

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		
				73.5	67	63	52	45.5	43.5	38.5	37.5	37	32.5	29.5	26.5	22.5	21.5	19	10	9.5	6.5		
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
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	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	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	
				Weighted Score	73.5	67	63	52	45.5	43.5	38.5	37.5	37	32.5	29.5	26.5	22.5	21.5	19	10	9.5	6.5	
				Weighted Rank	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	