

A. Site Evaluation

The suitability of the land for the development of entertainment and cultural event facilities is an important consideration affecting the economic viability of a property and its ultimate marketability. Factors such as size, topography, accessibility, visibility, and the proximity to other amenities have a direct impact on the suitability of a site.

Site Evaluation Criteria

HVS developed evaluation criteria to assess the relative strengths and weaknesses of the various potential sites. The evaluation criteria include primary evaluation categories concerned with site considerations, transportation and parking, urban impact, and financial considerations. Each of these categories includes several specific evaluation criteria. The following figure lists the 22 evaluation criteria. The figure also indicates the importance of each evaluation criterion with a rank from one to five, with a rank of one indicating the least amount of importance and a rank of five indicating the greatest importance.

In order to assess the relative importance of the ratings, HVS assigned each site evaluation criterion an importance level of high, medium, or low. Combining the rating and the importance level for each criterion yields a weighted score for each site. The sum of these weighted scores represents the overall suitability for each site. HVS assigned each potential site a rank of one through three for each specific evaluation criterion. A score of one indicates that a site ranks poorly on the criterion and a score of three indicates that a site ranks favorably on the criterion.

The following series of figures present the evaluation criteria and the meaning of each individual score. The site matrix with final scores follows.

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FIGURE 5-1 SITE EVALUATION CRITERIA

| Site Considerations | 3 = fully complies | 2 = partially complies | 1 = does not comply | | |
|---|---|--|---|--|--|
| Capacity for recommended building program | Site can accommodate full recommended program and support spaces to meet planner needs and operate efficiently | Site may require minor modification to building program that may minimally effect marketability and operation | Site requires major modifications to building program that may affect marketability and operation | | |
| Proximate to existing/planned lodging | Adjacent lodging has been developed or is in the planning stages | development plit is part of flittire | | | |
| Proximate to retail/dining amenities | Site is within walking distance existing or future dining and shopping locations | Site is within short drive of retail and dining amenities | Site is greater than 5 miles from retail and dining amenities | | |
| Proximate to population | Site is adjacent to population bases likely to use venue | Site is within a short drive of population bases likely to use venue | Site is greater than 5 miles from population bases likely to use venue | | |
| Infrastructure in place or planned | Site has city infrastructure in place or planned | Site has some infrastructure improvements required | Site requires installation of all City infrastructure | | |
| | | | | | |
| Urban Impact | 3 | 2 | 1 | | |
| Urban Impact Potential for compatible development | Several surrounding sites could be developed for compatible hotel or visitor-related uses | Some surrounding sites could be developed for compatible hotel or visitor-related uses | No surrounding sites could be developed for compatible hotel or visitor-related uses | | |
| · | Several surrounding sites could be developed for compatible hotel or | Some surrounding sites could be developed for compatible hotel or | No surrounding sites could be developed for compatible hotel or | | |
| Potential for compatible development | Several surrounding sites could be developed for compatible hotel or visitor-related uses Site is currently vacant and has no | Some surrounding sites could be developed for compatible hotel or visitor-related uses Site is currently vacant but has planned development Intended use of site could occasionally cause conflict with owners of surrounding land | No surrounding sites could be developed for compatible hotel or visitor-related uses | | |
| Potential for compatible development Displacement of existing uses | Several surrounding sites could be developed for compatible hotel or visitor-related uses Site is currently vacant and has no planned development Intended use of site would not cause conflict with owners of surrounding | Some surrounding sites could be developed for compatible hotel or visitor-related uses Site is currently vacant but has planned development Intended use of site could occasionally cause conflict with owners of | No surrounding sites could be developed for compatible hotel or visitor-related uses Site is currently used for other purpose Intended use of site would regularly cause conflict with owners of | | |

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FIGURE 5-2 SITE EVALUATION CRITERIA (CONT.)

| Access Considerations | 3 = fully complies | 2 = partially complies | 1 = does not comply | | |
|---|---|--|---|--|--|
| Ease of access for drive-in | Site is conveniently located by major roadways for easy vehicle access | Site does not have direct access from major roadways. Attendees would use secondary streets to access site. | Site is in locations which is difficult to access by vehicle | | |
| Ease of access for service vehicles | Site is easily accessed by buses, trucks, and other vehicles necessary for event production Site has moderately easily access buses, trucks, and other vehicles necessary for event production | | Site is difficult to access by buses, trucks, and other vehicles necessary for event production | | |
| Availability of existing/planned Parking | Existing and planned proximate parking is adequate to handle all event parking needs | Existing proximate parking is adequate to handle smaller events. Additional parking required for larger events | Existing proximate parking is minimal. Significant additional parking would be needed for all events | | |
| Potential for traffic congestion | Roads to site have no current traffic congestion issues | Roads to site have occasional traffic congestion issues | Roads to site have daily traffic congestion issues | | |
| Financial Considerations | 3 | 2 | 1 | | |
| Land assembly costs | Site is owned or otherwise available without purchase | Parcels for site can be purchased for a reasonable price | Parcels for site can be purchased for a higher price | | |
| Potential for public funding | Use of site has high potential for public investment | Use of site has moderate potential for public investment | Use of site has no potential for public investment | | |
| Potential for partner funding | Use of site has high potential for partner investment | Use of site has moderate potential for partner investment | Use of site has no potential for partner investment | | |
| Opportunity costs - alternative land uses | Intended use of site is the highest and best use of the land | Site has other potential uses which have similar returns as intended use | Site has other potential uses which have a higher return than intended use | | |

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FIGURE 5-3 **SITE EVALUATION MATRIX**

| | Criteria ¹ | Weight ² | Menand | 257 | keand trems Comes | Cheyenne Hils Guuch | Holdies | Eventioner at Arche |
|------------|---|---------------------|--------|-----|-------------------------|------------------------|---------|---------------------|
| | Capacity for recommended building program | 5 | 2 | 3 | 1 | 2 | 3 | 3 |
| a \ | Proximate to existing/planned lodging | 3 | 3 | 3 | 3 | 2 | 3 | 1 |
| Site | Proximate to retail/dining amenities | 3 | 3 | 1 | 2 | 1 | 1 | 1 |
| | Proximate to population | 3 | 3 | 2 | 2 | 2 | 1 | 1 |
| | Infrastructure in place or planned | 4 | 2 | 2 | 2 | 1 | 1 | 1 |
| | Sub-Total Site Co | onsiderations | 17 | 17 | 13 | 10 | 12 | 11 |
| | Potential for compatible development | 2 | 2 | 2 | 1 | 2 | 3 | 3 |
| Urban | Displacement of existing uses | 3 | 3 | 3 | 2 | 3 | 3 | 3 |
| 5 | Compatibility with neighboring land uses | 4 | 3 | 3 | 3 | 2 | 2 | 3 |
| | Compliance with existing zoning | 4 | 3 | 3 | 3 | 3 | 3 | 3 |
| | Sub-Total L | Jrban Impact | 13 | 15 | 15 | 12 | 15 | 16 |
| (0 | Ease of access for drive-in | 4 | 2 | 2 | 2 | 2 | 3 | 2 |
| Access | Ease of access for service vehicles | 4 | 2 | 2 | 1 | 1 | 2 | 3 |
| 3 | Availability of existing/planned Parking | 5 | 2 | 2 | 1 | 2 | 1 | 3 |
| 1 | Potential for traffic congestion | 4 | 2 | 2 | 1 | 2 | 2 | 2 |
| | Sub-Total Access | | 12 | 14 | 14 | 12 | 15 | 17 |
| a) | Land assembly costs | 3 | 2 | 3 | 1 | 1 | 2 | 3 |
| 20 | Potential for public funding | 5 | 2 | 3 | 3 | 2 | 2 | 3 |
| Finance | Potential for partner funding | 5 | 1 | 1 | 1 | 2 | 1 | 1 |
| ш | Opportunity costs - alternative land uses | 2 | 2 | 3 | 1 | 2 | 2 | 2 |
| | Sub-Total Financial Co | onsiderations | 8 | 12 | 9 | 8 | 9 | 11 |
| | Total | All Criteria | 50 | 58 | 51 | 42 | 51 | 55 |

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FIGURE 5-4 **SUMMARY OF SITE EVALUATION**

| Weighted Scores ³ | MAX | Menands | Say | le and Events Center | Cheyenne Hils Church | Hobings | Event Genterat Archer |
|------------------------------|------------|---------|-----|----------------------------|-------------------------|---------|-----------------------------|
| Site | 54 | 45 | 41 | 34 | 29 | 34 | 28 |
| Urban | 39 | 23 | 30 | 31 | 23 | 32 | 32 |
| Access | 51 | 34 | 34 | 21 | 30 | 33 | 43 |
| Finance | 45 | 25 | 35 | 25 | 27 | 25 | 33 |
| Total | 189 | 127 | 140 | 111 | 109 | 124 | 136 |
| Percent | of Maximum | 67% | 74% | 59% | 58% | 66% | 72% |

¹⁾ Each criteria scored on a 1 to 3 scale based on site evaluation criteria described in Figures 4-3 and 4-4.

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²⁾ Rank of the importance of the criteria on a scale of 1 to 5 with five being most important and 1 being least important.

³⁾ The importance of the criteria (weight) X the conformance score = the weighted score.