

### Railyard Enterprise Project - Alternatives Screening Matrix

|                           |  | Alternative A                                      | Alternative B | Alternative C | Alternative D | Alternative E | Alternative F | Alternative G | Alternative H | Alternative I | Alternative J |    |
|---------------------------|--|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----|
|                           |  | Which "Need" Addressed in Purpose & Need Statement |               |               |               |               |               |               |               |               |               |    |
|                           |  |  |               |               |               |               |               |               |               |               |               |    |
| <b>Screening Criteria</b> |  |  |               |               |               |               |               |               |               |               |               |    |
| Development Impacts       | <b>Historic Block Pattern</b><br>Does an alternative create city blocks of 350-600 ft. on a side<br><i>- Rectilinear grid consistent with historic pattern</i>   | 1, 2, 3  | 0             | 0             | ++            | +             | +             | +             | ++            | +             | +             | +  |
|                           | <b>Street Frontage</b><br>Does an alternative create new developable street frontage<br><i>- Street length created</i>   | 1  | +             | +             | ++            | +             | +             | ++            | ++            | ++            | ++            | +  |
|                           | <b>Brownfield Redevelopment Potential</b><br>Does an alternative provide redevelopment potential to low/med risk brownfield sites<br><i>- Based on PlanBTV South End Existing Conditions Report</i><br><i>- Parcels closer to Pine St identified as low/medium risk</i>                        | 1  | +             | +             | ++            | +             | ++            | ++            | ++            | ++            | ++            | +  |
| Transportation Impacts    | <b>Neighborhood Traffic</b><br>Does an alternative reduce traffic from the Maple and King neighborhoods<br><i>- Lower friction connection reduce traffic from neighborhood</i>   | 1, 2, 3  | ++            | ++            | ++            | ++            | ++            | +             | +             | +             | 0             | +  |
|                           | <b>Connectivity between Pine &amp; Battery Corridors</b><br>Does an alternative enhance connectivity between the Pine & Battery Street corridors   | 1, 2, 3  | ++            | ++            | +             | +             | ++            | ++            | ++            | +             | 0             | +  |
|                           | <b>Transit Operations</b><br>Does an alternative impact or enhance transit operations<br><i>- Potential for development positive impact on ridership</i><br><i>- Potential to reduce bus travel time in and out of service</i>   | 1, 2, 3  | 0             | 0             | +             | 0             | 0             | 0             | 0             | 0             | 0             | 0  |
| Railyard                  | <b>Rail Yard Switching Operations</b><br>Does an alternative impact current rail yard switching operations   | 1, 4   | 0             | 0             | 0             | 0             | 0             | -             | --            | -             | --            | +  |
|                           | <b>Rail Yard Commercial Operations</b><br>Does an alternative impact current rail yard commercial operations   | 1, 4   | -             | -             | -             | -             | -             | --            | --            | --            | --            | +  |
| Resource Impacts          | <b>Historic Buildings/Resources</b><br>Does an alternative adversely impact historic buildings or resources  | Resource Impacts                                   | -             | --            | -             | -             | --            | -             | -             | -             | --            | -- |
|                           | <b>Archeological Resources</b><br>Does an alternative adversely impact archeological resources   | Resource Impacts                                   | --            | --            | --            | --            | --            | --            | -             | -             | -             | -  |
|                           | <b>Impacts to Private Properties</b><br>Does an alternative adversely impact private property<br><i>- Does not include impacts to railyard property</i><br><i>- Impacts to multiple buildings = "-"</i><br><i>- Impacts to business operations considered equivalent to impact to building</i> | 1, 2, 3  | -             | -             | -             | -             | -             | -             | -             | 0             | 0             | -- |
| <b>TOTAL SCORE</b>        |  |  | 1             | 0             | 5             | 1             | 2             | 1             | 2             | 2             | -2            | 2  |
| <b>RANKING</b>            |  |  | 6             | 9             | 1             | 6             | 2             | 6             | 2             | 2             | 10            | 2  |

**Project "Needs"**  
 1) Infrastructure that Supports Economic Development & Enhances Railyard Operations  
 2) Improve Livability & Connectivity  
 3) Enhance Multimodal Travel Connections & Choices  
 4) Improve Connectivity & Access Between Nearby Streets, the Burlington Railyard, and Battery Street, while Reducing the Impacts of Freight Operations on Adjacent Neighborhoods

| Scoring Key | Score | Description                          |
|-------------|-------|--------------------------------------|
| --          | -2    | substantially deficient or negative  |
| -           | -1    | deficient or negative                |
| 0           | 0     | neutral                              |
| +           | 1     | beneficial or positive               |
| ++          | 2     | substantially beneficial or positive |

**General comments:**  
 Transit evaluation provided by CCTA (1/16/15)  
 Railyard criteria scores provided by VHB (1/19/15)  
 and modified by VT Rail & VTTrans (2/3/15)