



## EL DORADO COUNTY TIM FEE SMART GROWTH DISCOUNT

DATE: July 24, 2020

TO: Natalie Porter | Senior Traffic Engineer, El Dorado County

FROM: Jim Damkowitz | DKS

SUBJECT: El Dorado County TIM Fee: Smart Growth Discount

Project #19203-002

### INTRODUCTION

Pursuant to the Mitigation Fee Act (MFA), El Dorado County adopted a "Smart Growth Discount" as part of the 2016 TIM Fee update. Based on research of the trip reduction benefits of Smart Growth, a fee discount percentage of 15% was adopted. However, given that no area within the unincorporated area of El Dorado County currently meets the MFA criteria for the Smart Growth, the discount has not been applied.

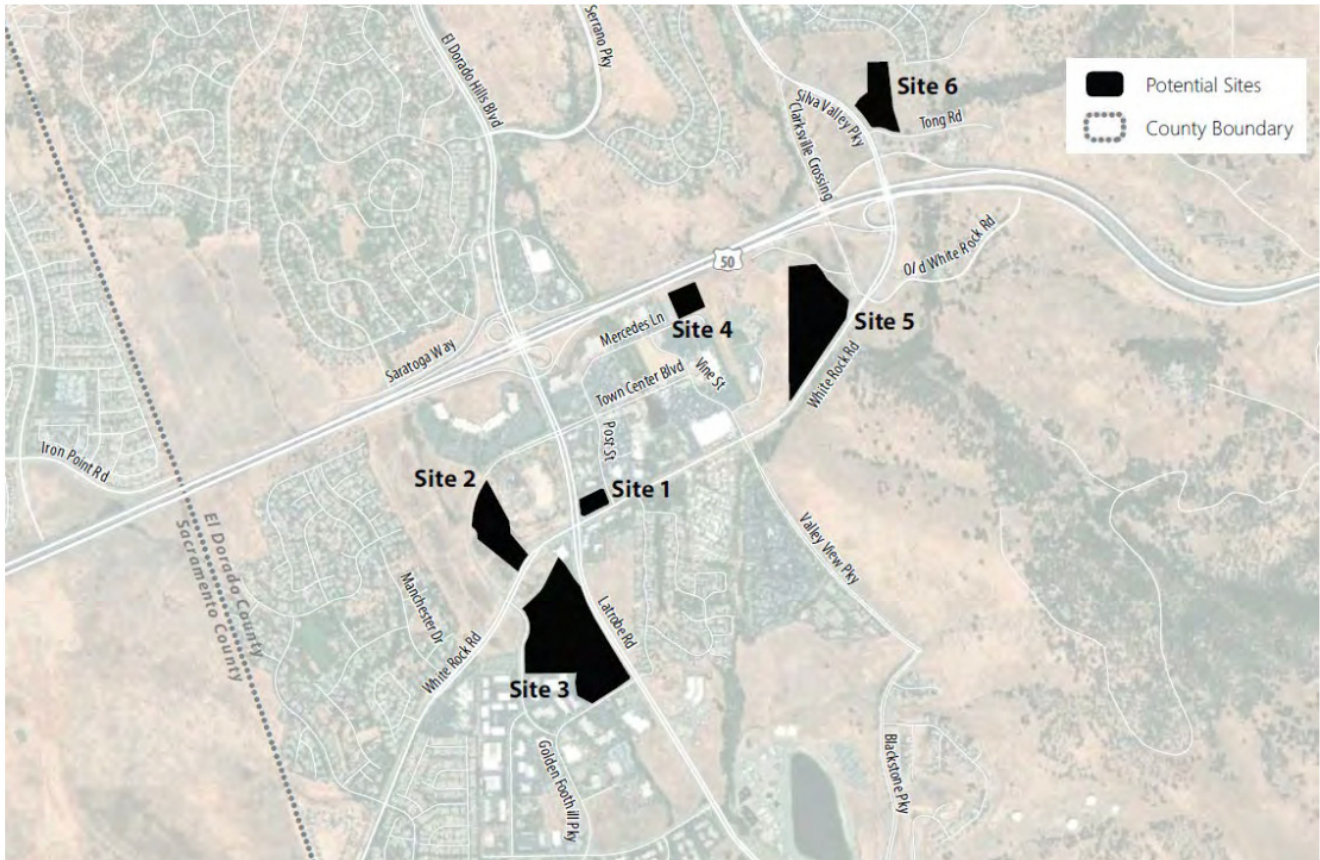
As part of the 2020 TIM Fee update, an examination of the future potential for application of the Smart Growth Discount was performed. The current fee program does address California Code-Section 66005.1 (effective January 1, 2011) that states: housing development projects that satisfy all of the following "Smart Growth" characteristics shall be provided a discounted fee. State statute defines Smart Growth as:

- A housing development located within one-half mile of a transit site and there is direct access between the housing development and the transit site along a barrier-free walkable pathway not exceeding one half mile in length.
- Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
- A housing development that provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

### BACKGROUND

Based on the *County Line Multi-Modal Transit Center Study (EDCTC, September 2019)*, six candidate sites were evaluated based on multiple criteria to determine the most appropriate location for a proposed County Line Multi-Modal Transit Center. Based on the study's findings,

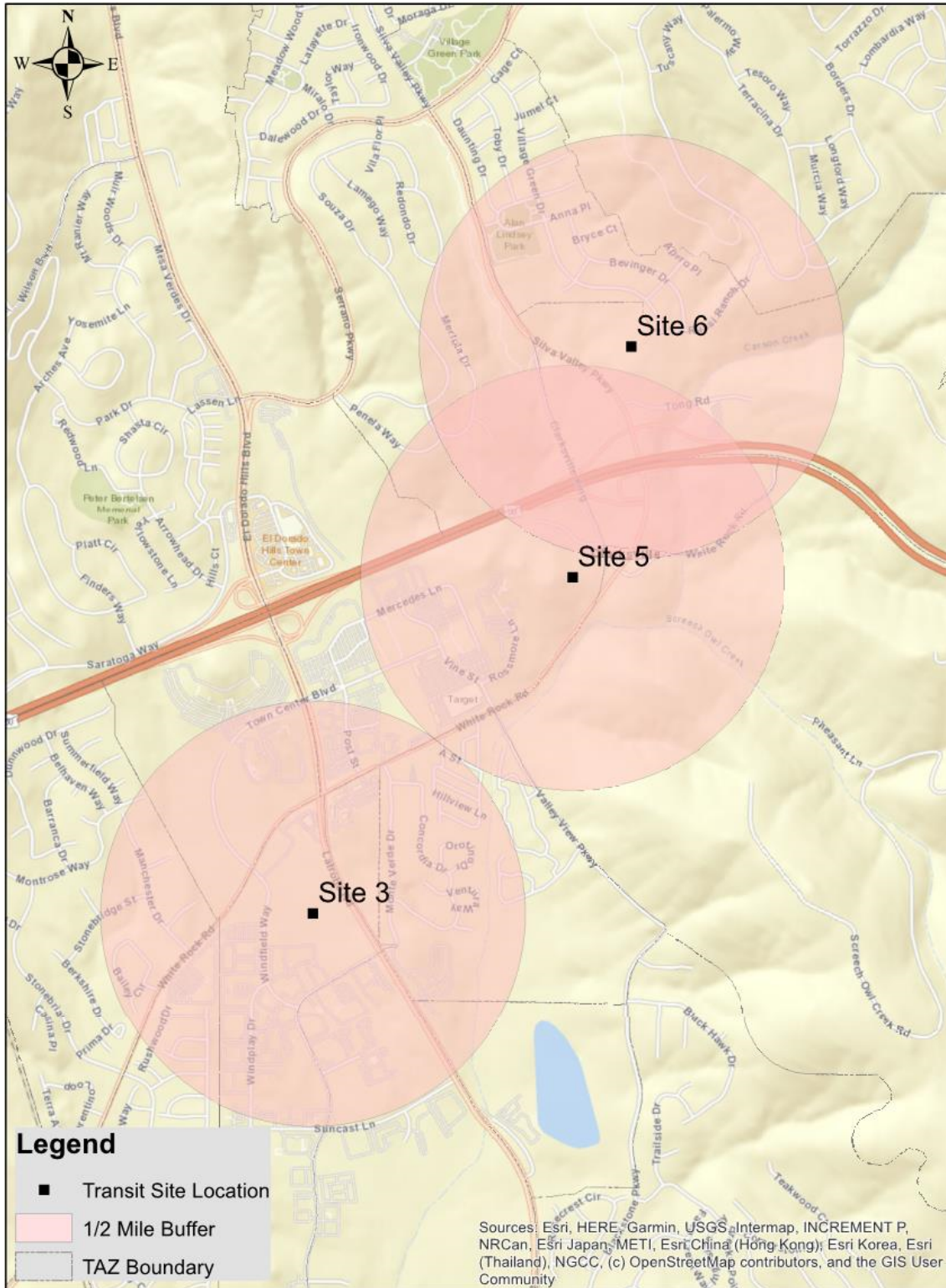
three sites were recommended as the most viable candidate locations for a new transit site in the Town Center of El Dorado Hills. These sites include sites 3, 5, and 6 as identified in **Figure 1** below.



**FIGURE 1. TRANSIT CENTER SITE EVALUATION** (*County Line Multi-Modal Transit Center Study (EDCTC, September 2019)*)

## ANALYSIS OF MFA DEFINITION

Based on the three candidate locations selected for the transit site near the Town Center of El Dorado Hills, a half mile buffer was created. This buffer was overlaid with the El Dorado County Travel Demand Model (EDCTDM) Traffic Analysis Zone (TAZ) shape file to determine the TAZs within each buffer. **Figure 2** below shows the buffered areas around the selected sites.



**FIGURE 2. TRANSIT CENTER SITE EVALUATION 1/2 MILE BUFFERS**

Once the buffers were created and the TAZ proportions determined, the EDCTDM land use data was used to determine the projected residential growth within each candidate site buffer. The residential growth (expressed as either Single Family Dwelling Unit (SFDU) or Multi-family Dwelling Unit (MFDU)) was based on model land use from 2016 to 2040. **Table 1** below shows the TAZ proportions based on the buffers, the projected SFDU and MFDU growth, and the projected growth based on the TAZ ½ mile buffer proportions for each candidate site.

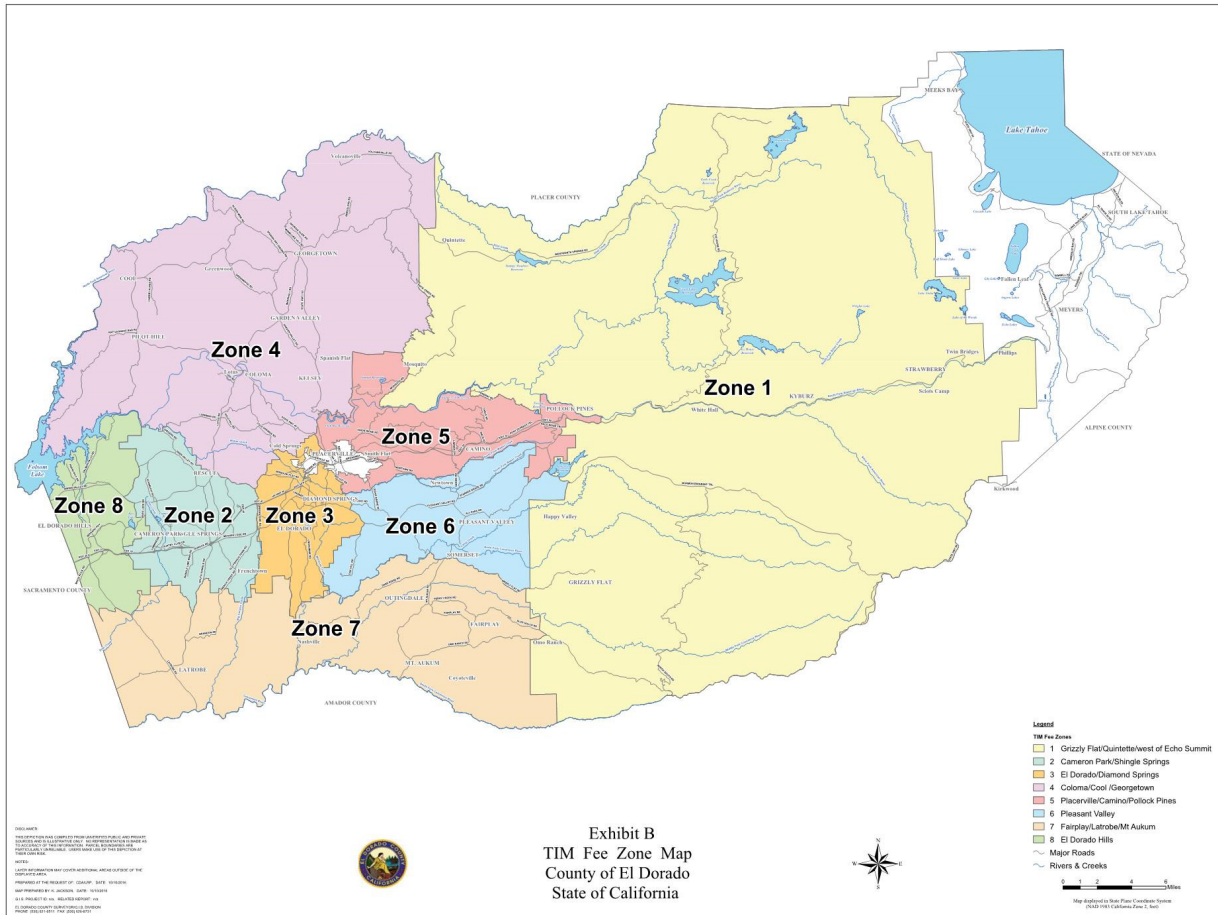
**TABLE 1: TAZ PROPORTIONS AND FUTURE GROWTH**

TAZ	PERCENT TAZ IN BUFFER	GROWTH		GROWTH PER TAZ	
		SFDU	MFDU	SFDU	MFDU
<b>SITE 3</b>					
169	12%	0	0	0	0
165	21%	48	57	10	12
170	56%	26	0	15	0
171	19%	0	0	0	0
168	56%	3	0	2	0
625	12%	0	0	0	0
164	23%	0	0	0	0
610	57%	0	0	0	0
172	100%	0	0	0	0
<b>SITE 5</b>					
169	69%	0	0	0	0
173	15%	0	0	0	0
163	12%	161	0	20	0
157	27%	0	0	0	0
180	7%	399	0	27	0
168	6%	3	0	0	0
613	95%	2	0	2	0
<b>SITE 6</b>					
162	11%	0	0	0	0
169	7%	0	0	0	0
163	39%	161	0	62	0
157	39%	0	0	0	0
180	0%	399	0	1	0
613	99%	2	0	2	0
624	68%	1	0	1	0

SFDU = Single Family Dwelling Unit  
MFDU = Multi-Family Dwelling Unit



The adopted Smart Growth Discount for the El Dorado County TIM Fee is 15 percent. Therefore, to determine the discounted fee amount, the product of the number of applicable new residential units, existing 2019 residential TIM fee, and 0.15 was taken. It should be noted that the residential TIM fee is based on the TIM Fee zone a site is located. In this case, the three sites are located in zone 8 as can be seen in **Figure 3**.



**FIGURE 3. TIM FEE ZONE MAP<sup>1</sup>**

The discounted fee amount calculations can be seen in **Table 2** below. As shown, Transit Site 6 would yield the greatest discount amount (\$302,765) followed by Site 5 and then Site 3. It should be noted that if these discounts were to materialize in the future, the entire discounted fee would need to be made up elsewhere into the fee program to keep it financially constrained.

<sup>1</sup> <https://www.edcgov.us/Government/longrangeplanning/Documents/Exhibit%20B%20TIM%20Fee%20Zone%20Map.pdf>

**TABLE 2: DISCOUNTED FEE AMOUNT**

TRANSIT SITE LOCATION	TIM FEE ZONE	COST PER EDU \$		DISCOUNTED FEE AMOUNT	
		SFDU	MFDU	SFDU	MFDU
3	8	\$30,472	\$18,892	\$120,117.71	\$33,541.01
5	8	\$30,472	\$18,892	\$224,604.23	\$ -
6	8	\$30,472	\$18,892	\$302,764.58	\$ -

**ANALYSIS OF ALTERNATIVE DEFINITION (SB 743 APPLICATION)**

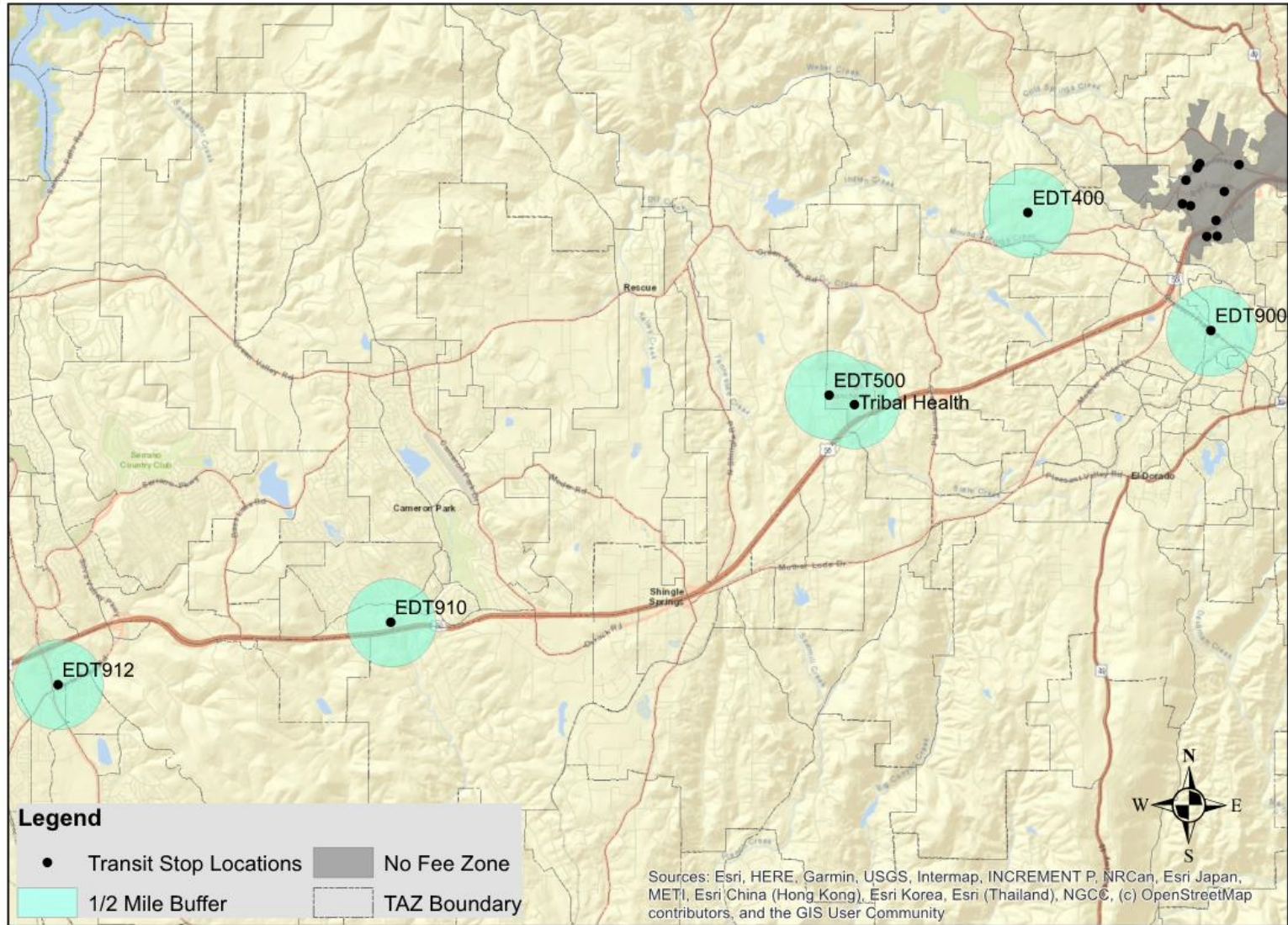
Additional criteria established by the State through legislative action (e.g., SB 743) was considered as Smart Growth criteria to ostensibly expand the application of such a TIM Fee discount in El Dorado County. This will serve to increase the potential applicability of a TIM Fee Smart Growth Discount. Based on the established discount percentage, the potential application of a Smart Growth Discount that meets the criteria below, the total fee amount to be discounted was estimated.

Section 15064.3 of the CEQA Guidelines makes CEQA screening provisions for residential development projects within one-half mile of an existing major transit site or stop along an existing high-quality transit corridor. Public Resources Code § 21064.3 defines major transit stops as a site containing an existing rail transit site or the intersection of at least two bus routes with a frequency of service interval of at least 15 minutes during the morning and afternoon peak commute periods. High-quality transit corridors are defined as having fixed route bus service with service intervals no longer than 15 minutes during the peak commute hours.

Within the study area, the only transit line that has the potential to meet the criteria is Line 50x – US 50 Express Service. It should be noted that the transit line currently does not meet the criteria. The transit line runs from the City of Folsom to the City of Placerville. To analyze this transit service line, a similar approach was taken as to the selected sites described above. A half mile buffer was created around each bus stop to determine the TAZs associated with each. It should be noted that bus stops outside of El Dorado County or within Placerville where County fees do not apply were not analyzed. **Figure 4** shows the buffer locations of each transit stop<sup>2</sup> analyzed. Furthermore, **Figure 5** and **Figure 6** show zoomed-in maps of the transit stop locations.<sup>3</sup>

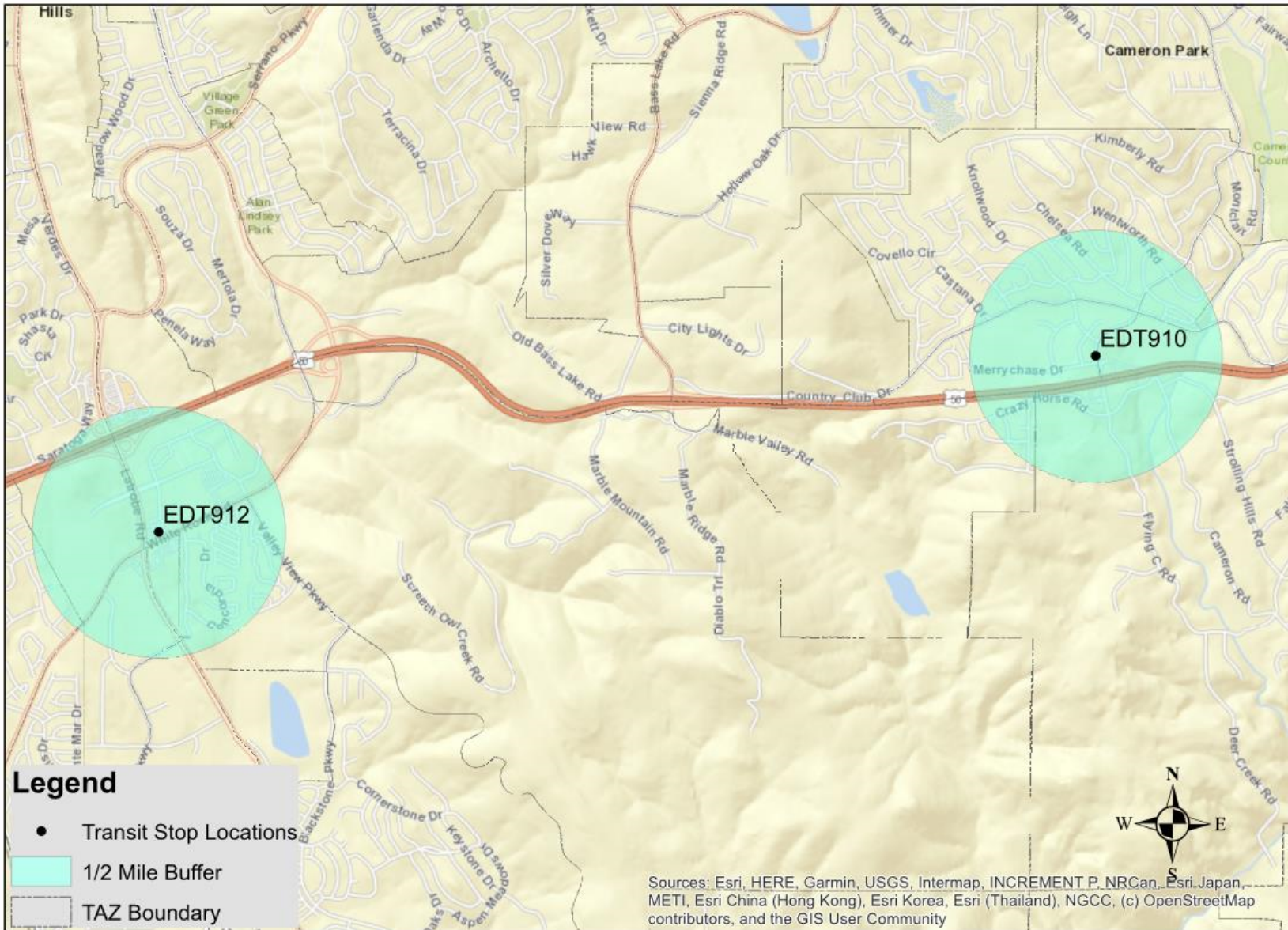
<sup>2</sup> <https://eldoradotransit.com/routes/50-express/>

<sup>3</sup> Western El Dorado County 2019 Short- and Long- Range Transit Plan, Adopted November 2019.



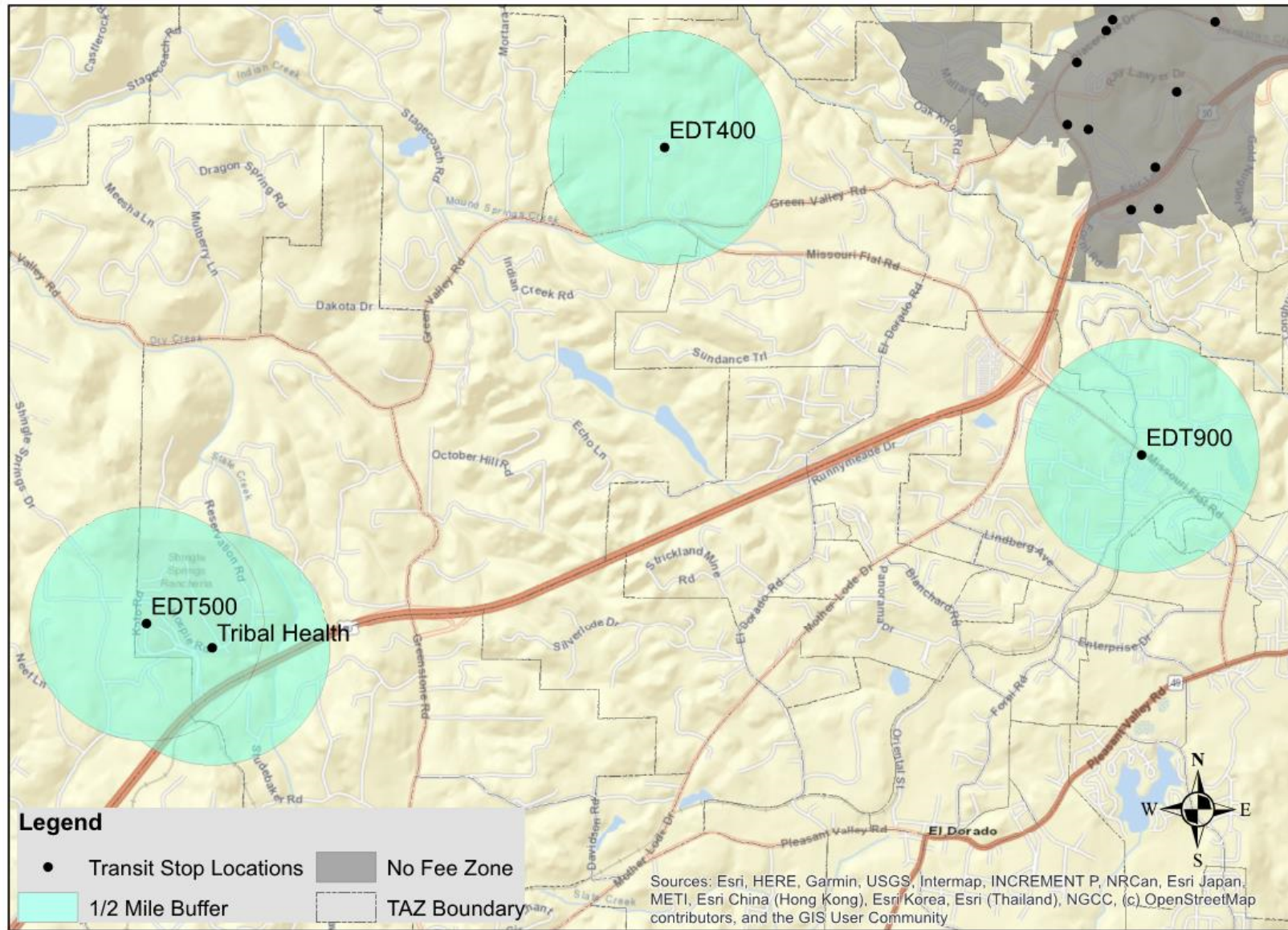
**FIGURE 4. TRANSIT STOP BUFFERS**





**FIGURE 5. TRANSIT STOP BUFFERS – ZOOM 1**





**FIGURE 6. TRANSIT STOP BUFFERS – ZOOM 2**

Once the buffers were created and the TAZ proportions determined, the EDCTDM land use data was used to determine the projected residential growth within each applicable US 50X transit stop buffers. The residential growth (expressed as either Single Family Dwelling Unit (SFDU) or Multi-family Dwelling Unit (MFDU)) was based on model land use from 2016 to 2040. To not over allocate growth, the same proportion determined for individual TAZs within the buffers was applied. **Table 3** shows the TIM Fee zone each transit stop is located in, the TAZ proportions based on the transit stop buffers, the projected SFDU and MFDU growth, and the projected growth based on the TAZ ½ mile buffer proportions for each transit stop.

**TABLE 3: TAZ PROPORTIONS AND FUTURE GROWTH**

TAZ	TIM FEE ZONE	PERCENT TAZ IN BUFFER	GROWTH		GROWTH PER TAZ	
			SFDU	MFDU	SFDU	MFDU
616	8	1%	310	1	4	0
182	2	18%	63	0	12	0
154	2	5%	150.1	23.9	8	1
169	8	65%	0	0	0	0
296	2	3%	72	0	2	0
275	2	12%	49.5	9.5	6	1
295	2	30%	0	0	0	0
269	3	1%	10	3	0	0
406	3	75%	0	0	0	0
393	3	63%	5	1	3	1
403	3	60%	1	0	1	0
409	3	0%	10.1	12	0	0
187	2	3%	8	0	0	0
165	8	5%	48	57	2	3
170	8	93%	26	0	24	0
173	8	12%	0	0	0	0
184	2	76%	26	9	20	7
186	2	81%	0	43	0	35
313	3	70%	35	0	24	0
298	2	19%	0	0	0	0
171	8	0%	0	0	0	0
185	2	50%	3	0	2	0
367	3	35%	0	0	0	0
404	3	72%	0	0	0	0
405	3	100%	0	0	0	0
400	3	57%	0	0	0	0

392	3	37%	0	0	0	0
318	3	1%	56	0	1	0
294	3	4%	24.6	7.4	1	0
322	3	1%	81.9	9.1	1	0
319	3	11%	20	0	2	0
183	2	5%	196.2	9.8	9	0
408	3	15%	0	0	0	0
180	8	1%	399	0	2	0
168	8	57%	3	0	2	0
164	8	1%	0	0	0	0
610	8	30%	0	0	0	0
172	8	100%	0	0	0	0

SFDU = Single Family Dwelling Unit  
MFDU = Multi-Family Dwelling Unit

To determine the discounted fee amount, the same calculation was used based on the established TIM Fee 15% Smart Growth discount. The residential TIM fee applied is based on the TIM Fee zone a transit stop is located in. The discounted fee amount calculations is provided in **Table 4** below.

**TABLE 4: DISCOUNTED FEE AMOUNT**

	TIM FEE ZONE	COST PER EDU		DISCOUNTED FEE AMOUNT	
		SFDU	MFDY	SFDU	MFDU
<b>ALL TRANSIT STOPS</b>	Varies	Varies	Varies	\$451,053.63	\$ 97,900.20
<b>TOTAL</b>				<b>\$451,053.63</b>	<b>\$ 97,900.20</b>

**CONCLUSION: TOTAL DISCOUNTED FEE AMOUNT**

**Figure 7** shows the combined transit site and transit stop locations along with the half mile buffers. The final discounted fee amount calculations can be seen in **Table 5**. These assume the Transit Site is built and the service frequency of Line 50x all meet the two criteria established. Given that the TIM Fee must be financially constrained, these discounted amounts would need to be off-set by increasing other portions of the fee if and when these discounts become effective.

Given that a key trigger for potentially “activating” the El Dorado TIM Fee Smart Growth Discount is the construction of the proposed Transit Center, it is recommended that the County work closely with the Transit Authority and the El Dorado County Transportation Commission to encourage future investments in the Transit Center. This also serves as an incentive to the development community to support investments and TIM Fee allocations for transit improvements to enable the County to qualify for the Smart Growth discounts to applicable residential developments.



**TABLE 5: FINAL DISCOUNTED FEE AMOUNT**

LOCATION	TIM FEE ZONE	COST PER EDU		DISCOUNTED FEE AMOUNT	
		SFDU	MFDU	SFHH	MFHH
<b>TRANSIT SITE LOCATIONS</b>					
3	8	\$30,472	\$18,892	\$120,117.71	\$33,541.01
5	8	\$30,472	\$18,892	\$224,604.23	\$ -
6	8	\$30,472	\$18,892	\$302,764.58	\$ -
<b>TRANSIT STOP LOCATIONS</b>					
<b>ALL TRANSIT STOPS</b>	Varies	Varies	Varies	\$451,053.63	\$ 97,900.20
<b>TOTAL</b>					
<b>GRAND TOTAL SITE LOCATION 3</b>					<b>\$ 702,612.55</b>
<b>GRAND TOTAL SITE LOCATION 5</b>					<b>\$ 773,558.06</b>
<b>GRAND TOTAL SITE LOCATION 6</b>					<b>\$ 851,718.41</b>

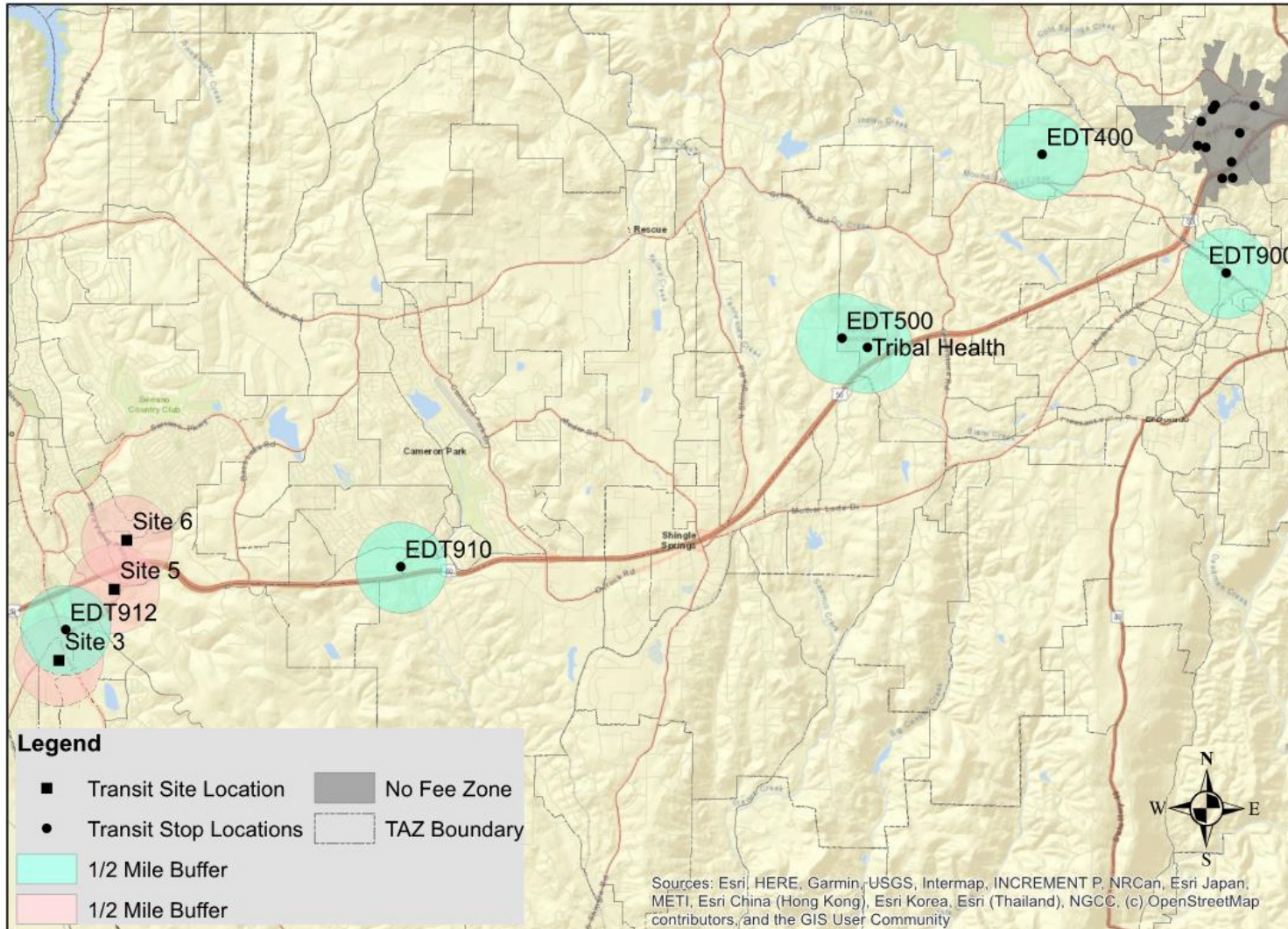


Figure 7. Transit Site and Stop Location Map