on the schemes.		

Prepared by: WENDEL DUCHSCHERER

These meeting minutes represent our understanding of the items discussed and the thoughts expressed. If there are any modifications or corrections required to these minutes, please contact our office within ten (10) calendar days. Otherwise, these meeting minutes will be considered accurate and complete.

Signed: _____
Scott R. Neal, AIA

Dated: _____ 7/23/08

C: All attendees
Susan VanBenschoten Fitzgerald & Halliday, Inc.
David Williams The Williams Group
Robert W. Lambert McFarland-Johnson, Inc.
WD In-house Team Members
WD file