



Site selection evaluation matrix

Item	Site Selection Criteria	Weighting Factors Best fit / Worst Fit	Site 1	Site 2	Site 3
1. Physical Site Features/Location & Parking - Traffic considerations (Maximum of 26 Points)	Site is accessible to vehicles, pedestrians and cyclists	4 / 0	2	4	4
	Condition of access roadway, impact to downtown traffic	4 / 0	3	4	3
	Site can reasonably accommodate required parking spaces (~450+/- spaces) and enables future expansion	10 / 0	8	6	5
	No specialty permits required (zoning & district regs); no known hazardous material issues	4 / 0	3	4	2
	Site constructability. IE: staging, location, existing features, # of replacement parking spaces needed, etc.	4 / 0	4	3	3
Subtotal =			20	21	17
2. Intermodal Transit & Pedestrian related considerations (Maximum of 18 points)	Site accommodates intermodal connections to train station; site can accommodate transit and regional bus routes	6 / 0	5	6	3
	Site provides pedestrian/ADA connections to train station	6 / 0	4	6	0
	Site provides pedestrian access to downtown areas	6 / 0	1	6	6
Subtotal =			10	18	9
3. Local Bus related considerations (Maximum of 7 Points)	Site can accommodate MVRTA bus operations	4 / 0	4	4	3
	MVRTA buses can easily be rerouted to serve new Transportation Center without major time or cost impact	3 / 0	0	3	3
Subtotal =			4	7	6
4. Architectural, Urban Context considerations (Maximum of 17 Points)	Transit use of site is consistent with the urban design objectives for the downtown area.	4 / 0	1	4	4
	Site is able to support residential and commercial development in surrounding neighborhoods.	5 / 0	2	4	5
	Site offers potential for street level retail/commercial development.	4 / 0	2	3	3
	Transit related development of site is appropriate to the scale and architectural character of the surrounding neighborhood.	4 / 0	2	4	3
Subtotal =			7	15	15
5. Economic Considerations (Maximum of 32 Points)	Construction Cost - minimizes City costs	5 / 0	5	4	3
	Adverse property takings - prohibitive acquisition costs	5 / 0	2	3	3
	Compliments federal and state funding requirements	5 / 0	3	5	2
	Net present value (residual value) of additional development has potential to off-set costs	7 / 0	2	7	7
	Site optimizes gross development area	5 / 0	2	5	4
	Sites implementation schedule: Site control obtained via P&S by 3/07, final design by 3/08 and construction completed by 2009	5 / 0	2	4	3
Subtotal =			16	28	22
Totals by site =			57	89	69
Average ranking by site			3	1	2