

APPENDIX H – APPLICATION CHECKLIST
(What to include)

Application packets should be organized in the following order. Clearly number and label each item and number all pages in sequential order. Do not put in folders or notebooks. Do not submit additional materials that have not been specifically requested. **Note: Incomplete applications may not be evaluated or considered for funding at the sole discretion of the State.**

Submit three (3) copies (one unbound original and two copies) of items 1 – 6:

1. **Completed Application Form** (Appendix I)
2. **Proposal Summary Statement** (Section XIII)
3. **Proposal Description** (Section IX)
4. **Supporting Documentation**
 - a. **Budget** (Appendix L)
 - b. **Work Plan** (Appendix M)
 - c. **Indicators** (Appendix J)
5. **Signed Resolution from Governing Body** (Appendix N)
6. **Collaboration Requirement Letter(s)** (Section III)
7. **Disadvantaged Community Documentation** (See Glossary))

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APPENDIX I- PLANNING GRANT APPLICATION FORM

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| Applicant (Agency & address - including zip) | | Proposed Date of Completion: September 2013 | |
| | | Grant Amount Requested: \$ 990,620 | |
| | | If Joint Proposal, list participating entities/ contact person: | |
| Check one | | | |
| City | <input type="checkbox"/> | | |
| County | <input checked="" type="checkbox"/> | | |
| MPO | <input type="checkbox"/> | | |
| COG | <input type="checkbox"/> | | |
| RTPA | <input type="checkbox"/> | | |
| JPA | <input type="checkbox"/> | | |
| Joint Proposal | <input type="checkbox"/> | | |
| Lead Applicant's Name: El Dorado County Development Services Department | | | |
| Title of Proposal (summarize the deliverable to be funded by this grant) El Dorado County Implementation Plan for Senate Bill SB 375 | | | |
| Applicant's Representative Authorized in Resolution | | Person with Day to Day Responsibility for Plan | |
| Name: Roger Trout | | (if different from Authorized Representative) | |
| Title: Director of Development Services | | Name: Shawna Purvines | |
| Phone: (530) 621-5369 | | Title: Sr. Planner | |
| Email: roger.trout@edcgov.us | | Phone: (530) 621-5362 | |
| | | Email: shawna.purvines@edcgov.us | |
| <i>Check all of the following that are incorporated or applicable to the proposal:</i> | | | |
| Focus Area | | Program Objectives | |
| <input checked="" type="checkbox"/> | Focus Area # 1 Local Sustainable Planning | <input type="checkbox"/> | Applying for 20% EDC set aside |
| <input type="checkbox"/> | Focus Area # 2 | <input type="checkbox"/> | |
| <input type="checkbox"/> | Focus Area # 3 | <input checked="" type="checkbox"/> | Improve air and water quality |
| Eligibility Requirements (mandatory) | | <input checked="" type="checkbox"/> | Promote public health |
| <input checked="" type="checkbox"/> | Consistent with State Planning Priorities | <input checked="" type="checkbox"/> | Promote equity |
| <input checked="" type="checkbox"/> | Reduces GHG emissions on a permanent basis | <input checked="" type="checkbox"/> | Increase affordable housing |
| <input checked="" type="checkbox"/> | Collaboration requirement | <input checked="" type="checkbox"/> | Increase infill and compact development |
| Priority Considerations | | <input checked="" type="checkbox"/> | Revitalize urban and community centers |
| <input checked="" type="checkbox"/> | Demonstrates collaboration & community involvement | <input checked="" type="checkbox"/> | Protect natural resources and agricultural lands |
| <input checked="" type="checkbox"/> | Addresses climate change impacts | <input checked="" type="checkbox"/> | Reduce automobile usage and fuel consumption |
| <input checked="" type="checkbox"/> | Serves as best practices | <input checked="" type="checkbox"/> | Improve infrastructure systems |
| <input checked="" type="checkbox"/> | Leverages additional resources | <input checked="" type="checkbox"/> | Promote water conservation |
| <input checked="" type="checkbox"/> | Serves an economically disadvantaged community | <input checked="" type="checkbox"/> | Promote energy efficiency and conservation |
| <input type="checkbox"/> | Serves a severely disadvantaged community | <input checked="" type="checkbox"/> | Strengthen the economy |
| I certify that the information contained in this plan application, including required attachments, is complete and accurate | | | |
| Signature: _____ | | Date _____ | |
| Print Name and Title: Applicant's Authorized Representative as shown in Resolution | | | |

**Sustainable Communities Planning
Grant and Incentive Program**
Proposition 84, Chapter 9

Draft - August 12, 2010

**Preserve, Protect and Enhance Existing Communities, Areas of
Planned Growth Agriculture and Natural Resources**

*El Dorado County's
Local Plan for
Implementing Senate Bill 375*

PROPOSAL SUMMARY STATEMENT

The County of El Dorado requests funding for development of a local Implementation Plan for SB375. The Implementation Plan outlined in this proposal will:

- Achieve conformity with State and regional adopted plans;
- Benchmark existing environmental conditions;
- Enhance modeling capacity, and;
- Assist with the creation of a design framework for existing communities that will allow alternative development strategies.

In response to the Strategic Growth Council's Planning Grant Solicitation Notice, the County of El Dorado has prepared a comprehensive strategy that includes the following tasks necessary to implement SB 375 at a local level:

1. Develop an emission inventory, projections and emissions reduction indicator strategy;
2. Update current Traffic Model software program to provide higher level of detail and flexibility in the evaluation of proposed projects;
3. Revise current Mixed Use Development policies and procedures to include the development of an Infill Ordinance and two to four Design Guidelines for priority areas that incorporate Traditional Neighborhood Design principles;
4. Prepare and adopt a Long Range Transit Plan and Transit-Oriented Design guidelines for priority areas;
5. Develop a strategy, including the identification of appropriate conservation areas and wildlife corridors, and a funding mechanism to conserve and protect identified areas as part of the County's Integrated Natural Resource Management Plan (INRMP) Phase II process.

The County seeks funding under the Sustainable Communities Planning Grant and Incentive Program to develop and implement initiatives that will encourage sustainable growth and reduce future impacts from anticipated growth and development within the Sacramento Region. The five tasks outlined in the application address all requirements of the grant, and meet program objectives and priorities. A sixth task is also outlined for which no funding is requested. The task to adopt a Parks and Trails Master Plan is currently funded by the Board of Supervisors and planned for completion within the next 12 months. The comprehensive strategy outlined in this application will be developed with the help of partners, stakeholders and residents, all of whom support smart growth principles for future development within the unincorporated area of El Dorado County.

PROPOSAL DESCRIPTION

Background

The County of El Dorado is one of six counties in the Sacramento Area Council of Governments (SACOG). El Dorado County is located in the central Sierra Nevada, east of Sacramento. Surrounding counties include Placer to the north, Amador and Alpine to the south, and Sacramento to the west. El Dorado County's eastern boundary is shared with the state of Nevada and includes the southern portion of Lake Tahoe.

Although much of the County is rural with more than 50 percent of its lands under Federal authority, the County has seen unprecedented growth over the past two decades. The population in the County increased 20 percent between 1990 and 2000 and is estimated to increase 18 percent between 2000 and 2010. El Dorado County is one of the fastest growing counties in the State with a total population approaching 200,000. The County is part of the Sacramento Metropolitan Statistical Area (MSA), the 25th largest in the United States and one of 11 metropolitan areas among the 100 largest in California. El Dorado County is less than a 30-minute commute to the Capital of California, Sacramento. Due to its location, the County of El Dorado anticipates continued record growth, which will primarily be constrained to the western slope of the County, that which border Sacramento County and its communities.

With the recent population and economic expansion of the County, discussion within the communities has centered on whether this growth is good and/or smart. Some desire growth for its economic and fiscal benefits; others would prefer to limit growth, concerned that the character of the community erodes with every new development. However, both groups claim to advocate smart growth.

The location of El Dorado County presents a significant challenge in meeting air quality standards due to the transport of air pollution from the San Francisco Bay Area and the Sacramento Area. The pollutants carried by meteorological conditions from these two western regions are contained by the Sierra Nevada range over the western slope of the County. In addition, growth in El Dorado County is generally small in scale compared to other jurisdictions with most projects not tipping environmental thresholds. Consequently, the County has limited ability to make large improvements towards overall regional targets for reductions in Green House Gases (GHG) as desired by AB32. However, through adoption of local plans, polices and programs, the County has continued to support the objectives of AB32 and the principles of SB375.

The County Board of Supervisors adopted a new General Plan in 2004. In 2005, the voters of El Dorado County approved a referendum on the entire General Plan. The General Plan includes a number of policies and implementation programs that support the reduction of energy consumption, promote water conservation, improve air and water quality, and provide other community benefits associated with smart growth and GHG-reducing objectives. The first goal of the first Element of the General Plan affirms the County's commitment to:

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

Since adoption of the General Plan, staff has worked towards implementing the plan within allowable budgets. The recent economic downturn has forced cutbacks in staff and resources, severely reducing, what programs can be sustained, developed and/or implemented. The County seeks funding under the

Sustainable Communities Planning Grant and Incentive Program to continue the implementation of sustainable growth-supporting initiatives aimed at reducing future impacts from the anticipated growth within the Sacramento Region.

The Need for a Plan

The County of El Dorado developed a strategic plan to address, at a local level, the requirements of Governor Schwarzenegger's Executive Order #S-3-05, which established a State greenhouse gas reduction target of 80 percent below 1990-levels by 2050. The County's strategy also supports Assembly Bill 32, the California Global Warming Solutions Act of 2006, which requires reduction of the State's greenhouse gas emissions to 1990-levels by 2020.

The strategy outlined below was developed to support, at a local level, the implementation of SB375, created to enhance California's ability to reach AB 32 goals. SB375 promotes good planning with the goal of more sustainable communities. SB375 links regional transportation plans with State Housing Element Law and supports new residential and mixed-use projects that are consistent with a region's Sustainable Communities Strategy. The five tasks below will provide tools necessary to measure project and program success, afford residents the opportunity to provide input into the reinvestment of their communities, and will ensure developers have the flexibility necessary for the efficient design of projects.

The County's implementation plan for SB375 is detailed in Table-1. The matrix shows specificity for meeting the objectives of the Strategic Growth Councils goals, identifies deliverables, and clarifies the priority of the plan. Some factors considered in the development of this plan include:

Climate Change: It is the view of the State Legislature (as expressed in its adoption of Assembly Bill 32, The California Global Warming Solutions Act of 2006) and the Governor (through the issuance of Executive Order #S-3-05) that climate change poses significant adverse effects to the environment of California and the entire world, and that mitigation measures are needed to limit these impacts. Senate Bill 97 (Chapter 185, 2007) required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. The Amendments became effective on March 18, 2010.

Demographic and market changes: The number of residents in the County of El Dorado age 55 and over is expected to grow dramatically by 2030. According to the California Department of Finance, the number of people age 55 or older will increase by approximately 265 percent and will comprise more than one third of the County's total population. As the population ages, older residents will seek alternative forms of housing and transportation.

Agriculture, Open Space and Natural Habitat: The County has approximately 50,000 acres within an Agriculture District. The County is committed to preserving, protecting and enhancing agriculture businesses. In addition, the Board of Supervisors has committed to the protection of open space and natural habitat and has included policies within the General Plan to adopt an Integrated Natural Resource Plan. However, historical sprawl-style development standards and inadequate infrastructure causes concern for the future protection of these important areas.

Better Transit Options: Even with the lack of adequate roads and the resulting congestion, residents have been discouraged from taking public transit or other forms of travel in this County. Many residents live in rural areas where driving long distances to employment, services and entertainment is a requirement. With rising gas prices, increasing levels of congestion and the increasing number of retirees, the option for new development to include multi-modal forms of transportation should be encouraged.

Neighborhood Quality of Life: Due to recent development patterns, many of the County's neighborhood roads have become alternative routes for drivers avoiding traffic congestion. All too often, drivers continue to travel at high speeds on neighborhood roads. These streets become less safe and less pleasant for community interaction, especially in areas with discontinuous sidewalks and without bike lanes. When cul-de-sacs, gates, and walls bisect neighborhoods, communities suffer. Those who would walk or bicycle must travel further; and fewer children can walk to school. This environment encourages people to drive.

Public Health and Safety: Several programs and studies (Safe Routes to Schools, Transit, Community Design and Complete Streets) will help increase public safety, walking, and biking. These modes benefit public health by providing exercise, are energy efficient, and are viable alternatives to driving alone.

Indicators used to measure program success by Application Program Objectives are included in Appendix J. Indicators by Task have been identified within each Task description below. A rolled up budget for each of the tasks has been provided in Appendix L, pursuant to the requirements of the application. The County has also prepared a detailed budget by task as shown in Table -2.

THRESHOLD REQUIREMENTS:

As describe above, the County recently adopted a comprehensive update to the General Plan. During the General Plan public participation process, residents generally agreed that higher density together with compatible infill development was a preferred mechanism for reducing sprawl and mitigating impacts of contemporary development styles. It was also recognized that promoting the development of business and industry and achieving well-balanced communities would afford the County's residents the best opportunity to work, shop, and recreate close to home and take advantage of non-automobile transportation methods or minimize vehicle miles traveled.

The local Implementation Plan for SB375, outlined in this application, addresses sustainable development principles in its policies and implementation program. However, due to budget constraints, many policies and objectives cannot be fully implemented. The strategy outlined below is consistent with State's Planning Priorities, (Section 65041.1 of the Government Code) and supports infill development and investment in existing communities through an approach of setting baseline data, improving existing modeling programs to ensure the location of efficient new development, and supporting flexible design options in priority areas. This can be accomplished while supporting the protection and conservation of natural resources through the County's Integrated Natural Resource Management Plan.

The County's implementation plan for SB375 will reduce greenhouse gas emissions consistent with the Global Warming Solutions Act of 2006, as it includes measurable reduction indicators that can evaluate any proposed project during the application process and prior to the approval of the project.

The County's Implementation Plan is directly aligned with the Sacramento Area Council of Governments (SACOG), as it includes blueprint growth strategies and supports other local and regional planning efforts aimed at achieving sustainable developments. Through the development and implementation of this Plan, the County can set a course to fundamentally change the future growth pattern of the County. The Plan will focus on building up and around the strong assets already in place throughout the unincorporated area of the County and will create disincentives to growth further way from existing downtowns, neighborhoods, shopping and business centers.

PROGRAM OBJECTIVES:

Improve Air and Water Quality: Together, the five tasks outlined below will assist the County in meeting air quality objectives. Task 1 sets and utilizes baseline emissions numbers. Task 2 establishes and updates traffic modeling programs, ensuring reliability and higher degree of analysis for each project and the benefits or impacts to the County and Region. Through development of Tasks 3 through 5, the County is requesting funds to implement already adopted policies under the General Plan. These policies support compact development and transit-oriented design, both proven to assist in improved air quality.

Water quality has been made a priority by the State. Much of the Sacramento region's water comes from the mountains and streams of eastern El Dorado County. Consequently, the General Plan included specific requirements for new development that will control urban runoff and storm water pollution using best management practices (BMP). BMP's will be incorporated into new implementation programs, ordinances and guidelines. The El Dorado County Water Agency adopted a Water Management Plan as required by the State. Implementation programs, ordinances and guidelines will be consistent with the El Dorado County Water Agency Water Management Plan.

Promote Public Health: Land use, economic development, and redevelopment policies offer a valuable set of tools to promote and enhance healthy communities. The County's General Plan was adopted with a Public Health, Safety and Noise Element, which supports the development of healthy communities. Once completed, Tasks 1 and 2 will measure public health benefits of future projects. To ensure all final policy amendments, implementation programs and adopted ordinances and guidelines address local and State health goals, the following health-related objectives will be considered and incorporated as appropriate in Tasks 3 through 5:

- Provide for affordable, high quality, socially-integrated and location-efficient housing;
- Preserve natural and open spaces, including agricultural lands;
- Encourage socially cohesive and supportive relationships, families, homes, and neighborhoods.
- Minimize waste, toxics, and greenhouse gas emissions;
- Support robust social and civic engagement;
- Promote health and social equity;
- Encourage, through incentives, complete and livable communities including affordable and high-quality schools, parks and recreational facilities, child care, libraries, financial services, health care and other daily needs;

Promote Equity: The Tasks in this application will encourage reinvestment in existing communities and support the County's long-term vitality by supporting developers who provide attractive, clean and safe projects rich in residential, educational and employment opportunities. Tasks 3 through 5 are anticipated to support developers who promote equity between generations, especially projects that encourage a mix of income and age. The County recognizes the necessity of equality and fairness. Incentives are offered for the development of vibrant places with choices for affordable housing, good schools, access to open space, transit that connects people to jobs, and healthy and sustainable environments.

Increases Housing Affordability: Roughly only half of the 535 Cities and Counties in the State of California at the time of this application have a Housing Element that complies with State Housing Element Law. The County of El Dorado's Housing Element, adopted on April 22, 2009, is compliant with State Law, as determined by the State Housing and Community Development Department. The policies and programs in the Housing Element target supporting and increasing the supply of housing affordable to lower income households. Affordable housing is encouraged by providing broad guidance in

the development of plans, procedures, and programs, by removing governmental constraints to housing production, and by striving to foster increased communication and cooperation among stakeholders.

Programs to be implemented under the Housing Element include (1) the study of Mixed-Use Development on traffic demands and transit needs and (2) an Affordable Housing Design Advisor Program to support a more ministerial review process of affordable housing projects. Without additional funding, these programs cannot move forward. Both of these programs are included in Task 3 and will be measured through Tasks 1 and 2.

Promote Infill and Compact Development: Infill developments provide a mix of uses within close proximity to one another. Regional planning agencies, including Sacramento's Air Quality Management District and the Sacramento Area Council of Governments, have identified that infill developments reduce vehicle miles traveled (VMT) and reduce emissions of greenhouse gases as compared to "Greenfield" development at the periphery of communities. SACOG is charged with implementing SB375 greenhouse gas reduction targets for the greater Sacramento region through its Metropolitan Transportation Plan (MTP). To achieve this directive, SACOG incorporated infill development as an integral component of the land-use assumptions underlying the MTP. The California Air Resources Board (CARB), charged with determining SB375 greenhouse gas reduction targets, has identified infill development as essential to meeting its targets. These agencies have found a significant and cost-effective air quality benefit from incentives that reduce Vehicle Miles Traveled and increased use of sustainable transportation modes including walking, cycling and transit resulting from infill development.

The County's General Plan supports infill development. The Housing Element requires the adoption of an infill incentive ordinance to assist developers in addressing barriers to infill development. Incentives are anticipated to include, but are not limited to: (1) modifications of development standards, such as reduced parking and setback requirements, to accommodate smaller or odd-shaped parcels, and (2) waivers or deferrals of certain development fees for projects that provide housing for extremely low, very low and low-income households. Incentives may also encourage higher density scattered-site projects that can demonstrate substantial environmental, social and economic benefits for the County utilizing existing infill, blighted or underutilized properties. The County requires additional funding to complete this project and has incorporated it into Task 3.

Revitalize Urban and Community Centers: Tasks 1 and 2 will assist all projects within the County; however, Tasks 3 through 5 specifically support the revitalization of the County's existing communities. Although the intent is supported in the General Plan, the necessary policies, programs and ordinances needed to support this objective have been delayed due to reduction in staffing and resources. The Board of Supervisors has discussed on numerous occasions the need to focus certain types of development into existing communities. This ensures the highest and best use of resources as it applies a fix-it-first strategy, reducing the expansion or extension of unsustainable roads and infrastructure.

Protect Natural Resources and Agriculture Lands: El Dorado County has experienced rapid growth over the past 20 years. Residential and commercial development has put pressure on the natural and agricultural lands of the County. In response to a need to preserve natural habitat, protect, and recover endangered species, the Board of Supervisors adopted General Plan Policy 7.4.2.8 and Implementation Measure CO-M, which directs the development and implementation of the El Dorado County Integrated Natural Resources Management Plan (INRMP). The Board also adopted Policy 7.4.4.4 and Implementation Measure CO-P, which requires the preparation of an Oak Woodland Management Plan (OWMP), a component of the INRMP. In addition, the County is one of only a few Counties that have maintained an Agricultural Commission as an advisory committee to the Board of Supervisors regarding

agricultural needs. This plan supports the strategy of reinvestment into existing communities and protection of natural habitat and endangered species, thereby protecting land in El Dorado County.

Reduce Automobile Use and Fuel Consumption: Each of the Tasks outlined below incorporates initiatives to reduce automobile usage and fuel consumption. Tasks 1 and 2 are designed to measure by type of use and activity. Tasks 3 through 5 develop strategies and incentives encouraging the development of projects that naturally reduce dependency on automobiles and reduce fuel consumption.

Improve Infrastructure Systems: Objective 2.2.1 of the Land Use Element of the General Plan supports the development of an *appropriate range of land use designations that will distribute growth and development*, and...*utilizes infrastructure in an efficient, cost-effective manner*. The tasks outlined in this application support reinvestment into existing communities, which, if successful, will support improvement in the existing infrastructure system. As a rural/suburban county, much of our primary infrastructure dates back to, in some cases, more than 150 years. By developing an infill incentive program that is supported through the GHG inventory and traffic model update, the County can increase public and private funds into declining or inadequate infrastructure.

Promote Energy Efficiency and Water Conservation: The 2008 California Energy Code was introduced more than two years ago. More recently, the 2009 California Green Building Code (also known as CALGreen) was introduced. According to the California Energy Commission, combining these two sets of requirements will provide 35 percent more energy efficiency in buildings throughout California through both energy and water conservation. Any implementation program or ordinance will incorporate the CALGreen objectives and the 2008 California Energy Code.

Strengthen the Economy: In an effort to ensure resources are best spent, the Board of Supervisors asked how the County Department of Transportation's (DOT) proposed CIP projects would enhance economic development. DOT identified "economic development" areas of high importance in the County and included in the CIP a summary of how DOT projects fit within these areas. It was no surprise that the economic development areas (Map 2) were located within existing communities. The entire strategy (Tasks 1 through 5) outlined in this application supports the County's interest in strengthening the economy as priorities in the Economic Development Element of the General Plan.

Task Details

TASK 1 ► *Conduct a Countywide Baseline Emissions Inventory and 20-Year Forecast of Greenhouse Gas Emissions within El Dorado County*

An important first step in addressing greenhouse gas emissions issues is to conduct an inventory of emissions produced in the County. An inventory is necessary to establish a baseline level of emissions, also referred to as *Thresholds of Significance*, so that changes can be measured over time. An inventory would also reveal how different sources contribute to the total emissions from El Dorado County and allow for prioritization of emission-reduction measures. Setting a threshold will assist the County when acting as a Lead Agency in environmental reviews, on a project-by-project basis.

There are many different ways a community can reduce its risks, save energy and contribute to climate protection. Setting a baseline inventory will allow the County of El Dorado to systematically estimate and track greenhouse gas emissions from energy and waste-related activities on a community-wide scale and directly from public operations. Public operations inventory shall be a subset of the community-scale inventory. Once completed, these inventories will provide the basis for creating an emissions forecast

and reduction target, and enable the quantification of emissions reductions associated with project development and the CEQA review process.

Program Objectives including Outcomes/Deliverables with brief description:

- Measure existing emissions and set a baseline for future analysis;
- Establish a County-wide forecast for near-term and long-term emissions that includes socioeconomic trends such as projected population and economic growth;
- Establish a County-wide index to measure the effectiveness of future County policies, programs and developments in meeting the intent of AB32 and the principles of SB375;
- Update County CEQA Guidelines related to Air Quality;

Proposed Indicators (Data Points):

- Carbon monoxide vehicle emissions
- Hydrocarbon vehicle emissions
- Sulphur oxides vehicle emissions
- Particulate matter vehicle emissions
- Carbon dioxide vehicle emissions
- Nitrogen oxides vehicle emissions
- Population and economic trends

Team Leaders and Key Stakeholders:

| Name | Agency/Department | Email |
|--------------------|-------------------------------------|------------------------------|
| Marcella McTaggart | Environmental Management/AQMD | marcella.mctaggart@edcgov.us |
| Shawna Purvines | County Planning Services | shawna.purvines@edcgov.us |
| Dave Spiegelberg | County Department of Transportation | dave.spiegelberg@edcgov.us |

TASK 2 > *Update Traffic Model Program*

El Dorado County needs to solicit professional engineering services with experience and expertise in travel-demand forecast modeling to update the County's existing traffic model. The County is a mix of rural and urban areas with numerous traffic issues. During the past 10 years, the western portion of the County has experienced rapid growth and development, becoming increasingly urbanized. In addition, continued commercial and housing development in the eastern area of Sacramento County has increased the need for regional planning to address long-range forecasting.

The existing traffic model was created in 1993 and needs to be updated and expanded. Any update will include the County's Capital Improvement Program and the County's General Plan land-use designations. The new model will be used to determine roadway infrastructure needs for future development.

Program Objectives including Outcomes/Deliverables with brief description:

- Components of the update will include: Data collection for land use/socio-economic information updates (approximately 100,000 parcels); traffic data collection for base year; conversion to a more updated software application incorporating new Traffic Analysis Zones (TAZ) consistent with regional TAZ for an expanded Roadway Network; updated Trip Generation, Distribution, Mode Choice, and Network Assignment module; and model validation;

- Deliverables include: A complete new model incorporating the elements described above; a report summarizing the model update process and outputs; at least two presentations to staff and decision makers; training; and follow-up consulting time for at least one year;
- Depending on fund availability, the County may add built-environment sensitivities to the updated model. This would add a unique enhancement to the trip-generation sub-model to account for vehicle trip reductions (residential and employment density, diversity of land uses, and walkable design) and allow evaluation of “smart growth” features of development projects which cannot be analyzed using traditional four-step travel demand models.

List of Primary Measurable Indicators (Data Points):

- Reinvestment in existing communities
- Vehicle trips
- Vehicle miles traveled
- Street connectivity
- Possibly to include sidewalk completeness and pedestrian route directness

Team Leaders and Key Stakeholders:

| Name | Agency/Department | Email |
|-------------------|----------------------------------|--|
| Rupa Somavarapu | Department of Transportation | rupa.somavarapu@edcgov.us |
| Bruce Griesenbeck | Sacramento Council of Government | BGriesenbeck@sacog.org |
| Shawna Purvines | Planning Services | Shawna.purvines@edcgov.us |

TASK 3 > *Mixed-Use Development Amendment; Amend existing policy to include Infill Development Incentives and Traditional Neighborhood Design Guidelines in Priority Areas*

The 2004 General Plan directs higher density residential development to Community Regions and Rural Centers, and allows for mixed-use development (MUD) on commercial parcels. The majority of the County’s commercial parcels are small and generally surrounded by other development. Developers have expressed concern that suitable projects under current policies would not meet market demand and question why mixed use is only permitted on commercial parcels. Amending current mixed-use policies to encourage infill development and to allow for Traditional Neighborhood Design in priority areas would encourage development in a different form, increasing the potential for each community center and the surrounding neighborhoods.

General Plan policies allowing MUD have been found insufficient. Task 3 will incorporate and require substantial public outreach with stakeholders to ensure adoptable outcomes. Ordinances and guidelines will be in concert with community stakeholder groups through visioning sessions and workshops.

Program Outcomes

- Identify priority areas for Mixed-Use, Infill and Traditional Neighborhood Design Policies;
- Establish, if not already in place, community stakeholder groups for assistance with planning, coordination and community outreach for two to four communities;
- Prepare Community Image Survey and conduct community identity workshops;
- Conduct General Plan and Zoning Analysis for potential mapping and policy amendments, and Zoning Code revisions;

- Develop two to four downtown master plans that designate the locations where different development standards apply, based on clear community intentions regarding the physical character of the downtown area;
- Establish a Form-Based Zoning Code option for each of the downtown plans that defines standards for buildings, public spaces connectivity, and emission reductions in typically underrepresented communities;
- Develop Traditional Neighborhood Design Guidelines with incentives for the development of compact neighborhoods with one or more defined neighborhood centers; and encourage a mixture of residential and non-residential land uses, within a proximity that encourages pedestrian and bicycle transportation. The guidelines shall also encourage a mix of housing types, a pedestrian-friendly environment, public plaza, parks and open space;
- Develop Infill Ordinance/Guidelines to encourage public and private funds in existing communities and encourage the use of *Complete Street* concepts;
- Develop an Affordable Housing Design Advisor to minimize project review requirement ;
- Update Planned Development General Plan Policy and Ordinance to address:
 - Affordable Housing
 - 30% Open Space Requirements
 - Density Bonus for Open Space

Indicators (Data Points):

- Proximity of dwellings to transit stop
- Percent of employees within 1/4 mile of transit stop
- Vehicle trips/day/capita
- Miles driven/day/capita
- Decrease percent of overweight/obese adults

Team Leaders and Key Stakeholders:

| Name | Agency/Department | Email |
|-----------------|-------------------------------------|--|
| Peter Maurer | Planning Services | Peter.Maurer@edcgov.us |
| Shawna Purvines | Planning Services | Shawna.purvines@edcgov.us |
| Craig McKibbin | Department of Transportation | Craig.McKibbin@edcgov.us |
| Jim Brunello | Economic Development Advisory Cmte. | JLB87@aol.com |
| Paul Zykofsky | Local Government Commission | pzykofsky@lgc.org |

TASK 4 >

Develop Multi-Modal Oriented Policies, with a Focus on Targeted Locations and Development Guidelines

The goal of updating the County’s land use planning policies and development design guidelines is to reshape development patterns that will encourage less single occupant vehicle travel. The layout and development patterns of neighborhoods can take various forms especially in a rural/suburban county like El Dorado. For example, the physical layout of a community within the County may include a mix of land uses or a separation of uses. The County will consider policy amendments and incentives that will encourage developments to be designed to create an environment conducive to travel by high occupant vehicles, transit, bicycles, and walking, reducing reliance solely on single occupant vehicle travel. These policy amendments will be consistent with the following regional plans: SACOG Blueprint; SACOG Rural Urban Connections Strategy; El Dorado County Coordinated Transportation Human Service Plan, and guide the development of the El Dorado County Long Range Transit Plan. The Community and

neighborhood-level measures that that will be considered to reduce fuel consumption from transportation include:

- Increasing density and mix of uses to provide opportunities for pedestrian trips, trip-linking, and transit access;
- Orienting higher-density development around commercial centers, transit lines (existing and proposed), multi-modal facilities and community facilities to encourage transit and non-motorized trips;
- Supporting pedestrian and bicycling activity through increased and improved facilities for non-motorized modes such as sidewalks and bike lanes, urban design improvements, and traffic calming.

List of Proposed Outcomes/Deliverables with brief description:

- Analysis of Community Region and other planning area boundaries to determine priority areas
- Update Short and Long Range Transit Plan for the western slope of the County and adopt future transit dedicated stops and routes
- Increase density of Mixed-Use Development project to allow for 20 units to the net acre within priority areas
- Update inventory of vacant commercial lands and existing commercial centers to determine appropriateness of location and sufficiency
- Development of the El Dorado County Long-Range Transit Plan (20 year horizon) with a focus on El Dorado Hills and other developing communities.

List of Primary Measurable Indicators (Data Points):

- Increased Housing Proximity to Transit Service
- Reduced Single Occupant Vehicle Trips
- Increased Population Density
- Increased Residential Density
- Increased/Improved Pedestrian and Bicycle Facilities
- Improved Public Health
- Reduced Vehicle Miles Traveled
- Increased Transit Ridership
- Increased Pedestrian and Bicycle Trips
- Increased Employment Proximity to Transit Service

Organizational Capacity

Team Leaders:

| Name | Agency/Department | Email |
|-----------------|--|------------------------------|
| Shawna Purvines | Planning Services | Shawna.Purvines@edcgov.us |
| Kathryn Mathews | El Dorado County Transportation Commission | kmathews@edctc.org |
| Mindy Jackson | El Dorado County Transit Authority | MJackson@eldoradotransit.com |
| Craig McKibbin | Department of Transportation | Craig.McKibbin@edcgov.us |

TASK 5 ➤ *Development and Implement Phase 2 of the County's Integrated Natural Resource Management Plan (INRMP)*

The purpose of INRMP is to develop a strategy that will conserve important wildlife habitat affected as a result of development of the General Plan. Phase 1, currently in process, will identify important habitats, select indicator species for monitoring those habitats, and evaluate wildlife movement corridors. Phase 2 will be the development of a strategy, including identification of appropriate conservation areas and wildlife corridors, and a funding mechanism to conserve and protect identified areas. In addition to the protection strategy and habitat acquisition, the INRMP is intended to develop a program for mitigation assistance, monitoring and management of acquired habitat. The INRMP will also inform the revision to

the Important Biological Corridor Overlay designation of the General Plan land use map. Public participation is a key component of the program, with outreach through Plant & Wildlife Technical Advisory Committee (PAWTAC) and INRMP Stakeholders Advisory Committee (ISAC), and communication via the County's web site.

List of Proposed Outcomes/Deliverables with brief description:

- Identify appropriate conservation areas and wildlife corridors
- Development of a potential offsite Mitigation Plan
- Update Important Biological Corridor designation of the General Plan Land Use map

List of Primary Measurable Indicators (Data Points):

- Acres of protected and/or conserved lands
- Acres of habitat avoided

Team Leaders and Key Stakeholders:

| Name | Agency/Department | Email |
|---|------------------------------------|------------------------|
| Peter Maurer | Planning Services | Peter.Maurer@edcgov.us |
| Plant and Wildlife Technical Advisory Committee | Board Appointed Advisory Committee | |
| INRMP Stakeholders Advisory Committee | Board Appointed Advisory Committee | |

EVALUATION, MONITORING AND REVIEWING PROGRESS:

Section 65400 of the State of California Government Code requires the local planning agency to provide an annual report to the State Office of Planning and Research (OPR) and State Housing and Community Development (HCD) on the status of the General Plan and progress in its implementation. The five tasks outlined above are all associated with the County's implementation of the General Plan and therefore will be included, if funded, in the ongoing annual reports. The proposed indicators will be used to measure progress and will be included in the reports as data becomes available. All reports will be sent to the Strategic Growth Council once received and filed by the Board of Supervisors. This will ensure a level of accountability by the County in meeting stated targets.

PRIORITY CONSIDERATIONS:

Some problems cannot be solved within a single jurisdiction. This is especially true for those jurisdictions within or adjoining large metropolitan areas. A decision made by one can have adverse impacts on other. While land has traditionally been divided by political boundaries to allow more efficient provision of government services and democratic representation, this has not lent itself very well to effective management of natural resources, urban infrastructure, and other multi-jurisdictional systems. The County has long supported and been involved with regional planning agencies that address issues related to El Dorado County. The desire is to improve the long-term social and ecological health of the County's cities and towns. Outlined in the Work Plan (Appendix M), are each of the entities involved in each of the identified tasks. Attached to the application is a letter of intent to assist from each of these entities.

Although the County feels its position as a rural County with significant development pressures is unique, in truth there are a number of other rural/suburban Counties with small cities who are facing similar

issues. To support the sharing of information, all studies and outcomes will be posted on the County's website and shared with other jurisdiction to ensure best management practices are available.

As shown in the proposed budget (Appendix L), the County anticipates leveraging local matching funds at a ratio of approximately \$0.75 for every \$1.00 requested. The cash match comes from funds already appropriated to implement supportive tasks and can be leveraged towards work still to be completed. An in-kind amount of approximately \$290,000 is primarily the cost of preparing environmental documents. In-kind funds have not been appropriated as it is not likely the County will be able to move forward with these tasks if outside funding is not secured.

The State of California anticipates that climate change will have a wide range of impacts on California's natural resources, ecosystems, infrastructure, health systems, and the economy. To prepare for these challenges, the State understands that local jurisdictions must have better information about the risks to vulnerable systems and how effective adaptation can lessen adverse impacts. The County intends, through the tasks outlined in this application, to assist the State in identifying potential impacts and effective adaptation methods for other similar jurisdictions in California, particularly concerning ecological resources, water resources, and human health.

The County of El Dorado as a whole generally is not categorized as an "Economically Disadvantaged Community". Due to far western and eastern communities within the County, the median income is relatively high. The County of El Dorado is a large County with many communities. It is inherently understood that there are pockets of pervasive poverty in smaller communities throughout the middle section of the County. However, the only way to prove pervasive poverty and lower income areas exist within the County at this time would be to complete targeted income surveys in known areas and with services providers of lower income families. Due to time constraints associated with the submittal of this application, reduced staff and resources, this activity cannot be completed at this time. Once 2010 Census data becomes available, the County will have the tools necessary to identify and map Economically Disadvantaged Communities. Every task outlined in this application would create policies and programs that benefit areas of poverty.

ORGANIZATION CAPACITY

The County Board of Supervisors effectively oversees the policies, programs, and organizational operations including review of achievement of goals, financial status, and lead staff performance. The County is accomplished at recruiting, developing, and retaining capable staff, counsel, consultants and technical resources. The County is a respected active participant and leader in the community, and maintains a strong connection with its residents. The Board of Supervisors or assigned staff participates in strategic alliances and partnerships that significantly advance County goals. The primary leaders responsible for ensuring the successful completion of each task are outlined above. These Task leaders have significant background and experience in completing similar activities. For specialized data and analysis not currently available within staff, partners and stakeholders, the County will contract with qualified consultants.

Appendix L- Budget Form

All cost elements included should be clearly described in the proposal

| Proposal Element | | Total Cost \$ | Council Grant \$ | In-Kind Match \$ | Cash Match \$ |
|--|---------------------------------|------------------|------------------------|------------------------|------------------|
| Administration | | | | | |
| | Staff | 408,000 | 180,000 | 30,000 | 198,000 |
| | Consultant Contracting | 1,261,420 | 730,420 | - | 531,000 |
| | Surveys | - | - | - | - |
| | <i>Admin Subtotal</i> | 1,669,420 | 910,420 | 30,000 | 729,000 |
| Proposal Development | | | | | |
| | Research | 5,000 | 5,000 | - | - |
| | Drafting | 23,000 | 23,000 | - | - |
| | <i>Development Subtotal</i> | 28,000 | 28,000 | - | - |
| Public Outreach | | | | | |
| | Announcements | 14,000 | 14,000 | - | - |
| | Web Posting Costs | 9,500 | 6,500 | - | 3,000 |
| | Public Forum Costs | 13,500 | 13,500 | - | - |
| | <i>Public Outreach Subtotal</i> | 37,000 | 34,000 | - | 3,000 |
| Materials | | | | | |
| | Materials | 10,200 | 10,200 | - | - |
| | | - | - | - | - |
| | <i>Material Subtotal</i> | 10,200 | 10,200 | - | - |
| Environmental Review | | | | | |
| | | 283,000 | 8,000 | 275,000 | - |
| GRAND TOTAL | | 2,027,620 | 990,620 | 305,000 | 732,000 |
| <p><i>Budget Notes: Cash Match are from funds already appropriated for project development related to the 5 tasks outlined in the proposal.</i> <i>In-Kind Match are funds anticipated to be allocated if proposal is funded.</i></p> | | | | | |
| <p align="center">Additional budget detail may be required upon award of funding</p> | | | | | |

Appendix M - Work Plan

Work Plan

Lead Applicant: El Dorado County Planning Services
 Proposal Title: Implementation Plan for SB375

| High Level Activities/Milestones | Responsible Party | Proposed Start/End Dates |
|---|---------------------------------------|------------------------------|
| Task 1 - Inventory, Projections and Reduction Index Plan | | |
| Final Scope of Work and Solicit Consultant Services | County AQMD/Planning Consultant | April 2011/September 2012 |
| Complete admin draft report | County AQMD/Planning Services | July 2012/September 2012 |
| Stakeholder review of admin draft | County AQMD/Planning Services | July 2012/September 2012 |
| Begin CEQA process | County Board of Supervisors | September 2012/December 2012 |
| Address Comments | County Board of Supervisors | November 2012/December 2012 |
| Adopt final inventory, forecast and reduction indicators | County Board of Supervisors | January 2012/September 2012 |
| Task 2 - Traffic Model Update | | |
| Final Scope of Work and Solicit Consultant Services | County DOT | April 2011 / August 2011 |
| Complete Land Use Forecasting | County DOT | August 2011 / November 2011 |
| Traffic Model Analysis (Traffic Forecasting) | County DOT | November 2011 / January 2012 |
| Validation | County DOT | January 2012 / February 2012 |
| Stakeholder Review | County DOT | February 2012 / April 2012 |
| Address Comments | County DOT | April 2012 / May 2012 |
| Revisions to Traffic Forecasting based on comments | County DOT | May 2012 / June 2012 |
| Finalize 20-year Improvement Plan | County DOT | June 2012 / August 2012 |
| Task 3 - Mixed Use Development Phase II | | |
| Final Scope of Work w/ BOS Approval | Planning Services/EDAC/BOS | January 2011/March 2011 |
| Establish Agreement with Local Government Commission | Planning Services/LGC | April 2011/July 2012 |
| Host 3-5 Public Workshops within 2-4 Communities | Planning Services/LGC | May 2011/July 2011 |
| Draft Policy Amendments and Infill Ordinance for Public Review | Planning Services/LGC | August 2011/September 2011 |
| Draft Individual Community Design Guidelines with TND | Planning Services/LGC | August 2011/September 2011 |
| Public/Community Review of Guidelines | Public | September 2011/October 2011 |
| Revise Guidelines based on Comments | Planning Services/LGC | November 2011/February 2012 |
| Adopt General Plan Policy Amendments, Infill and TND Guidelines | Planning Services/Board of Supervisor | March 2012/July 2012 |
| Adopt Community Design Guidelines | Planning Services/Board of Supervisor | March 2012/July 2012 |

Appendix M- Work Plan

Work Plan

Lead Applicant: El Dorado County Planning Services
 Proposal Title: Implementation Plan for SB375

| High Level Activities/Milestones | Responsible Party | Proposed Start/End Dates |
|---|------------------------------|------------------------------|
| Task 4 - Transit Oriented Design Guidelines for Priority Areas | | |
| Establish Stakeholder Group | Planning Services/DOT | January 2011/February 2012 |
| Complete Short and Long Term Transit Plan | EDC Transit Authority/EDCTC | July 2011/August 2012 |
| Complete Public Workshops on TOD with LGC | LGC/Planning | September 2011/January 2012 |
| Solicit Consultant to Complete Guidelines | Planning Services | March 2012/July 2012 |
| Complete CEQA Process | Planning Services | August 2012/September 2012 |
| Adopt TOD Guidelines | County Board of Supervisors | September 2012/November 2012 |
| Task 5 - INRMP Phase 2 | | |
| Solicit Consultant Services | | |
| Identify appropriate conservation areas and habitat corridors | Planning Services | June 2011/September 2011 |
| Establish ongoing funding mechanism | Planning Services/Consultant | October 2011/January 2012 |
| Establish mitigation assistance, monitoring and management program | Planning Services/Consultant | February 2012/April 2012 |
| Complete public draft and circulate | Planning Services/Consultant | April 2012/May 2012 |
| Prepare EIR | Planning Services/Consultant | June 2012/July 2012 |
| Amend draft based on comments | Planning Services/Consultant | August 2012-July 2013 |
| Adopt final plan | Planning Services/Consultant | July 2013?August 2013 |
| | County Board of Supervisors | September 2013/October 2013 |

Appendix J- Indicators and Outcomes

| Program Objectives | Indicators (Data Point) | Expressed As | Desired Outcomes |
|--|---|--|----------------------|
| Improve Air Quality and Water Quality | Carbon monoxide vehicle emissions | Pounds/year/capita | Decrease |
| | Hydrocarbon vehicle emissions | Pounds/year/capita | Decrease |
| | Sulphur oxides vehicle emissions | Pounds/year/capita | Decrease |
| | Particulate matter vehicle emissions | Pounds/year/capita | Decrease |
| | Carbon dioxide vehicle emissions | Tons/year/capita | Decrease |
| | Nitrogen oxides vehicle emissions | Pounds/year/capita | Decrease |
| Promote Public Health | Stream Corridors protected | Length in feet | Increase |
| | Housing proximity to recreation | % of dwelling units within 1/2 mile of park or trail | Increase |
| | Park space availability Open Space | Park acres/1,000 % of total targeted area in open space land-use class | Increase Increase |
| Promote Equity | Overweight/obese adults | % of overweight/obese adults | Decrease |
| | Housing proximity to transit | % of dwelling units within 1/4 mile of transit stop | Increase |
| Increase Affordable Housing | Employment proximity to transit | % of employees within 1/4 mile of transit stop | Increase |
| | Housing Affordability | Number of units constructed affordable to 120% or below area median income | Increase |
| | | Number of income restricted units | Increase |
| Housing supply that meets RHNA goals | | Increase | |
| Promote Infill and Compact Development | Population Density | Persons/square mile in priority areas | Increase |
| | Residential Density | Dwellings per net acre of residential land in priority areas | Increase |
| Revitalize Urban and Community Centers | Reinvestment in existing communities | Public/Private investment in Water, Sewer, Sidewalks, Roads, Transit, | Increase |
| | Vacancy Rates | % a built commercial vacancy | Decrease |
| Protect Natural Resources and Ag Lands | Acres of protected and/or conserved lands | % of protected and/or conserved lands | Increase |
| | Acres of habitat avoided | % of habitat avoided | Increase |
| Reduce Automobile Usage and Fuel Consumption | Vehicle trips | Vehicle trips/day/capita | Decrease |
| | Vehicle miles traveled | Miles driven/day/capita | Decrease |
| | Transit Ridership | Transit ridership/day/capita | Increase |
| Improve Infrastructure Systems | Sidewalk Completeness | % street frontage with sidewalks | Increase |
| | Pedestrian route directness | Average ratio of walking distance from point of origin to central node for new projects | Decrease |
| | Street connectivity | Ratio of intersections to total intersections plus cul-de-sacs | Increase |
| | Pedestrian environment | Composite index of street network density, sidewalk completeness and pedestrian route directness | Improve |
| Promote Water Conservation | Residential Water Consumption | Gallons/day/capita | Decrease |
| Promote Energy Efficiency & Conservation | Residential Energy Consumption | watts/day/capita | Decrease |
| Strengthen Economy | Land-use diversity | Pop/emp mix in priority areas in relation to County | Increase |
| | Jobs/housed workers balance | Ratio of total jobs to total housed workers assuming 1.4 workers per household | Improve |
| | Employment density | Employees/net acre of employment land | Increase |