



## MEMORANDUM – PHASE I SCREENING ASSESSMENT

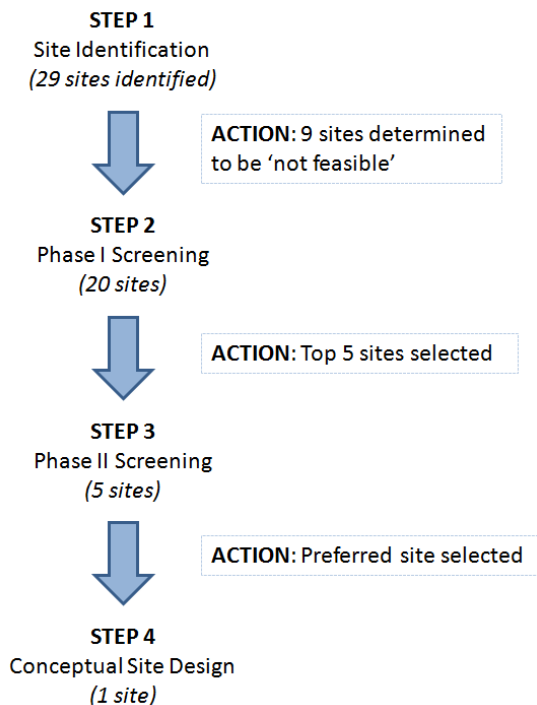
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To: Upper Valley Intermodal Facility – Project Advisory Committee  
From: David Saladino, PE/AICP  
Subject: Phase I Screening Assessment  
Date: 20 January 2010

### 1.0 Overview of Phase I Site Selection Process

This Technical Memorandum presents an overview of the process leading up to and including the Phase I Screening Assessment of the identified Upper Valley Intermodal Facility sites. Figure 1 below shows an overview the full site screening process being employed for this project.

Figure 1: Site Screening Process

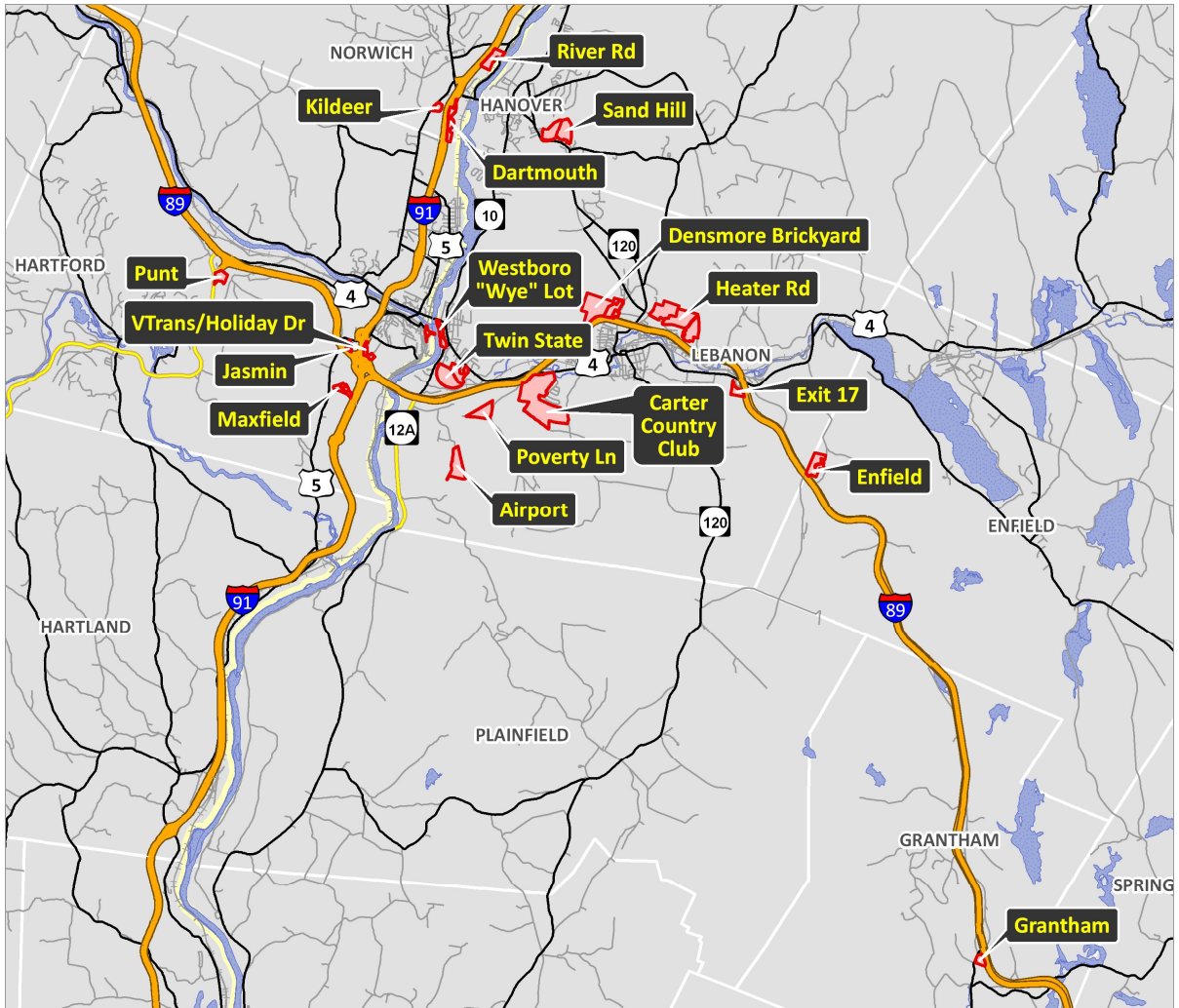


The site screening process began with an identification of potential sites throughout the greater Upper Valley area. Sites were identified through public input received at public meetings held in the Fall of 2009 as well as from land owners, real estate agents, owners representatives, and other interested parties. A total of 29 sites were identified through this process in six towns and ranging in size from 1.5 acres up to 250 acres. These 29 sites went through a preliminary screening process based on owner interest, parcel size, and proximity to I-89 or I-91. This initial screening resulted in the removal of nine sites, which were determined to be not feasible.

The remaining 20 sites deemed to be feasible then moved into a more formal Phase I screening assessment for evaluation and scoring. The remainder of this technical memorandum summarizes the process used to evaluate, rank, and screen these sites to identify the top sites to advance to the Phase II screening assessment.

The location of the sites evaluated in Phase I are shown in Figure 2 below.

Figure 2. Phase I Sites



## 2.0 Phase I Screening Criteria Overview

The Phase I sites were evaluated based on seventeen criteria which were identified by the Project Advisory Committee (see Figure 3). These criteria cover the four following categories: 1) Access, 2) Community/Environmental Impacts, 3) Planning and Land Use Considerations, and 4) Site Characteristics/Implementation

Figure 3. Phase 1 Screening Criteria

Access	Weight	Very Poor (-2)	Poor (-1)	Adequate (0)	Good (1)	Excellent (2)
Would the site be efficiently accessed from Interstate 89 and/or Interstate 91? (Benchmarks: Location less than one mile or less than 5 minutes travel time from I-89 and/or I-91)	5					
Would the site be efficiently accessed by buses and cars? (Benchmarks: Adequacy and ease of access of existing road infrastructure linking the site to the interstate and other key locations in proximity to the site)	5					
Would the site be efficiently accessed by cyclists and pedestrians? (Benchmarks: Adequacy and ease of access of existing sidewalk infrastructure, adequacy and ease of access of designated bicycle routes serving the site)	4					
Could the site allow for efficient connections to air transportation? (Benchmarks: Adequacy of infrastructure linking the site to air transportation hubs)	2					
Could the site allow for efficient connections to rail transportation? (Benchmarks: Adequacy of infrastructure linking the site to rail transportation hubs)	4					
Community/Environmental Impacts	Weight	Very Poor (-2)	Poor (-1)	Adequate (0)	Good (1)	Excellent (2)
Would the selection of the site and subsequent operation of the Intermodal Transportation Facility minimize local traffic impacts? (Benchmarks: Adequacy of local street network)	4					
Would the selection of the site and subsequent operation of the Intermodal Transportation Facility minimize secondary impacts (e.g. noise, odor, and lighting) to existing neighborhoods? (Benchmarks: Proximity to existing neighborhoods)	4					
Would the selection of the site impact historical or cultural resources of the host community and region? (Benchmarks: Proximity of existing historical and cultural resources)	3					
How would developing the site as an Intermodal Transportation Facility affect future tax revenues in the host community? (Benchmarks: Land value, potential for site to accommodate other mixed-use development in conjunction with the Intermodal Facility)	3					
How would developing the site impact the natural environment? (Benchmarks: Are there wetlands, floodplains, steep slopes, or other natural features that would be negatively impacted by the development of the site?)	4					
Planning and Land Use Considerations	Weight	Very Poor (-2)	Poor (-1)	Adequate (0)	Good (1)	Excellent (2)
Would the development of the site as an Intermodal Transportation Facility be consistent with existing local and regional land use plans and zoning? (Benchmarks: Consistency with local and regional land use plans and zoning ordinance)	4					
Would developing the site as an Intermodal Transportation Facility be consistent with generally accepted land use principles such as Transit-Oriented Development or other compact design land use techniques, proximity to existing employment center, or parcels suitable for new commercial/industrial employment? (Benchmarks: Proximity of site to existing employment centers, potential for site to accommodate other mixed-use development)	4					
Would the site be adequately served by existing community utilities (e.g. water/sewer infrastructure)? (Benchmarks: Access to and capacity of existing community utilities)	3					
Site Characteristics/Implementation	Weight	Very Poor (-2)	Poor (-1)	Adequate (0)	Good (1)	Excellent (2)
Would the site accommodate initial estimates for space requirements? (Benchmarks: Could the site accommodate 1,000 parking spaces and 10 bus bays?)	5					
Would the site allow for potential future expansion and/or phasing of development? (Benchmarks: Could the site accommodate 1,500 parking spaces and 15 bus bays?)	4					
Would the site provide safe and secure passenger waiting facilities, and vehicle and bus parking? (Benchmarks: Necessity for extra safeguards required)	3					
Would the cost of acquiring the property and preparing the site for construction be feasible given realistic budget estimates for the project? (Benchmarks: Cost of the site and topographic characteristics of the site)	5					

Each criterion was scored from -2 to +2 points and weighted from 1 to 5 based on input from a five-member subcommittee of the PAC. A benchmark and related scoring metric for each criterion was also established to assist in objectively scoring each site.



### 3.0 Phase I Screening Criteria Evaluation Methodology

This section provides additional detail on the individual scoring criteria, the benchmarks used to clarify each criterion, and the objective metrics used to score each site.

#### 3.1 Screening Criteria: Access Category

The Phase I screening criteria included five criteria related to site access, as summarized in Figure 4.

Figure 4. Phase I Screening Criteria: Access

Criteria	Weight	Benchmark	Scoring Metric
1. Would the site be efficiently accessed from Interstate 89 and Interstate 91?	5	Location less than one mile or less than 5 minutes travel time from I-89 and/or I-91	<u>Distance from I-89/I-91:</u> <0.5 mile= +2 points 0.5 - 1 mile = +1 point 1 - 1.5 miles = -1 point >1.5 miles = -2 points Lacks efficient access due to congestion and # access points = -2 points
2. Would the site be efficiently accessed by buses, and cars?	5	Adequacy and ease of access of existing road infrastructure linking the site to the interstate and other key locations in proximity to the site	<u># of transit providers within 1/4 mile of site</u> 0 providers = -1 point 1 provider = 0.5 points 2+ providers = +1 point  <u># of arterial or higher roads within 1/2 mile radius</u> 0 roads = -1 point 1 road = 0.5 points 2+ roads = 1 point Lacks efficient access due to congestion and # access points = -2 points Maximum -2
3. Would the site be efficiently accessed by bicycles and pedestrians?	4	Adequacy and ease of access of existing sidewalk infrastructure, adequacy and ease of access of designated bicycle routes serving the site	<u>Designated bicycle lanes/routes within 1/4 mile of site</u> 0 bike lanes/routes = -1 point 1 bike lanes/routes = 0.5 points 2+ bike lanes/routes = +1 point  <u>Sidewalks within 1/4 mile of site</u> 0 sidewalks = -1 point 1 sidewalks = 0.5 points 2+ sidewalks = +1 point
4. Could the site allow for efficient connections to air transportation?	2	Adequacy of infrastructure linking the site to air transportation hubs	<u>Located adjacent to airport</u> Immediately adjacent to airport = +2 points All other sites = 0 points (assume shuttle connection)
5. Could the site allow for efficient connections to rail transportation?	4	Adequacy of infrastructure linking the site to rail transportation hubs	<u>Located within walking distance of train station</u> <1/4 mile from train station = +2 points < 1 mile from train station = +1 point All other sites = 0 points (assume shuttle connection)



### **3.1.1 Access from I-89**

This criterion measured how far the potential sites were from the interstate. Locations less than a half mile from the interstate were given +2 points, and locations greater than 1.5 miles from the interstate were given -2 points. Additional consideration of congestion impacts were applied to locations proximate to the interstate that did not have efficient access due to existing delays and queues.

### **3.1.2 Multimodal Access**

Four criteria measured the ability of each site to provide efficient multimodal (bus, bicycle, pedestrian, air, and rail) access. Sites that had multiple bus providers, bike lanes, sidewalks, or were located near an airport/train station were given +2 points. Negative points were assigned when there were no bike lanes or sidewalks or if existing congestion prevented a site from providing efficient access.



## 3.2 Screening Criteria: Community/Environmental Impacts Category

The Phase I screening criteria included five criteria related to community and environmental impacts, as summarized in Figure 5.

Figure 5. Phase 1 Screening Criteria: Community/Environmental Impacts

Criteria	Weight	Benchmark	Scoring Metric
6. Would the selection of the site and subsequent operation of the Intermodal Transportation Facility minimize local traffic impacts?	4	Adequacy of local street network	<u>Score by hand</u> Minimal impact, adjacent to interstate, arterials = +2 points Moderate impact, some congestion, not close to interstate = 0 Significant impact, LOS E/F, local street access only = -2 points
7. Would the selection of the site and subsequent operation of the Intermodal Transportation Facility minimize secondary impacts (e.g. noise, odor, lighting, etc) to existing neighborhoods?	4	Proximity to existing neighborhoods	<u>Score by hand</u> Isolated or adjacent to commercial/industrial uses = +2 points Immediately adjacent to neighborhoods: -2 points
8. Would the selection of the site impact historical or cultural resources of the host community and region?	3	Proximity of existing historical and cultural resources	<u>No historical or cultural resources within 1/4 mile of site</u> Criteria: 1/4 mile river buffer, Historic Districts, Parks 2+ criteria hit = -2 points 1 criteria hit = -1 point 0 criteria hit = 0 points
9. How would developing the site as an Intermodal Transportation Facility affect future tax revenues in the host community?	3	Land value, potential for site to accommodate other mixed-use development in conjunction with the Intermodal Facility, Currently publicly owned	<u>Score by hand</u> Not highly valued parcel, opportunity for public/private = +2 points High value parcel, no opportunity for public/private = -2 points
10. How developing the site will impact on the natural environment?	4	Are there wetlands, floodplains, steep slopes, or other natural features?	<u>No environmental impacts on the site</u> Criteria: wetlands, floodplains, steep slopes, wildlife corridors All 4 criteria hit = -2 points 3 criteria hit = -1.5 points 2 criteria hit = -1 point 1 criteria hit = -0.5 points 0 criteria hit = 1 points Brownfield site = +1 point

### 3.2.1 Impacts to Neighborhoods

Two criteria measured the impacts of the proposed sites on neighborhoods. Criterion #6 measured whether the local street network could handle the additional traffic generated by the intermodal center. Using traffic engineering judgment, the various sites were scored qualitatively on their congestion impacts, from +2 points for sites with minimal impacts to -2 points from sites with significant impacts.

Criterion #7 measured the secondary impacts – noise, odor, lighting, etc – of the sites on adjoining neighborhoods. Again, sites were scored qualitatively with those sites located adjacent to vacant land or commercial/industrial land uses scoring +2 points and those sites located adjacent to residential areas receiving -2 points.



### **3.2.2 Cultural/Historic Impacts**

Sites located within ¼ mile from historical or cultural resources (such as the river, historic districts, and parks) received -1 (one resource impacted) or -2 points (two or more resources impacted). Sites that were not located within a ¼ mile of historical or cultural resources received 0 points.

### **3.2.3 Future Tax Revenues**

Criterion #9 measured the ability of each site to contribute to future tax revenues in the host community. Sites located on parcels that are not highly valued and could accommodate future mixed-use development received +2 points, while sites located on highly valued parcels with no opportunity for future development associated with the intermodal center received -2 points.

### **3.2.4 Environmental Impacts**

The impacts of the potential sites on the natural environment were also considered in the screening criteria. Wetlands, floodplains, slopes greater than 25% and animal habitats were mapped to determine whether the individual site parcels were impacted. Sites located on parcels that did not overlap with any of the environmental constraints received +1 point. An additional point was given for sites that are designated brownfields. Parcels that overlapped with all four environmental constraints received -2 points.



### 3.3 Screening Criteria: Planning and Land Use Considerations Category

The Phase I screening criteria included three criteria related to planning and land use considerations, as summarized in Figure 6.

Figure 6. Phase I Screening Criteria: Planning and Land Use Considerations

Criteria	Weight	Benchmark	Scoring Metric
11. Would the development of the site as an Intermodal Transportation Facility be consistent with existing local and regional land use plans and zoning?	4	Consistency with local and regional land use plans and zoning ordinance	<u>Score by hand</u> Completely consistent = +2 points Completely inconsistent = -2 points
12. Would developing the site as an Intermodal Transportation Facility be consistent with generally accepted land use principles such as Transit-Oriented Development or other compact design land use techniques, proximity to existing employment center, or parcels suitable for new commercial/industrial employment?	4	Proximity of site to existing employment centers, potential for site to accommodate other mixed-use development	<u>Consistent with generally accepted land use principles</u> Located within 1/2 mile of major employers = +0.25 point per employer with 25+ employees or +1 for single employer 100+ (Max +1) Located within commercial/industrial zoned land = 1/2 point Site 25+ acres = 1/2 point
13. Would the site be adequately served by existing community utilities (e.g. water/sewer infrastructure)?	3	Access to and capacity of existing community utilities	<u>Access to existing community utilities</u> Public water service line within 1/4 mile = +1 point Public sewer service line within 1/4 mile = +1 point

#### 3.3.1 Consistency with Local Ordinances and Plans

Consistency with local ordinances and plans was scored qualitatively. Sites located in areas where building an intermodal facility would be completely consistent with local/regional plans received +2 points, and sites located in areas where the facility would be inconsistent received -2 points.

#### 3.3.2 Consistency with Progressive Land Use Principles

Consistency with progressive land use principles was scored based on proximity to major employers, location within a commercial/industrial zone, and a site size greater than 25 acres. Up to one point could be scored for being located near major employers, a half point could be scored for being located in a commercial/industrial zoning district, and another half point could be scored for having a site greater than 25 acres. Negative points were not assigned in this criterion.

#### 3.3.3 Utility Service

The adequacy of existing community utilities was measured based on whether the site was located within a ¼ mile of public water and sewer service. Again, negative points were not assigned in this criterion.



### 3.4 Screening Criteria: Site Characteristics/Implementation Category

The Phase I screening criteria included four criteria related to site characteristics and implementation, as summarized in Figure 7.

Figure 7. Phase I Screening Criteria: Site Characteristics/Implementation

Criteria	Weight	Benchmark	Scoring Metric
14. Would the site accommodate initial estimates for space requirements?	5	Could the site accommodate 1,000 parking spaces and 10 bus bays?	<u>Adequate unconstrained land acreage</u> < 4 acres = -2 points 4-8 acres = -1 point 8-12 acres = +1 point 12+ acres = +2 points
15. Would the site allow for potential future expansion and/or phasing of development?	4	Could the site accommodate 1,500 parking spaces and 15 bus bays?	<u>Adequate unconstrained land acreage</u> < 8 acres = -2 points 8-12 acres = -1 point 12-16 acres = +1 point 16+ acres = +2 points
16. Would the site provide safe and secure passenger waiting facilities, and vehicle and bus parking?	3	Necessity for extra safeguards required	<u>Score by hand</u> Safe location = +2 points Unsafe location = -2 points
17. Would the cost of acquiring the property and preparing the site for construction be feasible given realistic budget estimates for the project?	5	Site acquisition cost and topographic characteristics of the site	<u>Site acquisition/characteristics</u> Parcel publicly owned = +1 point No environmental constraints = +1 point If demolish existing vacant structure = -1 point If cause relocation of tenant = -2 points If ROW purchase required for access = -1 point If prohibitively expensive = -1 point If inexpensive = +1 point

#### 3.4.1 Site Space Requirements

The proposed sites would need to accommodate not only the actual building but the associated parking for vehicles and buses. The amount of land unconstrained by wetlands, floodplains, and steep slopes was measured for each site. Sites with less than 4 acres of environmentally unconstrained land received -2 points. Sites with more than 12 acres of environmentally unconstrained land received +2 points.

#### 3.4.2 Future Expansion Potential

The ideal site could accommodate future expansion of additional vehicle parking spaces and bus bays. Again, the amount of land unconstrained by wetlands, floodplains, and steep slopes was measured for each site. Sites with less than 8 acres of environmentally unconstrained land received -2 points. Sites with more than 16 acres of environmentally unconstrained land received +2 points.

#### 3.4.3 Safety Considerations

The safety of each potential site was measured qualitatively. Sites considered to be safe and do not require additional safeguards received +2 points while sites deemed unsafe received -2 points.

#### 3.4.4 Site Cost

The cost of acquiring the site as well as preparing the site for construction was taken into consideration. To measure this criterion, the current ownership of the parcels, environmental constraints, existing structures, current tenants, ROW needs, and other costs were evaluated. Sites earned +1 point for being



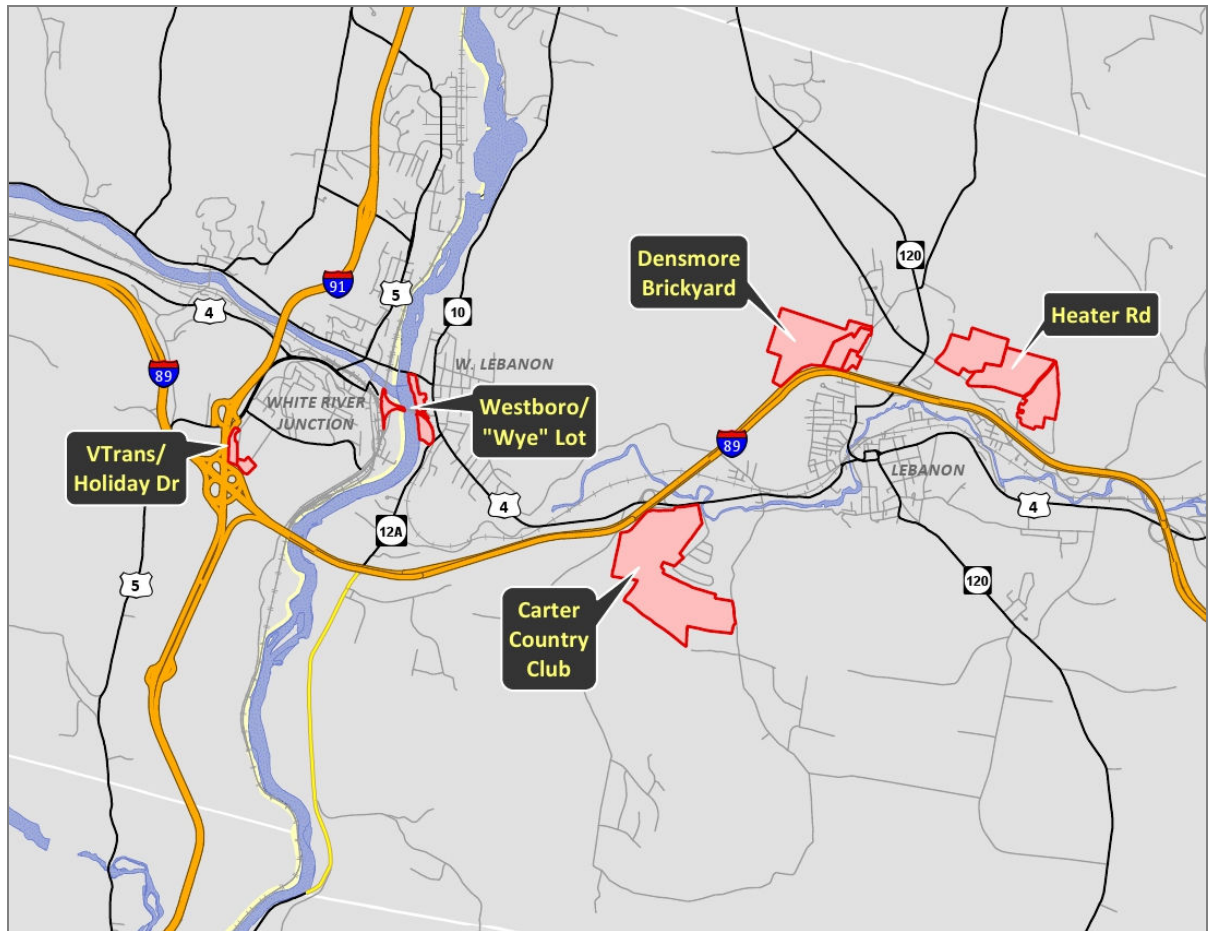
publicly owned, environmentally unconstrained, and inexpensive. Sites earned -1 or -2 points for needing an existing structure demolished, relocating a current tenant, requiring additional ROW purchase, and being prohibitively expensive.



## 4.0 Phase I Screening Criteria Results

All of the sites deemed to be feasible were evaluated based on the Phase I screening criteria described previously in this memorandum. The ranked projects (see table on following page) were presented to the Project Advisory Committee on 18 December 2009. At this meeting, the PAC chose to move forward with the top five ranked sites into the Phase II screening assessment. The location of the top five sites is shown in Figure 8.

Figure 8. Sites Selected for Phase II Screening Assessment



# Upper Valley Intermodal Center - Phase 1 Screening Results

Presented to the PAC: 12/18/09

				Hartford	Lebanon	Lebanon	Leb/WRI	Lebanon	Lebanon	Lebanon	Hartford	Enfield	Hanover	Grantham	Norwich	Hartford	Lebanon	Norwich	Lebanon	Hartford	Norwich		
				VTrans/ Holiday Drive	Densmore Brickyard	Elks/ Friedman	Westboro/ "Wye" Lot	Golf Course	Twin State	Exit 17	Punt	Enfield	Sand Hill	Grantham	Dartmouth	Jasmin	Airport	River Rd	Poverty Lane	Maxfield	Kildeer		
				14-22, 14-41	48-1, 48-2, 48-4	51-13, 79-52, 80-2	72-5, 46-24	132-16	116-2, 116-3	124-7	8-150	6-13-B	24-62, 24-63	233-73	15-080	14-16	159-4	16-060	131-7	14-58, 14-67, 14-68, 14-69	15-070		
				<b>73.5</b>	<b>67</b>	<b>63</b>	<b>52</b>	<b>45.5</b>	<b>43.5</b>	<b>38.5</b>	<b>37.5</b>	<b>37</b>	<b>32.5</b>	<b>29.5</b>	<b>26.5</b>	<b>22.5</b>	<b>21.5</b>	<b>19</b>	<b>10</b>	<b>9.5</b>	<b>6.5</b>		
				<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>		
UVLSRPC Criteria ID	Criteria	Weight	Benchmark	Scoring Metric	Site ID 22	Site ID 6	Site ID 8	Site ID 12	Site ID 13	Site ID 15	Site ID 5	Site ID 27	Site ID 2	Site ID 18	Site ID 1	Site ID 28	Site ID 23	Site ID 11	Site ID 29	Site ID 10	Site ID 24	Site ID 30	
2	Would the site be efficiently accessed from Interstate 89?	5	Location less than one mile or less than 5 minutes travel time from I-89 and/or I-91	Distance from I-89/I-91: <0.5 miles = +2 points 0.5 - 1 mile = +1 point 1 - 1.5 miles = -1 point >1.5 miles = -2 points Lacks efficient access due to congestion and # access points = -2 points	2	2	2	1	2	1	2	2	2	-1	2	2	2	-2	-1	1	-1	1	
3	Would the site be efficiently accessed by buses, and cars?	5	Adequacy and ease of access of existing road infrastructure linking the site to the interstate and other key locations in proximity to the site	# of transit providers within 1/4 mile of site 0 providers = -1 point 1 provider = 0.5 points 2+ providers = +1 point # of arterial or higher roads within 1/2 mile radius 0 roads = -1 point 1 road = 0.5 points 2+ roads = 1 point Lacks efficient access due to congestion and # access points = -2 points Maximum -2	1	1	1	0.5	0.5	0.5	0.5	0.5	-1	1	-1	1	1	0.5	0.5	-1	-1	1	
4	Would the site be efficiently accessed by bicycles and pedestrians?	4	Adequacy and ease of access of existing sidewalk infrastructure, adequacy and ease of access of designated bicycle routes serving the site	Designated bicycle lanes/routes within 1/4 mile of site 0 bike lanes/routes = -1 point 1 bike lanes/routes = 0.5 points 2+ bike lanes/routes = +1 point Sidewalks within 1/4 mile of site 0 sidewalks = -1 point 1 sidewalk = 0.5 points 2+ sidewalks = +1 point	0.5	1	0.5	0.5	0.5	1	1	-1	0.5	1	0.5	0.5	0.5	-1	0.5	-1	0.5	0.5	
5	Could the site allow for efficient connections to air transportation?	2	Adequacy of infrastructure linking the site to air transportation hubs	Located adjacent to airport Immediately adjacent to airport = +2 points All other sites = 0 points (assume shuttle connection)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	
6	Could the site allow for efficient connections to rail transportation?	4	Adequacy of infrastructure linking the site to rail transportation hubs	Located within walking distance of train station <1/4 mile from train station = +2 points < 1 mile from train station = +1 point All other sites = 0 points (assume shuttle connection)	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Would the selection of the site and subsequent operation of the Intermodal Transportation Facility minimize local traffic impacts?	4	Adequacy of local street network	Score by hand Minimal impact, adjacent to interstate, arterials = +2 points Moderate impact, some congestion, not close to interstate = 0 Significant impact, LOS E/F, local street access only = -2 points	1	1	-1	-1.5	1	-2	0	2	2	-1	2	-1	1	-2	-1	-2	0	0	
9	Would the selection of the site and subsequent operation of the Intermodal Transportation Facility minimize secondary impacts (e.g. noise, odor, lighting, etc) to existing neighborhoods?	4	Proximity to existing neighborhoods	Score by hand Isolated or adjacent to commercial/industrial uses = +2 points Immediately adjacent to neighborhoods = -2 points	2	1	2	1	-1	0	1	1	2	-1	2	-1	2	2	1	-2	2	1	
10	Would the selection of the site impact historical or cultural resources of the host community and region?	3	Proximity of existing historical and cultural resources	No historical or cultural resources within 1/4 mile of site Criteria: 1/4 mile river buffer, Historic Districts, Parks 2+ criteria hit = -2 points 1 criteria hit = -1 point 0 criteria hit = 0 points	0	0	0	-2	-1	-1	-1	0	0	0	0	-1	0	0	-1	0	0	0	
11	How would developing the site as an Intermodal Transportation Facility affect future tax revenues in the host community?	3	Land value, potential for site to accommodate other mixed-use development in conjunction with the Intermodal Facility, Currently publicly owned	Score by hand Not highly valued parcel, opportunity for public/private = +2 points High value parcel, no opportunity for public/private = -2 points	1	1	1	1	0	0	1	1	1	1	0	0	0	1	1	1	1	0	
12	How developing the site will impact on the natural environment?	4	Are there wetlands, floodplains, steep slopes, or other natural features that would limit the amount of unimpacted land below ten acres?	No environmental impacts on the site Criteria: wetlands, floodplains, steep slopes, wildlife corridors All 4 criteria hit = -2 points 3 criteria hit = -1.5 points 2 criteria hit = -1 point 1 criteria hit = -0.5 points 0 criteria hit = 1 points Brownfield site = +1 point	1	-2	-1	-0.5	-1.5	-1.5	-1	1	-1	-1	-1.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	1	-2
14	Would the development of the site as an Intermodal Transportation Facility be consistent with existing local and regional land use plans and zoning?	4	Consistency with local and regional land use plans and zoning ordinance	Score by hand Completely consistent = +2 points Completely inconsistent = -2 points	2	1.5	1	0.5	0	1	1	-1	1.5	0	0.5	0	2	0	-1	-1	1	1	
15	Would developing the site as an Intermodal Transportation Facility be consistent with generally accepted land use principles such as Transit-Oriented Development or other compact design land use techniques, proximity to existing employment center, or parcels suitable for new commercial/industrial employment?	4	Proximity of site to existing employment centers, potential for site to accommodate other mixed-use development	Consistent with generally accepted land use principles Located within 1/2 mile of major employers = +0.25 point per employer with 25+ employees or +1 for single employer 100+ (Max +1) Located within commercial/industrial zoned land = 1/2 point Site 25+ acres = 1/2 point	1.5	2	2	2	1.5	2	0.5	0	0	1.5	0.75	1.5	1.5	2	0.75	1	0.5	1.5	
16	Would the site be adequately served by existing community utilities (e.g. water/sewer infrastructure)?	3	Access to and capacity of existing community utilities	Access to existing community utilities Public water service line within 1/4 mile = +1 point Public sewer service line within 1/4 mile = +1 point	2	2	2	2	2	2	1	0	0	2	0	2	2	2	1	1	1	0	
18	Would the site accommodate initial estimates for space requirements?	5	Could the site accommodate 1,000 parking spaces and 10 bus bays?	Adequate unconstrained land acreage < 4 acres = -2 points 4-8 acres = -1 point 8-12 acres = +1 point 12+ acres = +2 points	2	2	2	2	2	2	2	2	2	1	2	-1	2	2	2	-1	0		
19	Would the site allow for potential future expansion and/or phasing of development?	4	Could the site accommodate 1,500 parking spaces and 15 bus bays?	Adequate unconstrained land acreage < 8 acres = -2 points 8-12 acres = -1 point 12-16 acres = +1 point 16+ acres = +2 points	1	2	2	2	2	2	1	2	2	-1	2	-2	2	2	2	-2	-2		
20	Would the site provide safe and secure passenger waiting facilities, and vehicle and bus parking?	3	Necessity for extra safeguards required	Score by hand Safe location = +2 points Unsafe location = -2 points	0	1	0	-0.5	1	0	1	0	0	1	1	1	0	0	1	1	1	1	
21	Would the cost of acquiring the property and preparing the site for construction be feasible given realistic budget estimates for the project?	5	Site acquisition cost and topographic characteristics of the site	Site acquisition/characteristics Parcel publicly owned = +1 point No environmental constraints = +1 point If demolish existing, vacant structure = -1 point If cause relocation of tenant = -2 points If ROW purchase required for access = -1 point If prohibitively expensive = -1 point If inexpensive = +1 point	-1	-1	0	0	0	0	-1	1	0	0	1	-1	-2	2	0	2	1	-1	
				<b>Weighted Score</b>	<b>73.5</b>	<b>67</b>	<b>63</b>	<b>52</b>	<b>45.5</b>	<b>43.5</b>	<b>38.5</b>	<b>37.5</b>	<b>37</b>	<b>32.5</b>	<b>29.5</b>	<b>26.5</b>	<b>22.5</b>	<b>21.5</b>	<b>19</b>	<b>10</b>	<b>9.5</b>	<b>6.5</b>	
				<b>Weighted Rank</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	