

EL DORADO HILLS BUSINESS PARK

COMMUNITY TRANSPORTATION STUDY

DRAFT SEPTEMBER 2021



EL DORADO HILLS BUSINESS PARK COMMUNITY TRANSPORTATION STUDY

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EXECUTIVE SUMMARY



El Dorado Hills Business Park

Historically, El Dorado County has envisioned the El Dorado Hills Business Park (EDHBP) as the largest single employment center in western El Dorado County. The EDHBP was established in El Dorado County in 1980. Since the mid 1980's one third of the available land within the El Dorado Hills Business Park has been developed with a variety of employment types including commercial, office, industrial, light manufacturing, and supportive services. However, in recent years, the EDHBP has not proven to be as attractive for employers as other local and regional industrial / business parks of similar size and land use types. Additionally, business and property owners have expressed that the

EDHBP is “disconnected” from nearby community amenities such as El Dorado Hills Town Center located just 1-2 miles to the northeast. These factors have initiated discussion and consideration to revisit the land uses allowed and promoted within the business park to realize the highest and best use for this area of El Dorado County.

On March 21, 2016, the El Dorado County Board of Supervisors adopted the County's 2016-2019 Strategic Plan. Economic Development is one of the Plan's goals and includes the following objectives:

1. Attract, develop and retain businesses that provide economic sustainability and quality job creation;

2. Increase employment opportunities by improving workforce development skills;

3. Invest in infrastructure needs to improve and maintain competitiveness;

4. Strengthen the County's business friendly reputation; and

5. Develop and maintain an economic development plan that is time relevant and community and market oriented; and

6. Provide diverse workforce housing options - balance jobs with housing.

Shortly after adoption of the Strategic Plan in 2016 the Board of Supervisors directed the Community Development Agency staff to explore the marketability of the EDHBP. Staff explored potential issues and options for action to reinvigorate new economic development. The staff memorandum can be found in Appendix A. The County received an evaluation of the EDHBP prepared in August 2016 by Ridge Capital, Inc., a real estate investment and development firm headquartered in Sacramento. According to Ridge Capital:

“In the 36 years since its inception, the EDHBP has experienced an average annual absorption rate of about 8.4 acres per year, with only 302 developed acres out of 832, at this rate, the forecasted build-out date for the EDH Business Park is +2079 – 63 years from now.”

Recognized constraints to the expansion or acceleration of development of the EDHBP include:

- Limited to R&D zoning – no mixed use, residential component presently allowed
- Low market rents per square foot – discourages new construction
- Vacancy rates of existing space reduces demand for new development
- Land costs – generally higher than other business parks in the greater Sacramento region

- Development fees associated with infrastructure (e.g., water, sewer, and roads)
- Changing workplace environment and workforce – downsizing, reduced workspaces, telecommuting, home-based businesses, entrepreneurial start-up business incubators, millennial generation workplace preferences and access to housing

Historically, companies would decide where they would locate, and their employees would follow. In the last couple of decades, this has flipped to where employees (particularly millennials) will decide where they want to live and then find jobs. Companies then locate to where there is talent. These studies have shown that the new workforce is seeking engaging places to live that are full of social experiences with their peers, access to events, connections to nature, and a diverse creative economy.

The El Dorado Hills Business Park Transportation Study explores options for augmenting the transportation infrastructure in and around the EDHBP to create an environment that will provide an active, vibrant place that attracts new employees and businesses. Through a series of stakeholder and Business Park Owners Group meetings, informational videos, and an online workshop the study evaluated three hypothetical development scenarios that demonstrate how an increase in the diversity of uses within the EDHBP would change the future economic benefits, transportation patterns, and activation potential.

The conceptual development scenarios helped define the experience of residents, employees, and visitors that would be working and living in and around the EDHBP to better evaluate their transportation needs. The conceptual development scenarios may also help business, property owners and residents visualize how the business park could develop if additional uses and amenities were incorporated. The study identifies a range of multimodal transportation improvements that include strategic intersection, trail, sidewalk, and bikeway connections to the surrounding residential and commercial neighborhoods. This will allow more of the people living and working in southern El Dorado Hills to access outdoor recreation amenities such as the Sacramento Placerville Transportation Corridor’s, El Dorado Trail. In addition, the study has identified an internal north-south “Mobility Spine” that creates a chain of enhanced existing roadways that span the entire EDHBP. The recommendations for the Mobility Spine create a multimodal corridor that will make it easier to walk, bike, and access future transit within the EDHBP while preserving access for freight and other more traditional industrial park uses.

Revisiting and enhancing the transportation network with the El Dorado Hills Business Park can be the first step in creating a more desirable place to live and work that will attract new development, grow economic opportunity, and become an employment center that embraces a more active workforce.



INTRODUCTION

The El Dorado County Transportation Commission (EDCTC), is the Regional Transportation Planning Agency for the western slope of El Dorado County. EDCTC received a Caltrans Transportation Planning Grant to revisit the planning of transportation facilities as it relates to the existing and future uses and economic prosperity of the El Dorado Hills Business Park (EDHBP). This study represents a collaboration between EDCTC and El Dorado County, working with businesses, property owners, and the public to develop a study that will inform the planning of a well-connected transportation network through the EDHBP that ties the area to adjacent residential and commercial areas.



Overview of Grant Funding and Project Initiation

The El Dorado County Transportation Commission (EDCTC), is the Regional Transportation Planning Agency for the western slope of El Dorado County. EDCTC received a Caltrans Transportation Planning Grant to revisit the planning of transportation facilities as it relates to the existing and future uses and economic prosperity of the El Dorado Hills Business Park (EDHBP).

EDCTC is the lead agency working through direct partnership with core partners including El Dorado County, the EDH Business Park Owners Association, and El Dorado County Community and Economic Development Advisory Committee (CEDAC). Additional partners include El Dorado Transit, the Capital SouthEast Connector Joint Powers Authority (JPA), Sacramento Area Council of Governments (SACOG), Caltrans, community services districts, neighboring jurisdictions, stakeholders and the general public. EDCTC hired a consultant to provide technical expertise and support public outreach efforts. This study will inform the planning of a well-

connected transportation network through the El Dorado Hills Business Park that ties the area to adjacent residential and commercial areas. In order to achieve this vision, the study examined the existing conditions of the EDHBP, reviewed established development guidelines, highlights the opportunities and challenges within the area, and creates steps to implement multimodal access and circulation in the EDHBP. As western El Dorado County continues to develop and expand, a strong, multi-modal transportation network is needed to support economic growth, reduce vehicle trips, and increase transportation options in the EDHBP.

EDHBP Vision

When it was first developed, the El Dorado Hills Business Park was envisioned as the largest single employment center in western El Dorado County. The EDHBP currently has a wide spectrum of employment types including commercial, office, industrial, and light manufacturing.

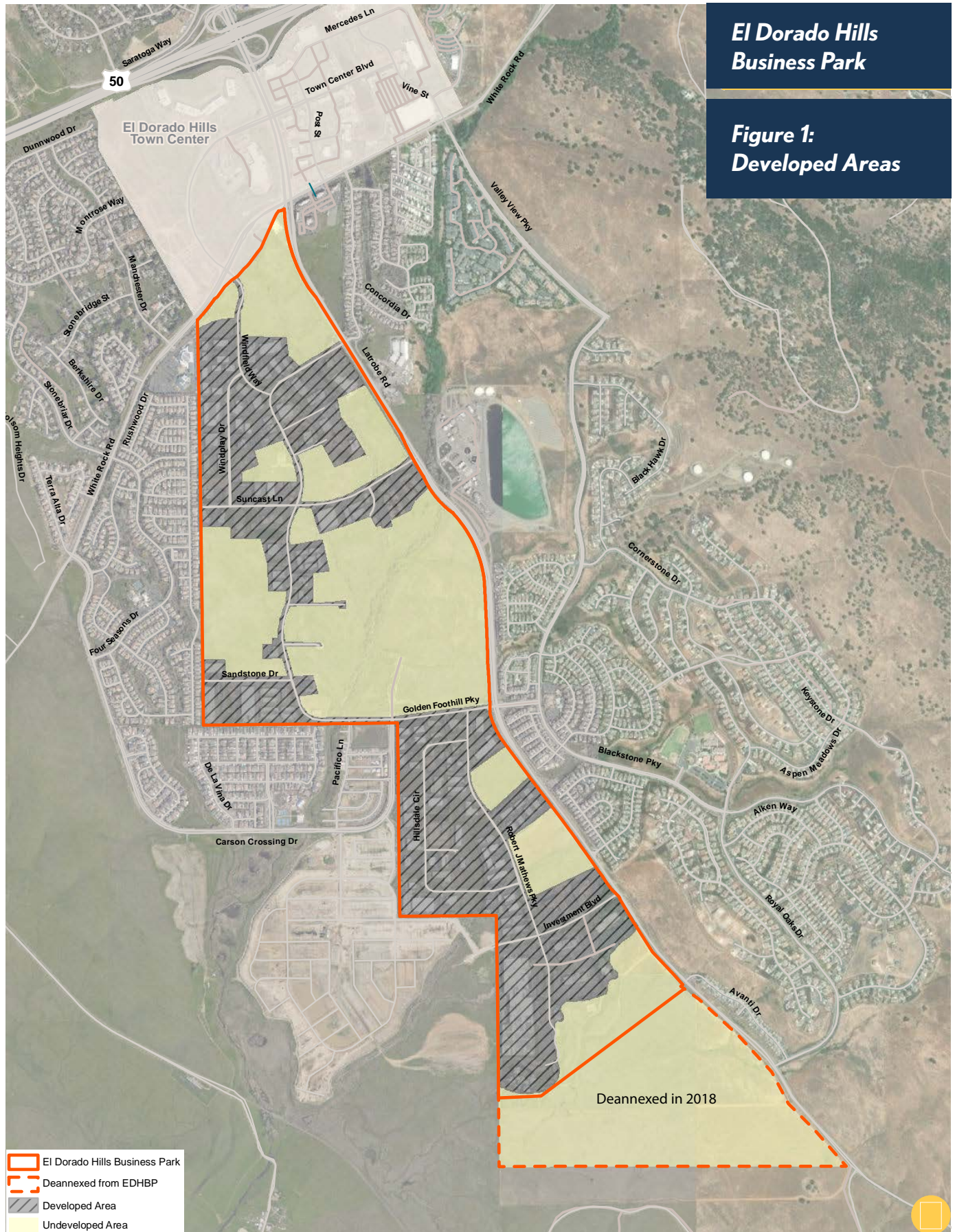
There are also a number of miscellaneous supporting uses that have located into the EDHBP, such as schools, churches, and gyms.

Today, it has become clear that the original vision for the EDHBP has not been met as only one third of the land has been developed. Vacancy rates are higher, and the leasing rates are not as competitive as other local markets with similar uses. New businesses have also been slow to relocate to build new facilities in El Dorado Hills.

Prior to this study development, the El Dorado Hills Business Park Owner's Association started to look at the underlying causes of the slow growth and identified potential strategies to spur development and attract new business to the EDHBP. The primary finding of the study conducted by the Owner's Association, that diversifying the zoning to include a broader mix of uses including workforce supportive residential, laid the groundwork for the conceptual development scenarios defined in this study.

El Dorado Hills Business Park

Figure 1: Developed Areas



“Older millennials... want the same thing as their younger, city-dwelling cohorts, but with a touch more green and slightly better public schools.”

- Business Insider

“Companies, employees, and residents are looking for a dynamic and stimulating environment to live and work, and the suburbs typically aren’t that, so they are looking for suburbs that are already that or are repositioning themselves.”

- Urban Land Institute

Changes in Employee Dynamics

There has been a paradigm shift in how employers and employees are choosing to locate a business or a place to live. Historically, companies would decide where they would locate, and their employees would follow. The business decisions on where to locate were primarily based on local economics, access to adjacent complimentary businesses, and customer base.

In the last couple of decades, this has flipped to where employees (particularly millennial workers between the ages of 25 to 40) will decide where they want to live and then find jobs. Companies then usually locate to where there is talent. The new workforce is seeking engaging places to live that are full of social experiences with their peers, access to events, connections to nature, and a diverse creative

economy. Understanding where the workforce wants to live and work will help address some of the issues that currently face the EDHBP attracting new development.

Desirable Transportation and Community Development

In order to effectively plan a transportation network for the EDHBP, the study examined what elements contribute to success in similar business parks.

- Case studies show that a multimodal transportation network is a key component in attracting and retaining employees.

- Other important factors like a variety of housing types and community amenities for the workforce often ensure a vibrant and thriving community where people can live closer to where they work.
- Finally, facilitating alternative modes of transportation leads to reduced vehicle trips, less congestion on regional roadways, and ultimately improves our region’s air quality.

The following chapters identify the land use and transportation opportunities and constraints and their relationship to future multimodal development of the EDHBP.

EXISTING CONDITIONS



Relationship to General Plan

The El Dorado County General Plan was adopted in 2004 and amended in 2019. The General Plan establishes a long range framework for growth within the County and consists of the following elements:

- Land Use;
- Transportation and Circulation;
- Housing;
- Public Services and Utilities;
- Public Health, Safety, and Noise;
- Conservation and Open Space;
- Agriculture and Forestry;
- Parks and Recreation; and
- Economic Development.

The General Plan includes vision statements applicable to this study, including, “Promot[ing] a better balance between local jobs and housing by encouraging high technology activities and value added activities tied directly to available resource based industries” and “Mak[ing] land use decisions in conjunction with comprehensive transportation planning and pursuing economically viable alternative

transportation modes.” The conceptual scenarios mix of uses within EDHBP are consistent with the General Plan goals and objectives although residential uses are not currently allowed without additional approval. Refer to the Appendix B for details.

General Plan Land Use and Zoning

The entire footprint of the EDHBP is zoned and located within the General Plan land use designation of Research and Development. The Research and Development designation is to “provide areas for the location of high technology, nonpolluting manufacturing plants, research and development facilities, corporate/industrial offices, and support service facilities in a rural or campus-like setting which ensures a high quality, aesthetic environment”, appropriate for developments such as business and tech parks. Refer to Figure 2: General Plan Land Use and

Figure 3: Zoning. Research and Development, according to the County’s zoning regulations, does not allow residential uses by-right. Under this designation, the code allows residential uses related to two types only, including Contractor’s Office (Administrative Permit for on-site and Temporary Use Permit for off-site) and Employee Housing/Commercial Caretaker (Administrative Permit for permanent and Temporary Mobile Home Permit for temporary). Recreation and open space uses are restricted as well, whereby Special Events require a Temporary Use Permit. The code is silent on all other open space uses.



Rezoning some portions of the EDHBP from Research and Development to Residential has been identified as an option to accelerate the objectives of this study which include:

- Enhancing access and circulation,
- Reducing green house gas emissions and meeting statewide environmental goals,
- Achieving some El Dorado County economic development goals,
- Attracting new businesses and jobs to the EDHBP.

The General Plan land use densities, assumed for the Low, Medium, and High Density Residential as shown on the next page in Table 1, are lower than the assumptions made for the residential projections within the conceptual scenarios presented (refer to the "What if?" Scenarios section in this study). The approved General Plan residential densities would likely be restrictive if a residential rezone of portions of the EDHBP were to occur. Furthermore, these existing densities are indicative of large to larger lot, single family detached homes in rural settings and do not adequately reflect the types

of housing products that may be desired or may be attainable by the workforce employed by the EDHBP, young families, singles, retirees, among other groups. For this reason, increased densities have been assumed for Low, Medium, and High Density Residential within the land use scenarios presented in this study.

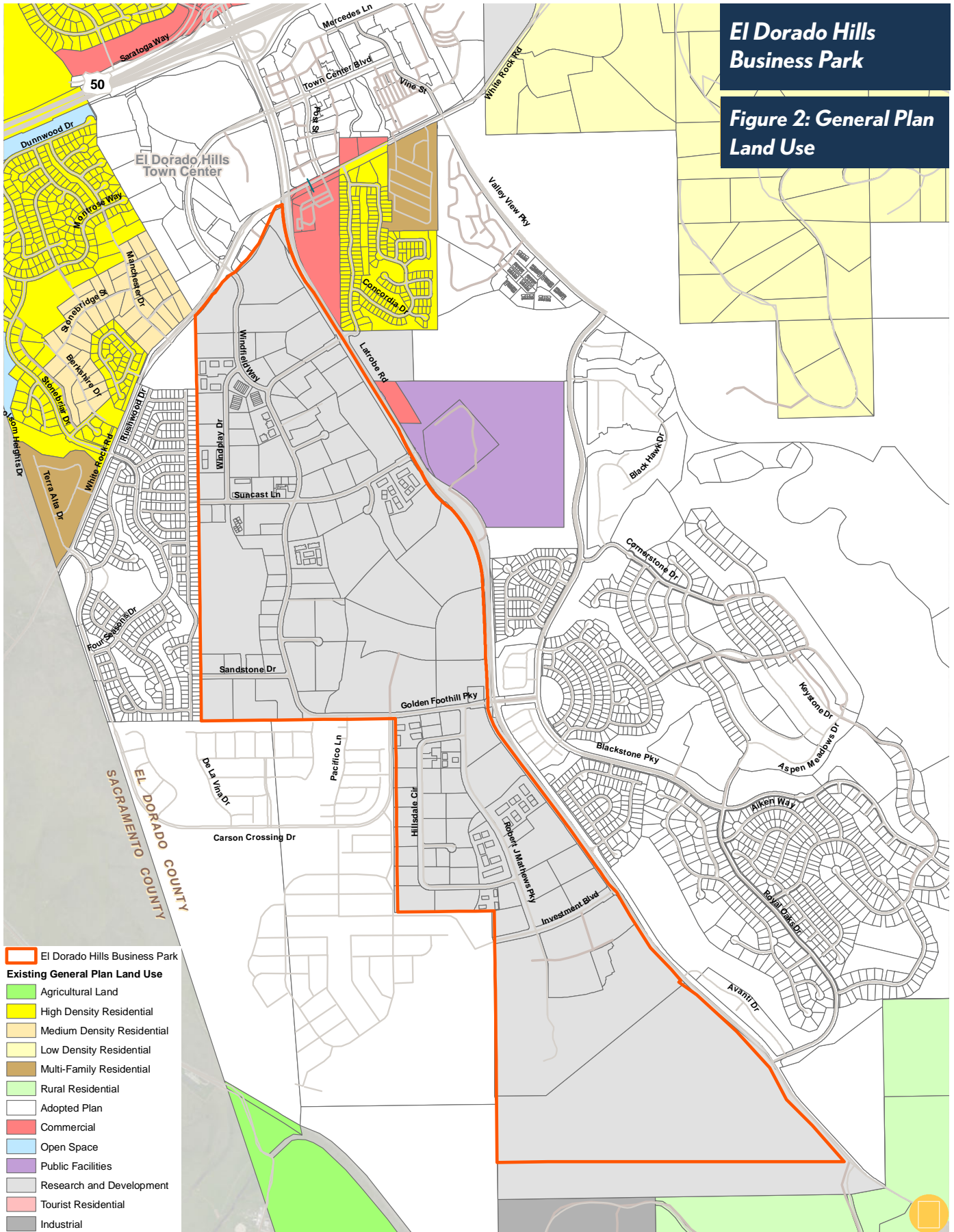


Table 1: El Dorado County General Plan Land Use Densities

<i>Land Use Designation</i>	<i>Existing Density (dwelling units/acre)</i>
Multifamily Residential	5 - 24
High-Density Residential	1 - 5
Medium-Density Residential	1 - 0.2
Low-Density Residential	0.20 - 0.1
Rural Residential	0.1 - 0.025
Agricultural Lands	0.05
Natural Resource	0.025 - 0.00625
Commercial	20/10*
Research & Development	-
Industrial	-
Open Space	-
Public Facilities	-
Tourist Recreational	-
Notes: *Maximum of 20 units per acre in Community Regions; maximum of 10 units per acre in Rural Centers as part of a mixed-use development	

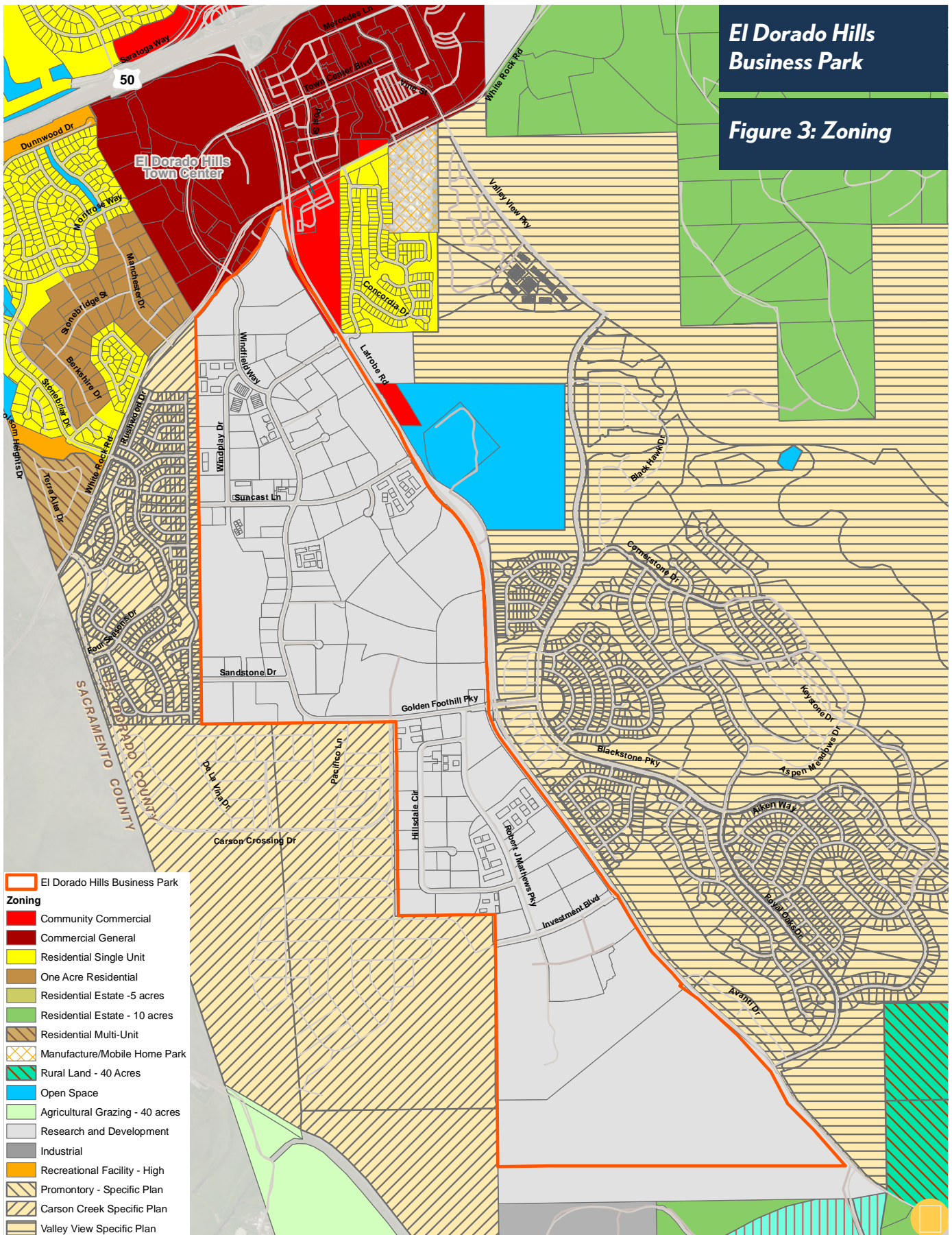
El Dorado Hills Business Park

Figure 2: General Plan Land Use



El Dorado Hills Business Park

Figure 3: Zoning



Southern El Dorado Hills Characteristics

El Dorado Hills Business Park

The EDHBP broke ground in 1982 on 832 acres just south of Highway 50 near Latrobe Road. Currently the EDHBP is about one third developed and contains over 200 business and supporting services that focus on research and development, office, and light manufacturing, employing approximately 5000 people with just about half residing within El Dorado County.

As the EDHBP continued to develop in the 1990s and into early 2000s so did the surrounding areas including the retail and office focused El Dorado Town Center east and west.

Studies have shown that the EDHBP was harder hit during the Great Recession with an 18% vacancy rate at its peak in 2010 when compared to other nearby office and industrial uses. Office vacancy rates have continued to increase over the last decade as business moved to more urban areas even though the leasing rates were 20% lower than the Folsom area. It is important to acknowledge that there are many factors that affect these trends, such as proximity to existing businesses, planned infrastructure, and development fees, and that the current COVID-19 crisis may create additional forces that affect the future development of the Business Park in both positive and negative ways.

By 2010, residential development started to be the primary driver for growth south of Highway 50 in El Dorado Hills. Active adult housing to the west of the EDHBP and a variety of mixed income all -ages housing to the east.

For the next 10 years the EDHBP stayed relatively static at about two-thirds undeveloped, while the surrounding uses continued to build out. A variety of uses not typically seen in a business park have moved into the vacant spaces which include a number of schools, churches, gyms and fitness related businesses which are currently allowed by the zoning code, or with an appropriate County approval process,

With these new uses, people of all ages are more likely to be found in the EDHBP. Travel patterns have changed with school pickup and drop-off, increased activity on Sundays, and people regularly walking and jogging on the roadways in the EDHBP for exercise.

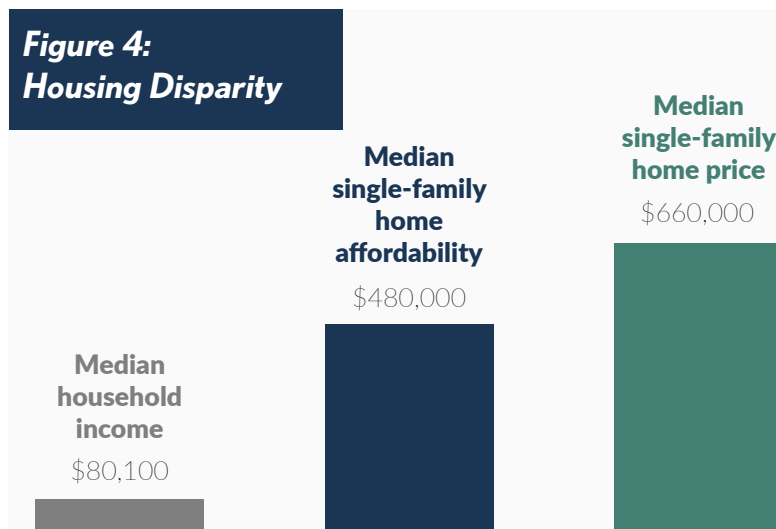
Adjacent Non-Residential Land Uses

El Dorado Hills Town Center is the emerging downtown district of El Dorado Hills and western El Dorado County. It is a vibrant urban center of culture and commerce in the region.

Town Center has pulled together a variety of uses including local and national retailers, cafés, restaurants and bars, movie theater, hotel, gourmet market, fitness club, day spa, luxury car dealership, professional and medical offices, public amphitheater, fountains and waterways, and broad public plazas. The Town Center occupies 100 acres of land and, at completion, one million square feet of buildings and will be a place where the community can gather to shop, dine, work, play, and relax.

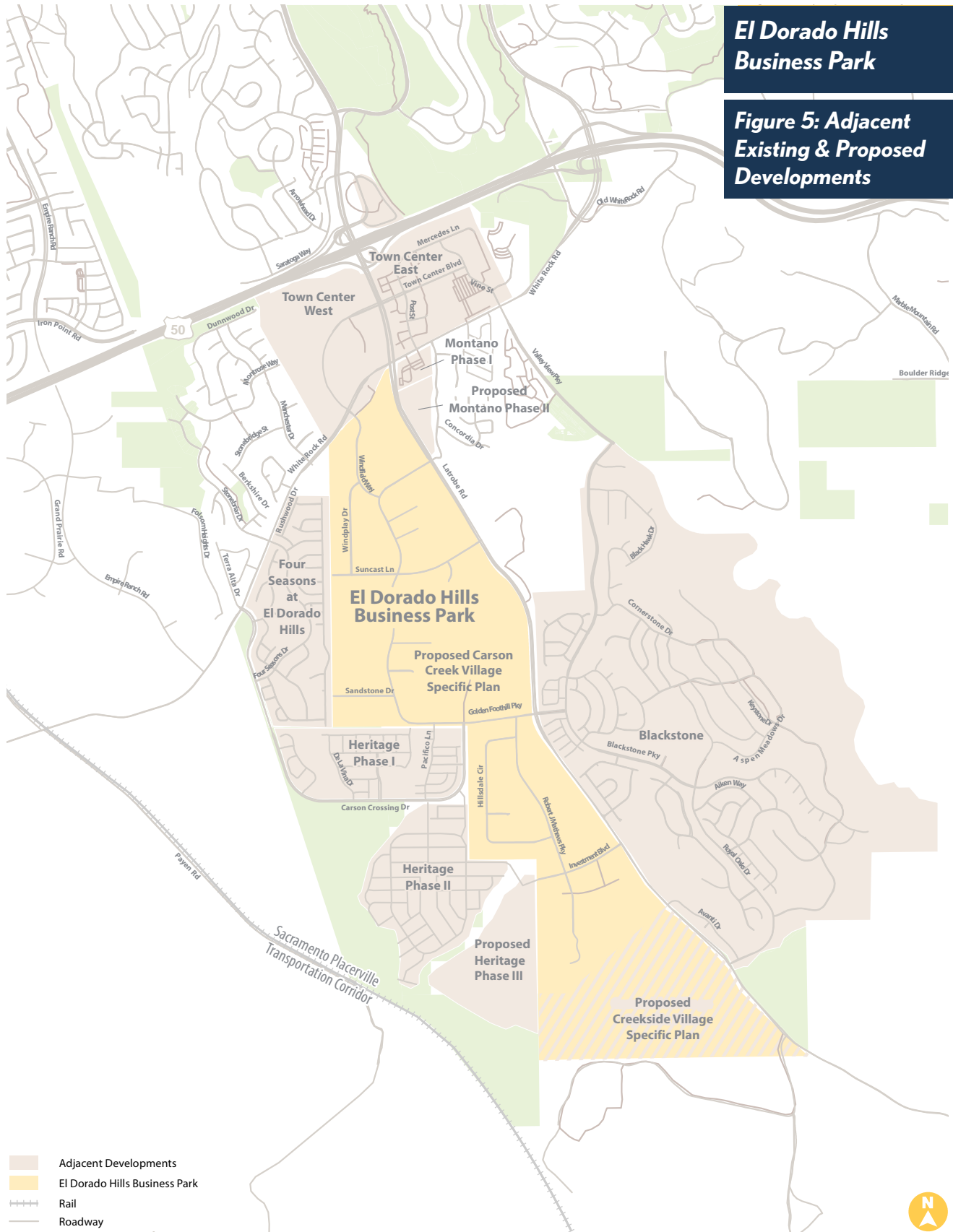
A new multi-family housing project, Element 79, will be completed in 2021 within the Town Center combining residential uses with non-

**Figure 4:
Housing Disparity**



El Dorado Hills Business Park

Figure 5: Adjacent Existing & Proposed Developments



residential uses in El Dorado Hills. The project consists of 250 one- and two-bedroom apartments along with 400 structured parking spaces. The project covers about 4.5 acres with a density of 55.5 dwelling units per acre.

Town Center West consists of a major employer, Blue Shield of California and a recently completed retirement living complex, El Dorado Estates. Approximately 50 acres of Town Center West is undeveloped. The Montano De El Dorado Shopping Plaza development is to the east of the EDHBP at the southeast corner of the White Rock Road and Latrobe Road Intersection. The first phase of Montano was built in 2007 with a second phase being planned for late 2021 which is planned to consist of additional retail, office, and a boutique hotel and amphitheater.

Surrounding Residential Uses

As shown in Figure 4, with the median single-family home price

of \$660,000 (as of early 2019) and a median household income of \$80,100 there appears to be a gap between what employees who work in El Dorado Hills can afford to pay, and what housing options are available locally. A household of four would need to earn an annual income of \$155,325 or 150% of the area median income to afford a median priced home.

The EDHBP is surrounded by two typical housing types. To the east, Blackstone is a new master planned home development. Blackstone consists of approximately 1500 single family homes, 347 acres of open space, 31 acres of active and passive park land, and an elementary school located right in the heart of Blackstone.

Four Seasons at El Dorado Hills and Heritage in El Dorado Hills are amenity rich, 55+, gated, active adult communities that abut the EDHBP to the west. Blackstone and these active adult communities are adjacent, but not well connected to the EDHBP. Limited public trails, bike

lanes, and sidewalks are available along the perimeter of these developments for general public use.

Besides these single family home neighborhoods, there are two examples of denser multi-family homes developed south of White Rock Road. Along Valley View Road, the Vineyards at Valley View and Le Sarra Apartments offer examples of denser multifamily housing options. North of White Rock Road near the county line are multiple non-age restricted residential developments.

More than half of the employees who work in the El Dorado Hills Business Park commute to their jobs from outside of the county. The lack of diversity and quantity of workforce housing in El Dorado County may be one of the reasons workers commute from cities with lower housing prices such as Rancho Cordova and Citrus Heights. About 28% of employees live within the El Dorado Hills community and may be able to walk, bike, or take transit to work if those modes were more inviting or improved.

Figure 6: Typical Morning Commute Origins to the EDH Business Park (based on 2018 data)

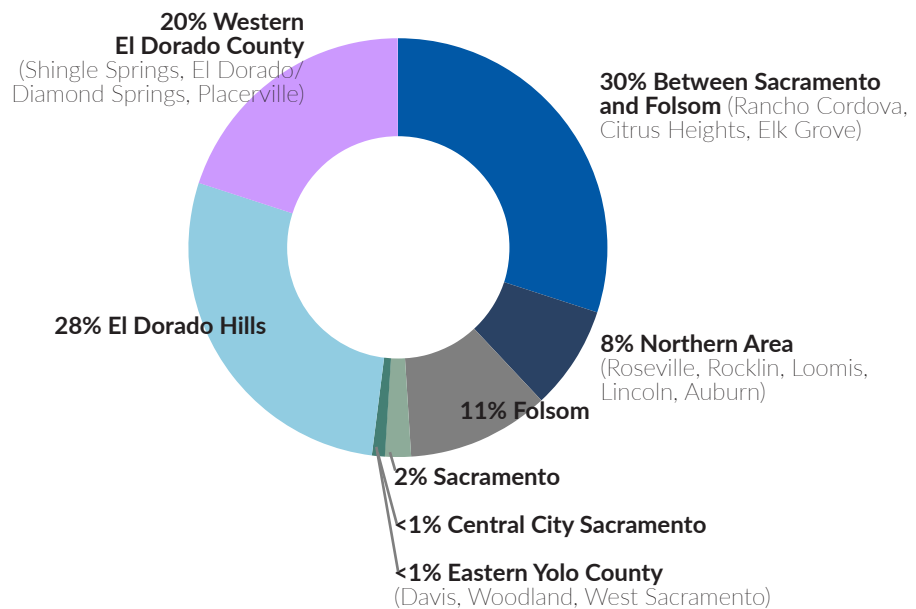
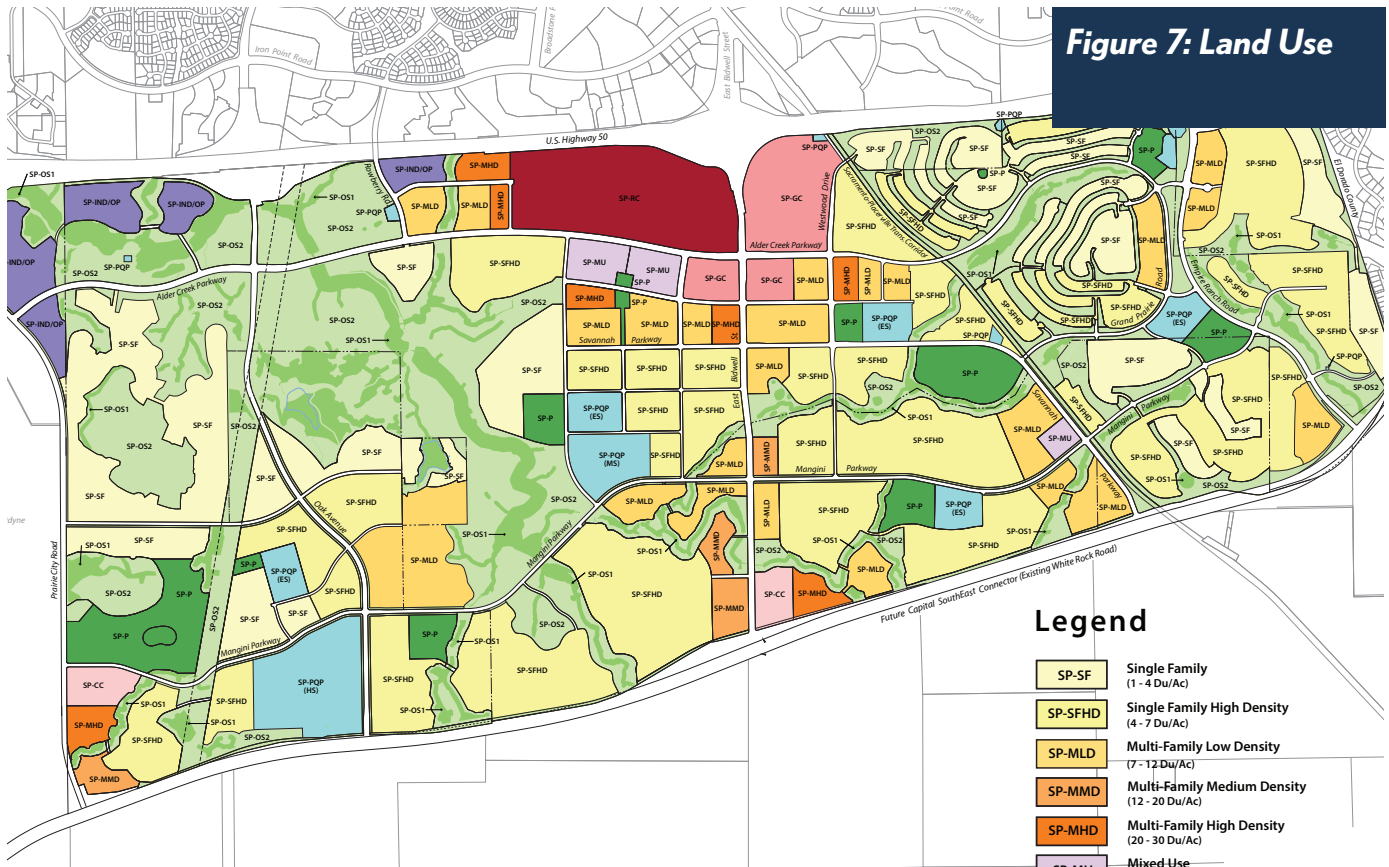


Figure 7: Land Use



Legend	
SP-SF	Single Family (1 - 4 Du/Ac)
SP-SFHD	Single Family High Density (4 - 7 Du/Ac)
SP-MLD	Multi-Family Low Density (7 - 12 Du/Ac)
SP-MMD	Multi-Family Medium Density (12 - 20 Du/Ac)
SP-MHD	Multi-Family High Density (20 - 30 Du/Ac)
SP-MU	Mixed Use (9 - 30 Du/Ac)
SP-IND/OP	Industrial/Office Park
SP-CC	Community Commercial
SP-GC	General Commercial
SP-RC	Regional Commercial
SP-P	Parks
SP-PQP	Public/Quasi-Public
SP-OS1	Preserve Open Space
SP-OS2	Passive Open Space

Folsom Plan Area (South of 50)

In the mid 2000s, the City of Folsom approved the Folsom Plan Area Specific Plan that identified over 3500 acres south of Folsom for new development. The planned development consists of 1400 acres of residential development, 1500 acres of public uses and open space, and just over 500 acres for commercial and office use. Of the 500 acres of commercial uses, 90 acres is zone for industrial and office park. This development is just across the county line to the west and accessible via White Rock Road, which is part of the Capital SouthEast Connector. The Folsom Plan Area will include a mix of homes, businesses, parks and open space all

within close proximity to one another and interconnected by a network of tree-lined streets, trails and bikeways. A central feature of the Plan Area is a town center, located at the community's core, which will feature easy walkability and multiple transportation options. A dedicated transit corridor, Alder Creek Parkway, will run along the majority of the Plan Area alongside Highway 50 and will link to regional light rail, providing future high-speed transit options between the Plan Area and destinations throughout the region.

The proximity to the Folsom Plan Area will create both opportunities and risk for the EDHBP. There may be opportunities to have EDHBP employees take advantage of the new housing mix currently being

developed, which may attract new research and development businesses to the area. The amenity rich development in the Plan Area may also create competition for new businesses that have the option for locating on either side of the county line. The Capital SouthEast Connector and planned trail networks within the Folsom Plan Area could be expanded to provide convenient multimodal connections to the EDHBP.

Planned Transportation Projects and Networks

Transportation is a key factor when planning for the future of the El Dorado Hills Business Park.

Roadway Improvements

In 2012, the Capital SouthEast Connector Joint Powers Authority began the construction of the Capitol SouthEast Connector, which will ultimately create an expressway between Elk Grove and El Dorado Hills, enabling parallel access to Highway 50 and better connections to the southwest from El Dorado County. The Connector project will be a truly multimodal project with an expressway to create more efficient

automobile travel for passengers, freight, and transit. The project also includes dedicated bikeways and trails to connect the communities together for people walking and biking.

The Silva Valley Parkway Interchange Phase 1 construction was completed in 2016, by El Dorado County. Phase 2 which will construct additional ramps is anticipated to be completed between 2030 and 2040 in the County Capital Improvement Program (CIP). The interchange plays a key role in accommodating growth in El Dorado County and has reduced the demand on the primary interchange at Latrobe Road and

El Dorado Hills Boulevard, which is also being upgraded or improved with additional eastbound ramp improvements in the next 10 years.

There is a third interchange to the west at Empire Ranch Road in Sacramento County that will create additional access for vehicles on Highway 50 to El Dorado Hills and the EDHBP. The Empire Ranch Road Interchange will extend south near the intersection of Carson Crossing Road and White Rock Road creating a direct connection the heart of the EDHBP. The new interchange is anticipated to be constructed by 2030, with the City of Folsom as the lead agency.





Active Transportation

The recently adopted El Dorado County Active Transportation Plan outlines trails and paths for pedestrians and bicyclists. The active transportation facilities that will be proposed in the El Dorado Hills Business Park Transportation Plan will ultimately connect to existing pedestrian and bicycle routes in the area allowing for people to not only recreate, but to replace short vehicles trips by walking or biking.

The Sacramento Placerville Transportation Corridor includes a proposal for a regionally significant trail connecting Placerville to Folsom. The corridor parallels the business park about three quarters of a mile to the west along the historic railroad corridor. Options for rails-to-trails, and rails-with-trails were explored that can create an approximately 20-mile extension of the El Dorado Trail. The expansion of El Dorado Trail will not only attract visitors to experience the recreational opportunities that El Dorado County has to offer, but

is the type of amenity that the new generation of worker is looking to live near and incorporate into their daily lives. The trail would be a direct off-street connection between the EDHBP and the Folsom Plan Area.

El Dorado Transit

The 2019 County Line Multimodal Transit Center Study completed by EDCTC in a partnership with El Dorado Transit evaluated six locations in the El Dorado Hills area to potentially become the County Line Multimodal Transit Center. The study outlined steps toward implementation of a regional mobility hub that would bring better transit connections to areas near the EDHBP. The Transit Center has the opportunity to support an increase in the number of EDHBP employees who can commute by transit. The El Dorado Hills Business Park Transportation Study will identify opportunities to connect to the proposed Transit Center with options for walking, biking, or even a dedicated shuttle. One of the sites that is being considered for the Transit Center is at the very north end of the EDHBP near the intersection of Latrobe Road and Golden Foothills Parkway.

Parking Inventory

The current homogeneous development pattern in the EDHBP has typically resulted in each of the lots dedicating 50% or more of their lot area to surface parking. The General Plan outlines various parking minimums based on land use. The table on the following page highlights typical land uses found within the EDHBP and their associated parking ratio. Most of the parcels have been built with a parking ratio of 1 parking stall per 250 to 500 square feet of building space, a detail map can be found in Appendix D. Based on site visit observations, many of the parking lots are not being utilized to their fullest extent. The availability of parking may be related to the



Developments that share parking result in greater density, better pedestrian connections, and, in turn, reduced reliance on driving.

vacancy rates within the Business Park, but also related to the current uses with less parking demand than the supply that has been built. There are a few businesses within the Business Park where parking is a regular occurrence on the street frontage adjacent to the parcel, as opposed to designated off-street parking areas. This may be a sign of demand being higher than the supply on an individual parcel, but also could be related to convenience and proximity to the building entrances to the street frontage. Further discussion in the document explores limiting on-street parking to provide better facilities for people walking and biking.

The EDHBP has a variety of areas where a greater variety of mixed zoning development could be supported. Parking is one key area that is affected significantly by a variety of land uses within the same vicinity. All land uses within the development have the opportunity to share parking facilities. Additionally, for example, if a mixed-use

development of housing is proposed with office, there is a tremendous benefit to sharing their parking as residential parking tends to generate its peak parking demand at night while office tends to generate its peak parking demand during the day. Applying a shared parking strategy allows for the optimization of parking spaces to serve multiple land uses that are sensitive to each specific development type and is considered a best practice for identifying reductions associated with mixed developments.

The key goal of shared parking is to find the balance between providing adequate parking to support a development from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking. Developments that share parking result in greater density, better pedestrian connections, and in turn, reduced reliance on driving, typically because multiple destinations can be accessed by walking.

Table 2: Existing Off-Street Parking Ratios

Land Use	Zoning Code Use Type	General Plan Parking Requirement (parking space per square feet of development by type)
Service	General Retail Sales and Serve	1/300; plus 1/600 sf storage space
Church	Church	1/4 seats; plus 1/Sunday school classroom
School	Child Daycare/Preschool/Nursery School	1/8 children; plus 1/2 employees
	Elementary/Middle School	3/classroom; plus 1/250 sf office/admin area; plus 1/100 sf auditorium
	High School (10th grade and below)	3/classroom; plus 1/250 sf office/admin area; plus 1/100 sf auditorium
	High School (11th grade and above)	3/classroom; plus 1/250 sf office/admin area; plus 1/100 sf auditorium; 1 space per 3 students 16 years and older
	Trade School	1/75; plus 1/staff member
Office	R&D	1/250; plus 1/1000 sf indoor storage area; plus 1/2000 sf outdoor usable area; plus 1/5000 sf outdoor storage area
	Bank, Financial Institution	1/250; plus 1 per ATM
	General Office	1/250
	Medical/Dental	1/250
Industrial	Light Manufacturing	1/400
	General	1/1000 for first 10,000; plus 1/3000 thereafter
	Building Supply and Lumberyard	1/500; plus 1/1000 outdoor usable area
	General Industrial	1/500 indoor active use area; plus 1/10000 indoor storage; plus 1/2000 outdoor use area; plus 1/5000 outdoor storage area
	Wholesale Distribution	1/1000 for first 10,000; plus 1/3000 thereafter
Cafes and Restaurants	Full Service Restaurant	1/300 sf dining room; plus 1/2 employees; plus 1 RV space/20 parking spaces
Recreational Facilities	Dance Studio	1/200
	Health/Fitness Club	1/300; plus 50% of required for each accessory use

Source: EDC Zoning Ordinance Table 130.35.030.1 (Adopted 8/14/2018, Amended 1/8/2019)

PUBLIC OUTREACH



Community Engagement

The community engagement for the study started with two focus meetings in the Fall of 2019. In September 2019, the project team met with EDHBP property owners and community stakeholder representatives to introduce the project and develop an understanding of current and future plans for the EDHBP, transportation needs from local employers, current opportunities and constraints of existing conditions. A second version of the same meeting was held in October 2019 at the El Dorado Hills Business Park Owners Group quarterly meeting.

Survey

After meeting with the Business Park Owners Group a survey, found in Appendix C, was sent to current

property owners and tenants of the EDHBP to better understand the current business and their employees and travel behavior. Almost 200 surveys were sent out via traditional mail, an email link to online version of survey was shared by the Business Park Owners Group, and hard copies of the survey were hand delivered to business that were open to the public. Due to the stay at home provisions imposed by COVID-19, the project team received only 18 completed surveys that spanned the length of the business park.

Some key responses from the survey included:

- A majority of the employees drive alone, with a very small percentage carpooling

- The employees lived all over the region
- Advantages of the EDHBP included easy freeway access, well maintained area, proximity to surrounding open space
- Disadvantages expressed included lack of amenities specifically restaurants within a walkable distance, no public transit, lack of trails and connectivity to Town Center, feels isolated.

In spite of the limited number of responses, the sentiments were consistent with the feedback received from EDHBP property owners and stakeholders.

Educational Videos

Due to COVID-19, the remainder of the community engagement was conducted online in a virtual format. The project team developed a series of three informational videos on the Community Transportation Study to help spread awareness of the study and build a shared understanding of the project’s background and existing conditions. The three-part video series focused on:

- Part 1: Improving EDHBP Competitiveness
- Part 2: The EDHBP Today
- Part 3: Planned Transportation Networks around the EDHBP

Links to the videos can be found at <https://edctc.specialdistrict.org/el-dorado-hills-business-park-transportation-plan-video-series>.

The videos were presented to the El Dorado County Transportation Commission as an informational item on October 1, 2020.

Virtual Workshop

On Thursday, October 22, 2020 the El Dorado County Transportation Commission (EDCTC) held a Virtual Open House from 5:00 – 6:30 p.m., for the El Dorado Hills Business Park Community Transportation Study to provide a project overview and background and to present three conceptual development and transportation scenarios. The project team also answered questions from the public about the EDHBP and the Community Transportation Study. More than 30 community members attended the virtual open house.

The El Dorado Hills Business Park Virtual Open House was held virtually through Zoom and presented key findings and conceptual scenarios developed during the study. During the presentation, live polling was conducted to understand the interests of the audience.

The project team implemented an education and awareness campaign to increase community participation

in the virtual open house. As part of the education and awareness campaign, the project team created an informational flyer and social media graphic. The project team also created a series of three informational videos to both educate the public on the study and invite the community to the virtual open house.

The project team sent a media release sharing information about the Virtual Open House to 12 local news outlets at the launch of the education and awareness campaign. The project team sent email notifications and subsequent reminders to the public distribution list of more than 1,000 contacts.

As a result, the campaign garnered 32 attendees at the virtual open house, 2,654 impressions on social media, and 250 views on YouTube with more than 4,000 people who were informed of EDCTC’s El Dorado Hills Business Park Community Transportation Study. A detailed meeting summary can be found in Appendix C.

Figure 8a: Virtual Workshop Responses

1. As a resident, stakeholder, and/or interested citizen of the area, what are your desired outcomes for the El Dorado Hills Business Park? Select all that apply.

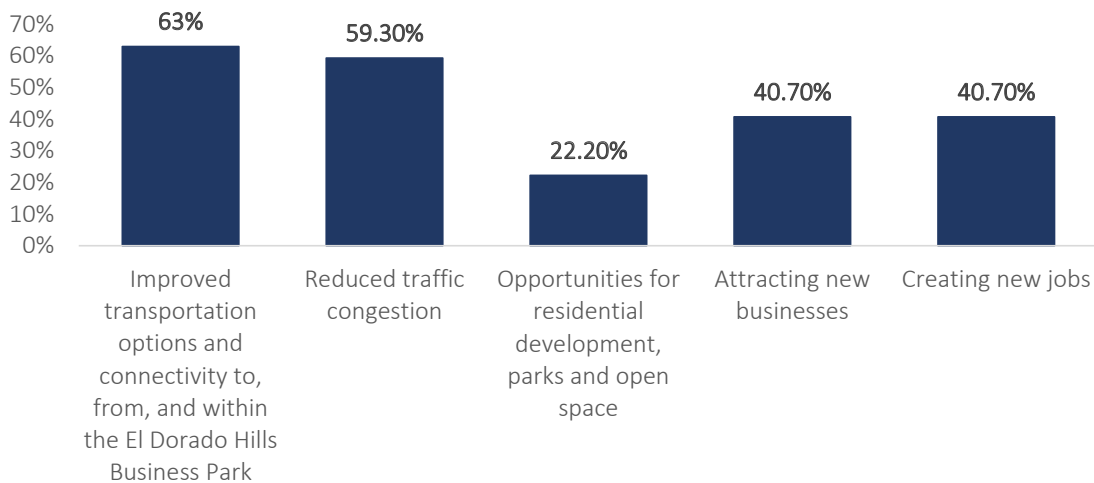
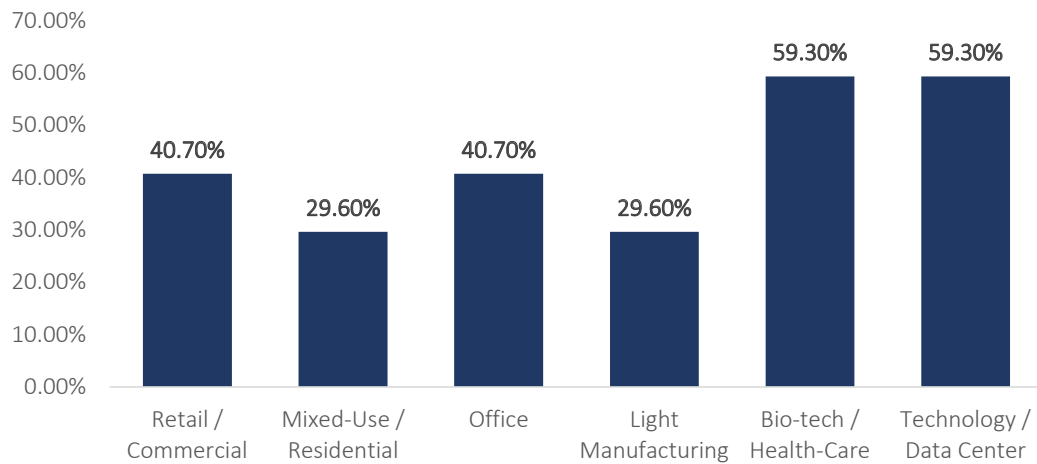
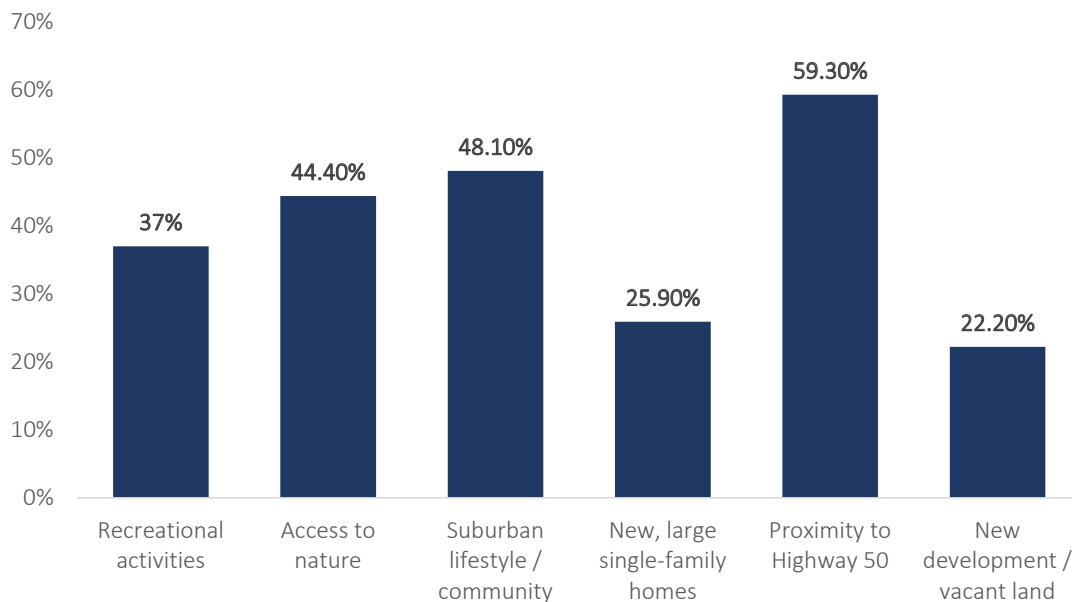


Figure 8b: Virtual Workshop Responses

2. What kind of development/industries/land use types would you like to see in the El Dorado Hills Business Park? Select all that apply.



3. What are the best attributes of El Dorado Hills that attract businesses and employees? Select all that apply.



WHAT IF? SCENARIOS



Business Park Case Studies

Market forces have continued to drive change and impact the economic performance of business parks. In order to remain successful and stay competitive, business park developments in Northern California, the state, and throughout the Country have adapted to changing market conditions. The business parks that were primarily single use office or Research and Development based developments have pivoted to a new business model of integrating a mix of uses, to allow residential and commercial uses that offer complementary amenities.

The following business park case studies were analyzed and serve as models of how some business parks were able to evolve:

- Hacienda Business Park (Pleasanton CA);
- Bishop Ranch Business Park (San Ramon, CA); and
- Woodland Research and Technology Park (Woodland, CA); and
- Riverwalk Business Park (Rock Hill, SC).

Though these examples took place within the last few decades, the integration of a broader mix of uses, especially residential, continues

to be an important factor in the development of workplace hubs today. Industry leaders, such as Google among others, are embracing this development model, one that creates a holistic environment where people can live closer to where they work and amenities are shared between uses. Google real estate director Michael Tymoff says of their Google tech park in Mountain View, “The close proximity between homes and offices means Google employees could very well live within walking and biking distance from work, easing the traffic bottlenecks into the area north of Highway 101 that used to cause long commute delays prior to the pandemic.”



HACIENDA BUSINESS PARK (PLEASANTON, CA)

Located in Northern California within the City of Pleasanton, the Hacienda Business Park is a 900-acre development that broke ground in 1982. The business park was originally developed as a more affordable office space option for Bay Area start-ups, with closer proximity to housing opportunities in Pleasanton, as well as those employees who would otherwise commute from the San Francisco Bay Area into San Francisco and

other nearby business hubs. With the business park located adjacent to the Dublin/Pleasanton BART station, the concept behind the Hacienda Business Park was to provide easier access to commuter service from the Bay Area as well as the Central Valley.

The business park now covers approximately 20 square blocks, and is made up of residential development and community amenities woven within various multi-story office buildings. In 1992, the Hacienda Business Park first

incorporated residential uses, and now has 2,509 units planned and approximately 2,000 single-family, townhomes, condos, and apartment units currently built. Other amenities servicing the business park include four retail centers, childcare and preschool facilities, public and private elementary and middle school facilities, health services, and a private greenbelt.



BISHOP RANCH BUSINESS PARK (SAN RAMON, CA)

Located within the City of San Ramon, the Bishop Ranch Business Park is a 585-acre business park. The original master plan was to create a more suburban-oriented office park with retail. In the 1960s, Western Electric purchased the property for the purposes of creating a “model city” with a master-planned collection of parks, commercial uses, and housing with supporting amenities. In 1978, Sunset Development purchased Bishop Ranch from Western Electric, overseeing the area’s development for jobs and new housing and broke ground in 1980. During this period, the focus was on office development and several large companies moved into the business park.

Eventually, in order to pivot and respond to changing market conditions, the business park eventually shifted its focus to include more use types, developing to reach more than 10 million square feet of office, retail, and hotel space, and came to be a landing spot for many corporate headquarters. In addition, the business park also incorporated a dedicated transportation center designed through a transportation management plan. Now the business park is home to more than 550 of the world’s leading companies including Chevron, IBM, GE, AT&T, PG&E, Bank of the West, Toyota, Ford, Hills Physicians, Cognizant Technology Solutions, Austral Biologicals, among others.

In 2016, the new San Ramon City Hall was integrated into Bishop Ranch, with the “City Center” Bishop Ranch opening in the fall of 2018 as a destination designed to serve the community. As part of the City Center, mixed use downtown center and Bishop Ranch, there are currently 70 retail tenants, 487 housing units, and a hotel. Other amenities servicing the business park include transportation services, an employee commute pass program, conference center for events/networking space, education/childcare facilities and services, fitness/health centers, a year-round farmer’s market, food truck markets, and grocery stores.



WOODLAND RESEARCH AND TECHNOLOGY PARK (WOODLAND, CA)

Located in Northern California's Sacramento Valley, the Woodland Research Park is a 350-acre planned technology hub designed to serve as a work/live campus to an array of research and technology companies interested in locating and growing near the agricultural research facilities of the University of California, Davis. Located along the southern edge of the City of Woodland, the research park is also situated near the Woodland Community College, industrial areas of the city, and near Woodland's downtown area. Over two million

square feet of research park office and lab space are provided by the research park, with roughly 1,600 single and multi-family homes incorporated, as well as parks and open space.

The Woodland Research Park was proposed for development in March 2017, and originally included a proposal for 73 acres of business park space, 30 acres of light-industrial or flex space, and 16 acres of commercial space, to accommodate an anticipated 5,000 to 7,000 jobs. As part of the 20-year buildout plan, 155 acres of residential development has been planned. This includes 88 acres of single-family housing, 43 acres of medium density

housing, and 24 acres of higher-density housing development, along with approximately 23 acres of parks and open space.

The addition of the Woodland Research Park will provide for an improved jobs-housing balance for the City being able to utilize the existing transportation infrastructure and reduce the traffic impact related to commuting to adjacent employment centers in Davis and downtown Sacramento.



RIVERWALK BUSINESS PARK (ROCK HILL, SC)

Located in Rock Hill, South Carolina, the Riverwalk Business Park is a master planned community of more than 1,000 acres that has been designed to include residential, office, retail, and commercial uses along the Catawba River. Development of the Riverwalk Business Park broke ground in 2010 and included roughly 315-acres of business park space with 1.7 million square feet completed of the 3.2 million square feet anticipated at buildout, creating approximately 1,600 jobs.

The Riverwalk Business Park has a list of anchor tenants that includes DHL Supply Chain, Atlas Copco, Excel, McKesson Medical-Surgical Inc., Continental Tire, Physicians Choice Laboratory Services, and NFI/Amazon Supplier.

Along with the business park uses, there is 60,000 square feet of office space, and 290,000 square feet of retail space, which includes a micro-brewery, boutique retail shopping centers, various restaurants, outdoor stores, and a grocery store. The business park has also incorporated 850 homes, 250 townhomes and

1,250 apartments with several community-serving amenities. The amenities servicing the business park include kayak and canoe launch, Olympic caliber cycling facilities that have hosted various international championship competitions, three miles of riverfront trails connected to the regional trails, athletic fields, and a YMCA.

3 Conceptual Scenarios for EDHBP

Three conceptual scenarios were created to understand the effects if the EDHBP were to adjust to changing market conditions, similar to how other business parks have adapted. The following three conceptual scenarios were used to compare the transportation outcomes of the land use environment to allow for living and working in close proximity, decreasing the potential for traffic congestion, and overall improving the quality of life for occupants within the EDHBP and surrounding community.

These conceptual scenarios have been tailored for the EDHBP to take advantage of the close proximity to Highway 50, improve jobs-housing balance, increase economic development, support multimodal transportation, and preserve the rural character of El Dorado County by focusing development near the western county line.

The following sections include a summary of the assumptions on the EDHBP sub-areas, developable areas, and floor area ratios that were used

to arrive to the results of the three land use scenarios, including:

- Scenario 1: Base Case R&D Development;
- Scenario 2: R&D Reduction with Proposed Residential; and
- Scenario 3: R&D Intensification with Proposed Residential.

Descriptions of the scenarios are provided in the following sections and an overview of the scenario outputs and assumptions can be found in Table 3: Summary of Scenarios. If any of the components of the conceptual scenarios are advanced by the property owners more detailed transportation and environmental studies will need to be completed.

Sub Areas

Within the EDHBP, there are five sub-areas that have been identified in Figure 9. For each of these sub-areas, there are general differences between each, including their locations, characteristics, accessibility and connectivity to the Town Center,

and land area. The boundaries of the sub-areas generally follow the traffic analysis zones (TAZs) for alignment with the transportation assessment of this plan.

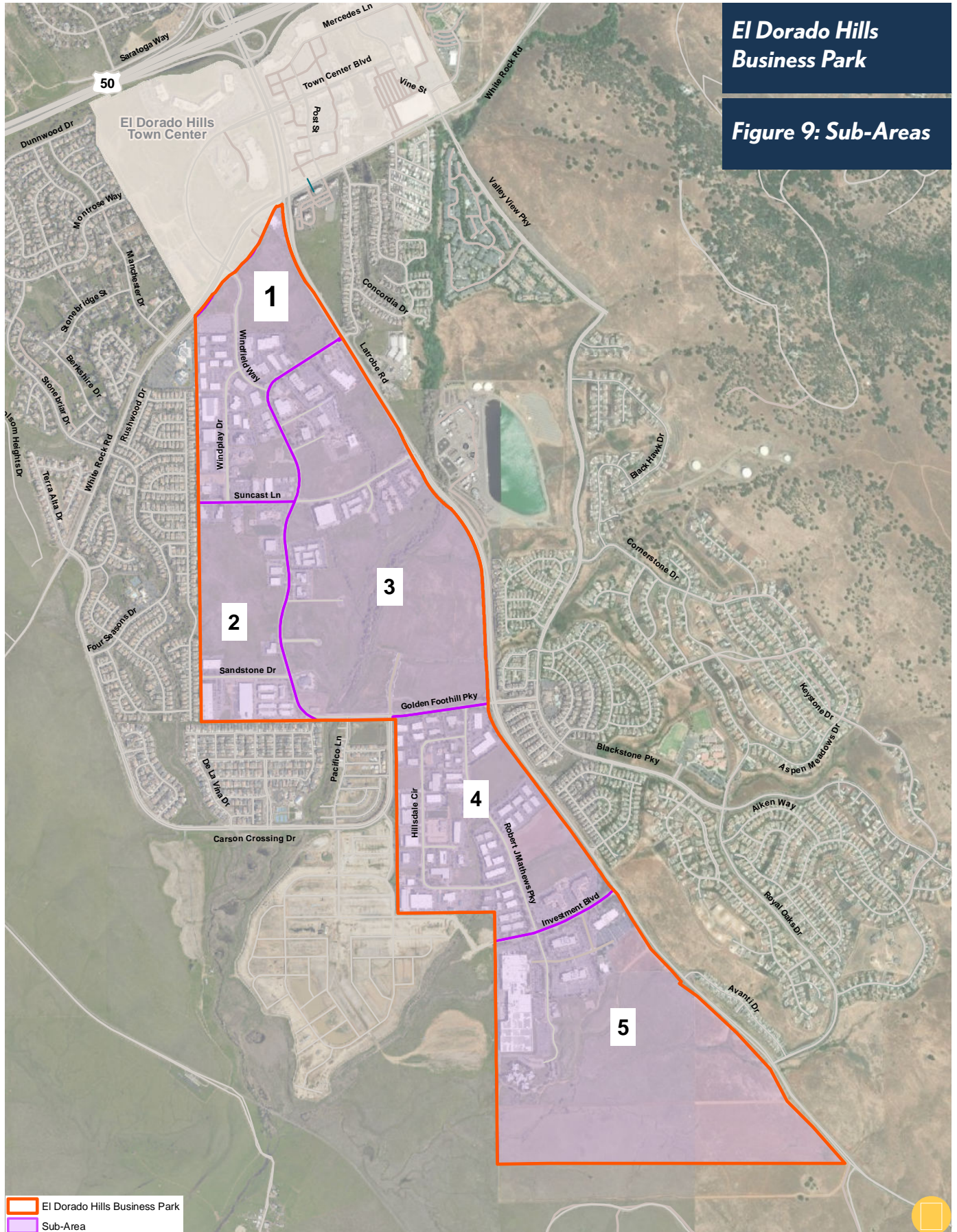
Within the conceptual scenarios, assumptions for where more development might be anticipated within these sub-areas have been based on factors such as its environmental setting, its land use neighbors, and proximity to roadway networks and commercial hubs. Depending on the specific scenario, increased intensity of R&D development and higher density residential have been concentrated closer to the northern end of the EDHBP (Sub-Area 1). This will allow for improved access to multimodal transportation options and existing commercial hubs and employment centers. In these conceptual scenarios the development intensity gradually decreases moving south from Sub-Area 1 to Sub-Area 5, with lower density residential proposed within Sub-Areas 4 and 5 located within southern portion of the EDHBP.

Table 3: Summary of Scenarios

Scenario		Total R&D (in sq ft)	Assumed R&D Floor Area Ratio	Total Employees	Total Residential (in units)	Total New Residents
1	Base Case R&D Research and Development	7.2 mil	0.25	12,000	0	0
2	R&D Reduction with Proposed Residential	5.1 mil	0.25	9,000	2,500	5,400
3	R&D Intensification with Proposed Residential	7.2 mil	0.30 - 0.35	12,000	2,500	5,400

El Dorado Hills Business Park

Figure 9: Sub-Areas





Developable Area

Of the overall 832-acres of the EDHBP that makes up the development envelope, only one third of the EDHBP has been developed since its inception in the early 1980s, with approximately three million square feet of development constructed (see Figure 10: Development Envelope and Figure 1: Developed Areas). Of the existing development, much of it has been focused on research and development, office, industrial, light manufacturing and limited supporting commercial.

With one third of the EDHBP developed, two thirds of the land remains.

After taking into consideration potential constraints to development such as sloping terrain (as is the case within Sub-Area 2), other environmental constraints (such as sensitive habitats/features within Sub-Areas 3 and 5), among other constraints within the sub-areas, the total Net Developable Area (NDA), or available land suitable for development after constraints are factored, is approximately 400-acres, slightly less than half of the land area of the EDHBP (see Figure 11: Net Developable Area).

Figure 10: Development Envelope

“Development Envelope”

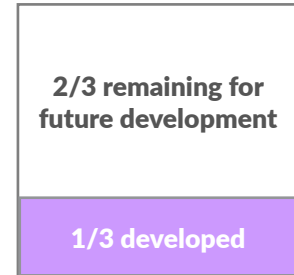
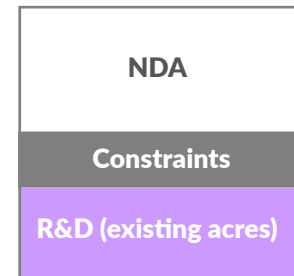


Figure 11: Net Developable Area

NDA within “Development Envelope”



Scenario 1

Base Case Research and Development

For the first scenario, the “base case” scenario assumes no change to the zoning designation within the EDHBP. Development of the R&D would continue consistent with historic development trends, which is projected to take another 60 years to build out with no other land use changes. The existing R&D uses and development assumptions at the EDHBP would continue, likely with limited multimodal and transit options available. This base case scenario would continue to heavily rely on driving for commuting to work on regional roadways but support multimodal options such as local trails and commuter bus service. In addition, with a limited

mix of uses and no housing included in this scenario, it would be less likely that the EDHBP would respond to evolving market demands.

Research and Development Implications under this Scenario

Currently, there are approximately 5,400 employees at the Business Park. This scenario would yield a total of 12,000 employees. At historic rate of development of the EDHBP this employment level is projected to take 60 years.

Residential Development Implications under this Scenario

No residential development has been assumed under this scenario. Remaining undevelopable land suitable for development would

remain zoned for R&D. Refer to Figure: 12: Scenario 1 Development Assumptions, Service Populations, and VMT Outcomes below.

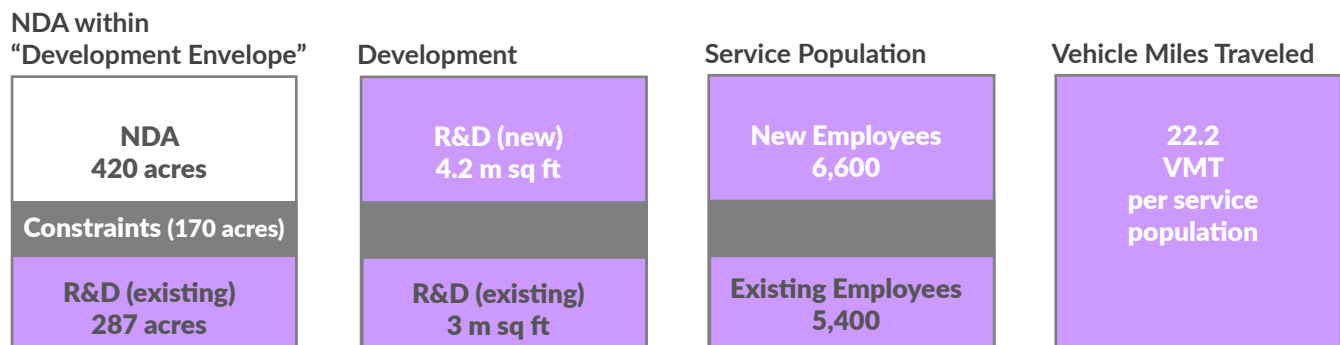
Anticipated Outcomes

- Slow growth (fewer employees, vacant parcels, vacant offices)
- Auto dependent
- Need to retrofit bicycle and pedestrian facilities
- Fewer community supportive uses i.e. restaurants, etc.
- Up to 12,000 employees in 60 years
- Estimated value of new development by buildout \$1.26 Billion
- 283,000 Vehicles Miles Traveled (22.2 VMT per person)

Service Population

The total number of people anticipated to be working or living within the EDHBP that contribute the transportation impact.

Figure 12: Scenario 1 Development, Service Population, and VMT Outcomes



Scenario 2

Reduction in R&D Zoning with added Residential

The second scenario assumes there would be an introduction of a variety of uses, including residential uses targeted for emerging workforce housing along with supporting commercial uses and community amenities. In addition, the transportation network would be retrofitted to help reduce car trips and allow for more shared amenities between the uses, such as bicycle and pedestrian trails and paths. With the rezone of some portion of the EDHBP to allow for residential, employees would have the option to live closer to the EDHBP, reducing time spent in cars commuting to work and potentially eliminating the need to drive completely through enhanced mobility options. The reduction of vehicular trips of this scenario is a result of placing homes and additional commercial services closer to jobs and existing neighboring residences. This increase in internalized trips and redistribution of trips would be counter to peak

flows and further aide in reducing congestion on roadways.

Research and Development Implications under this Scenario

When combined with the existing R&D uses, if built out, this would bring the total square footage of R&D to approximately 5.1 million square feet and a total of 9,000 employees as shown in Figure 13.

Residential Development Implications under this Scenario

The remaining half of the developable area would be dedicated to residential uses which would yield approximately 5,400 new residents within 2,500 residential units total, largely made up of Medium Density Residential, some Low Density Residential, and limited High Density Residential. For the purposes of this study, the assumed average density for each residential designation is provided below. These densities deviate from and are higher than what is currently allowed within the County General Plan.

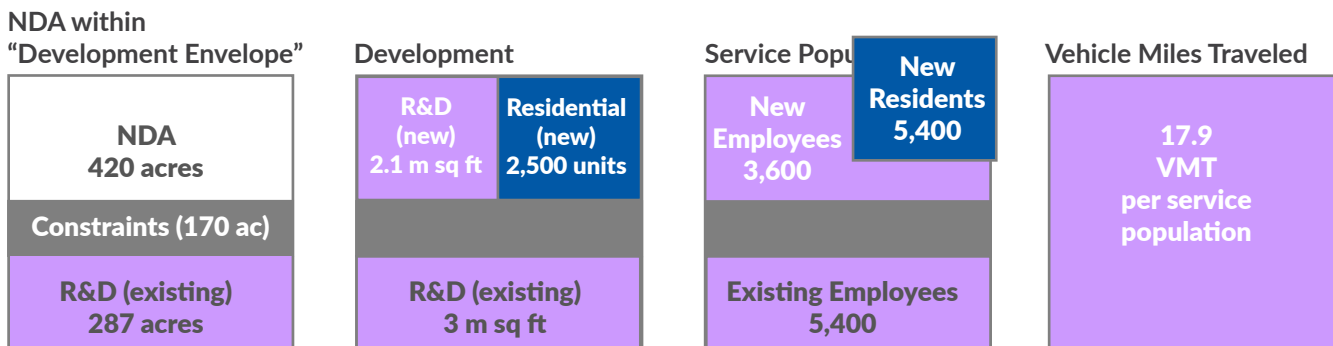
- Low Density Residential: average 6 units per acre
- Medium Density Residential: average 13 units per acre

- High Density Residential: average 20 units per acre

The housing products that could be considered at these average densities could include, though are not limited to, single family, detached homes on small to medium sized lots for low density residential; single family detached and attached homes, greencourts/autocourts, alley-loaded products/paesos-type homes, and townhomes for medium density residential; and attached and stacked units such as townhomes and apartments three and potentially four stories tall for high density residential. Examples of the types of housing products indicative of these varying densities can be found in Figure 14: Housing Examples by Residential Density.

As discussed previously within the Sub-Areas section, the residential density assumptions are unique to each sub-area. Limited, higher density residential would likely be situated within the northerly located Sub-Areas 1, 2 and 3, where there is convenient access to regional-serving commercial, employment, services, and facilities, including the proposed Transit Center in Sub-Area 1, see Figure 17 for the location being considered.

Figure 13: Scenario 2 Development, Service Population, and VMT Outcomes



These transit-supportive housing types could foster transit-oriented development (TOD) and provide many benefits including enhanced mobility/transit options, reduced vehicular trips, reduced pollution and congestion, and active lifestyles. Further south within the EDHBP lower density residential would likely be located within Sub-Areas 4 and 5.

Vehicle Miles Traveled (VMT):

VMT is a measurement in transportation planning that calculates the total number of miles traveled per vehicle in a geographic region.

VMT measures the transportation effects of land use and transportation network decisions. It measures how efficiently various modes of travel work. Low VMT networks are more sustainable than high VMT networks, as they have less impact on greenhouse gases and the environment.



Missing Middle Housing

Recognizing there is a shortage of “missing middle” housing within the El Dorado Hills community, more than half of the newly introduced housing stock in this scenario would be dedicated to residential units that fall within the “missing middle” description, or in this case, the medium density residential category, as shown below in Figure 14. This density, along with high density residential, would provide more affordable and attainable housing

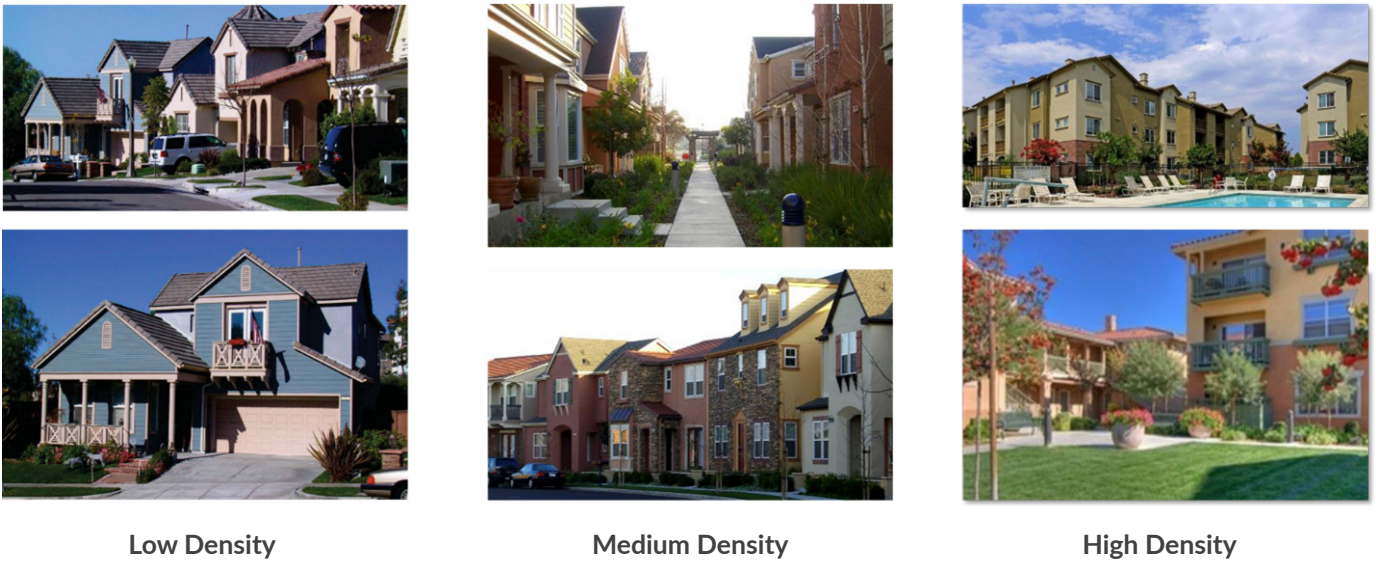
options at lower price points, than what is currently available now within the community. These units would be attractive to not only young professionals employed at the EDHBP, but new families, singles, retirees looking to downsize, among other groups.

Anticipated Outcomes

- Faster Growth (employment, fewer vacant parcels and offices)

- Multimodal and transit supportive
- Integrated bicycle and pedestrian facilities
- Additional community supportive uses i.e. restaurants, etc.
- Up to 9,000 employees in potentially 30 years
- Up to 5400 new residents
- Estimated value of new development by buildout \$1.69 Billion
- 269,500 VMT (17.9 VMT per person)

Figure 14: Housing Examples by Residential Density



Scenario 3

R&D Intensification with Residential

Scenario 3 was created with an equivalent amount of housing to Scenario 2 and assumes intensified R&D development to maintain the total number of jobs from the baseline scenario.

Assuming more intensive development, allowing for increased opportunities for shared community amenities such as retail, open space, and between R&D and residential uses as well as being able to better support transit enhancements.

Research and Development Implications under this Scenario

Intensification of these new and existing R&D areas would result in 7.2 million square feet of development and yield a total of 12,000 employees, as in the case within the baseline Scenario 1.

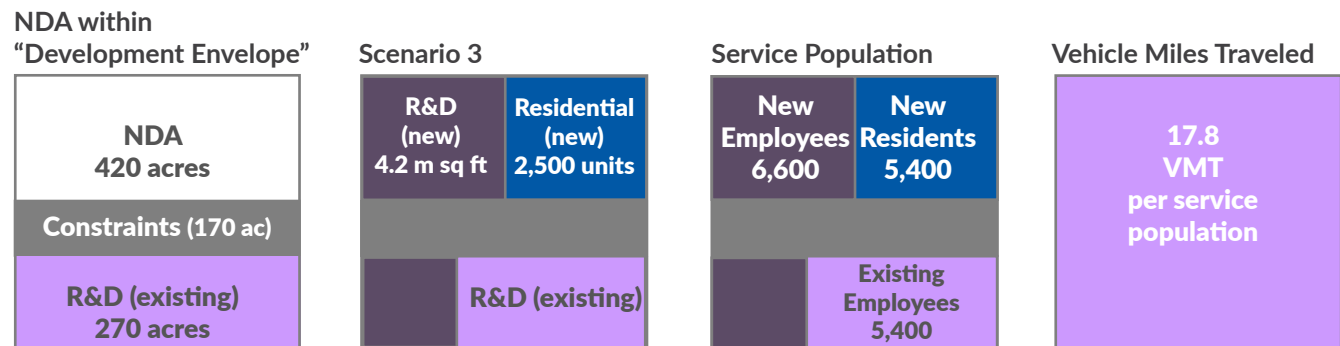
Residential Development Implications under this Scenario

The residential development assumptions for Scenario 2 apply to Scenario 3. Similarly, 2,500 additional residential units would be introduced throughout the EDHBP, at varying densities, resulting in 5,400 new residents.

Anticipated Outcomes

- Faster Growth (more employment, fewer vacant parcels and offices)
- Multimodal and transit supportive
- Integrated bicycle and pedestrian facilities
- Additional community supportive uses i.e. restaurants, etc.
- Up to 12,000 employees in potentially 30 years
- Up to 5400 new residents
- Estimated value of new development by buildout \$2.33 Billion
- 327,500 VMT (17.8 VMT per person)

Figure 15: Scenario 3 Development, Service Population, and VMT Outcomes



Economic Evaluation

This section provides a brief assessment of the economic benefits of the three different scenarios for buildout of the remaining land within the EDHBP. This includes an estimate of the total value of the additional development that could be supported in each scenario which directly influences the potential property tax revenue as well as an evaluation of the cumulative employment benefits of each alternative through 2050. These estimates are all rough orders of magnitude, based on assumptions as stated below.

Land Value:

The total value of the additional development that could be supported in each scenario based on the number of residential dwelling units and the square feet of research and development buildings.

Estimated Development Potential

The upper part of Table 4 shows the estimated remaining development potential within the EDHBP under each of the three conceptual scenarios. As shown, Scenario 1 (Existing Conditions) would yield approximately 4.2 million additional square feet of R&D building square footage by the time the EDHBP reaches full buildout. Under Scenario 2, the amount of R&D land would be reduced, and the remaining R&D capacity would be reduced by about 50 percent, to 2.1 million square feet. In place of the lost R&D development potential, 406 small lot single-family housing units, 1,427 medium-density housing units, and 652 high-density housing units would be added to the area's buildout potential. In Scenario 3, the R&D acreage could be reduced by the same amount as in Scenario 2, but its average development intensity could increase, preserving the potential for an additional 4.2 million square feet of R&D building space by buildout and allowing the same amount of additional units as in Scenario 2.

Estimated Value of Remaining Development Potential

The lower part of Table 4 calculates the potential assessed value of the remaining buildout potential of the EDHBP under each of the three scenarios, based on average per unit and per square foot cost assumptions for the different development types. These assumptions were developed from research on the valuations for similar development types elsewhere in the Sacramento region. As shown in the table, the remaining development potential under Scenario 1 would be approximately \$1.3 billion. (This would be in addition to the value of existing developed areas of the EDHBP.) Buildout of the remaining development potential under Scenario 2 would have a value of approximately \$1.7 billion, and the value of buildout under Scenario 3 would be just over \$2.3 billion. The summary shows that Scenario 2 would represent a 34 percent increase in value from Scenario 1 and Scenario 3 would represent an 84 percent increase in value from the baseline under existing conditions.



Table 4: Estimated Value of New Development Through Buildout

<i>Development Type/ Estimated New Development by Buildout</i>	<i>Scenario 1</i>	<i>Scenario 2</i>	<i>Scenario 3</i>
Small Lot Single-Family	0	406 units	406 units
Medium Density	0	1,427 units	1,427 units
High Density	0	652 units	652 units
R&D Buildings	4,211,302 sf	2,105,651 sf	4,228,230 sf
<i>Estimated Value of New Development by Buildout (2021 \$)</i>	<i>Scenario 1</i>	<i>Scenario 2</i>	<i>Scenario 3</i>
Small Lot Single-Family \$525,000 per unit	\$0	\$213,272,514	\$213,272,514
Medium Density \$475,000 per unit	\$0	\$677,962,359	\$677,962,359
High Density \$255,000 per unit	\$0	\$166,256,236	\$166,256,236
Total Value including R&D Buildings \$300 per square foot	\$1,263,390,718	\$1,689,186,468	\$2,325,960,051
Increase from Base Scenario		34%	84%
Sources: Fehr & Peers, ESA, BAE, 2021.			



Potential Employment Benefits and Improvements to Jobs-Housing Balance

The EDHBP is considered a key employment node for El Dorado County. Current employment within the business park is estimated at around 5,400 jobs. Complete buildout of the remaining land within the business park could more than double this figure to approximately 12,000 jobs; however, an important consideration is how long it would take for this buildout to occur.

The premise of introducing a variety of uses to the business park is that it creates the opportunity to better align the EDHBP with contemporary

As has been discussed extensively during the study process, extrapolating on the EDHBP's long-term absorption trend of approximately 84,000 square feet of space per year could require roughly 60 years to attain the full employment benefits from buildout of the EDHBP.

economic development trends and respond to market demand for more integrated work-live-play environments. By considering changes to the remaining development within the EDHBP to provide the type of setting that both employees and businesses expect in today's business environment, the goal is to accelerate absorption of the R&D space to keep pace with the performance of benchmark

jurisdictions, shown below in Table 5, targeting approximately 145,000 square feet of absorption per year within the Sacramento region.

To illustrate how this strategy could benefit El Dorado County over the next 30 years, Table 6 compares the amount of absorption and job creation that would be expected under the baseline Scenario 1 (Existing Conditions) with the

Table 5: Benchmark Jurisdiction Absorption Rates

Location	Average Annual Absorption (Sq Ft)
EDHBP - Historic	84,000
Rancho Cordova (a)	128,904
Folsom (a)	133,218
Elk Grove (a)	151,692
Roseville (a)	387,242
Natomas (a)	172,927
Bishop Ranch Business Park (b)	250,000
Hacienda Business Park (b)	366,667
Davis Innovation and Sustainability Center (c)	106,150
Notes: (a) Data averaged over 15-20 year absorption periods. (b) Absorption since inception. (c) Projected absorption for proposed mixed use business park.	
Sources: CoStar, City of Davis, BAE, 2020.	

Table 6: Estimated Employment Benefits by 2050

<i>Employment Benefits</i>	<i>Scenario 1</i>	<i>Scenario 2</i>	<i>Scenario 3</i>
Remaining R&D Development Potential (square feet)	4,211,302	2,105,651	4,228,230
Average Absorption/Year (square feet)	84,062 (a)	145,000 (b)	145,000 (b)
R&D Absorption through 2050 (square feet)	2,521,869	2,105,651	4,228,230
Average Job Increase/Year (c)	131	227	227
Estimated Existing Jobs (2016)	5,400	5,400	5,400
Estimated New Jobs by 2050	3,940	3,290	6,607
Total Existing + New Jobs by 2050	9,340	8,690	12,007
Job-Years Through 2050	61,077	76,430	105,161
Change from Baseline		25%	72%
Notes: (a) Historic absorption rate for EDHBP. (b) Based on CoStar data from benchmark cities/locations: Rancho Cordova, Folsom, Elk Grove, Natomas. (c) Estimated square feet of R&D space per new employee: 640			
Sources: Fehr & Peers, ESA, BAE, 2021.			

potential benefits under Scenarios 2 and 3, which are assumed to absorb more quickly due to the re-positioning of the park with the housing and amenities that could be offered to complement R&D development opportunities.

As shown in the table, although the EDHBP would have the capacity for development of approximately 4.2 million square feet of additional development through buildout in Scenario 1, due to the historic low rate of absorption the project would only be expected to add about 2.5 million square feet of space by 2050, with an average jobs increase of just over 130 per year. In contrast, the more rapid absorption potential associated with Scenarios 2 and 3 could potentially allow the park to add jobs significantly sooner, at a rate of just under 230 new jobs per year.

Absorption:

Refers to a metric used in the real estate market to evaluate the rate at which available homes or commercial spaces are sold or leased in a specific market during a given time period. It is calculated by dividing the number of properties sold in the allotted time period by the total number of available properties.

Table 6 shows that, based on the assumptions stated above, Scenario 1 would support a total of approximately 9,340 jobs by 2050. Due to the reduced amount of new R&D building potential in Scenario 2, this alternative would support somewhat fewer jobs by 2050, at 8,690 jobs. Because Scenario 3 retains the full 4.2 million square feet of remaining R&D development potential and would also absorb more rapidly than Scenario 1, it could potentially reach full buildout by 2050, supporting approximately 12,000 total jobs.

What is not immediately obvious from comparing the job growth potential of the three scenarios is the long-term, cumulative benefit of adding jobs sooner rather than later under Scenarios 2 and 3. The lower part of Table 6 introduces the concept of Job-Years to this assessment. Job-Years is a way of expressing the employment benefits of a project in terms of not only the number of jobs at any given point in time, but also the number of years that those jobs are in place. For example, it is more beneficial to maintain 100 jobs over a ten year period ($100 \times 10 = 1,000$ Job-Years) than it is to maintain 250 jobs over a three-year period ($250 \times 3 = 750$ Job-Years).

As shown in the lower part of Table 6, even though the number of total jobs in place by 2050 in Scenario 2 (8,690) would be lower than in Scenario 1 (9,340), the number of Job-Years by 2050 would be greater for Scenario 2 (76,430) as compared to Scenario 1 (61,077), by about 34 percent. In essence, this means that Scenario 2 has the potential to provide 34 percent more employment opportunity than Scenario 1 through 2050, if the higher absorption rate can be achieved in Scenario 2.

Based on the accelerated absorption assumption, Scenario 3 would support more total jobs (12,007) than Scenario 1 (9,340) by 2050, essentially reaching full employment potential. In addition, the more rapid pace of absorption would create substantial cumulative employment benefits. This scenario would provide 105,161 Job-Years of employment benefits through 2050, which is about 72 percent more than Scenario 1.

Job Years:

The employment benefits of a project, expressed in terms of not only the number of jobs at any given point in time, but also the number of years that those jobs are in place.

Transportation Evaluation

Vehicle Miles Traveled (VMT) Evaluation

In addition to evaluating the economic benefit of the scenarios above, the study evaluated the social and environmental effects of changing traffic patterns associated with the land use scenarios to balance the needs of congestion management with the following statewide goals:

- Reduction of greenhouse gas emissions
- Infill development
- Public health through active transportation

The primary roadways that access the Business Park were evaluated for each scenario to understand the potential increases in traffic. The proposed densities in each scenario were balanced with these roadway capacities in mind to maintain the general traffic characteristics of the community. Evaluating the transportation effects can be accomplished by not only looking at the total traffic on the local roadways but also by understanding the broader regional effects associated with the total vehicles miles traveled (VMT) per capita of the Business Park generated by each scenario. The El Dorado County Travel Demand Model (TDM) was used to forecast the total number or trips, the trip lengths, and estimate the number of automobile trips replaced by walking, biking and taking transit for each scenario. The total number of miles driven by the different Business Park scenarios were compared to the Business Park service population, which is the total number of people anticipated to be working or living within the original Business Park boundaries. The scenarios include parcels that

have been deannexed from the El Dorado Hills Business Park. The VMT per capita of the Business Park can be used to understand the transportation tradeoffs with each scenario. For the 2018 base year model, the Business Park employs roughly 6,000 people, including the deannexed parcels, is projected to generate about 144,000 VMT per year. This equates to a baseline of about 23.6 VMT per employee in the Business Park. Scenario 1 assumes a build out of the Business Park based on it remaining a job center without any new residential uses. At buildout, it is estimated that the Business Park, including the deannexed parcels, will employ over 12,000 employees and is projected to generate 283,000 VMT, approximately 22.2 VMT per employee in the Business Park. This reduction in Scenario 1 assumes that with the buildout there are some trips that will be shortened due to new services and complementary businesses within the Business Park that customers and employees are currently driving other places to fulfill. Scenarios 2 and 3 include

adding housing to the Business Park, including the deannexed parcels, that would enable employees to live closer to work. The missing middle housing discussed previously would enable not only the workforce of the Business Park to find more affordable housing but would allow lower and middle wage workers employed throughout El Dorado County to find closer housing. The inclusion of a mix of uses including housing also creates the opportunity for shorter trips to be completed by walking and biking. Scenario 2 is projected to generate about 269,500 VMT with a service population in the Business Park of 9,000 employees and 5,400 new residents resulting in a VMT of 17.9 per service population in the Business Park compared to base year 23.6 VMT per employee. Scenario 3 increases the intensity of employment and increases the service population of the Business Park to 12,000 employees while retaining the 5,400 new residents for a total of 327,500 VMT, or 17.8 VMT per service population of the Business Park.

Table 7: EDHBP VMT Analysis Results for Scenarios 1, 2, and 3 - Base Year (2018)

Geography	Metric	Base Year	1	2	3
Existing Business Park (including deannexed parcels)	Total VMT	144,003	282,863	269,522	327,494
	Service Population	6,098	12,719	15,097	18,433
	Total VMT per Service Population	23.6*	22.2*	17.9	17.8
Countywide	Average VMT per Service Population	21.5	21.2	20.9	20.8
Notes: * Baseline and Scenario 1 reflect VMT per Employee, and Scenario 2 & 3 reflect VMT per Service Population.					
Source: Fehr & Peers, 2021. Additional data in Appendix D.					

TRANSPORTATION NETWORKS





Roadway Improvements

Traffic to and from the EDHBP has historically been served by the El Dorado Hills Blvd / Latrobe Road Hwy 50 Interchange. Over time, as the development of El Dorado Hills increased so did the demand on the interchange. The demand was alleviated with improvements to the interchange in 2014 and with construction of the new Silva Valley Parkway Interchange in 2016. Additional roadway capacity and freeway connectivity will be added with the planned Empire Ranch Road interchange and extension located to the west in Sacramento County. The new interchange is funded and anticipated to start construction in 2023. All three of these interchanges will be able to accommodate the projected automobile trips in all three scenarios.

In addition to Highway 50, the Capitol SouthEast Connector is being expanded in phases over the upcoming decade as new development continues in the

communities between El Dorado County and the City of Elk Grove. The Connector will create additional opportunities for connecting regional job centers, new housing, and additional regional transit opportunities. Adjacent to the EDHBP, the Connector is White Rock Road.

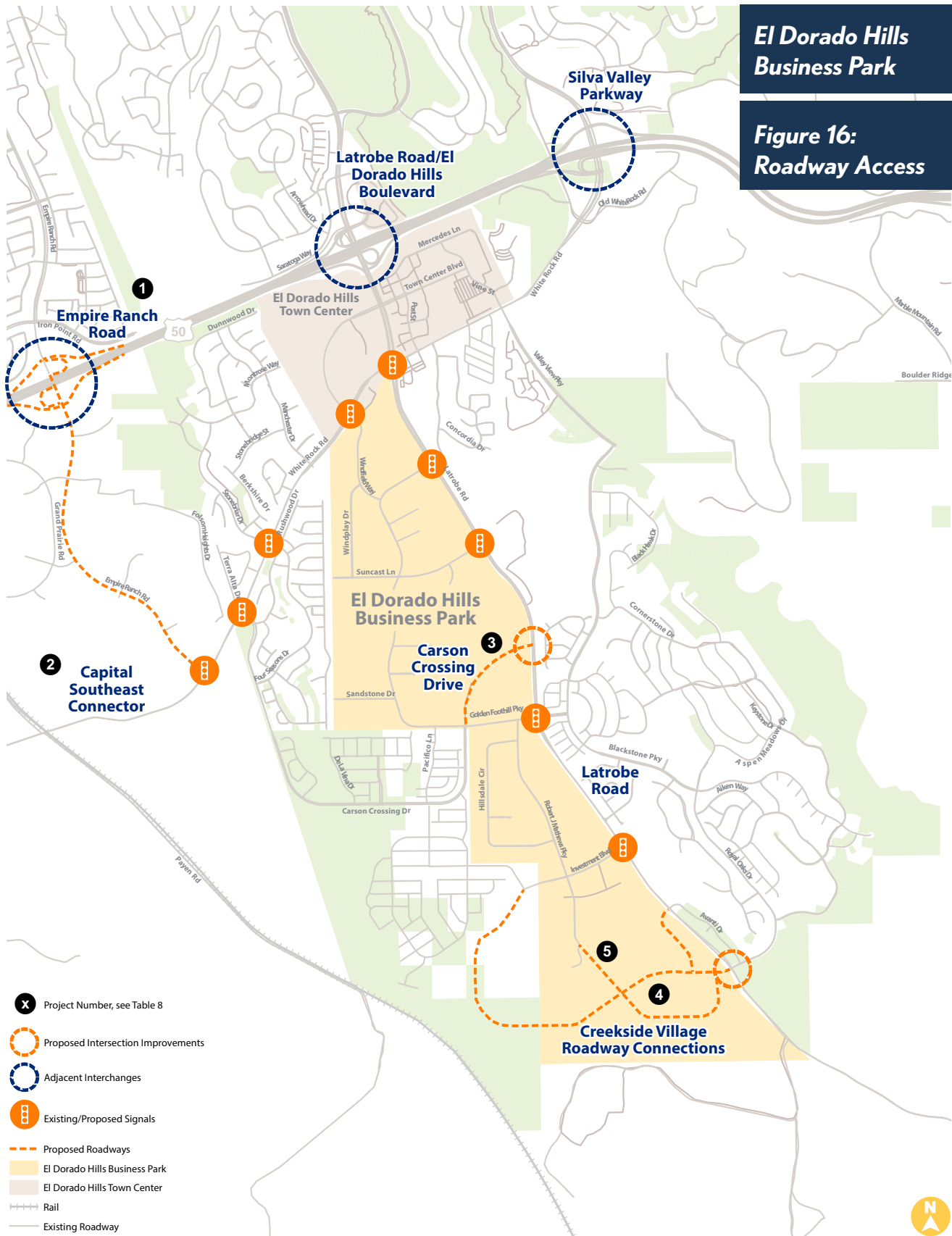
Additional roadway connections to the southwest of EDHBP from the Empire Ranch Road interchange and Capital SouthEast Connector were studied as a Condition of Approval (No. 27) of TM99-1359 for the West Valley Tentative Map, which is located within the Valley View Specific Plan. The study looked at various alternatives to help alleviate traffic conditions at the El Dorado Hills / Latrobe Road / Highway 50 Interchange and the White Rock Road and Latrobe Road intersection. Sketches of the alternatives considered can be found in Appendix D.

The two primary roadways along the east and west sides of the EDHBP are White Rock Road and Latrobe Road respectively. Both roadways have existing and planned regularly spaced signalized intersections to accommodate access for automobiles to the various internal roadways. There are two development proposals in various stages exploring additional signalized roadway connections. The Creekside Village Specific Plan is planning on extending Royal Oaks Drive to the west as well as creating connections to Robert J. Mathews Parkway. The proposed Carson Creek Specific Plan is exploring an extension of Carson Crossing Drive to Latrobe Road.

Not only do the connections along White Rock Road and Latrobe Road allow for good access for people and freight driving into the EDHBP but allow for safe controlled crossings for people walking or biking.

El Dorado Hills Business Park

Figure 16: Roadway Access



Active Transportation Improvements

As described previously, the largest deficiency of the EDHBP is the lack of infrastructure to accommodate walking and biking. Even though there are no sidewalks or bike lanes, many people use the wide internal roadways for short trips or recreational walking and biking. It's not uncommon to see employees walking on their lunch breaks or members of the surrounding active adult communities walking for leisure. This shared use of the roadway has resulted in only a single recorded pedestrian injury in the last decade. As development continues in and around the EDHBP the likelihood of multimodal conflicts may also grow. The study is recommending a series of phased improvements to create a network of connected trails, sidewalks and bikeways in and around the EDHBP. These new facilities will need to be amended into the Active Transportation Plan in a future update.

As shown on Figure 17, the Heritage and Blackstone developments have

started implementing Class I shared use paths along the west side of the study area and along the east edge of Latrobe Road. These trails can form the basis for an interconnected trail network that provides safe off-street places to walk and bike. Key expansion of this trail network includes extending the path along Latrobe Road to the north to White Rock Road to create a connection to the Town Center. The path along the Heritage community is planned to significantly be expanded to the east to pass through the Creekside Village Specific Plan ultimately to connect to Latrobe Road at the southern tip of the EDHBP. As the Creekside Village development is not scheduled to be completed within the next few years it would be beneficial to connect the current eastern terminus of the path along the Heritage development near Pismo Drive to Hillsdale Circle.

One of the key pieces of off-street infrastructure will be to connect the trails in southern El Dorado Hills to the Sacramento Placerville

Transportation Corridor (SPTC). The vision for the SPTC includes a trail that connects the City of Folsom to Placerville and beyond. Connecting the Business Park to this regional trail will create connectivity to the other communities in El Dorado County to the east such as Latrobe, Shingle Springs, El Dorado, and Diamond Springs. The trail connection will also enable off-street access to the developments in the Folsom Plan Area to the west.

Connections to the trailhead on Golden Foothills Parkway just west of Carson Crossing Road can be improved with completing the sidewalks along Golden Foothills Parkway to the intersection with Latrobe Road. This would allow people walking from the trail along Latrobe Road or the Blackstone community to access the trail network on the west side of the EDHBP.



Mobility Spine

In additions to active transportation connections to the trails on the perimeter of the EDHBP, the study is proposing the creation of a central mobility spine to improve walking, biking and transit connections for the entire length of the EDHBP. At the north end the spine would connect to White Rock Road at the Windfield Way intersection and to Latrobe Road at Golden Foothills Parkway. The spine would continue south along the entirety of Golden Foothills Parkway and then continue along Robert J Mathews Parkway until it reached the southern limits in the Creekside Village Specific Plan area. The development of the mobility spine would be dependent on the types and rate of development within the EDHBP.

In the near term, the roadways of the mobility spine could be reconfigured to better accommodate people walking and biking. This

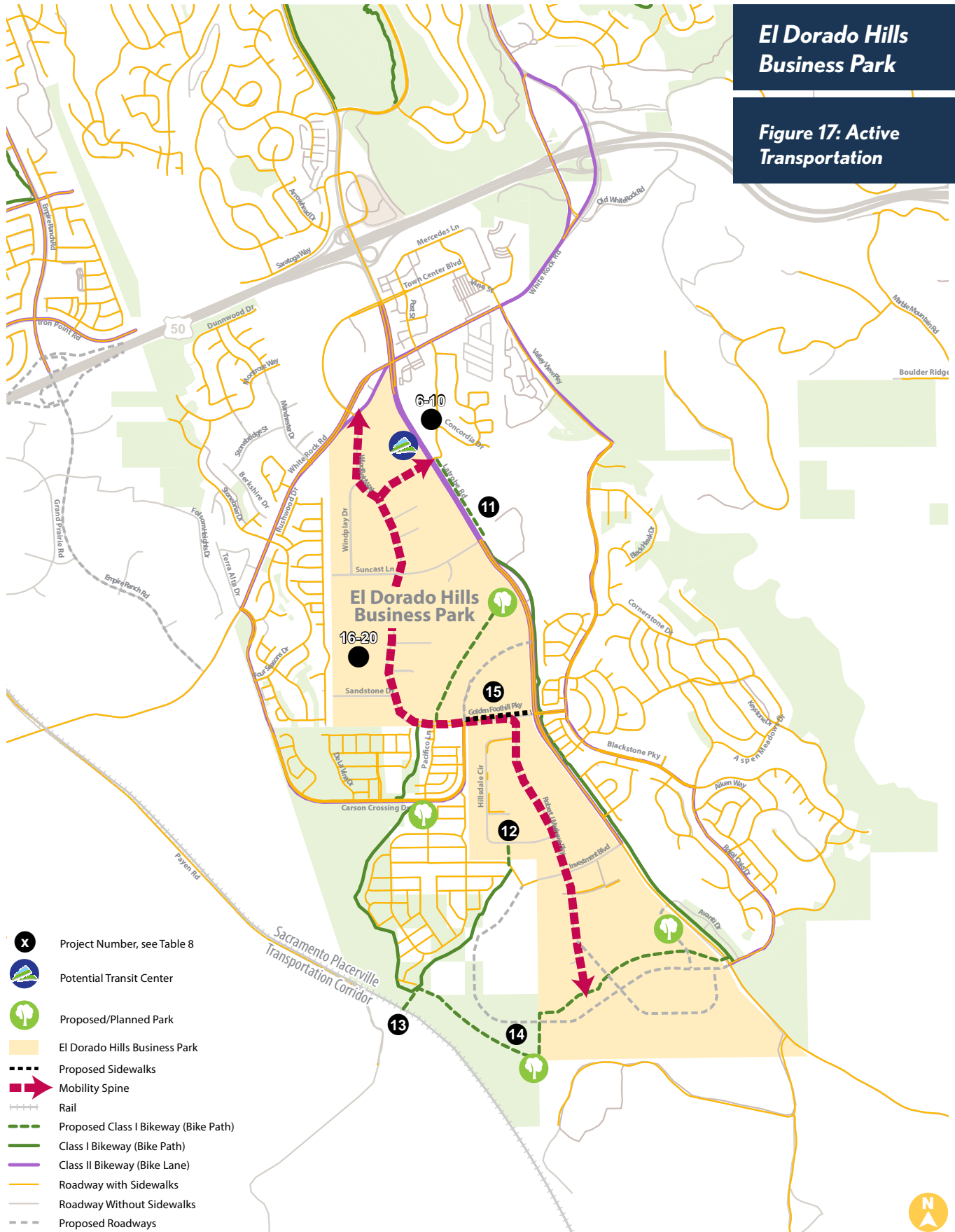
would be accomplished by creating formal roadway shoulders for the use of pedestrians. The shoulder space could be striped, signed, and optionally colored to identify the use of the space for people walking. The existing 50' wide curb to curb width on most the spine roadways could accommodate this shoulder space and still allow larger commercial vehicles and trucks to safely navigate the corridor. On-street parking along the mobility spine would need to be prohibited and encouraged to use the off-street parking lots for each site. Class III bike routes would be added as a wayfinding measure with shared-lane markings within the traveled way to encourage bikes to not ride in the shoulders with pedestrians. Intersection crossing enhancements such as high visibility crosswalks could be added to enhance pedestrian crossings of the other internal roadways.

In the long term, more significant walking and biking facilities are recommended. Sidewalks along the length of the mobility spine would create greater separation from automobiles for people walking. Greater intersection crossing improvements may be warranted such as Rapid Rectangular Flashing Beacons, bulb-outs, or pedestrian refuges depending on future traffic analysis and adjacent land uses. By removing the pedestrians from the shoulder, the curb space can again be reconfigured to include higher capacity for bicycles with Class II or buffered bike lanes. Parking, loading, and transit zones could be established to accommodate shuttle pick up, transportation network companies (TNC) activities such as Uber or Lyft, or other commercial loading and deliveries.



El Dorado Hills Business Park

Figure 17: Active Transportation



- Project Number, see Table 8
- Potential Transit Center
- Proposed/Planned Park
- El Dorado Hills Business Park
- Proposed Sidewalks
- Mobility Spine
- Rail
- Proposed Class I Bikeway (Bike Path)
- Class I Bikeway (Bike Path)
- Class II Bikeway (Bike Lane)
- Roadway with Sidewalks
- Roadway Without Sidewalks
- Proposed Roadways



Transit

Finally, the mobility spine can also be designed to accommodate a variety of local serving transit to connect the various destinations within the Business Park. El Dorado Transit (EDT) is exploring the potential to develop a new El Dorado Hills transit center at the north end of the EDHBP. This would connect regional commuter buses directly to the EDHBP. The mobility spine could create that active transportation corridor that would allow workers to walk or bike to and from the

transit center. It may also provide the opportunity to offer an electric bikeshare program to allow for easy biking connections to the southern end of the business park. The new sidewalks would be able to accommodate ADA access for on-demand transit services being currently explored by El Dorado Transit.

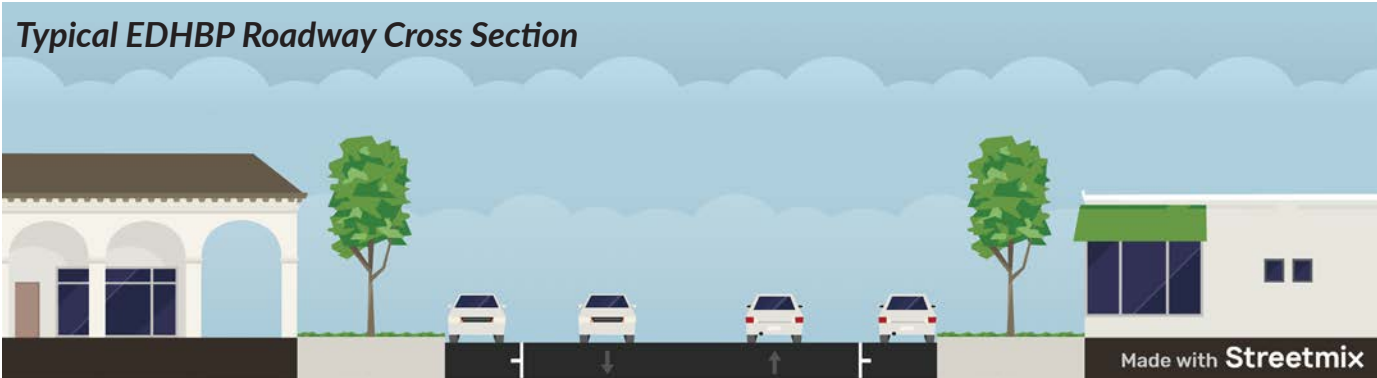
The transit center location along with the potential for intensified development in the Business

Park may have the opportunity to create enough demand for transit ridership to support a local shuttle. This shuttle could be operated by EDT subsidized by the EDHBP or operated by the EDHBP directly. With recent advances in technology and the characteristics of the internal roadways an autonomous shuttle may be feasible and be an attractor for new high-tech businesses.



Mobility Spine Cross Sections

Typical EDHBP Roadway Cross Section



Mobility Spine with improved shoulders for walking and bike routes



Mobility Spine with sidewalks, bike lanes, transit stops



Table 8: Transportation Project List

Project Number	Project Description	Limits		Scenario			Cost	Notes
		Start	End	1	2	3		
Driving								
1	Empire Ranch Interchange /Empire Ranch Road Extension	Highway 50	White Rock Road	x	x	x	\$60M	City of Folsom CIP, approximate date 2023
2	Capital SouthEast Connector	Interstate 5	Highway 50	x	x	x	\$2B	Capital SouthEast Connector JPA
3	Carson Crossing Road Extension	Golden Foothills Parkway	Latrobe Road		x	x	\$1.2M	Not approved - Proposed as part of Carson Crossing Development
4	Royal Oaks Drive Extension	West of Latrobe Road	Latrobe Raod		x	x	\$3.1M	Not approved - Proposed as part of Creekside Village Specific Plan
5	Robert J Matthews Parkway Extension	Existing Southern Terminus	Royal Oaks Drive		x	x	\$1.2M	Not approved - Proposed as part of Creekside Village Specific Plan
Transit								
6	El Dorado Transit Center	Latrobe Road	Golden Foothills Parkway	x	x	x	EDT	Being evaluated by El Dorado Transit
7	Micromobility hub (e-bike share)			x	x	x	EDT	
8	El Dorado Transit On-Demand Shuttle						EDT	Dependent on financial feasibility by EDT
9	EDHBP Shuttle			(x)	x	X	EDT	Dependent on buildout of EDHBP, higher feasibility with higher intensity, potential TDM mitigation
10	EDHBP Autonomous Shuttle			(x)	x	X	EDT	May be attractive to high-tech employees and new businesses
Bicycle and Pedestrian Improvements								
11	Latrobe Shared Use Path	Monte Verde Drive	Suncast Lane	x	x	x	\$0.7M	
12	Heritage Phase 2 Public Trail Eastern Connection to EDHBP	Pismo Drive	Hillsdale Circle	x	x	x	\$0.1M	(new project not in ATP)
13	Trail Connection to the El Dorado Trail on the SPTC (Sacramento Placererville Transportation Corridor)			x	x	x	\$0.1M	
14	Public Trail Gap Closure	Heritage Phase 2	Creek Side Village Trail	x	x	x	\$0.5M	Included as proposal in Heritage Phase 3
15	Golden Foothills Parkway Sidewalk Gap Closure	Carson Crossing Road	Latrobe Road	x	x	x	\$0.3M	Will connect Blackstone via Club-view Drive and Latrobe Shared Use Path to new paths in Heritage Phase 2
Mobility Spine (Windfield Way, Golden Foothills Parkway, Robert J. Matthews Parkway)								
16	Improved Shoulders for Walking	White Rock Road/Latrobe Road	Royal Oaks Drive	x			\$0.2M	Would replace on-street parking (new project not in ATP)
17	Class III Bike Route Markings and Signage			x			\$0.1M	(new project not in ATP)
18	Sidewalks				x	x	\$3.6M	(new project not in ATP)
19	Class II Bike Lanes				x	x	\$0.2M	(new project not in ATP)
20	Transit and Shuttle Stops				x	x	EDT	Dependent on type of transit being proposed

IMPLEMENTATION STRATEGIES

If integration of a broader mix of uses within the EDHBP is to occur, a General Plan Amendment, rezone and possibly a Specific Plan(s) will be required and approved by the Planning Commission and Board of Supervisors. In 2013, El Dorado County adopted the J-6 Policy, which requires “Any privately-initiated application to amend the General Plan, including Specific Plan Amendments and new Specific Plans... proposing to increase allowable residential densities by 50 or more dwelling units shall require an Initiation Hearing before the Board of Supervisors. The Initiation Hearing is the first point of consideration by a decision maker.” The following sections include additional information on Policy J-6 and the Specific Plan process and their applications to the General Plan.



El Dorado County Board of Supervisors Policy

A proposed mixed-use EDHBP project must be found consistent with El Dorado County Board of Supervisors Policy J-6 which identifies criteria for initiation of General Plan amendments to be used in evaluating applications. The criteria that is outlined is presented below.

1. The proposed application is consistent with the goals and objectives of the General Plan, and/or County adopted Strategic Plan, and/or Board of Supervisors adopted community vision and implementation plan; and

2. Public infrastructure, facilities and services are available or can be feasibly provided to serve the proposed project without adverse impact to existing or approved development; and

3. The proposed amendment provides additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan, or site design. This can be achieved by meeting one or more of the following goals and objectives:

a. Increases employment opportunities within El Dorado County.

b. Promotes the development of housing affordable to moderate income households earning at or below 120% of the median monthly income for El Dorado County, as defined by the U.S. Department of Housing and Urban Development.

c. Provides additional opportunities to retain retail sales and sales tax revenues within El Dorado County.

d. Protects and enhances the agricultural and natural resource industries.

As development applications are proposed, they should be structured to help advance General Plan's goals and objectives. Concurrence by the Board will allow the formal planning and entitlement process to move forward more efficiently, and for the County to subsequently review and consider the proposed project.

Specific Plans

If the conceptual scenarios lead to land use changes within the EDHBP a General Plan amendment and rezone would need to be approved by the Planning Commission and Board of Supervisors. A Specific Plan(s) can be prepared as well and would be an effective tool to introduce and regulate a broader mix of uses in portions of the Business Park.

Where a Specific Plan has been adopted for an area in compliance with Chapter 130.56 (Specific Plans) and California Government Code Section 65450 et seq., the zones,

development standards, and other provisions of the specific plan and any implementing ordinance adopted in compliance with that plan shall supersede the provisions of the Zoning Ordinance. After adoption of a Specific Plan, no local public works project, Development Plan Permit, tentative map, or parcel map may be approved, and no ordinance may be adopted or amended within the Specific Plan area unless it is consistent with the adopted Specific Plan. Therefore, it is important for any portions of the EDHBP that are designated for a particular use by a Specific Plan to remain consistent with the overall vision for the EDHBP.

Furthermore, a project applicant must submit an application for a conceptual review to implement any subsequent development as part of a Specific Plan, which would require amending the General Plan land use designation of a de-annexed portion of the El Dorado Hills Business Park. Specifically, a proposing applicant would need to request an amendment of the General Plan from Research and Development to a General Plan land use designation of Adopted Plan (AP) which can be used on areas for which specific land use plans have been prepared and adopted.

Existing Specific Plan Efforts

El Dorado County is currently processing a number of Specific Plan applications of the El Dorado County Zoning Ordinance within the El Dorado Hills and Cameron Park area, including Central El Dorado Hills, Lime Rock Valley, and Village of Marble Valley. Two other efforts underway are located within the boundaries of the EDHBP. These are:

Creekside Village

Creekside Village is a proposed new community by project applicant, Winn Communities. This 208-acre project is situated west of Latrobe Road and approximately 1 mile south of the proposed Carson Creek Village. Creekside Village would feature a mix of housing types that would appeal to a range of occupants, supported by community amenities, such as a network of

trails and corridors, and active and passive open space areas. Creekside Village would require a land use designation change from Research and Development to allow for a broader mix of uses that would include residential, commercial, park and open space and undergo the Specific Plan, rezone, and General Plan Amendment process. A J-6 Hearing occurred for this proposed project in February 2019.

Carson Creek Village

Carson Creek Village is a proposed 97-acre site located in the central portion of the EDHBP, south and west of Carson Creek and north of Golden Foothill Parkway. The proposed project aims to integrate high and medium density housing, commercial facilities, parks, open space, and trails, and would provide the opportunity for expanded housing options, services, and amenities for residents and the local workforce. Given that the land

use designation of the site is also Research and Development, Carson Creek Village would follow the same steps as was outlined for Creekside Village, to include a Specific Plan, rezone, General Plan Amendment, and J-6 Hearing. To initiate this process and in accordance with the J-6 Policy, an Initiation Hearing for the proposed project recently occurred in February 2021.

To date the County has adopted the following Specific Plans: Carson Creek Specific Plan; Valley View Specific Plan; El Dorado Hill Specific Plan; Promontory Village Specific Plan; and Bass Lake Hills Specific Plan.

Funding Strategies

For many of its transportation projects, El Dorado County is dependent on competing for local, regional, State, or Federal grant programs. There are several funding sources that may be applicable for the transportation improvements identified for the El Dorado Hills Business Park. The Community Transportation Study is a critical piece in being competitive for these various regional funding sources. Local funding is available through SACOG's Regional Flexible Funding Programs including the Regional Bicycle & Pedestrian, Community Design, and Regional/Local Programs. The Plan will also compete well for statewide Active Transportation Program funds. This projects' competitiveness will be enhanced by building from the momentum of the other complete street, trail, and transit project in El Dorado Hills. There are recently created grant programs that achieve many of the State's goals by incentivizing projects that combine housing and transportation investments.

Active Transportation Program (ATP)

Active Transportation Program (ATP) was created in 2013 in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus in active transportation planning, design, and construction. The ATP is administered by the Division of Local Assistance, Office of State Programs.

Transit Oriented Development (TOD) Housing Program

The TOD Housing program's goal is to increase public transit ridership by funding higher density affordable housing developments within one-quarter mile of transit stations and infrastructure improvements necessary for the development of specified housing developments. Under the program, low-interest

loans are available as gap financing for rental housing developments near transit that include affordable units. In addition, grants are available to localities and transit agencies for infrastructure improvements necessary for the development of specified housing developments, or to facilitate connections between these developments and the transit station.

Affordable Housing and Sustainable Communities Program (AHSC)

Administered by the Strategic Growth Council, the Affordable Housing and Sustainable Communities Program collects and distributes Cap-and-Trade Program revenues for land use, housing, transportation, and land preservation projects. This program strives to reduce greenhouse gas emissions by providing funding for infill and compact development, including a portion dedicated to affordable housing near major transit lines. Every year, 20% of proceeds from the Greenhouse Gas Reduction Fund are to be allocated to the AHSC.

APPENDIX A



COMMUNITY DEVELOPMENT AGENCY

LONG RANGE PLANNING

2850 Fairlane Court, Placerville, CA 95667
Phone (530) 621-4650, Fax (530) 642-0508

Date: November 1, 2016

To: Board of Supervisors

From: Shawna Purvines, Interim Assistant Director, Community Development Agency,
Long Range Planning

Subject: El Dorado Hills Business Park Marketability

Purpose

This staff memo is a follow-up to the item Supervisor Mikulaco presented to the Board on August 2, 2016 recommending the Board provide direction to the Chief Administrative Office and Community Development Agency to explore enhancing the marketability of the El Dorado Hills Business Park (“EDH Business Park”). The Board directed staff to explore potential issues, options for action as appropriate (including resource and time frame estimates for each), and report back to the Board in late fall/early winter for consideration.

Background

On March 21, 2016, the Board adopted the County’s 2016-2019 Strategic Plan. Economic Development is one of the Plan’s goals and includes the following objectives: 1) Attract, develop and retain businesses that provide economic sustainability and quality job creation; 2) Increase employment opportunities by improving workforce development skills; 3) Invest in infrastructure needs to improve and maintain competitiveness; 4) Strengthen the County’s business friendly reputation; and 5) Develop and maintain an economic development plan that is time relevant and community and market oriented; and 6) Provide diverse workforce housing options - balance jobs with housing.

Following the August 2, 2016, Board meeting where the Board directed staff to explore potential issues and options for action as appropriate for the EDH Business Park, a working group comprised of staff from the CAO’s office, District One Supervisor’s Office, and the Community Development Agency Long Range Planning have attended several meetings with representatives from the El Dorado Hills Chamber of Commerce, the Greater Sacramento Area Economic Council (GSAC) and three of the largest property owners in the EDH Business Park. Meeting discussions identified some perceived challenges with how the current EDH Business Park functions.

Development planning for the EDH Business Park dates back to 1981. A draft Environmental Impact Report (EIR) for the business park was prepared in August 1982. The EIR noted that the plan was to develop a 909 acre site into a high technology industrial business park including assembly plants, research laboratories, warehouses and business offices. At that time, the land was zoned as Exclusive Agriculture (AE). The EIR indicated that the applicant planned to request cancellation of the Williamson Act Contract No. 124 (1070 acres) and to request a rezone of the entire 1070 acres from AE to Research and Development (R&D).

On March 6, 1984, the Board of Supervisors adopted Resolutions 61-84 through 67-84 pertaining to the establishment of an Assessment District for Phase I of the EDH Business Park.

Current Conditions

Ridge Capital Evaluation

The County received an evaluation of the EDH Business Park prepared in August 2016 by Ridge Capital, Inc., a real estate investment and development firm headquartered in Sacramento. The evaluation stated that the EDH Business Park is approximately 832 acres, comprised of 829 acres zoned for R&D and three acres zoned for CG (Commercial, General). The Ridge Capital evaluation noted that an extremely slow rate of land absorption has taken place within the EDH Business Park over its life cycle. According to Ridge Capital, *“In ± 36 years since its inception, the EDH Business Park has experienced an average annual absorption rate of ± 8.4 acres per year, with only 302 developed acres out of 832.”* Applying the historical absorption rate on a straight-line basis to the existing land stock results in a *“forecasted build-out date for the EDH Business Park of +2079 – 63 years from now (i.e., 530 acres/8.4 acres per year = 63 years)”*.

The Ridge Capital Evaluation also cites that the absorption rate is significantly underperforming other business park locations within the Sacramento region. During 2000–2015, the industrial land absorption rate for the EDH Business Park averaged 3.68 acres/year, compared to Power Inn (15.97 acres/year), Natomas/Northgate (15.84 acres/year), and West Sacramento (14.27 acres/year).

Changing Workforce

The changing workforce (e.g., influx of Millennials and their amenity preferences) are also a significant factor in site location. More than one-in-three American workers today are Millennials (adults ages 18 to 34 in 2015), and last year they surpassed Generation X to become the largest share of the American workforce, according to new Pew Research Center analysis of U.S. Census Bureau data. The U.S. Bureau of Labor Statistics predicts that by 2030 this hyper-connected, tech savvy generation will make up 75 percent of the workforce.

Current Statistics

Currently, 302 acres or 37 percent of the total 832 acres are developed. According to occupancy reports prepared by ProEquity Asset Management on July 28, 2016, the vacancy rate of all developed properties

(148 properties/3,026,243 square footage) is 13.9 percent. The vacancy rate of existing office space only (56 properties/1,038,434 square footage) is 28.8 percent.

Available data varies regarding the reported number of businesses operating and employees working in the EDH Business Park. The number of reported individual businesses range from approximately 200¹ to 500² employing from 3,500¹ to 6,000² full- and part-time employees. A 2015 data report based on D-U-N-S³ number information, prepared by Buxton Analytics for the County Treasurer/Tax Collector's Office, identified 305 businesses located within the EDH Business Park employing over 3,500 full- and part-time employees.

Major individual employers comprise the following industries: Billing output services; Aircraft Manufacturing; Building Construction and Specialty Contractors; Computer, Office Equipment and Software Merchant Wholesalers; Architecture and Engineering, Residential Real Estate Leasing; along with the U.S. Department of the Interior.

The types of businesses also vary significantly. Some of the more prevalent types reported include: Health Care Practitioners and services; Construction; Architecture and Engineering; Services including: insurance/real estate agents, consulting, legal, investment, computer system design, banking, child day care; personal care, advertising; amusement and recreation; commercial real estate leasing; printing and publishing; machinery, equipment and metal products manufacturing.

Employment Cap

The 2004 General Plan Policy TC-1y conditions an employment cap of 10,045 full-time employees within the EDH Business Park "unless it can be demonstrated that a higher number of employees would not violate established level of service standards." This employment cap was calculated as part of the analysis in the [Final Environmental Impact Report](#) (EIR) for the 2004 General Plan (see [Appendix E.1](#), Mitigation Measure 5.4-1(b) Traffic Model Run (Reduced Business Park)). The employment cap may be lifted if the County implements one of the following mitigation measures included in the 2004 General Plan EIR, and addressed by General Plan policies as noted below:

- Mitigation Measure 5.4-1(a): Amend the Circulation Diagram to include a new arterial roadway from El Dorado Hills to U.S. 50. [Policy TC-1u]
- Mitigation Measure 5.4-1(b): Implement growth control mechanism for new development accessing Latrobe Road or White Rock Road [Policy TC-1y]
- Mitigation Measure 5.4-1(c): Modify LOS Policies
- Mitigation Measure 5.4-1(d): Amend the Circulation Diagram to include a frequent transit service on exclusive right-of way to the El Dorado Hills Business Park [Policy TC-1v]

¹ El Dorado Hills Chamber of Commerce phone survey, 2012

² Greater Sacramento Area Economic Council (GSAC), Avention OneSource, 2016

³ A DUNS number (Data Universal Numbering System,) is a unique, non-indicative 9-digit identifier for each physical location of a business issued and maintained by Dun & Bradstreet (D&B) that verifies the existence of a business entity globally.

Mitigation Measure 5.4-1(a) and Policy TC-1u are being addressed in the proposed Major Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program Update which includes the Latrobe Connection project (CIP Project No. 66116). This project includes construction of a new arterial connecting the south end of Golden Foothill Parkway to Carson Creek Drive. This new roadway was constructed in 2015. The Major CIP/TIM Fee Program Update includes a proposed General Plan Amendment that includes revisions to the Circulation Diagram (General Plan Figure TC-1) and removal of General Plan Policy TC-1y. On September 20, 2016, the Board tentatively approved the 2016 CIP Book. On December 7, 2015, the Board adopted Resolution of Intention (ROI) 204-2015 and directed staff to proceed with the General Plan Amendment. Adoption of the Major CIP/TIM Fee Program Update is anticipated to be approved by December 2016.

Current Allowed Uses

The County Zoning Ordinance, which was updated in December 2015 and adopted by the Board of Supervisors on December 15, 2015, allows a variety of uses in Industrial/Research and Development (R&D) zones, as shown on Table 130.23.020 in the [County Code of Ordinances Title 130 – Zoning](#). Some of the uses are allowed without any special permit required, other than a business license. Other uses are allowed with a permit required such as a Conditional Use Permit. The updated Zoning Ordinance includes several new and/or expanded allowed uses in R&D Zones, including but not limited to: Animal Sales and Service: Veterinary Clinics; Brewery (Large Commercial and Micro Brewery); Distillery; Wineries: Production Facilities; Retail Sales (not limited to being incidental to the primary use conducted on site); College & University. Some of these uses may have been allowed in the EDH Business Park prior to the adoption of the updated Zoning Ordinance, but may not have been specifically noted in the prior Zoning Ordinance, but are noted in the current Zoning Ordinance.

Potential Opportunities and Constraints

Following are observations expressed by the working group and studies that may possibly increase the vitality of the business park. These observations are based on: a) staff's discussions with EDH Business Park property owners and board members, existing businesses, EDH Chamber of Commerce, and others; b) information compiled by the Greater Sacramento Area Economic Council (GSAC), El Dorado County Report, August 2016; c) results of the El Dorado Hills Community Survey conducted in late 2013; and d) El Dorado County Industry-Focused Economic Development Study prepared by Center for Strategic Economic Research (CSER), June 30, 2010.

- Existing Capacity Potential – 530 undeveloped acres, many are large parcels that could accommodate large scale businesses
- Existing Infrastructure (e.g., water, sewer, natural gas and roads)
- Transportation – convenient access to U.S. Highway 50 economic corridor
- New developments must include road improvements with pedestrian and bicycle access
- Proximity to the greater Sacramento regional market – potential to attract reverse commute workforce and economic opportunities
- Expanded uses in R&D Zone as part of the Zoning Ordinance updated December 2015
- Educated work force and proximity to colleges and universities

- Community support for attracting industry that provides quality and higher paying jobs
- Community desire for more shopping, dining, and entertainment opportunities
- Close to regional -UPS center and airports for efficient product delivery
- County Community Development Agency Ombudsman for centralized technical assistance team approach to streamline the permit process.
- County commitment to economic development and moderate housing

Observations perceived as constraints to expansion of the EDH Business Park include:

- Limited to R&D zoning – no mixed use, residential component presently allowed
- Low market rents per square foot – discourages new construction
- Oversupply of vacant R&D land (nearly 70% undeveloped after 30 years) – disincentive for future new development
- Vacancy rates of existing space reduces demand for new development
- Undersupply of industrial flex/warehouse space
- Land costs – generally higher than other business parks in the greater Sacramento region
- Development fees associated with infrastructure (e.g., water, sewer, and roads)
- Associated Development fees (fire, etc.)
- County’s regulatory and permitting process perceived as disjointed, cumbersome, costly, and uncertain
- Regional competition – Other regional business parks outperforming EDH Business Park
- Proximity to high-technology jobs along U.S. Highway 50 Corridor west of EDH (e.g., Folsom, Rancho Cordova)
- Changing workplace environment and workforce – downsizing, reduced workspaces, telecommuting, home-based businesses, entrepreneurial start-up business incubators, Millennial generation workplace preferences and access to housing

Options for Action

Recognizing the desire to enhance the image and marketing position of the EDH Business Park, the EDH Business Park Owners Association Board of Directors is in the process of identifying key concerns and solutions to attract new and expanded business opportunities to the Park. The Association has retained a facilitator to work with the Association Board and other stakeholders in the following weeks. Building on existing assets, a priority list of short-, medium- and long- term strategic goals for the Business Park to implement will be brought forward to the working group for discussion and the opportunity for collaboration.

As the Association works to develop targeted objectives for the Business Park, the Board of Supervisors may want to consider the following suggested “general” options that potentially could enhance the marketability of the Business Park. Based on staff’s discussions with EDH Business Park property owners/board members, the Ridge Capital Evaluation, the ProEquity occupancy/absorption rate reports, and other data, these options could be considered in any combination and are not mutually exclusive.

A. Revisions to R&D Land Use and Zoning Uses Allowed

There appears to be a growing interest for residential, commercial and/or mixed use products to be allowed and planned for in the EDH Business Park. The Board may wish to target revisions and enhance the zoning uses allowed in the EDH Business Park to include: mixed use, residential, transient lodging (e.g., hotels and conference centers), and parks/open space; Or projects may be considered by the Board on a case-by-case basis. Staff recommends that the Board wait until after the EDH Business Park Association Board completes its efforts with the facilitator, as other desired uses may be identified.

B. “Re-Visioning” Plan

At the working group meeting on September 22, 2016, the EDH Business Park Association Board member noted that the Association was in the process of hiring a facilitator to help the Association develop a plan to “re-envision” the business park. This “Re-envision” or “Re-Visioning” effort would be led by the EDH Business Park Association.

Items that may be considered as part of the re-visioning of the EDH Business Park include but are not limited to:

- Encourage development and revitalization through a mix of uses that supports the County’s jobs/housing balance consistent with General Plan Objective 2.1.4 (Opportunity Areas) and consider residential product types such as multifamily, townhomes, as well as single family cluster housing products
- Provide transportation, pedestrian and visual connectivity
- Streetscape enhancements (e.g., landscaped medians, sidewalks, bike lanes, transit stops) along Latrobe Road and major roads within the business park
- Identify potential locations which will provide for a centralized mixed use core that benefit residents of the EDHBP, while protecting existing job development opportunities to ensure R&D (high paying) jobs can be created
- Protect existing job base within the EDH Business Park
- Create usable open space and funding mechanisms

This option may include General Plan and Zoning amendments as well as a potential combining zone district (overlay) with development standards and guidelines, and parameters for funding of development and maintenance for infrastructure, roads, open space, landscaping and lighting. Any recommendations for changes to land use or zoning designations, and/or General Plan and Zoning Amendments would require County involvement to process.

C. Marketing Strategy/Rebranding

Given the expanded allowed uses in R&D Zones and other positive features, the EDH Business Park could develop a marketing plan to inform existing and potential property owners of the added allowed

uses and new opportunities in the EDH Business Park. The marketing plan could include components including but not limited to the following:

- Data driven targeted business attraction to create awareness and foster interest (EDH Business Park/GSAC/Chamber of Commerce)
- Brand marketing – Develop new image and catch phrase based on attracting key industries for business park location/community, i.e. EDH Commerce Center, EDH Work Park (EDH Business Park)
- Create a simple but comprehensive County Economic Development website page and feature sections on local business parks, beginning with the El Dorado Hills Business Park (County)
 - Provide links to county chamber pages where they may be better positioned to promote links to park agents and property owners.
 - Feature County benefits, development team assistance and contacts.
 - Provide local and county-wide demographics, retail analytics, housing data, etc.
- Refine business incentive options and business support services coordinating with other agencies such as PG&E services and incentives, workforce training, etc. while strengthening the County's business friendly reputation. (County)
- Co-sponsor (County/Business Park/Chamber) broker and business events at business park (i.e., Elevate El Dorado II). The County was a sponsor of the Elevate El Dorado I event for a cost of \$5,000 (see Legistar File [10-1057](#) on April 22, 2014).
- Working in partnership with stakeholders, target site specific marketing in available business media (i.e., Site Selection Publications such as [Site Selection Magazine](#)). Seek out cooperative advertising potential. [Cost determined by media agencies] (EDH Business Park/Chamber of Commerce).

RECOMMENDATION

The Board may consider the following approaches:

- 1) Authorize CAO/Economic Development to aid in discussions with the working group in consideration of an Economic Development component to the effort as needed;
- 2) Designate and authorize Community Development Agency representatives to assist the working group and/or the EDH Business Park Association Board, as needed, in development of any requested General Plan and Zoning amendments or potential combining zone district (overlay), due to the land use planning component of the effort; and
- 3) CEDAC to designate a representative to the working group to maintain consistency with other efforts within the County.

APPENDIX B

General Plan Goals and Objectives Analysis

Those General Plan goals and objectives applicable to the conceptual scenarios are outlined below.

Land Use Element

GOAL 2.1: LAND USE

Protection and conservation of existing communities and rural centers; creation of new sustainable communities; curtailment of urban/suburban sprawl; location and intensity of future development consistent with the availability of adequate infrastructure; and mixed and balanced uses that promote use of alternate transportation systems.

Objective 2.1.1: Community Regions

The urban limit line establishes a line on the General Plan land use maps demarcating where the urban and suburban land uses will be developed. The Community Region boundaries as depicted on the General Plan land use map shall be the established urban limit line.

Provide opportunities that allow for continued population growth and economic expansion while preserving the character and extent of existing rural centers and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life and economic health of the County.

GOAL 2.2: LAND USE DESIGNATIONS

A set of land use designations which provide for the maintenance of the rural and open character of the County and maintenance of a high standard of environmental quality.

Objective 2.2.1: Land Use Designations

An appropriate range of land use designations that will distribute growth and development in a manner that maintains the rural character of the County, utilizes infrastructure in an efficient, cost-effective manner, and further the implementation of the Community Region, Rural Center, and Rural Region concept areas.

Objective 2.2.3: Planned Developments

Provide for innovative planning and development techniques and further fulfill the Plan Strategy by encouraging balanced growth to better reflect the character and scale of the community in which it occurs while minimizing impacts on the surrounding areas, to provide more efficient utilization of land, and to allow for flexibility of development while providing for general public benefits.

Objective 2.2.4: Density Bonus

Provide for incentives which encourage the utilization of the Planned Development concept and further the provision of public benefits as a component of development.

Objective 2.2.5: General Policy Section

This Objective incorporates several policies addressing: review of future discretionary projects; rezoning; parcel size exceptions; land use and zoning consistency; family support services; agricultural support uses; management of forest products and natural resources; airport facilities; public facilities; National Recreational Area or Wild and Scenic River designations; level of planning; churches and private schools; setbacks; projects proposed below established density ranges; land use compatibility; and, schools and other public buildings.

GOAL 2.3: NATURAL LANDSCAPE FEATURES

Maintain the characteristic natural landscape features unique to each area of the County.

Objective 2.3.1: Topography and Native Vegetation

Provide for the retention of distinct topographical features and conservation of the native vegetation of the County.

GOAL 2.4: EXISTING COMMUNITY IDENTITY

Maintain and enhance the character of existing rural and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life, economic health, and community pride of County residents.

Objective 2.4.1: Community Identity

Identification, maintenance, and enhancement of the unique identity of each existing community.

GOAL 2.5: COMMUNITY IDENTITY

Carefully planned communities incorporating visual elements which enhance and maintain the rural character and promote a sense of community.

Objective 2.5.1: Physical and Visual Separation

Provision for the visual and physical separation of communities from new development.

Objective 2.5.2: Commercial Facilities

Designate lands to provide greater opportunities for El Dorado County residents to shop within the County.

GOAL 2.8: LIGHTING

Elimination of high intensity lighting and glare consistent with prudent safety practices.

Objective 2.8.1: Lighting Standards

Provide standards, consistent with prudent safety practices, for the elimination of high intensity lighting and glare.

Transportation and Circulation Element

GOAL TC-1: ROADS AND HIGHWAYS

To plan for and provide a unified, coordinated, and cost-efficient countywide road and highway system that ensures the safe, orderly, and efficient movement of people and goods.

GOAL TC-X: LEVEL OF SERVICE AND CONCURRENCY

To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

GOAL TC-2: TRANSIT

To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment.

GOAL TC-3: TRANSPORTATION SYSTEMS MANAGEMENT

To reduce travel demand on the County's road system and maximize the operating efficiency of transportation facilities, thereby reducing the quantity of motor vehicle emissions and the amount of investment required in new or expanded facilities.

GOAL TC-4: NON-MOTORIZED TRANSPORTATION

To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.

GOAL TC-5: NON-MOTORIZED TRANSPORTATION

To provide safe, continuous, and accessible sidewalks and pedestrian facilities as a viable alternative transportation mode.

GOAL TC-8: REGIONAL PLANNING

To support the coordination of local, regional, State, and Federal transportation and circulation planning.

GOAL TC-9: COMPLETE STREETS

To support the development of complete streets where new or substantially improved roadways shall safely accommodate all users, including bicyclist, pedestrians, transit riders, children, older people, and disabled people, as well as motorist.

Housing Element

GOAL HO-1: GENERAL HOUSING POLICIES

To provide for housing that meets the needs of existing and future residents in all income categories.

GOAL HO-2: CONSERVATION AND REHABILITATION

To provide quality residential environments for all income levels.

GOAL HO-4: SPECIAL NEEDS POLICIES

To recognize and meet the housing needs of special groups of county residents, including a growing senior population, the homeless, agricultural employees, and the disabled through a variety of programs.

GOAL HO-5: ENERGY CONSERVATION POLICIES

To increase the efficiency of energy and water use in new and existing homes.

GOAL HO-6: EQUAL OPPORTUNITY POLICIES

To assure equal access to sound, affordable housing for all persons regardless of age, race, religion, color, ancestry, national origin, sex, disability, familial status, or sexual orientation.

Public Services and Utilities Element

GOAL 5.1: PROVISION OF PUBLIC SERVICES

Provide and maintain a system of safe, adequate, and cost-effective public utilities and services; maintain an adequate level of service to existing development while allowing for additional growth in an efficient manner; and, ensure a safe and adequate water supply, wastewater disposal, and appropriate public services for rural areas.

Objective 5.1.1: Planning

Ensure that public infrastructure needs are anticipated and planned for in an orderly and cost effective manner.

Objective 5.1.2: Concurrency

Ensure through consultation with responsible service and utility purveyors that adequate public services and utilities, including water supply, wastewater treatment and disposal, solid waste disposal capacity, storm drainage, fire protection, police protection, and ambulance service are provided concurrent with discretionary development or through other mitigation measures provided, and ensure that adequate school facilities are provided concurrent with discretionary development to the maximum extent permitted by State law. It shall be the policy of the County to cooperate with responsible service and utility purveyors in ensuring the adequate provision of service. Absent evidence beyond a reasonable doubt, the County will rely on the information received from such purveyors and shall not substitute its judgment for that of the responsible purveyors on questions of capacity or levels of service.

Objective 5.1.3: Efficient Development Pattern

Promote a development pattern that permits the efficient delivery of public services in a cost-effective manner.

GOAL 5.2: WATER SUPPLY

The development or acquisition of an adequate water supply consistent with the geographical distribution or location of future land uses and planned developments.

Objective 5.2.1: County-wide Water Resources Program

Establish a County-wide water resources development and management program to include the activities necessary to ensure adequate future water supplies consistent with the General Plan.

Objective 5.2.3: Groundwater Systems

Demonstrate that water supply is available for proposed groundwater dependent development and protect against degradation of well water supplies for existing residents.

GOAL 5.3: WASTEWATER COLLECTION AND TREATMENT

An adequate and safe system of wastewater collection, treatment, and disposal to serve current and future County residents.

Objective 5.3.1: Wastewater Capacity

Ensure the availability of wastewater collection and treatment facilities of adequate capacity to meet the needs of multifamily, high-, and medium-density residential areas, and commercial and industrial areas.

GOAL 5.4: STORM DRAINAGE

Manage and control storm water runoff to prevent flooding, protect soils from erosion, prevent contamination of surface waters, and minimize impacts to existing drainage infrastructure.

Objective 5.4.1: Drainage and Flood Management Program

Initiate a County-wide drainage and flood management program to prevent flooding, protect soils from erosion, and minimize impacts on existing drainage facilities.

GOAL 5.5: SOLID WASTE

A safe, effective and efficient system for the collection and processing of recyclable and transformable materials and for the disposal of residual solid wastes which cannot otherwise be recycled or transformed.

Objective 5.5.1: Integrated Waste Management Program

Comply with El Dorado County Integrated Waste Management program which complies with the intent and requirements of the California Public Resources Code, Division 30, Waste Management.

Objective 5.5.2: Recycling, Transformation and Disposal Facilities

Ensure that there is adequate capacity for solid waste processing, recycling, transformation, and disposal to serve existing and future users in the County.

GOAL 5.6: GAS, ELECTRIC AND OTHER UTILITY SERVICES

Sufficient utility service availability consistent with the needs of a growing community.

Objective 5.6.1: Provide Utility Services

Community Regions shall be provided with adequate and reliable utility services such as gas, electricity, communication facilities, satellite and/or cable television, and water distribution facilities, while recognizing that levels of service will differ between Community Regions, Rural Centers, and Rural Regions.

Objective 5.6.2: Encourage Energy-Efficient Development

Encourage development of energy-efficient buildings, subdivisions, development, and landscape designs.

GOAL 5.7: EMERGENCY SERVICES

Adequate and comprehensive emergency services, including fire protection, law enforcement, and emergency medical services.

Objective 5.7.1: Fire Protection (Community Regions)

Ensure sufficient emergency water supply, storage, and conveyance facilities are available, and that adequate access is provided for, concurrent with development.

Objective 5.7.3: Law Enforcement

An adequate, comprehensive, coordinated law enforcement system consistent with the needs of the community.

Objective 5.7.4: Medical Emergency Services

Adequate medical emergency services available to serve existing and new development recognizing that levels of service may differ between Community Regions, and Rural Centers and Regions.

GOAL 5.8: SCHOOL SERVICES

An adequate, high-quality school system consistent with the needs of current and future residents.

Objective 5.8.1: School Capacity

Require that adequate school capacity exists and/or appropriate mitigation consistent with State law to serve new residents concurrent with development.

Objective 5.8.2: Land for School Facilities

Support the identification and acquisition of land for the purpose of siting new school facilities to serve existing and future residents.

Objective 5.8.3: Child Care and Other Care and Day Care Programs

Encourage and promote opportunities for child care and extended day care programs.

GOAL 5.9: LIBRARY SERVICES AND CULTURAL FACILITIES

A quality County library system and other cultural facilities consistent with the needs of current and future residents.

Objective 5.9.1: Library Facilities

Maintain existing library facilities and locate new libraries to serve existing and new communities throughout the County.

Public Safety, Health and Noise Element

GOAL 6.1: COORDINATION

A coordinated approach to hazard and disaster response planning.

Objective 6.1.1: El Dorado County Multi-Jurisdictional Hazard Mitigation Plan

The El Dorado County Multi-Jurisdictional Local Hazard Mitigation Plan shall serve as the implementation program for this Goal.

GOAL 6.2: FIRE HAZARDS

A coordinated approach to hazard and disaster response planning.

Objective 6.2.1: Defensible Space

All new development and structures shall meet “defensible space” requirements and adhere to fire code building requirements to minimize wildland fire hazards.

Objective 6.2.3: Adequate Fire Protection

Application of uniform fire protection standards to development projects by fire districts.

Objective 6.2.5: Fire Prevention Education

Inform and educate homeowners regarding fire safety and prevention.

GOAL 6.3: GEOLOGIC AND SEISMIC HAZARDS

Minimize the threat to life and property from seismic and geologic hazards.

Objective 6.3.1: Building and Site Standards

Adopt and enforce development regulations, including building and site standards, to protect against seismic and geologic hazards.

Objective 6.3.2: County-wide Seismic Hazards

Continue to evaluate seismic related hazards such as liquefaction, landslides, and avalanche, particularly in the Tahoe Basin.

GOAL 6.4: FLOOD HAZARDS

Protect the residents of El Dorado County from flood hazards.

Objective 6.4.1: Development Regulations

Minimize loss of life and property by regulating development in areas subject to flooding in accordance with Federal Emergency Management Agency (FEMA) guidelines, California law, and the El Dorado County Flood Damage Prevention Ordinance.

GOAL 6.5: ACCEPTABLE NOISE LEVELS

Ensure that County residents are not subjected to noise beyond acceptable levels.

Objective 6.5.1: Protection of Noise Sensitive Development

Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

GOAL 6.6: MANAGEMENT OF HAZARDOUS MATERIALS

Recognize and reduce the threats to public health and the environment posed by the use, storage, manufacture, transport, release, and disposal of hazardous materials.

Objective 6.6.1: Regulation of Hazardous Materials

Regulate the use, storage, manufacture, transport and disposal of hazardous materials in accordance with State and Federal regulations.

GOAL 6.7: AIR QUALITY MAINTENANCE

A. Strive to achieve and maintain ambient air quality standards established by the U.S. Environmental Protection Agency and the California Air Resources Board.

B. Minimize public exposure to toxic or hazardous air pollutants and air pollutants that create unpleasant odors.

Objective 6.7.1: El Dorado County Clean Air Plan

Adopt and enforce Air Quality standards to reduce the health impacts caused by harmful emissions.

Objective 6.7.2: Vehicular Emissions

Reduce motor vehicle air pollution by developing programs aimed at minimizing congestion and reducing the number of vehicle trips made in the County and encouraging the use of clean fuels.

Objective 6.7.3: Transit Service

Expand the use of transit service within the County.

Objective 6.7.4: Project Design and Mixed Uses

Encourage project design that protects air quality and minimizes direct and indirect emissions of air contaminants.

Objective 6.7.6: Air Pollution-Sensitive Land Uses

Separate air pollution sensitive land uses from significant sources of air pollution.

Objective 6.7.7: Constructed Related, Short-Term Emissions

Reduce construction related, short-term emissions by adopting regulations which minimize their adverse effects.

GOAL 6.9: HIGHWAY SAFETY

Provide highways within the County that provide for the safe movement of goods and people throughout the County.

Objective 6.9.1: Safety Hazards Reduction Program

Create a program to reduce safety hazards on County roadways especially at locations with a history of frequent accidents.

Conservation and Open Space Element

GOAL 7.1: SOIL CONSERVATION

Conserve and protect the County's soil resources.

Objective 7.1.2: Erosion/Sedimentation

Minimize soil erosion and sedimentation.

GOAL 7.3: WATER QUALITY AND QUANTITY

Conserve, enhance, and manage water resources and protect their quality from degradation.

Objective 7.3.1: Water Resource Protection

Preserve and protect the supply and quality of the County's water resources including the protection of critical watersheds, riparian zones, and aquifers.

Objective 7.3.2: Water Quality

Maintenance of and, where possible, improvement of the quality of underground and surface water.

Objective 7.3.3: Wetlands

Protection of natural and man-made wetlands, vernal pools, wet meadows, and riparian areas from impacts related to development for their importance to wildlife habitat, water purification, scenic values, and unique and sensitive plant life.

Objective 7.3.4: Drainage

Protection and utilization of natural drainage patterns.

Objective 7.3.5: Water Conservation

Conservation of water resources, encouragement of water conservation, and construction of wastewater disposal systems designed to reclaim and re-use treated wastewater on agricultural crops and for other irrigation and wildlife enhancement projects.

Objective 7.4.2: Identify and Protect Resources

Identification and protection, where feasible, of critical fish and wildlife habitat including deer winter, summer, and fawning ranges; deer migration routes; stream and river riparian habitat; lake shore habitat; fish spawning areas; wetlands; wildlife corridors; and diverse wildlife habitat.

Objective 7.4.4: Forest, Oak Woodland, and Tree Resources

Protect and conserve forest, oak woodland, and tree resources for their wildlife habitat, recreation, water production, domestic livestock grazing, production of a sustainable flow of wood products, and aesthetic values.

GOAL 7.5: CULTURAL RESOURCES

Ensure the preservation of the County's important cultural resources.

Objective 7.5.1: Protection of Cultural Resources

Creation of an identification and preservation program for the County's cultural resources.

Objective 7.5.3: Recognition of Pre-Historic/ Historic Resources

Recognition of the value of the County's prehistoric and historic resources to residents, tourists, and the economy of the County, and promotion of public access and enjoyment of prehistoric and historic resources where appropriate.

GOAL 7.6: OPEN SPACE CONSERVATION

Conserve open space land for the continuation of the County's rural character, commercial agriculture, forestry and other productive uses, the enjoyment of scenic beauty and recreation, the protection of natural resources, for protection from natural hazards, and for wildlife habitat.

Objective 7.6.1: Importance of Open Space

Consideration of open space as an important factor in the County's quality of life.

Parks and Recreation Element

GOAL 9.1: PARKS AND RECREATION FACILITIES

Provide adequate recreation opportunities and facilities including developed regional and community parks, trails, and resource-based recreation areas for the health and welfare of all residents and visitors of El Dorado County.

Objective 9.1.1: Park Acquisition and Development

The County shall assume primary responsibility for the acquisition and development of regional parks and assist in the acquisition and development of neighborhood and community parks to serve County residents and visitors.

Objective 9.1.2: County Trails

Provide for a County-wide, non-motorized, multi-purpose trail system and trail linkages to existing and proposed local, State, and Federal trail systems. The County will actively seek to establish trail linkages between schools, parks, residential, commercial, and industrial uses and to coordinate this non-motorized system with the vehicular circulation system.

Objective 9.1.3: Incorporation of Parks and Trails

Incorporate parks and non-motorized trails into urban and rural areas to promote the scenic, economic, and social importance of recreation and open space areas.

Objective 9.1.4: Rivers and Waterways

Conserve and promote the waterways of El Dorado County, particularly the South Fork of the American River, as recreational and economic assets.

Objective 9.1.5: Recreation Coordination

Coordinate future park and trail planning and development with Federal, State, cities, community service districts, school districts, and other recreation agencies and districts to provide increased recreation opportunities through shared use of facilities, continuity and efficiency of operation, and a more coordinated and balanced park system.

GOAL 9.2: FUNDING

Secure an adequate and stable source of funding to implement a comprehensive County-wide parks and recreation plan.

Objective 9.2.1: Adequate Funds

Secure adequate funds to implement the Interim Master Plan, the Trails Master Plan, the Bikeway Master Plan, and the River Management Plan to provide for the acquisition, development, maintenance, and management of parks and recreation facilities.

Objective 9.2.2: Quimby Act

Land dedicated to the County under the Quimby Act and Quimby in-lieu fees shall continue to be used primarily to meet neighborhood park needs but may assist in meeting the community park standards as well.

Objective 9.2.3: Grants, Fees and Contributions

Other types of funding including Federal, State, and private grants, user-fees, concession agreements, and private contributions to fund the construction of facilities such as trails along abandoned railroad lines (Rails-to-Trails) along rivers and creeks and to acquire historical or archaeologically significant land for parks.

GOAL 9.3: RECREATION AND TOURISM

Greater opportunities to capitalize on the recreational resources of the County through tourism and recreational based businesses and industries.

Objective 9.3.1: Recreational and Tourist Uses

Protect and maintain existing recreational and tourist based assets such as Apple Hill, State historic parks, the Lake Tahoe Basin, wineries, South Fork of the American River, and other water sport areas and resorts and encourage the development of additional recreation/ tourism businesses and industries.

Objective 9.3.2: Natural Resources

Protect and preserve those resources that attract tourism.

Economic Development Element

GOAL 10.1: COOPERATION

The County shall work with all levels of government and with the various economic development organizations including the business community to cooperatively identify and promote the County's positive opportunities and strength.

Objective 10.1.1: Cooperative Approach

Utilize the Economic Development Providers Network or other Board of Supervisors recognized economic development organizations to advise and recommend to the Board of Supervisors policies and a course of action that will facilitate the County's economic vitality.

Objective 10.1.2: Improve Regulatory Process

Reform and improve regulatory processes relating to business in order to foster the spirit of cooperation, understanding, and consensus between government and business.

Objective 10.1.3: Fiscal and Economic Information

Provide County decision-makers with appropriate tools and a framework to determine the fiscal and economic impacts of industries and new projects.

Objective 10.1.4: Communication

Establish a forum for discussion and make recommendations on pending environmental issues that affect business and the County's economic vitality.

Objective 10.1.5: Business retention and Expansion

Assist in the retention and expansion of existing businesses through focused outreach and public and private incentive programs and target new industries which diversify and strengthen our export base.

Objective 10.1.6: Capture or Retail and Tourism Dollars

Capture a greater share of retail and tourist dollars within the County by providing opportunities to establish new tourist-related commercial operations while promoting and maintaining existing tourist commercial operations.

Objective 10.1.7: Small Business and Workplace Alternatives

Promote the establishment and expansion of small businesses and work place alternatives including home occupations, telecommuting businesses, and technology transfer based industries.

Objective 10.1.9: Job-Housing Relationship

The County shall monitor the jobs-housing balance and emphasize employment creation.

GOAL 10.2: PUBLIC SERVICES AND INFRASTRUCTURE

Provide adequate levels of public services and infrastructure for existing residents and targeted industries and establish equitable methods to assure funding of needed improvements to existing infrastructure and services and new facilities to further economic development consistent with the County's custom, culture, and economic stability.

Objective 10.2.1: Public and Civic Facilities Investments

Give a high priority to funding quality civic, public and community facilities, and basic infrastructure that serve a broad range of needs.

Objective 10.2.2: Equitable Financing Methods for Public Improvements

Utilize equitable financing methods that assure that service standards adopted in the General Plan are achieved.

Objective 10.2.3: Coordination of Public Improvements

Cooperate with other jurisdictions to promote the most cost-effective methods of providing civic, public and community facilities, and basic infrastructure necessary for supporting the economic, social, and environmental well-being of the County and its residents.

Objective 10.2.4: Funding Availability

Ensure that adequate funding is available for all ongoing County-wide services.

Objective 10.2.5: New Development Fiscal Effects

Ensure that new development results in a positive fiscal balance for the County.

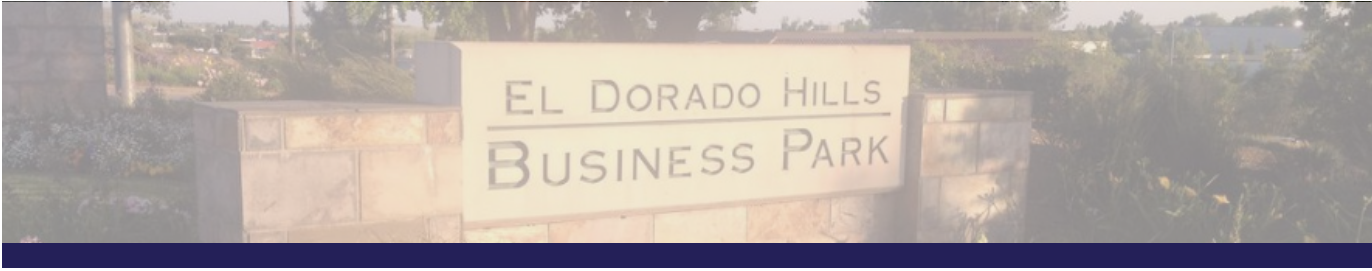
Objective 10.2.6: Fiscal Effects of Government Reorganization

Through the County's membership on LAFCO or otherwise, ensure that government reorganizations such as annexations, incorporation, and district formations do not have a negative fiscal effect on the County's operating budget and that such reorganizations are revenue neutral from the County's standpoint.

Objective 10.2.7: Coordinate Land Use with Other Jurisdictions

Resolve conflicts with other jurisdictions regarding the location of revenue-generating land uses.

APPENDIX C



Plan for the future of El Dorado Hills Business Park!

LET'S GET STARTED

Name : Title :
 Email : Phone :

Role in the Business Park (mark all that apply) :

Property owner
 Tenant
 Property manager
 Other (please specify):

The property consists of :

Vacant land
 Developed and 100% vacant building(s) / tenant space(s)
 Developed and 100% occupied building(s) / tenant space(s)
 Developed with some vacant and some occupied building(s) / tenant space(s). Percentage of vacant building(s) /tenant space(s):

Please provide information for each active (currently open and operating) building and / or tenant on the property(ies):

Name	Address	Business type / sector	Square footage	Date of occupancy	Number of employees

Please provide the following information for each anticipated or incoming business on the property(ies):

Name	Address	Business type / sector	Square footage	Anticipated date of occupancy	Anticipated #. of employees









YOU'RE HALFWAY THERE !

If there are multiple tenants/buildings on the property(ies), it is fine to provide the total for all businesses, rather than provide percentages for each individual business. Percentages should add up to 100%:

Please indicate the percentage of employees that fall within the following wage range (annually).

Less than \$50,000	<input type="text"/>	\$100,000 to \$199,999	<input type="text"/>
\$50,000 to \$99,999	<input type="text"/>	\$200,000 and over	<input type="text"/>

Please indicate the percentage of employees that predominately commute to work via each mode provided below.

 Car (drive alone)	<input type="text"/>	 Walk	<input type="text"/>
 Carpool / rideshare	<input type="text"/>	 Transit	<input type="text"/>
 Bike	<input type="text"/>	 Other (please specify)	<input type="text"/>

Please indicate the percentage of employees that predominately commute to work from each area below.

Western Area (Eastern Yolo County, Davis, Woodland, West Sacramento)	<input type="text"/>	Folsom	<input type="text"/>
Central City Sacramento	<input type="text"/>	El Dorado Hills	<input type="text"/>
Between Sacramento & Folsom (Rancho Cordova, Fair Oaks, Elk Grove, Orangevale, etc.)	<input type="text"/>	Eastern Area (Western El Dorado County - Shingle Springs, El Dorado / Diamond Springs, Placerville)	<input type="text"/>
Northern Area (Roseville, Rocklin, Loomis, Lincoln, Auburn)	<input type="text"/>	Other (please specify)	<input type="text"/>

Do you have any current plans to develop or improve the property(ies)?

Yes No

If yes, please indicate the property address(s) and provide a brief description of the current improvement(s) planned.

Does your business have regular visitors/customers coming to the site during business hours?

Yes No

If yes, where do visitors/customers typically travel from? (select all that apply)

<input type="checkbox"/> Western Area	<input type="checkbox"/> Folsom
<input type="checkbox"/> Central City Sacramento	<input type="checkbox"/> El Dorado Hills
<input type="checkbox"/> Between Sacramento & Folsom	<input type="checkbox"/> Eastern Area
<input type="checkbox"/> Northern Area	Other: <input type="text"/>

How often do your employees utilize the open space, trails, and local businesses in and around the El Dorado Hills Business Park?

Very often Occasionally Rarely Never

What are the positive traits of the Business Park that help you recruit tenants or employees?

What are the challenges of the Business Park that hinder your ability to recruit tenants or employees?

What types of land uses and/or services would you like to see to enhance the Business Park overall?



**El Dorado Hills Business Park Community Transportation Plan
Virtual Open House Summary
October 22, 2020 | 5:00 - 6:30PM | Hosted virtually through Zoom**

Introduction

On Thursday, October 22, 2020 the El Dorado County Transportation Commission (EDCTC) held a Virtual Open House from 5:00 – 6:30 p.m., for the El Dorado Hills Business Park Community Transportation Plan to provide a project overview and background and to present three potential development and transportation scenarios. The project team also answered questions from the public about the El Dorado Hills Business Park and the Community Transportation Plan. More than 30 community members attended the virtual open house

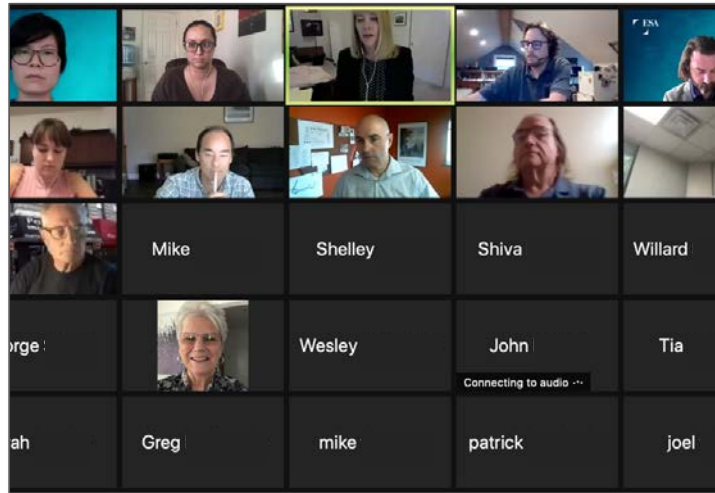


Photo of the virtual open house participants during the Zoom meeting

About the Project

The El Dorado County Transportation Commission (EDCTC) and El Dorado County are collaborating with businesses, property owners and the public on the El Dorado Hills Business Park Community Transportation Plan. The goal of the plan is to create a framework for a multi-modal transportation network around the Business Park that will support a vibrant and livable community. Through the study, the project team sought to understand some of the existing conditions in the Business Park as well as related trends to help achieve economic development goals.

During this study, EDCTC and the project team looked at the unique characteristics of the El Dorado Hills Business Park and evaluated three potential development scenarios which were presented to the public in the Virtual Open House. Using the data and feedback provided, the project team will make recommendations for transportation improvements to the Commission.

Meeting Format, Objectives, and Purpose

The El Dorado Hills Business Park Virtual Open House was held virtually through Zoom to present key findings and potential scenarios developed during the study. Prior to the live virtual open house, the project team developed [a series of three informational videos](#) on the Community Transportation Plan to help spread awareness of the study and



Screenshot from the first informational video for the Community Transportation Plan

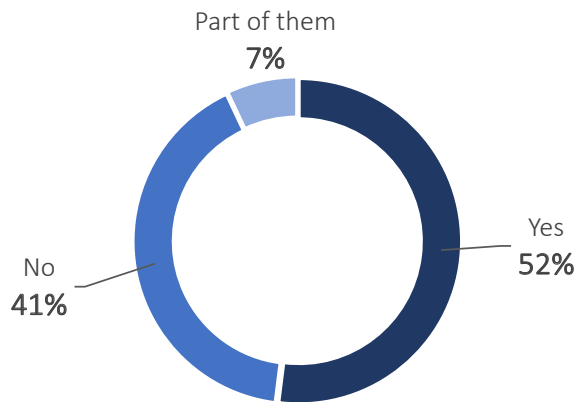


build a shared understanding of the project’s background and existing conditions.

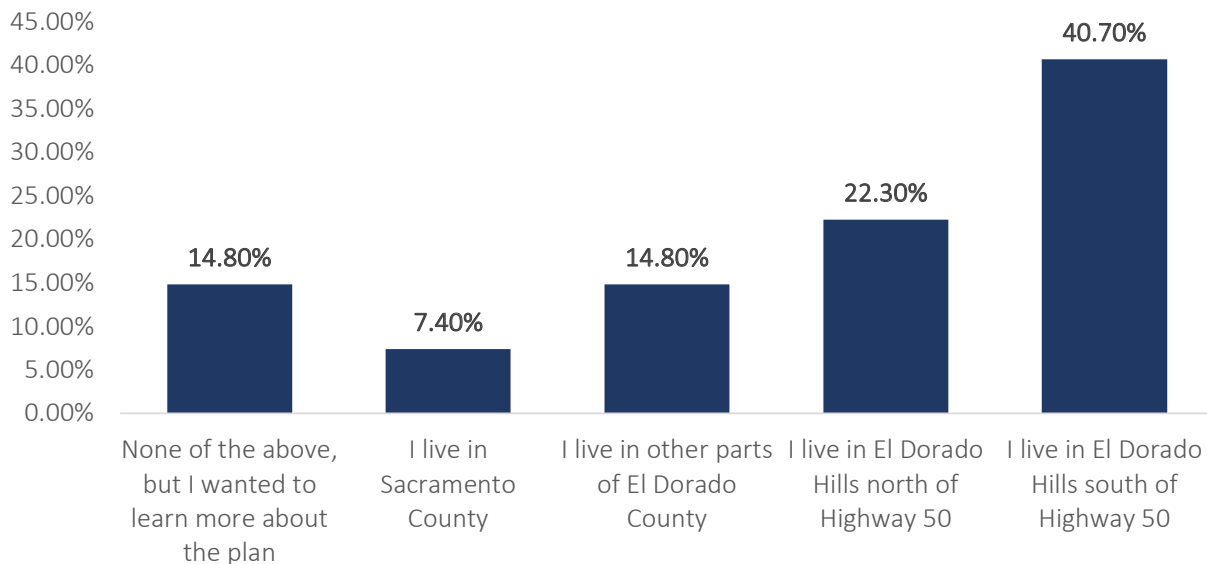
The meeting began with Gladys Cornell, Principal of AIM Consulting, welcoming attendees, providing a meeting orientation with instructions on how to participate, and introducing the project team. Next, Jerry Barton, Senior Transportation Planner with the El Dorado County Transportation Commission provided background information on the El Dorado Hills Business Park Community Transportation Plan and introduced a live polling activity to obtain input from attendees. The results of the polling activity are illustrated below.

Live Polling Set #1

1. Did you get a chance to watch the informational videos on the EDCTC project website prior to this workshop?

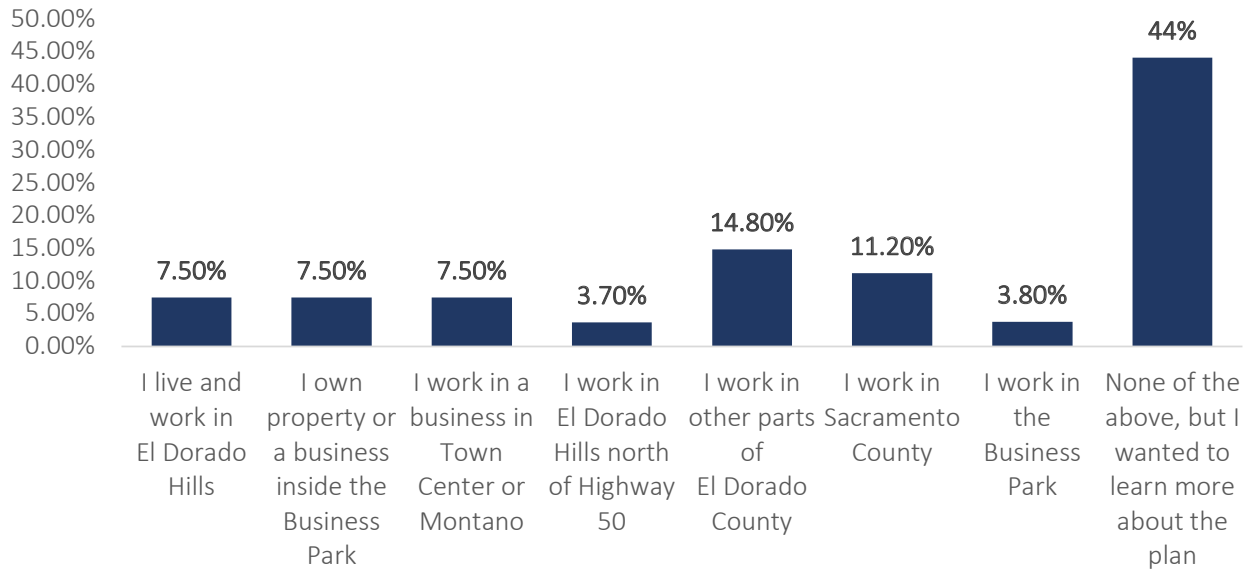


2. How would you best describe where you live related to the Business Park?





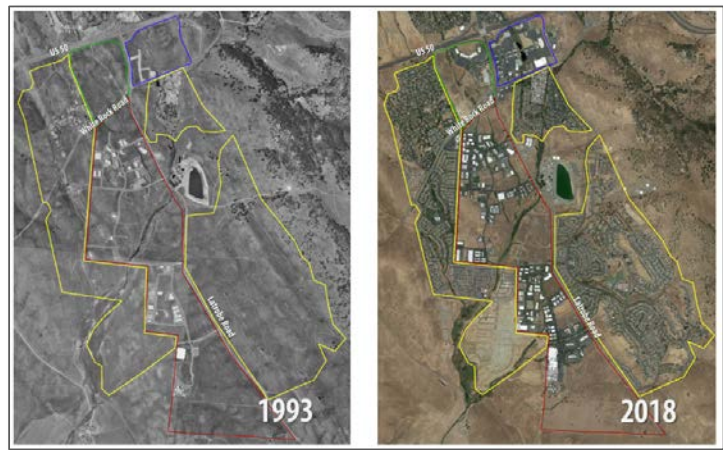
3. How would you best describe where you work related to the Business Park?



Presentation on Study Overview

Once the live polling activity concluded, Adrian Engel, Senior Associate with Fehr & Peers, presented the project analysis. An aerial view of the Business Park was presented to illustrate development over the last couple of decades, supplemented by a graph illustrating that the El Dorado Hills Business Park has been developing at a much slower rate than the surrounding commercial and residential areas like Town Center East and West.

Additionally, Adrian noted the disparity in the El Dorado Hills housing market, with the median price of a single-family home nearly eight times that of the median household income in the area. Moreover, commute patterns to the Business Park indicate that more than half of the employees are traveling from outside of El Dorado County, with only 28% originating within El Dorado Hills, and 20% from eastern El Dorado County.



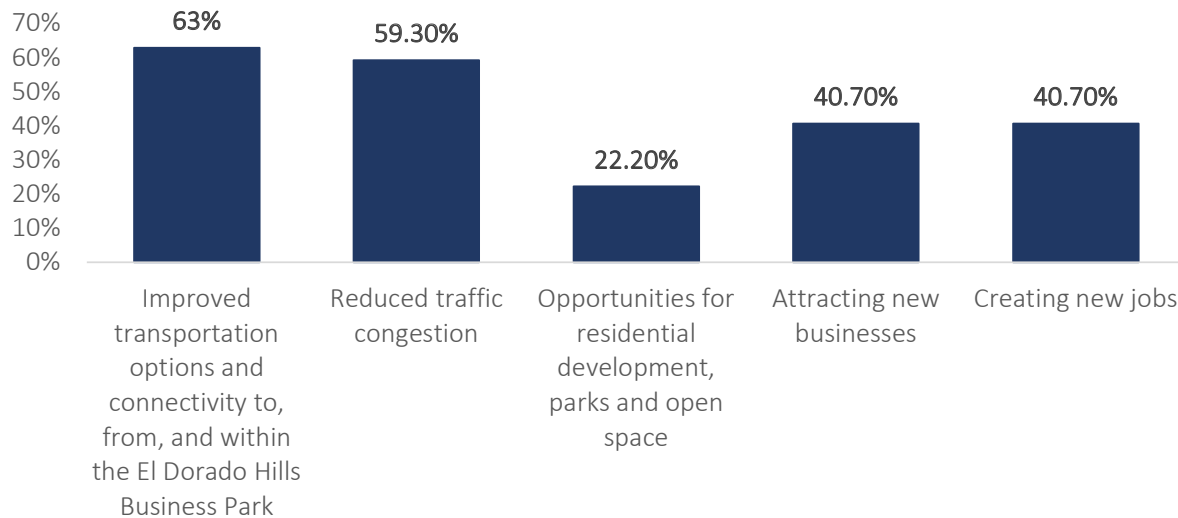
The aerial maps show the disparity in development between the Business Park (outlined in red) and the surrounding commercial and residential areas (outlined in blue, green and yellow) between 1993 and 2018.



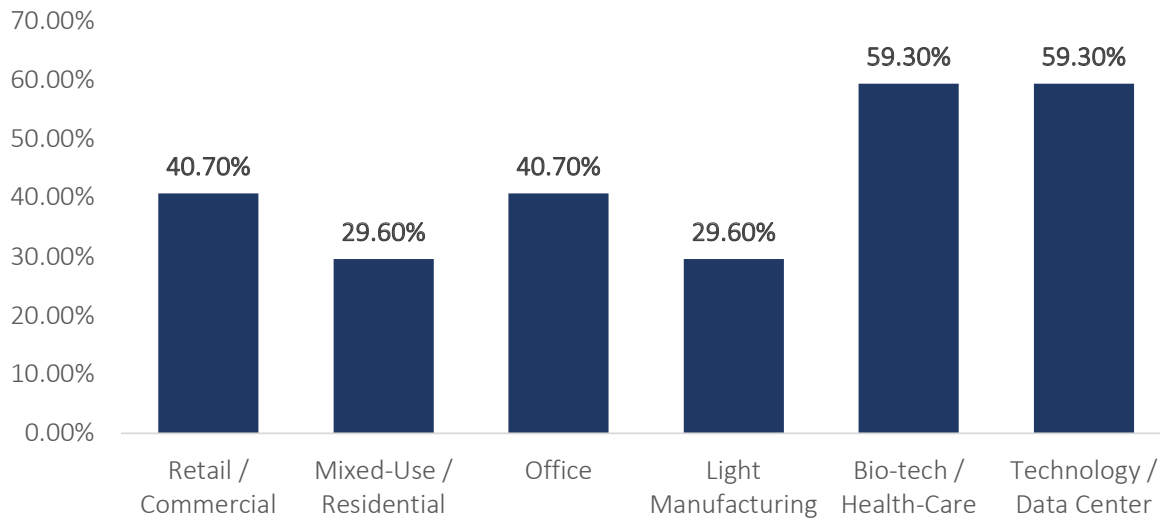
Following a short discussion, Adrian turned over the presentation to Beverly Choi, Community Planning Program Manager with Environmental Science Associates (ESA), who facilitated the second live polling activity with the following results.

Live Polling Set #2

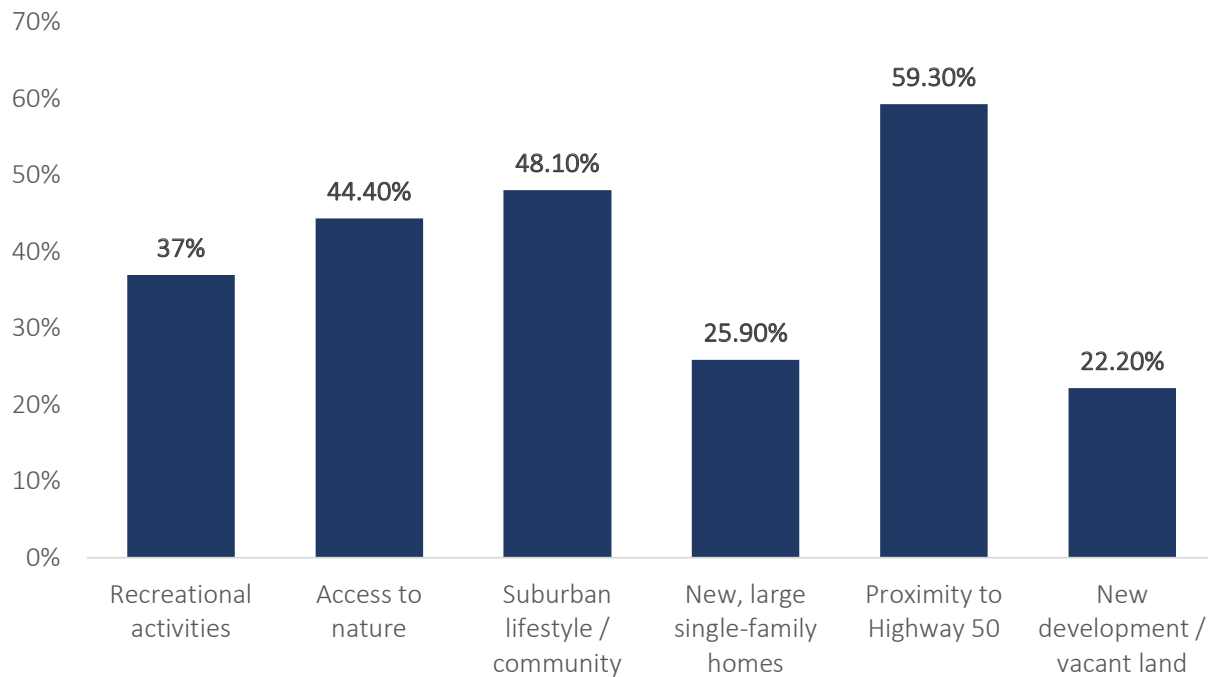
1. As a resident, stakeholder, and/or interested citizen of the area, what are your desired outcomes for the El Dorado Hills Business Park? Select all that apply.



2. What kind of development/industries/land use types would you like to see in the El Dorado Hills Business Park? Select all that apply.



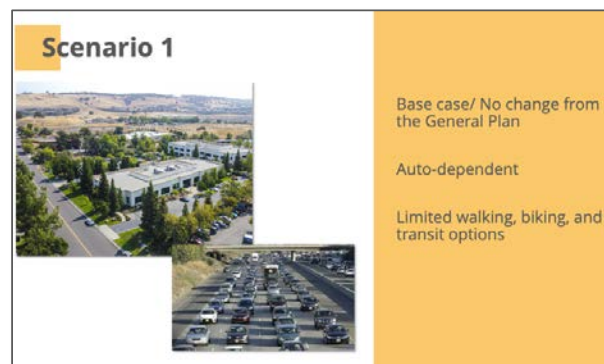
3. What are the best attributes of El Dorado Hills that attract businesses and employees? Select all that apply.



Presentation on Planning Scenarios

Beverly then described the goals of the transportation outcomes of the study, which are to allow employees to live and work in the same area, decrease traffic congestion, and improve the overall quality of life. She discussed some development trends in the Business Park and provided an overview of the potential land use scenarios. The land use scenarios are listed below.

- Scenario 1: Base Case (No Residential)
 - Research & Development (R&D) land use remains at same intensity, which is a 0.25 Floor Area Ratio (FAR). This yields approximately 4.2 million square feet of new R&D development in addition to existing 3.0 million square feet.
 - This scenario retains the existing plan, which is auto dependent and provides limited walking, biking, and transit options.
 - *Floor Area Ratio, or FAR, refers to the proportion of a building’s floor area, which may include multiple stories, to the size of the lot it occupies.*





El Dorado Hills Business Park Community Transportation Plan
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- Historic trend for Business park development is 0.25 Floor Area Ratio (FAR) with single story development. A FAR of 0.5 is allowable under current General Plan.
- Scenario 2: R&D Reduction/ Add Residential and Associated Services/Amenities
 - This scenario introduces mixed use development, including residential units targeted for emerging workforce, a retrofit of the transportation network, a reduction in car trips, and more community amenities.
 - Future development would be half R&D and half Residential. R&D is assumed to be developed at same intensity (0.25 FAR) as existing. This yields approximately 2.1 million square feet of new R&D development in addition to the existing 3.0 million square feet.



- Scenario 3: Intensified R&D/Add Residential and Associated Services/Amenities
 - This scenario provides more intensive mixed-use development as compared with Scenario 2, with more community amenities and transit enhancements to enable more people to live and work in the same area.
 - Future development would be half Residential and half R&D with potentially higher FAR, but still within the rates allowed under the current General Plan designation.



Beverly summarized the differences in the existing conditions and the three development scenarios. Then, Adrian and Beverly answered participant questions regarding of the flexibility of the scenarios and turned over the presentation to Matt Kowta, Managing Principal with Bay Area Economics. Matt gave a quick overview of the rate of the El Dorado Hills Business Park's development (referred to as absorption), as a benchmarked by absorption rates in nearby areas to estimate potential absorption for a revised planning scenario. Matt highlighted how potential changes to the type of development in the Business Park could accelerate the buildout of the Business Park.

Presentation on Transportation Options

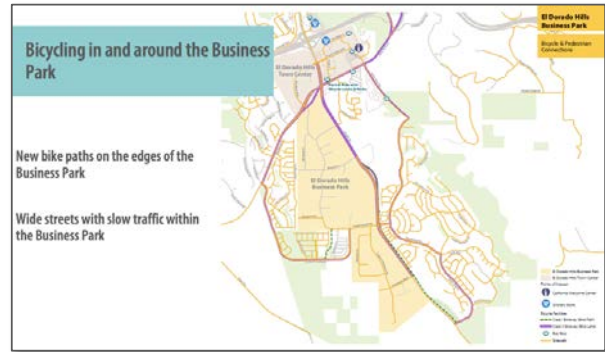
After briefly responding to questions, Adrian provided an overview of the transportation plan. He started by discussing the current and future access via Highway 50 at Latrobe Road, El Dorado Hills Blvd Interchange, Silva Valley Parkway Interchange, and Empire Ranch Road / Carson Crossing Road Interchange (2023). Adrian also



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broke down the driving comparison of scenarios and the resulting reduction in Vehicle Miles of Travel (VMT) to meet air quality goals.

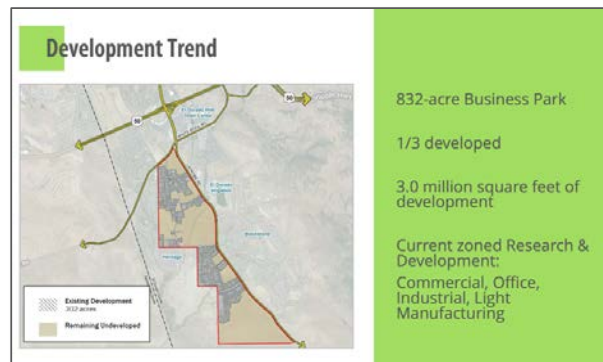
Jerry Barton with EDCTC then discussed transit ridership and the bicycle network in and around the Business Park. He stated that future active transportation connections should focus on access to Town Center and across Highway 50 to the north and that new residential developments within the Business Park should continue these paths and connect to create a network of off-street trails and bikeways. He elaborated that the Business Park is within ¼ mile of the El Dorado Trail along the Sacramento Placerville Transportation Corridor and noted that extending this connection would allow for scenic rides in El Dorado County to the east and an easy ride to the new south of Folsom development with connections to the American River Parkway to the west.



Adrian added to the discussion with the typical street cross section within the Business Park, options for walking, biking, shared streets, restriping existing roadways and traditional streetscapes. After the presentation, the project team opened the meeting to questions and comments from community members.

Discussion

Participants were concerned about the price range of the housing models that might be constructed in each scenario. The project team responded by stating that the information presented at the meeting does not propose any specific housing. A scenario was used as a tool to match the type of housing with the type of employees anticipated in the Business Park. One attendee asked about the forces driving this development push. The project team noted there are not a lot of drivers for development in the Business Park currently, which is why it is only 1/3 developed. The purpose of this planning effort is to better understand how different land use and transportation scenarios impact employment, housing, economic development and transportation needs



Another participant raised the question about workforce housing absorption in El Dorado Hills. The project team responded by referencing the 2018 to 2040 Residential and Non-residential Growth Projections analysis by BAE on housing demand and absorption. More than half of the workforce is coming in from other areas in Sacramento County and from the west and east. The project team has heard from Business Park representatives that many employees commute into work because they cannot afford housing in the area. Matching housing that this workforce finds attractive and affordable, will reduce traffic, vehicle miles traveled, and will encourage the community to walk or bike.



El Dorado Hills Business Park Community Transportation Plan Virtual Open House Summary October 22, 2020 | 5:00 - 6:30PM | Hosted virtually through Zoom

Many participants expressed concern about the timing of this project and worried about lag time and changing trends. Adrian Engel said that this study is the first step in understanding development options and offers a potential roadmap to entice businesses and employees to the Business Park. He added that the planning process is not static.

Lastly, project funding was brought up. Adrian Engel and Jerry Barton explained that the purpose of this study is to identify key transportation infrastructure projects to provide EDCTC with a plan to move forward with opportunities to seek funding.

Gladys Cornell then asked for any additional questions. Hearing none, she thanked the participants for their participation, and noted that a recording of this meeting along with a meeting summary will be posted on the EDCTC website.

Education and Awareness Campaign

The project team implemented an education and awareness campaign to increase community participation in the virtual open house. As part of the education and awareness campaign, the project team created an informational flyer and social media graphic. The project team also created a series of three informational videos to both educate the public on the study and invite the community to the virtual open house.

Community partners which consisted of neighborhood associations, community-based organizations, environmental groups, transportation advocacy groups, faith-based organizations, and local businesses and employers were identified and contacted to discuss EDCTC's planning effort for El Dorado Hills Business Park and its corresponding public outreach opportunity. Digital communication materials were provided to partner organizations and agencies to share with their constituents through communication channels like email, social media, and newsletters. Full sized versions of the flyer and social media graphic are available in the Appendix.



As a result, the campaign garnered **32 attendees** at the virtual open house, **2,654 impressions** on social media, and **250 views** on YouTube with more than **4,000 people** who were informed of EDCTC's El Dorado Hills Business Park Community Transportation Plan.

Informational Flyer for the virtual open house



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Virtual Open House Summary
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Community Partners

Information about the Virtual Community Workshop was provided to sixty-eight (68) organizations or agencies in El Dorado County to share publicly with their constituents, or within their organization.

Media

The project team sent a media release sharing information about the Virtual Open House to 12 local news outlets at the launch of the education and awareness campaign.

Social Media

The project team shared information about the virtual community workshop through a Facebook and Instagram post. Below is a summary of the results:

- [Launch of education and awareness campaign](#) – October 2, 2020
 - 2,654 impressions (views)
 - 29 engagements (post clicks)
 - 7 link clicks

Additionally, EDCTC and El Dorado County shared information about the virtual open house on Facebook.

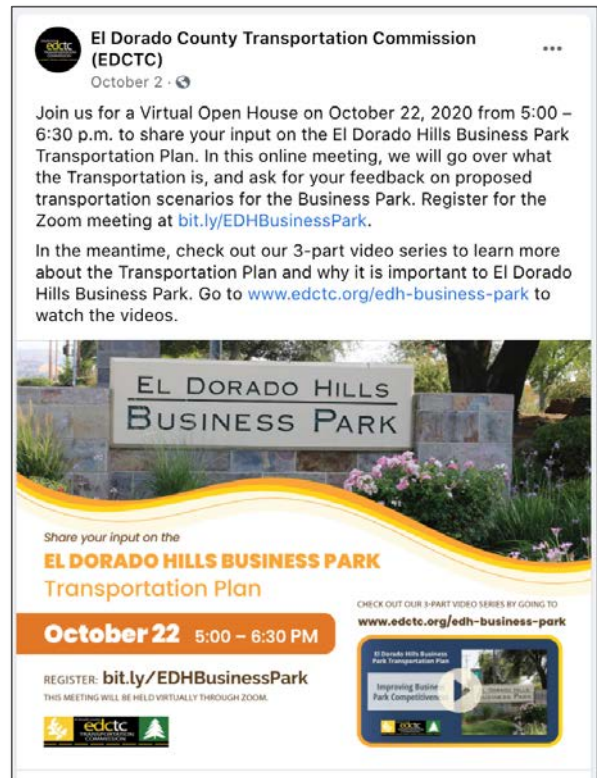
The three informational videos showing the proposed project scenarios received a combined **251 views** on YouTube.

Email

The project team sent email notifications and subsequent reminders to the public distribution list of more than 1,000 contacts.

Appendix

- FAQ from the virtual open house
- Presentation
- Notification flyer
- Social media graphic

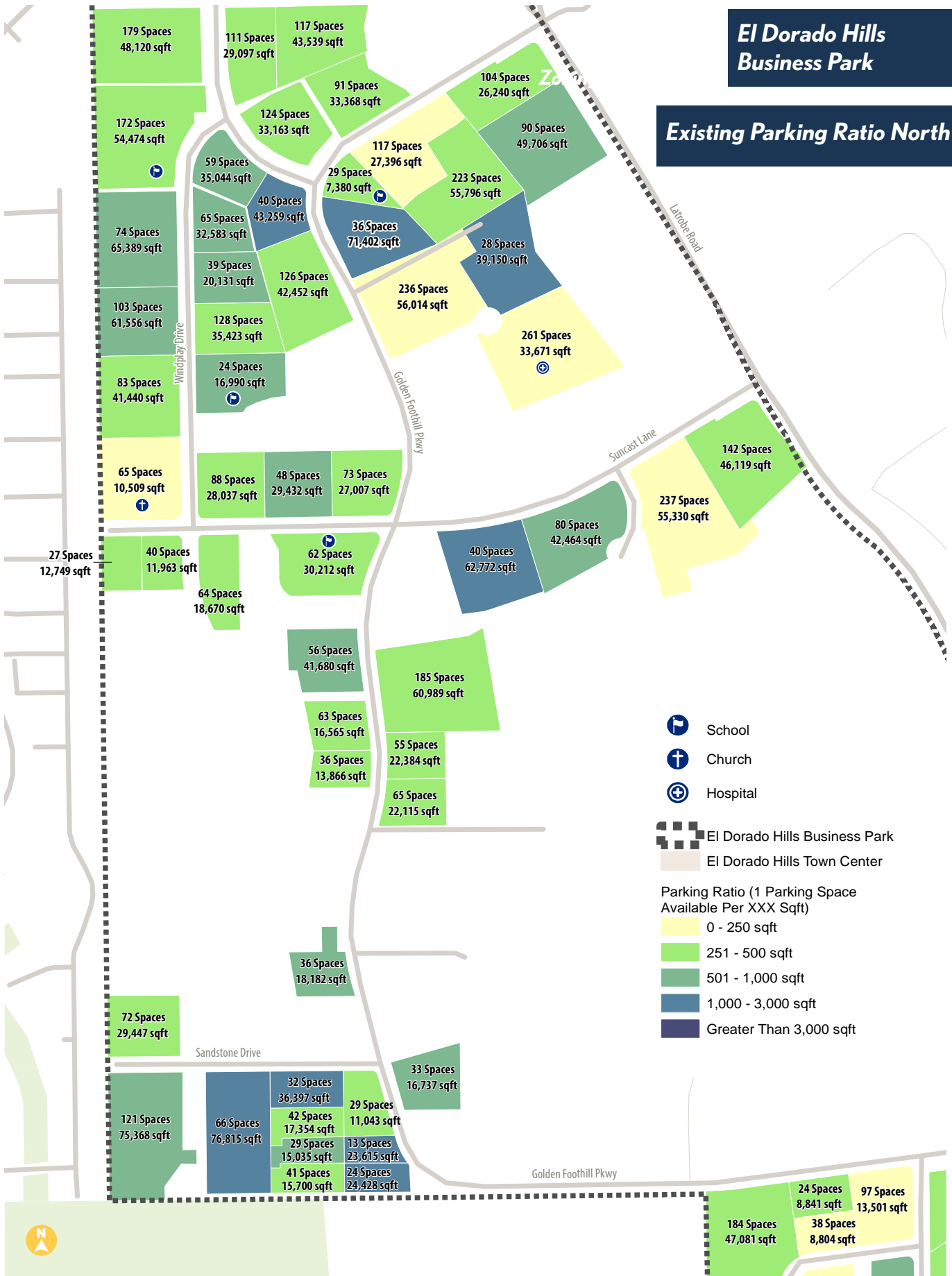


EDCTC's social media post

APPENDIX D

El Dorado Hills Business Park

Existing Parking Ratio North



- School
- Church
- Hospital

- El Dorado Hills Business Park
- El Dorado Hills Town Center

- Parking Ratio (1 Parking Space Available Per XXX Sqft)
- 0 - 250 sqft
 - 251 - 500 sqft
 - 501 - 1,000 sqft
 - 1,000 - 3,000 sqft
 - Greater Than 3,000 sqft

El Dorado Hills Business Park

Existing Parking Ratio South



VMT Analysis Results for Scenarios 1, 2, and 3 - Base Year (2018)

Geography	Metric	Existing	Scenario 1	Scenario 2	Scenario 3
Existing Land Use + Project	Total VMT	144,003	282,863	269,522	327,494
	Service Population	6,098	12,719	15,097	18,433
	Total VMT per Service Population	23.6	22.2	17.9	17.8
El Dorado Hills Community Region VMT with Project	Total VMT	1,055,368	1,168,067	1,152,373	1,205,976
	Service Population	52,650	59,271	61,649	64,985
	Total VMT per Service Population	20.0	19.7	18.7	18.6
El Dorado County VMT with Project	Total VMT	3,606,897	3,707,152	3,691,546	3,745,365
	Service Population	167,846	174,467	176,845	180,181
	Total VMT per Service Population	21.5	21.2	20.9	20.8
Model-wide VMT with Project	Total VMT	19,363,208	19,454,388	19,486,775	19,539,090
	Service Population	463,266	469,887	472,265	475,601
	Total VMT per Service Population	41.8	41.4	41.3	41.1

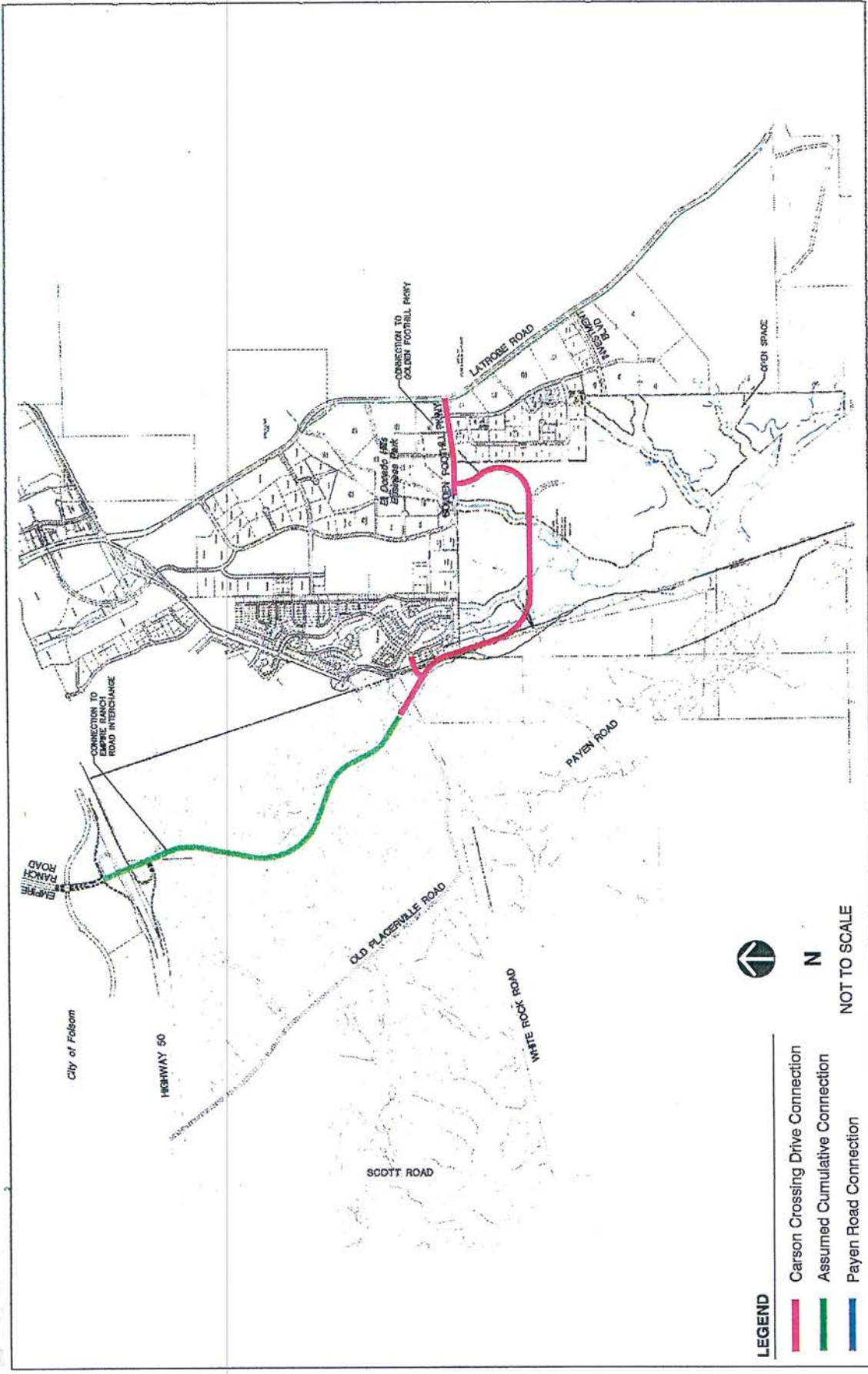


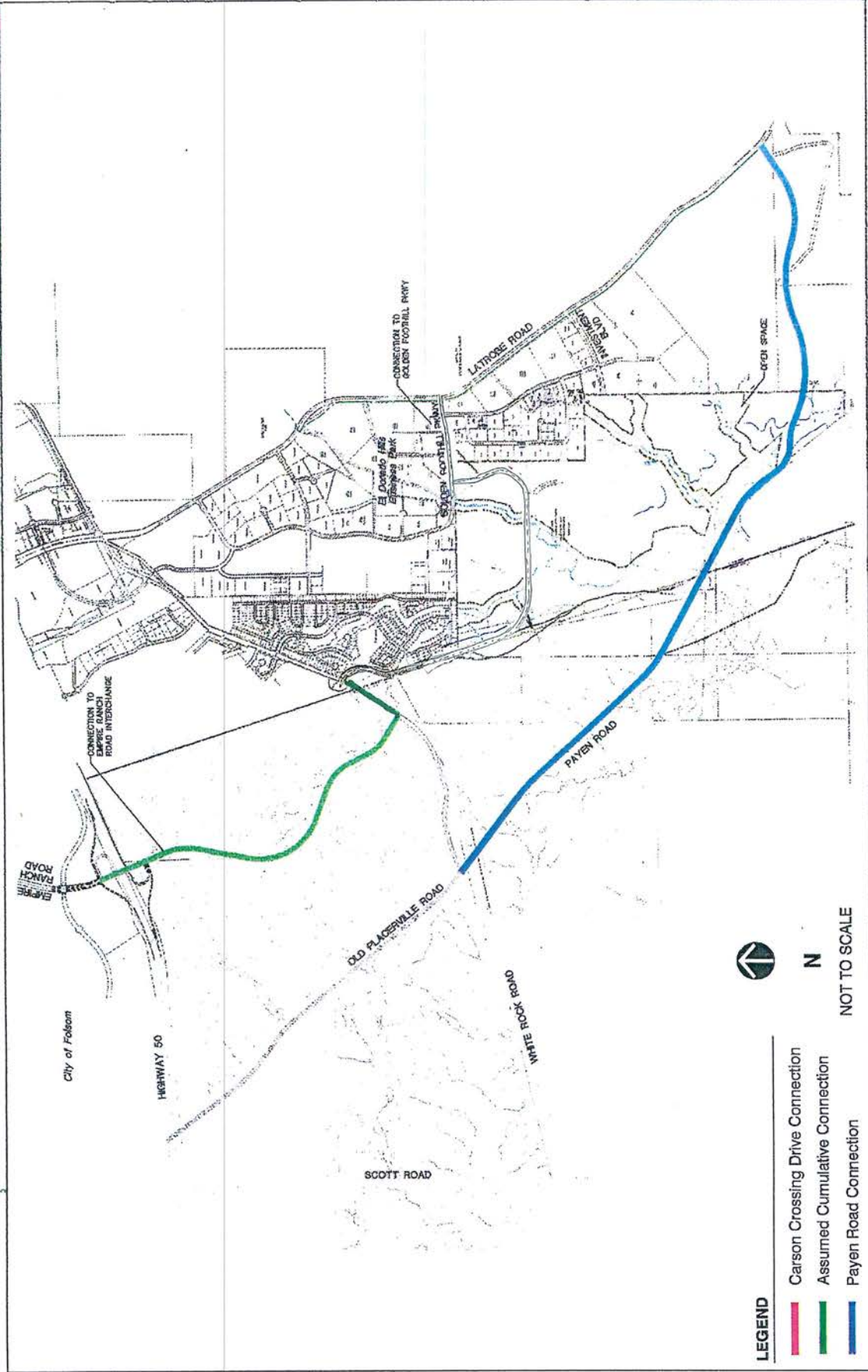
VMT Analysis Results for Scenarios 1, 2, and 3 - Cumulative Year (2040)

Geography	Metric	Existing	Scenario 1	Scenario 2	Scenario 3
Existing Land Use + Project	Total VMT	244,650	354,517	335,256	386,242
	Service Population	11,643	18,264	20,699	24,035
	Total VMT per Service Population	21.0	19.4	16.2	16.1
El Dorado Hills Community Region VMT with Project	Total VMT	1,404,346	1,493,128	1,479,782	1,520,639
	Service Population	78,137	84,758	87,193	90,529
	Total VMT per Service Population	18.0	17.6	17.0	16.8
El Dorado County VMT with Project	Total VMT	4,916,567	4,995,779	4,997,080	5,034,175
	Service Population	236,183	242,804	245,240	248,576
	Total VMT per Service Population	20.8	20.6	20.4	20.3
Model-wide VMT with Project	Total VMT	22,595,370	22,623,517	22,678,546	22,687,977
	Service Population	706,419	713,040	715,475	718,811
	Total VMT per Service Population	32.0	31.7	31.7	31.6

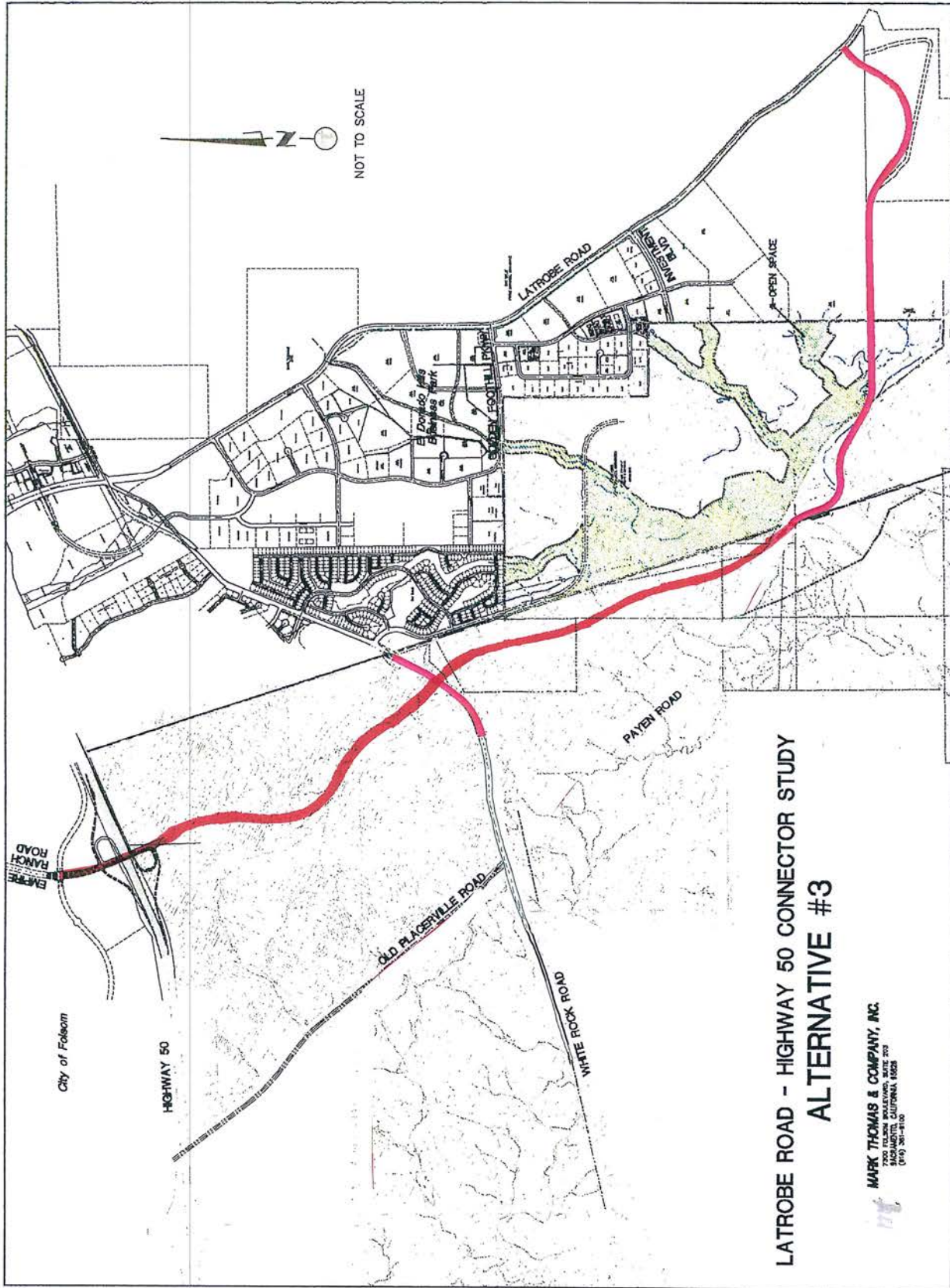


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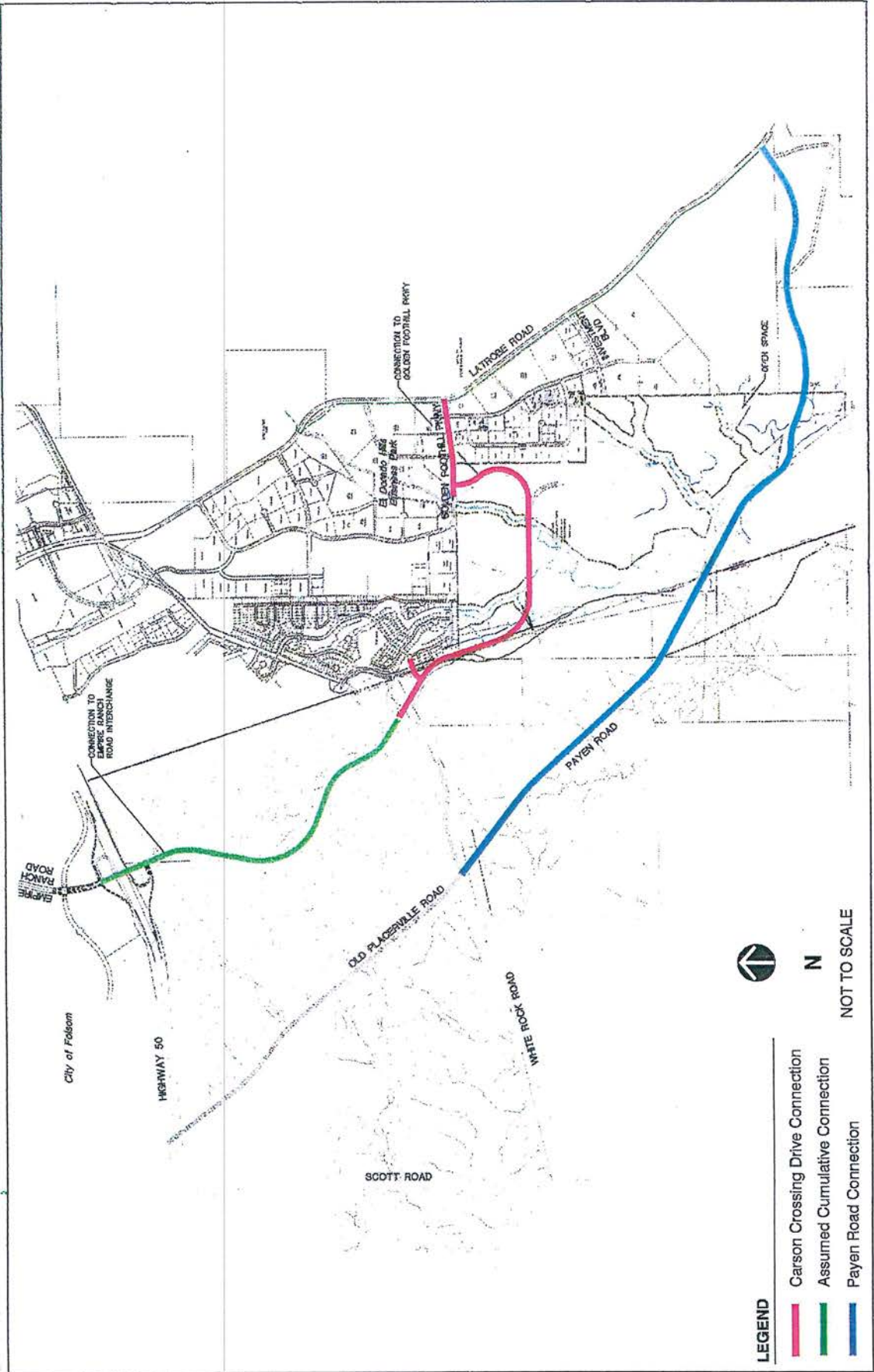


**LATROBE ROAD/HIGHWAY 50 CONNECTOR STUDY
ALTERNATIVE 2**



**LATROBE ROAD - HIGHWAY 50 CONNECTOR STUDY
ALTERNATIVE #3**

MARK THOMAS & COMPANY, INC.
 1711
 SACRAMENTO, CALIFORNIA 95825
 (916) 381-8100



LATROBE ROAD/HIGHWAY 50 CONNECTOR STUDY
ALTERNATIVE 4