

AGENDA ITEM 1 F
Consent Item

MEMORANDUM

DATE: December 6, 2018

TO: El Dorado County Transit Authority

FROM: Mindy Jackson, Executive Director

SUBJECT: Authorize the Executive Director or her designee to enter into preliminary discussions with property owners and representatives regarding the acquisition of all or part of the following subject parcels, as identified in the County Line Multi-modal Transit Center Study, including ordering preliminary title reports and right of way valuations; Site 2, Site 3, Site 5 and Site 6.

REQUESTED ACTION:
BY MOTION,

Authorize the Executive Director or her designee to enter into preliminary discussions with property owners and representatives regarding the acquisition of all or part of the following subject parcels as identified in the County Line Multimodal Transit Center Study, including the ordering of and payment for preliminary title reports and right of way valuations;

Site 2: APN 117-160-055 and 056, El Dorado Hills Investors, LTD
Site 3: APN 117-180-004, Jackson II, LLC
Site 5: APN 121-280-024, Huddinge Partners
Site 6: APN 122-720-015, County of El Dorado

BACKGROUND

The El Dorado County Transit Authority (El Dorado Transit) Board of Directors has previously been briefed on the efforts of the El Dorado County Transportation Commission (EDCTC) and their sub-consultants, Fehr & Peers and AIM Consulting, to provide public workshops and perform a detailed study of the options for providing a new multi-modal transit facility in the El Dorado Hills area.

DISCUSSION

Based on a presentation and the overview included as Attachment #1 of the draft County Line Multimodal Transit Center Study, six (6) possible sites were identified and studied. Of those sites, Sites 2 and 3 were recommended as having the best potential for development of the transit

center, Sites 5 and 6 were recommended for consideration, and Sites 1 and 4 are not recommended for any further study or consideration.

To enable Fehr and Peers to complete the Transit Center Study, it is necessary for consultants and El Dorado Transit staff to have the ability and authority to directly contact the subject property owners, to determine their willingness, interest and level of cooperation should their property be considered the best site for acquisition for the transit facility. It will also be important to determine if there are any constraints related to the subject parcels, which could include items of record (easements, setbacks, CC&R's), as well as any conditions or restrictions that might be imposed by the subject property owners as part of the sale of all or a portion of their property.

The requested action will allow the Executive Director or her designee to proceed with the ordering of preliminary title reports, which will provide El Dorado Transit staff and consultants with the technical and legal information necessary for final analysis of the development potential of each subject property. Also, the requested action would allow for preliminary valuations of the subject parcels, although a complete certified appraisal would not be done until later in an acquisition process. And most importantly, the requested action allows the Executive Director or her designee to have direct contact with the subject property owners to determine their level of cooperation and identify any parcel-specific constraints.

FISCAL IMPACT

The cost for preliminary title reports is estimated to be less than \$1,000 per parcel, for a total allocation of \$4,000. Requests for informal bids would be circulated to all local title companies, prior to ordering any title services. Valuation estimates (Right of Way Data Sheets) are estimated to be \$1,500 each, for a total of \$6,000.

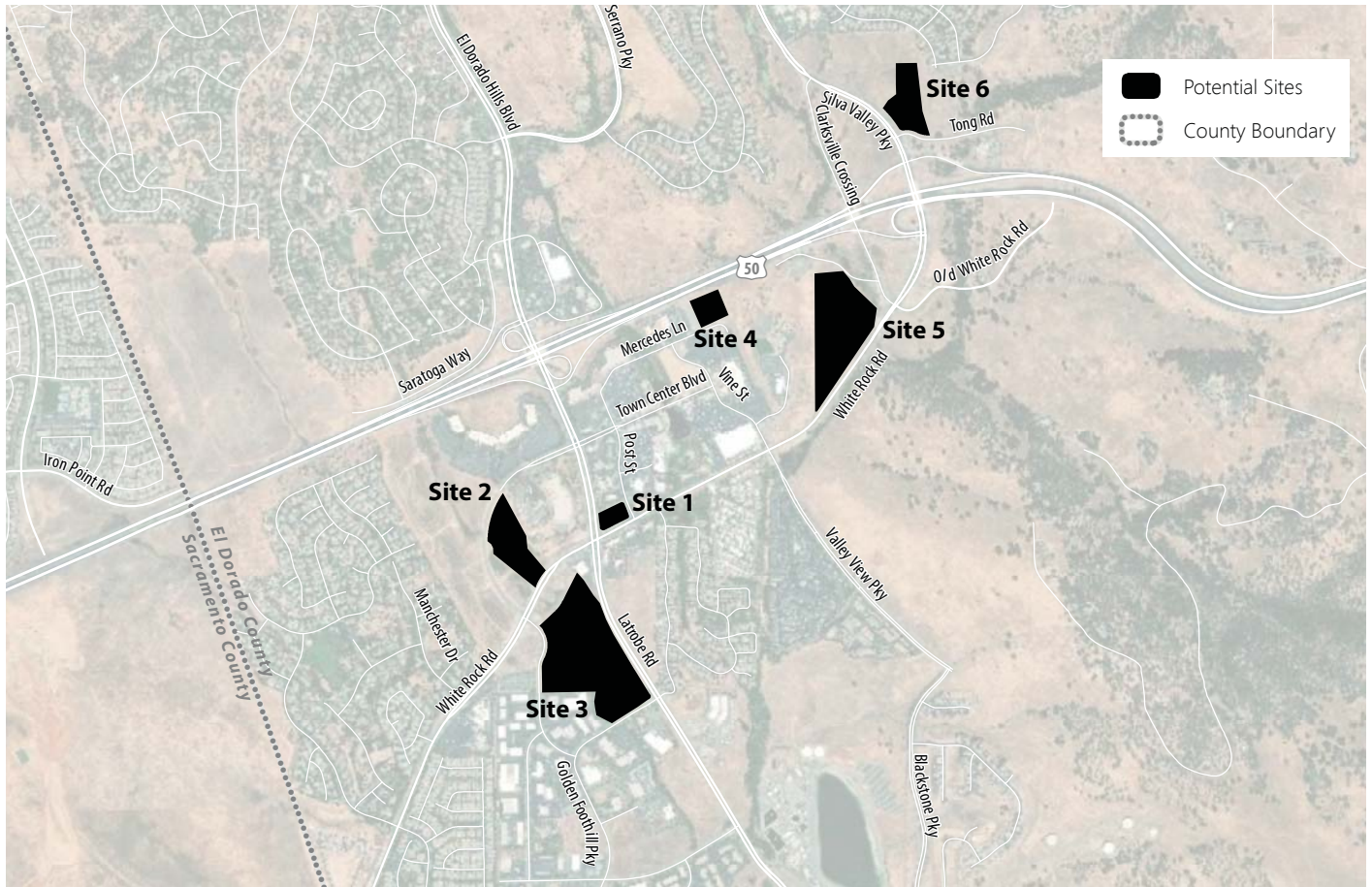


Figure 1 - Potential Site Map

Overview

Six sites, identified in Figure 1, were evaluated based on multiple criteria to determine which sites are most appropriate for the Multi-Modal Transit Center. After analyzing the results of the evaluation, sites were grouped into three tiers: recommended, recommended for consideration, and not recommended, as discussed below.

Recommended Sites: ✓

Sites 2 and 3 are both recommended as they scored good/fair in almost all criteria. Strong site characteristics include automobile, bicycle and pedestrian accessibility, a large parcel size that can accommodate bus loading, buildings, and existing and future parking demand, and location as both sites have the highest residential or employment density located within proximity to existing and planned development including Town Center East, the El Dorado Hills Business Park and residential development.

Recommended for Consideration: ✓

Sites 5 and 6 are recommended for consideration with appropriate parcel sizes that can accommodate bus loading, buildings, and existing and future parking demand. They have easy access from US 50 or the future Capital Southeast Connector. However, due to location, both sites lack pedestrian and bicycle accessibility, have the lowest residential and employment density, and have poor interaction with neighboring parcels. The steeper terrain may also create challenges for site layout and ADA accessibility.

Not Recommended:

Sites 1 and 4 are not recommended as they do not meet many of the criteria needed for the Multi-Modal Transit Center. The small parcel size of site 1, which is the existing park-and-ride lot, constrains the ability to provide adequate parking without a parking garage, which may be infeasible due to the presence of existing overhead power lines. Site 4 ranked poorly due to its location within the far corner Town Center East. It is difficult to access for vehicles, pedestrians and bicyclists, and has poor visibility to surrounding uses.

County Line Multi-Modal Transit Center Study

● Good ● Fair ● Poor

Goals	Analysis Factor	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6
RECOMMENDED SITES			✓	✓		✓	✓
Multi-Modal Transportation	Proximity to US 50	●	●	●	○	●	●
	Proximity to Capital Southeast Connector	●	●	●	○	●	●
	Limited Number of Turning Movements Required to Access Site	●	●	●	●	●	●
	Limited Number of Left Turns Required to Access Site	●	●	●	●	●	●
	Bicycle Accessibility	●	●	●	○	●	●
	Bicycle Comfort	○	●	●	○	○	○
	Ability to Accommodate Necessary Parking	○	●	●	●	●	●
	Roadway Access	●	●	●	●	●	●
	Frontage Loading Potential	○	●	●	○	●	●
	Connection to Other Transit	●	●	●	○	●	●
High Levels of Pedestrian Priority	Pedestrian Accessibility	●	●	●	○	○	○
	Pedestrian Comfort	●	●	●	○	○	○
Urban Density and Use Intensity	Residential Density	●	●	●	●	○	○
	Employment Density	●	●	●	○	○	○
Economic Vitality, Competitiveness, and Cost Effectiveness	Size	○	●	●	●	●	●
	Opportunity for Transit-Oriented Development on Adjacent Parcels	○	●	●	●	○	●
	Adjacent Land Designated for Development	○	●	●	○	●	●
	Compatibility with Adjacent Transit Supportive Uses	○	●	●	○	●	●
	Proximity to Major Retail	●	○	●	●	●	●
	Proximity to Convenience Retail	●	●	●	●	○	●
	Ability to Accommodate Electric Vehicles						
	Ability to Accommodate Solar	○	●	●	○	●	●
	Opportunity to Utilize Existing Infrastructure	●	○	○	●	○	○
	Zoning Consistency	○	○	●	○	●	○
Strong Sense of Place	Minimal Potential Environmental Constraints	●	●	○	●	○	●
	Minimal Potential Terrain Constraints	●	●	●	●	○	○
	Minimal Potential Utility Constraints	○	●	●	●	●	●
	Proximity to Public Spaces	●	●	●	●	●	○
Embedded Technology	Site Visibility	●	●	●	●	○	○
	Ability to Accommodate Interactive Maps, Real Time GPS, and Other Technology	●	●	●	●	●	●
	Ability to Accommodate Transportation Network Company Pick-Up/Drop-Off	○	●	●	●	●	●
	Ability to Implement Successful Bike Share	●	●	●	●	●	○