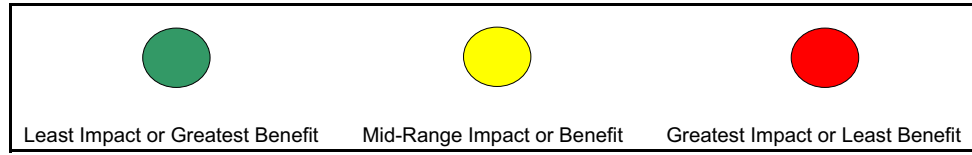


# Multi-Modal Center Candidate Site Evaluation Matrix



Evaluation Measures	Site H	10th Street Site	Existing (No Build)
<b>Transportation</b>			
Pedestrian access to downtown core (8th St. and Main St.)	● 0.25 Miles	● .20 Miles	● .05 Miles
Access to employment	● Approx. 9000 jobs within 1/4 mile	● Approx. 9000 jobs within 1/4 mile	● Approx. 9000 jobs within 1/4 mile
Impacts on bus route schedules	● Minimal route impacts (less than 2 minutes of delay / saving)	● Minimal route impacts (less than 2 minutes of delay / saving)	● Baseline - existing schedules
Ease of access to future downtown streetcar	● Westbound access / 1 block from eastbound route	● Westbound access / 1/2 block from eastbound route	● Westbound and eastbound access
Ease of access to future high capacity transit corridor	● Half block	● 1 block	● 3 blocks
Ease of passenger transfers	● On-site	● Moderate transfer distance / street crossing	● Long transfer distance / street crossings
Traffic impacts	See Traffic Display		
Impacts on delivery access	See Traffic Display		
Impacts on parking	See Traffic Display		
Impacts on adjacent intersections	See Traffic Display		
<b>Site Location, Size and Configuration</b>			
Location relative to identified siting area in DBMS*	● Within	● Within	● Near
Ability to accommodate essential functions	● Essential functions accommodated	● Essential functions accommodated	● No interior accommodations
<b>Land Use &amp; Development</b>			
Allowable use under current zoning	● Potential need for conditional use permit	● Potential need for conditional use permit	● Yes
Compatibility with adjacent uses	● On-site / self-contained	● Enhanced streetscape	● No design or accommodations provided
Proximity to existing publicly controlled off-street parking	● 1 block	● 1/2 block	● Adjacent
<b>Environmental</b>			
Structures / Displacements	● Drive-Thru Parking	● None	● None
Construction impacts	● On-site construction	● Street / sidewalk reconstruction	● No construction
Utility impacts	● Moderate	● Moderate	● None
Adjacent sensitive development	● Bank / Future adjacent development	● Numerous small businesses / Historic structures	● Numerous small businesses / Historic structures
<b>Financial</b>			
Estimated Project Cost	● \$6.5 to \$7.5 million	● \$2.5 to \$3 million	● None
<b>Implementation &amp; Schedule</b>			
Ease of acquisition	● Publicly funded private acquisition	● Inter-agency agreement	● Existing
Schedule	● Complications of public private partnership	● Streetscape and transit improvements	● Existing

Higher priority measures approved by technical and policy advisory committees

\* The Downtown Boise Mobility Study (DBMS) was completed in 2004 and resulted in a transportation plan for downtown Boise, including the future multimodal center.