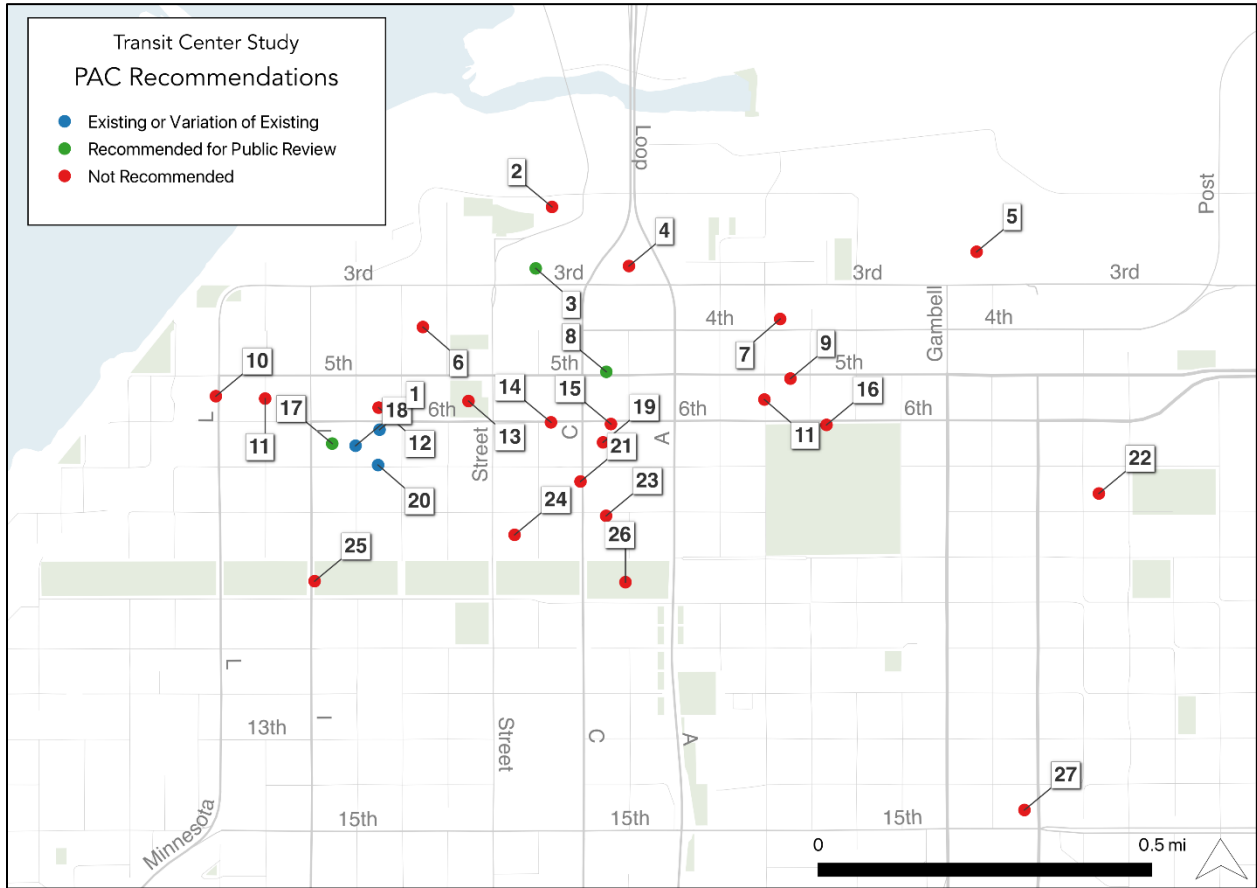


Downtown

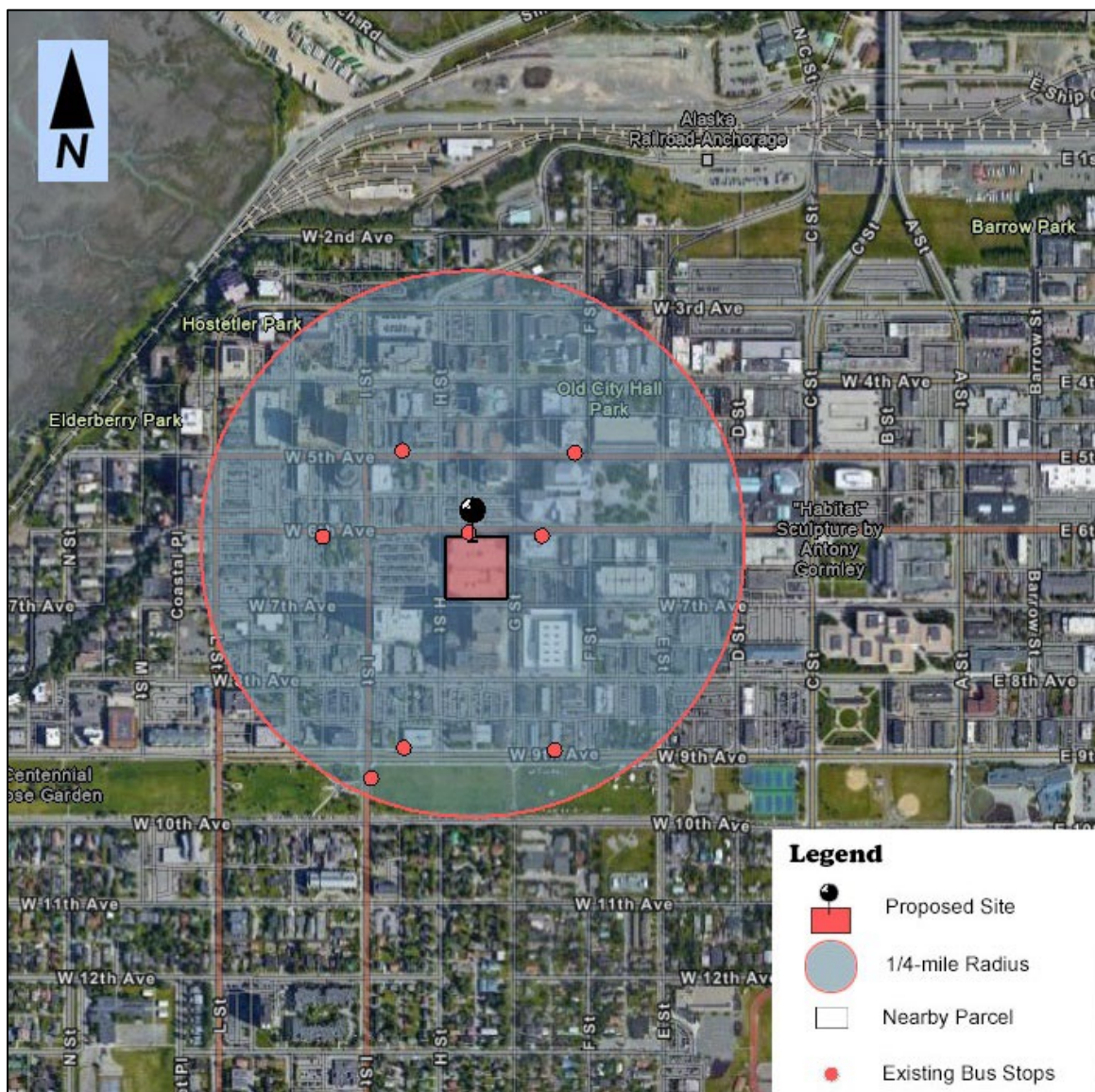


1: Existing Site [on street]

Recommendation: Baseline

This site will be evaluated as the existing site for comparison with the five sites chosen to be presented to the public.

- The existing site is surrounded by one of the highest job density areas of Anchorage.
- The site has opportunities to expand to accommodate additional bus stops or layover spaces in the future.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

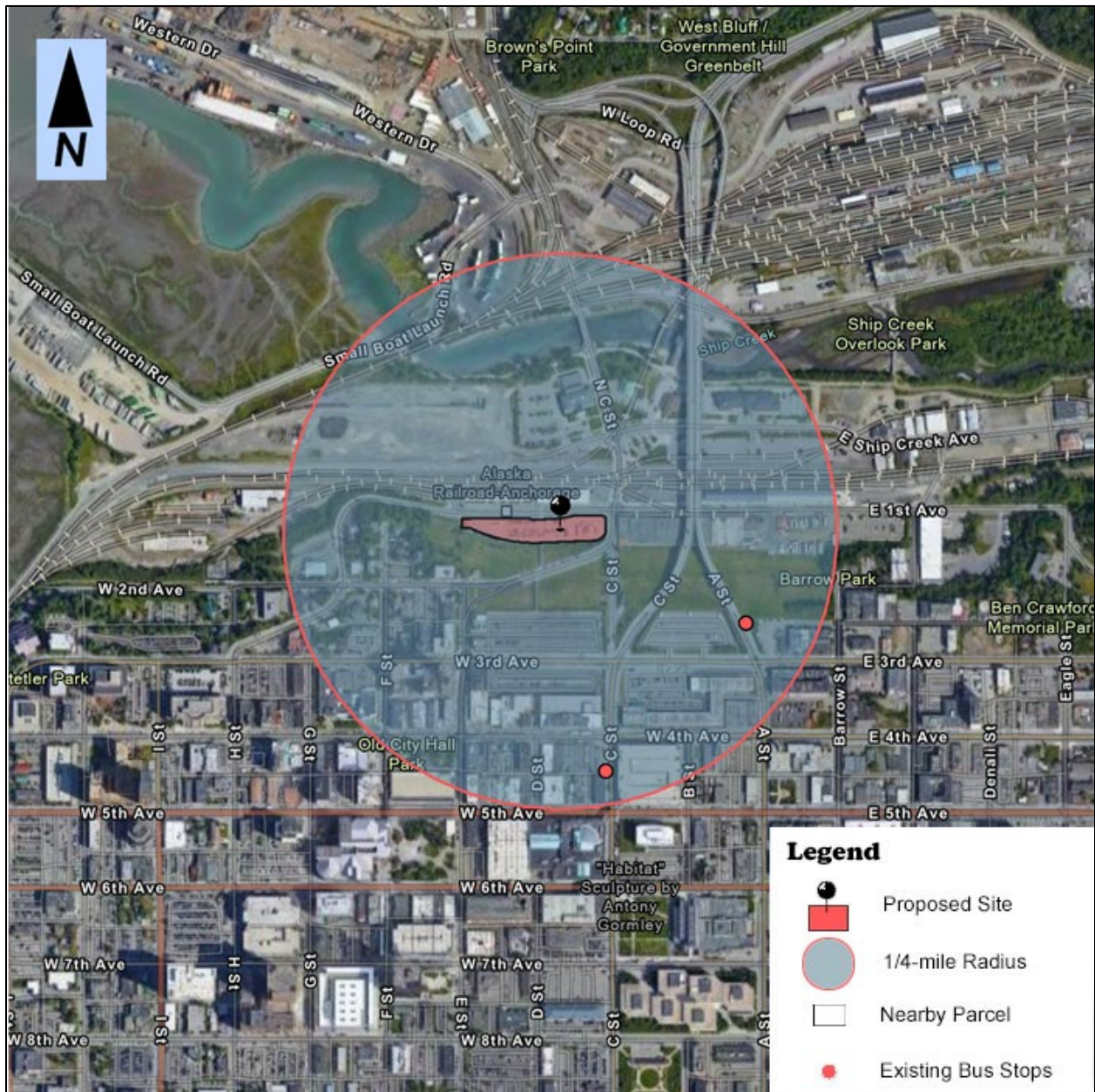


Transit Center Site Initial Evaluation Matrix		1 Existing On Street
1. Can this site function as a transit center?		
A. Site can easily be acquired		
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Existing TC suits all needs	
Permits: need for wetland permits	No permits required	
Demolition: Presence of structures that would need to be removed/remodeled	expansion would require demo	
Zoning: Current zoning of the site is compatible	B2B	
Contaminated Site: presence and status of contaminated soils	No contamination present	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	Existing TC suits all needs	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Existing TC suits all needs	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Existing TC suits all needs	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		On-street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		Existing TC utilizes additional space for bus stop and layover spaces (6th ave, 7th ave, G st, and H st)
F. Site can accommodate essential passenger amenities		Existing TC suits all needs
G. Site can accommodate customer service office		Existing TC has customer service office
H. Site must accommodate mandatory operator amenities		With expansion into G&H street garage
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		3455.86
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Existing TC
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		Downtown
M. Site is in an area that is active at many times of the day and throughout the week		YELLOW
Mix of jobs and residents	0.99	
Total number of jobs and residents	3501.01	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		with expansion
O. Site can accommodate enhanced services and amenities		2.07 acres
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		Downtown
OVERALL SITE RATING		12

2: 320 SW 1st Avenue (Parking Lot across from Rail Depot) [off street]

Recommendation: Do not present to the public (difficult to access)

- Challenges to developing this site include steep grades to access the site, lack of a gridded road network, and the seismic zone (Zone 4).
- Pedestrian access is challenging because of steep grades between the site and most destinations.
- There are not a range of uses in the area, resulting in periods of the week with little activity.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

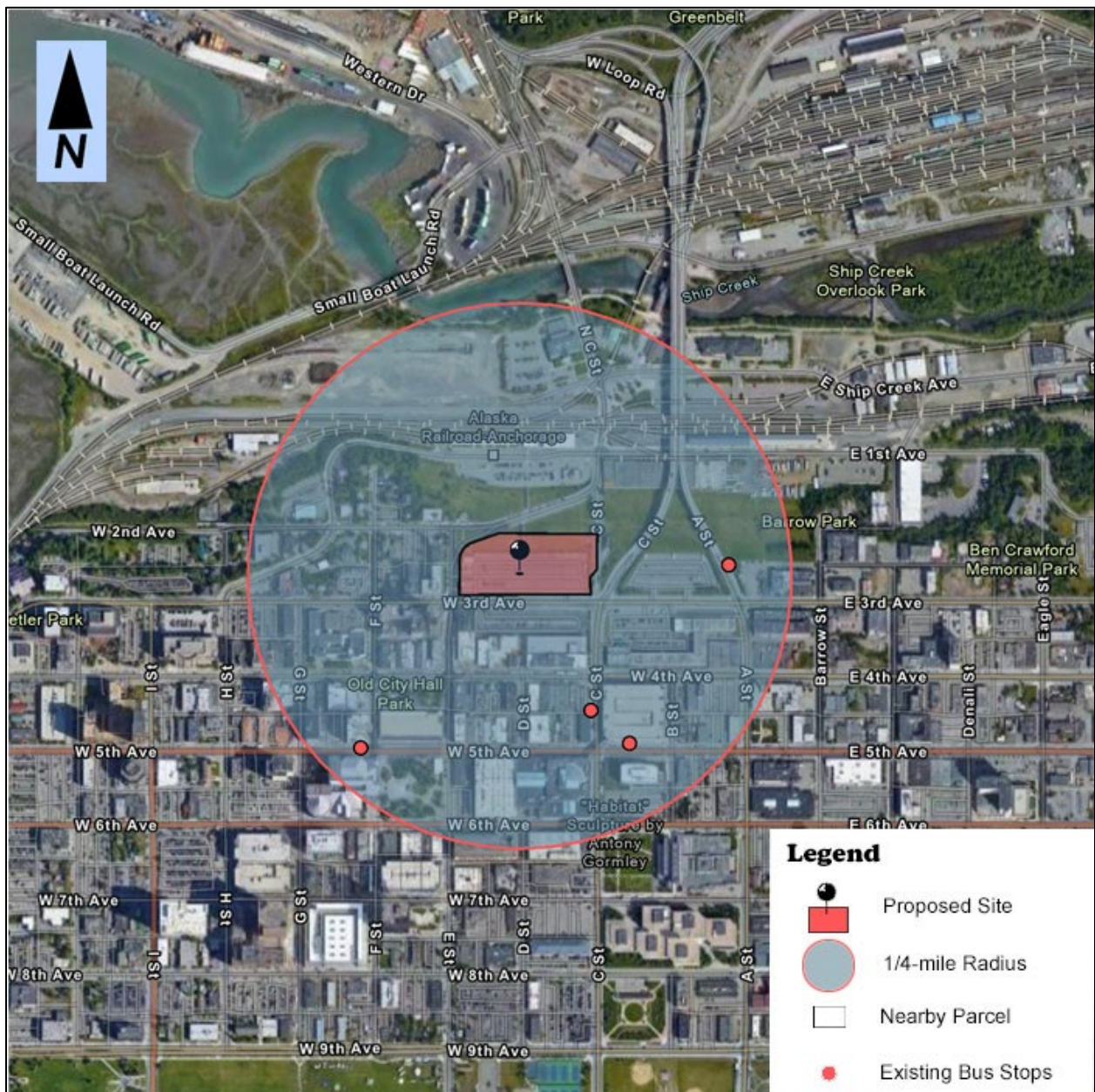


Transit Center Site Initial Evaluation Matrix		2 320 Sw 1st Ave (Parking Lot) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by ARR, operating as parking lot
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding area	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	PLI	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 4	
Slope: grades of the site do not limit development	Steep grades	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	steep grade, limited access, narrow streets	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Very few access points	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		1.6 acre parcel
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		1.6 acres
F. Site can accommodate essential passenger amenities		
G. Site can accommodate customer service office		1.6 acres
H. Site must accommodate mandatory operator amenities		1.6 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		1141.53
J. Site is located in a central area		<0.25 miles from bluff/Ship Creek
K. Site does not require major changes to existing transit service		
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.92	
Total number of jobs and residents	448.42	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		-2

3: Chinook Parking Lot (225 E Street) [off street]

Recommendation: Present this site to the public as a potential location

- The lot is owned by the Muni and currently underutilized.
- The seismic zone (Zone 4) is a challenge to developing this site.
- The lot is large enough to comfortably accommodate current transit needs and to allow for expansion.
- Transit operator feels the site will be easy for buses to access.
- The site is off-center, but still an easy walk to the densest areas of downtown.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



Transit Center Site Initial Evaluation Matrix		3 Chinook Lot (225 E St) off street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		owned by MOA	
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Seismic	
Utilities: access to electricity, water, sewer, communications	W/Sewer available; upgrading may be needed		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	bathrooms would need to be removed or utilized		
Zoning: Current zoning of the site is compatible	currently zoned: B3		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 4 Seismic		
Slope: grades of the site do not limit development	E street steep		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	Access from E may be too steep, access from 3rd instead		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Access onto only two streets		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		4.3 acre lot	
E. Site large enough to accommodate existing needs for bus stop and layover spaces		4.3 acre lot	
F. Site can accommodate essential passenger amenities		4.3 acre lot	
G. Site can accommodate customer service office		4.3 acre lot	
H. Site must accommodate mandatory operator amenities		4.3 acre lot	
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		1141.53	
J. Site is located in a central area		<0.25 miles from bluff/Ship Creek	
K. Site does not require major changes to existing transit service		6-7 blocks	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		Downtown	
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.94		
Total number of jobs and residents	1275.74		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		4.3 acres	
O. Site can accommodate enhanced services and amenities		4.3 acres	
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		4.3 acres	
OVERALL SITE RATING		10	

4: 221 W. 3rd Avenue (Parking Lot) [off street]

Fatal Flaw

- The density of people and jobs within 1/4-mile of this site is low.

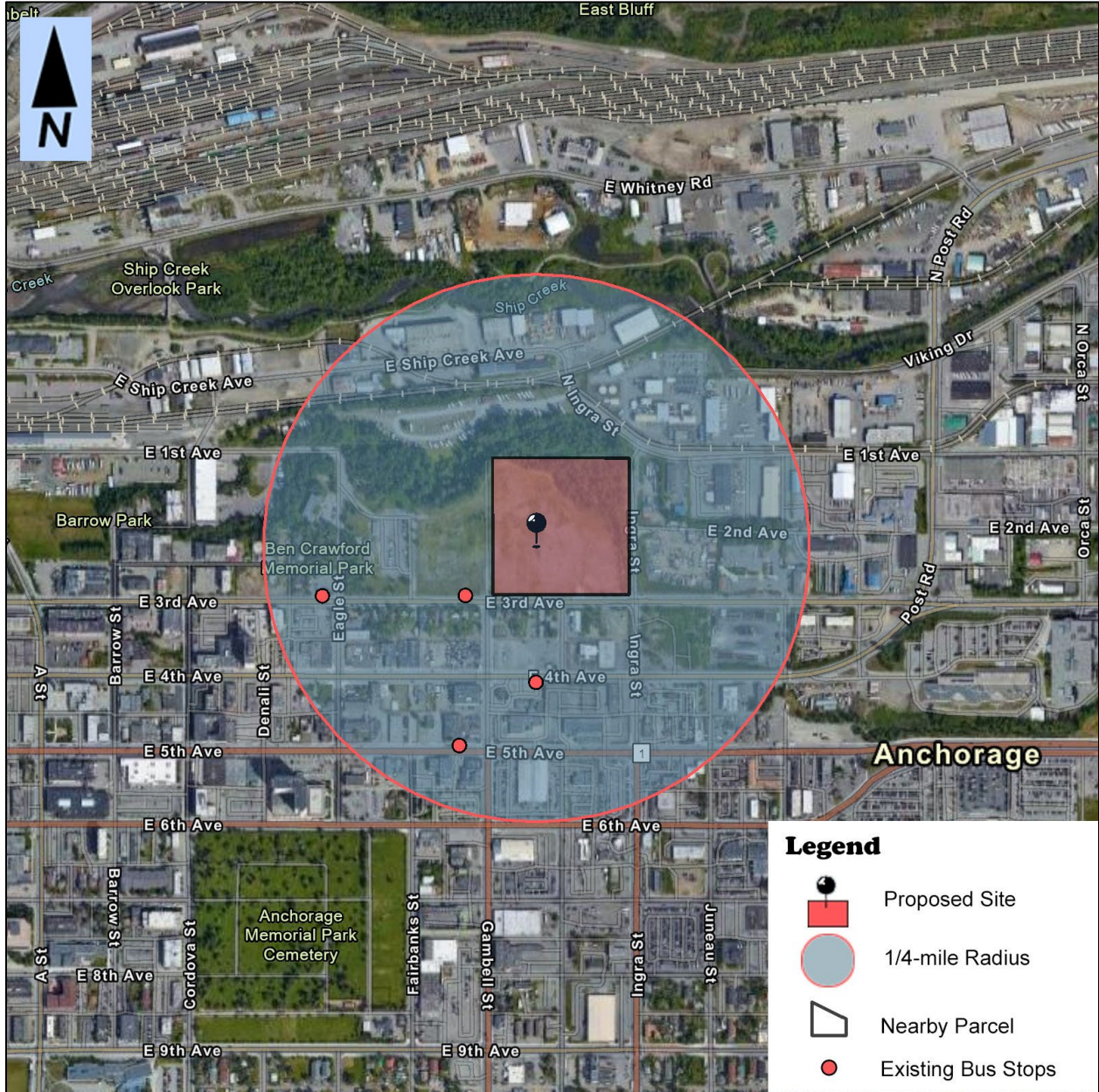


		4 221 W. 3rd Ave Parking off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Three parcels owned by ARR, currently parking lot
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Seismic
Utilities: access to electricity, water, sewer, communications	No water/sewer currently	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2C	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 4/5	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	limited access	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Difficult from/to north, but that's only one route	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		Useable area (existing parking area)= 1.4 acres
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		Useable area (existing parking area)= 1.4 acres
F. Site can accommodate essential passenger amenities		Useable area (existing parking area)= 1.4 acres
G. Site can accommodate customer service office		Useable area (existing parking area)= 1.4 acres
H. Site must accommodate mandatory operator amenities		Useable area (existing parking area)= 1.4 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		325.18
J. Site is located in a central area		<0.25 miles from bluff/Ship Creek
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.79	
Total number of jobs and residents	479.38	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		-1

5: Old Native Hospital (845 E 3rd Avenue) [off street]

Fatal Flaw

- The density of people and jobs within 1/4-mile of this site is low.

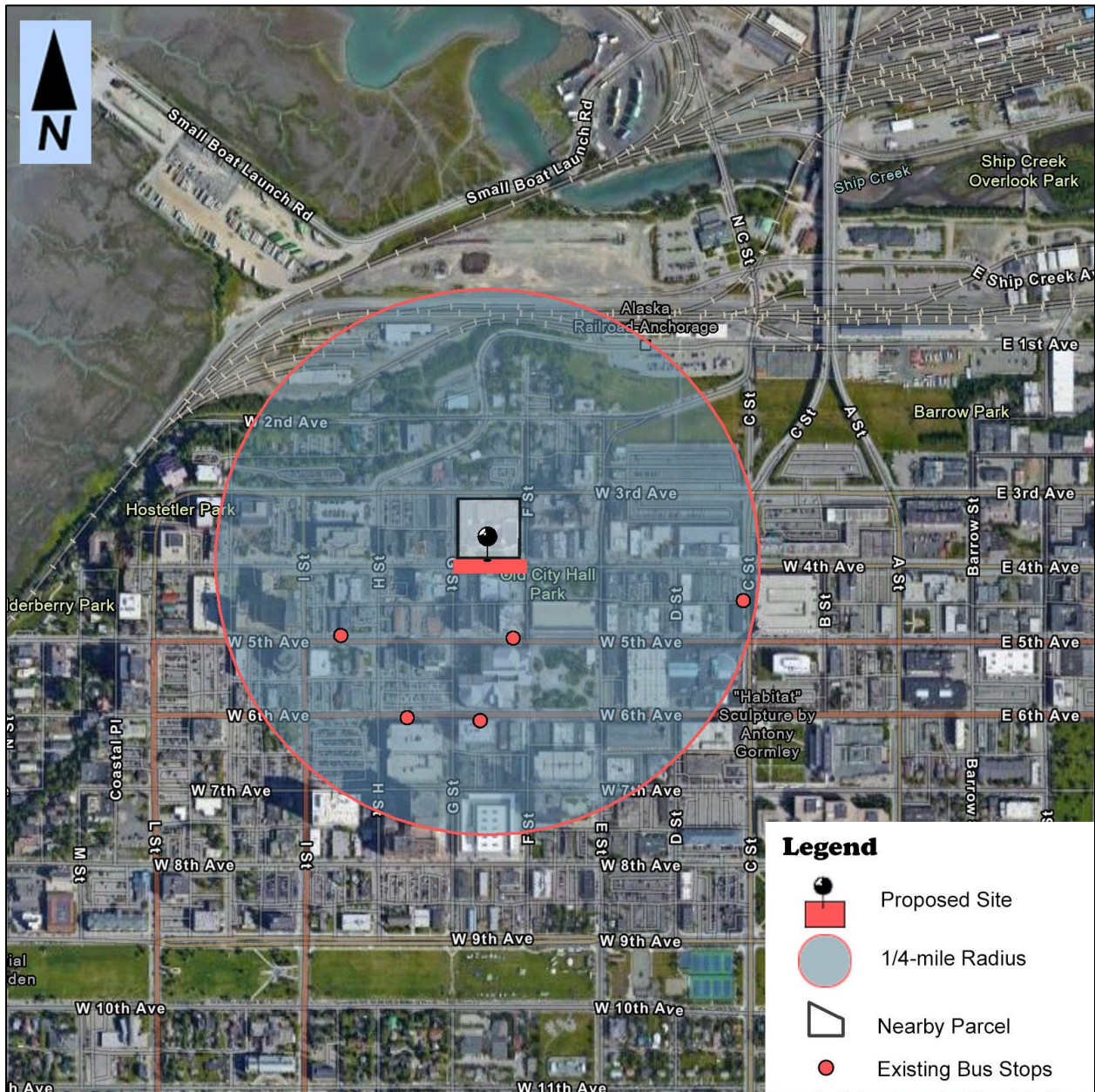


Transit Center Site Initial Evaluation Matrix		5 Old Native Hospital (845 E 3rd Ave) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		owned by MOA Heritage Land Bank
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Seismic
Utilities: access to electricity, water, sewer, communications	currently not on water/wastewater	
Permits: need for wetland permits		
Demolition: Presence of structures that would need to be removed/remodeled	vacant lot	
Zoning: Current zoning of the site is compatible	currently zoned: B2C	
Contaminated Site: presence and status of contaminated soils	Cleanup complete, groundwater plume present	
Seismic: seismic zone is suitable for development	Zone 4/5 Seismic	
Slope: grades of the site do not limit development	Steep area	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Side streets are steep but transit is unlikely to use side streets	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	3rd ave is one-way here. Access onto only one street	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		10 acres
E. Site large enough to accommodate existing needs for bus stop and layover spaces		10 acres
F. Site can accommodate essential passenger amenities		10 acres
G. Site can accommodate customer service office		10 acres
H. Site must accommodate mandatory operator amenities		10 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		103.38
J. Site is located in a central area		<0.25 miles from bluff/Ship Creek
K. Site does not require major changes to existing transit service		10 blocks from existing TC
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		Downtown
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.64	
Total number of jobs and residents	204.15	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		7

6: W 4th Avenue between F and G (Federal Building) [on street]

Recommendation: Do not present to the public (Not available)

- Adjacent parcels are fully occupied; it is unlikely that space for customer service, a waiting area, bus operator break facilities, etc. can be accommodated here.
- The seismic zone (Zone 4) is a challenge to developing this site.
- Bus stop and layover spaces would need to spill into adjacent blocks/streets.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

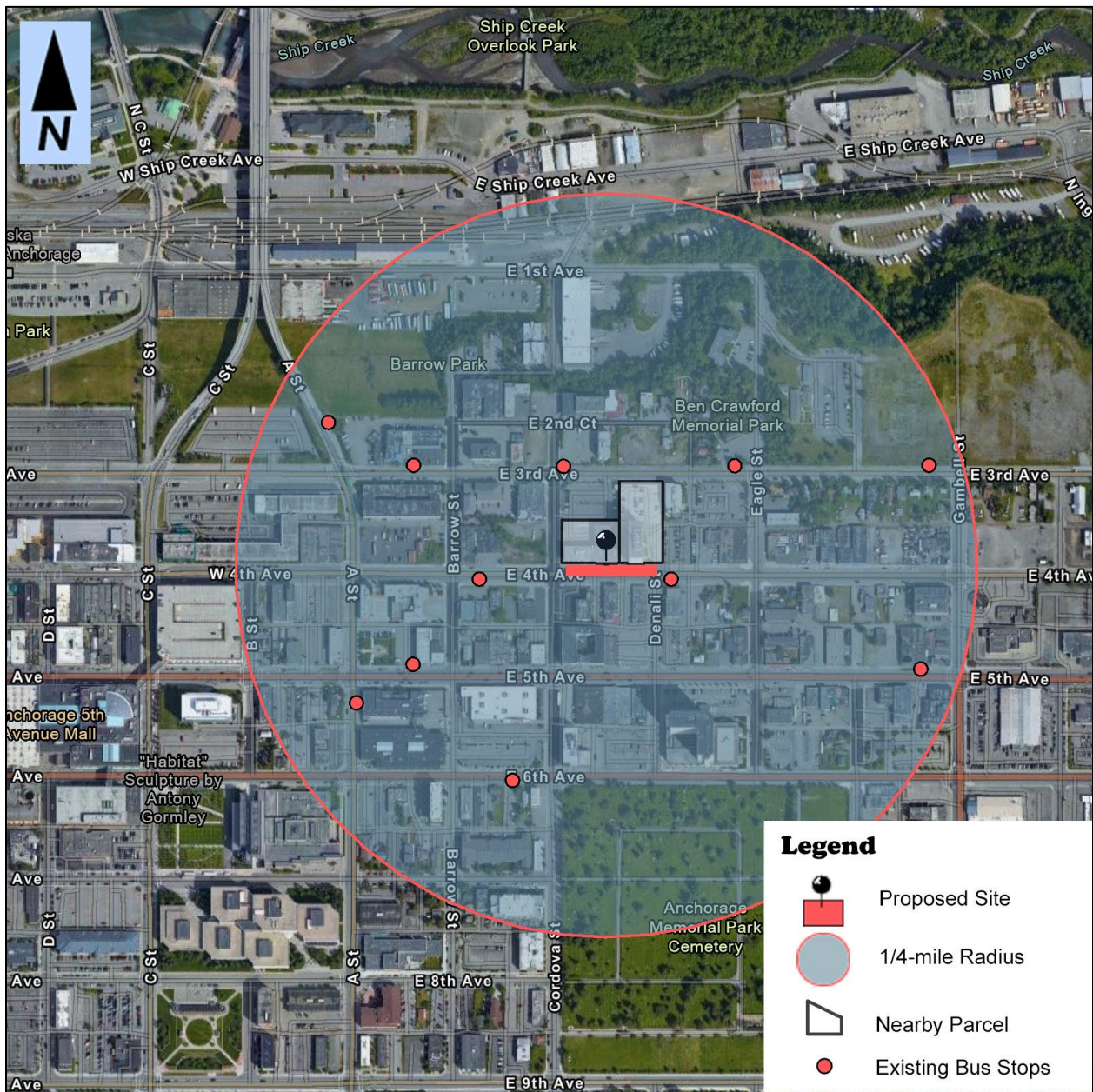


Transit Center Site Initial Evaluation Matrix		6 W 4th ave between F and G (Federal Building) on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Adjacent parcels occupied (buildings).
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Seismic
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding land use	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2B	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 4	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate bus routes	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	E and G would be one-way couplet	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		300 ft block
F. Site can accommodate essential passenger amenities		20 ft
G. Site can accommodate customer service office		Parcels all occupied
H. Site must accommodate mandatory operator amenities		Parcels all occupied
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		1998.69
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.99	
Total number of jobs and residents	2045.98	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		2

7: 4th and Cordova [on street]

Recommendation: Do not present to the public (Limited curb space)

- The seismic zone (Zone 4) is a challenge to developing this site.
- The building is vacant and for sale, so there are redevelopment possibilities.
- Bus stop and layover spaces would need to spill into adjacent blocks/streets.
- Narrow streets could make reaching this site challenging for the buses.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

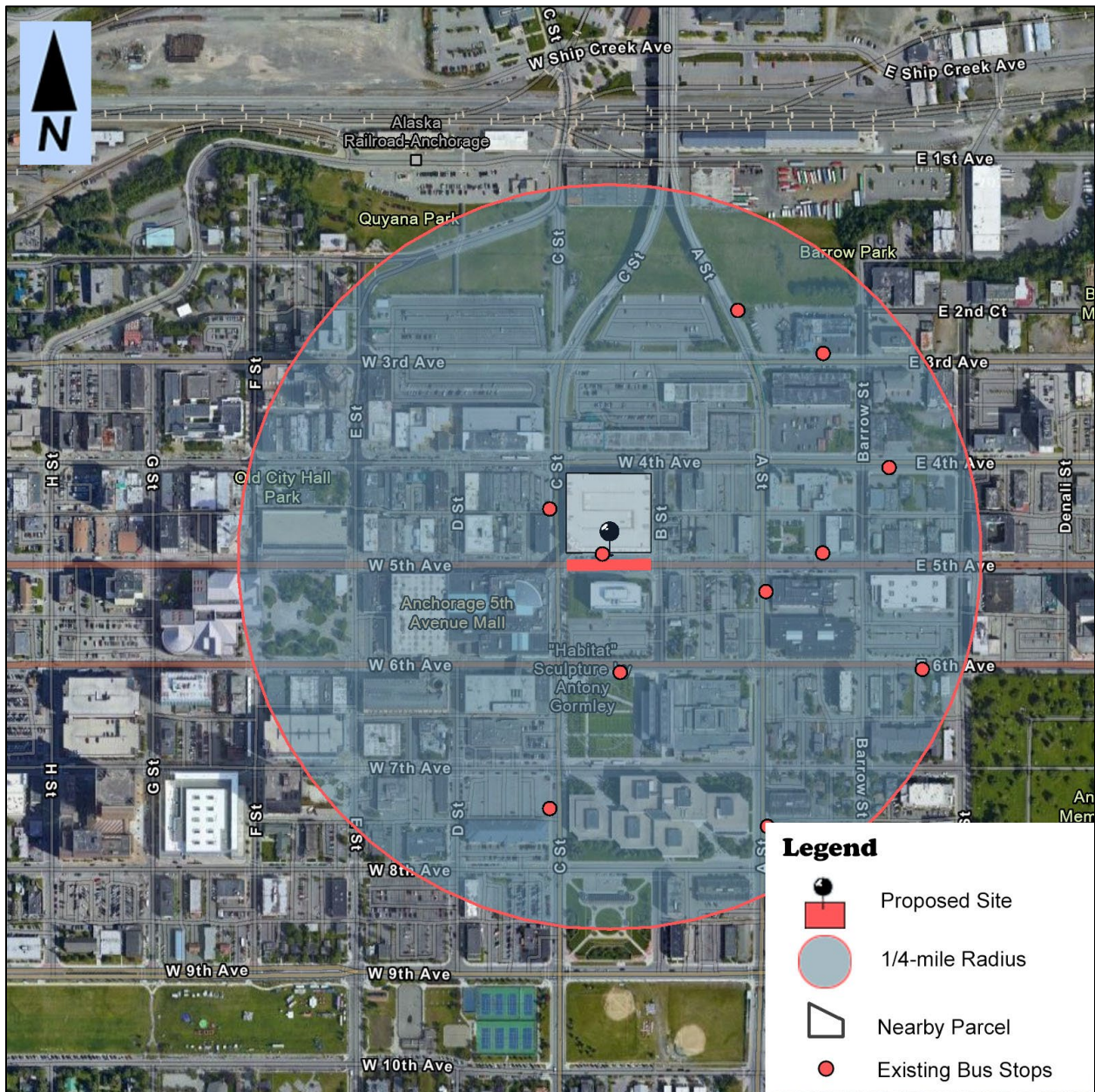


Transit Center Site Initial Evaluation Matrix		7 4th and Cordova on street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		Possible parcel on NW corner of intersection- currently a parking lot. All other adjacent parcels seem to be occupied	
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Seismic	
Utilities: access to electricity, water, sewer, communications	Assumed to be yes based on surrounding parcels		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	none		
Zoning: Current zoning of the site is compatible	B2C		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 4/5		
Slope: grades of the site do not limit development	Some steep grades		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site			
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Some challenges for reaching site		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on-street	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		600 ft block	
F. Site can accommodate essential passenger amenities		15 ft	
G. Site can accommodate customer service office			Changed to green. Adjacent parcel is for sale and could be renovated for the indoor facilities
H. Site must accommodate mandatory operator amenities		Surrounding parcels of 6500 sqft are occupied	Changed to green. Adjacent parcel is for sale and could be renovated for the indoor facilities
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		494.27	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service		Downtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.84		
Total number of jobs and residents	660.37		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)			
O. Site can accommodate enhanced services and amenities			
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		5	

8: W 5th Avenue between B and C Street (5th Avenue Garage) [on street]

Recommendation: Present this site to the public as a potential location

- The seismic zone (Zone 4) would be a challenge to developing this site; however, the ACDA garage has existing space that can be used for customer service, waiting area, bus operator break facilities, etc.
- The site would accommodate the current bus stops and layover spaces but would not allow for expansion.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

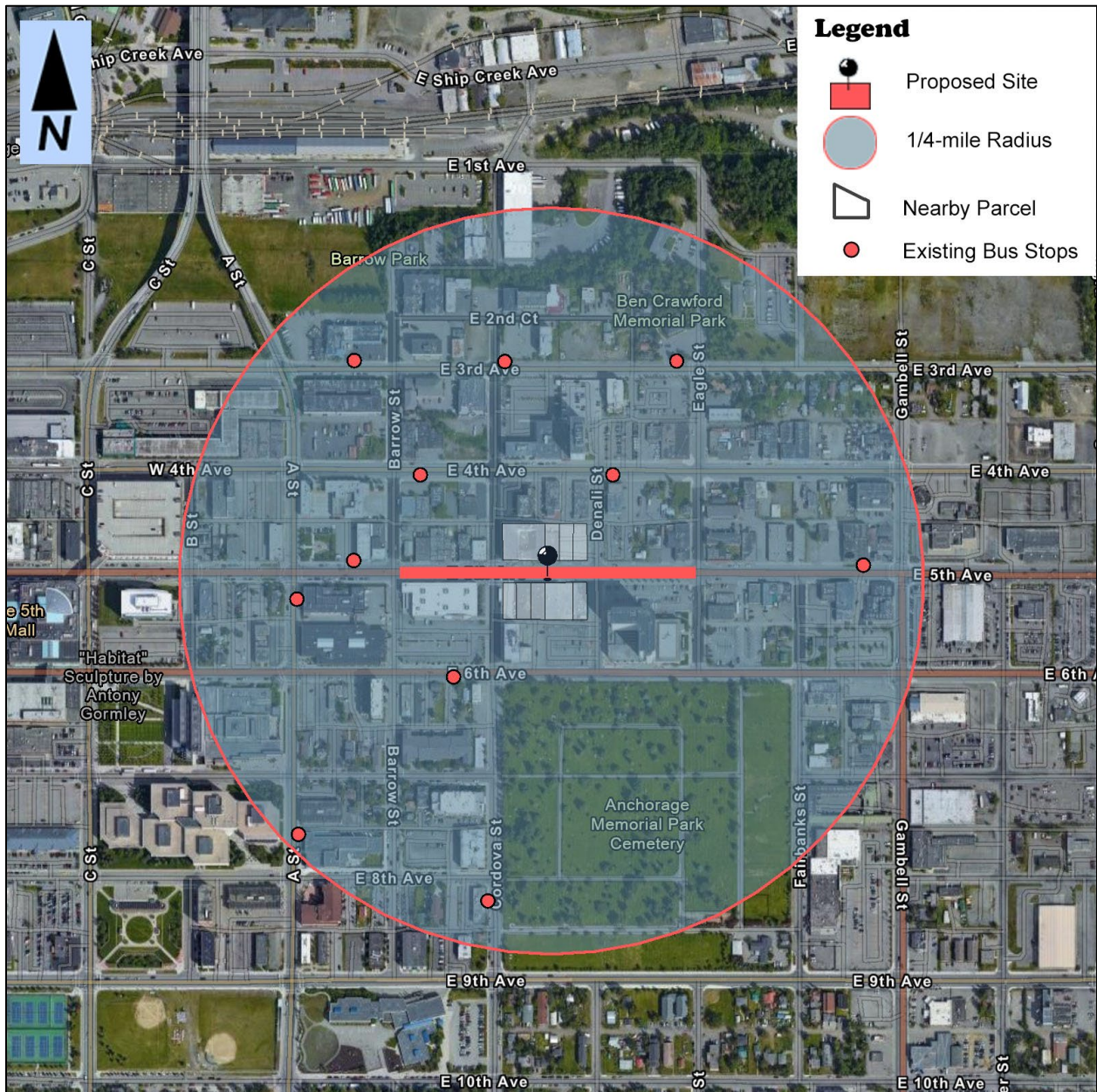


Transit Center Site Initial Evaluation Matrix		8 W 5th Ave between B and C St (5th ave garage) on street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		5th ave garage owned by Anchorage Community Development Authority	Changed to green. ACDA is willing to work with transit at this site
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Zone 4 Seismic	Changed to yellow. Zone 4 should not affect on street and office building is already constructed
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding area		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	none		
Zoning: Current zoning of the site is compatible	B2A		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 4		
Slope: grades of the site do not limit development	flat		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate with converting parking lane into bus pull out and layover		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	to/from north complicated, but this is few routes		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		600 ft block	Changed to green. Assume buses use all sides of garage except for C Street
F. Site can accommodate essential passenger amenities		14 feet	
G. Site can accommodate customer service office			Changed to green. ACDA has space that can be used for offices
H. Site must accommodate mandatory operator amenities		5th ave garage owned by Anchorage Community Development Authority	Changed to green. ACDA has space that can be used for operator amenities
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		1664.97	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service			
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			Changed to yellow. C Street carries a lot of freight.
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.94		
Total number of jobs and residents	1864.88		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)			
O. Site can accommodate enhanced services and amenities			
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		7	

9: E 5th Avenue between Eagle and Barrow Streets [on street]

Recommendation: Do not present to the public (Near contaminated site)

- Challenges to developing this site include an active contaminated soil site for an adjacent parcel and the seismic zone (portions in Zone 4).
- An adjacent parking lot could potentially be used for a small building to house customer service, waiting area, bus operator break facilities, etc.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



Transit Center Site Initial Evaluation Matrix		9 E 5th Ave between Eagle and Barrow on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		2 parcels owned 555 Cordova LLC, used as parking lot on NW corner of Denali and E 5th
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Zone 4 Seismic
Utilities: access to electricity, water, sewer, communications	Assumed all based on area	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2C	
Contaminated Site: presence and status of contaminated soils	active at adjacent parcel	
Seismic: seismic zone is suitable for development	Zones 2 and 4	
Slope: grades of the site do not limit development		
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate operational requirements	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		600 foot block, would need north and south sides of street
F. Site can accommodate essential passenger amenities		16 feet
G. Site can accommodate customer service office		With parcel acquisition
H. Site must accommodate mandatory operator amenities		Potential parcel on NW corner
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		981.07
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.87	
Total number of jobs and residents	1232.74	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		5

10: L Street between 5th and 6th Avenues (Peterson Towers) [on street]

Recommendation: Do not present to the public (Limited curb space)

- The seismic zone (Zone 5) is a challenge to developing this site.
- An adjacent parking lot could potentially be used for a small building to house customer service, waiting area, bus operator break facilities, etc.
- The site is not central. Proximity to the Knik Arm limits the development within 1/4-mile from the site.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

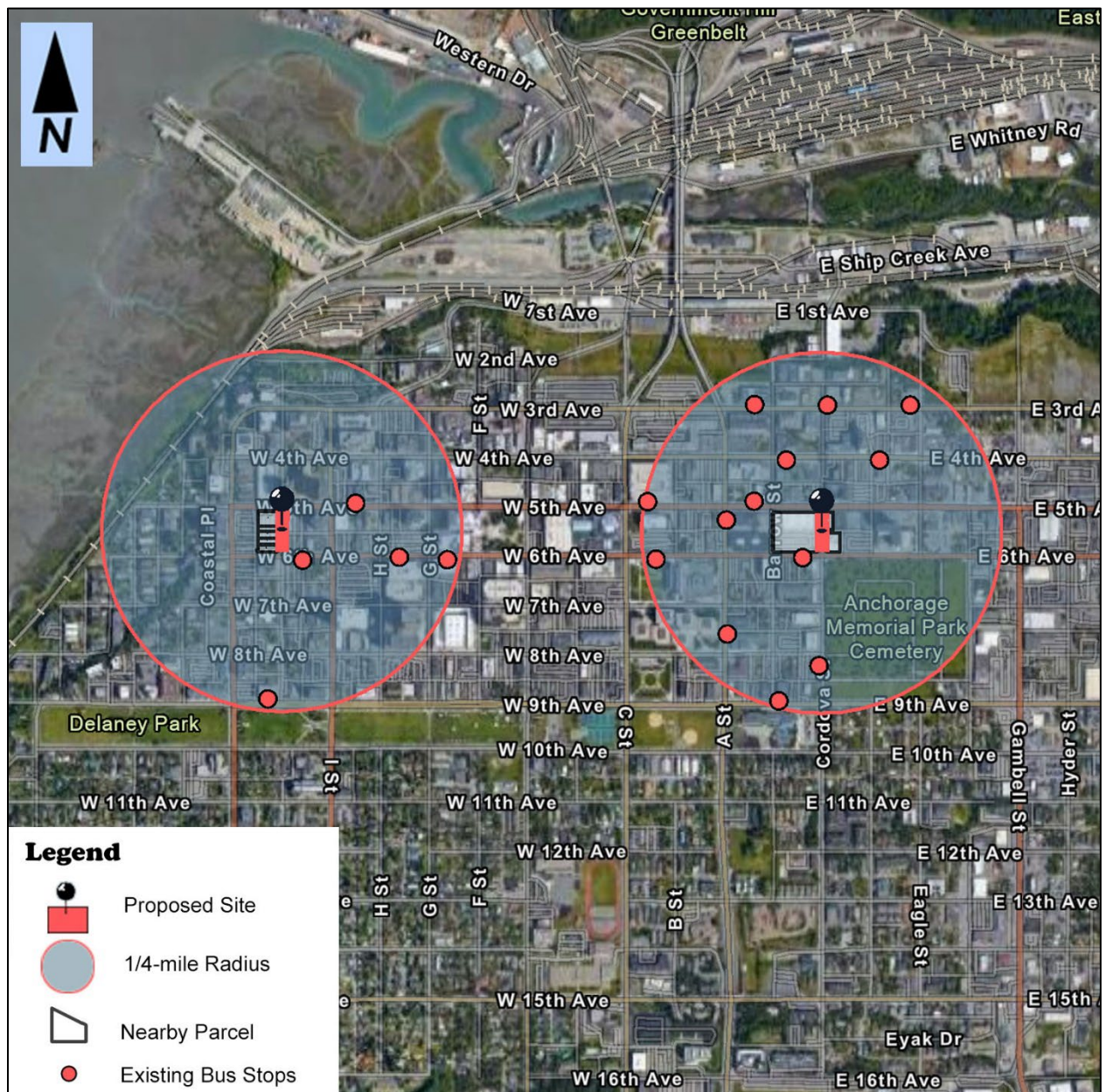


Transit Center Site Initial Evaluation Matrix		10 L Street between 5th and 6th (Peterson Towers) on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Lots on east side of L owned by McKinley Properties, used as parking currently
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Zone 5 Seismic
Utilities: access to electricity, water, sewer, communications	Assumed all available based on surrounding land use	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2C	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 5	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate operational requirements for buses	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Turning from a stop on L to get to 6th could be difficult	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		On street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		300 ft block, could potentially obtain parking lot parcels?
F. Site can accommodate essential passenger amenities		Curb is indented to allow for tower loading zone already, Peterson tower property may have some sidewalk
G. Site can accommodate customer service office		With acquiring parcels
H. Site must accommodate mandatory operator amenities		Each parcel is 6,795 sqft
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		1224.66
J. Site is located in a central area		<0.25 mile from mudflats
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.92	
Total number of jobs and residents	1398.53	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		3

11: Cordova Street between E 5th and 6th Avenues AND K Street between W 5th and 6th [on street, distributed]

Recommendation: Do not present to the public (Lower score than others/near contaminated site)

- Challenges to developing these sites include an active contaminated soil site for a parcel adjacent to K Street and the seismic zone (portions in Zone 4).
- The right-of-way at the K Street site is narrow, making it difficult to construct on street passenger accommodations.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



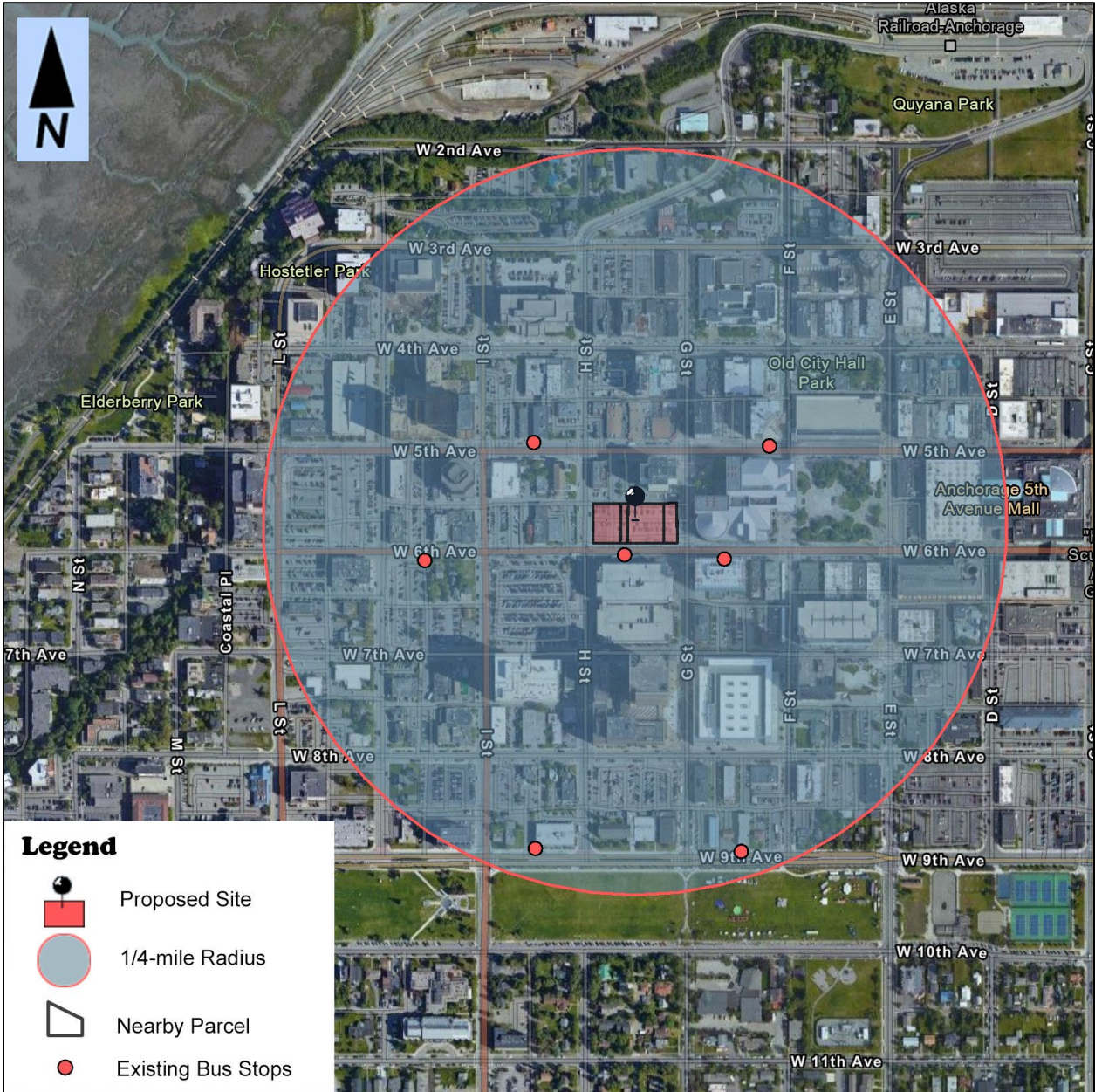
Transit Center Site Initial Evaluation Matrix		11 Cordova St between E 5th and 6th on street, distributed
1. Can this site function as a transit center?		
A. Site can easily be acquired		Only private parcels adjacent, one parking lot
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding area	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2C	
Contaminated Site: presence and status of contaminated soils	Adjacent parcels: Cleanup complete (East) and Active (west)	
Seismic: seismic zone is suitable for development	Mostly zone 2, slightly zone 4	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	with parking lane conversion	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		300 ft block (with site 32b = 600 ft)
F. Site can accommodate essential passenger amenities		Passengers will wait at existing bus stops
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		Parcel may not be available, 6500 sqft
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		1331.86
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.88	
Total number of jobs and residents	1643.87	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		with 32b
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		7

Transit Center Site Initial Evaluation Matrix		11 K street between W 5th and 6th on street, distributed
1. Can this site function as a transit center?		
A. Site can easily be acquired		Adjacent parcels privately owned, parking lots to the west
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	no water/sewer currently	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2B	
Contaminated Site: presence and status of contaminated soils	Active site at adjacent parcel (parking lot to the west)	
Seismic: seismic zone is suitable for development	Zone 4	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	with parking lane conversion	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		300 ft block (with Site 32a = 600 ft)
F. Site can accommodate essential passenger amenities		Passengers will wait at existing bus stops
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		Adjacent parcels 6500sqft
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		2449.71
J. Site is located in a central area		<0.25 mile from mudflats
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.97	
Total number of jobs and residents	2587.38	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		With 32a
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		5

12: Diamond Parking (705 W 6th Avenue) [off street]

Recommendation: Do not present to the public (less than 1 acre, poor access)

- The site is too small (cannot accommodate snow storage, bus stop and layover spaces, passenger amenities, customer service office, and bus operator break area). There is potential to include on street spaces to expand the size of the site, but the one-way road (6th Avenue) would make this difficult to use.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

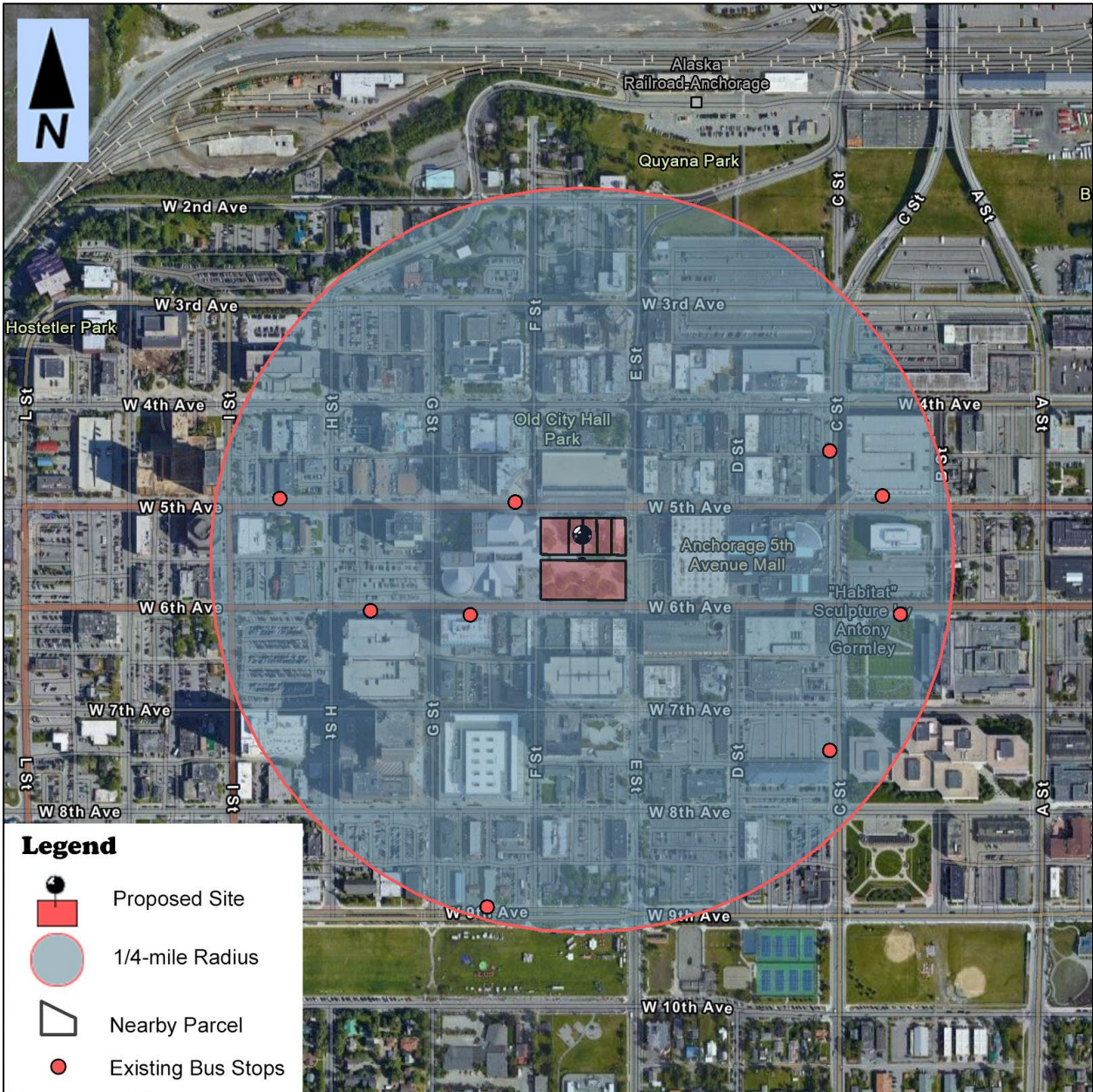


Transit Center Site Initial Evaluation Matrix		12 Diamond Parking (705 W 6th) off street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		4 Parcels owned by Augustine Energy Center, currently a parking lot	
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)			
Utilities: access to electricity, water, sewer, communications	Currently no water/sewer		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	none		
Zoning: Current zoning of the site is compatible	B2B		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 2		
Slope: grades of the site do not limit development	flat		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Currently no access on 6th		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		all 4 parcels= .76 acres	Changed to yellow, if include some on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		.76 acres	Changed to yellow, if include some on street
F. Site can accommodate essential passenger amenities		.76 acres	Changed to yellow, if include some on street
G. Site can accommodate customer service office		.76 acres	Changed to yellow, if include some on street
H. Site must accommodate mandatory operator amenities		.76 acres	Changed to yellow, if include some on street
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		2823.37	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service		Downtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.99		
Total number of jobs and residents	2862.35		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)			
O. Site can accommodate enhanced services and amenities			
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		6	

13: Town Square Park [underground]

Recommendation: Do not present to the public(Requires vote of people to change city charter)

- Challenges to developing this site include the difficulty of building underground and the seismic zone (Zone 4). In addition, the park is dedicated as park space in the Anchorage Charter and would therefore require a vote of the people to allow a different use. Significant public backlash would be expected due to impacts to the site during construction.
- The site is in the highest job density area of Anchorage.
- The site could be built to accommodate additional bus stops or layover spaces in the future.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

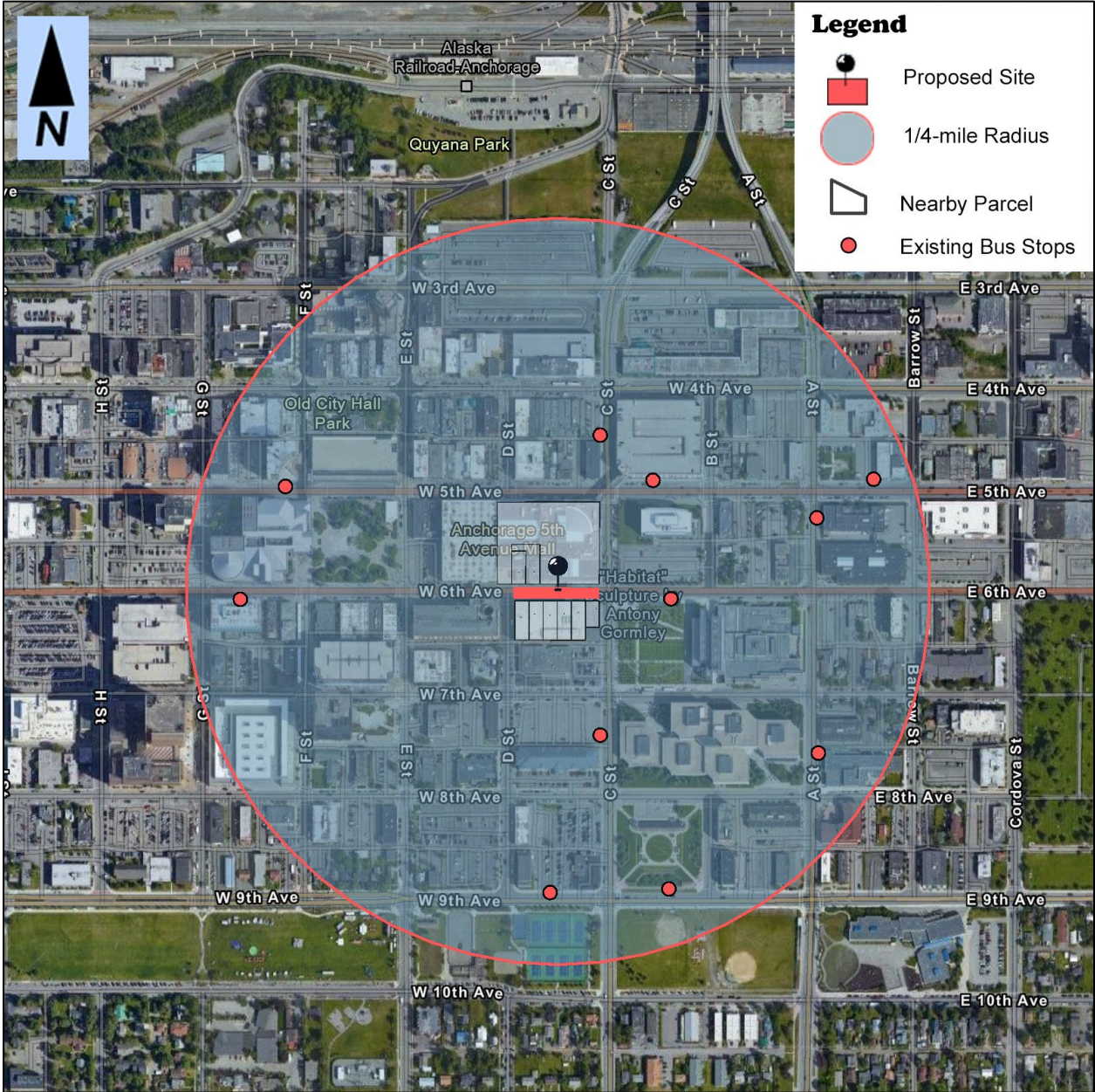


Transit Center Site Initial Evaluation Matrix		13 Town Square Park Underground	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		Owned by MOA Parks & Rec	Changed to red. Would require vote of people to change charter to allow change of use of this site
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Zone 4 Seismic, significant demo	Expect significant public backlash due to not being able to use site during construction
Utilities: access to electricity, water, sewer, communications	Currently not on Water/Sewer		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	underground site		
Zoning: Current zoning of the site is compatible	B2A		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 4		
Slope: grades of the site do not limit development	steep grade access to underground		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate operational requirements		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.			
D. Site can accommodate winter maintenance needs (space for snow storage/management)		2.03 acres	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		2.03 acres	
F. Site can accommodate essential passenger amenities		2.03 acres	
G. Site can accommodate customer service office			
H. Site must accommodate mandatory operator amenities		2.03 acre block	
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		3465.32	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service		Downtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.99		
Total number of jobs and residents	3547.24		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)			
O. Site can accommodate enhanced services and amenities			
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		10	

14: W 6th Avenue between C and D Streets [on street]

Recommendation: Do not present to the public (Lower score than others)

- This site has been chosen as the temporary relocation site during reconstruction of the existing site.
- MOA owns adjacent property, which could be used to accommodate customer service, a waiting area, bus operator break facilities, etc.
- The site is in a high job density area of Anchorage.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

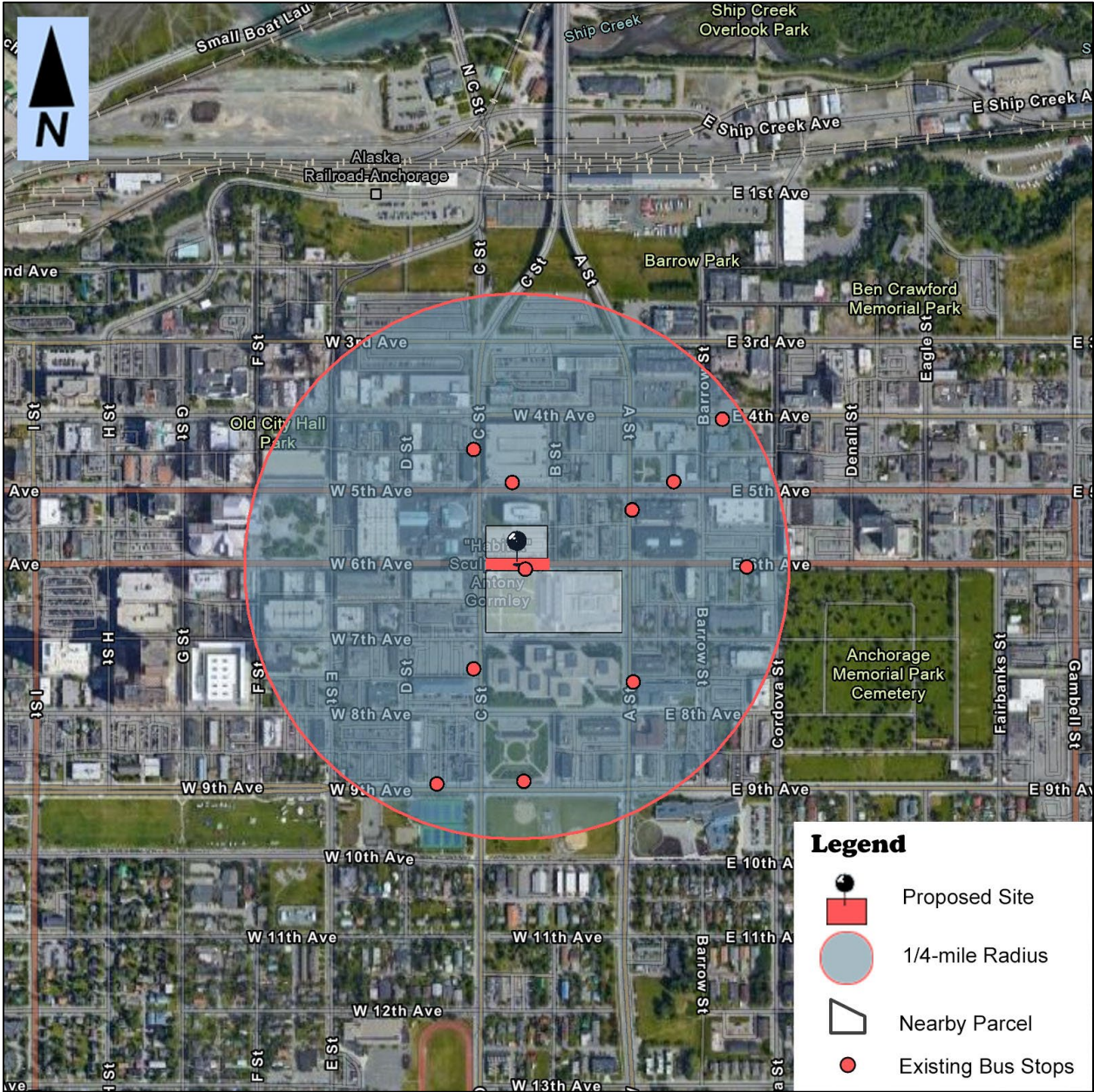


Transit Center Site Initial Evaluation Matrix		14 W 6th Ave between C and D on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on area	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2A	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	convert parking lane	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Difficult to come from east and south	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		600 ft block
F. Site can accommodate essential passenger amenities		16 feet
G. Site can accommodate customer service office		Parcels obtainable
H. Site must accommodate mandatory operator amenities		parcels occupied- MOA owns 3 7,000sqft parcels on south side of street
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		3401.08
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.97	
Total number of jobs and residents	3570.63	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		8

15: W 6th Avenue between C and B Streets (Museum Stop) [on street]

Recommendation: Do not present to the public (Lower score than others)

- Potential to use the Museum for bus operator break area, but accommodating customer service and waiting area may be more difficult.
- The site is in a high job density area of Anchorage.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

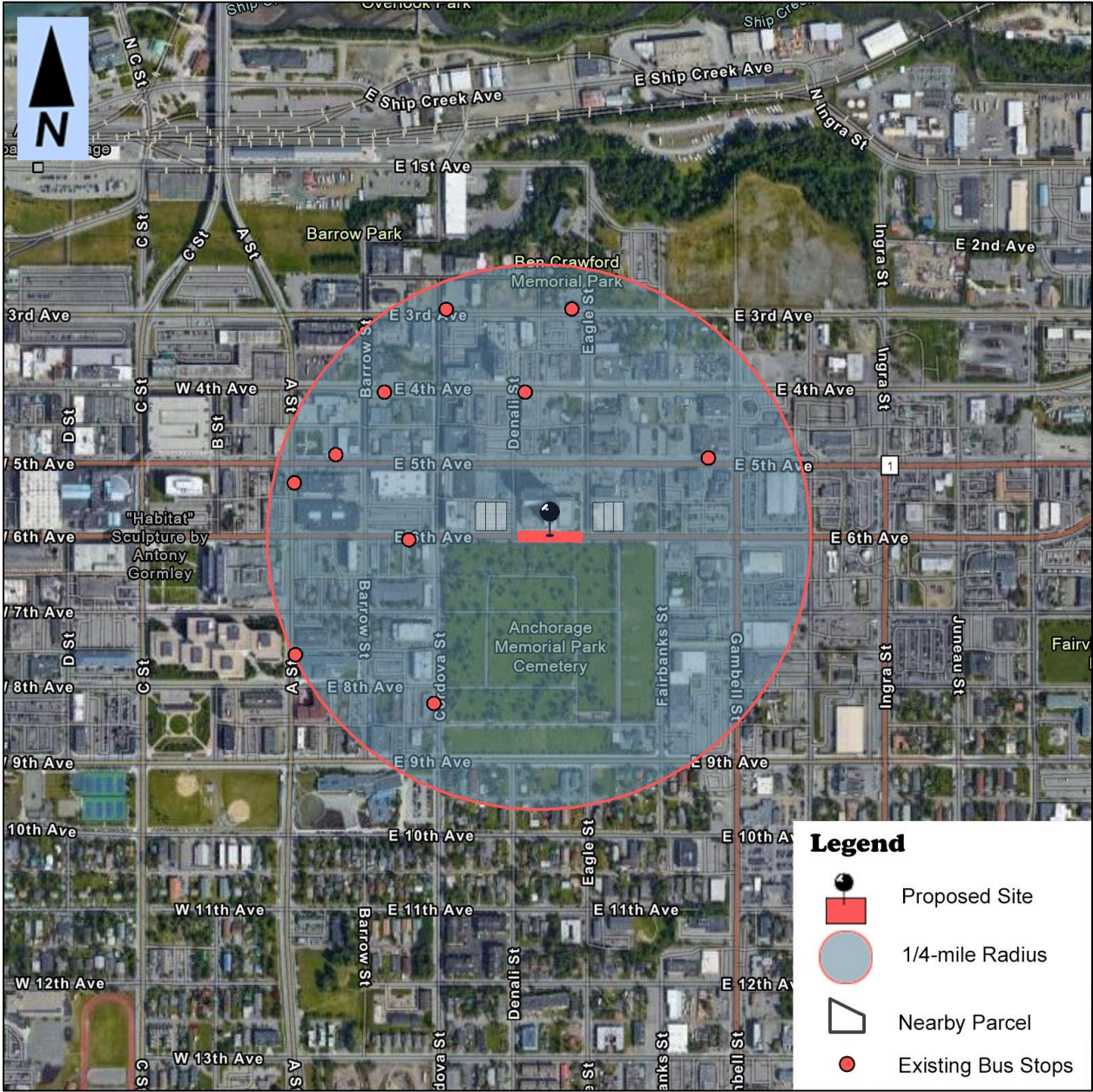


Transit Center Site Initial Evaluation Matrix		15 W 6th Ave between C and B (Museum Stop) on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		MOA owns Museum Lot to the south
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	assumed all	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2B	
Contaminated Site: presence and status of contaminated soils	Museum parcel has 2 "Cleanup Complete" sites	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate requirements	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	to/from south complicated, but doable per PTD	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		Entire block- 1200 ft
F. Site can accommodate essential passenger amenities		Bus Stop already there
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		Used by MOA Museum, parking lot across the street
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		2071.20
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.95	
Total number of jobs and residents	2274.36	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		1200ft block
O. Site can accommodate enhanced services and amenities		Large lot, owned by museum
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		9

16: 6th Avenue between Fairbanks and Cordova Streets [on street]

Recommendation: Do not present to the public (Would impact the cemetery)

- Proximity to the cemetery poses some challenges, namely it reduces the density of jobs within 1/4-mile, limits the grid network in the area, and the right-of-way is narrow, making it difficult to construct the passenger amenities without impacts to the cemetery.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

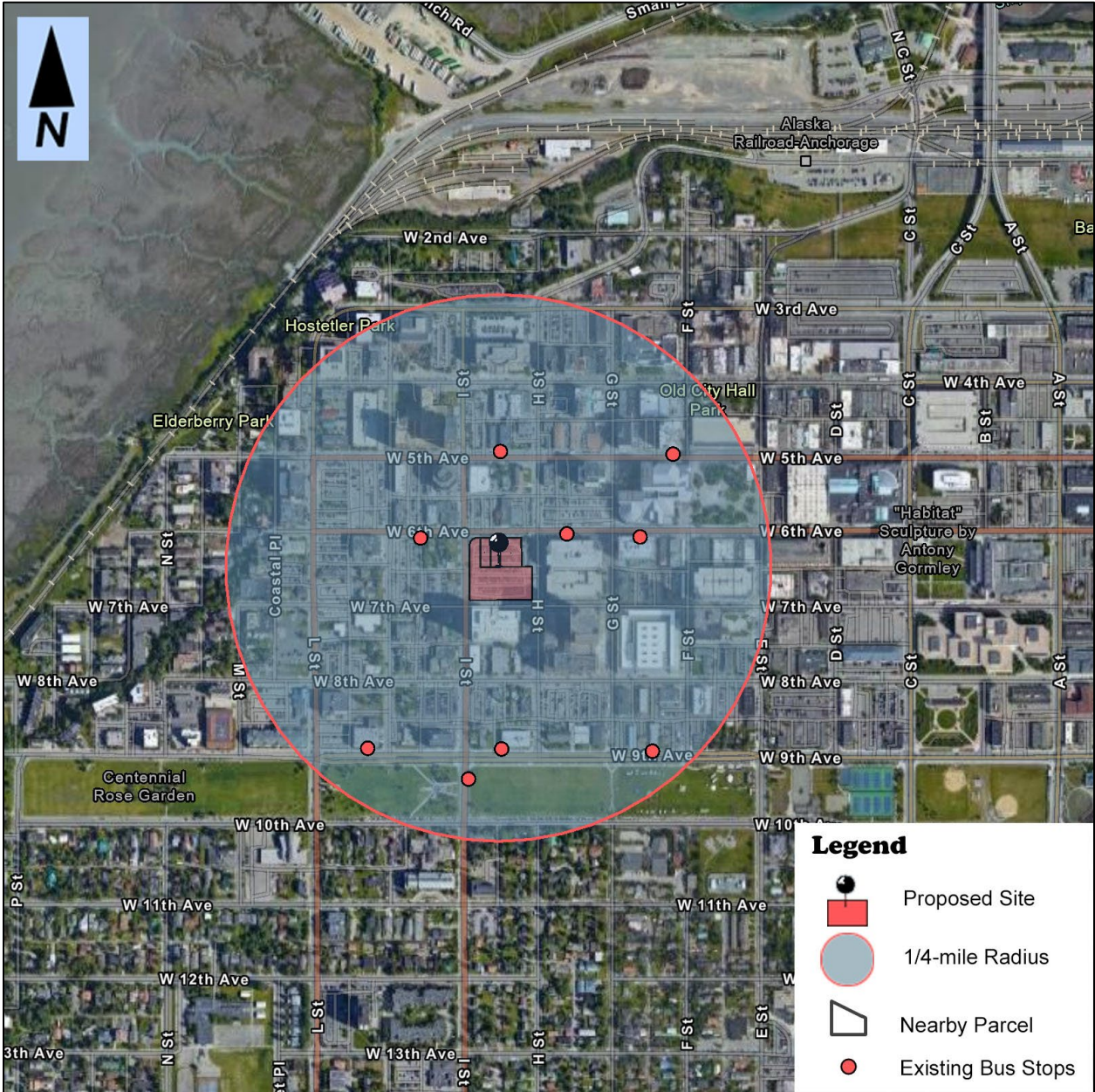


Transit Center Site Initial Evaluation Matrix		16 6th ave between Fairbanks and Cordova on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		On Street- several parking lot parcels surrounding Sheraton Hotel. Must avoid impacts to the cemetery.
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Currently no water/sewer	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	PLI	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	requires sidewalk reconstruction	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		1,000 ft block
F. Site can accommodate essential passenger amenities		Seems to be 13ft
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		Multiple parcels (on north side of street), 7000 sqft each
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		989.76
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.88	
Total number of jobs and residents	1233.08	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		5

17: W 6th Avenue and I Street (Conoco Phillips) [off street]

Recommendation: Present this site to the public as a potential location

- It is unknown whether the owner would be amenable to selling the site to the City.
- The site has a small portion in seismic Zone 4 but is mostly in Zone 2.
- The site is directly next to the existing Transit Center, and therefore would require only small changes to the existing routes.
- The site is in a high job density area of Anchorage.
- The parking lot area would accommodate all needed facilities and allow for expansion.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



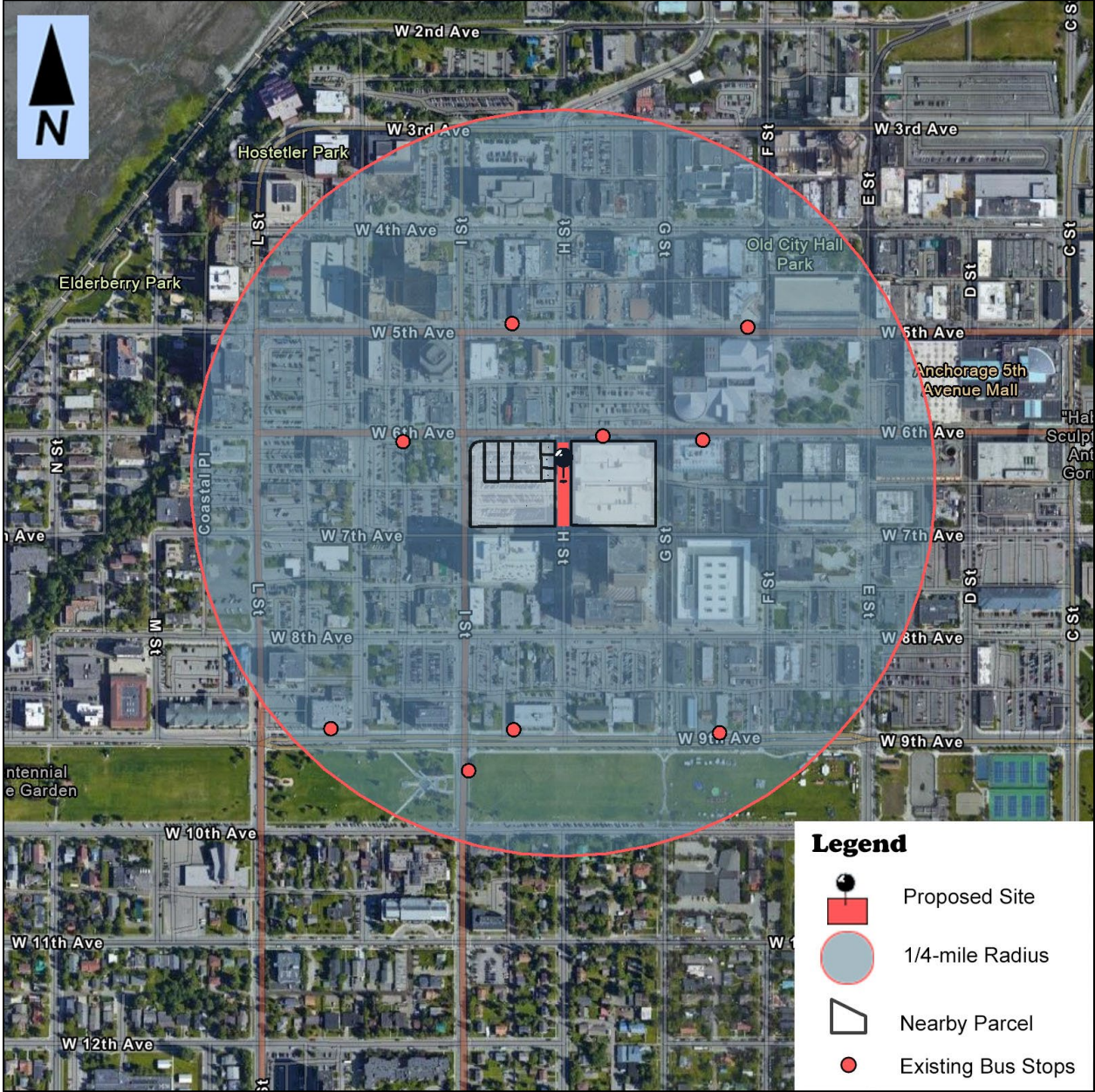
Transit Center Site Initial Evaluation Matrix		17 Conoco Philips (W 6th ave and I st) off street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		4 parcels owned by ARCO, currently a parking lot	
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Zone 2/4 Seismic	Changed to yellow. Mostly Zone 2 seismic
Utilities: access to electricity, water, sewer, communications	Currently no water/sewer		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	none		
Zoning: Current zoning of the site is compatible	B2B		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 2/4		
Slope: grades of the site do not limit development	flat		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Currently no access on I or 6th		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		4 parcels = 1.88 acres	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		1.88 acres	
F. Site can accommodate essential passenger amenities			
G. Site can accommodate customer service office		1.88 acres	
H. Site must accommodate mandatory operator amenities		All ARCO parcels = 1.88 acres	
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		1278.77	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service		Downtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.99		
Total number of jobs and residents	1310.63		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)			
O. Site can accommodate enhanced services and amenities			
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		10	

18: H Street between W 6th and 7th Avenues [closed street]

Recommendation: Baseline (variation on existing)

This site is currently partially used for the existing Transit Center. As such, this is really an optional layout for the existing location and will be part of the Baseline evaluation.

- The challenge to developing this site is reconfiguring the parking garage to eliminate the current ingress/egress on H Street.
- Customer service, passenger waiting, and bus operator break areas could be accommodated in the same place as the existing transit center.
- The site is in a high job density area of Anchorage.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

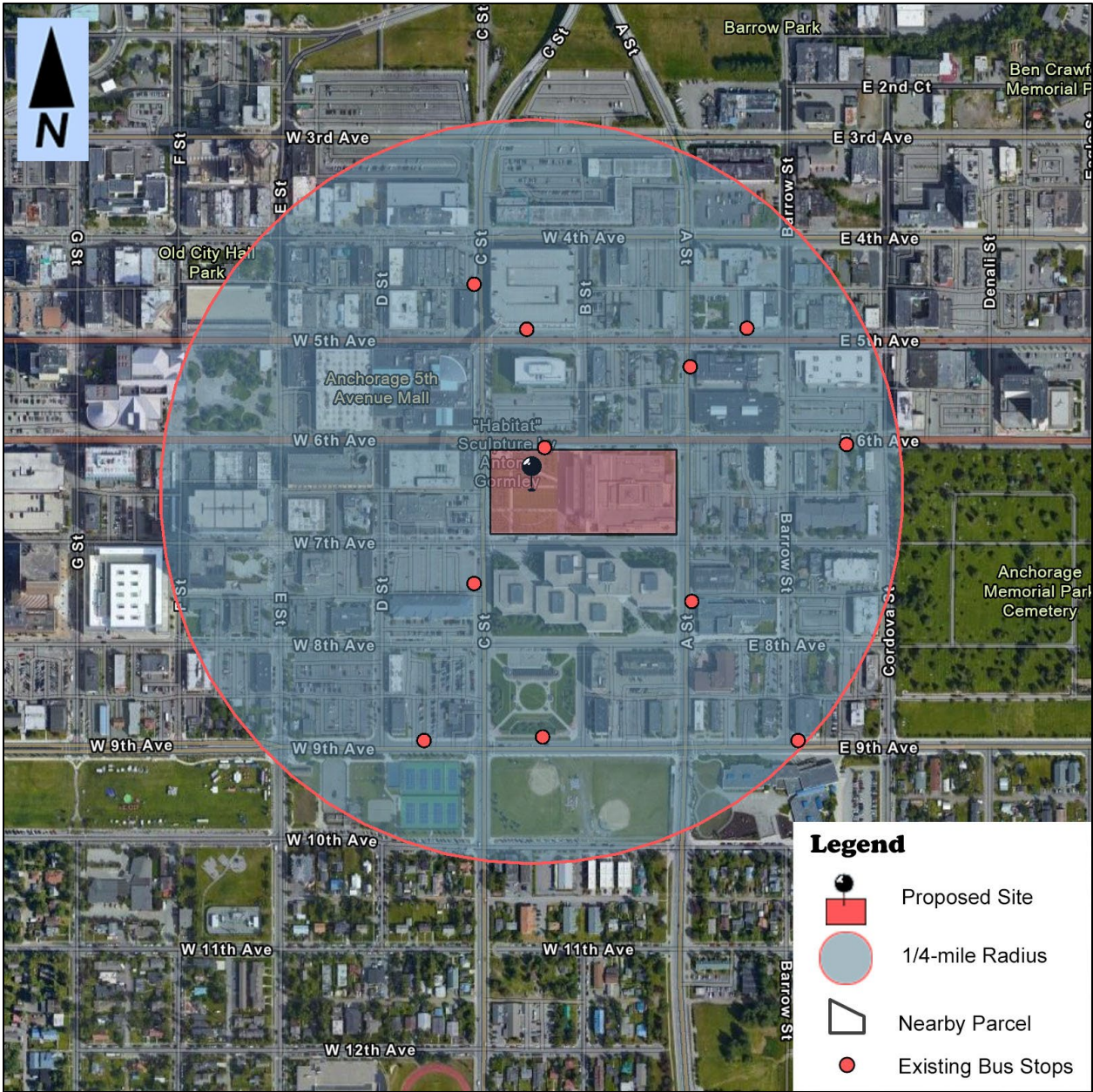


Transit Center Site Initial Evaluation Matrix		18 H St between W. 6th and 7th closed street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		MOA owns existing TC parcel, used as parking garage. Privately owned (ARCO inc) parking lot to the west.	
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)			Changed to yellow: in order to be plausible, will need changes to allow ingress and egress to the garage (may not be possible)
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding area		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	none		
Zoning: Current zoning of the site is compatible	B2B		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 2		
Slope: grades of the site do not limit development	relatively flat		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	closed street provides flexibility		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Good for bus access. Note that it presents difficulty for vehicles accessing parking lot and loading zone.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		Closed Street	
F. Site can accommodate essential passenger amenities		Closed Street	
G. Site can accommodate customer service office		Closed Street, MOA parcel adjustment	
H. Site must accommodate mandatory operator amenities		Adjacent parcel with parking lot (see site 16), Existing TC parcel to the east (Site 1)	
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		3317.88	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service		Downtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.99		
Total number of jobs and residents	3381.31		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		closed street provides 2 lanes	
O. Site can accommodate enhanced services and amenities		adjacent parking parcel	
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		12	

19: Anchorage Museum [underground]

Recommendation: Do not present to the public (Unacceptable impact to museum during construction)

- The difficulty of building underground is a challenge to developing this site. Significant public backlash would be expected due to impacts to the Museum during construction.
- The site is in a high job density area of Anchorage.
- The site could be built to accommodate additional bus stops or layover spaces in the future.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



Transit Center Site Initial Evaluation Matrix		19 Anchorage Museum underground
1. Can this site function as a transit center?		
A. Site can easily be acquired		Underground under parkland, MOA owns Museum lot
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Significant demo needed
Utilities: access to electricity, water, sewer, communications		
Permits: need for wetland permits		
Demolition: Presence of structures that would need to be removed/remodeled	Underground	
Zoning: Current zoning of the site is compatible	B2B	
Contaminated Site: presence and status of contaminated soils	Two cleanup complete on site	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	Underground	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Demo and development would result in suitable roadway geometry	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Pretty decent access to any direction	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		Underground
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft ² off street)		Large parcel (entire parcel is double block at 4.55 acres), useable area exceeds space needs
F. Site can accommodate essential passenger amenities		Large workable area
G. Site can accommodate customer service office		Large workable area
H. Site must accommodate mandatory operator amenities		Large workable area
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		2096.06
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.95	
Total number of jobs and residents	2273.68	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		Large area
O. Site can accommodate enhanced services and amenities		Large area
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		12

Changes from PAC comments

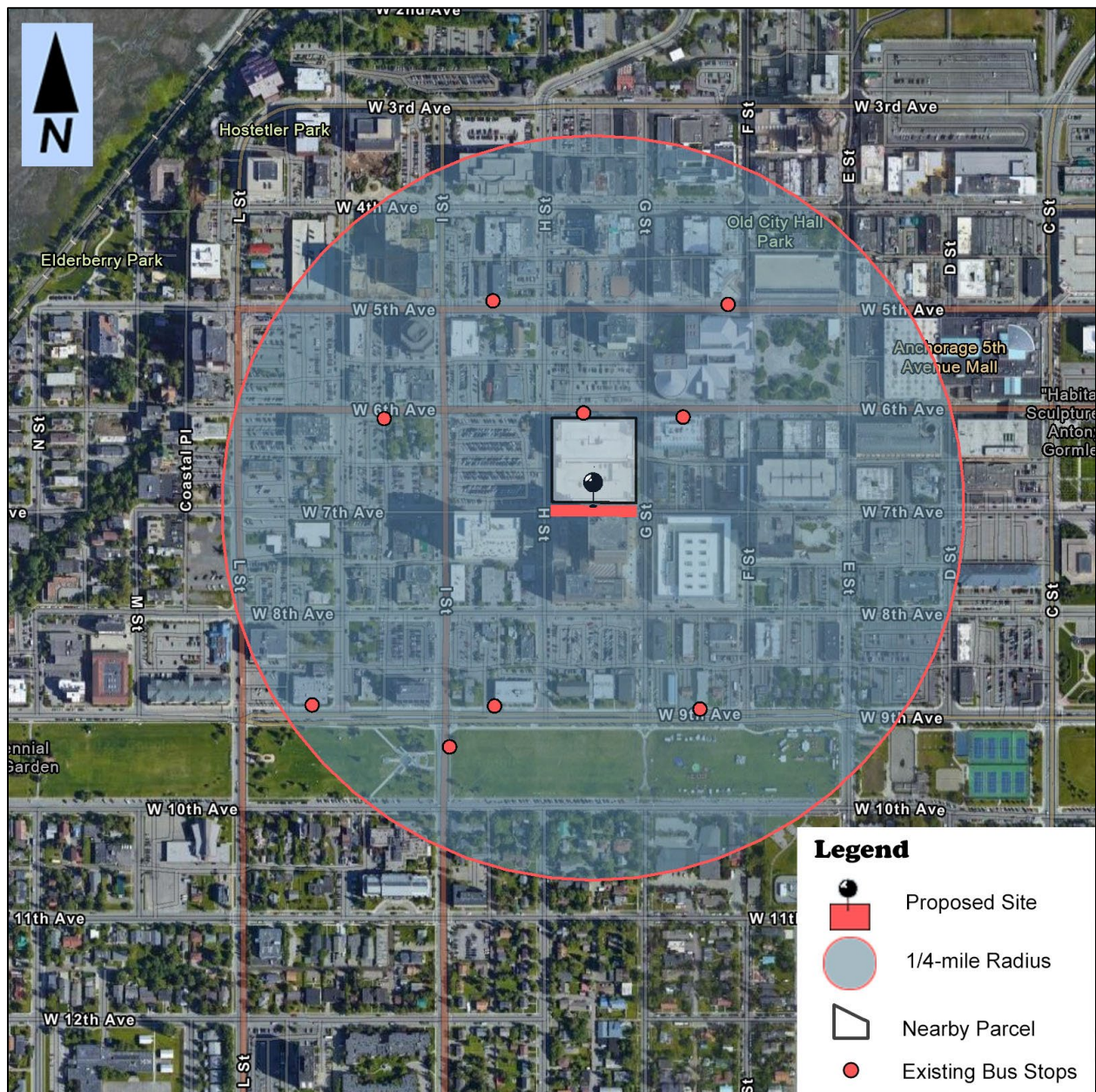
Expect significant public backlash due to not being able to use site during construction

20: W 7th Avenue between G and H Streets [on street]

Recommendation: Baseline (Variation on existing)

This site is currently partially used for the existing Transit Center. As such, this is really an optional layout for the existing location and will be part of the Baseline evaluation.

- There are no challenges to developing this site and the site is large enough to accommodate both existing and future bus stops and layover spaces.
- Customer service, passenger waiting, and bus operator break areas could be accommodated in the same place as the existing transit center.
- The site is in a high job density area of Anchorage.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

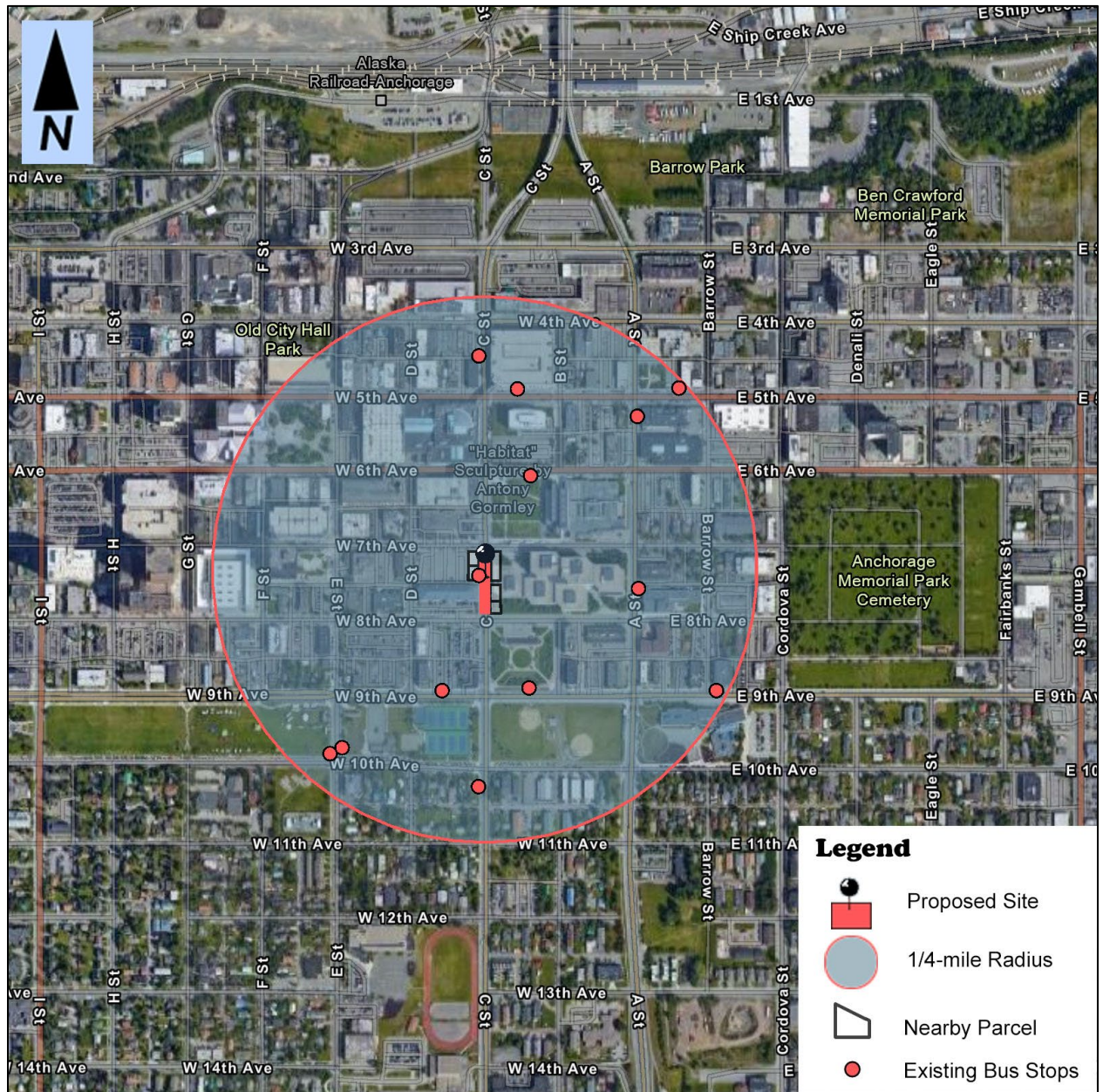


Transit Center Site Initial Evaluation Matrix		20 W. 7th ave between G and H (block south of existing TC) on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		MOA owns parcel to the North (G&H parking garage, existing TC)
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding area	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2B	
Contaminated Site: presence and status of contaminated soils	(Cleanup complete x 2 at lots to the south- not owned by MOA)	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate operational requirements	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		600 ft block, on same block at existing TC- could utilize the block similarly to existing TC
F. Site can accommodate essential passenger amenities		Roughly 14 feet
G. Site can accommodate customer service office		MOA parcel with existing TC
H. Site must accommodate mandatory operator amenities		MOA parcel with existing TC
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		3205.20
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.99	
Total number of jobs and residents	3249.69	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		MOA parcel where G&H parking is located
O. Site can accommodate enhanced services and amenities		MOA parcel where G&H parking is located
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		12

21: C Street between W 7th and 8th Avenues [on street]

Recommendation: Do not present to the public (Lower score than others)

- This is an existing bus stop, but there is little opportunity for expanding to accommodate the full services needed at the transit center.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

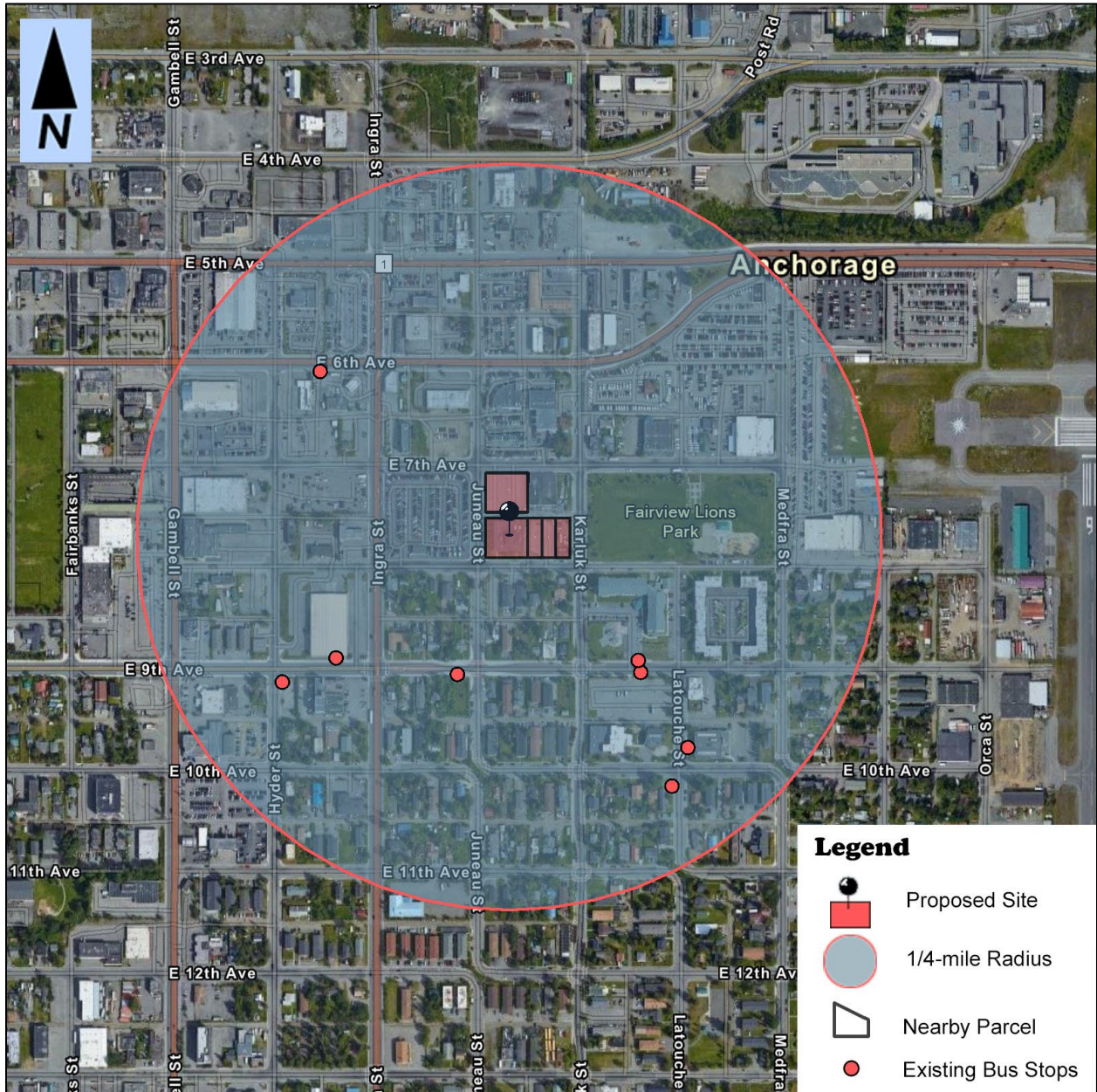


Transit Center Site Initial Evaluation Matrix		21 C st between W 7th and W 8th on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Adjacent parcels owned by UNITED STATES OF AMERICA GENERAL SERVICES ADMIN, current parking lot
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding land use	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2B	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	limited access, turnaround, size	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		500 ft linear, would need both side of street
F. Site can accommodate essential passenger amenities		10 ft
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		Parking lot parcels surrounding can accommodate
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		2480.59
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.95	
Total number of jobs and residents	2721.75	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		7

22: Former Alaska USA (777 Juneau Street) [off street]

Fatal Flaw

- The density of people and jobs within 1/4-mile of this site is low.

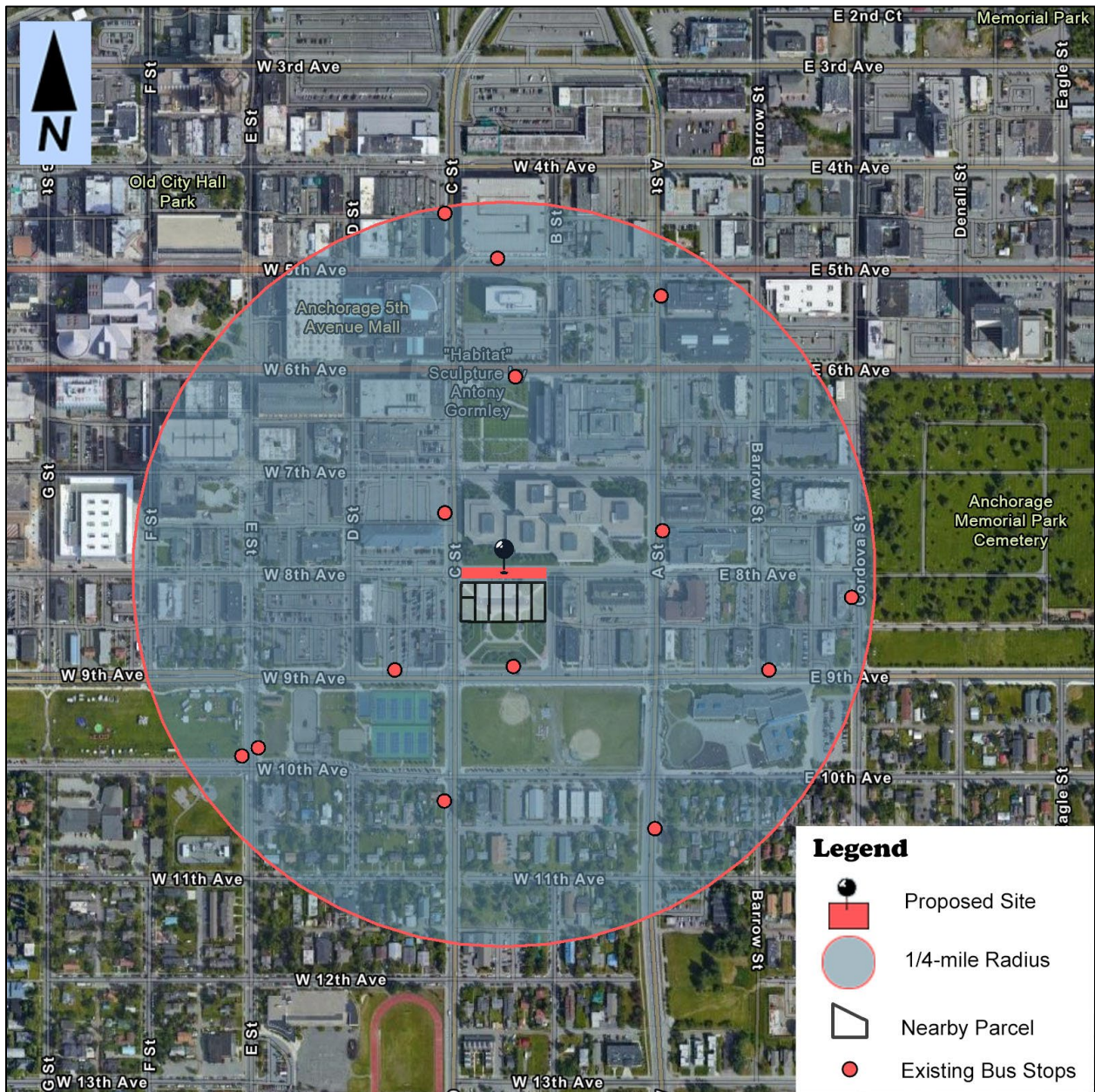


Transit Center Site Initial Evaluation Matrix		22 Former AKUSA (777 Juneau St) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		5 Parcels, owned by AK USA, one vacant building
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Demo and DEC
Utilities: access to electricity, water, sewer, communications	Assumed to be served by all utilities	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	One Structure	
Zoning: Current zoning of the site is compatible	Current zone: B3	
Contaminated Site: presence and status of contaminated soils	Cleanup Complete	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	relatively flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Small curb radii, tight access from surrounding streets	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Street grid good enough to allow buses to approach from all directions	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		All available parcels=1.45 acres with easement in middle
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		1.45 acres/63,000 sqft (all five lots)
F. Site can accommodate essential passenger amenities		
G. Site can accommodate customer service office		1.45 acres
H. Site must accommodate mandatory operator amenities		1.45 acres, but there is an easement in between parcels
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		270.93
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.77	
Total number of jobs and residents	414.38	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		-1

23: W 8th Avenue between C and B Streets (Social Security Building) [on street]

Recommendation: Do not present to the public (Limited curb space)

- Would need to rent space from the Social Security Administration for customer service, waiting area, and bus operator break areas.
- Challenging to provide on-street passenger amenities due to limited right-of-way.
- No opportunities for expansion.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

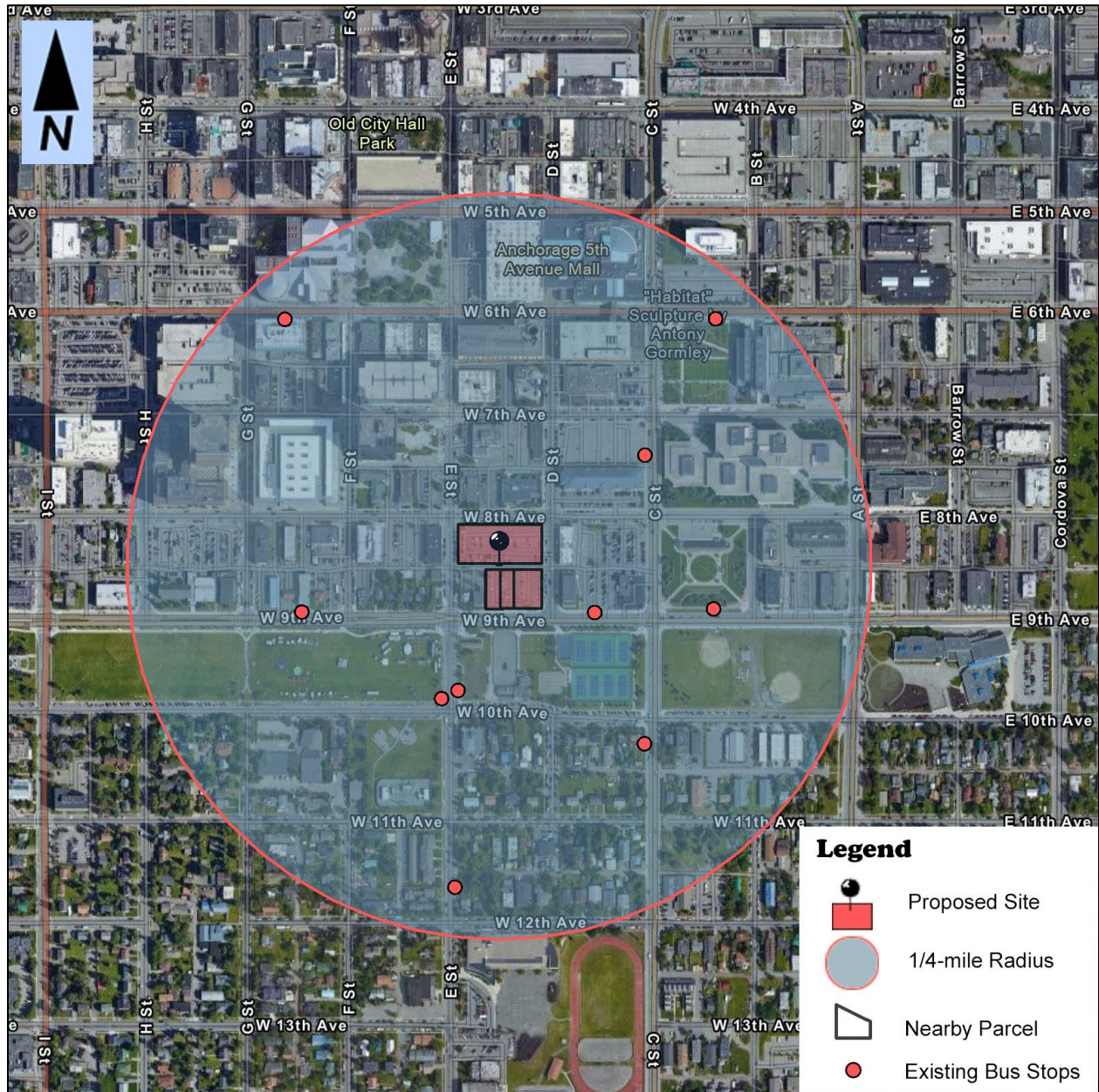


Transit Center Site Initial Evaluation Matrix		23 W 8th Ave between C and B (Social Security bldg) on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		May be able to rent space from Social Security Administration
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding area	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B2C	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate operational requirements	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Some connections are difficult. If stop is on both sides of 8th, that helps	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		600 ft block
F. Site can accommodate essential passenger amenities		10 ft
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		Full parcel most likely not available, rental space may be
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		1456.45
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.94	
Total number of jobs and residents	1625.48	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		2

24: Block 102 Parking Lot (W 8th Avenue and D Street) [off street]

Recommendation: Do not present to the public (Not available)

- As part of the redevelopment plans for this area, this site is planned to be high density residential. It is unlikely acquirable for a transit center.
- Parcel will accommodate existing needs, but there is not space for expansion.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

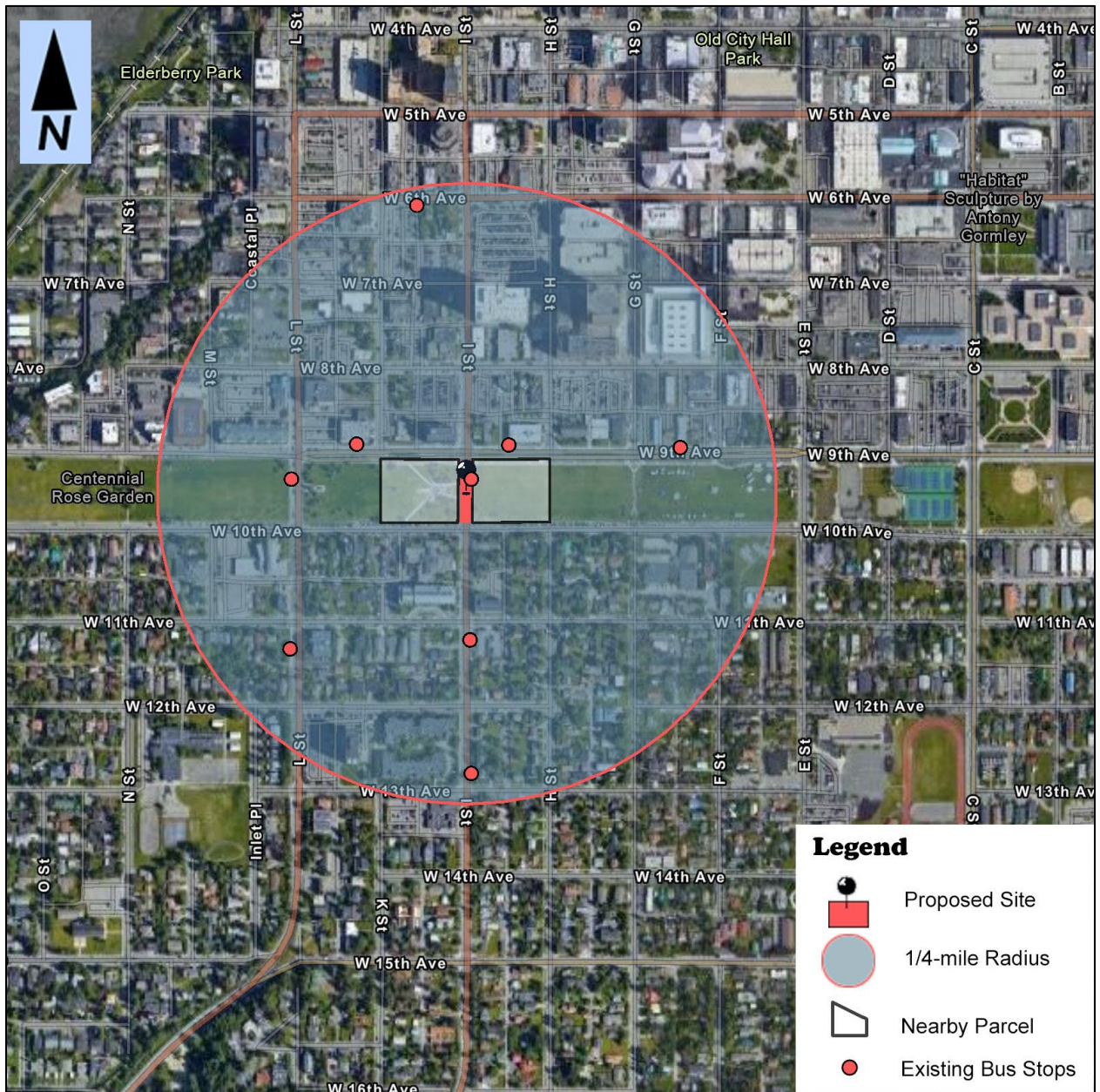


Transit Center Site Initial Evaluation Matrix		24 Block 102 Parking Lot (W 8th and D st) off street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		4 adjacent lots owned by AK Housing Finance Corp, currently a public parking lot	Changed to red. Site is planned for residential/may not mix well with transit center
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)			
Utilities: access to electricity, water, sewer, communications	Currently no water/sewer		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	Currently a parking lot		
Zoning: Current zoning of the site is compatible	B2C		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 2		
Slope: grades of the site do not limit development	flat		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.			
D. Site can accommodate winter maintenance needs (space for snow storage/management)		1.6 acres	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		1.6 acres	
F. Site can accommodate essential passenger amenities		1.6 acres	
G. Site can accommodate customer service office		1.6 acres	
H. Site must accommodate mandatory operator amenities		1.6 acres	
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		2323.43	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service		Downtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.94		
Total number of jobs and residents	2569.13		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)			
O. Site can accommodate enhanced services and amenities			
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		8	

25: I Street between W 9th and 10th Avenues (Park Strip) [on street]

Recommendation: Do not present to the public (Limited curb space, impact to parkland)

- Right-of-way is narrow, making it difficult to construct the passenger amenities without impacts to the park.
- Density of jobs within 1/4-mile is less than other sites and the park strip will limit increased density in the future.



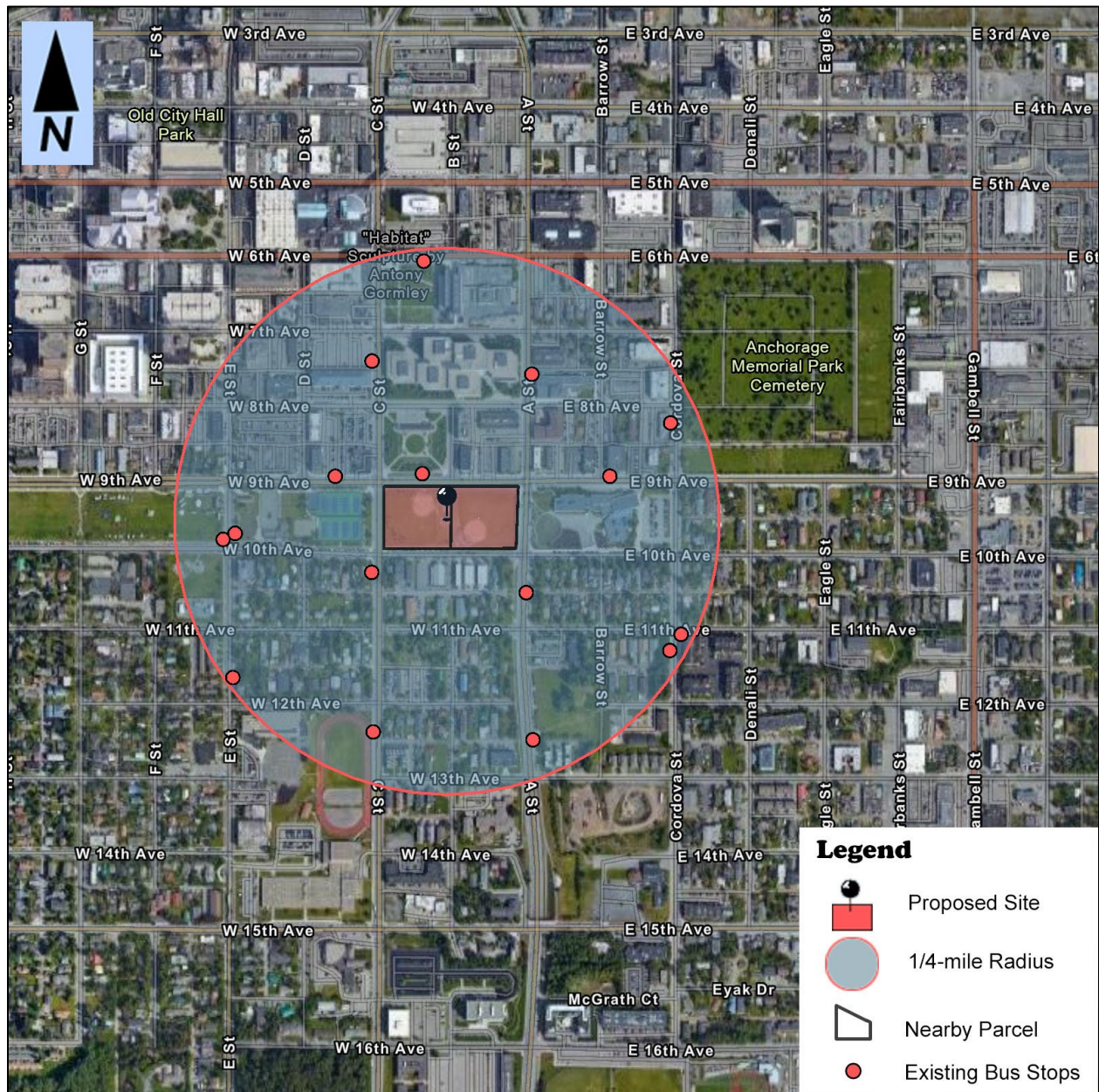
Transit Center Site Initial Evaluation Matrix		25 1 st between W 9th and 10th (Parkstrip) on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		MOA owns surrounding parcels, but they are parkland
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on location	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	PLI	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	requires sidewalk reconstruction, limited access	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		600 ft block
F. Site can accommodate essential passenger amenities		13 ft
G. Site can accommodate customer service office		Adjacent parcels owned by MOA, park
H. Site must accommodate mandatory operator amenities		Adjacent parcels owned by MOA, park
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		642.04
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.83	
Total number of jobs and residents	875.37	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		3

26: Softball Fields (201 W 10th Avenue) [off street or underground]

Recommendation: Do not present to the public (impact to parkland)

If one of the sites selected by the PAC is determined not to be acquirable after discussions with the landowner, this site could be included in the 5 presented to the public.

- As dedicated park land in the city, change of the use of this site would likely require public vote.
- Building off street may not be possible due to restrictions on using federal funding for projects with impacts to parks or recreational facilities. Building underground is possible but can be a challenge to developing this site.
- The site could be built to accommodate additional bus stops or layover spaces in the future.
- Density of jobs within 1/4-mile is less than other sites and the park strip will limit increased density in the future.

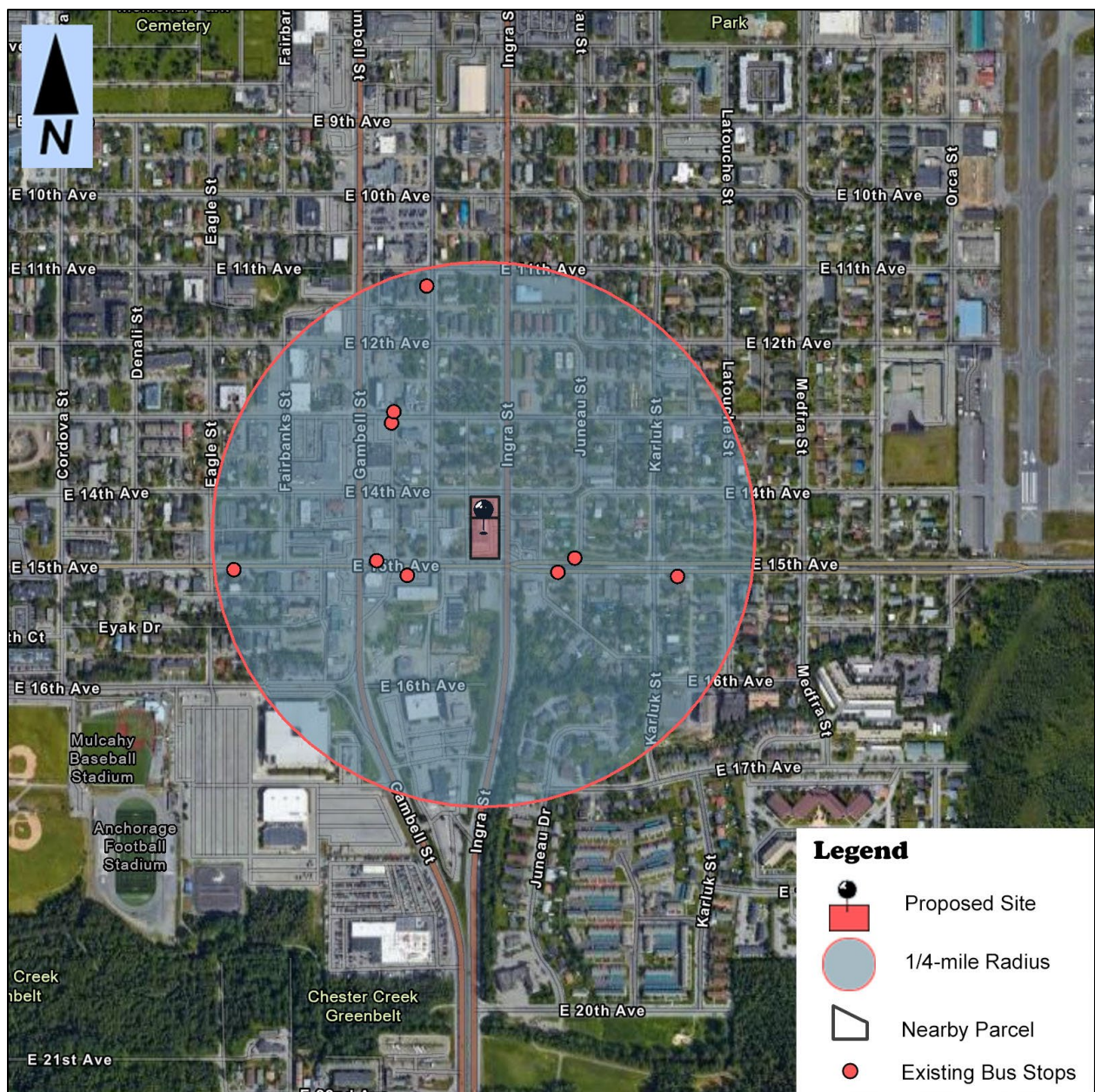


Transit Center Site Initial Evaluation Matrix		26 Softball Fields (201 W 10th) off street or underground	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		Parkland owned by MOA	Changed to red. Difficult to change of use of this site
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)			
Utilities: access to electricity, water, sewer, communications	Assumed all based on surrounding area		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	none		
Zoning: Current zoning of the site is compatible	PLIP		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 2		
Slope: grades of the site do not limit development	flat		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate operational requirements		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Should not access off of A or C. Lefts out onto 9th and 10th should work fine.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		4.55 acre lot	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft ² off street)		4.55 acres	
F. Site can accommodate essential passenger amenities		4.55 acres	
G. Site can accommodate customer service office		4.55 acres	
H. Site must accommodate mandatory operator amenities		4.55 acres	
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		914.99	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service		Downtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.89		
Total number of jobs and residents	1104.93		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)			
O. Site can accommodate enhanced services and amenities			
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		11	

27: 1432 Ingra Street [off street]

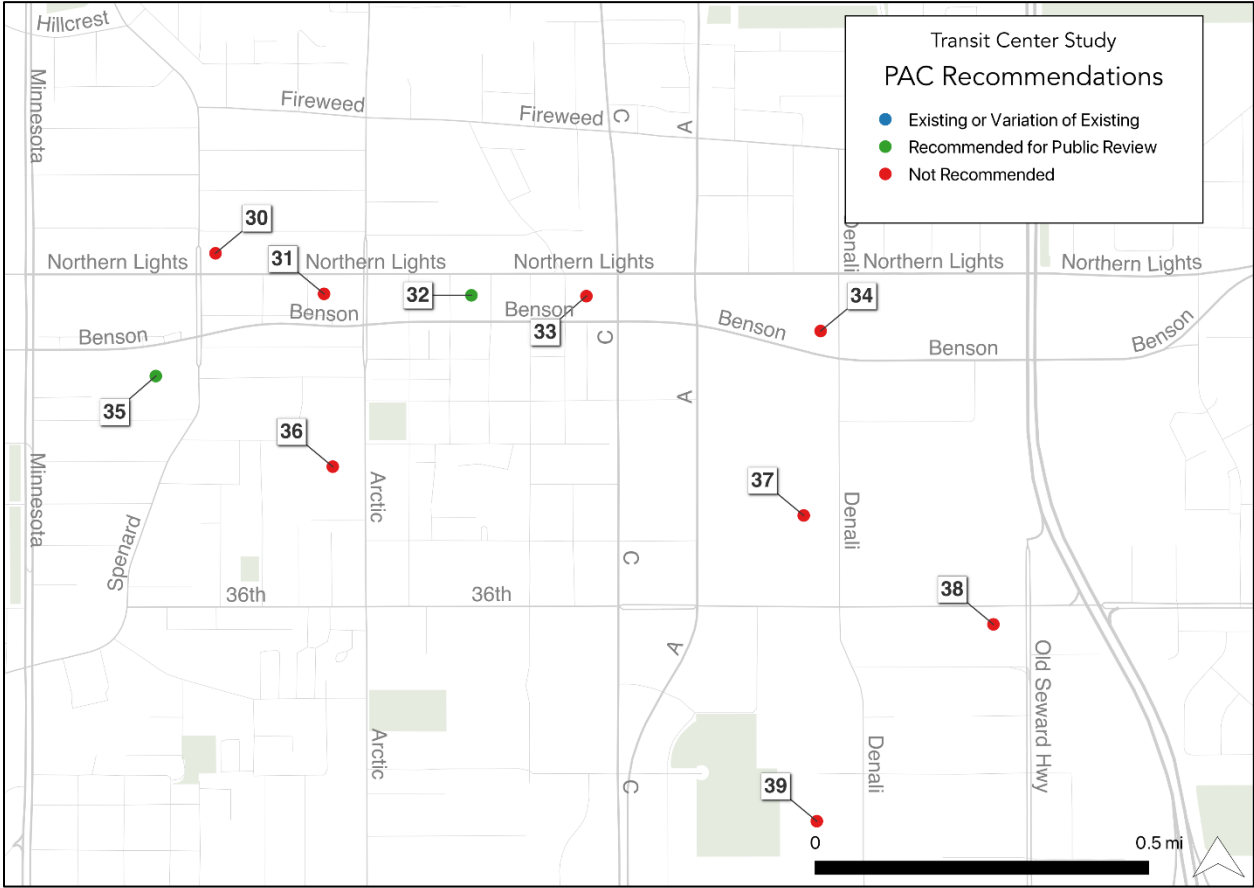
Recommendation: Do not present to the public (Not available, less than 1 acre)

- The site is owned by Alaska Behavioral Health.
- Challenges to developing this site include the need to demo the existing buildings to have space for the bus stops and layover areas and the seismic zone (partially Zone 4).
- Even with the demolition, the site is too small to accommodate existing needs and would not be large enough for future expansion.
- Density of jobs within 1/4-mile is less than other sites.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



Transit Center Site Initial Evaluation Matrix		27 1432 Ingra St off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		AK Behavioral Health Facility, privately owned, 2 lots needed
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Demo and Seismic
Utilities: access to electricity, water, sewer, communications	Assumed to have all utilities based on current useage	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	demo needed	
Zoning: Current zoning of the site is compatible	B3	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2 & Zone 4	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Can accommodate requirements	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		2 lots = .91 acres
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		.91 acres
F. Site can accommodate essential passenger amenities		.91 acres
G. Site can accommodate customer service office		.91 acres
H. Site must accommodate mandatory operator amenities		.91 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		331.98
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Downtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.56	
Total number of jobs and residents	779.86	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		-3

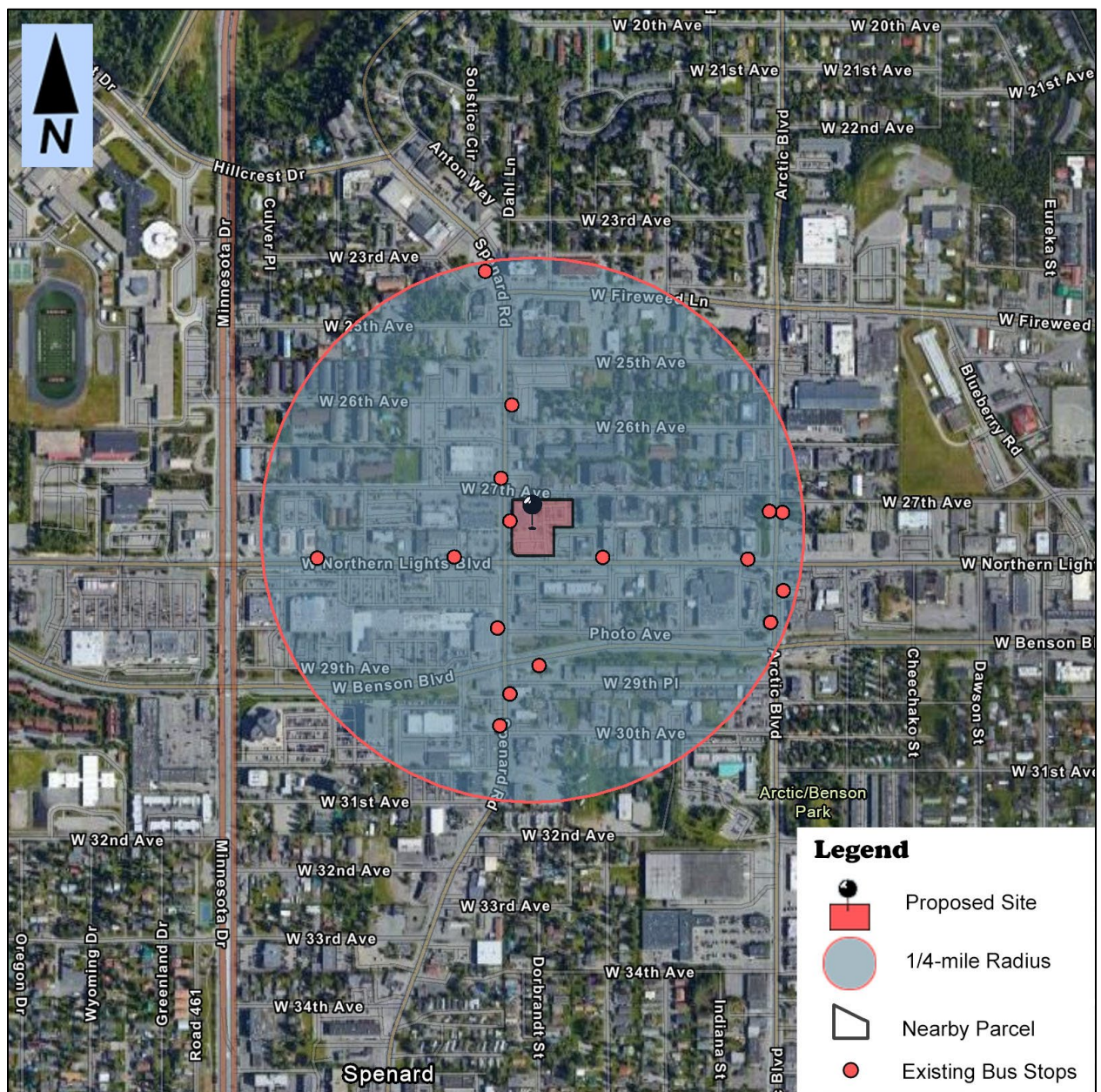
Midtown



30: Northrim Bank (2709 Spenard Road) [off street]

Recommendation: Do not present to the public (Poor access)

- The site is owned and occupied by Northrim Bank.
- Access to the site is somewhat restricted by roadway geometry and lack of a grid to the north.
- The site is relatively small, and so will not fully accommodate desired facilities and will not accommodate expansion.
- Density of jobs within 1/4-mile is less than other sites.
- The site will require major changes to the existing transit service.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

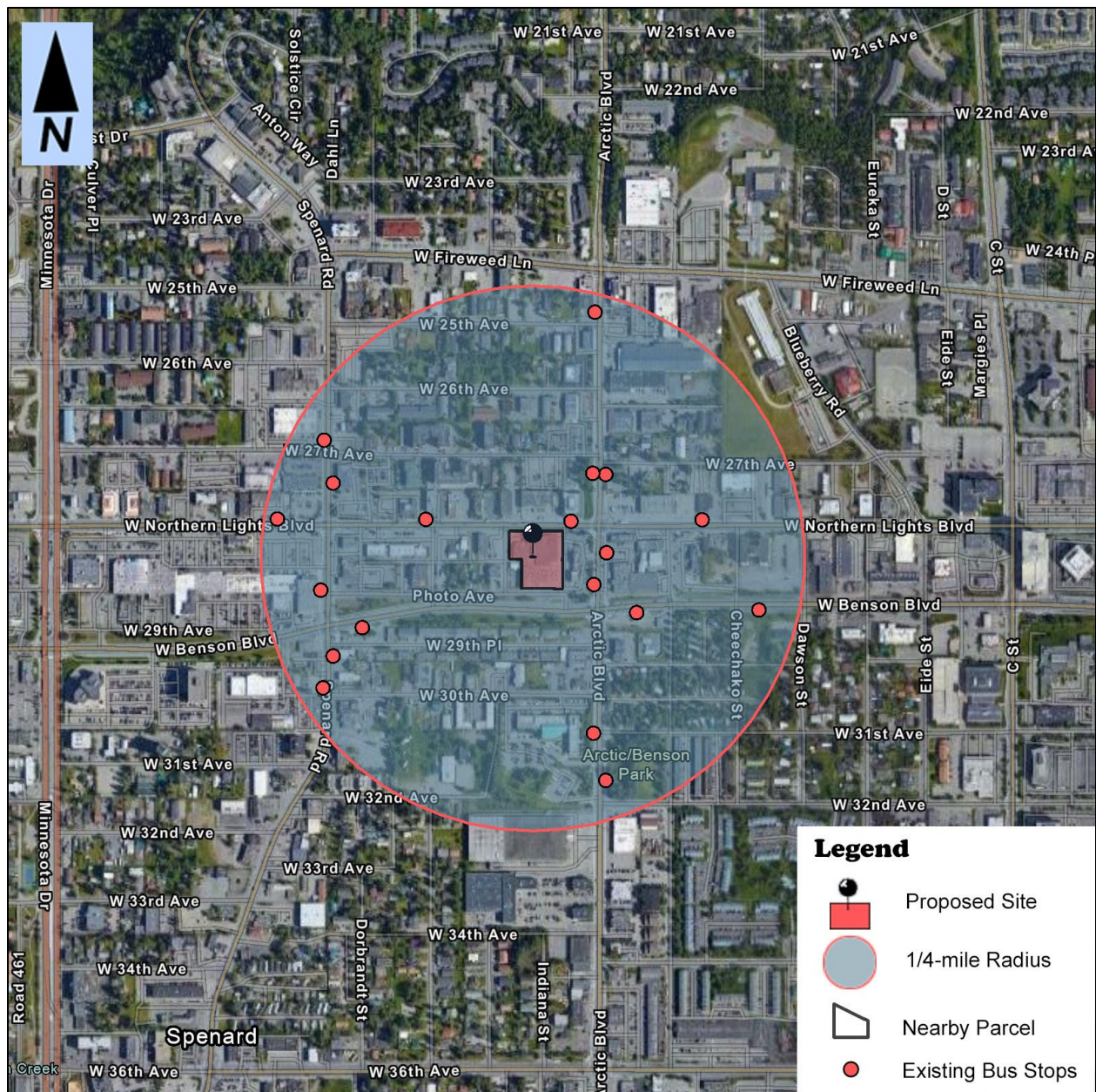


Transit Center Site Initial Evaluation Matrix		30 Northrim Bank (2709 Spenard Rd) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by Northrim Bank, occupied
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on current useage	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B3	
Contaminatined Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Spenard/27th not desirable turns and roadway configuration	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	to/from north complicated	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		1.49 acres, roughly 65,000 sqft
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		17 spaces - 65,000sqft
F. Site can accommodate essential passenger amenities		
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		1.49 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		754.06
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.84	
Total number of jobs and residents	1014.55	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accomodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		5

31: 814 W Northern Lights Boulevard [off street]

Recommendation: Do not present to the public (Poor access)

- The site is in use as storage units, owned by Northern Lights Storage, LLC.
- The large building on site would need to be demo'ed.
- The site is relatively small, and so will not fully accommodate desired facilities and will not accommodate expansion.
- Density of jobs within 1/4-mile is less than other sites.
- The site will require major changes to the existing transit service.
- There are not a range of uses in the area, resulting in periods of the week with little activity.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

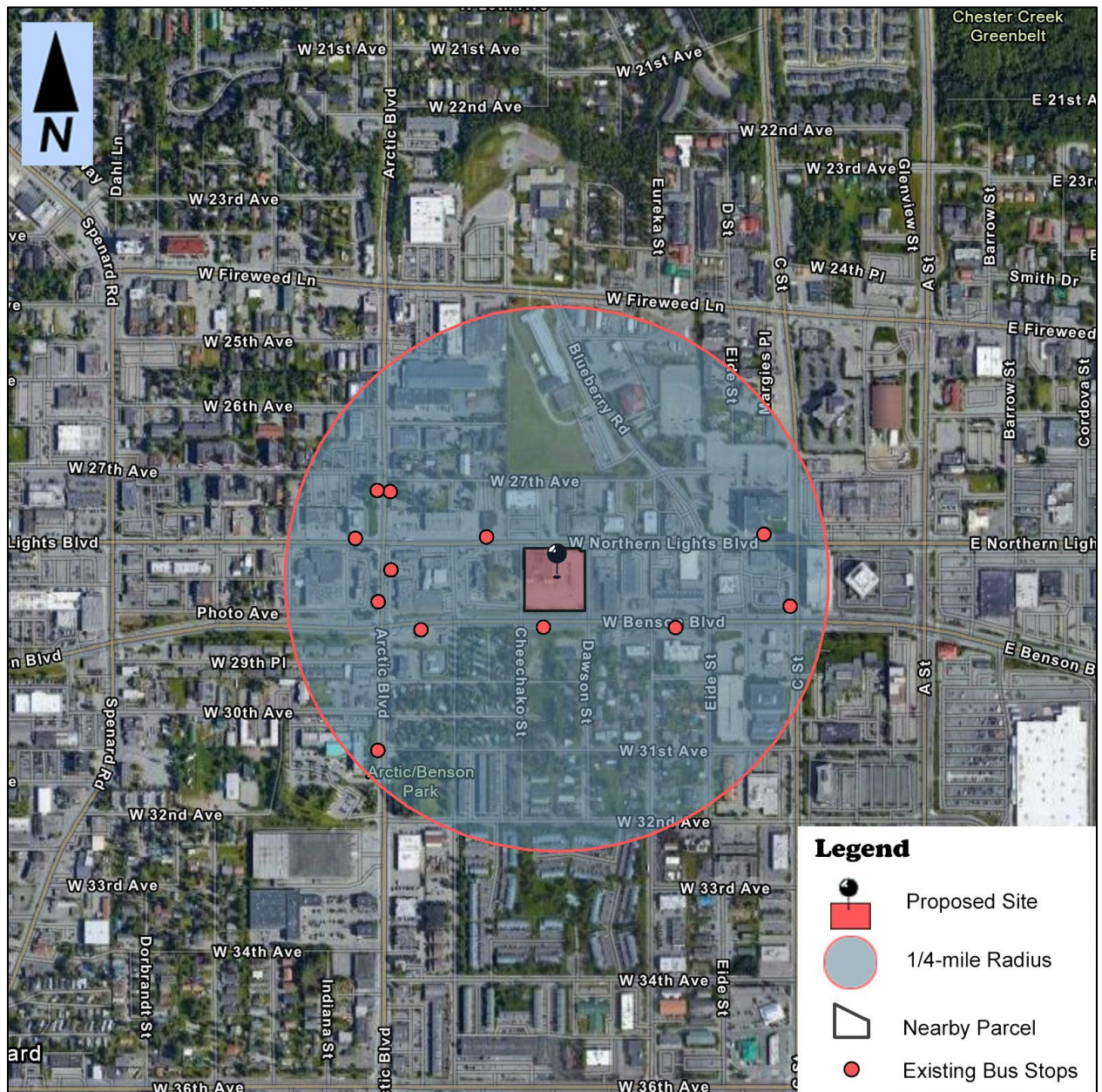


Transit Center Site Initial Evaluation Matrix		31 814 W. Northern Lights BLVD off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by Northern Lights Storage LLC, currently used as storage unit
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Demo needed
Utilities: access to electricity, water, sewer, communications	Assumed all utilities available based on current useage	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	Demo needed, large building on site	
Zoning: Current zoning of the site is compatible	Current zone: B3	
Contaminatined Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	nearly flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Turning lanes not desireable	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Lights along Benson and Northern Lights create long gaps that would allow buses	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		1.42 acre lot
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		1.42 acre lot
F. Site can accommodate essential passenger amenities		
G. Site can accommodate customer service office		1.42 acres
H. Site must accommodate mandatory operator amenities		1.42 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		422.39
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Midtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.86	
Total number of jobs and residents	540.32	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accomodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		-4

32: Northern Lights Inn (598 W Northern Lights Boulevard) [off street]

Recommendation: Present this site to the public as a potential location

- Property is vacant and large enough to accommodate the transit center with a small expansion to current uses. We believe the property owner is open to including transit in the development.
- Density of jobs within ¼-mile is less than other sites.
- The site will require major changes to the existing transit service, but has advantages for bus routing over other midtown sites.
- Northern Lights and Benson Boulevards are a barrier to pedestrian access, and there are no current plans for improvement. Winter maintenance of pedestrian facilities in this area is limited.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



Transit Center Site Initial Evaluation Matrix		32 Old Northern Lights Inn (598 W Northern Lights) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Privately Owned by Tang, Duncan, vacant
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all utilities available based on past usage (hotel)	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	Vacant lot, recently demoed	
Zoning: Current zoning of the site is compatible	Current Zone: B3	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	nearly flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	access from northern lights/benson	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Lights along Benson and Northern Lights create long gaps that would allow buses to enter roadway	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		1.99 acre lot
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		86,684 sqft lot
F. Site can accommodate essential passenger amenities		
G. Site can accommodate customer service office		1.99 acre lot
H. Site must accommodate mandatory operator amenities		1.99 acre lot
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		724.63
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Midtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.90	
Total number of jobs and residents	857.93	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		Only 2,000 sqft of space remains after utilizing 24 bus stops
O. Site can accommodate enhanced services and amenities		1.99 acre lot
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		8

Changes from PAC comments

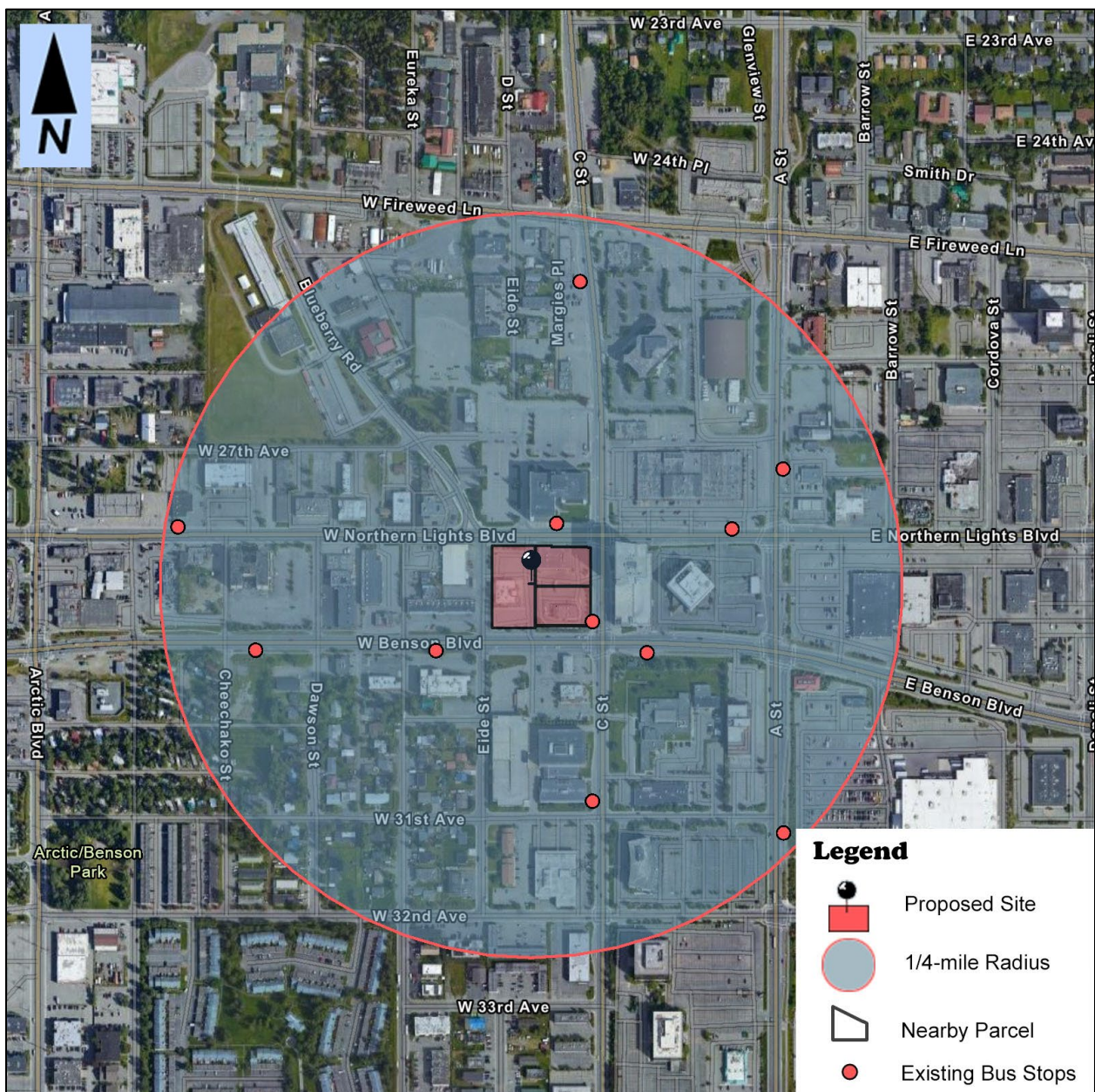
Changed to green because PAC member stated property owner would gladly work

Changed to red because the ped infrastructure is very poor and not fixable in

33: GCI Lot (2830 C Street) [off street]

Recommendation: Do not present to the public (Not available)

- Parcels are privately owned and in use.
- Demolition would be required to use the site for a transit center.
- The site is in a high job density area of Anchorage.
- The site will require major changes to the existing transit service.
- Intersections of Northern Lights and Benson Boulevards at C Street is adjacent to site, providing pedestrian access.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



Transit Center Site Initial Evaluation Matrix		33 GCI Lot (2830 C St) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		privately owned, 3 parcels on block. Current occupants: brewery, retail, and restaurant
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	All needs met	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	3 parcels on the block, all occupied buildings.	
Zoning: Current zoning of the site is compatible	currently zoned: B3	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2 Seismic	
Slope: grades of the site do not limit development	fairly flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Block has multiple entrances. Surrounded by one-way streets	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Lights along Benson and Northern Lights create long gaps that would allow buses to enter roadway	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		With acquiring more than 1 parcel. Entire block of parcels = 2.27 acres
E. Site large enough to accommodate existing needs for bus stop and layover spaces		With acquiring more than 1 parcel. Entire block of parcels = 2.27 acres
F. Site can accommodate essential passenger amenities		With acquiring more than 1 parcel. Entire block of parcels = 2.27 acres
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		West parcel is 1.0 acres, full block is 2.27 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		1655.18
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Midtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.95	
Total number of jobs and residents	1807.97	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		if all three parcels are acquired
O. Site can accommodate enhanced services and amenities		if all three parcels are acquired
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		9

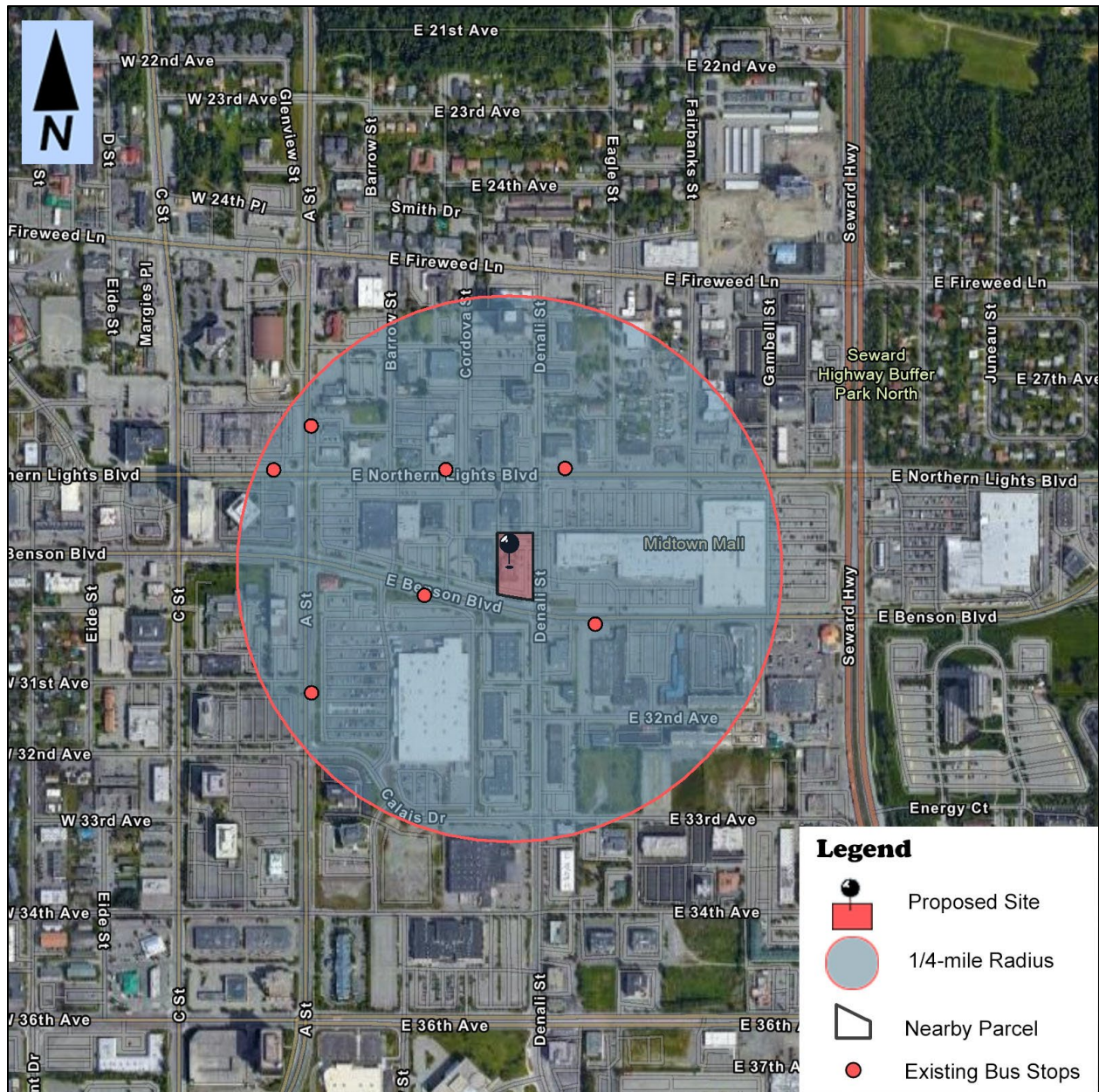
Changes from PAC comments

PAC agrees this property will be difficult/impossible to acquire

34: 2900 Denali Street (previously Denny's) [off street]

Recommendation: Do not present to the public (Poor access)

- Building is vacant, but would need to be demo'ed.
- The nearby road geometry is tight, and getting to and from the site could be difficult for buses since the site only accesses Denali Street and Benson Boulevard (one-way), not Northern Lights Boulevard.
- The site is too small to accommodate the existing desired facilities and has no room for future expansion.
- The site is in a high job density area of Anchorage.
- The site will require major changes to the existing transit service.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



Transit Center Site Initial Evaluation Matrix		34 2900 Denali St (Denny's) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by Calais Company Inc, vacant building on lot
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	All utilities assumed based on former occupant	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	Former restaurant on lot	
Zoning: Current zoning of the site is compatible	B2A	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 3	
Slope: grades of the site do not limit development	fairly flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	tight radius on EB-LT	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Difficult to access from some directions/head to some directions without access onto Northern Lights	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		Lot is only 1.15 acres, would require additional parcel. Adjacent parcels occupied by businesses.
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		1.15 acres
F. Site can accommodate essential passenger amenities		1.15 acres
G. Site can accommodate customer service office		1.15 acres
H. Site must accommodate mandatory operator amenities		1.15 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		1371.62
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		Midtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.94	
Total number of jobs and residents	1520.83	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		-5

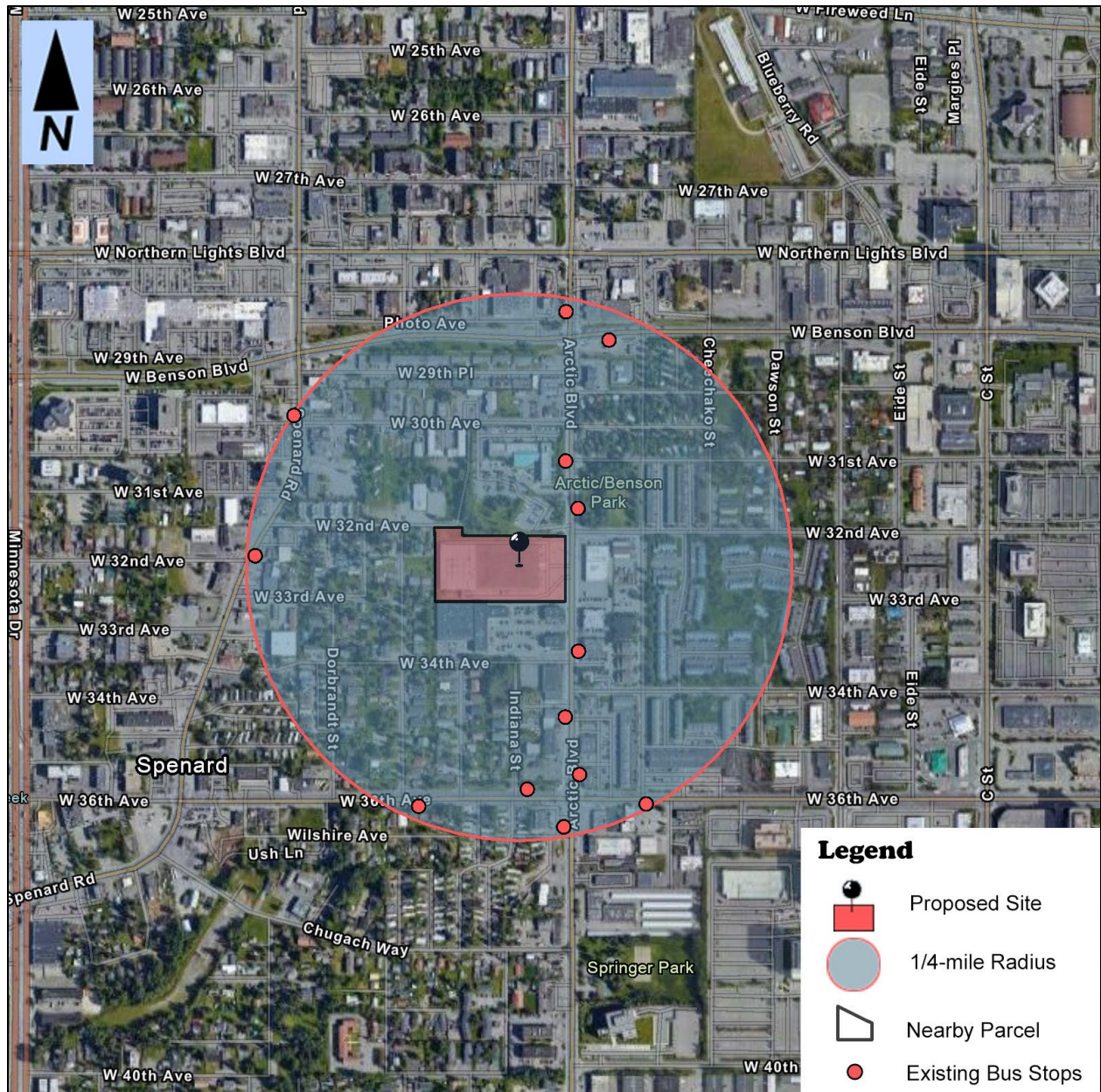
Transit Center Site Initial Evaluation Matrix		35 Former DMV (1300 W. Benson) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by: North Star 1300 LLC, vacant building on site
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Demo needed
Utilities: access to electricity, water, sewer, communications	Assumed to be suitable based on past building useage	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	Demo needed, space available without demo minimally suited for spacial needs	
Zoning: Current zoning of the site is compatible	Current Zone: B3	
Contaminatined Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Roadway geometry suitable	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Access onto only one street	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		2.28 acre lot
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		2.28 acre lot
F. Site can accommodate essential passenger amenities		2.28 acre lot
G. Site can accommodate customer service office		2.28 acre lot
H. Site must accommodate mandatory operator amenities		2.28 acre lot
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		600.55
J. Site is located in a central area		
K. Site does not require major changes to existing transit service		Midtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		Active land use density consistent throughout 1/4 mile radius
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.92	
Total number of jobs and residents	687.10	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		2.28 acre lot
O. Site can accomodate enhanced services and amenities		2.28 acre lot
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		10

Changes from PAC comments
No changes to score, but PAC feels this is a good spot because of recent and planned

36: JC Penney Warehouse (3202 Arctic Boulevard) [off street]

Recommendation: Do not present to the public (Not available)

- The site is privately owned and has been recently sold. Redevelopment is expected in the near term.
- Demo of the existing building would be needed to accommodate the existing needs, but the site is large enough to provide for future expansion if the building is demo'ed.
- Access for the buses is limited to Arctic Boulevard. The grid network is somewhat limited in this area.
- Density of jobs within 1/4-mile is less than other sites.
- The site will require major changes to the existing transit service.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

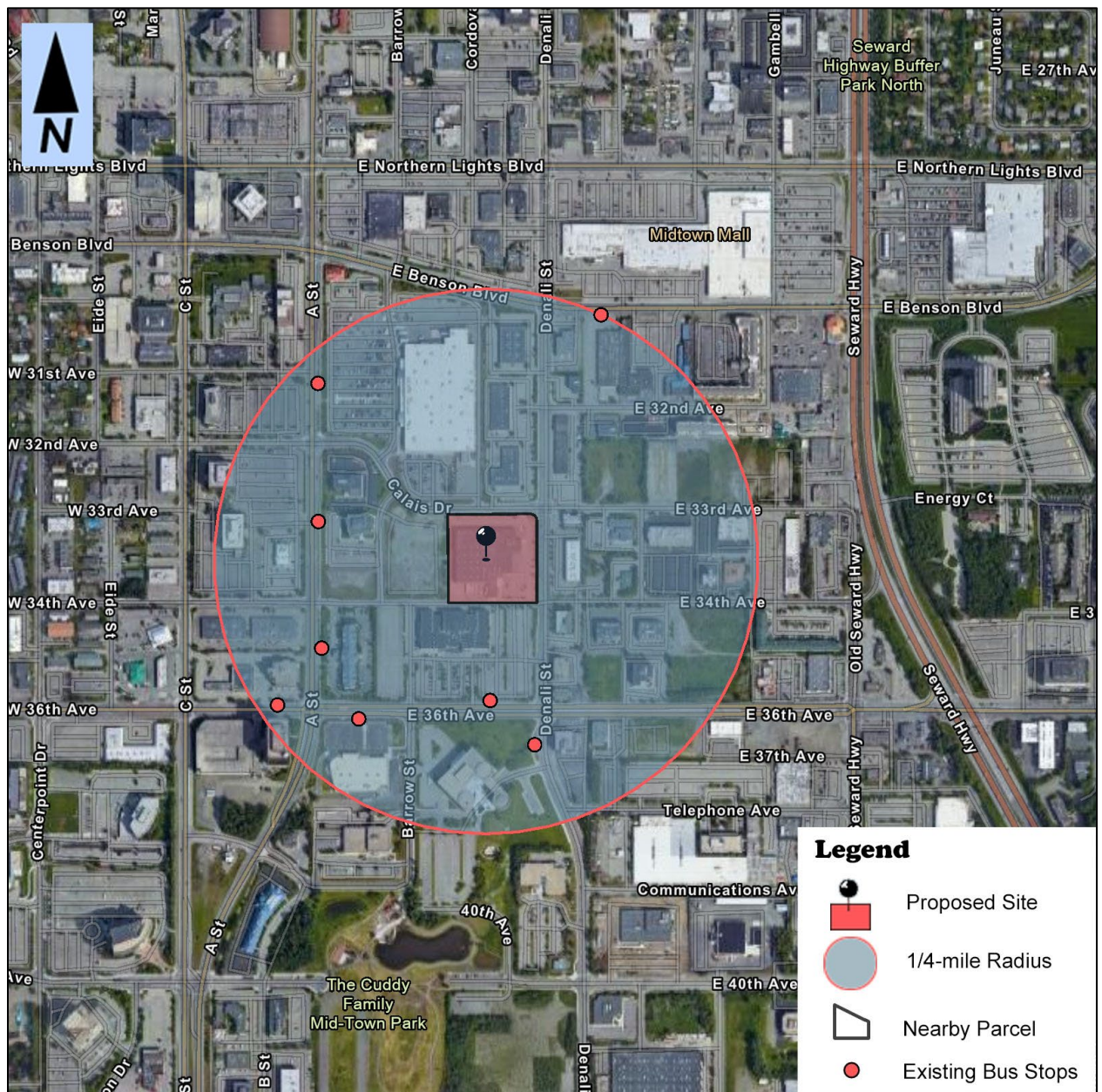


Transit Center Site Initial Evaluation Matrix		36 JC Penney (3202 Arctic Blvd) off street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		Privately owned by AK Anchorage & Arctic LLC, vacant building	Changed to red. Property was recently purchased and will likely be redeveloped soon.
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Demo	
Utilities: access to electricity, water, sewer, communications			
Permits: need for wetland permits			
Demolition: Presence of structures that would need to be removed/remodeled	Large demo needed		
Zoning: Current zoning of the site is compatible	Current Zone: B3		
Contaminated Site: presence and status of contaminated soils			
Seismic: seismic zone is suitable for development	Zone 3		
Slope: grades of the site do not limit development	nearly flat		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	2-way, 3 lane roads with shoulder.		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Access only from one street		
D. Site can accommodate winter maintenance needs (space for snow storage/management)		with demo(4.71 acres)	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft ² off street)		with demo	
F. Site can accommodate essential passenger amenities		4.71 acres	
G. Site can accommodate customer service office		4.71 acres	
H. Site must accommodate mandatory operator amenities		4.71 acres	
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		345.49	
J. Site is located in a central area			
K. Site does not require major changes to existing transit service		Midtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.66		
Total number of jobs and residents	661.73		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		4.71 acres	
O. Site can accommodate enhanced services and amenities		4.71 acres	
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		8	

37: Johnson Tires (300 Calais Drive) [off street]

Recommendation: Do not present to the public (Not available)

- The site is privately owned and has been recently sold. Redevelopment is expected in the near term.
- Demo of the existing building would be needed to accommodate the existing needs, but the site is large enough to provide for future expansion if the building is demo'ed.
- Roadway geometry may make turning into or out of the site challenging.
- Density of jobs within 1/4-mile is less than other sites.
- The site will require major changes to the existing transit service.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.



Transit Center Site Initial Evaluation Matrix		37 Johnson Tires (300 Calais Dr) off street	Changes from PAC comments
1. Can this site function as a transit center?			
A. Site can easily be acquired		Privately owned by AHST 284 LLC, vacant building	Changed to red. Property was recently purchased and will likely be redeveloped soon.
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Demo and Zone 3 Seismic	
Utilities: access to electricity, water, sewer, communications	Assumed all utilities available		
Permits: need for wetland permits	none		
Demolition: Presence of structures that would need to be removed/remodeled	Large demo or remodel of existing building required		
Zoning: Current zoning of the site is compatible	Current zone: B3		
Contaminated Site: presence and status of contaminated soils	none		
Seismic: seismic zone is suitable for development	Zone 3		
Slope: grades of the site do not limit development	fairly flat		
C. Site can readily be approached and accessed by buses			
Roadway geometry: limitations due to road design for likely bus routes to the site	limited access for entry/exit due to roadway configuration and turning radius		
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.			
D. Site can accommodate winter maintenance needs (space for snow storage/management)		4.26 acre lot	
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft ² off street)		4.26 acre lot	
F. Site can accommodate essential passenger amenities		4.26 acre lot	
G. Site can accommodate customer service office		4.26 acre lot	
H. Site must accommodate mandatory operator amenities		4.26 acre lot	
2. Does this site make sense as a location for a transit center?			
I. Site is within 1/4 mile of a large number of people and jobs		786.77	
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius	
K. Site does not require major changes to existing transit service		Midtown	
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.			
M. Site is in an area that is active at many times of the day and throughout the week			
Mix of jobs	0.93		
Total number of jobs and residents	889.43		
3. Does this site have additional advantages?			
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		4.26 acre lot	
O. Site can accommodate enhanced services and amenities		4.26 acre lot	
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)			
OVERALL SITE RATING		7	

38: New Sagaya Parking Lot (off street)

Recommendation: Do not present to the public (Poor access)

- Privately owned, but lot is undeveloped.
- There is significant traffic congestion in the area and access to the site is limited by medians on adjacent roads.
- Density of jobs within 1/4-mile is less than other sites.
- The site will require major changes to the existing transit service.
- There is not a range of uses in the area, resulting in periods of the week with little activity.
- Residential density in the surrounding area is expected to increase based on the 2040 Land Use plan.

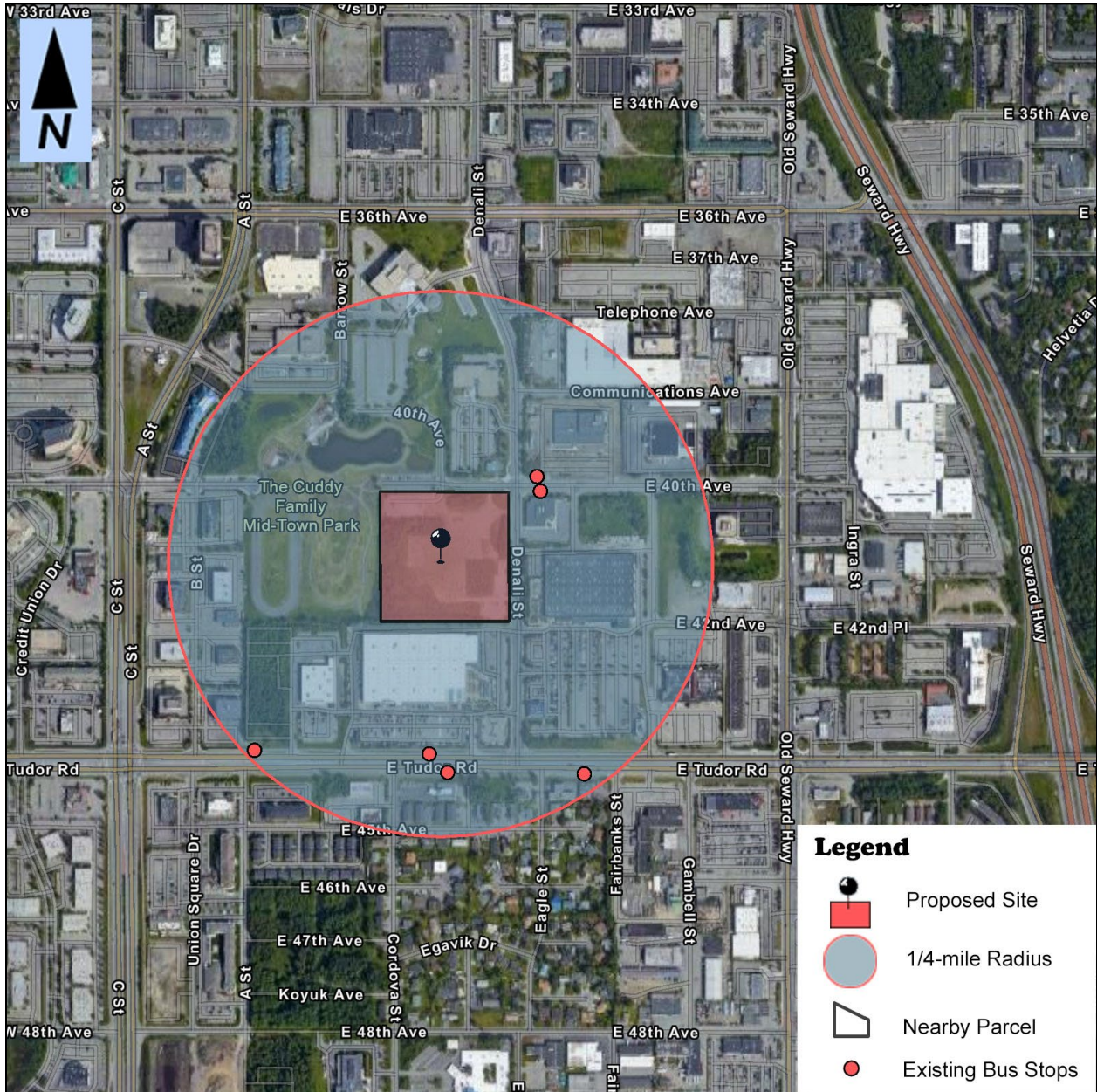


Transit Center Site Initial Evaluation Matrix		38 New Sagaya Parking Lot off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by Midtown Market- SA
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Seismic and DEC
Utilities: access to electricity, water, sewer, communications	Currently not on water/sewer	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B3	
Contaminated Site: presence and status of contaminated soils	Cleanup Complete	
Seismic: seismic zone is suitable for development	Zone 3	
Slope: grades of the site do not limit development	none	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Center medians, limited access	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	from/to west/south complicated; Midtown congestion relief improvements do not help	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		2.32 acres
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		2.32 acres
F. Site can accommodate essential passenger amenities		
G. Site can accommodate customer service office		2.32 acres
H. Site must accommodate mandatory operator amenities		2.32 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		523.29
J. Site is located in a central area		Active land use density consistent throughout 1/4 mile radius
K. Site does not require major changes to existing transit service		
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.94	
Total number of jobs and residents	584.34	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		2.32 acres
O. Site can accommodate enhanced services and amenities		2.32 acres
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		7

39: National Archives Site (E 40th Avenue and Denali Street) [off street]

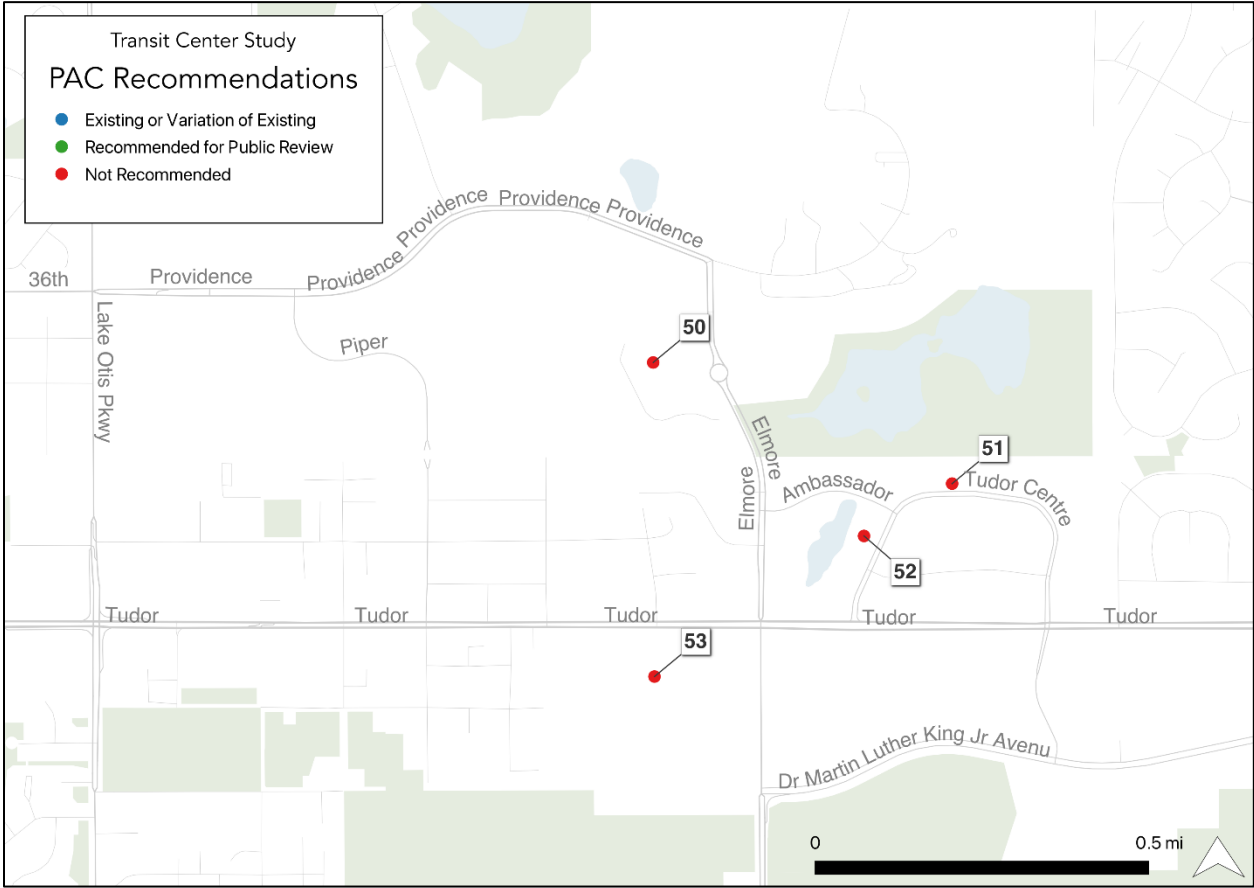
Fatal Flaw

- The density of people and jobs within 1/4-mile of this site is low.



Transit Center Site Initial Evaluation Matrix		39 National Archives (E. 40th and Denali) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by: MOA Real Estate Services, vacant
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		Wetlands permits, Residential zoning
Utilities: access to electricity, water, sewer, communications	Assumed access to all utilities given surrounding land uses	
Permits: need for wetland permits	High Valuation wetlands on parcel	
Demolition: Presence of structures that would need to be removed/remodeled	Vacant	
Zoning: Current zoning of the site is compatible	Zone R3	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 3	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	40th ave not desirable, Denali OK for configuration.	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Access only from one street	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		Large parcel, 8.98 acres
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft0 off street)		8.98 acres
F. Site can accommodate essential passenger amenities		8.98 acres
G. Site can accommodate customer service office		8.98 acres
H. Site must accommodate mandatory operator amenities		8.98 acres
0. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		182.35
J. Site is located in a central area		Cuddy Family Park limits density within 0.25 miles
K. Site does not require major changes to existing transit service		Midtown
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.98	
Total number of jobs and residents	189.98	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		Large parcel, 8.98 acres
O. Site can accommodate enhanced services and amenities		Large parcel, 8.98 acres
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		6

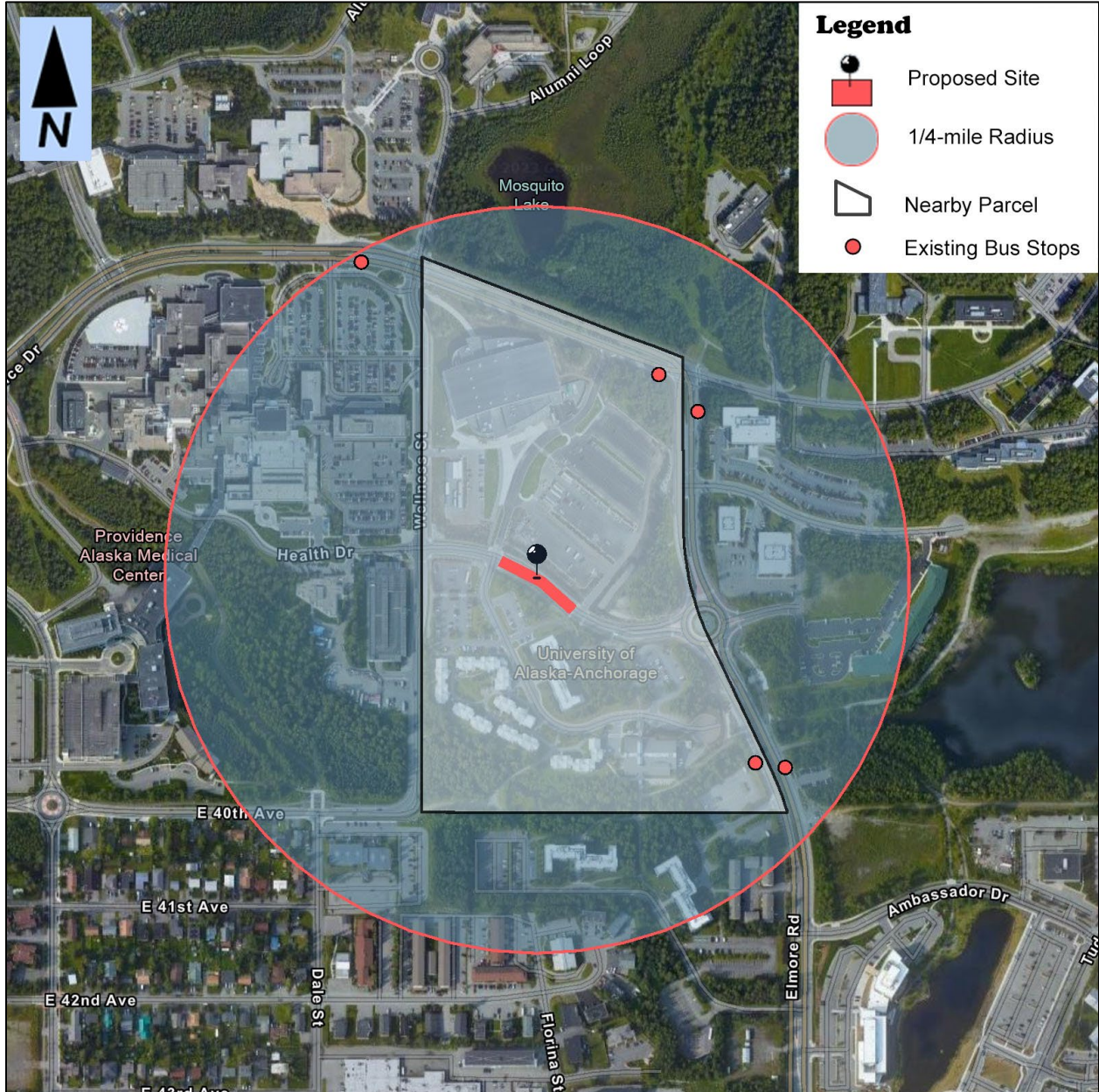
UMED



50: near Seawolf parking (UMED – Heath Drive) [on street]

Fatal Flaw

- The density of people and jobs within 1/4-mile of this site is low.

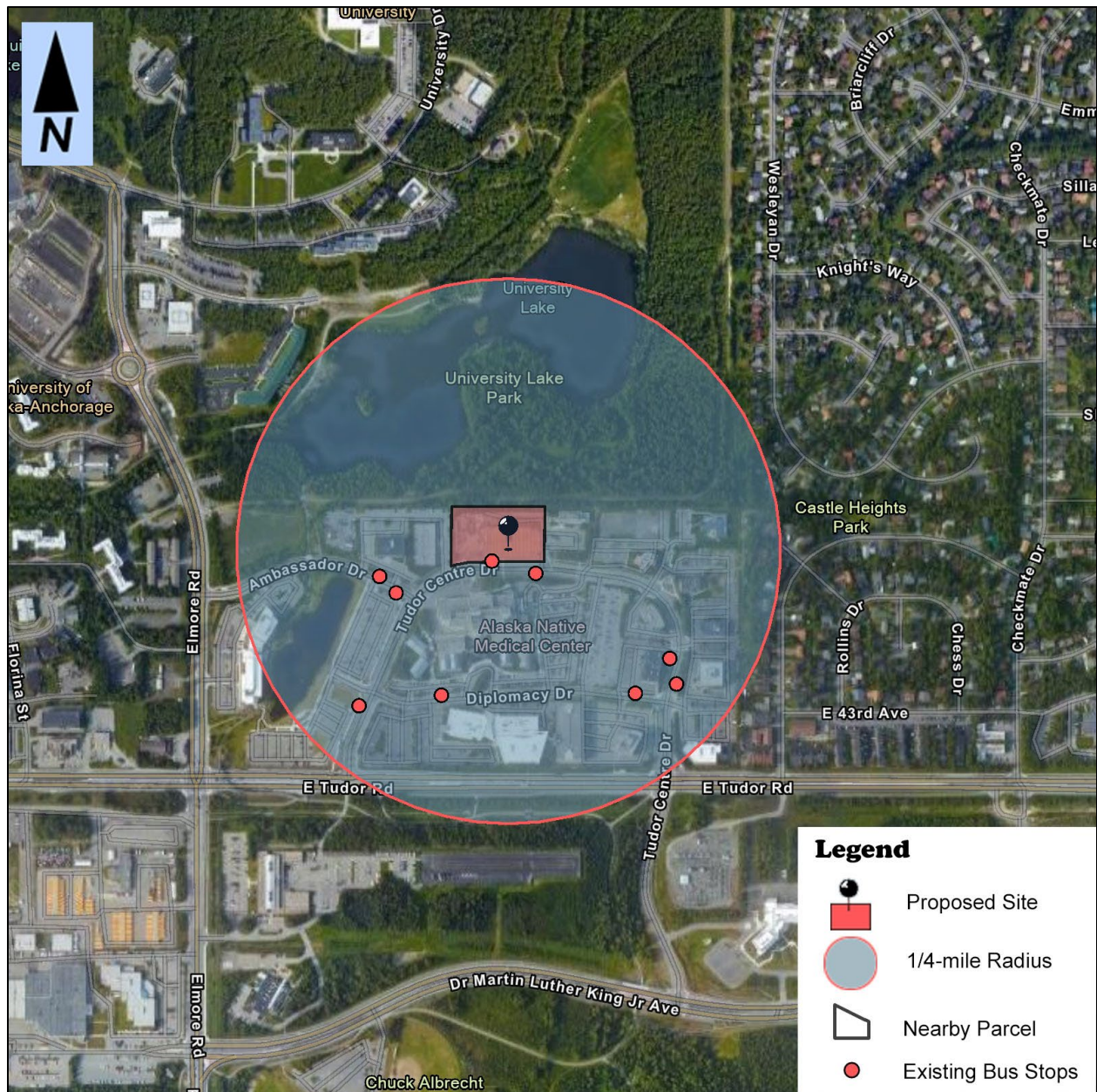


Transit Center Site Initial Evaluation Matrix		50 Seawolf Parking (UMED- Heath Dr) on street
1. Can this site function as a transit center?		
A. Site can easily be acquired		University of Alaska owns large parcel that encompasses streets, large parking to the north
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all based on area	
Permits: need for wetland permits	High valuation wetlands exist on parcel, but not close to proposed site	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	PLI	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	requires sidewalk reconstruction	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Lack of grid network in area means out of direction travel for most buses	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		on street
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		600 ft
F. Site can accommodate essential passenger amenities		Parcel/street all seem to be owned by UAA. Curb to edge of sidewalk > 16ft
G. Site can accommodate customer service office		
H. Site must accommodate mandatory operator amenities		Parking lot to north could be utilized
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		246.42
J. Site is located in a central area		University Lake/Goose Lake and surrounding recreational trail area limit development within 0.25 mile
K. Site does not require major changes to existing transit service		UMED
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.88	
Total number of jobs and residents	307.90	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		0

51: 4043 Tudor Center Drive [off street]

Recommendation: Do not present to the public (Difficult to access)

- Site would be located on ground floor of Alaska Native Tribal Health parking garage
- The lack of a grid network in the UMED area means out-of-direction travel for most bus routes.
- The site would accommodate only the minimum needs for the transit center.
- The site is in a high job density area of Anchorage.
- The site will require major changes to the existing transit service.
- University Lake limits development within 1/4-mile of the site.

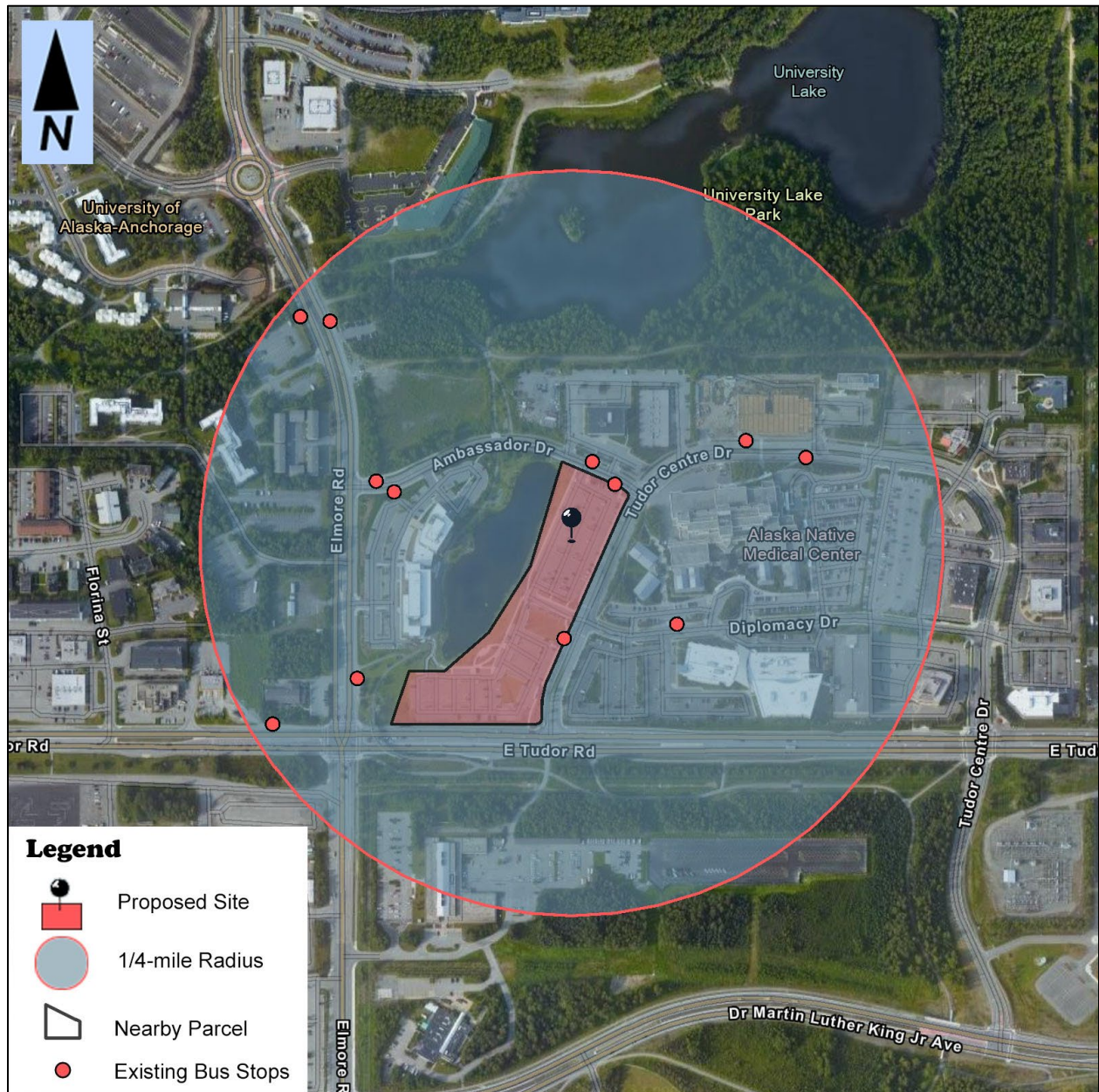


Transit Center Site Initial Evaluation Matrix		51 4043 Tudor Center Drive (UMED) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Located on ground floor of current parking garage owned by Alaska Native Tribal Health
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all available based on area useage	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	Parking structure already built	
Zoning: Current zoning of the site is compatible	B3	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Creates detour from main traffic, grass median, needs extra receiving lanes	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Lack of grid network in area means out of direction travel for most buses	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		off street location is covered
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		Parking structure is around 34,000 sq ft
F. Site can accommodate essential passenger amenities		2.79 acres, but not all is available
G. Site can accommodate customer service office		2.79 acres, but not all is available
H. Site must accommodate mandatory operator amenities		2.79 acres, but not all is available
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		2042.90
J. Site is located in a central area		University Lake/Goose Lake and surrounding recreational trail area limit development within 0.25 mile
K. Site does not require major changes to existing transit service		UMED
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.94	
Total number of jobs and residents	2282.73	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		
O. Site can accommodate enhanced services and amenities		
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		0

52: Tudor Center Drive Pond Parking [off street]

Recommendation: Do not present to the public (Difficult to access)

- In use as parking for Alaska Native Tribal Health. Would probably need to build parking structure to maintain parking and accommodate needs of Transit Center.
- The lack of a grid network in the UMED area means out-of-direction travel for most bus routes.
- The site would accommodate future expansion for the transit center.
- The site is in a high job density area of Anchorage.
- The site will require major changes to the existing transit service.
- University Lake somewhat limits development within 1/4-mile of the site.

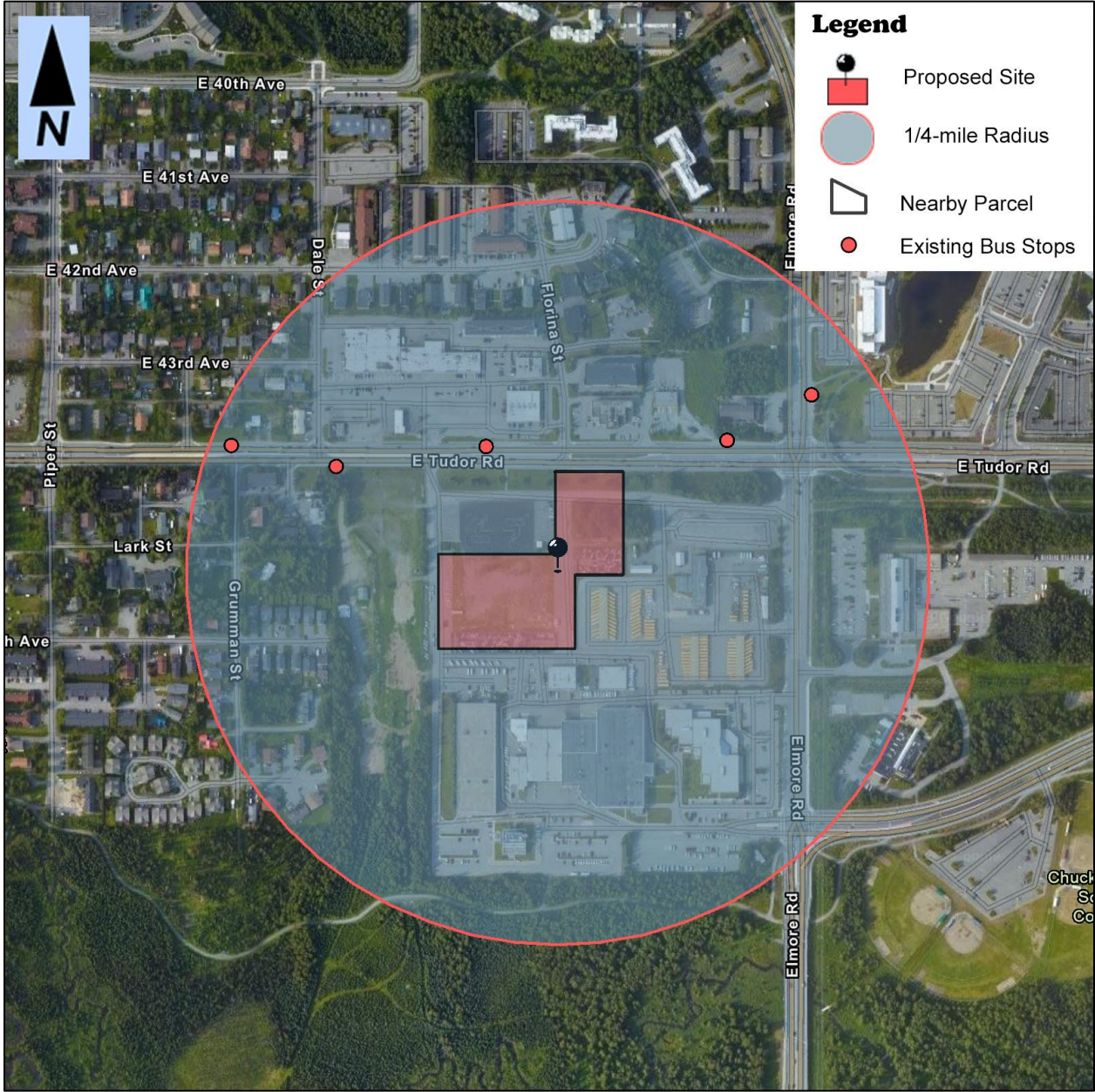


Transit Center Site Initial Evaluation Matrix		52 Tudor Center Drive Pond Parking (UMED) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by Alaska Native Tribal Health, currently parking
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	No water/sewer currently	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none	
Zoning: Current zoning of the site is compatible	B3	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	doable with extra receiving lanes, existing grass median	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Lack of grid network in area means out of direction travel for most buses	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		Large Parcel, would not need all the space
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft² off street)		6.55 acres
F. Site can accommodate essential passenger amenities		6.55 acres
G. Site can accommodate customer service office		6.55 acres
H. Site must accommodate mandatory operator amenities		6.55 acres
2. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		2367.43
J. Site is located in a central area		University Lake/Goose Lake and surrounding recreational trail area limit development within 0.25 mile
K. Site does not require major changes to existing transit service		UMED
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.94	
Total number of jobs and residents	2631.28	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		6.55 acres
O. Site can accommodate enhanced services and amenities		6.55 acres
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		7

53: Tozier Track (near intersection of Tudor and Elmore Roads) [off street]

Fatal Flaw

- The density of people and jobs within 1/4-mile of this site is low.



Transit Center Site Initial Evaluation Matrix		53 Tozier Track (Tudor/Elmore) off street
1. Can this site function as a transit center?		
A. Site can easily be acquired		Owned by: MOA Real Estate Services, mostly vacant
B. Site can easily be developed (utilities, permits, demolition, zoning, contaminated site, seismic, slope, etc.)		
Utilities: access to electricity, water, sewer, communications	Assumed all utilities available given surrounding parcels	
Permits: need for wetland permits	none	
Demolition: Presence of structures that would need to be removed/remodeled	none needed	
Zoning: Current zoning of the site is compatible	Current Zone: PLI	
Contaminated Site: presence and status of contaminated soils	none	
Seismic: seismic zone is suitable for development	Zone 2	
Slope: grades of the site do not limit development	relatively flat	
C. Site can readily be approached and accessed by buses		
Roadway geometry: limitations due to road design for likely bus routes to the site	Center medians on Tudor/Elmore	
Traffic: limitations due to traffic volumes, traffic control, one-way streets, etc.	Congested Area. New Signal	
D. Site can accommodate winter maintenance needs (space for snow storage/management)		5.65 acre parcel
E. Site large enough to accommodate existing needs for bus stop and layover spaces (800 linear ft on curb or 56,000 ft0 off street)		5.65 acre parcel
F. Site can accommodate essential passenger amenities		5.65 acre parcel
G. Site can accommodate customer service office		5.65 acre parcel
H. Site must accommodate mandatory operator amenities		5.65 acre parcel
0. Does this site make sense as a location for a transit center?		
I. Site is within 1/4 mile of a large number of people and jobs		81.80
J. Site is located in a central area		Cambell Creek park limits development within 0.25 miles
K. Site does not require major changes to existing transit service		UMED
L. Site vicinity has good pedestrian infrastructure and is ADA accessible.		
M. Site is in an area that is active at many times of the day and throughout the week		
Mix of jobs	0.48	
Total number of jobs and residents	237.83	
3. Does this site have additional advantages?		
N. Site large enough to accommodate future needs for bus stops and layover spaces (offers flexibility in layout)		Large Parcel
O. Site can accommodate enhanced services and amenities		Large Parcel
P. Site is near transit supportive land uses in a dense, mixed-use area (e.g. mix of residential, health, education, retail, public services etc.)		
OVERALL SITE RATING		7