



## MEMORANDUM

Date: March 23, 2015

Project #:  
17666.0

To: Claudia Wade, PE  
County of El Dorado  
2850 Fairlane Court, Building C  
Placerville, CA 95667



From: Jim Damkowitch and Darryl dePencier  
Project: CIP & TIM Fee Update: Western Slope  
Subject: Draft Technical Memorandum 2-2: Evaluation of TIM Fee Zone Geography

As part of the update to El Dorado County's Traffic Impact Mitigation (TIM) Fee structure, Kittelson & Associates (KAI) will complete a review that includes the fee benefit zone boundaries (TIM Fee Zones). The review would verify that the alternatives are all fair and equitable. Any changes to the TIM Fee Zones must not cause unfair fee burdens and not compromise the county's ability to fund needed improvements.

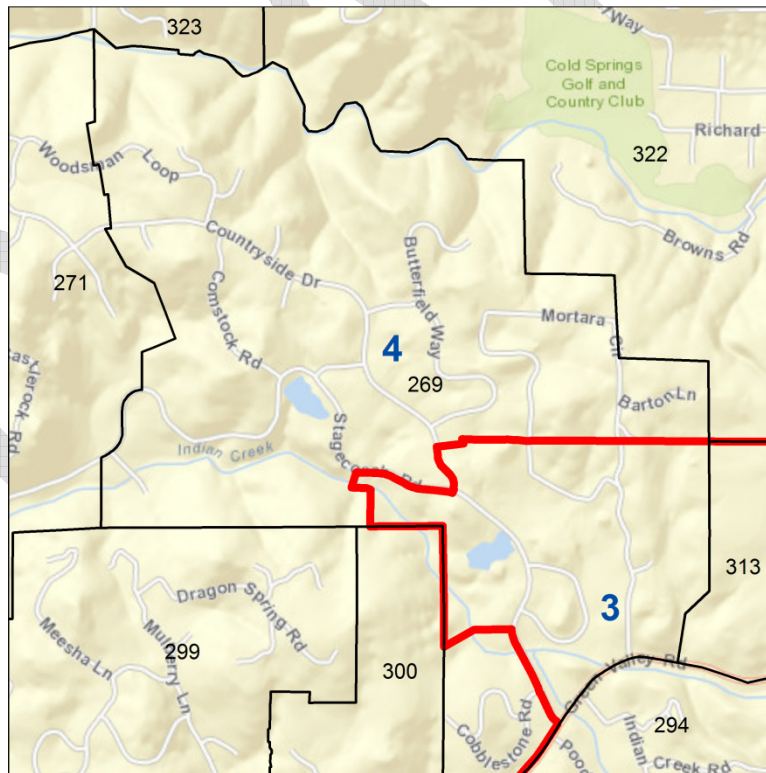
KAI has reviewed the existing fee boundaries, and has developed four alternatives. The fee boundaries as they exist today are not completely compatible with the El Dorado County Travel Demand Model, which is the principal analytical tool that will be used to determine the updated fee structure. Some of the existing boundaries do not correspond to the model's Traffic Analysis Zones (TAZ)s. The four alternatives proposed by KAI were all developed using the model's TAZs as the basic unit of division. The four alternatives are:

1. **Existing Zones:** The model's TAZs were assigned to the zone that they fit into the most. This zone structure is the closest to the existing fee zones achievable using TAZs. This structure maintains the existing eight TIM Fee Zones.
2. **Smoothed Zones:** TAZs were reassigned to adjacent TIM Fee zones to create TIM Fee zone boundaries that are straighter and more easily understood by the public. Zonal intrusions and extrusions have been eliminated where feasible. This structure slightly modifies the existing eight TIM Fee zones.
3. **Population Based Zones:** TAZs have been grouped into TIM Fee zones such that each zone has a roughly equivalent population and avoids separating individual communities into multiple zones. This structure results in five TIM Fee Zones.
4. **Fee Level Zones:** TIM Fee Zones with similar existing fee levels were combined to reduce the number of TIM Fee Zones. This structure reduces the total number of TIM Fee Zones to four, but does not significantly change the existing fee level for any given TAZ.

El Dorado County's West Slope is currently divided into eight TIM Fee Zones. These zones were established both to determine a localized TIM Fee structure that is appropriate for the sub-regions within the county and to determine where TIM Fee revenue can be spent. Some of the existing fee zone boundaries do not correspond with the TAZs in El Dorado County's Travel Demand Model. The model is used to estimate the traffic impacts of allowable development at the local and regional scale, and incorporates land uses at the TAZ scale. It is therefore important that the TIM Fee Zone boundaries correspond with TAZ boundaries to minimize potential confusion between applicants, policy makers, and the objectives of the capital improvement program. All four of the TIM Fee Zone boundary scenarios have been derived at the TAZ level.

An example of the current relationship between TAZs and the TIM Fee Zone boundaries is shown in Figure 1. TAZ 269 is split between TIM Fee Zones 3 and 4. This would mean that the model would be unable to determine which zone should receive benefit for impact fees associated with development within that TAZ.

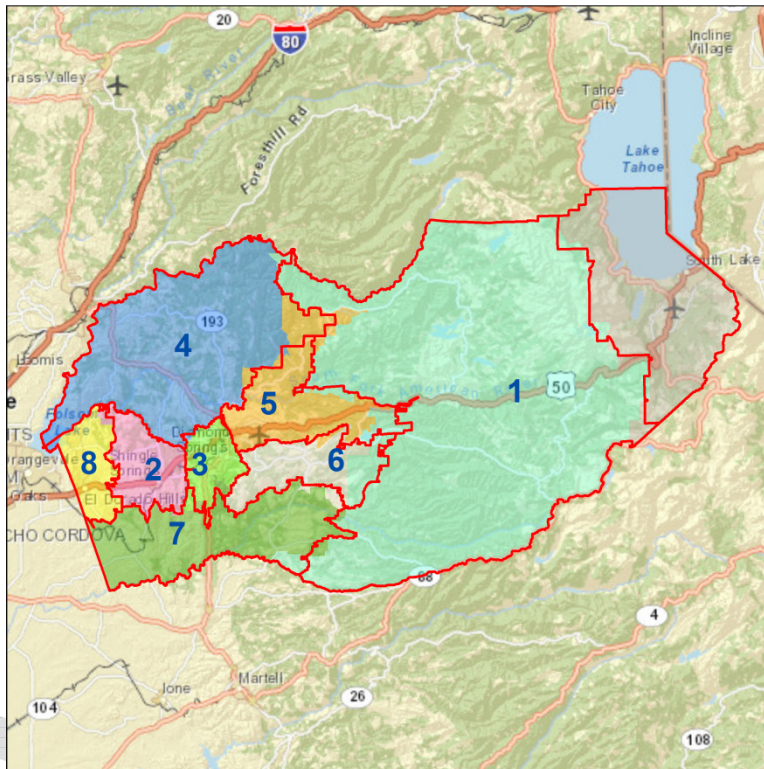
**Figure 1. Existing TIM Fee Zone and Transportation Analysis Zone Overlay**



## EXISTING ZONES

The Existing TIM Fee Zone scenario maintains the eight zones currently in use by assigning each TAZ to the zone that contains the majority of that TAZ. This scenario minimizes the land area being moved from one TIM Fee Zone to another for conformance with the travel demand model. The TIM Fee Zones are shown in Figure 2.

**Figure 2. Existing TIM Fee Zone Scenario**

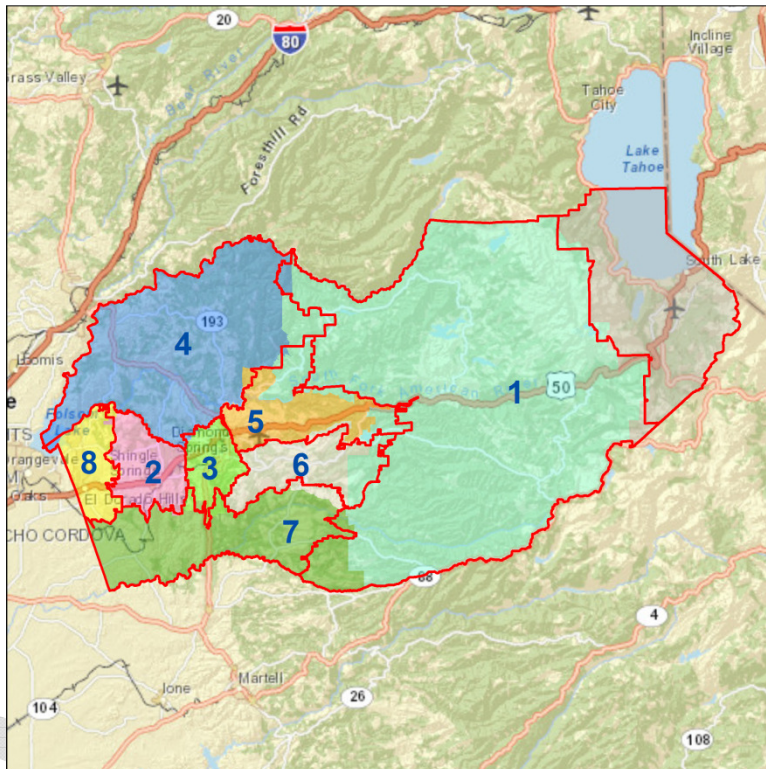


The red lines show the existing TIM Fee Zones, while the colored background shows the proposed TIM Fee Zone boundaries.

## SMOOTHED ZONES

The Smoothed TIM Fee Zone scenario modifies the zones in the Existing TIM Fee Zone scenario to make their boundaries smoother with fewer intrusions and extrusions. This scenario would make it easier for applicants to determine which TIM Fee Zone their project resides. The TIM Fee Zones are shown in Figure 3.

**Figure 3. Smoothed TIM Fee Zone Scenario**

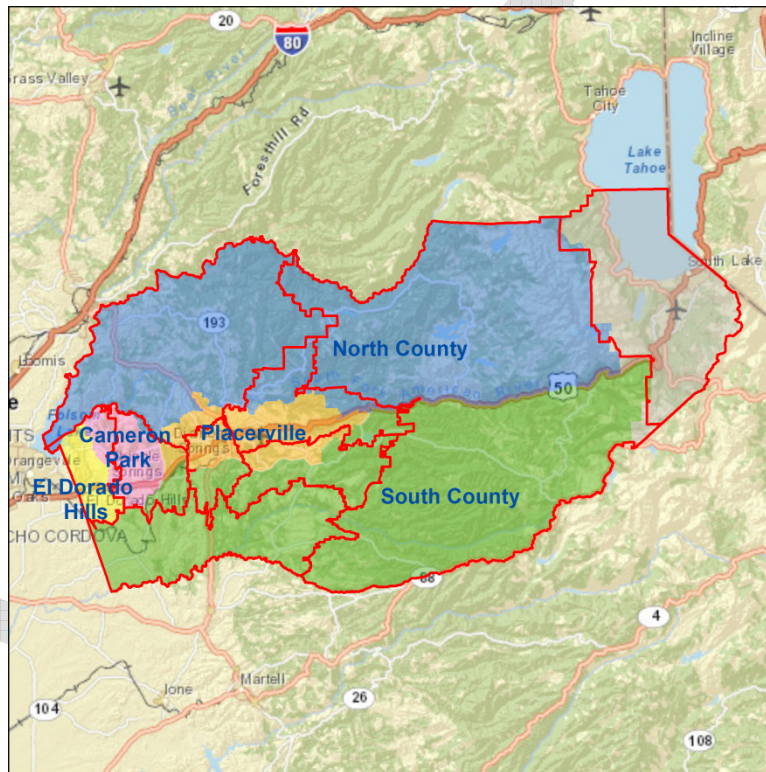


The red lines show the existing TIM Fee Zones, while the colored background shows the proposed TIM Fee Zone boundaries.

## POPULATION BASED ZONES

This scenario was created to reduce the number of TIM Fee Zones from eight to five. It groups TAZs around existing communities into sets of roughly equivalent population. The groupings were centered in Placerville/Diamond Springs, El Dorado Hills, and Cameron Park/Shingle Springs respectively. The two more rural zones are divided into north and south, separated by US 50. This scenario is intended to focus development fees into the communities directly hosting the development.

**Figure 4. Population Based TIM Fee Zone Scenario**

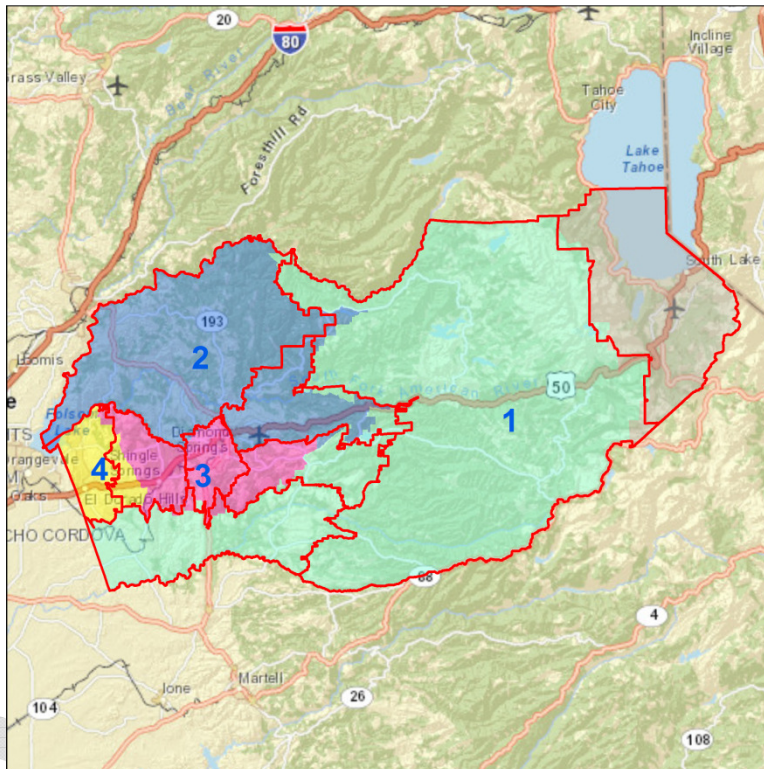


The red lines show the existing TIM Fee Zones, while the colored background shows the proposed TIM Fee Zone boundaries.

## FEE LEVEL BASED ZONES

This scenario reduces the number of TIM Fee Zones from eight to four. It merges the existing fee benefit zones based on fee levels. This scenario would allow El Dorado County to have increased flexibility in the allocation of TIM Fee revenues without making significant changes to the fees in any given area of the county.

**Figure 5. Fee Level Based TIM Fee Zone Scenario**



The red lines show the existing TIM Fee Zones, while the colored background shows the proposed TIM Fee Zone boundaries.

## EXISTING REIMBURSEMENT AGREEMENT COMMITMENTS

The proposed changes to TIM Fee Zones would only impact any development that occurs after the TIM Fee program is adopted by the Board. All existing development and fees will not be impacted. Table 1 lists the existing commitments that will be exempted from any changes to the fee benefit zone structure:

**Table 1. Existing TIM Fee Commitments**

Owner	Project	Fee Balance
<b>Zone 8</b>		
K. Hovnanian Forecast Homes	White Rock Road West	\$504,486
Arrowest Properties, Inc.	Post St. / White Rock Road Signalization	\$85,000
AKT Development Corp	White Rock Road East (RIA)	\$37,921
Pulte Homes	Bass Lake Road (SIA)	\$3,692,152
Green Valley Marketplace	Cash contribution	\$300,000
	Total – Zone 8	\$4,619,559
<b>Zone 8 – Silva Valley Set Aside</b>		
West Valley, LLC	SVI – Phase 1 Developer Advance & Design Cost	\$16,194,966
<b>Zone 2</b>		
Silver Springs, LLC	SS Parkway & GV/SS Intersect	\$2,767,549
Silver Springs, LLC	GV/SS Overlay	\$115,315
Silver Springs, LLC	Green Vly/Deer Vly Intersection	\$397,693
Silver Springs, LLC	Offsite Silver Springs Pwky	\$3,889,855
Silver Springs, LLC	Madera Right Turn Lane	\$125,574
	Total – Zone 2	\$7,295,986

## NEXT STEPS

Completion of the existing and future deficiency analysis will inform the identification of CIP projects to be funded through the updated TIM Fee program. Once the CIP project list has been approved by El Dorado County, a fair share analysis will be performed on all four TIM Fee Zone scenarios.

Based on the fair share results, each scenario’s fee structure results will be developed and compared. The fee structure alternatives will be provided to the El Dorado County Board for consideration. The Board of Supervisors will then determine which of the TIM Fee structures and associated TIM Fee Zone boundaries should be advanced for adoption.