

El Dorado Hills Business Park Community Transportation Plan

Virtual Workshop



22 October 2020





Before we begin...

- **Feel free to write any questions in the chat box throughout the presentation.**
- **If you need technical assistance, message Hannah Tschudin or Elise Brockett.**

El Dorado County Transportation Commission (EDCTC)



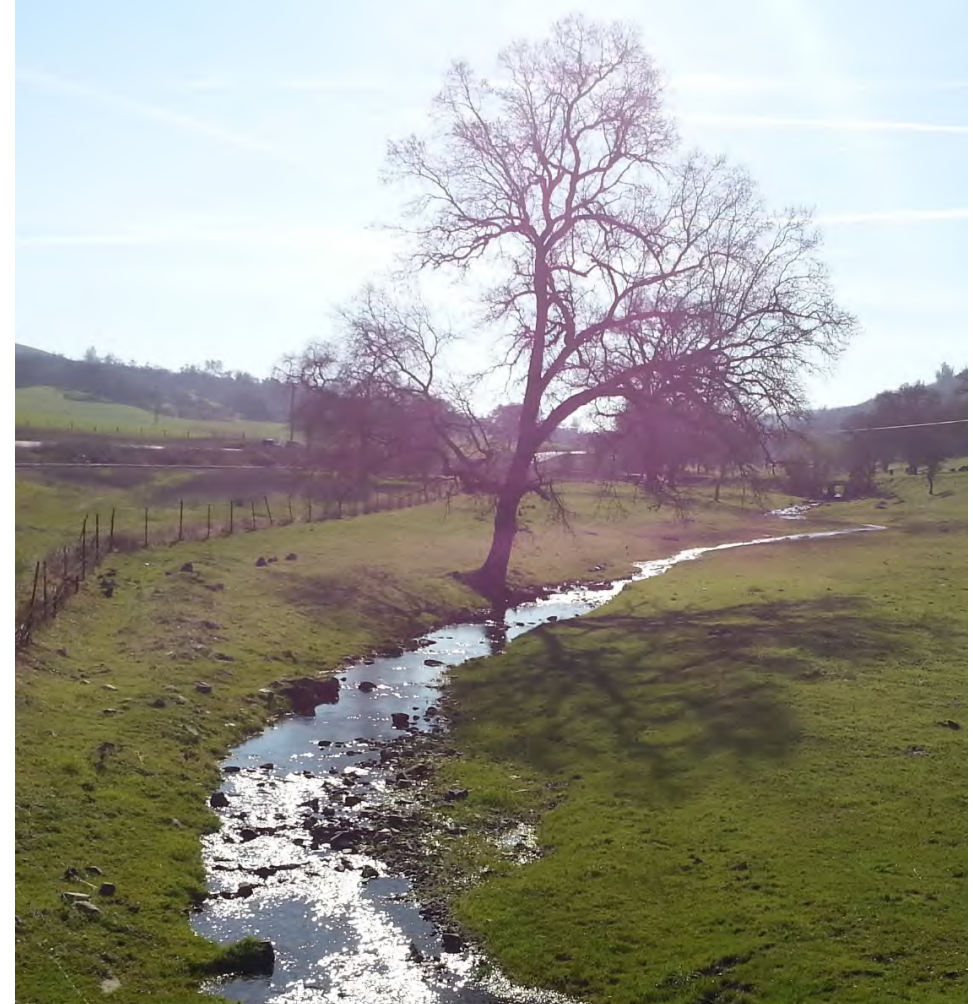
Purpose of the Study

- Understand existing conditions in EDH Business Park and related trends
- Achieve EDH economic development goals
- Identify challenges / opportunities
- Evaluate planned land uses
- Enhance access and circulation



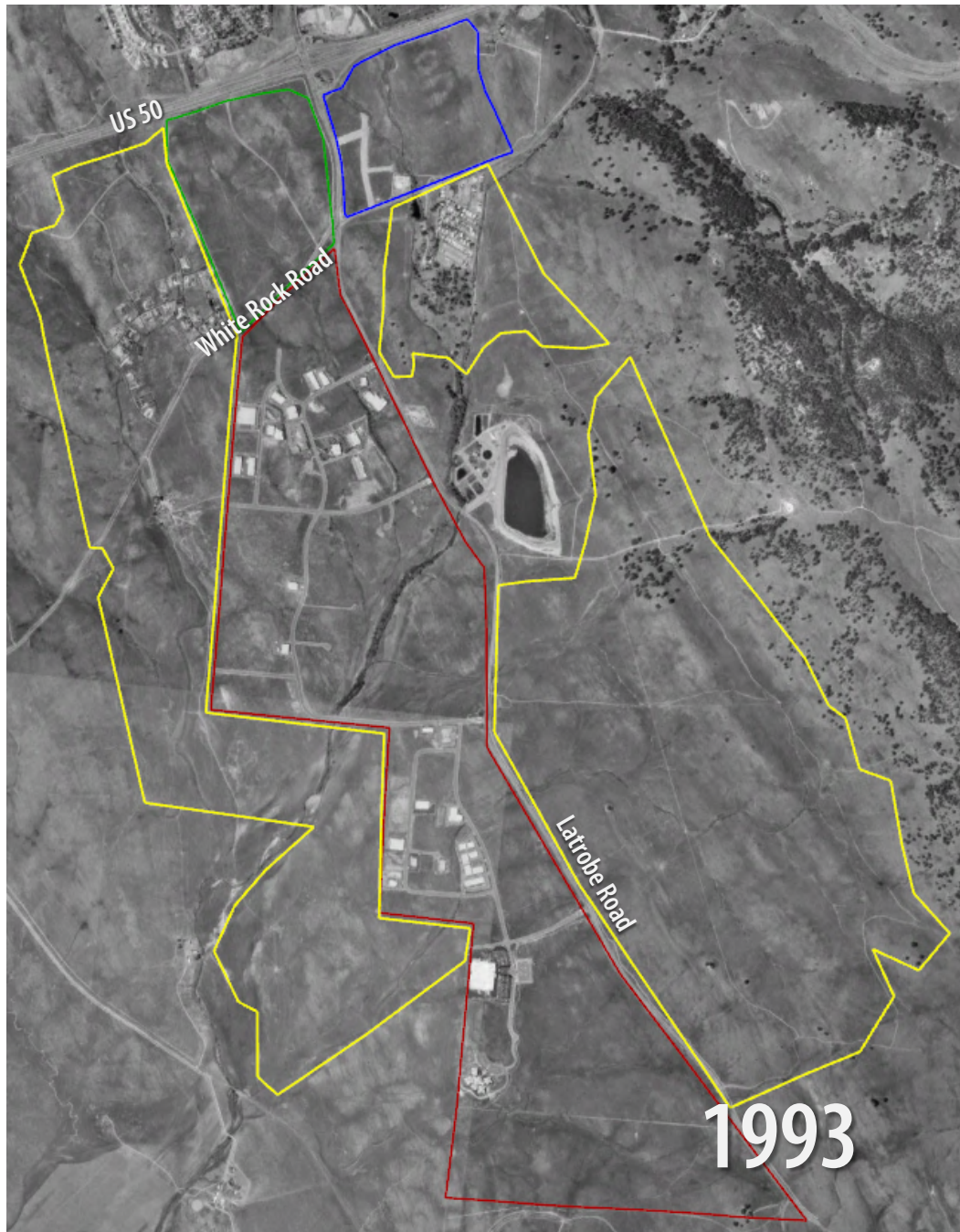
Scope of the Study

- Understand the unique characteristics of El Dorado Hills Business Park
- Evaluate 3 potential development scenarios
- Recommend transportation improvements



Study Overview

Polling Questions Set #1



Housing Disparity

Median
household
income
\$80,100



Median
single-family
home
\$660,000



Morning Commute Patterns

- 52% of Business Park Commute Traffic come from outside of El Dorado County
- 28% starts within El Dorado Hills
- 20% starts in El Dorado County to the east



Source: Sacramento Bee, Jose Luis Villegas

Employment Paradigm Shift

- The Old Way. Companies decide where they want to locate, and employees follow.
- The New Way. Employees (in particular Millennials) decide where they want to live first and then find jobs. Companies follow the talent.



What attracts the new workforce?

- Engaging places to live that are full of social experiences with their peers
- Access to events
- Connections to nature and outdoor activity
- Diverse creative economy.



How can the El Dorado Hills Business Park adapt to be more competitive?



Development Overview

Polling Questions Set #2

Transportation Outcomes



**Live and Work in
the Same Area**



**Decrease
Congestion**



**Improve Quality
of Life**

Development Trend



832-acre Business Park

1/3 developed

3.0 million square feet of development

Current zoned Research & Development:

Commercial, Office,
Industrial, Light
Manufacturing

Development Trend



“Development Envelope”

832 acre Business Park

1/3 developed

3.0 million square feet of development

Current zoned Research & Development:

Commercial, Office,
Industrial, Light
Manufacturing

Net Developable Area

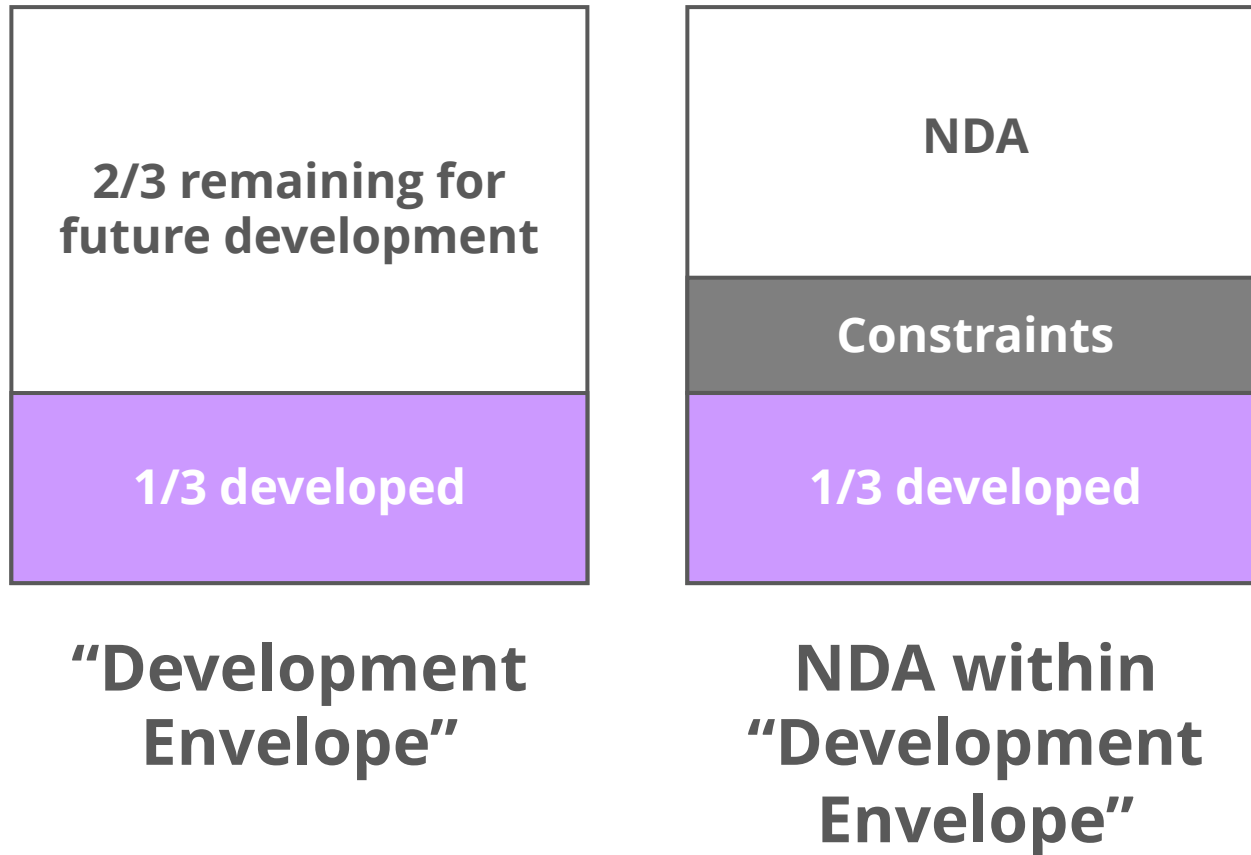


Net Developable Area (NDA)
is land available for future
development

Net out potential
constraints

Approximately half of the
Business Park available for
future development (~400
acres)

Net Developable Area



Net Developable Area (NDA) is land available for future development

Net out potential constraints

Approximately half of the Business Park available for future development (~400 acres)

Planning Scenarios

Overview of Scenarios



Scenario 1

Base Case
(No Residential)



Scenario 2

R&D Reduction/
Add Residential and
Associated Services/Amenities



Scenario 3

Intensified R&D/
Add Residential and
Associated Services/Amenities

Scenario 1

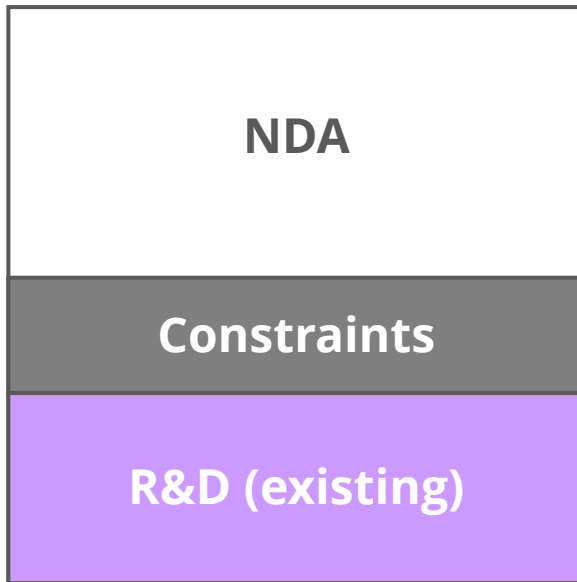


Base case/ No change from the General Plan

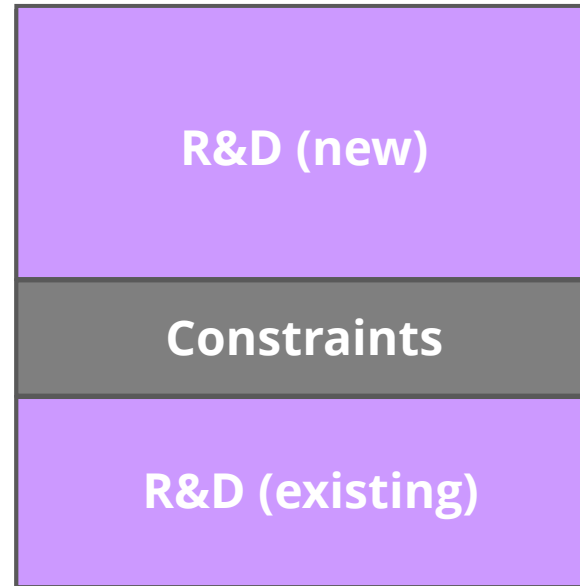
Auto-dependent

Limited walking, biking, and transit options

Scenario 1



**NDA within
“Development
Envelope”**



Scenario 1

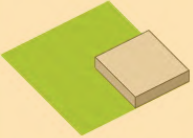
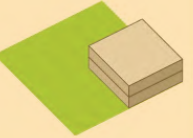
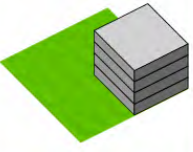
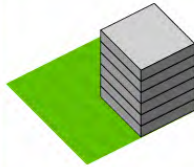
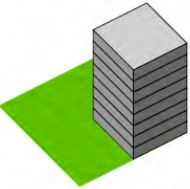
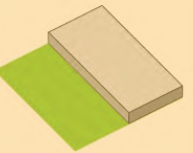
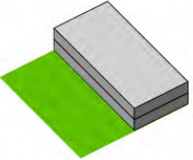
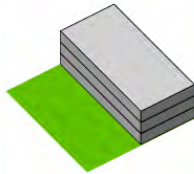
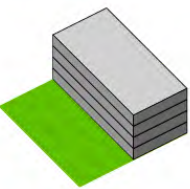

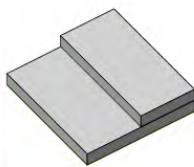
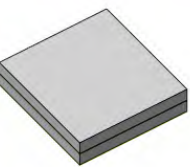
Research & Development
(R&D) land use at same
intensity

0.25 Floor Area Ratio (FAR)

Yields approx. 4.2 million
square feet of new R&D
development in addition to
existing (3.0 million square
feet)

Total R&D sf = 7.2 million

Floor Area Ratio

FAR FSI BCR	0.25 25%	0.5 50%	1 100%	1.5 150%	2 200%
25%					
50%	not possible				
100%	not possible	not possible			

Source: Wikimedia, Google Street View, October 2020

Historic Trend

Business park development trend = 0.25 Floor Area Ratio (FAR)

Allowable under current General Plan = 0.5 Floor Area Ratio (FAR)

Typically, single story development

Scenario 2



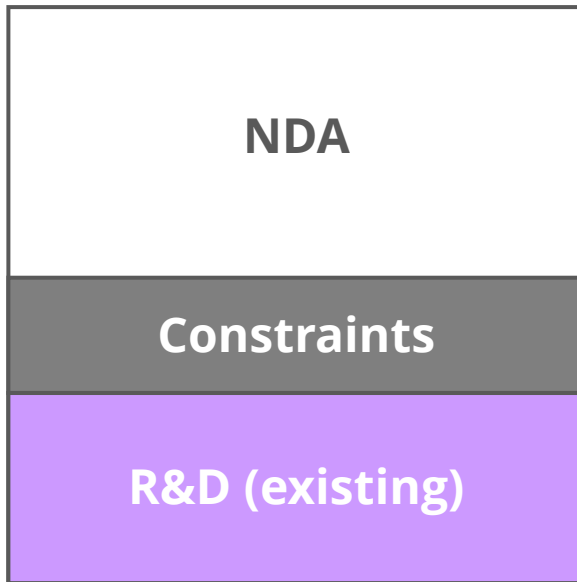
Introduce mixed use development, including residential targeted for emerging workforce

Transportation network retrofitted

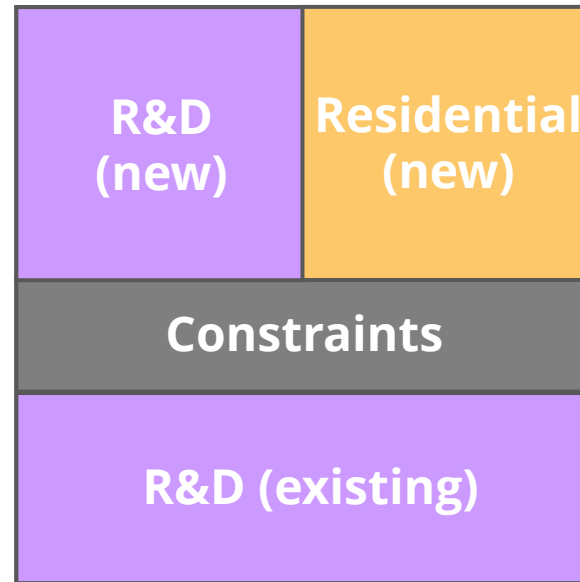
Reduction in car trips

More community amenities

Scenario 2



**NDA within
"Development
Envelope"**



Scenario 2

Future development = half
R&D, half Residential

R&D developed at same
intensity (0.25 FAR)

Yields approx. 2.1 million
square feet of new R&D
development in addition to
existing (3.0 million square
feet)

Total R&D sf = 5.1 million

**Total residential units =
~2,500**

Residential Density



Low Density



Medium Density



High Density

Scenario 3



More intensive mixed-use development

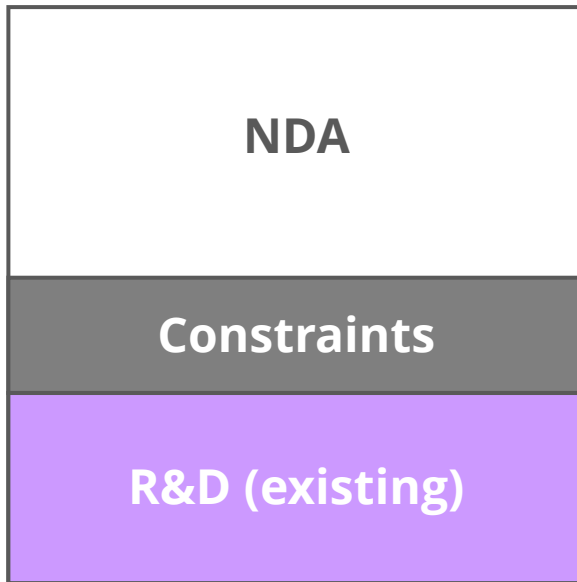
More community amenities

Transit enhancements

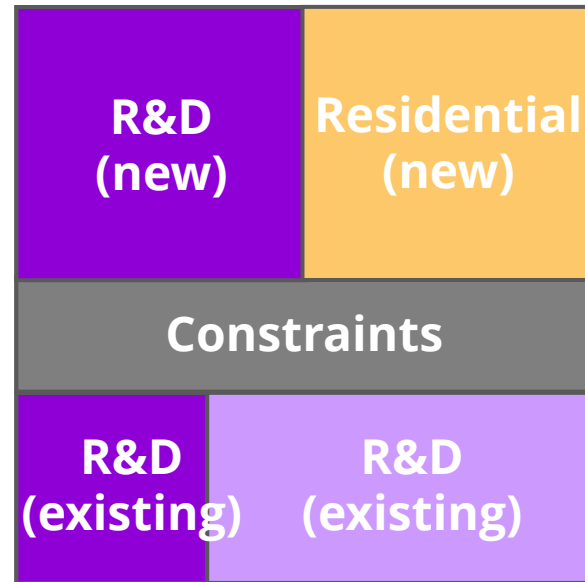


Enable more people to live and work in the same area

Scenario 3



NDA within
"Development
Envelope"



Scenario 3

Future development = half
R&D, half Residential

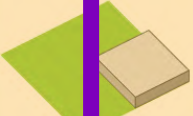

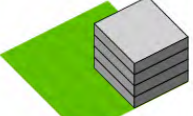
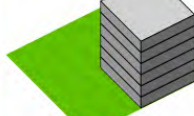
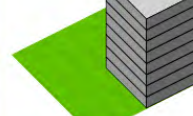

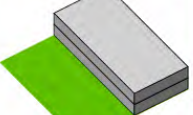
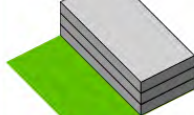
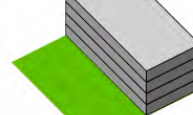


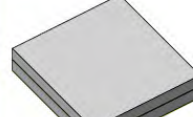
R&D density **intensified**
within new and existing
development from 0.25 FAR
to 0.30-0.35 FAR

Yields the same R&D
development potential as
Base Case (Scenario 1)

Total R&D sf = 7.2 million

**Total residential units =
~2,500**

Floor Area Ratio

FAR FSI BCR	0.25 25%	0.5 50%	1 100%	1.5 150%	2 200%
25%					
50%	not possible				
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Source: Wikimedia, Google Street View, October 2020

Scenario 3

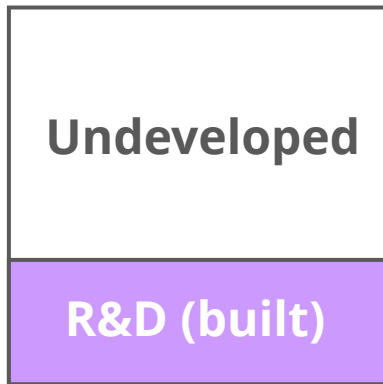
R&D density **intensified** within new and existing development (select areas only)

Shift from 0.25 FAR to 0.30-0.35 FAR

One to two+ stories tall

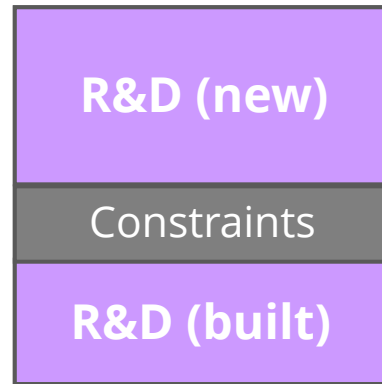
Comparison of Scenarios

Existing Conditions



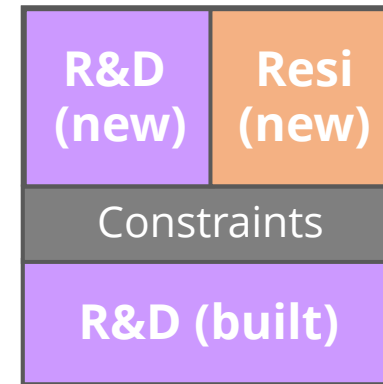
Total R&D: 3.0 mil sf
Employees: 5400

Scenario 1 Base Case (No Residential)



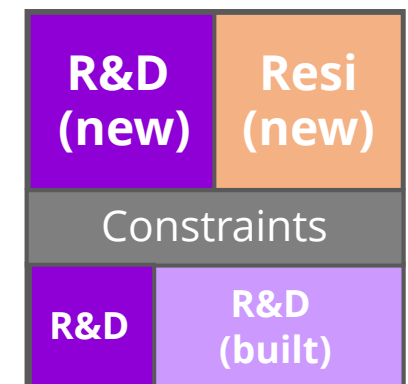
Total R&D: 7.2 mil sf
Employees: 12,000

Scenario 2 R&D Reduction/ Add Residential and Assoc. Services/Amenities



Total R&D: 5.1 mil sf
Employees: 9000
Total Residential
Units: 2,500
New residents: 5,400

Scenario 3 Intensified R&D/ Add Residential and Assoc. Services/Amenities



Total R&D: 7.2 mil sf
Employees: 12,000
Total Residential
Units: 2,500
New residents: 5,400

Development Potential

EDHBP Historic Absorption



- Started developing ~ 1981
- ~300 acres developed
- Average absorption rate
 - ~7.4 acres per year
 - ~84,000 sq. ft. per year
- Rate has been slowing in recent years
- Buildout could take over 50 years

Benchmark 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.

Potential Absorption for Revised Plan

	Scenario 1 (Base Case)	Scenario 2	Scenario 3
New R&D Square Footage	4,410,476	2,205,238	4,411,583
Historic Absorption Rate (Sq. Ft./Year) (a)	84,062		
Estimated Years	52		
Enhanced Absorption Rate (Sq. Ft./Year) (b)		145,000	145,000
Estimated Years		15	30

Notes:

(a) Historic absorption rate for El Dorado Hills Business Park 1981-2017.

(b) Enhanced absorption rate based based on R&D/Office/Industrial absorption in Folsom, Rancho Cordova, Elk Grove, and Natomas.

Sources: ESA, BAE, 2020.

Highway 50 Interchanges

Latrobe Road / El Dorado Hills Blvd
Interchange (2014)

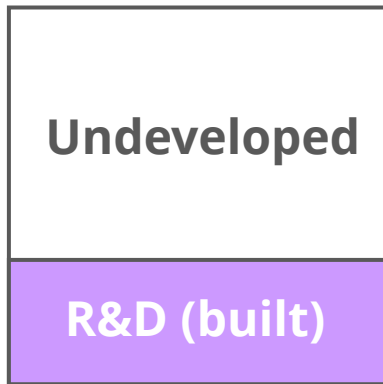
Silva Valley Parkway Interchange
(2016)

Empire Ranch Road / Carson Crossing
Road Interchange (2023)



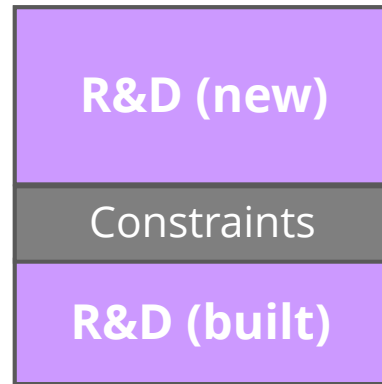
Driving Comparison of Scenarios

Existing Conditions



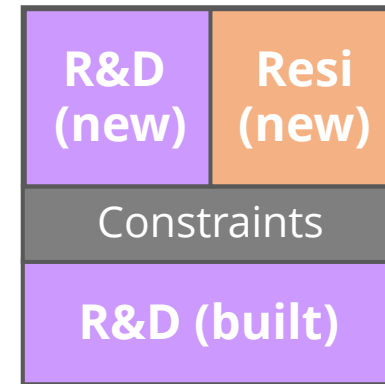
Employees: 5400

Scenario 1 Base Case (No Residential)



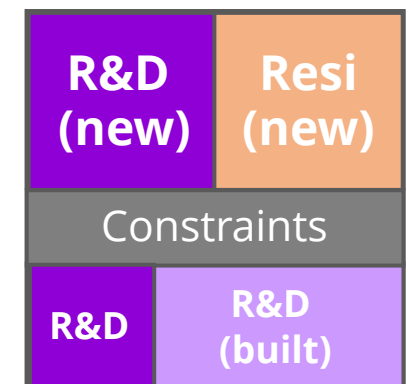
Employees: 12,000

Scenario 2 R&D Reduction/ Add Residential and Assoc. Services/Amenities



Employees: 9000
New residents: 5,400

Scenario 3 Intensified R&D/ Add Residential and Assoc. Services/Amenities



Employees: 12,000
New residents: 5,400

Vehicle miles
traveled (VMT):
141,000

26.1 per person

Vehicle miles
traveled (VMT):
277,500

23.1 per person

Vehicle miles
traveled (VMT):
254,500

17.7 per person

Vehicle miles
traveled (VMT):
313,000

18.0 per person



Reduction in VMT

- People living closer to their work and **driving shorter distances**
- People being able to **walk, bike or take transit** to work
- Have a wider **variety of services** closer to people's home or workplace



Transit Ridership

- New resident and workers of the Business Park easy access to the proposed **Transit Center** in EDH
- Increased employment density may utilize El Dorado Transit Commuter excess capacity for **reverse commute**
- A **Business Park loop shuttle** could connect workers to the proposed Transit Center



Adjacent Bike Paths

- Latrobe Road bike path has been recently extended
- White Rock Road west of Carson Crossing Road will have a parallel bike path as part of the Capital SouthEast Connector project
- Future connections should focus on access to Town Center and across Highway 50

Internal Bike Paths

- New bike paths are starting to connect to the adjacent residential uses
- New residential within the Business Park should continue these paths and connect to create a network of off-street bikeways





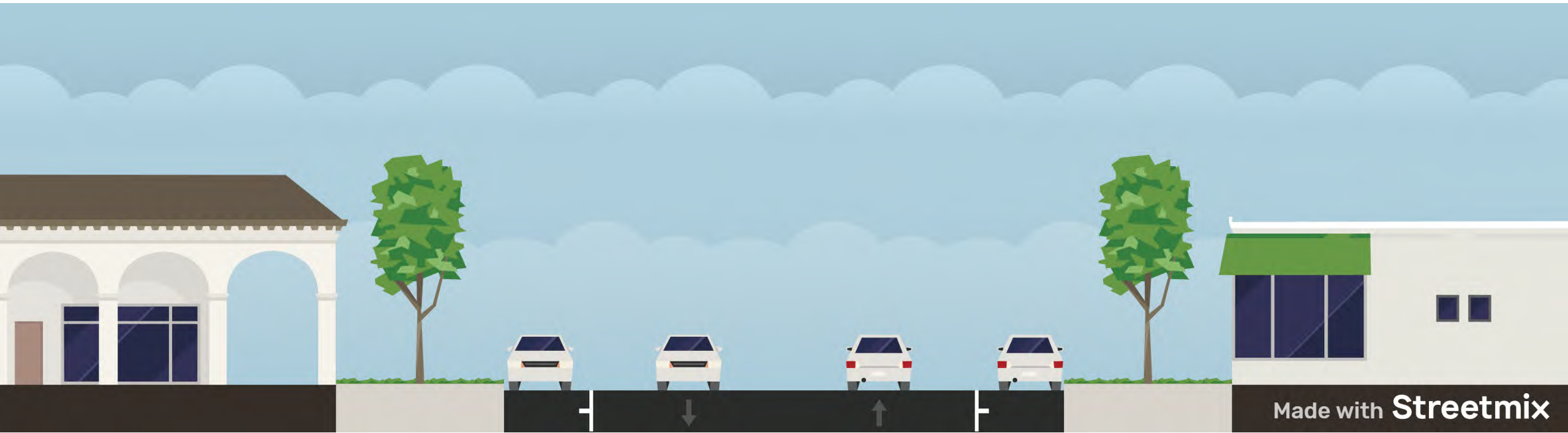
El Dorado Trail

- EDH Business Park is within $\frac{1}{4}$ mile of the El Dorado Trail along the Sacramento Placerville Transportation Corridor
- Would create connections to scenic rides in El Dorado County to the east and an easy ride to the new south of Folsom development with connections to the American River Parkway to the west

Business Park Internal Roadways



Typical Business Park Street Cross Section



Buildings set back with landscape frontage

50' wide roadway with on-street parking

Formal curb and gutter with occasional sidewalk

Options for Walking and Biking

Do you change how the new streets within the Business Park will be built?

How do you retrofit the streets adjacent to the developed parcels?



Shared Street

- Slow cars down to 15mph
- Maintain on street parking
- Create signs and educate drivers that people are walking and biking in the street





Restriping Existing Roadways

- Add a striped pedestrian lane, texture or color could be added to pavement
- Create formal bike lanes or allow for bikes to share vehicle lane
- Should be temporary treatment until sidewalks can be constructed due to ADA compliance
- Remove on-street parking

Create a more traditional street


- Construct sidewalk behind existing curb and gutter
- Maintain on street parking
- Narrow lane to include formal bike lanes
- Potential tree removal and utility relocation costs



El Dorado Hills Business Park Community Transportation Plan

Questions and Answers





EL DORADO HILLS BUSINESS PARK

JOIN US *and share your input on the* **EL DORADO HILLS BUSINESS PARK** Transportation Plan

October 22
5:00 – 6:30 PM

REGISTER: bit.ly/EDHBusinessPark


THIS MEETING WILL BE HELD VIRTUALLY THROUGH ZOOM.

For questions about the Virtual Open House, email
Hannah Tschudin at htschudin@aimconsultingco.com.



Make sure to check out our 3-part video series about the El Dorado Hills Business Park Transportation Plan. Go to www.edctc.org/edh-business-park





EL DORADO HILLS BUSINESS PARK

Share your input on the

EL DORADO HILLS BUSINESS PARK Transportation Plan

October 22 5:00 – 6:30 PM

REGISTER: bit.ly/EDHBusinessPark

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