

# Memorandum

January 18, 2023

**To:** UUFCA Board of Directors  
**From:** Duncan Brown, Land and Site Committee  
**Subject:** **Proposed Roundabout Land Acquisition**

Brooks Resources has submitted a proposal for acquiring approximately 4500 square feet of UUFCA property at the intersection of Skyliners and Skyline Ranch Roads. There are two parts to the offer: (1) cash or credit toward future onsite improvements; and (2) construction of a second access point from Skyliners Road to our onsite parking. Below is a brief summary of each and my recommendation.

- **Monetary Compensation.** Brooks Resources has done an informal analysis of comparable properties, and proposes a figure of \$20 per square foot, or approximately \$90,000 towards acquisition. This figure is somewhat lower than some properties, but since the UUFCA site is zoned Urban Future with a ten-acre minimum lot size, and any quasi-judicial zone change that would increase the land value would be costly and time consuming.

I recommend that any monetary compensation be in the form of cash rather than credit toward future onsite improvements. Placing the cash in a UUFCA fund would provide quick and easy access rather than having to deal with another party. Additionally, the development responsible for roundabout construction is an LLC (NWX2 LLC) whose presence may not extend as far into the future as our development plans and need for the funds.

- **Second Access Point from Skyliners Road to Onsite Parking.** Roundabout construction will completely block the intersection of Skyliners and Skyline Ranch Roads for several months, limiting existing onsite parking access to the entry on Skyline Ranch Road via Century Drive, several miles to the south. A second access point from Skyliners Road is necessary to serve staff, members, and building users coming from the north, west, and east. Also, from a safety standpoint (wildfires and other emergencies requiring rapid access or egress) a second permanent driveway is highly desirable. Preliminary discussions with the City were positive, although a permanent drive might be limited to right in/right out, and a gate might be required limiting use to certain events.

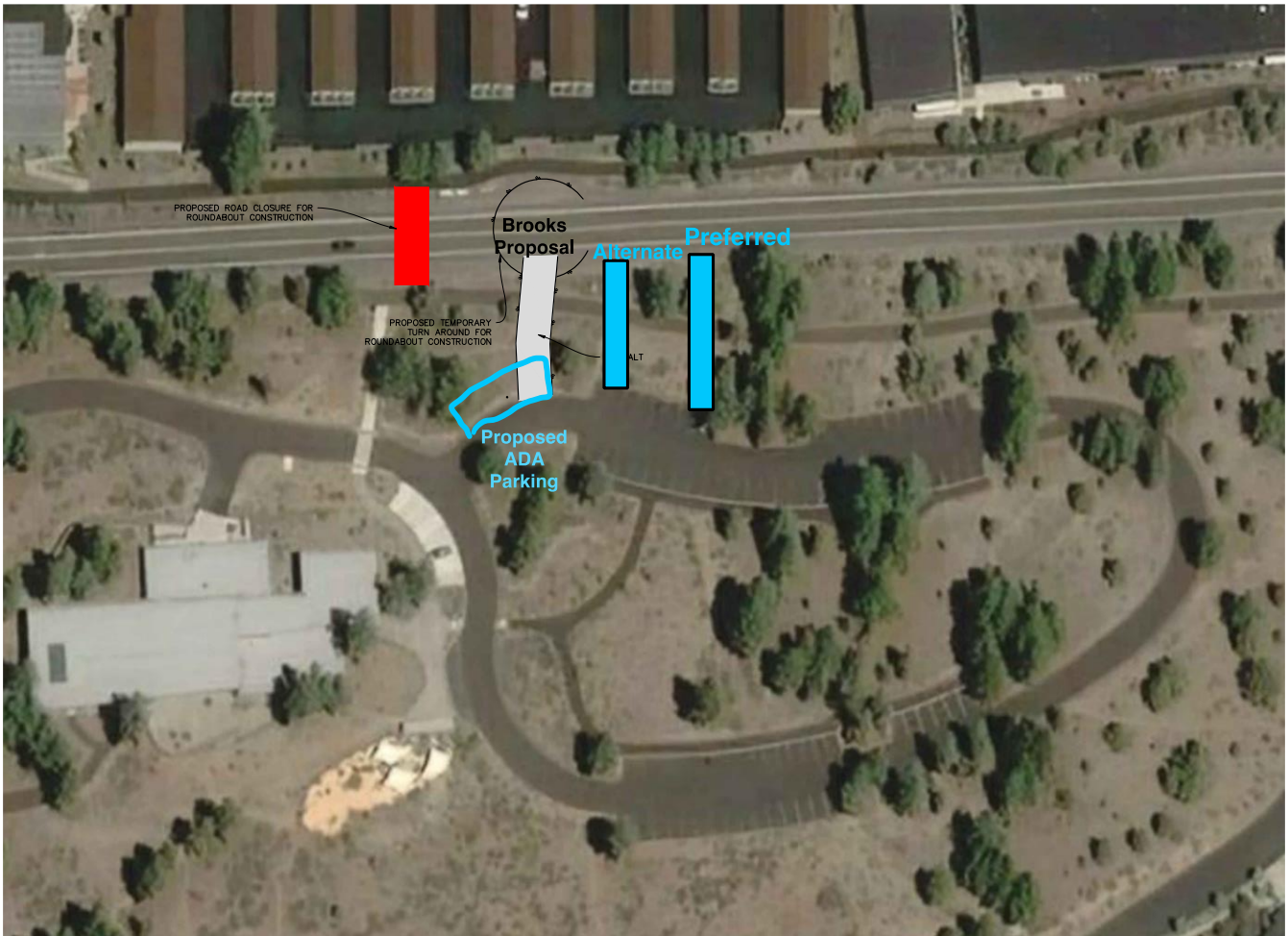
Brooks Resources proposes locating the second access point along the entry drive to the upper parking area. However, this location has been reserved and planned for additional ADA parking spaces, which were proposed and went as far as City permit review just prior to the COVID pandemic. A more functional location for the access would be east, although Skyliners Road begins to descend relative to the onsite parking elevation, which could create a steep north-facing access drive, as well as requiring major impacts to the bicycle/pedestrian path if located more than a couple of hundred feet further east.

Two alternative access drive locations from the upper parking area are suggested (see attached exhibit), which would preserve the possibility of ADA parking expansion. Both would intersect with Skyliners Road before it begins its steeper descent to the east, minimizing steepness. Two parking spaces would need to be eliminated in order to provide the connection with the onsite parking area, but restriping in that section could restore at least one of them without much trouble.

I recommend that the preferred second access point for onsite parking be at the location identified as "Preferred" on the attached "Recommended Skyliners Access" diagram or, if that is unfeasible due to physical constraints, the "Alternate" be selected. I also recommend that the access drive be

engineered and constructed to permanent access drive standards for two-way traffic and that a gate similar to that found onsite for the fire access be installed.

Construction cost of a permanent access drive will be higher than a temporary one, but is offset by the potentially lower per-square-foot compensation for right-of-way acquisition proposed by Brooks Resources.



Recommended Skyliners Access