



ELDORADO HILLS
BUSINESS PARK

COMMUNITY
TRANSPORTATION
STUDY

DRAFT AUGUST 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 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.

“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 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

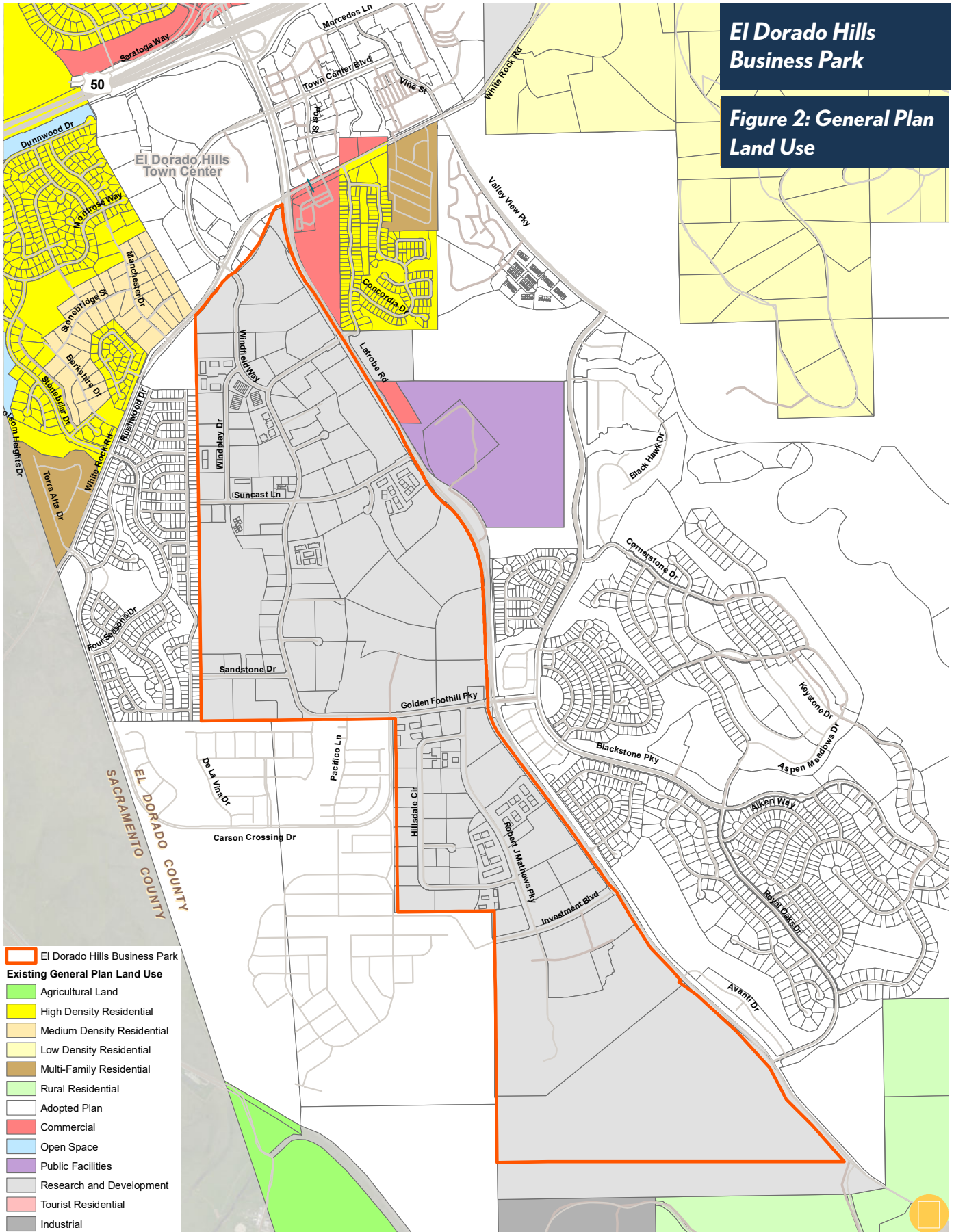
may be desired or may be attainable by the workforce employed by the EDHBP, young families, singles, retirees, among other groups. For this reason, increased densities have been assumed for Low, Medium, and High Density Residential within the land use scenarios presented in this study.



Table 1: El Dorado County General Plan Land Use Densities

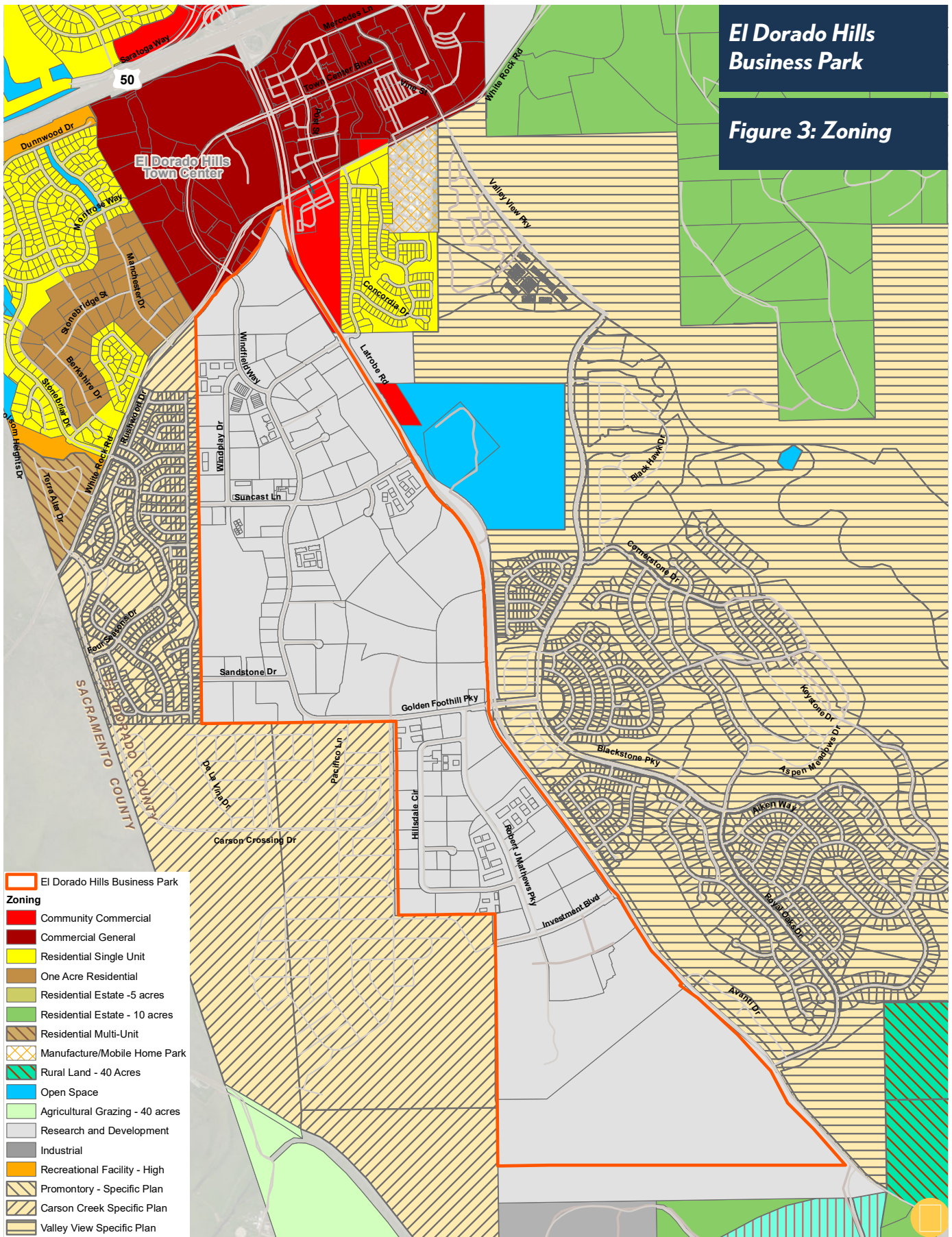
<i>Land Use Designation</i>	<i>Existing Density (dwelling units/acre)</i>
Multifamily Residential	5 - 24
High-Density Residential	1 - 5
Medium-Density Residential	1 - 0.2
Low-Density Residential	0.20 - 0.1
Rural Residential	0.1 - 0.025
Agricultural Lands	0.05
Natural Resource	0.025 - 0.00625
Commercial	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.

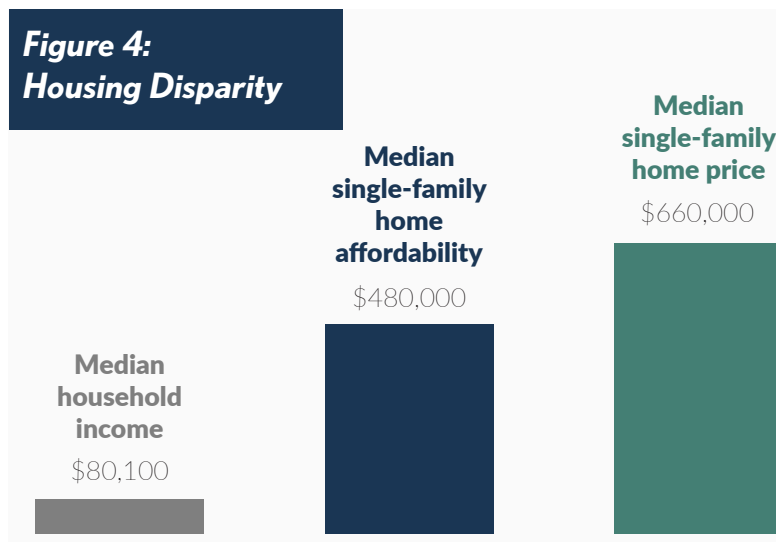
Adjacent Non-Residential Land Uses

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.

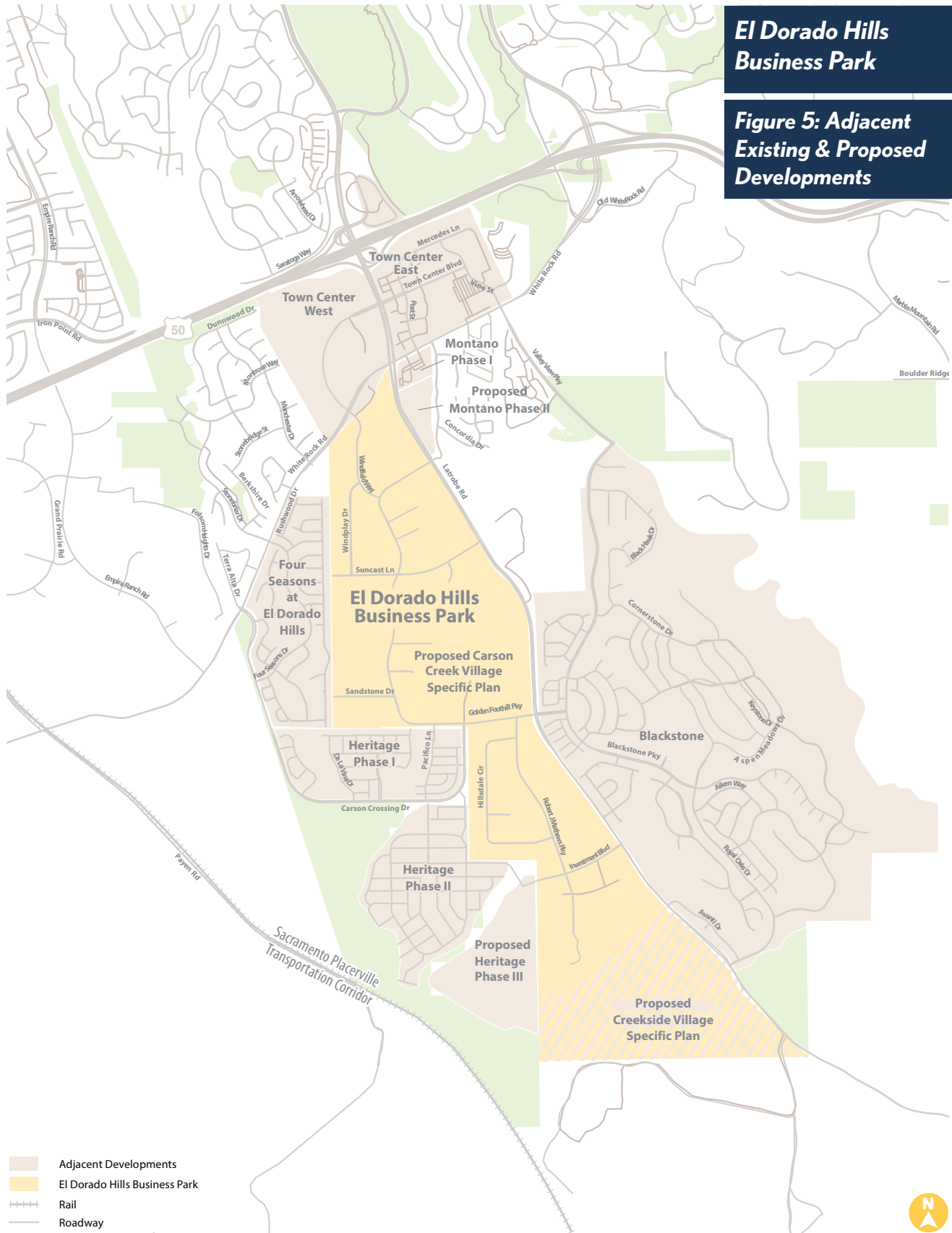
A new multi-family housing project, Element 79, will be completed in 2021 within the Town Center combining residential uses with non-residential uses in El Dorado Hills. The project

**Figure 4:
Housing Disparity**



El Dorado Hills Business Park

Figure 5: Adjacent Existing & Proposed Developments



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)

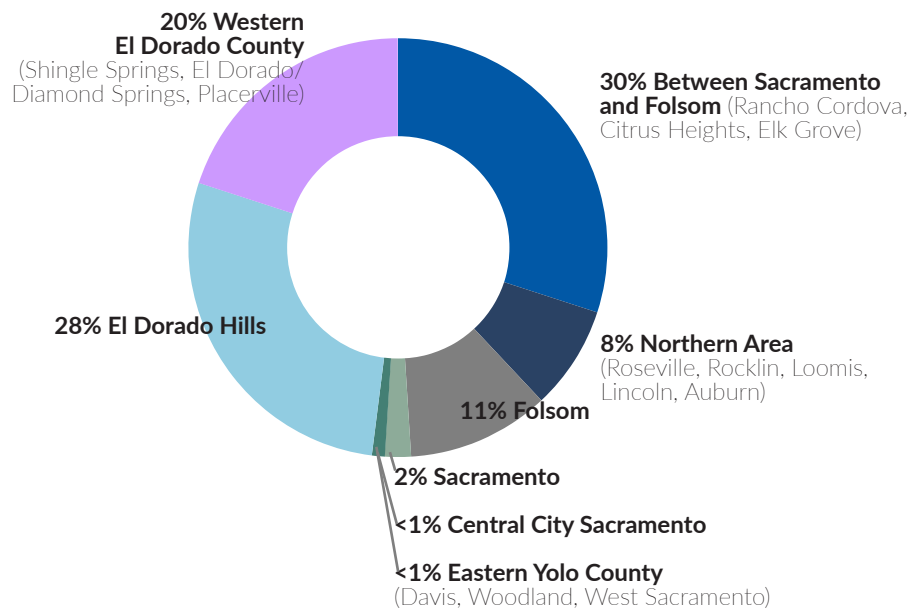
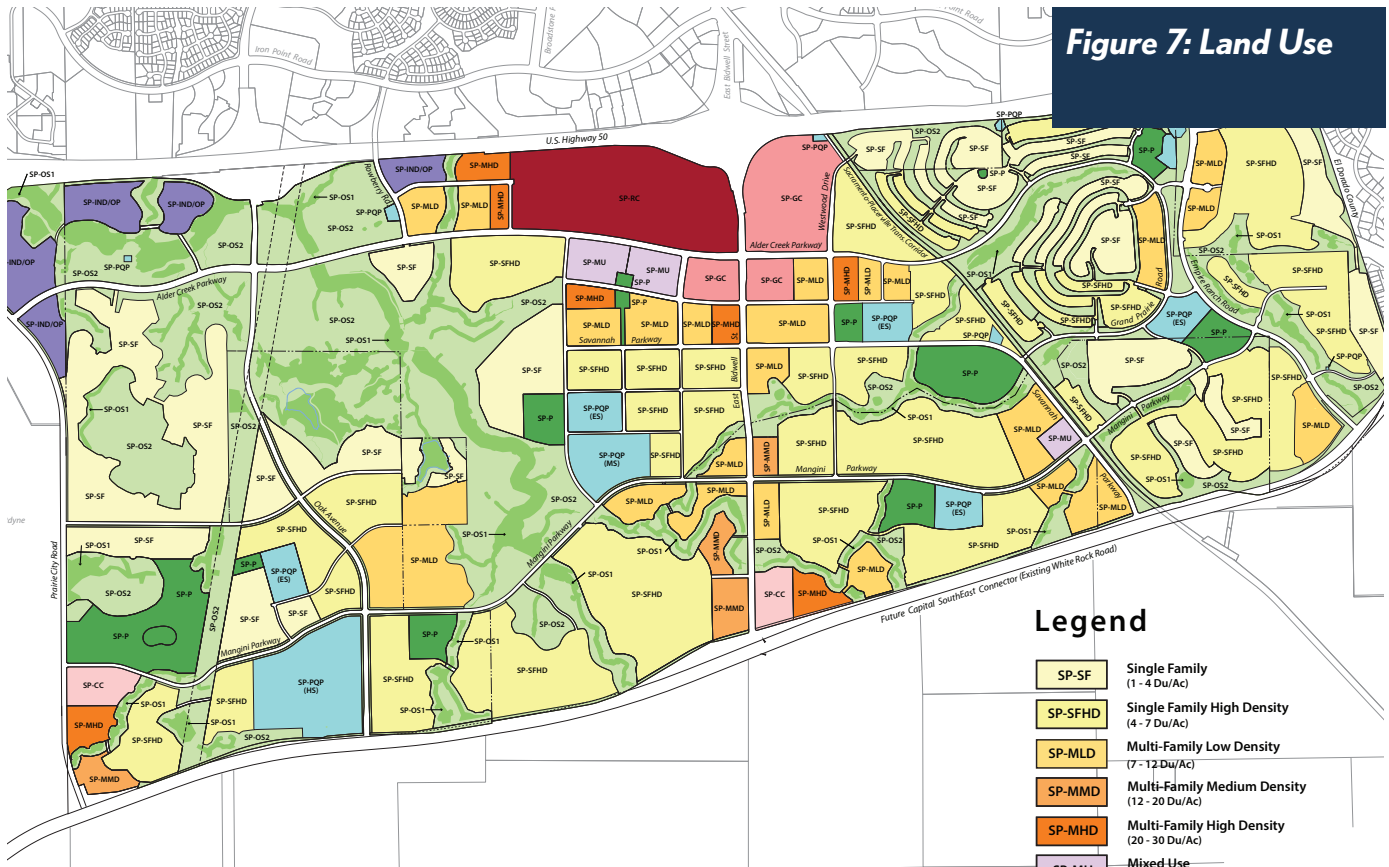


Figure 7: Land Use



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. As can be seen in Figure 7, most of the parcels have been built with a parking ratio of 1 parking stall per 250 to 500 square feet of building space. 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 vacancy rates



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

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 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.

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.

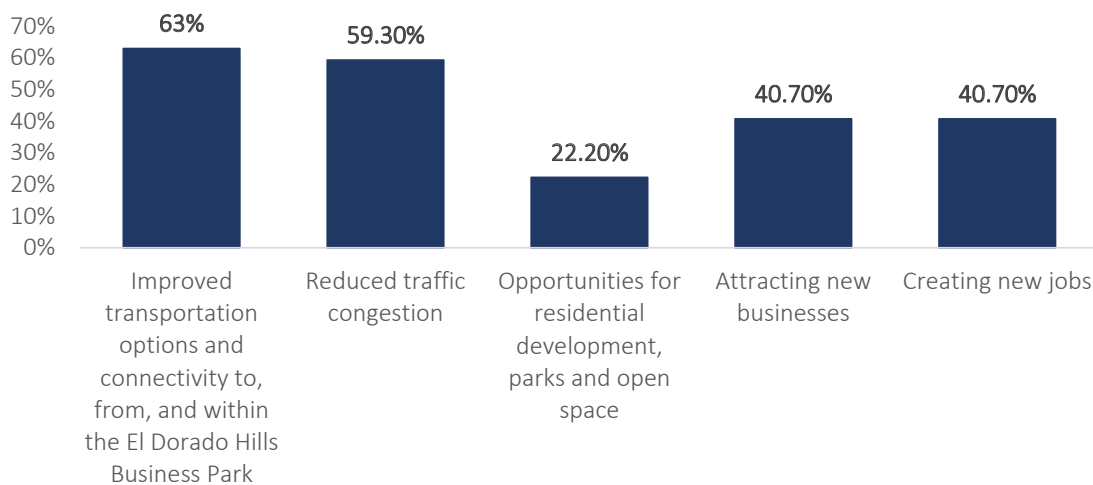
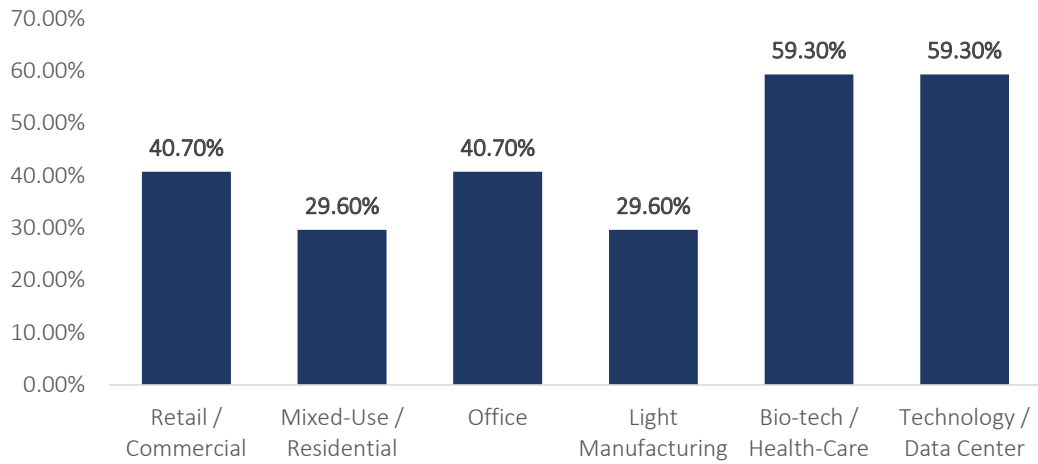
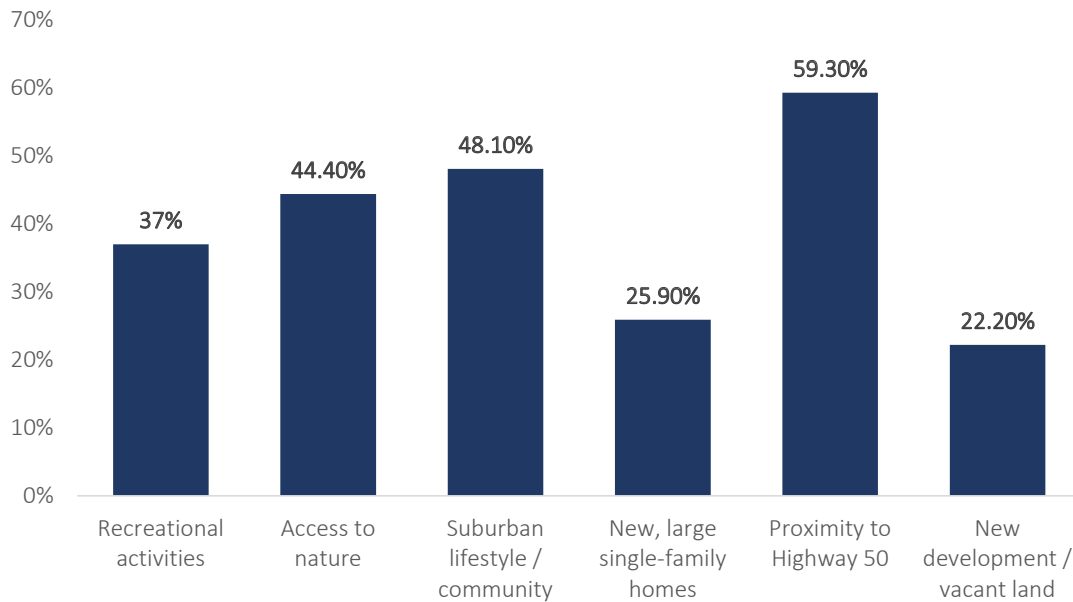


Figure 8b: Virtual Workshop Responses

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.

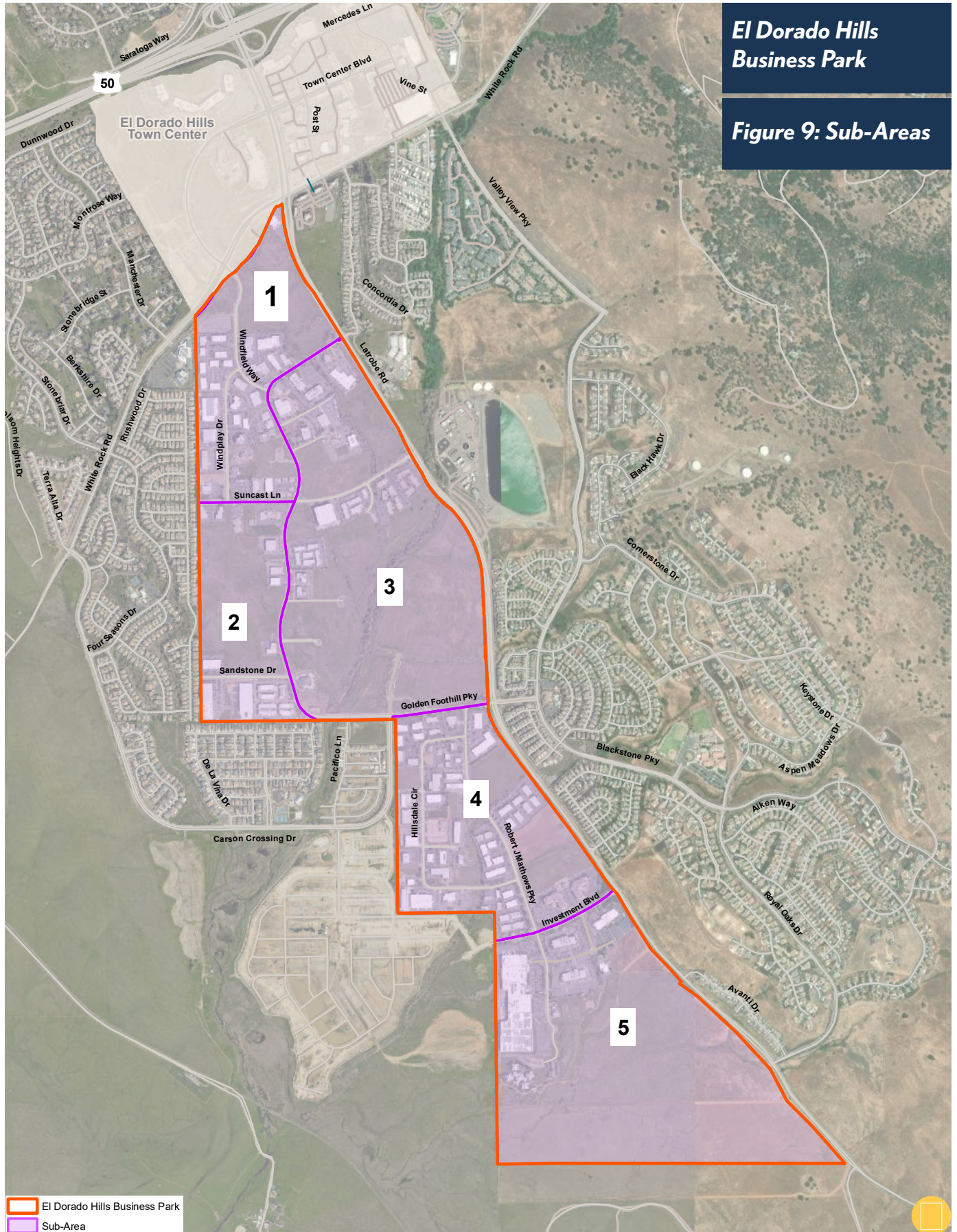
Within the conceptual scenarios, assumptions for where more development might be anticipated within these sub-areas have been based on factors such as its environmental setting, its land use neighbors, and proximity to roadway networks and commercial hubs. Depending on the specific scenario, increased 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”

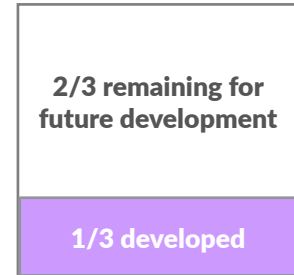
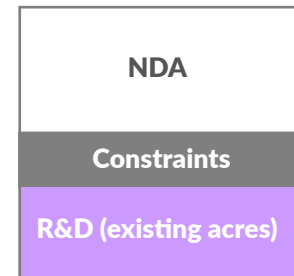


Figure 11: Net Development Area

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.

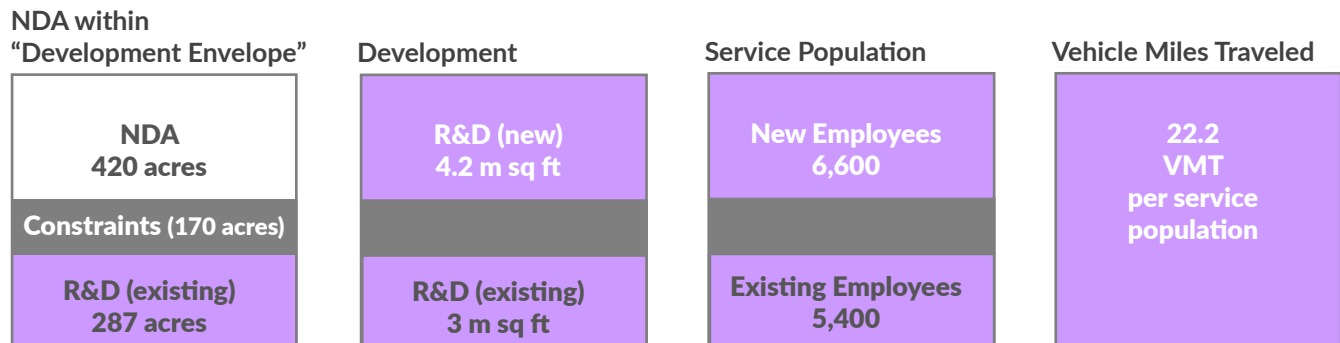
Anticipated Outcomes

- 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

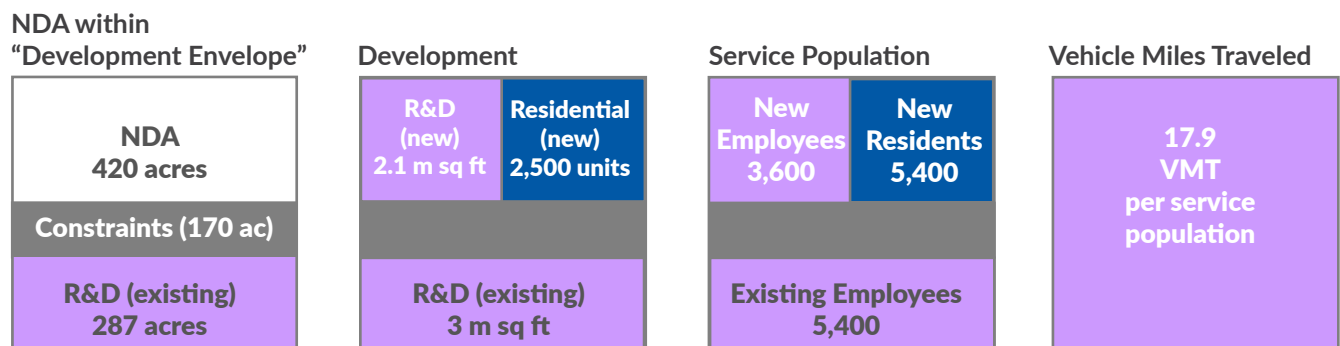
The remaining half of the developable area would be dedicated to residential uses which would yield approximately 5,400 new residents within 2,500 residential units total, largely made up of Medium Density Residential, some Low Density Residential, and limited High Density Residential. For the purposes 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

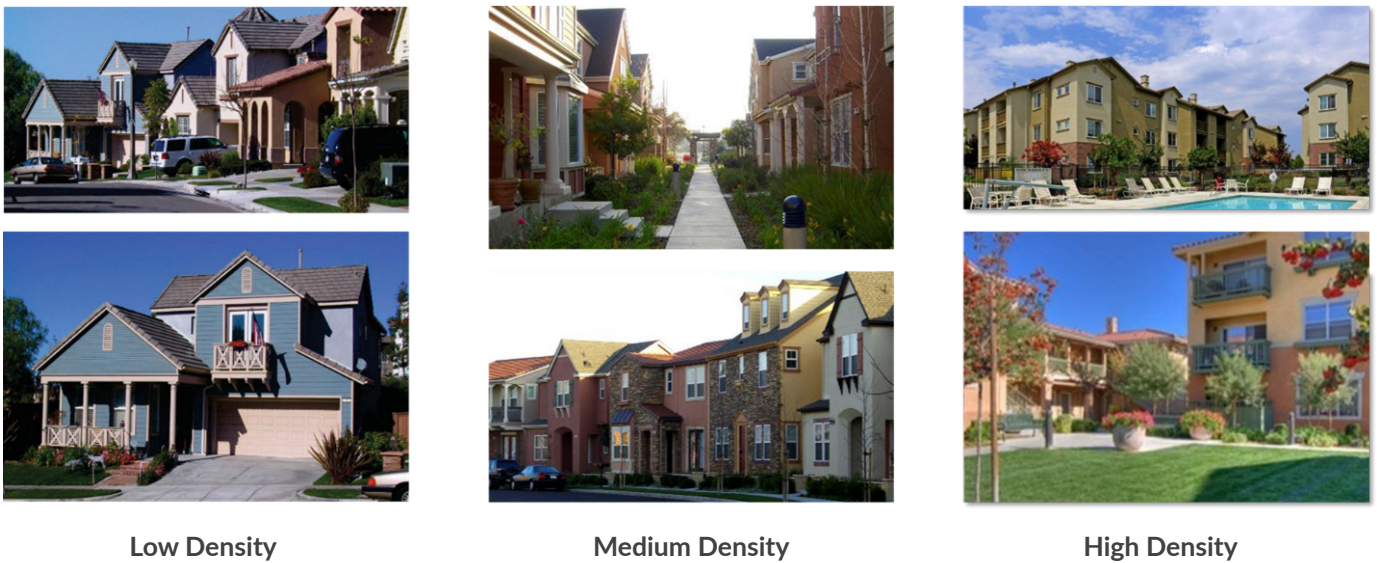
options at lower price points, than what is currently available now within the community. These units would be attractive to not only young professionals employed at the EDHBP, but new families, singles, retirees looking to downsize, among other groups.

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.

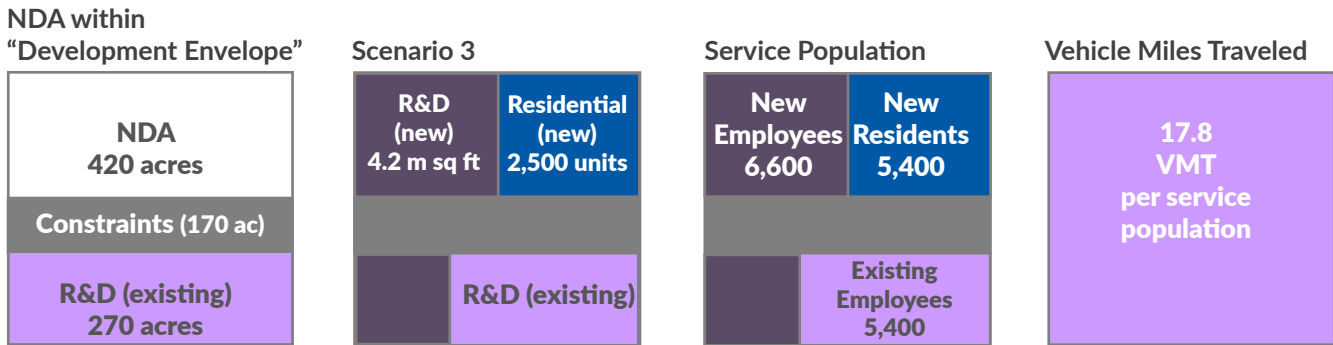
Residential Development Implications under this Scenario

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 potential benefits under Scenarios 2 and 3, which are

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.			

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 of 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.					
Sources: Fehr & Peers, 2021.					

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.

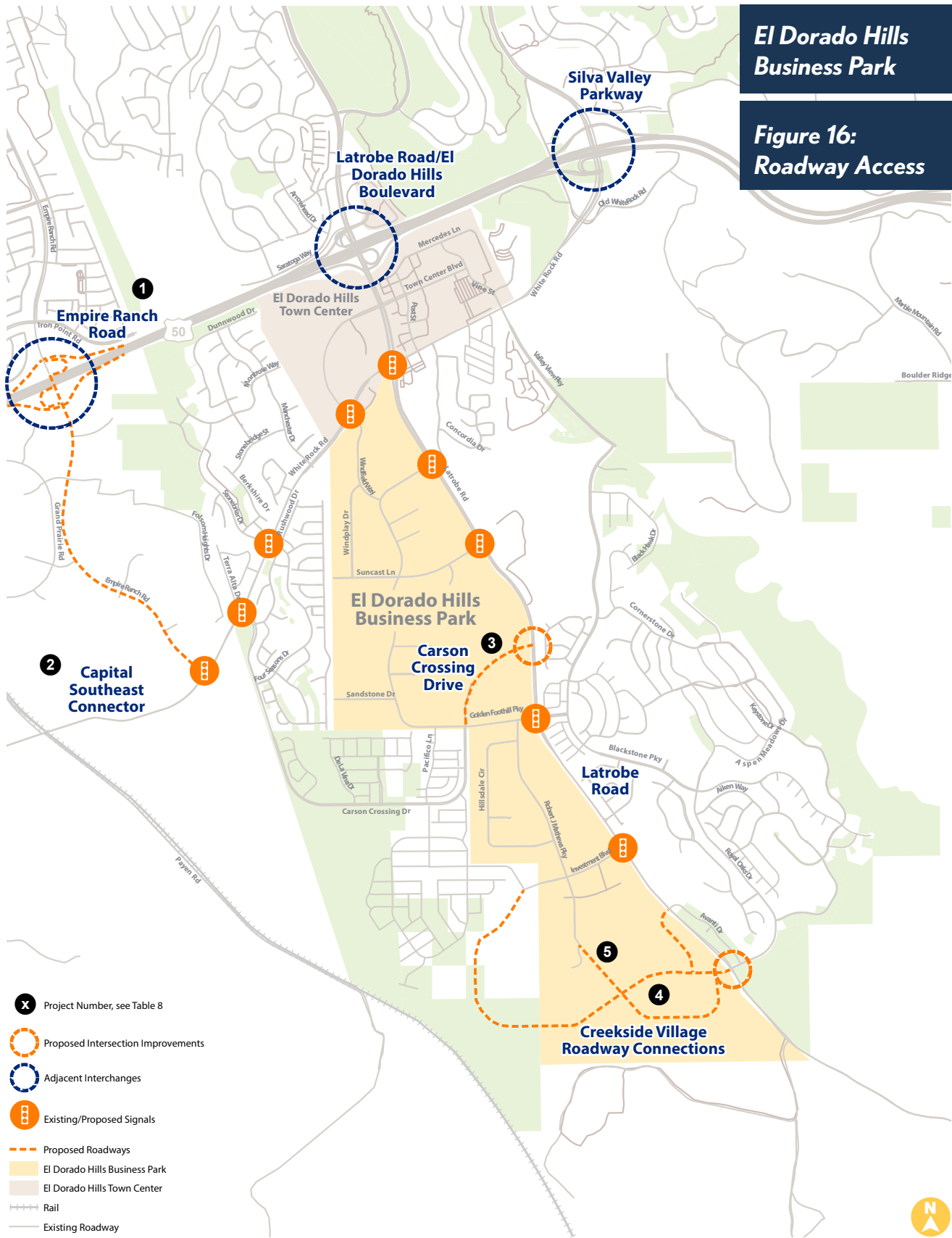
The two primary roadways along the east and west sides of the EDHBP are White Rock Road and Latrobe Road respectively. Both roadways have existing and planned regularly spaced signalized intersections to accommodate access for automobiles to the various internal roadways.

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

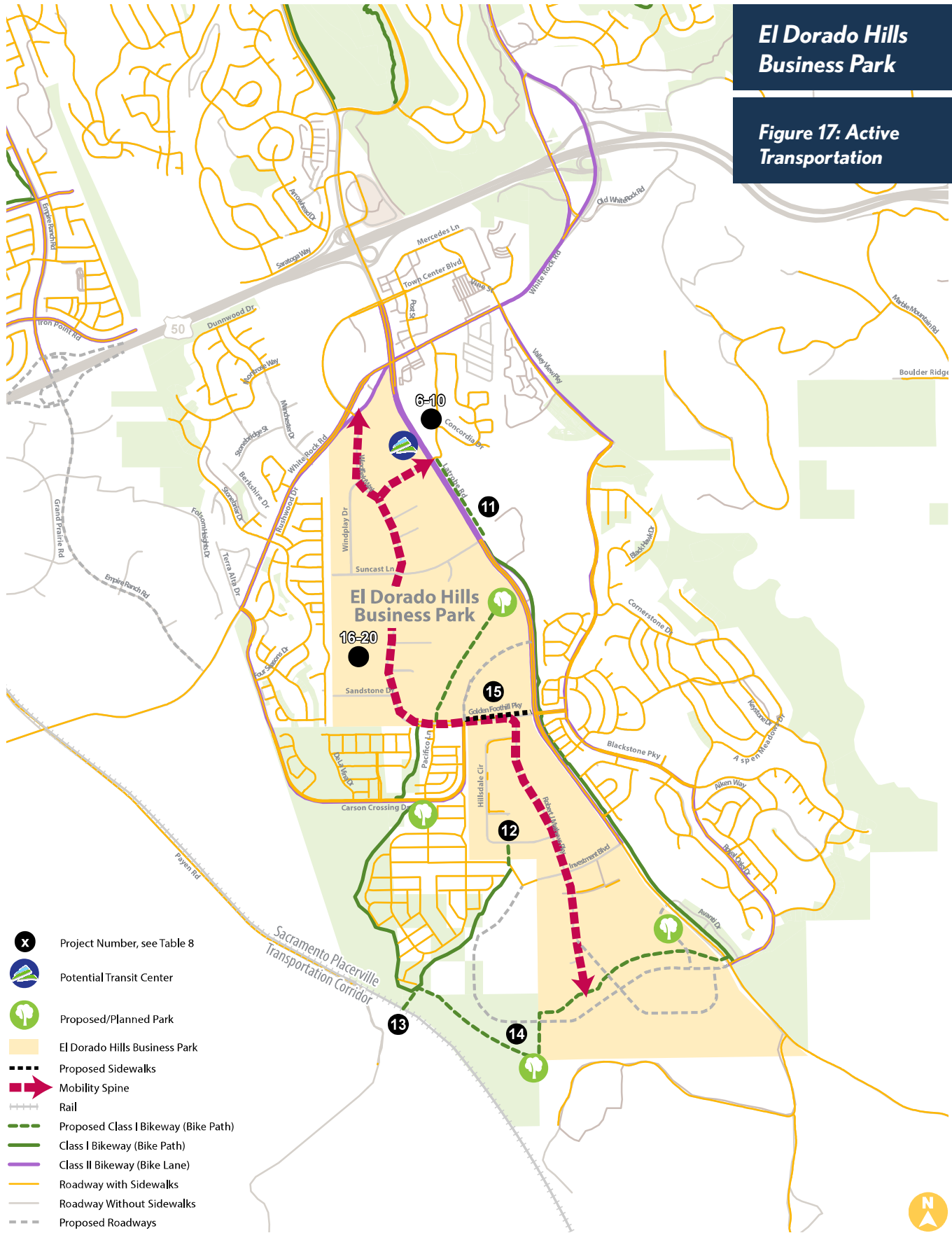
would be accomplished by creating formal roadway shoulders for the use of pedestrians. The shoulder space could be striped, signed, and optionally colored to identify the use of the space for people walking. The existing 50' wide curb to curb width on most the spine roadways could accommodate this shoulder 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.

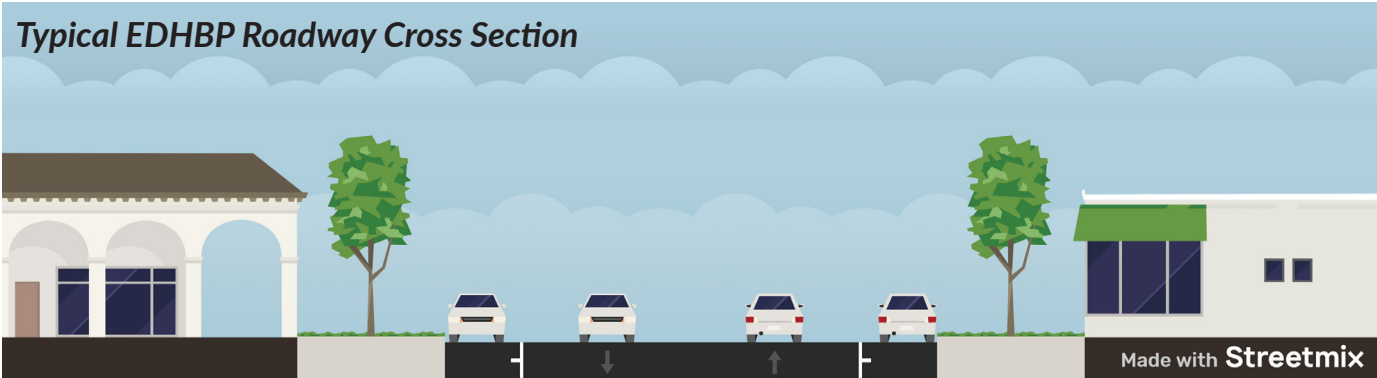
The transit center location along with the potential for intensified development in the Business Park may have the opportunity to create

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.

