

Draper/Bluffdale Station Evaluation Matrix

Location:	Bluffdale at 14600 South	Draper at 14000 South (Proposed station location in Environmental Study Report)	Draper at 13500 South	Draper at 12800 South
Criteria:				
Land Use:	Poor	Fair	Good	Good
Zoning for park and ride	Poor: Current zoning would not allow park and ride lot to be constructed on site, City Council voted to deny rezoning in February 2008	Good: Proposed zoning would allow park and ride	Good: Proposed zoning would allow park and ride	Good: Proposed zoning would allow park and ride
Planning for Transit Oriented Development	Fair: Park and ride site zoned for low density housing; medium density mixed use planned east of rail corridor	Fair: Area master planned for low density research park	Good: Proposed zoning is for very high density mixed use; zoning is conditional on FrontRunner station locating here	Good: Proposed zoning is for very high density mixed use; zoning is conditional on FrontRunner station locating here
Available Land (10 to 12 acres for park-and-ride)	Good: Land is available	Fair: Land is available, but it is on the east side of the tracks (overpass required)	Good: Land is available	Good: Land is available
Social and Economic Conditions:	Good No relocations required; no business disruptions	Good No relocations required; no business disruptions	Good No relocations required; no business disruptions	Good No relocations required; no business disruptions
Air Quality:	Good No increased emissions or air quality impacts	Good No increased emissions or air quality impacts	Good No increased emissions or air quality impacts	Good No increased emissions or air quality impacts
Noise and Vibration:	Good	Fair Potential for minor noise and vibration impacts to nearby residents	Good	Fair Potential for minor noise and vibration impacts to nearby residents

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Criteria:				
Natural Resources:	Good	Good	Good	Good
Water Resources	<u>Good</u> : No water bodies adversely impacted	<u>Good</u> : No water bodies adversely impacted	<u>Good</u> : No water bodies adversely impacted	<u>Good</u> : No water bodies adversely impacted
Wetlands	<u>Good</u> : No wetlands identified on the site	<u>Good</u> : No wetlands identified on the site	<u>Good</u> : Minimal wetlands can be avoided	<u>Good</u> : Very minimal wetlands near end of existing Galena Drive
Wildlife	<u>Good</u> : No sensitive species identified	<u>Good</u> : No sensitive species identified	<u>Good</u> : No sensitive species identified	<u>Good</u> : No sensitive species identified
Hazardous Materials:	Good No hazardous materials identified	Good No hazardous materials identified	Good No hazardous materials identified	Good No hazardous materials identified
Cultural/ Historic Resources:	Good No cultural resources identified on site	Good No cultural resources identified on site	Fair Cultural resources have been identified on the site, investigation and mitigation will be needed	Fair Cultural resources likely to be on the site, investigation and mitigation may be needed
Safety and Security:	Good No unique safety and security issues identified	Good No unique safety and security issues identified	Good No unique safety and security issues identified	Good No unique safety and security issues identified
Visual Quality and Aesthetics:	Good Minimal impacts to existing residential development	Good Minimal impacts to existing residential development	Good Minimal impacts to existing residential development	Fair Associated transit oriented development may impact views to existing residential development on the north

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Transportation:	Fair	Fair	Good	Fair
Train Operations	Good: Good spacing, 5.5 miles from South Jordan, 4.9 miles from Lehi	Good: Good spacing, 4.6 miles from South Jordan, 5.8 miles from Lehi	Fair: 3.6 miles from South Jordan, 6.7 miles from Lehi. Will result in slower travel time between Lehi and South Jordan	Poor: 2.8 miles to South Jordan station, 7.5 miles to Lehi. Will result in slower travel time between Lehi and South Jordan
Pedestrian access to track from parking lot	Good: Direct, level access	Poor: Pedestrian overpass required	Good: Direct, level access	Good: Direct, level access
Proposed roadway access to park-and-ride	Poor: 14600 would be re-aligned at rail crossing and new overpass would be constructed. Access from west would still be difficult. No direct access to Bangerter Highway.	Poor: Road from 14600 would need to be extended to station (about 1/2 mile). No direct access to Bangerter Highway currently planned.	Good: New intersection at Bangerter Highway and extending Galena Park Drive would allow access to station from both Bangerter and 12300 South	Good: New Intersection at Bangerter Highway and extending Galena Park Drive would allow access to station from both Bangerter and 12300 South
Station Ridership Projections	Fair: 2030 system ridership = 24,800 2030 station boardings = 625	Fair: 2030 system ridership = 24,750 2030 station boardings = 600	Good: 2030 system ridership = 26,600 2030 station boardings = 1,800	Good: 2030 system ridership = 25,700 2030 station boardings = 1,250