



October 24, 2019

Wayne Platte Jr., Chairman
City of Kingston Planning Board
420 Broadway
Kingston, NY 12401

RE: Updated Trip Generation Evaluation, The Kingstonian, 9-21 N. Front Street, City of Kingston, Ulster County, New York; CM Project No. 118-025

Dear Mr. Platte:

Creighton Manning Engineering, LLP (CM) has conducted an Updated Trip Generation Evaluation for the proposed *Kingstonian* located on N. Front Street in the City of Kingston. The initial *Kingstonian TIS* (dated July 23, 2019) indicated that the site would provide 131 apartment units. Since the submittal of the TIS, the applicant is considering the construction of 14 affordable housing units as a community benefit in addition to the 131 units. The following assessment compares the updated site trip generation to the trip generation presented in the initial TIS.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers (ITE) collects actual traffic counts from similar land uses and publishes them in *Trip Generation, 10th Edition*, which is the industry standard used for estimating trip generation for a proposed land use. The weekday PM peak hour trip generation has been estimated for the original and revised project based on ITE Land Use Code (LUC) 221 for Multi-family housing (mid-rise). Table 1 summarizes the trip generation comparison between each land use.

Table 1 – Kingstonian Trip Generation Comparison

Land Use	LUC	Size	PM Peak Hour		
			Enter	Exit	Total
<i>Multi-Family Housing (Mid-Rise)</i>	221	145 units	38	25	63
Shopping Center	820	8.95 KSF	16	18	34
Hotel	310	32 rooms	11	12	23
Municipal Parking Garage	CM Data	200 Spaces	14	54	68
Updated Trip Generation – Total Trips			79	109	188
<i>Initial TIS – Total Trips</i>			76	107	183
<i>Difference</i>			3	2	5

The trip generation comparison shows that the site with 14 additional affordable housing units is expected to generate five additional vehicle trips (three entering and two exiting) during the PM peak hour when compared to the initial TIS. This results in fewer than two additional vehicles on any one approach during the PM peak hour, which is not significant or perceptible. Therefore, the conclusions and findings of the original study and subsequent response to comments remain applicable.

If you have any questions regarding above, please don't hesitate to contact our office.

Respectfully submitted,
Creighton Manning Engineering, LLP

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