

SECTION III: SITE SELECTION ANALYSIS

In order to meet the needs of its clients, KCATA must locate its new transit center in the best possible location. The location must enable KCATA to efficiently serve its primary consumers, today and in the future. As previously discussed, the proposed transit center will improve transit service in the CID and surrounding area. With this information in mind, the site selection analysis focused on sites located within the CID using the following considerations to begin the process.

A. Site Selection Considerations

Site Suitability

- Size & shape – ¾ to one acre, rectangular in shape for the transit center. Two acres for parking or approximately 3 acres minimum.
- Utilities – proximity to electric, water, drainage and other required utilities.
- Drainage – adequate site drainage for a three acre site developed with impervious paving.
- Soils – adequate to support the development of a transit center.
- Security – absence of security issues.
- Visibility – visible to the public from major thoroughfares.
- Connectivity – sheltered passenger access to destination.

Transit Service Access

- Proximity to routes.
- Avoidance of out of direction travel (avoid operating cost & passenger impacts).
- Rational access drives for access and egress.

Passenger Convenience

- Access by all modes, especially Metro Green trail system.
- Safety, security, comfort.

Availability and Cost

- “Highest and best use”.
- Acquisition cost – reasonable cost for property.
- Development cost – reasonable development cost.

Proximity to Destinations

- Reasonable walking distance to destinations.

Land use

- Avoidance of conflicts with adjacent uses.
- Compliance with zoning and regulations.
- Consistency with plans.

Environmental

- Hazardous materials – absence of environmental issues.
- Minimal community impacts.
- NEPA process – must be acceptable from the NEPA perspective.

B. Initial Site Identification

After review of the area and considering the above factors, three candidate sites were identified as having characteristics reflective of the KCATA’s location objectives. The sites were identified with input from the KCATA and the CID staff. Figure 1-2 on the following page shows the CID area and locates the three candidate sites for the new transit center.

Site 1: Current Super Stop Location – 90th and Hillcrest Road

Although lacking in several areas, the KCATA's investment in the site requires the inclusion of 90th and Hillcrest in the location analysis. In addition, this location will continue to be an important stop for KCATA even if a transit center is developed nearby.

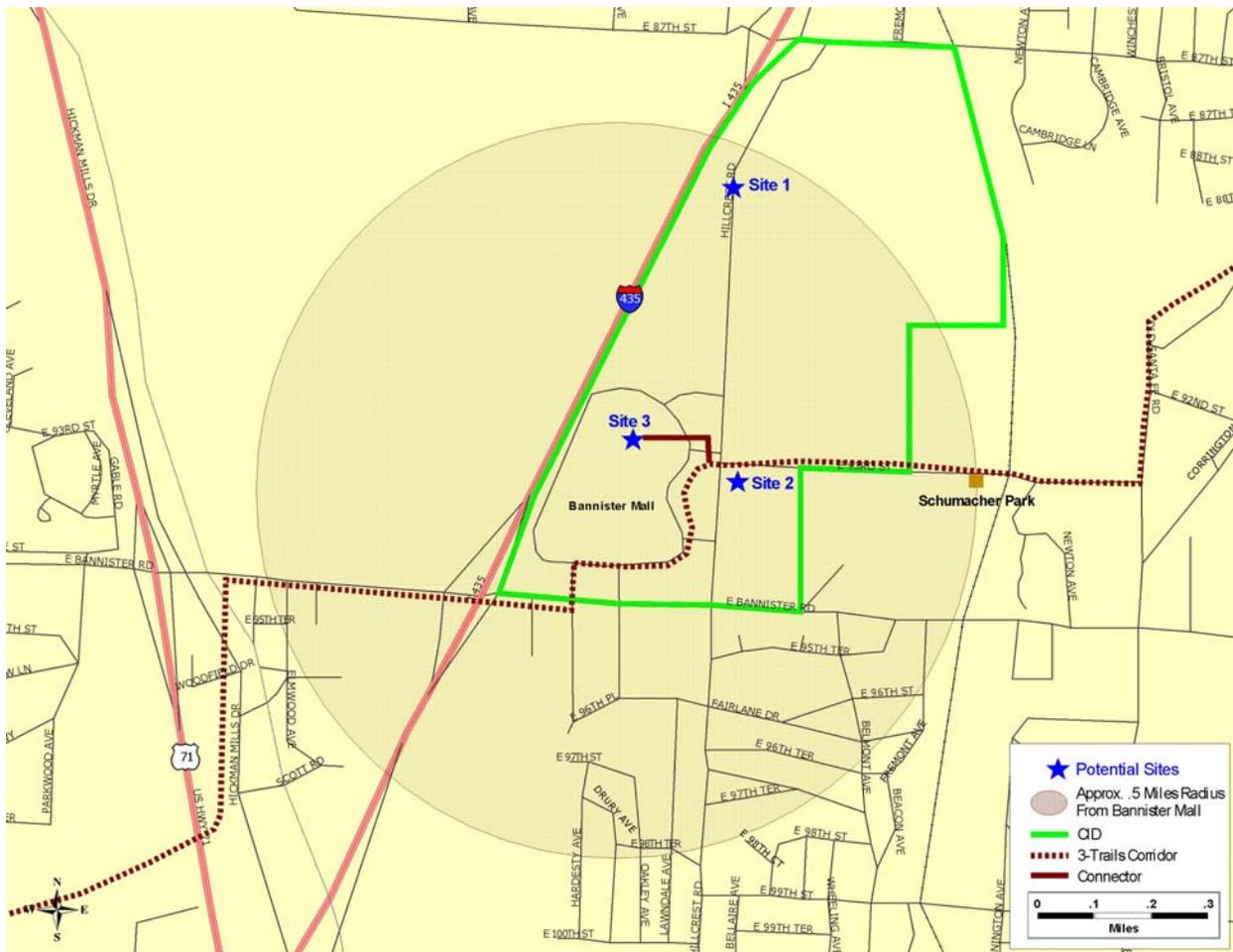
Site 2: Southeast Corner of 93rd Street and Hillcrest Road – Former Luby's Building

This site is available because the former restaurant building is vacant. It is adjacent to Hillcrest Road, thus access is excellent. Sufficient space is available.

Site 3: Bannister Mall Parking Area North of Former J.C. Penney Building

This site is removed from Hillcrest Road, but good access exists to the site. It has the advantage of being adjacent to the Mall structure, thus potential for joint use/transit supportive development.

**Figure 1-1:
CID Area and Candidate Transit Center Sites**



B. Evaluation of Sites

Table1- 1 summarizes the characteristics of each site as they relate to the location considerations discussed previously. Site suitability is a key consideration as is transit service access.

**Table1- 1:
Site Characteristics**

	Site 1 Current Super Stop 90th & Hillcrest Road	Site 2 Southeast Corner of 93rd Street and Hillcrest Road Former Luby's Building	Site 3 Area North of Former J.C. Penney Building
Site Suitability	Adequate space not available and elevation difference between roadway and businesses creates access problems.	Adequate site	Adequate site
Transit Service Access	Very good access to routes. On street configuration is not preferred.	Very good access to routes. Off street configuration is preferred.	Very good access to routes. Off street configuration is preferred.
Passenger Convenience	Waiting areas adjacent to traffic lanes not preferred. Current configuration requires pedestrians to cross Hillcrest at a location without a signal.	Good site, amenities available.	Good site, amenities available.
Availability & Cost	Adjacent property owners may not be willing to make space available.	Property owner may not be willing to make site available.	Owner willing to donate site, substantially reducing development costs.
Proximity to Destinations	Location remote from destinations.	Location remote from destinations.	Location adjacent to some destinations.
Land Use	Existing site is acceptable; minor conflicts with adjacent business.	Good site, compliant and without conflicts.	Good site, compliant and without conflicts.
Environmental	No known issues.	No known issues.	No known issues.
Overall	Site is not preferred because it is not suited for development as a transit center. The location should be retained as a primary bus stop in the area.	Site is adequate for a transit center. Drawbacks include acquisition cost and the remoteness from destinations.	Site is adequate for a transit center. Proximity to destinations, reduced acquisition cost, and potential to anchor adjacent transit supportive development are distinguishing characteristics.

Table 1-2 on the following page shows a comparative evaluation the three sites. The evaluation is based on how each site’s individual characteristics address each consideration and support or detract from its desirability as the location for a transit center. This graphic summarizes the desirability of each site using the “Consumer Reports” method. The site with the most solid circles is judged the “best” option for the transit center. This method is objective, but includes non- quantifiable considerations, and is based on the evaluation of the sites performed during the study.

**Table 1-2:
Site Evaluation**

	Site 1 Current Super Stop Location 90th and Hillcrest Road	Site 2 Southeast Corner of 93rd Street and Hillcrest Road – Former Luby’s Building	Site 3 Area North of Former J.C. Penney Building at Bannister Mall
Site Suitability			
Transit Service Access			
Passenger Convenience			
Availability & Cost			
Proximity to Destinations			
Land Use			
Environmental			
Overall			

C. Preferred Site

It is clear from the evaluation explained in the previous section that Site 3, the Bannister Mall location between the former Penny's building and the Jones Store is the preferred location. The advantages of this site that distinguish it from the others are:

Availability and cost – An offer has been made to donate the space needed for the transit center at no cost to the KCATA. The offer consists of approximately four acres together with a 30 foot easement to provide direct connection to the Metro Green 3-Trails Corridor and the Santa Fe, California and Oregon National Historic Trails. The National Park Service has indicated the site may be eligible for National Historic Trails certification and is interested in possible cost share grants to incorporate trails related interpretative exhibits within the transit center. Donation of the site significantly reduces the total cost to develop the transit center. Total cost is a primary consideration. Site is large enough to accommodate future KCATA needs.

Proximity to destinations – The location adjacent to the Mall is a substantial advantage for several reasons. Passenger convenience is one. Not only is the center close to some destinations, but transit users can also take advantage of the interior of the Mall for waiting, and use of facilities, including restrooms. The location will also be more secure from the perspective of passengers, being located with other active uses. The location lends itself to future transit supportive mixed use sustainable development within the Mall and surrounding area.

The Bannister Mall site is recommended as the preferred site for development as a transit center.