Draft Supplement

to the

Diamond Springs Parkway Project
2011 Environmental Impact Report

for

Phase 1B Design Modification

(SCH #2007122033)

El Dorado County, California

January 2016

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Acronyms and Abbreviations

APN	Assessor's Parcel Number
Caltrans	California Department of Transportation
CIP	Capital Improvement Program
CEQA	California Environmental Quality Act
DEIR	Draft Environmental Impact Report
EID	El Dorado Irrigation District
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
LTS	less than significant (used in Table 1)
MC&FP	Missouri Flat Area Master Circulation and Funding Plan
NPDES	National Pollutant Discharge Elimination System
PRC	Public Resources Code
ROW	right-of-way
SCH	State Clearinghouse
SWPPP	Stormwater Pollution Prevention Plan
SR	State Route
SEIR	Supplement to the Environmental Impact Report
Transportation	El Dorado County Community Development Agency, Transportation Division

Section 1. Introduction

1.1. Introduction and Purpose

The Diamond Springs Parkway project (Project) is an approved, but not yet constructed, roadway that will connect Missouri Flat Road to State Route 49 (SR 49) in unincorporated El Dorado County. The County conducted environmental review of the Project and certified a final environmental impact report (EIR) in 2011. The County is considering modifications to the design of the eastern portion of Phase 1B of the Project, and has prepared this *Draft Supplement to the 2011 Environmental Impact Report on the Diamond Springs Parkway Project for Phase 1B Design Modification* (Draft SEIR) to describe the proposed modifications and provide supplemental environmental review for the proposed modifications pursuant to the California Environmental Quality Act (CEQA).

During design of the Phase 1B portion of the Project, the El Dorado County Community Development Agency, Transportation Division (Transportation) has determined that modifications to the vertical profile of the eastern portion of Diamond Springs Parkway would provide benefits that include reduced rights-of-way acquisition and construction costs. Transportation has prepared preliminary designs for a modified vertical profile, and is intending to request the Board of Supervisors to approve this Phase 1B design modification.

In order to proceed with construction of a Phase 1B that incorporates the proposed design modifications, the County has determined that additional environmental review and documentation is necessary. As evaluated and presented in this Draft SEIR, the Phase 1B design modification would not result in any new significant impacts and would not increase the severity of significant impacts previously identified in the 2011 EIR. Nonetheless, the County decided that a supplement to the 2011 EIR is the appropriate CEQA document for evaluation and disclosure of the proposed modification. This Draft SEIR will be circulated for public and agency review and comment during a 45-day review period. A Final SEIR will then be prepared that includes responses to comments and the Final SEIR will be certified by the County prior to making discretionary decisions associated with construction of the modified Project.

The 2011 EIR concluded that the Project would not result in any significant and unavoidable impacts. Potentially significant impacts identified in the 2011 EIR could each be reduced to less than significant with implementation of mitigation measures identified in the 2011 EIR and adopted by the County. The analysis of the proposed Phase 1B design modification presented in this Draft SEIR concludes that the proposed modification would not result in any new significant impacts and would not increase the severity of any previously identified significant impacts. In fact, the analysis concludes that the proposed Phase 1B design modification would reduce certain impacts as compared to the approved Project and as compared to the environmentally preferred alternative (Alternative C) identified in the 2011 EIR.

1.2. Overview of 2011 Project as Approved and Proposed Modification

The Diamond Springs Parkway Project is an approved, but not yet constructed, roadway that will connect Missouri Flat Road to State Route 49 (SR-49) in unincorporated El Dorado County. The Project is located in the community of Diamond Springs, southwest of the City of Placerville, as shown on Figure 1.

The Project is identified in the 2004 El Dorado County General Plan (El Dorado County, 2004) in Table TC-1 and in the General Plan Circulation Map (Figure TC-1) as a planned 4-lane divided road, and is also identified in the County's adopted 2015 Capital Improvement Program (CIP) (El Dorado County, 2015).

Approved Project: Construction of the Project as approved is planned to be completed in two phases, Phase 1A and 1B as described in the Adopted 2015 CIP and illustrated on Figure 2.

Phase 1A will realign SR-49/Diamond Road from Pleasant Valley Road to north of Lime Kiln Road. Phase 1A also will realign SR-49/Diamond Road to the west to create frontage road for residences along the east. SR-49/Diamond Road will be improved with two 12-foot lanes and 8 foot shoulders. This phase also includes signal modification at Pleasant Valley Road/SR-49 intersection and potential underground utility district.

Phase 1B will construct a new four-lane arterial roadway with concrete curb, gutter and sidewalk from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. The project also includes widening and improvements to SR-49/Diamond Road from the new roadway intersection to Pleasant Valley Road and signalization of multiple intersections. The project also includes a sidewalk on the east side of SR-49.

Under the approved Project design of Phase 1B, the elevation of the eastern portion of Diamond Springs Parkway would be as much as approximately 10 feet above the existing ground surface. The design requires substantial imported fill material, and the slopes required for the fill area would extend into the western end of the existing Bradley Drive near the Bradley Drive/Throwita Way intersection. As a result, the approved Project would eliminate this intersection and require the construction of a new north-south connector road from Bradley Drive to Truck Street to maintain full vehicle access and circulation within the area.

Proposed Phase 1B design modification: The proposed Phase 1B design modification would lower the vertical profile of the Diamond Spring Parkway eastern segment as compared to the approved design. The lower profile would more closely match existing terrain requiring less fill material and resulting in a smaller construction disturbance footprint. The reduced fill would also allow for maintaining the Bradley Drive and Throwita Way connection (at an intersection that would be constructed slightly north of the existing Bradley Drive/Throwita Way intersection) and would avoid the need for a new north-south connection road. (See Figure 3.)

Additional detail of both the approved Project and the proposed modification is provided in Section 2, "Project Description".

1.3. Purpose of the SEIR

The California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) requires that discretionary decisions by public agencies be subject to environmental review. The County is the CEQA lead agency for the Project with the primary approval authority and is therefore the agency responsible for conducting environmental review of the Project in compliance with CEQA. In accordance with CEQA, the County conducted environmental review of the Project, and prepared and certified a Final Environmental Impact Report (EIR) for the Project in 2011. The Final EIR for the Diamond Springs Parkway Project (SCH #2007122033) was certified by the El Dorado County Board of Supervisors in May 2011.

CEQA requires that if substantial changes are proposed to a project after an EIR is certified, the lead agency must evaluate the potential for those changes to result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Although the proposed Phase 1B design modification may not represent a substantial change to the Project, the County has decided to evaluate and document the potential for new or increased significant effects to ensure full compliance with CEQA.

Pursuant to CEQA, if no new or increased significant impacts would occur as a result of a proposed change to a project, the lead agency may prepare an "addendum" to document the analysis prior to approving the changes. The addendum need not be circulated for public review and comment. If new or increased significant impacts would occur as a result of the proposed change, the lead agency must prepare either a "subsequent" EIR or a "supplement" to the previous EIR. A subsequent EIR effectively updates the entire previous EIR, whereas a supplement to the previous EIR focuses on updating only those aspects of the previous EIR affected by the proposed change. When preparing a subsequent EIR or supplement to the previous EIR, the lead agency must prepare and circulate a draft of the document for public review and must respond to comments on the draft prior to preparing and certifying the final document.

As evaluated and presented in this Draft SEIR, the Phase 1B design modification would not result in any new significant impacts and would not increase the severity of significant impacts previously identified in the 2011 EIR. Nonetheless, the County decided that a supplement to the 2011 EIR is the appropriate CEQA document for evaluation, disclosure, and gaining public review and input regarding the proposed Phase 1B design modification.

The purpose of this Draft SEIR is to:

- Describe the proposed Phase 1B design modification;
- Evaluate potential differences in impacts to the physical environment that would occur with construction of the Project with the Phase 1B design modifications as compared to impacts associated with construction of the approved Project;

- Identify new or modified mitigation measures, if necessary, to avoid or minimize any new significant impacts or any increases in the severity of previously identified significant impacts; and
- Provide an opportunity for public and agency review and comment on the project and the analysis presented herein.

This Draft SEIR will be circulated for public and agency review and comment during a 45-day review period. A Final SEIR will then be prepared that includes responses to comments, and the Final SEIR will be approved by the County prior to making discretionary decisions associated with proceeding with the modified Project.

1.4. Scope of the Draft SEIR

The purpose of this Draft SEIR is to provide the additional information necessary to supplement the 2011 EIR so that the documents collectively provide a complete and adequate description of environmental analysis of the Project incorporating the proposed Phase 1B design modification. CEQA Guidelines Section 15163 specify that a supplement to a previously certified EIR need contain only the information necessary to analyze the project changes, changed circumstances, or new information that triggered the need for additional environmental review. Therefore, the information and analyses in the 2011 EIR relevant to the proposed modifications are summarized herein as relevant to the proposed modification and the environmental effects of the proposed modification are discussed in terms of how the effects would vary from those presented for the Project in the 2011 EIR.

1.5. Documents Incorporated by Reference

CEQA Guidelines Section 15150(a) states that an EIR "may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of the EIR." The CEQA Guidelines further state that incorporated text shall be briefly summarized and the entire document shall be made available for public review (CEQA Guidelines 15150(b) and (c)). Because this SEIR is focused on proposed modifications to the Diamond Springs Parkway Project as described and evaluated in the 2011 EIR (SCH# 2007122033), the entire 2011 EIR is incorporated herein by this reference. Information from the 2011 EIR is summarized herein when relevant to this supplemental environmental review.

Collectively, the following documents compose the 2011 EIR:

- Diamond Springs Parkway Project Draft Environmental Impact Report, dated June 23, 2010 (El Dorado County 2010a)
- Traffic Information Reissuance for the Diamond Springs Parkway Project Draft Environmental Impact Report, dated July 7, 2010 (El Dorado County 2010b)
- Diamond Springs Parkway Project Final Environmental Impact Report, dated May 10, 2011 (El Dorado County 2011)

The documents composing the 2011 EIR are available to download from El Dorado County's website at: http://www.edcgov.us/Government/DOT/CEQA.aspx. The documents are also available for review in hard copy at 2850 Fairlane Court, Placerville, CA 95667. Interested parties may review these documents online or at the County office during normal business hours.

1.6. Draft SEIR Contents and Organization

This Draft SEIR is organized as follows:

- Section 1, Introduction, provides a project overview, describes the purpose of the SEIR, the scope of the Draft SEIR, and a summary of the Draft SEIR public review process;
- Section 2, Project Description, summarizes the approved Project and describes the proposed Phase 1B design modifications;
- Section 3, Environmental Analysis, includes an evaluation of the potential for the proposed Phase 1B design modifications to result in new significant impacts or to increase the severity of impacts identified in the 2011 EIR;
- Section 4, References, contains a listing of the sources of information used in the preparation of this Draft SEIR; and
- Section 5, List of Preparers, identifies the preparers of this Draft SEIR.

1.7. Draft SEIR Review and Public Comment

In accordance with CEQA, this Draft SEIR will be distributed for public and agency review and comment for a 45-day period. This public review period and Draft SEIR distribution ensures that interested parties have an opportunity to express their views regarding the environmental analysis of the proposed Phase 1B design modifications. Note that 2010 Draft EIR for the Project was circulated for public review and comment, and the 2011 Final EIR includes responses to those comments. The purpose of this Draft SEIR is to document the proposed Phase 1B design modification and the potential differences in impacts as compared to the impacts presented in the 2011 EIR. **Comments on this Draft SEIR should be limited to addressing the proposed Phase 1B design modification and environmental issues associated with the proposed modification.** Environmental effects of the Project as evaluated and documented through the certified 2011 EIR that would remain unchanged by the proposed Phase 1B design modification are not subject to further review.

The County will consider comments regarding significant environmental effects of the proposed Phase 1B design modifications to ensure that information regarding potential environmental effects associated with the proposed modification and any changes pertinent to permits and approvals is provided to County decision makers and the CEQA responsible and trustee agencies.

This Draft SEIR will be made available for review, along with the 2011 EIR, during normal business hours at the public counter of the County Community Development Agency, Transportation Division, located at 2850 Fairlane Court in the County Administrative Center (Building C) in Placerville,

California 95667 (530-621-5900). This document will also be made available for public review at the County Library in Placerville at 345 Fair Lane (530-621-5540) and on the Transportation CEQA document website at http://edcgov.us/Government/DOT/CEQA.aspx.

Following the 45-day review period, Transportation staff will consider comments and will prepare written responses to comments on environmental issues pertaining to the proposed Phase 1B design modifications. The responses will be included in a Final SEIR. The Final SEIR will be made available for public and agency review at least 10 days prior to the County Board of Supervisor's approval of the document and approvals associated with the proposed Phase 1B design modification.

Section 2. Project Description

2.1. Project Introduction

This section summarizes the approved Diamond Springs Parkway project (Project) and describes the proposed Phase 1B design modifications that are the subject of this Draft SEIR. The Project need, objectives, location, and environmental setting, presented in detail in the 2011 EIR, have not changed and are summarized below.

2.2. Project Location and Land Uses

The Project is located within unincorporated El Dorado County, California, south of the Missouri Flat Road/U.S. Route 50 Interchange, south of the City of Placerville, within the community of Diamond Springs. As illustrated in Figure 1 and 2, the roadway network in the vicinity of the Project includes Missouri Flat Road, Pleasant Valley Road (SR-49), Diamond Road (SR-49), Lime Kiln Road, and China Garden Road. Exhibit 3-5a from the 2011 EIR illustrates the Project site as evaluated in the 2011 EIR.

Land use within the Project area is subject to the El Dorado County General Plan. General Plan land use designations for areas within the Project site are "Industrial" and "General Commercial" according to the County's General Plan Land Use Map, and as illustrated on Exhibit 4.9.2 of the 2011 EIR. Land uses within and adjacent to the Project corridor vary, and include pockets of residential development, various manufacturing and materials storage areas, and vacant industrial lots.

As shown on Figure 3, the proposed Phase 1B design modification is within the eastern portion of proposed Diamond Springs Parkway alignment and includes the parkway alignment and the easternmost segment of Bradley Drive. Red linework on the figure illustrates the proposed design modifications and would be constructed in lieu of the approved design which is show in black line work with "2011 EIR" labeling.

2.3. Purpose and Objectives of Project

The purpose and objectives of the Project have not changed from those identified in the 2011 EIR. The purpose of the Project is to provide parallel capacity for SR-49 between Missouri Flat Road and Diamond Road (SR-49) and alternate access to US-50 via Missouri Flat Road to relieve traffic congestion and provide an acceptable level of service through the historic town of Diamond Springs to meet General Plan Policy TC-1.

The specific objectives outlined in the 2011 EIR for constructing the project include the following:

Objective 1a. *Improve traffic safety and operations on portions of Pleasant Valley Road (SR-49) in the vicinity of Diamond Springs as provided in the County's 2004 General Plan (Policy 10.2.7.3) including:*

- *Provide parallel capacity for SR-49 between Missouri Flat Road and Diamond Road (SR-49) and alternate access to US-50 via Missouri Flat Road to relieve*

traffic congestion and provide an acceptable level of service through the historic town of Diamond Springs to meet the General Plan Policy TC-1.

- *Provide a safe, efficient, and convenient roadway that meets the travel needs of people and goods.*
- *Improve safety by reducing residential driveway access to Diamond Road (SR-49) between Pleasant Valley Road (SR-49) and Black Rice Lane by provision of a frontage road.*

Objective 1b. *Implement the Parkway as included in the County's 2004 General Plan (Policy 10.2.7.3) and the County's CIP in the most cost effective manner.*[1]

Objective 1c. *Improve roadway and intersection capacities along Missouri Flat Road, south of US-50, to support the anticipated commercial/retail square footage development identified and planned for in the 1998 MC&FP and the 2004 El Dorado General Plan.*

Objective 1d. *Provide opportunities for improved bicycle, pedestrian and transit facilities consistent with the 2004 El Dorado County General Plan and coordinate the construction of the Parkway with the El Dorado Multi-Use Trail.*

Objective 1e. *Protect natural resources, including local wetlands, riparian features, and oak woodlands by aligning the project to avoid these features, to the extent feasible, by providing transportation services facilities that cause the least amount of environmental damage and yield environmental benefits wherever feasible.*

2.4. Project Description

This section provides a summary of the approved Project that was described and evaluated in the 2011 EIR and describes the proposed Phase 1B design modifications subject to environmental review in this Draft SEIR.

Summary of Approved Project

The approved Project will construct Diamond Springs Parkway eastward from Missouri Flat Road near the intersection with the Sacramento-Placerville Transportation Corridor north of China Garden Road, and would connect to Diamond Road (SR-49) south of Bradley Drive. Construction of the approved Project requires improvements and/or realignment to the following roadways: China Garden Road, Throwita Way, Truck Street, Bradley Street, and Old Depot Road. The approved

[1] Policy 10.2.7.3 reads: "Missouri Flat Road Corridor Area: The County shall commit to the comprehensive development of the needed road circulation plan for this area immediately following adoption of the General Plan. This plan shall also include the identification and development of a specific funding mechanism that overcomes existing deficiencies and accommodates future traffic demands to the year 2015."

Project will alleviate traffic congestion along Missouri Flat Road and Pleasant Valley Road (SR-49) in the vicinity of Diamond Springs, improving the circulation of both local and regional traffic.

The approved Project will provide fully signalized access at three new intersections with limited private property access. Diamond Springs Parkway will have a design speed of 50 miles per hour (mph), and the proposed lane configurations reflect the ultimate roadway design contemplated in the County's General Plan and CIP. The General Plan also identifies SR-49, from the eastern terminus of the planned Diamond Springs Parkway intersection with SR-49 to Pleasant Valley Road, as an ultimate four-lane major highway.

Under the approved Project, SR-49 will be improved to a major highway by providing standard shoulders and eliminating nearly all existing driveway encroachments. The improvements will be accomplished by creating a new frontage road along the existing roadway and widening the roadway to the west. A new median will be installed to provide sufficient separation between the frontage road and SR-49. The SR-49 improvements require minor improvements and/or realignment of Black Rice Road, Happy Lane, and Lime Kiln Road.

In coordination with the Eldorado Irrigation District (EID), the approved Project includes upgrades to existing 6-inch and 8-inch waterlines with a new 12-inch waterline in SR-49/Diamond Road from Pleasant Valley Road to Finch Road. Along with the waterline installation, there will be appurtenances located outside the pavement such as vaults, blow-offs, above-ground air relief valves, manholes, and valves that may need to be installed and/or adjusted to grade. These utility improvements are components of the approved Project as described and evaluated in the 2011 EIR.

The approved Project is planned to be constructed in the following phases:

Construction of the Project as approved is planned to be completed in two phases, Phase 1A and 1B as described in the Adopted 2015 CIP and illustrated on Figure 2. Phase 1A will realign SR-49/Diamond Road from Pleasant Valley Road to north of Lime Kiln Road, and will also realign SR-49/Diamond Road to the west to create frontage road for residences along the east. SR-49/Diamond Road will be improved with two 12-foot lanes and 8 foot shoulders. Phase 1A includes signal modification at Pleasant Valley Road/SR-49 intersection and potential underground utility district.

Phase 1B will construct a new four-lane arterial roadway ("Diamond Springs Parkway") with concrete curb, gutter and sidewalk from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. Phase 1B also includes widening and improvements to SR-49/Diamond Road from the new roadway intersection to Pleasant Valley Road and signalization of multiple intersections, and would install a sidewalk on the east side of SR-49.

Under the approved Project design of Phase 1B, the elevation of the eastern portion of Diamond Springs Parkway would be as much as approximately 10 feet above the existing ground surface. The

design requires substantial imported fill material, and the slopes required for the fill area would extend into the western end of the existing Bradley Drive near the Bradley Drive/Throwita Way intersection. As a result, the approved Project would eliminate this intersection and require the construction of a new north-south connector road from Bradley Drive to Truck Street to maintain full vehicle access and circulation within the area.

Proposed Phase 1B Design Modification

The proposed Phase 1B design modification subject to review in this Draft SEIR would modify the previously approved elevation of the eastern portion of Diamond Springs Parkway. The approved Project design and the proposed Phase 1B design modifications are illustrated on Figure 3.

The modified elevation would be more similar to the existing ground surface grade, resulting in a vertical profile as much as 15 feet lower than the approved Project. The proposed modification would require less fill material and would reduce the footprint of fill slopes in this portion of the Project site. As a result, elimination of the Bradley Drive/Throwita Way intersection required as a result of fill placement needed for the approved Project design would not be necessary, and an intersection could be maintained with a slight northern realignment of the west end of Bradley Drive. Maintaining the connection of Bradley Drive to Throwita Way would eliminate the need for a connector road between Bradley Drive and Truck Street.

Comparison of Construction Disturbance and Fill Material Requirements

The proposed Phase 1B design modification would reduce the overall disturbance footprint associated with Phase 1B construction from approximately 19 acres under the approved Project to approximately 18 acres under the proposed modification. The proposed Phase 1B design modification would also reduce the amount of imported soils needed for construction from approximately 67,700 cubic yards of imported soil under the approved Project to approximately 24,000 cubic yards of imported soil under the proposed Phase 1B design modification. The proposed Phase 1B design modification would require the same construction staging and temporary road right-of-way access requirement as the approved Project. Construction activities, equipment, and methods would be similar under the proposed modification as those of the approved Project (see 2011 EIR). However, the reduced amount of imported fill and overall reduction in grading and fill placement would result in fewer total truck trips needed for soils imports and few total hours of construction (e.g., grading, compaction) equipment operation.

Rights-of-Way Acquisition

The footprint of the approved Project (i.e., areas where land disturbance will occur) encompasses portions of 83 parcels. The specific Assessor's Parcel Numbers (APNs) include:

- 051-250-04, -06, -07, -08 -11, -12, -13, -18, -19, -20, -21, -22, -23, -30, -31, -33, -37, -39, -42, -46, -48, -51, -54, and -55

- 051-461-02, -04, -05, -10, -11, -12, -37, -46, and -54
- 051-550-47
- 054-341-04 and -06
- 054-342-15, -20, -21, -22, -23, -24, -25, -26, and -27
- 054-351-02, -33, and -35
- 054-391-26
- 054-411-13, -46, and -47
- 054-422-01
- 097-010-01
- 327-010-02, -03, -04, -05, and -06
- 327-240-19 and -22
- 327-260-05, -06, -25, -28, and -39
- 327-270-02, -03, -04, -08, -18, -26, -27, -43, -46, -48, -49, and -50
- 327-300-08
- 990-610-28
- 990-630-66
- 990-645-79
- 990-659-49

The proposed Phase 1B design modification footprint would encompass the same APNs with the following exceptions:

The approved Project would result in disturbance upon and require temporary and permanent easement acquisition of portions of APN 051-250-30 and APN 051-250-48 for construction of a connector road between Bradley Drive and Truck Street. The proposed Phase 1B design modification eliminates both the connector road and the need for acquisition of these rights-of-way.

The realignment of the western end of Bradley Drive to maintain an intersection with Throwita Way would require temporary and permanent easement acquisition under the proposed Phase 1B design modifications from two parcels, APN 051-250-16 and APN 051-250-17.

2.5. Alternatives

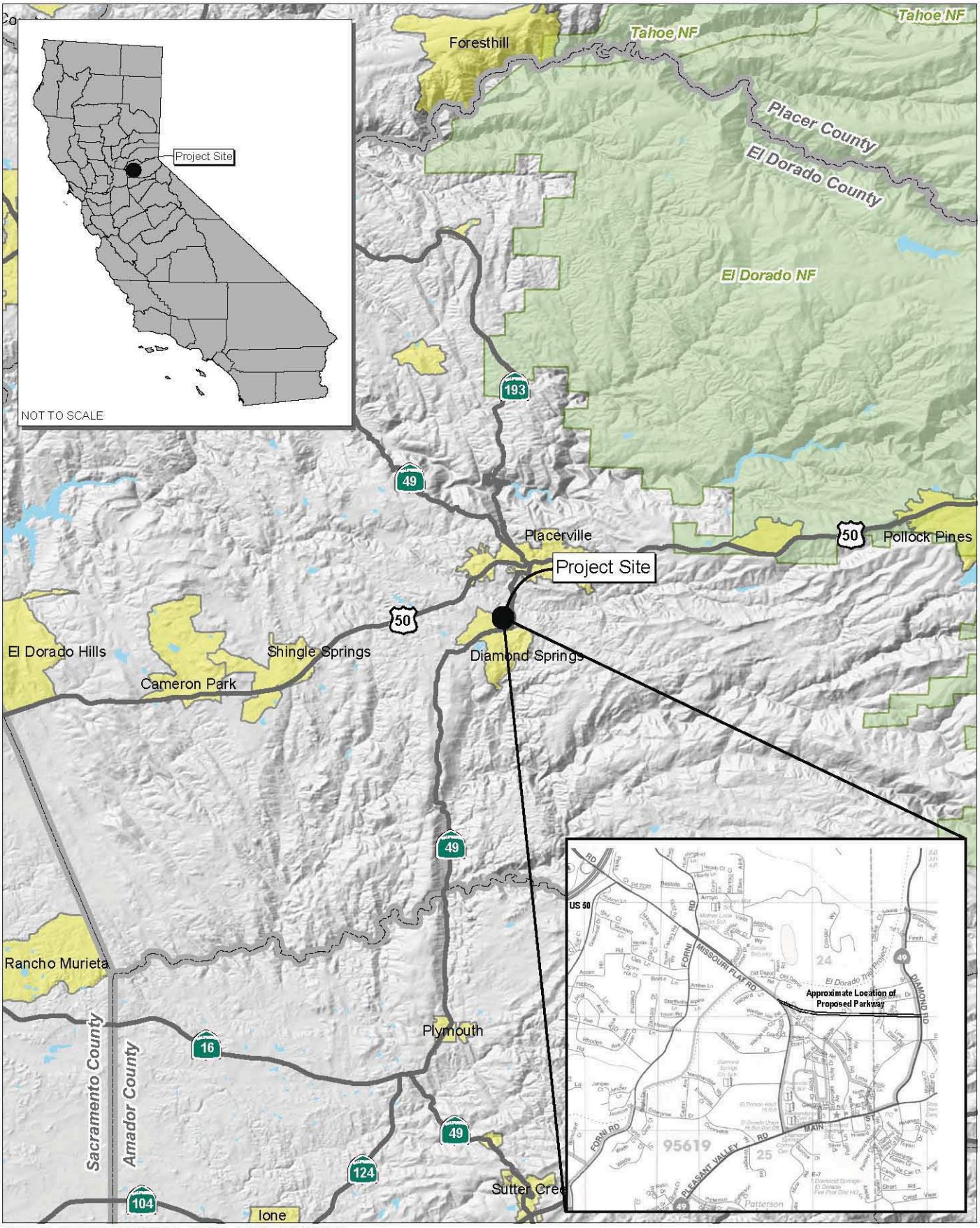
CEQA requires that an EIR consider a reasonable range of alternatives to the proposed project. Alternatives must generally achieve the project objectives, and alternatives that avoid or reduce significant impacts of the project should be considered. The 2011 EIR documents the County's consideration of alternatives and describes the County's consideration of alternatives. This included consideration of several alternatives during the development of the Missouri Flat Area Master Circulation and Funding Plan (MC&FP) in 1998, and the subsequent refinement and evaluation of three alternatives in the 2011 EIR. The 2011 EIR analyzed the following alternatives:

No Project: *CEQA requires evaluation of the No Project Alternative. Under the No Project Alternative, the Project would not be constructed. For the purposes of environmental review it is assumed that the site would remain in its existing condition, and the proposed parkway and associated roadway improvements would not be constructed. No right-of-way acquisition would be required.*

Alternative A: *Alternative A consisted of a Diamond Springs Parkway alignment extending east from Missouri Flat Road, south of the EDMUT corridor and crossing Old Depot Road. The alignment would use a portion of the EDMUT corridor for approximately 1,500 feet, after which it would curve in an east-southeasterly direction (south of Bradley Drive) to continue parallel to Diamond Road (SR-49), ending at the Fowler Lane and Pleasant Valley Road (SR-49) intersection. This Diamond Springs Parkway alignment would require substantial realignment of Diamond Road (SR-49) between Bradley Drive and Pleasant Valley Road (SR-49) thereby bisecting/fragmenting several properties and requiring the County to secure a greater amount of right-of-way. This alternative would create a new intersection at Diamond Springs Parkway and SR-49, requiring cars traveling on SR-49 to make a left turn to continue south or a right turn to continue north, further segmenting SR-49. Significant right-of-way acquisitions for Diamond Road (SR-49) would be required under this alternative.*

Alternative B: *Under Alternative B (previously considered in the MC&FP EIR as Alternative 4), the proposed Parkway would be constructed according to the fourth conceptual alignment presented to the Board of Supervisors in the April 9, 1997 Technical Memorandum. Similar to Alternative A, Alternative B would extend east from Missouri Flat Road, south of the EDMUT corridor and cross Old Depot Road. The alignment would then use a portion of the EDMUT corridor for approximately 1,500 feet, after which it would continue east, intersecting with Diamond Road (SR-49) south of Bradley Drive. Alternative B would continue south, utilizing a portion of the existing Diamond Road (SR-49) ROW, and then diverge slightly to the west after Lime Kiln Road. Alternative B would then continue south, parallel to and west of Diamond Road (SR-49), finally intersecting with Pleasant Valley Road (SR- 49) at the Fowler Lane intersection. EID Intertie and overhead utility undergrounding or relocations would occur. Alternative B's alignment is very similar to the approved Project with the exception of the EDMUT corridor usage and realignment of Diamond Road (SR-49) between Lime Kiln Road and Diamond Road (SR-49).*

Alternative C: *Alternative C (also referred to as the Lower Vertical Profile Alternative in the 2011 EIR), considered in the 2011 EIR is similar to the approved Project but would construct the eastern segment of Diamond Springs Parkway at a lower elevation than the approved Project. Under this alternative, eastern portion of the Diamond Springs Parkway vertical profile would be elevated as much as 5 feet above the existing topography. This design would have resulted in an eastern segment profile approximately 5 feet lower than the approved Project and approximately 5 feet higher than the proposed Phase 1B design modification currently under consideration. All other features of Alternative C are similar to the approved Project, including the elimination of the Bradley Drive connection to Throwita Way and the need for a connector road between Bradley Drive and Truck Street. Alternative C was identified in the 2011 EIR as the environmentally superior alternative because it would reduce air quality impacts as compared to the other alternatives.*

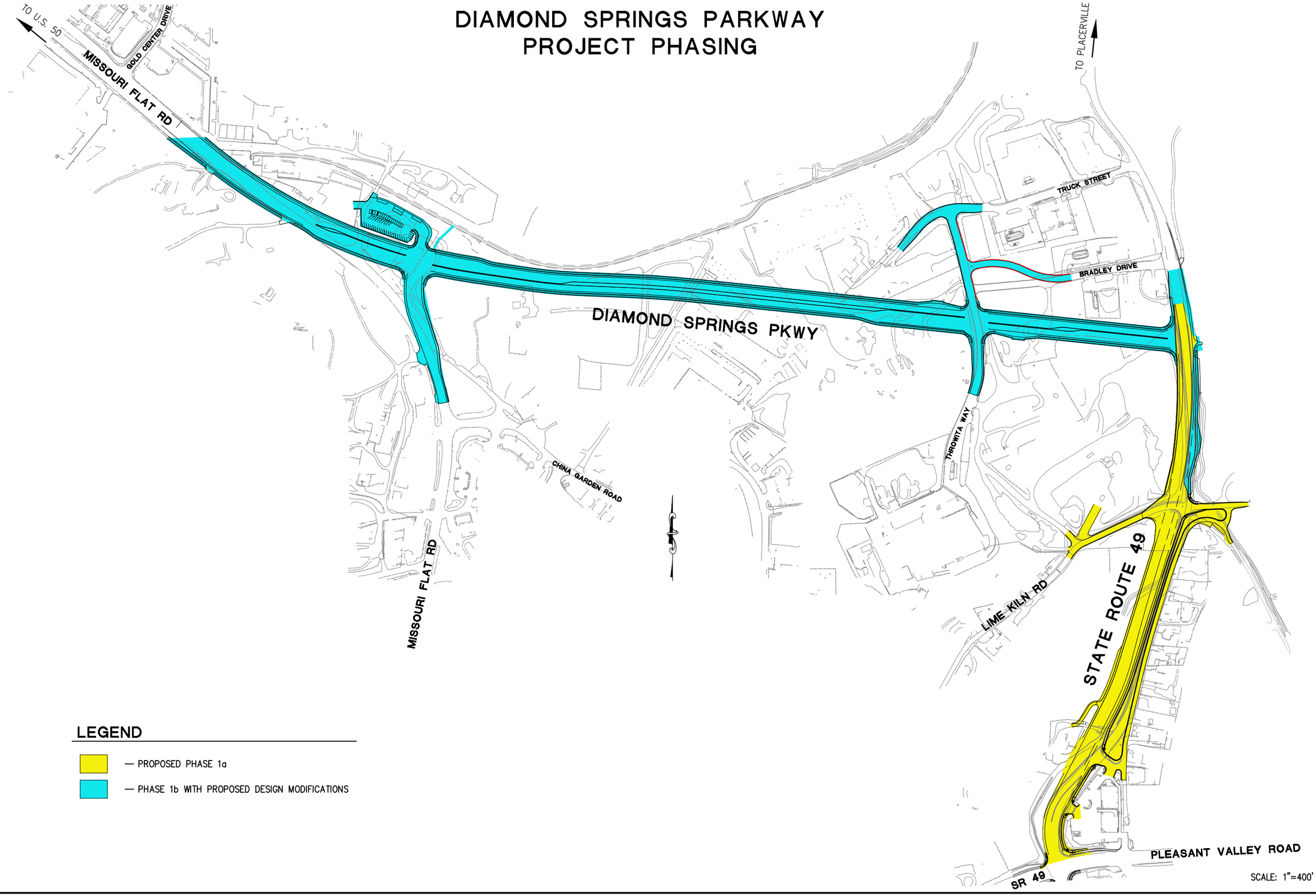


Source: Census 2000 Data, CaSIL 2007, MBA 2008.

PROJECT LOCATION

Figure 1

DIAMOND SPRINGS PARKWAY
PROJECT PHASING



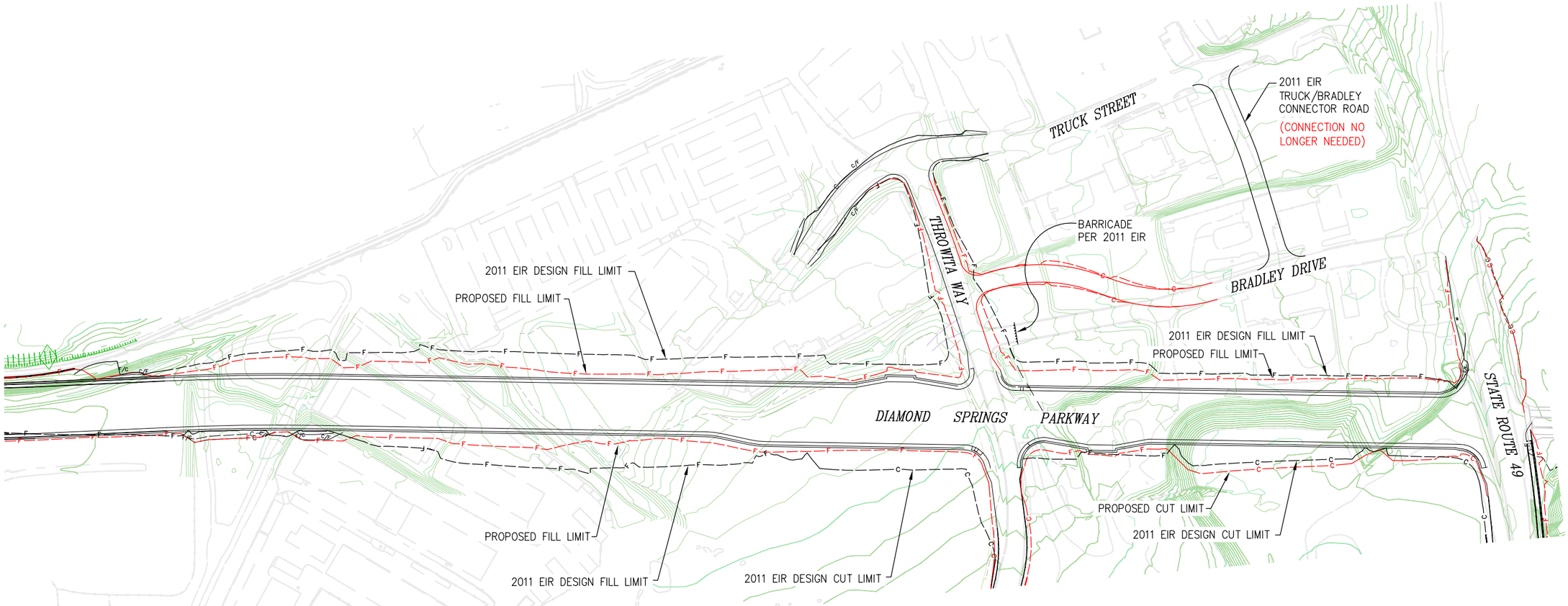
LEGEND

— PROPOSED PHASE 1a

— PHASE 1b WITH PROPOSED DESIGN MODIFICATIONS

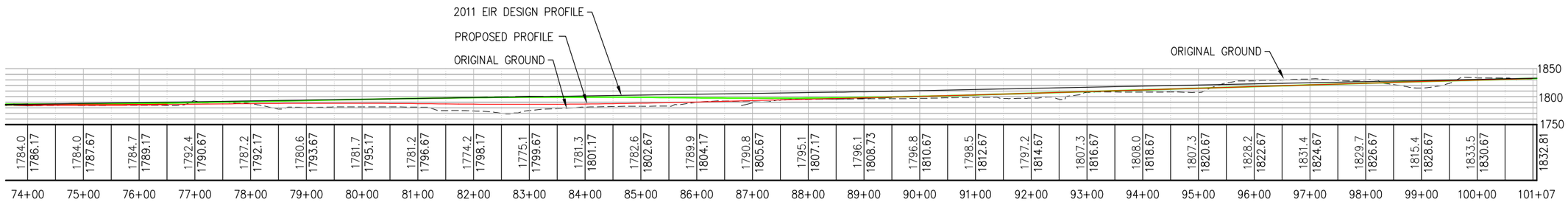
SCALE: 1"=400'

Figure 2



PLAN - DIAMOND SPRINGS PARKWAY

SCALE: 1:200



PROFILE - DIAMOND SPRINGS PARKWAY

SCALE: 1:200H,V

LEGEND:

— PROPOSED PHASE 1B DESIGN MODIFICATION

PROPOSED PHASE 1B DESIGN MODIFICATIONS

2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT ENVIRONMENTAL IMPACT REPORT
SCALE : AS SHOWN

FOR REDUCED PLANS 0 1 2

REVISION			
NUMBER	DATE	DESCRIPTION	BY

PREPARED UNDER THE SUPERVISION OF :

REGISTERED CIVIL ENGINEER

DATE:

DESIGNED:	DRAWN:
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ROAD NUMBER:	

COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

DIAMOND SPRINGS PARKWAY

SHEET
FIGURE 3
1 OF 1
W.O. No. 72334

Section 3. Environmental Analysis

3.1. Approach to the Environmental Analysis and Summary

This Draft SEIR provides environmental analysis as necessary to determine whether the proposed Phase 1B design modification would have the potential to result in new significant environmental effects or an increase in the severity of significant environmental effects previously identified in the 2011 EIR.

The County considered whether any new impacts would occur as a result of the proposed modification and determined that no new impacts not previously evaluated in the 2011 EIR would occur. To determine potential variations in impacts between those identified for the approved Project in the 2011 EIR and the proposed Phase 1B design modification (as discussed in Section 2), the County evaluated potential changes in impacts resulting from the proposed modification for each individual impact identified in the 2011 EIR. Section 3.2 provides a table documenting the evaluation for each impact.

3.2. Environmental Analysis of Proposed Phase 1B Design Modification

Table 1 documents the County's evaluation of potential changes in impacts resulting from the proposed Phase 1B design modification for each individual impact identified in the 2011 EIR. The left column of the table lists each of the impacts and mitigation measures for the approved Project as identified in the 2011 EIR. The center column of the table identifies the impact significance determination. In instances where mitigation is required, the significance both without mitigation and with mitigation is identified. In every instance, the significance determination is the same for the approved Project and the proposed Phase 1B design modification (note that in some instances, as discussed in the table, the severity of impacts with the proposed modification is less than the approved Project). The right column of the table discusses relevant attributes of the proposed Phase 1B design modification and discusses whether there would be any change in the impact with implementation of the proposed modification as compared to the approved Project.

Table 1: Summary of Potential Changes in Project Impacts Resulting From the Proposed Phase 1B Design Modification

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** (applicable to Approved Project and Proposed Phase 1B Design Modification)	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
Section 4.2 - Aesthetics, Light, and Glare		
Impact 4.2-1: The project has the potential to result in a substantial adverse effect on a scenic vista. The proposed project's addition of signage and lighted intersection signals would be visually consistent and would not degrade scenic vistas. The potential removal of existing utility poles and aboveground utility lines would benefit visual quality. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would construct a lower profile roadway and would reduce the amount of fill and disturbance associated with eastern portion of Diamond Springs Parkway and would eliminate the need for a new connector between Bradley Drive and Truck Street. These modifications would reduce the potential for adverse visual impacts as compared to the approved Project.
Impact 4.2-2: The project has the potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No roadways within the proposed project's vicinity are officially designated as Scenic Highways or as "county scenic roads." No mitigation is required.	No impact.	The proposed Phase 1B design modification would construct a lower profile roadway and would reduce the amount of fill and disturbance associated with eastern portion of Diamond Springs Parkway and would eliminate the need for a new connector between Bradley Drive and Truck Street. These modifications would reduce the potential for adverse visual impacts as compared to the approved Project.
Impact 4.2-3: The project has the potential to substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project's construction would temporary degrade existing visual character. The proposed project would change the visual character of the project site from that of an industrial area to a modern roadway. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would construct a lower profile roadway and would reduce the amount of fill and disturbance associated with eastern portion of Diamond Springs Parkway and would eliminate the need for a new connector between Bradley Drive and Truck Street. These modifications would reduce the potential for adverse visual impacts as compared to the approved Project.
Impact 4.2-4: The project has the potential to adversely affect day or nighttime views in the area. Any required street lighting would be directionally shielded to avoid unwanted spillover onto adjacent parcels. The project area currently experiences light and glare exposure that is anticipated to continue after the proposed project's implementation. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would construct a lower profile roadway and would eliminate the need for a new connector between Bradley Drive and Truck Street. These modifications would reduce the potential for adverse lighting impacts compared to the approved Project and no new or increased significant impact associated with light or glare would occur.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
Section 4.3 - Air Quality		
Impact 4.3-1: The project has the potential to conflict with or obstruct implementation of the applicable air quality plan. The proposed project is consistent with the AQMP. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would not change the Project's consistency with the AQMP.
Impact 4.3-2: The project has the potential to violate an air quality standard or contribute substantially to an existing or projected air quality violation from construction impacts. The MC&FP Mitigation Measure 4.5-1 remains applicable to the proposed project. Therefore, it has been included and renumbered to match that of other required mitigation measures. **MM 4.3-1a.** Comply with El Dorado County APCD Rule 223 (Fugitive Dust), as required by the Air Pollution Control Officer. Compliance may include, but is not limited to, implementation of the following measures: • Application of water or suitable chemicals or other specified covering on material stockpiles, wrecking activity, excavation, grading, sweeping, clearing of land, solid waste disposal operations, or construction or demolition of buildings or structures (all exposed soil shall be kept visibly moist during grading); • Installation and use of hoods, fans and filters to enclose, collect, and clean the emissions of dusty materials; • Covering or wetting at all times when in motion of open-bodied trucks, trailers or other vehicles transporting materials, which create a nuisance by generating particulate matter in areas where the general public has access. • Application of asphalt, oil, water or suitable chemicals on dirt roads; • Paving of public or commercial parking surfaces; • Removal from paved streets and parking surfaces of earth or other material which has a tendency to become airborne; • Alternate means of control as approved by the Air Pollution Control Officer.	Less than significant.	The proposed Phase 1B design modification would result in less soils import and less total disturbance area which is anticipated to result in a slight decrease in air pollutant emissions as compared to the approved Project. No change in mitigation requirements is warranted.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
MM 4.3-1b. Use only low-emission mobile construction equipment (e.g., tractor, scraper, dozer, etc.). **MM 4.3-1c.** Maintain construction equipment engines in proper operating condition. **MM 4.3-1d.** Develop and implement construction activity management techniques, such as extending construction period, reducing number of pieces used simultaneously, increasing distance between emission sources, reducing or changing hours of construction, and scheduling activity during off-peak hours. **MM 4.3-1e.** Comply with El Dorado County APCD Rule 224 (Cutback and Emulsified Asphalt Paving Materials). **MM 4.3-1f.** Comply with El Dorado County APCD Rule 215 pertaining to architectural coatings. **MM 4.3-1g.** Obtain permission from the APCD and/or the local fire agency prior to burning of wastes from land development clearing, depending upon the time of year the burning is to take place. Only vegetative waste materials may be disposed of using an outdoor fire.		
Impact 4.3-3: The project has the potential to violate ambient carbon monoxide (CO) standards or contribute substantially to an existing or projected air quality violation of CO standards as a result of construction. CO concentration would not exceed California ambient air quality standards. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would result in less soils import and less total disturbance area which is anticipated to result in a slight decrease in air pollutant emissions, including CO, as compared to the approved Project.
Impact 4.3-4: The project has the potential to result in a cumulatively considerable net increase of PM_{10} and ozone during construction. The proposed project would not result in operational emissions. Construction generated PM_{10} would be mitigated by standard construction fugitive dust control measures. ROG, and NO_x emissions would not exceed EDAQMND thresholds. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would result in less soils import and less total disturbance area which is anticipated to result in a slight decrease in air pollutant emissions, including PM_{10} and ozone precursors, as compared to the approved Project.
Impact 4.3-5: The project has the potential to violate ambient carbon monoxide (CO) standards or contribute substantially to an existing or projected air quality	Less than significant.	The proposed Phase 1B design modification would not change predicted motor vehicle operations emissions associated with

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** (applicable to Approved Project and Proposed Phase 1B Design Modification)	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
violation of CO standards as a result of the realignment of roadways. The estimated 1-hour and 8-hour average CO concentrations for the most congested project intersections in the near-term 2010 with project traffic, and cumulative 2030 project traffic impacts in combination with background concentrations are below the state and federal ambient air quality standards. No mitigation is required.		the approved Project.
Impact 4.3-6: The project has the potential to expose sensitive receptors to substantial pollution concentrations of naturally occurring asbestos or diesel particulate matter. The proposed project would not expose sensitive receptors to naturally occurring asbestos. Exposure to diesel particulate matter would be short-term. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would result in less soils import and less total disturbance area which is anticipated to result in a slight decrease in air pollutant emissions, including diesel particulate matter, as compared to the approved Project. The proposed Phase 1B design modification would not increase the potential to expose sensitive receptors to naturally occurring asbestos.
Impact 4.3-7: The project has the potential to create objectionable odors affecting a substantial number of people. Objectionable odors resulting from diesel exhaust and ROGs would disperse rapidly and, therefore, would be unlikely to occur in levels that would induce a negative response. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would result in less soils import and less total disturbance area which is anticipated to result in a slight decrease in air pollutant emissions, including diesel exhaust and ROGs, as compared to the approved Project and would not increase the potential for impacts related to odor.
Impact 4.3-8: The project has the potential to result in an increase in greenhouse gas emissions that would significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32. **MM 4.3-8a.** Any traffic lights installed or replaced as part of this project shall use Light Emitting Diodes (LEDs) or the most energy- efficient technology available, unless technical feasibility or safety concerns take precedent. **MM 4.3-8b.** Prior to commencement of construction, the project construction contractor(s) shall have in place a County-approved Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the County) that demonstrates the diversion and recycling of salvageable and re-useable wood, metal, plastic, and paper products during project construction. The Solid Waste Diversion and Recycling Plan shall comply with County Ordinance Chapter 8.43–Construction	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	The proposed Phase 1B design modification would result in less soils import and less total disturbance area which is anticipated to result in a slight decrease in fuel consumption and related GHG emissions during construction as compared to the approved Project. GHG emissions and potential effects on the State's achievement of greenhouse gas emission reduction targets would not increase as a result of the proposed Phase 1B design modifications, and no change in mitigation requirements is warranted.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** (applicable to Approved Project and Proposed Phase 1B Design Modification)	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
and Demolition Debris Recycling Within the County of El Dorado. This requirement shall be included in the construction/specification bid documents for the project.		
Section 4.4 - Biological Resources		
Impact 4.4-1: The project has the potential to result in a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game [since renamed to California Department of Fish and Wildlife] or the U.S. Fish and Wildlife Service. **MM 4.4-1a.** A qualified biologist shall conduct a California red- legged frog (CRLF) survey of the project site 48 hours before the onset of work activities. If any life stage of CRLF is found, and these individuals are likely to be killed or injured by work activities, the approved biologist shall be allowed sufficient time to move them from the site before work activities begin. The biologist shall relocate CRLF(s) the shortest distance possible to a location that contains suitable habitat and that will not be affected by activities associated with the proposed project. Exclusion fencing shall be installed to prevent frogs from entering the project site during construction. The exclusion fence shall be made of a fine mesh material with openings small enough to prevent passage of CRLF. The exclusion fence shall be a minimum of 18 inches tall above ground, and buried a minimum of six inches below ground. Prior to initiation of construction activities, the fencing shall be placed to the north of construction activities to prevent frogs that may disperse from Weber Creek from entering the project site. The fence shall extend no less than 100 feet beyond the limits of active construction, including any staging areas. The exclusion fencing shall be regularly monitored and repaired as needed. As construction progresses, fencing may be removed and re-installed in areas of active construction; however, fencing shall not be removed from those areas with active construction until all construction-related activities are completed. During project activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas. **MM 4.4-1b.** Nesting Bird and Bat Surveys Associated with Vegetation Clearing and	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	The proposed Phase 1B design modification would result in less soils import and less total disturbance area as compared to the approved Project. Specific areas of surface disturbance would change slightly due to the realignment of the western segment of Bradley Drive and its intersection with Throwita Way. A limited amount of disturbance not anticipated in the 2011 EIR would occur as a result of this realignment. The disturbance associated with the Bradley Drive realignment would occur in previously disturbed areas with limited habitat value and would not result in a substantial increase in potential habitat impacts or impacts to special-status species or their habitat. Furthermore, the proposed Phase 1B design modification would reduce the overall surface disturbance of the Project by reducing the construction disturbance footprint of the eastern portion of Diamond Springs Parkway and by eliminating the need to construct a new connector road between Bradley Drive and Truck Street. Overall, it is anticipated that the proposed Phase 1B design modification would reduce potential impacts to special-status species and their habitat. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
Other construction Activities: Removal of any trees and shrubs (multi-stemmed woody plants ≥ 6 feet in height) shall be conducted outside of the breeding season (typically March 1 through October 1). If no tree and shrub removal will occur during the breeding season, no further mitigation will be necessary. If removal of trees and shrubs must occur during the breeding season, nesting bird surveys shall be conducted by a qualified biologist within 250 of where removal would occur, no more than 14 days prior to removal. Concurrently, the biologist shall also survey for trees capable of supporting a sizeable bat maternity roost. If no active nests or roost trees are identified, then no additional mitigation is necessary. If an active nest or potential maternity roost is identified, the nest shall be mapped and photographed. No tree removal shall occur with 250 feet of the active nest/roost unless approved by CDFG. For trees removed that are located more than 250 feet but less than 500 feet from an active nest, a biological monitor shall be present to observe the nest/roost during tree removal. **MM 4.4-1c.** Nesting Bird Surveys Associated with Project Construction: During the breeding season (February through August), a nesting bird and bat survey shall be conducted in suitable habitat within 250 feet of construction activities prior to construction initiation. The survey shall be conducted no more than 14 days prior to initiation of construction activities. If an active nest/roost is observed in this area, all construction activities shall be halted, and CDFG shall be consulted to determine the appropriate mitigation measure. Nest/roost disturbance is dependent on a number of site-specific and activity-specific factors, including the sensitivity of the species, proximity to work activity, amount of noise or frequency of the work activity, and intervening topography, vegetation, structures, etc. Mitigation may be required to minimize disturbance nests/roosts, such as allowing nesting activity to conclude before continuing construction in an area, restricting certain types of construction practices/activities, creating screening devices to shield nest sites from construction activity, and establishing buffer areas around active nest/roost sites.		
Impact 4.4-2: The project has the potential to result in a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional	Without Mitigation:	The proposed Phase 1B design modification would result in less soils import and less total disturbance area as compared to the

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
plans, policies, and regulations or by the California Department of Fish and Game [since renamed to California Department of Fish and Wildlife] or the U.S. Fish and Wildlife Service. **MM 4.4-2.** Riparian habitat would be avoided to the maximum extent feasible. Prior to initiation of any ground clearing or other construction activities, a CDFG Section 1602 Lake and Streambed Alteration Agreement shall be prepared and approved by CDFG. Mitigation required for direct and indirect impacts to all riparian habitat under CDFG jurisdiction will be carried out in accordance with the conditions of the Lake and Streambed Alteration Agreement. Mitigation for impacts to riparian habitat shall include the following: 1) Prior to project construction, a riparian habitat restoration and enhancement mitigation and monitoring plan for shall be prepared and submitted to CDFG for approval. The plan shall include the following: a) The plan shall identify those portions of the onsite drainage (ED3) and other riparian habitats within the project study area that would benefit most from riparian restoration and enhancement activities. This includes removal of trash, removal of noxious weed species, identification of areas requiring bank stabilization, and identification of areas most suitable for revegetation and a list of plants suitable for those areas. b) The plan shall stipulate a vegetated setback along drainages, where feasible, of not less than 50 feet from the bank, in accordance with General Plan policies. The plan shall stipulate that, where vegetation is not present within the 50- foot buffer, suitable native plants shall be installed in order to create a vegetated buffer that will improve water quality and create wildlife habitat. c) Restoration: Immediately following completion of construction, trash within the drainage shall be removed and suppression of noxious weed species shall be implemented. This shall be completed prior to planting of any additional plants. d) Replacement: Replacement of all permanently affected riparian habitat	Potentially significant. With Mitigation: Less than significant.	approved Project. Specific areas of surface disturbance would change slightly due to the realignment of the western segment of Bradley Drive and its intersection with Throwita Way. A limited amount of disturbance not anticipated in the 2011 EIR would occur as a result of this realignment. The disturbance associated with the Bradley Drive realignment would occur in previously disturbed areas with no riparian habitat or other sensitive natural habitat communities. Furthermore, the proposed Phase 1B design modification would reduce the overall surface disturbance of the Project by reducing the construction disturbance footprint of the eastern portion of Diamond Springs Parkway and by eliminating the need to construct a new connector road between Bradley Drive and Truck Street. The reduced amount of fill and reduced footprint would reduce the amount of potential riparian habitat and other sensitive communities as compared to the approved Project. Overall, it is anticipated that the proposed Phase 1B design modification would reduce potential impacts to special-status species and their habitat. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
(including that along ED3 and the three riparian inclusions) shall occur at a minimum ratio of 1:1 per woody riparian species removed. Species suitable for areas outside of but adjacent to the drainage include, but are not limited to, valley oak, coyote brush, and California sycamore. Species suitable for wetter portion of the channel and bank include, but are not limited to, Fremont cottonwood, California blackberry, black willow, arroyo willow, and California pipevine. e) The plan shall include a timeline that identifies when activities shall occur and completion dates. f) The plan shall include detailed monitoring that identifies quantifiable success criteria. Monitoring shall occur for a minimum of 5 years following completion of restoration and enhancement activities.		

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Impact 4.4-3: The project has the potential to result in a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. MM 4.4-3a. The jurisdictional delineation prepared by MBA shall be used in preparation of USACE Section 404 permit applications. Mitigation required for direct and indirect impacts to all features will be carried out in accordance with permit requirements prior to initiation of project construction. a) As part of the permitting process, mitigation measures addressing impacts to jurisdictional Waters of the United States, including wetlands, will be defined and implemented. The acreage will be replaced or rehabilitated on a "no-net-loss" basis in accordance with USACE regulations. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE. b) All grading plans will include adequate setback for preserved seasonal and perennial drainages in accordance with General Plan Policy 7.3.3.4. Measures to minimize erosion and runoff into seasonal and perennial drainages that are preserved will also be included in all grading plans. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants into preserved drainages. MM 4.4-3b. Standard BMPs to protect water quality shall be implemented prior to project construction and maintained until construction, including any revegetation, is completed. These include standard erosion control BMPs that are outlined in Section 4.8, Hydrology and Water Quality.	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	The proposed Phase 1B design modification would result in less soils import and less total disturbance area as compared to the approved Project. Specific areas of surface disturbance would change slightly due to the realignment of the western segment of Bradley Drive and its intersection with Throwita Way. A limited amount of disturbance not anticipated in the 2011 EIR would occur as a result of this realignment. The disturbance associated with the Bradley Drive realignment would occur in previously disturbed areas with no federally protected wetlands. Furthermore, the proposed Phase 1B design modification would reduce the overall surface disturbance of the Project by reducing the construction disturbance footprint of the eastern portion of Diamond Springs Parkway and by eliminating the need to construct a new connector road between Bradley Drive and Truck Street. The reduced amount of fill and reduced footprint would reduce the amount of potential riparian habitat and other sensitive communities as compared to the approved Project. Overall, it is anticipated that the proposed Phase 1B design modification would reduce potential impacts to special-status species and their habitat. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.
Impact 4.4-4: The project has the potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. The unnamed drainage and associated habitat, which may function as a movement corridor for mammal and bird species, is considered marginal and connects to	Less than significant.	The proposed Phase 1B design modification would result in less total disturbance area as compared to the approved Project and would not increase the potential to interfere with the movement of fish or wildlife species.

Approved Project (*Note: referenced as "proposed project" in impact and mitigation language.* 2011 EIR Environmental Impact and Mitigation Findings	Impact Significance (applicable to Approved Project and Proposed Phase 1B Design Modification)	Proposed Phase 1B Design Modification Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project
fragmented, marginal habitat to the south. No mitigation is required.		
Impact 4.4-5: The project has the potential to conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **MM 4.4-5.** The County shall comply with the Oak Woodland Management Plan (OWMP) by mitigating for oak woodland canopy removed in accordance with either Option A (On-Site Mitigation, Replanting and Replacement), Option B (Conservation Fund In- Lieu Fee), or a combination of these. As outlined in the OWMP, a 1:1 mitigation ratio shall be applied to the oak canopy removed that falls below the threshold in Table 1, while a 2:1 mitigation ratio shall be applied to the remaining oak canopy removed.	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	The proposed Phase 1B design modification would result in less total disturbance area as compared to the approved Project and would not increase the potential for impacts to biological resources, including oak woodlands. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted. Since the approval of the 2011 EIR, the Oak Woodland Management Plan has reverted back to General Plan Policy 7.4.4.4. However, the language within the OWMP was the same as Policy 7.4.4.4. Therefore the mitigation measure requirements have not changed and are the same as identified for the Approved Project.
Impact 4.4-6: The project has the potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. El Dorado County is in the process of completing an Integrated Natural Resources Management Plan (INRMP), of which the Oak Woodland Management Plan will be a part. The INRMP is not yet approved. Mitigation Measure 4.4-5 would ensure compliance with the established Oak Woodland Management Plan. No additional mitigation is required.	Less than significant.	The proposed Phase 1B design modification would result in less total disturbance area as compared to the approved Project and would not increase the potential to conflict with the provisions of any biological resources or habitat conservations plans. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted. Since the approval of the 2011 EIR, the Oak Woodland Management Plan has reverted back to General Plan Policy 7.4.4.4. However, the language within the OWMP was the same as Policy 7.4.4.4. Therefore the mitigation measure requirements have not changed and are the same as identified for the approved Project.
Section 4.5 - Cultural and Historical Resources		
Impact 4.5-1: The project has the potential to cause a substantial adverse change in the significance of a known historical resource as defined in Section 15064.5 of the	Without Mitigation: Potentially	The proposed Phase 1B design modification would result in less total disturbance area as compared to the approved Project and would not increase the potential for damage or destruction of

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance (applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
CEQA Guidelines. Subsurface construction activities associated with the project may damage or destroy previously undiscovered historic resources. **MM 4.5-1.** If a potentially significant cultural resource is encountered during subsurface earthwork activities for the project, standard County practice will be implemented and all construction activities within a 100-foot radius of the find will be stopped until a qualified archaeologist determines whether the resource requires further study. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. Furthermore, El Dorado County DOT will include a standard inadvertent discovery clause in every construction contract. Any previously undiscovered resources found during construction will be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA and Section 106 of the NHPA criteria by a qualified archeologist. If the resource is determined significant under CEQA or the NHPA, the archaeologist will prepare and implement a research design and archaeological data recovery plan that captures those categories of data for which the site is significant. The archaeologist will also perform appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials. Construction activities within the 100-foot radius may continue once all appropriate recovery measures have been completed.	significant. With Mitigation: Less than significant.	previously undiscovered historic resources. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.
Impact 4.5-2: The project has the potential to cause a substantial adverse change in the significance of a known archaeological resource pursuant to Section 15064.5. Subsurface construction activities associated with the project may damage or destroy previously undiscovered archaeological resources. Refer to Mitigation Measure 4.5-1.	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	The proposed Phase 1B design modification would result in less total disturbance area as compared to the approved Project and would not increase the potential for damage or destruction of previously undiscovered historic resources. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.
Impact 4.5-3: The project has the potential to directly destroy a unique paleontological resource or site or unique geologic feature.	Without Mitigation:	The proposed Phase 1B design modification would result in less total disturbance area as compared to the approved Project and

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** (applicable to Approved Project and Proposed Phase 1B Design Modification)	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
MM 4.5-3. El Dorado County shall require that a standard inadvertent discovery clause be included in every construction contract. In the event a fossil is discovered during any earthwork activities for the proposed project (including those occurring at depths of less than 10 feet), all excavations within 100 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist shall determine the procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and DOT determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be incorporated into the project.	Potentially significant. With Mitigation: Less than significant.	would not increase the potential for damage or destruction of paleontological resource or site or unique geologic feature. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.
Impact 4.5-4: The project has the potential to disturb human remains, including those interred outside of formal cemeteries. **MM 4.5-4.** If human remains are encountered during earth- disturbing activities for the project, all work in the adjacent area shall stop immediately and the El Dorado County Coroner's office shall be notified. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	The proposed Phase 1B design modification would result in less total disturbance area as compared to the approved Project and would not increase the potential to disturb human remains. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.
Section 4.6 - Geology and Soils		
Impact 4.6-1: The project has the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: **i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.** **ii) Strong seismic ground shaking.** **iii) Seismic-related ground failure, including liquefaction.** **iv) Landslides.**	Less than significant.	The proposed Phase 1B design modification would result in less fill and would create less fill slope as compared to the approved Project, and would not increase the potential for adverse effects resulting from landslide.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
The occurrence of fault rupture through the project area is not anticipated. The project site may be exposed to strong ground shaking during an earthquake. However, proper roadway design would reduce potential damages to less than significant Relatively low seismicity and shallow depth to bedrock within the project study area indicates the potential for site liquefaction and ground failure is negligible. The project study area consists of gentle sloping areas, the steepest of which would be smoothed through engineered earthwork performed during grading of the site. Final manufactured slopes would be between 0 and 12 percent, with the majority of slopes between 0 and 5 percent. As such, the potential for substantial adverse effects resulting from landslides is less than significant. No mitigation is required.		
Impact 4.6-2: The project has the potential to result in substantial soil erosion or the loss of topsoil. Erosion from water would be controlled by the implementation of a SWPPP and associated BMPs. Erosion from wind would be minimal as determined by the existing soil's wind erodibility rating. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would result in less disturbance area and less total cut and fill slope area, which would reduce the potential for erosion and loss of topsoil as compared to the approved Project.
Impact 4.6-3: The project has the potential to be located on a geologic unit or soil that could become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. MM 4.6-3. Prior to project construction a final geotechnical report will be prepared in order to assess, among other things, the location and depth of expansive materials, undocumented fills, and tailings, including those located within the parcel to be used as a borrow, staging and storage site. Recommended soil stabilization procedures provided in the report (i.e., excavation, engineered fill replacement, moisture barrier, drainage improvements) will be incorporated into the project design.	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	The proposed Phase 1B design modification would result in less disturbance area and less total cut and fill slope area, which would reduce the potential for on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse as compared to the approved Project. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.
Impact 4.6-4: The project has the potential to be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), and may create substantial risks to life or property.	Without Mitigation: Potentially	The proposed Phase 1B design modification would result in less disturbance area and less total cut and fill slope area, which would reduce the potential for impacts associated with

Approved Project (***Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** (applicable to Approved Project and Proposed Phase 1B Design Modification)	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
Refer to Mitigation Measure 4.6-3.	significant. With Mitigation: Less than significant.	expansive soils as compared to the approved Project. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.
Impact 4.6-5: The project has the potential to include soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The proposed project does not include the installation of septic tanks or alternative wastewater disposal systems. No mitigation is required.	No impact.	As with the approved Project, the proposed Phase 1B design modification would not include the installation of septic tanks or alternative wastewater disposal systems.
Section 4.7 - Hazards and Hazardous Materials		
Impact 4.7-1: The project has the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Hazardous materials would only be used during construction of the proposed project, and any hazardous material users would be required to comply with all applicable local, State and federal standards associated with the handling and storage of hazardous materials. No mitigation is required.	Less than significant.	As with the approved Project, the proposed Phase 1B design modification would be required to comply with all applicable local, State and federal standards associated with the handling and storage of hazardous materials.
Impact 4.7-2: The project has the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Trucks traveling along the proposed Parkway and surrounding roadways could transport hazardous materials and wastes. All trucks transporting hazardous wastes and materials are required to comply with applicable state and federal laws. Due to the reduction of congestion on SR-49 the probability and severity of an accident involving hazardous materials would be reduced. No mitigation is required.	Less than significant.	Impacts associated with potential release of hazardous materials to the environment would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.7-3: The project has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No impact.	As with the approved Project, the proposed Phase 1B design modification is not located within one-quarter mile of an existing or proposed school.

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The proposed project is not located within one-quarter mile of an existing or proposed school. No mitigation is required.		
Impact 4.7-4: The project has the potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, may create a significant hazard to the public or the environment. MM 4.7-4a. El Dorado County Department of Transportation will work with the EDCEMD to create an approved work plan that would evaluate the lateral and vertical extent of contamination associated with oil-impacted soil on the Bahlman Parcel, APN 327-270-04. The work plan will include the removal of the upper 2 to 3 feet of soil for later use as on-site backfill and the excavation, transportation, and proper disposal of the lower 3 to 4 feet of on-site soil, or other remedial actions as agreed upon by the El Dorado County Department of Transportation and the EDCEMD. The work plan will be implemented prior to the commencement of the Diamond Springs Parkway construction activities. MM 4.7-4b. El Dorado County Department of Transportation will conduct a soil vapor survey and/or groundwater testing within the Sierra Door property, APN 327-300-08, where construction activities related to the proposed project would occur. If the survey and tests indicate that contaminated soil and/or groundwater are present, El Dorado County Department of Transportation will coordinate with the EDCEMD and implement agreed upon remediation measures in areas disturbed by the proposed project prior to the commencement of the Diamond Springs Parkway construction activities.	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	The parcels identified in MM 4.7-4a and 4.7-4b are not located near the proposed modification area and, therefore, would not be affected by the proposed 1B design modification. No changes or additions to the mitigation measures are necessary.
Impact 4.7-5: The proposed project has the potential to result in the exposure of persons or the environment to hazardous materials associated with past and current uses of the project site. MM 4.7-5a. If lead is found during construction, El Dorado County Department of Transportation shall either abate the lead or provide special construction worker health and safety procedures during demolition activities. A lead-based paint survey shall be performed for all structures constructed prior to 1980 that will be demolished	Without Mitigation: Potentially significant. With Mitigation: Less than	Impacts to the environment associated with potential discovery of lead during construction would be the same under the proposed Phase 1B design modification as identified for the approved Project. Impacts to the environment associated with potential identification of aerially deposited lead (ADL) within 30 feet of SR-49 would be the same under the proposed Phase 1B design

Approved Project (*Note: referenced as "proposed project" in impact and mitigation language.* 2011 EIR Environmental Impact and Mitigation Findings	Impact Significance (applicable to Approved Project and Proposed Phase 1B Design Modification)	Proposed Phase 1B Design Modification Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project
during project construction activities. Caltrans standard special provisions for removal of the existing yellow thermoplastic and yellow paint used for pavement markings throughout the project area shall be implemented. Disposal of any lead containing materials will occur at a Class 1 disposal facility in accordance with DTSC hazardous materials laws and regulations. All work shall be conducted in accordance with applicable construction worker health and safety requirements, including CalOSHA Construction Safety Orders for lead (Title 8 CCR Section 1532.1). These requirements may include air monitoring during construction, worker training, and preparation of a Lead Compliance Plan prior to construction. MM 4.7-5b. A preliminary site investigation will be conducted prior to construction to identify levels of aerially deposited lead (ADL) in soils within 30 feet of SR-49 that are to be disturbed during project construction. Soil samples shall be tested prior to construction for total and/or soluble lead to properly classify the soils and ensure that all necessary soil management and disposal procedures are followed for the following APNs: 051-250-04, 051-250-06, 051-250-11, 051-250-12, 051-250-13, 051-250-31, 051-461-11, 051-461-12, 051-461-37, 051-461-51, 051-550-47, 054-342-15, ~~051~~054-342-20, ~~051~~054-342-23, 054-342-35, 054-342-36, 054-342-27, and 054-351-19. If ADL is encountered, earthwork involving materials containing ADL shall conform to the provisions in Section 19, "Earthwork," of Caltrans Standard Specifications and of Special Provisions for "Aerially Deposited Lead." According to Caltrans requirements, the El Dorado County Department of Transportation or its contractor will prepare and implement a project-specific Lead Compliance Plan to prevent or minimize worker exposure to ADL while handling material containing ADL. The Lead Compliance Plan will be prepared in compliance with Title 8, California Code of Regulations, Section 1532.1 "Lead." The Plan will include monitoring, and average ADL concentrations shall not exceed 1.5 microgram per cubic meter of air per day. If concentrations exceed this level, the contractor shall stop work and modify the work to prevent release of ADL. The Plan will also include safety training for construction personnel. Excavation, reuse, and disposal of material with ADL shall be in conformance with all rules and regulations of responsible state and federal agencies. MM 4.7-5c. If asbestos is found during construction, the asbestos shall be abated or	significant.	modification as identified for the approved Project. Impacts to the environment associated with potential identification of asbestos during construction would be the same under the proposed Phase 1B design modification as identified for the approved Project. Impacts to the environment associated with potential identification of aerially deposited lead (ADL) within 30 feet of SR-49 would be the same under the proposed Phase 1B design modification as identified for the approved Project. Parcels formerly part of the Diamond & Caldor Railway depot and engine house on APNs 327-300-08, 327-270-03, 327-270-26, 327-270-27, 327-270-46, 327-270-48, and 327-270-49, and the Diamond Lime Mineral Plant (051-250-46 and 051-250-54) are located outside the vicinity of the proposed Phase 1B design modification. (Note that during preparation of this supplemental EIR, it was determined that a typographical error in MM 4.7-5b resulted in the erroneous identification of two APN numbers listed in that measure APNs listed as 051-342-20 and 051-342-23 should have been listed as 054-342-20 and 054-342-23. This change is made herein as an errata to MM 4.7-5b, as shown in underline/strikethrough text. Impacts to the environment associated with potential identification of agricultural chemicals and hydrocarbons where soil is to be disturbed as a result of project activities would be the same under the proposed Phase 1B design modification as identified for the approved Project.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
DOT or EID shall provide special construction work health and safety procedures during demolition activities. An asbestos survey shall be performed for all structures constructed prior to 1980 that will be demolished or disturbed during project construction activities. If asbestos-containing materials are determined to be present, the materials shall be abated by a certified asbestos abatement contractor. All work shall be conducted in accordance with applicable construction worker health and safety requirements, including CalOSHA Construction Safety Orders for asbestos (Title 8 CCR Section 1529). These requirements may include air monitoring during construction, worker training, and preparation of an Asbestos Compliance Plan prior to construction. Furthermore, demolition and disposal shall be conducted in accordance with the El Dorado Air Quality Management District requirements. **MM 4.7-5d.** Department of Transportation will provide on-site monitoring, by a qualified environmental professional, of construction activities for parcels formerly part of the Diamond & Caldor Railway depot and engine house on APNs 327-300-08, 327-270-03, 327-270-26, 327-270-27, 327-270-46, 327-270-48, and 327-270-49, and the Diamond Lime Mineral Plant (051-250-46 and 051-250-54) to observe for the potential indication of any hazardous materials releases, disposal areas or contaminated soils. If suspected or recognized environmental conditions are identified during project construction activities, the Department of Transportation will stop construction and consult with a qualified environmental remediation consultant to determine the appropriate course of action. **MM 4.7-5e.** Department of Transportation will conduct preconstruction sampling for all agricultural chemicals and hydrocarbons where soil is to be disturbed as a result of project activities. If contaminated soils are determined to be present, Department of Transportation will consult with a qualified environmental remediation consultant to determine the appropriate course of action according. Recommend remediation actions shall be approved by the EDCEMD and implemented prior to the start of construction. **MM 4.7-5f.** Department of Transportation, in coordination with the El Dorado County Fire District shall conduct a risk management program (according to 40 CRF Part 68) specific to risks resulting from the proximity of vehicle traffic to existing large-volume propane tanks located near Bradley Drive. Should protection from vehicle traffic for the propane tanks be required the Department of Transportation will construct protection barriers in compliance with the Uniform Fire Code, the National Fire Protection		

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Association's Liquefied Petroleum Gas Code 58 and any other applicable regulations.		
Impact 4.7-6: The project has the potential to be located within an airport land use plan or within two miles of a public airport, public use airport or private airstrip and would not result in a safety hazard for people residing or working in the project area. The project site is not within an airport land use plan or within two miles of a public airport. No mitigation is required.	No impact.	As with the approved Project, the proposed Phase 1B design modification is not located within an airport land use plan or within two miles of a public airport.
Impact 4.7-7: The project has the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Operational Area Multi-Hazard Functional Emergency Operations Plan for El Dorado County identifies SR-49 as a major emergency response route within the County. Implementation of a construction traffic mitigation plan and coordination with local emergency service providers will ensure SR-49 remains accessible. No mitigation is required.	Less than significant.	Impacts associated with the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.7-8: The project has the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires. The project site would consist primarily of asphalt concrete paving, which is not associated with the generation or spread of wildland fire. No mitigation is required.	No impact.	Impacts associated with the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Section 4.8 - Hydrology and Water Quality		
Impact 4.8-1: The project has the potential to violate a water quality standards or waste discharge requirement. To minimize erosion and foreign materials transport in stormwater during construction, the County's contractor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with a NPDES permit for County approval and would implement best management practices (BMPs) for controlling the introduction of materials to stormwater and the flow of stormwater from within the construction area to off-site areas. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would result in less disturbance area and less total cut and fill slope area, which would reduce the potential for impacts associated with stormwater erosion potential during construction as compared to the approved Project. Preparation and compliance with a construction SWPPP with the same measures as that required for the approved Project would still be required.
Impact 4.8-2: The project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level	No impact.	Impacts associated with the potential for adverse effects on groundwater depletion or recharge would be the same under the proposed Phase 1B design modification as identified for the

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(e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). Construction activities associated with the proposed project may use water for dust control and other purposes. Water would be provided by a contracted service and would not deplete any groundwater supplies. Upon completion, the proposed project would not require the use of water and, therefore, would not have the potential deplete groundwater supplies. No mitigation is required.		approved Project.
Impact 4.8-3: The project has the potential to substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation or flooding on- or offsite. Completion of a Final Drainage Plan will be implemented and incorporated into the proposed project design in order to ensure that the project's existing drainage would be maintained and would not result in on- or off-site erosions, siltation or flooding. No mitigation is required.	Less than significant	The proposed Phase 1B design modification would result in less disturbance area and less total cut and fill slope area, which would reduce the potential for impacts associated with drainage pattern alteration as compared to the approved Project. Preparation and compliance with a Final Drainage Plan with the same objectives as that identified for the approved Project would still be required.
Impact 4.8-4: The project has the potential to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Planned and existing storm drain systems have adequate capacity for the increase in peak stormwater flows. Construction activities would adhere to the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County, regarding erosion, ground instability, and water quality. No mitigation is required.	Less than significant.	The proposed Phase 1B design modification would result in less disturbance area and less total cut and fill slope area, which would reduce the potential for impacts associated with runoff and pollution potential as compared to the approved Project. Compliance with the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County would still be required.
Impact 4.8-5: The project has the potential to substantially degrade water quality. To minimize erosion and foreign materials transport in stormwater, the County's contractor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with a NPDES permit for County approval and would implement best management practices (BMPs) for controlling the introduction of materials to stormwater and the flow of	Less than significant.	The proposed Phase 1B design modification would result in less disturbance area and less total cut and fill slope area, which would reduce the potential for impacts associated with runoff and water quality degradation potential as compared to the approved Project. Compliance with the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County would still be required.

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stormwater from within the construction area to off-site areas. The proposed project would also adhere to El Dorado County's Grading Ordinance and Storm Water Management Plan for Western EL Dorado County. No mitigation is required.		
Impact 4.8-6: The project could place housing within a 100-year flood hazard area mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No housing will be constructed. No mitigation is required.	No impact.	Impacts associated with the potential to place housing within a 100-year flood hazard area would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.8-7: The project could place within a 100-year flood hazard area structures which would impede or redirect flood flows. The project site is not located within a 100-year flood hazard area. No mitigation is required.	No impact.	Impacts associated with the potential to place structures within a 100-year flood hazard area would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.8-8: The project has the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam. The project site is not located in an area of flooding or in the vicinity of a levee or dam. No mitigation is required.	No impact.	Impacts associated with the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.8-9: The project has the potential to be subjected to inundation by seiche, tsunami, or mudflow. The project site is not located in an area susceptible to inundation by seiche, tsunami, or mudflow. No mitigation is required.	No impact.	Impacts associated with the potential for the Project o be subjected to inundation by seiche, tsunami, or mudflow would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Section 4.9 - Land Use and Planning		
Impact 4.9-1: The project has the potential to physically divide an established community. The proposed project would divide an existing industrial/commercial area; however, the land uses and structures are non-residential and non-dependent on one another. The proposed project would not block or impede existing roadway linkages in the project area. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to physically divide an established community would be similar under the proposed Phase 1B design modification as identified for the approved Project. However, the proposed Phase 1B design modification eliminates the need for a connector road between Bradley Drive and Truck Street which eliminates the property division that would otherwise occur under the

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
		approved Project.
Impact 4.9-2: The project has the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project is consistent with all applicable goals and policies of the General Plan. No mitigation is required.	No impact.	Impacts associated with potential conflicts with applicable land use plans and policies would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.9-3: The project has the potential to conflict with an applicable habitat conservation plan or natural communities conservation plan. El Dorado County is in the process of completing an Integrated Natural Resources Management Plan (INRMP), of which the Oak Woodland Management Plan will be a part. The INRMP is not yet approved. Mitigation Measure 4.4-5 would ensure compliance with the established Oak Woodland Management Plan. No additional mitigation is required.	Less than significant.	Since the approval of the 2011 EIR, the Oak Woodland Management Plan has reverted back to General Plan Policy 7.4.4.4. However, the language within the OWMP was the same as Policy 7.4.4.4. Therefore the mitigation measure requirements have not changed and are the same as identified for the approved Project.
Section 4.10 - Noise		
Impact 4.10-1: The project has the potential to result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **MM 4.10-1a.** Noise-reducing pavement shall be installed at SR-49/Diamond Road between the north end of the Bradley Drive intersection and the south end of the future Parkway intersection. If noise-reducing pavement is not installed, alternative noise reduction methods shall be agreed upon by the El Dorado County Department of Transportation and Caltrans and implemented in such a way to offer the same or greater noise reduction levels as the noise- reducing pavement. **MM 4.10-1b.** The County shall require that construction contractors comply with all applicable local regulations regarding noise suppression and attenuation and shall require that engine- driven equipment be fitted with mufflers according to manufacturers' specifications. The following requirements shall be included in the construction specifications:	Without Mitigation: Potentially significant. With Mitigation: Less than significant.	Impacts associated with the potential for the Project to be subjected to inundation by seiche, tsunami, or mudflow would be the same under the proposed Phase 1B design modification as identified for the approved Project. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.

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a) Limit construction activities to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and the hours of 8:00 a.m. to 5:00 p.m. on weekends and federally recognized holidays except as required to alleviate traffic congestion or safety hazards; b) Locate fixed construction equipment such as compressors and generators at distances no less than 250 feet from sensitive receptors (including occupied residential property boundaries); c) Shroud or shield impact tools, and muffle or shield intake and exhaust ports on power construction equipment; and d) Construction equipment using internal combustion engines shall be in proper tune.		
Impact 4.10-2: The project has the potential to result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Construction activities associated with the proposed project, such as operation of large pieces of equipment (i.e., heavy trucks), may result in the periodic temporary generation of groundborne vibration. Given the nature of any potential groundborne vibration and given that any impacts would be temporary and periodic. No mitigation is required.	Less than significant.	Impacts associated with the potential to result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be the similar under the proposed Phase 1B design modification as identified for the approved Project. However, the proposed Phase 1B design modification would reduce the amount of fill needed and would reduce the duration of heavy truck and other vibration producing equipment.
Impact 4.10-3: The project has the potential to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Implementation of Mitigation Measure 4.10-1a, above.	Potentially significant.	Impacts associated with the potential for the Project to result in a substantial permanent increase in ambient noise levels would be the same under the proposed Phase 1B design modification as identified for the approved Project. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.
Impact 4.10-4: The project has the potential to result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Implementation of Mitigation Measure 4.10-1b, above.	Potentially significant.	Impacts associated with the potential for the Project to result in a substantial temporary or periodic increase in ambient noise levels would be the same under the proposed Phase 1B design modification as identified for the approved Project. No additional mitigation is required and no change to mitigation identified in the 2011 EIR is warranted.

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Impact 4.10-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project has the potential to expose people residing or working in the project area to excessive noise levels. The project site is not located within an airport land use plan or within two miles of a public airport. No mitigation is required.	No impact.	As with the approved Project, the proposed Phase 1B design modification is not located within an airport land use plan or within two miles of a public airport.
Impact 4.10-6: For a project within the vicinity of a private airstrip, the project has the potential to expose people residing or working in the project area to excessive noise levels. There are no private airstrips in the project vicinity. No mitigation is required.	No impact.	As with the approved Project, the proposed Phase 1B design modification is not located in the vicinity of a private airstrip.
Section 4.11 - Public Services		
Impact 4.11-1: The project has the potential to adversely impact fire protection services. Implementation of a traffic management plan would ensure impacts to emergency services would not occur. Furthermore, DOT or its construction contractors will conduct early coordination with emergency service providers to ensure minimal disruption to service during construction. Upon completion, the proposed project will improve emergency vehicle access and connectivity. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to adversely impact fire protection services would be the same under the proposed Phase 1B design modification as identified for the approved Project. Implementation of a traffic management plan and coordination with emergency service providers would still be required.
Impact 4.11-2: The project has the potential to adversely impact police protection services. Implementation of a traffic management plan would ensure impacts to emergency services would not occur. Furthermore, DOT or its construction contractors will conduct early coordination with emergency service providers to ensure minimal disruption to service during construction. Upon completion, the proposed project will improve emergency vehicle access and connectivity. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to adversely impact police protection services would be the same under the proposed Phase 1B design modification as identified for the approved Project. Implementation of a traffic management plan and coordination with emergency service providers would still be required.
Impact 4.11-3: The project has the potential to adversely impact school services. Temporary and less than significant delays to school-bus travel may occur during project construction. An increase in demand for schools would not occur. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to adversely impact school services would be the same under the proposed Phase 1B design modification as identified for the approved Project.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
Impact 4.11-4: The project has the potential to adversely impact park facilities. The proposed project would not result in an increase in demand for parks and recreation facilities because it would not result in an increase in population. No mitigation is required.	No impact.	Impacts associated with the potential for the Project to adversely impact park facilities would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.11-5: The project has the potential to adversely impact public facilities. The proposed project would not result in increased demand for, or impacts on, other public facilities such as library services. No mitigation is required.	No impact.	Impacts associated with the potential for the Project to adversely impact public facilities would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Section 4.12 - Traffic and Transportation		
Impact 4.12-1: The project has the potential to result in an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). The proposed project does not result in a LOS deficiency at any of the studied intersections. The proposed project does not cause any study roadway segments that operate at LOS E or better without the project to operate at LOS F, or worsen any roadway operating at LOS F without the proposed project. In addition, the proposed project improves operations on at a number of intersections and roadway segments. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to result in an increase in traffic would be the same under the proposed Phase 1B design modification as identified for the approved Project.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
Impact 4.12-2: The project has the potential to exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. The proposed project does not result in a LOS deficiency at any of the studied intersections. The proposed project does not cause any study roadway segments that operate at LOS E or better without the project to operate at LOS F, or worsen any roadway operating at LOS F without the proposed project. In addition, the proposed project improves operations on at a number of intersections and roadway segments. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to exceed a level of service standard would be the same under the proposed Phase 1B design modification as identified for the approved Project. The elimination of the proposed dead end of Bradley at Throwita Way removes the need for a new connector road between Bradley and Truck Street as identified in the approved Project. This results in improved traffic flow than what would have occurred with the approved Project and the circulation remains similar to the existing traffic pattern. The slight realignment of Bradley intersection with Throwita Way would have no effect on level of service standards.
Impact 4.12-3: The project has the potential to contribute unacceptable queue lengths. Intersection design that has been incorporated into the proposed project would ensure appropriate queuing lengths are provided. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to result in unacceptable queue lengths would be the same under the proposed Phase 1B design modification as identified for the approved Project. The elimination of the proposed dead end of Bradley at Throwita Way removes the need for a new connector road between Bradley and Truck Street as identified in the approved Project. This results in improved traffic flow than what would have occurred with the approved Project and the circulation remains similar to the existing traffic pattern. The slight realignment of Bradley intersection with Throwita Way would have no effect on queue lengths.
Impact 4.12-4: Construction activities associated with the project may adversely affect circulation and parking on nearby roadways. Implementation of DOT's traffic management plan, would minimize effects to surrounding roadways and ensure impacts resulting from construction traffic, staging and parking. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to adversely affect circulation and parking on nearby roadways would be the same under the proposed Phase 1B design modification as identified for the approved Project. Implementation of a traffic management plan would still be required.

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
Impact 4.12-5: The project has the potential to change air traffic patterns. This type of project proposed and its distance from any airport precludes the possibility of changes to air traffic patterns. No mitigation is required.	No impact.	Impacts associated with the potential for the Project to change air traffic patterns would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.12-6: The project has the potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Standard roadway safety design procedures and planned safety improvements are incorporated into the proposed project's design. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to substantially increase hazards would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.12-7: The project has the potential to result in inadequate emergency access. The proposed project construction activities would be coordinated with local law enforcement and emergency service providers. As a result of this coordination, law enforcement and emergency service providers would be aware of project construction and the potential for any emergency vehicle movement or access delays within the project area and measures to avoid such delays would be determined. Upon completion, the Diamond Springs Parkway would improve emergency access to the project area by creating a more direct route to surrounding land uses and reducing traffic congestion in downtown Diamond Springs. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to result in inadequate emergency access would be the same under the proposed Phase 1B design modification as identified for the approved Project. Coordination with local law enforcement and emergency service providers and implementation of measures to avoid emergency vehicle delays would still be required.
Impact 4.12-8: The project has the potential to conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). The proposed project is consistent with the El Dorado County Bicycle Transportation Plan and would include bus turnouts. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to conflict with adopted policies, plans or programs supporting alternative transportation would be the same under the proposed Phase 1B design modification as identified for the approved Project. Coordination with local law enforcement and emergency service providers and implementation of measures to avoid emergency vehicle delays would still be required. The elimination of the proposed dead end of Bradley at Throwita Way removes the need for a new connector road between Bradley and Truck Street as identified in the approved Project. This results in improved traffic flow than what would

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
		have occurred with the approved Project and the circulation remains similar to the existing traffic pattern. The slight realignment of Bradley intersection with Throwita Way would have no effect on any provisions for alternative transportation facilities.
Impact 4.12-9: The projects may result in inadequate parking supply or loading facilities. A 30- to 40-space parking lot for EDMUT trail users would be constructed. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to result in inadequate parking supply or loading facilities would be the same under the proposed Phase 1B design modification as identified for the approved Project, and the parking lot for trail users would still be constructed.
Impact 4.12-10: The construction of recreational facilities has the potential to create an adverse physical effect on the environment. Construction of the EDMUT parking lot would be required to comply with applicable mitigations in this Draft EIR. Temporary detours for the EDMUT may be required and would be properly marked. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to result in adverse physical effects due to construction of recreational facilities would be the same under the proposed Phase 1B design modification as identified for the approved Project, and parking lot construction would be required to comply with applicable mitigation measures.
Impact 4.12-11: The project has the potential to increase the use of the El Dorado Multi-Use Trail such that substantial physical deterioration of the facility would occur or be accelerated. The EDMUT was recently constructed and designed for increased use. No mitigation is required.	Less than significant.	Impacts associated with the potential for the Project to increase the use of the El Dorado Multi-Use Trail such that substantial physical deterioration of the facility would occur or be accelerated would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Section 4.13 - Utilities and Service Systems		
Impact 4.13-1: The project would have the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board or wastewater treatment capacity. The proposed project does not include any residential, industrial, or commercial development and would not generate any wastewater. No mitigation is required.	Less than significant.	As with the approved Project, the proposed Phase 1B design modification does not include any residential, industrial, or commercial development and would not generate any wastewater.
Impact 4.13-2: The project has the potential to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than significant.	As with the approved Project, the proposed Phase 1B design modification would not require the construction of new water or wastewater treatment facilities or expansion of existing

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
The proposed project would not require the construction of new water or wastewater treatment facilities or expansion of existing facilities other than what is included in the EID Intertie Improvements and considered in this Draft EIR, which would be required to comply with applicable mitigation included in this Draft EIR. No additional mitigation is necessary.		facilities other than what is included in the EID Intertie Improvements, and the proposed Phase 1B design modification would not alter the EID Intertie Improvements.
Impact 4.13-3: The project has the potential to require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Adequate stormwater conveyance facilities would be implemented as a part of the proposed project and would comply with all applicable mitigation measures in this Draft EIR. No additional mitigation is necessary.	Less than significant.	Impacts associated with the potential to result in the construction of new stormwater drainage facilities or expansion of existing facilities would occur or be accelerated would be the same under the proposed Phase 1B design modification as identified for the approved Project, and compliance with applicable mitigation measures would still be required.
Impact 4.13-4: The project has the potential to require new or expanded entitlements to ensure sufficient water supplies available to serve the project. Construction of the proposed project would require water for dust control. Such water use would be minimal and temporary in nature. Upon completion, the proposed project would not require potable water services. No mitigation is required.	Less than significant.	Impacts associated with the potential to require new or expanded entitlements to ensure sufficient water supplies would be the same under the proposed Phase 1B design modification as identified for the approved Project. Water supply requirements would be limited to that needed for dust control during construction.
Impact 4.13-5: The project may not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Sufficient landfill capacity would be available at Lockwood Landfill to meet the demand during construction of the proposed project. Upon completion, no solid waste services would be required. No mitigation is required.	Less than significant.	Impacts associated with waste disposal and landfill capacity would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.13-6: The project may not comply with federal, state, and local statutes and regulations related to solid waste. No inconsistencies with relevant waste provisions are anticipated. No mitigation is required.	No impact.	Impacts associated with waste disposal and landfill capacity would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.13-7: The project has the potential to result in temporary disruption of electrical, cable, telephone, and water service. Those affected by temporary service disruptions as result of the proposed project	Less than significant.	Impacts associated with potential temporary disruption of electrical, cable, telephone, and water service would be the same under the proposed Phase 1B design modification as

Approved Project (***Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** (applicable to Approved Project and Proposed Phase 1B Design Modification)	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
would be notified by DOT, the utility company or its contractors approximately one week prior to the service interruption. No mitigation is required.		identified for the approved Project.
Impact 4.13-8: The Project may not demonstrate the wise and efficient use of energy by such means as: **i) decreasing overall per capita energy consumptions.** **ii) decreasing reliance on natural gas and oil.** **iii) increasing reliance on renewable energy resources.** The proposed project would not increase the amount of traffic but would redirect existing traffic to ease congestion. Decreasing the amount of time automobiles spend idling would result in higher efficiency of gasoline use, thereby decreasing overall energy consumption. No mitigation is required.	No impact.	Impacts associated with the wise and efficient use of energy associated with motor vehicle travel would be the same under the proposed Phase 1B design modification as identified for the approved Project.
Impact 4.13-9: The project has the potential to result in the inefficient, unnecessary, or wasteful consumption of energy. The proposed project would require the use of diesel and gas in construction equipment during construction. Section 4.3, Air Quality, contains mitigation that would contribute to efficient equipment operation thereby reducing the chance of wasteful, inefficient or unnecessary consumption of diesel/gas.	Less than significant.	Impacts associated with the wise and efficient use of energy associated with construction equipment fuel consumption would be similar under the proposed Phase 1B design modification as identified for the approved Project. However, the proposed design modification would require less grading and less soils import and construction would require less fuel consumption.
Impact 4.13-10: The project has the potential to preempt future energy development or future energy conservation. To ensure compliance with standards and assess potential utility facility impacts, the DOT would coordinate with appropriate utility service providers during development planning and prior to construction activities. As such, the proposed project would not preempt future energy infrastructure development or energy conservation. No mitigation is required.	Less than significant.	As with the approved Project, the proposed Phase 1B design modification would not preempt future energy development or future energy conservation.
CEQA Required Conclusions		
Significant and Unavoidable Impacts: The proposed project would not result in any significant unavoidable impacts.	None	The proposed Phase 1B design modifications would not result in any new significant impacts or increase the severity of previously identified impacts, and would not result in any

Approved Project **(*Note: referenced as "proposed project" in impact and mitigation language.*** **2011 EIR Environmental Impact and Mitigation Findings**	**Impact Significance** **(applicable to Approved Project and Proposed Phase 1B Design Modification)**	**Proposed Phase 1B Design Modification** **Potential Changes in Impacts and Mitigation Requirements as Compared to the Approved Project**
		significant and unavoidable impacts.
Growth-Inducing Impacts: The Project would not provide access to lands previously inaccessible, however, it would result in a large-volume roadway in an industrial area previously accessed only by smaller roadways. Current conditions do not preclude development, but it is reasonable to conclude that increased circulation in the area would foster further development on adjacent properties. Development of parcels along the Diamond Springs Parkway may result in adverse environmental effects associated with construction and long-term land use activities. Such development would be subject County approval and would be subject to CEQA. Because the Project is identified in the County General Plan the improvements would allow for future growth as identified in the General Plan.	(Growth-inducing potential is not evaluated against a significance threshold.)	The proposed Phase 1B design modifications would not result in any new growth-inducing impacts or increase the growth-inducing impacts of the approved Project.
Cumulative Impacts: Project impacts would contribute to impacts from other projects and activities within the Project area, but would not result in a substantial contribution to cumulative considerable impacts.	No substantial contribution to cumulatively considerable impacts.	The proposed Phase 1B design modifications would not result in new Project-specific impacts and would not increase the severity of previously identified Project-specific impacts, and thus, would not increase the potential for the Project to result in a substantial contribution to cumulative impacts.

3.3. Conclusions

The 2011 EIR concluded that the approved Project would not result in any significant and unavoidable impacts. Potentially significant impacts identified in the 2011 EIR could each be reduced to less than significant with implementation of mitigation measures identified in the 2011 EIR and adopted by the County. The analysis of the proposed Phase 1B design modification, as presented above in Table 1, concludes that the proposed modification would not result in any new significant impacts and would not increase the severity of any previously identified significant impacts. Thus, the proposed modifications would not result in any significant and unavoidable impacts and would not result in any increase in cumulative effects as compared to the approved Project. The County also considered the potential for changes in growth-inducing effects and determined that the proposed modification would have no effect on the growth-inducing effects previously identified in the 2011 EIR.

The analysis of the proposed Phase 1B design modification concluded that the proposed modification would reduce certain impacts as compared to the approved Project. All previously identified mitigation measures and regulatory requirements would remain applicable to implementation of the Project with the Phase 1B design modification.

It should be noted that the proposed modification would also reduce impacts compared to Alternative C evaluated in the 2011 EIR. As discussed above, Alternative C is similar to the approved Project but has a lower vertical profile for the eastern segment of Diamond Springs Parkway, requiring less imported fill material than the approved Project. The lower profile of Alternative C is higher than the proposed Phase 1B modification (more fill than the proposed modification), but would have required less fill and resulted in a smaller footprint compared to the approved Project. Alternative C was identified in the 2011 EIR as the *environmentally preferred alternative* due to reduced air pollutant emissions associated with construction activities resulting from lesser amount of imported fill material required for the alternative. Because the proposed Phase 1B design modification would result in even less fill and a smaller footprint and less construction-related air pollutant emissions as compared to Alternative C, the proposed modification is environmentally preferable as compared to the approved Project and as compared to all of the alternatives evaluated in the 2011 EIR.

SECTION 4. References

- El Dorado County. 2004, as amended 2008. El Dorado County General Plan. July 19.
- Diamond Springs Parkway Project Draft Environmental Impact Report, dated June 23, 2010 (El Dorado County 2010a)
- Traffic Information Reissuance for the Diamond Springs Parkway Project Draft Environmental Impact Report, dated July 7, 2010 (El Dorado County 2010b)
- Diamond Springs Parkway Project Final Environmental Impact Report, dated May 10, 2011 (El Dorado County 2011)
- 2015 Capital Improvement Program (CIP) (El Dorado County, 2015).

SECTION 5. Report Preparers, Consultation, and Coordination

This document was prepared by the El Dorado County Division of Transportation with peer review by the environmental consultant, Benchmark Resources.

5.1. Preparers of the Draft SEIR

Lead Agency - El Dorado County Division of Transportation

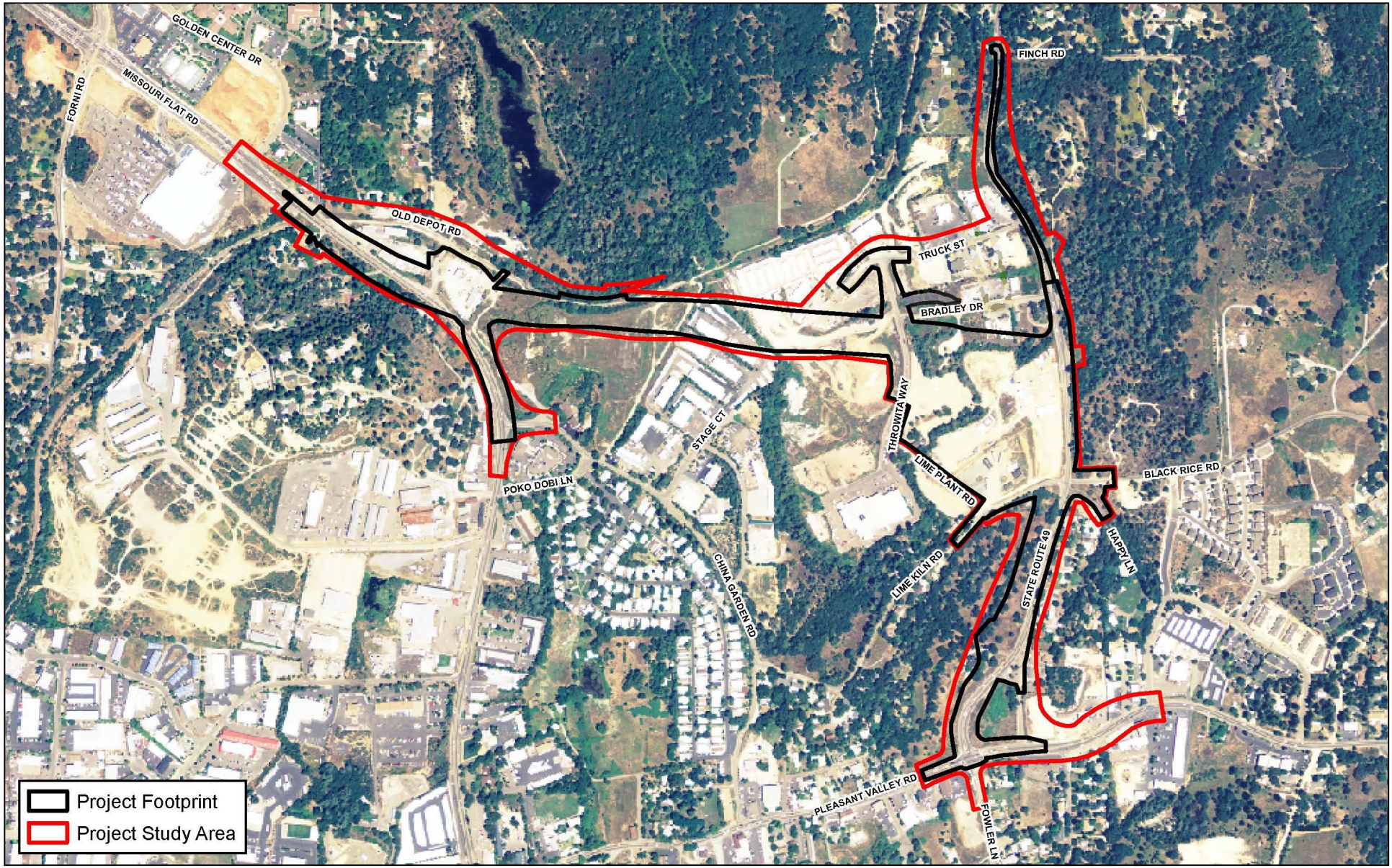
Dustin Harrington, Senior Engineer

Janet Postlewait, Principal Planner

Environmental Consultant - Benchmark Resources

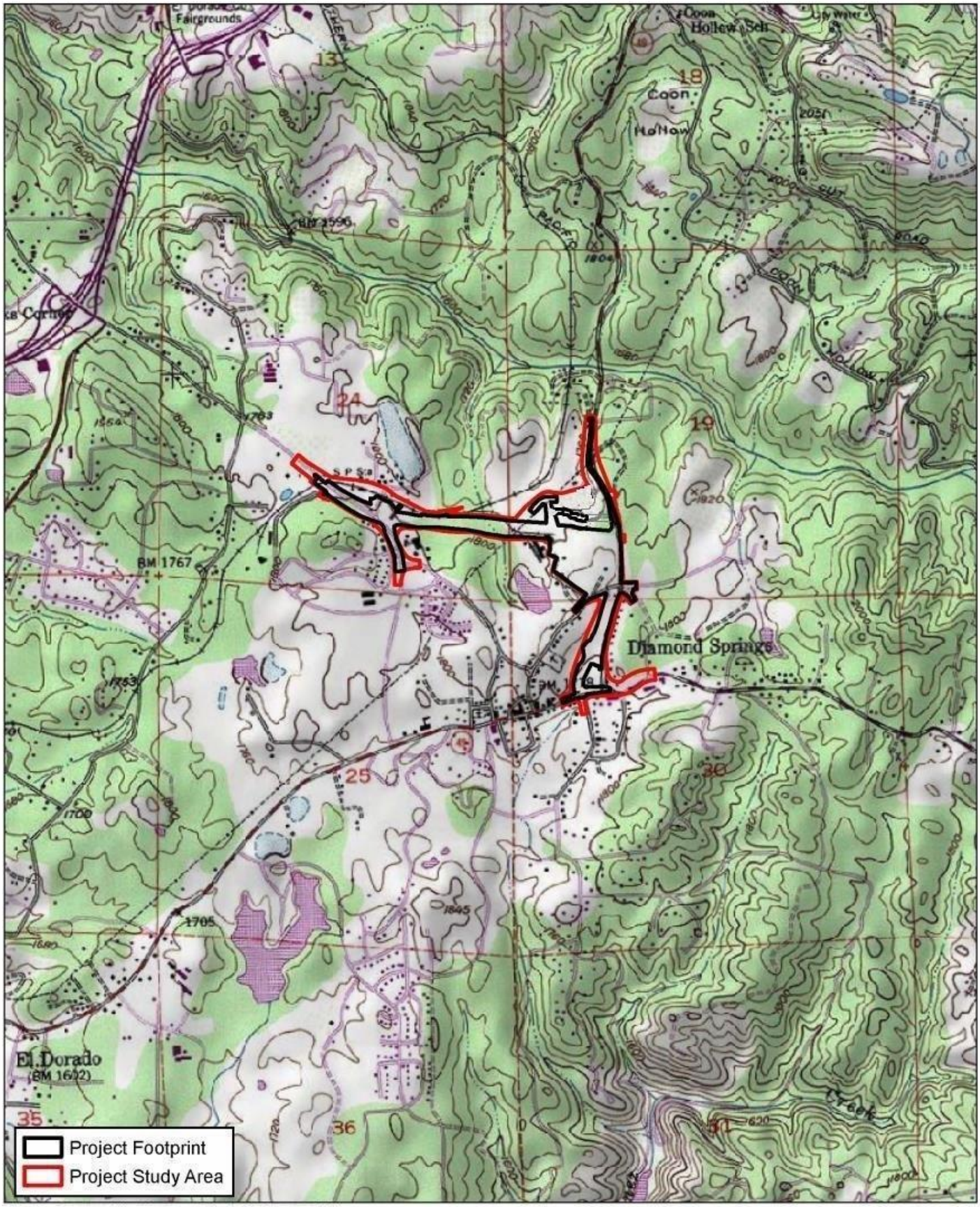
Bob Delp, Peer Review

Appendix A. Design Detail



NOT TO SCALE

REVISED Exhibit 3-2
Project Study Area - Aerial Overview



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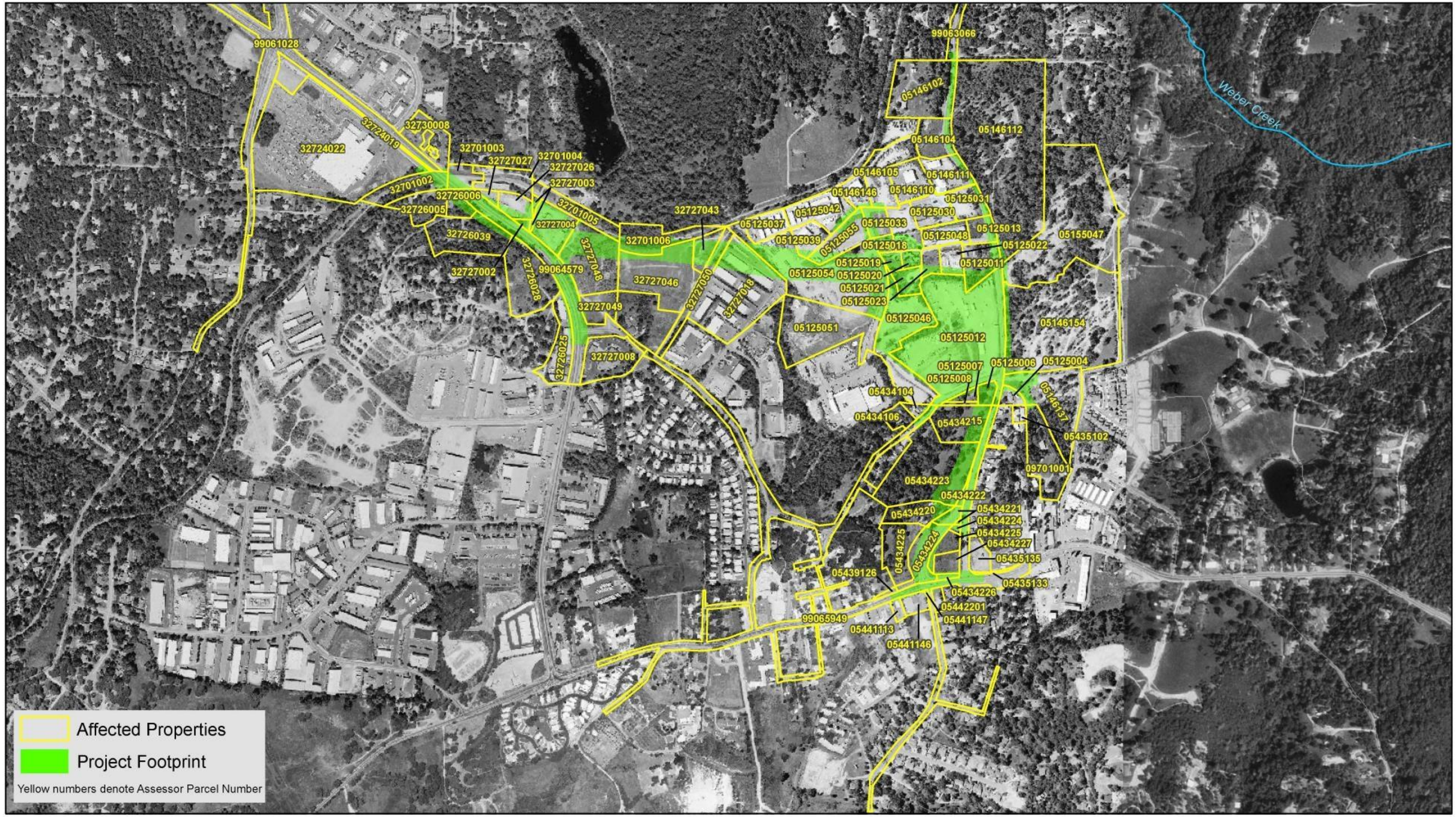
REVISED Exhibit 3-3
Project Study Area
USGS Topographic Map



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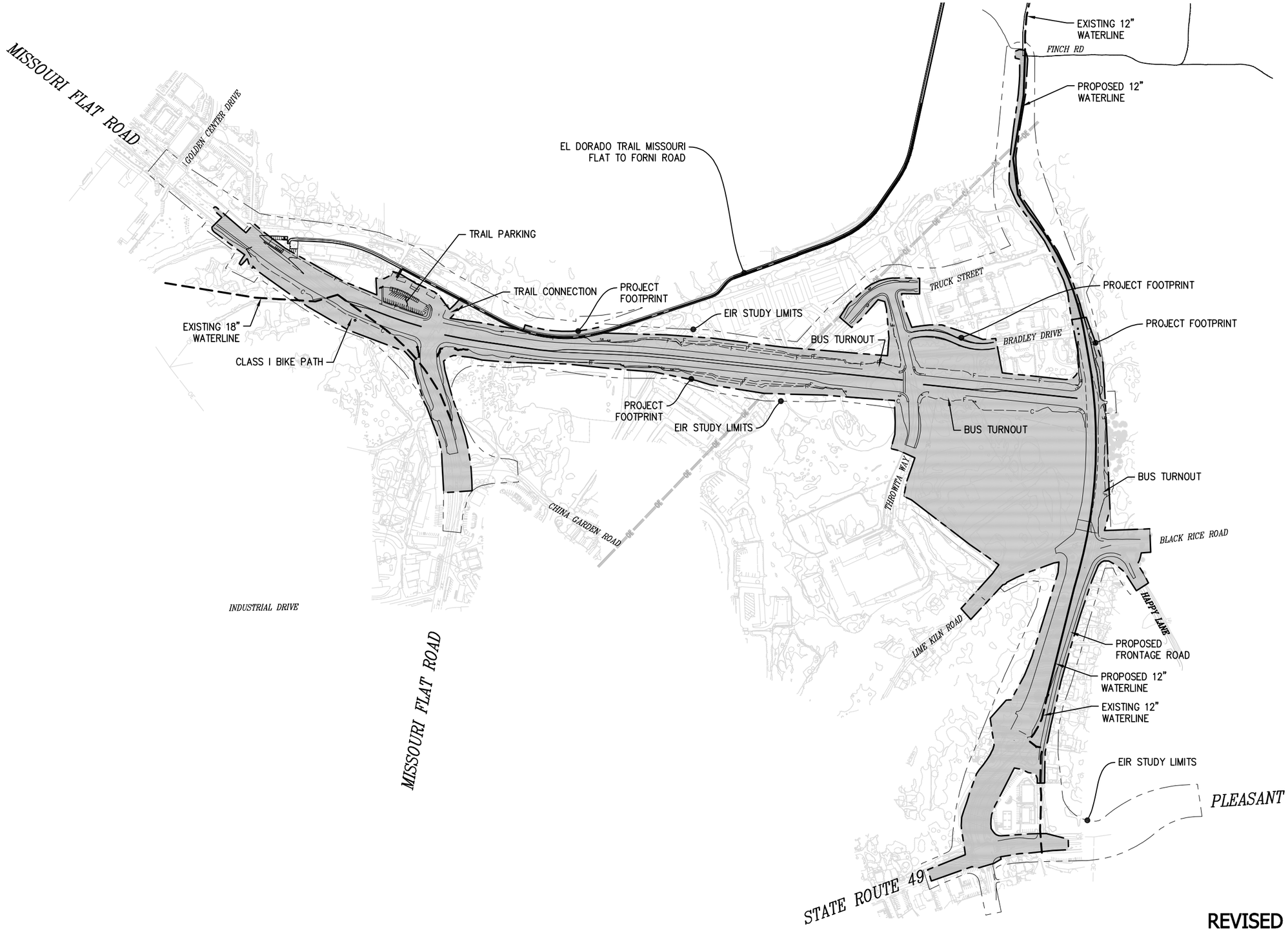
REVISED Exhibit 3-4
Affected Properties

COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY, TRANSPORTATION DIVISION
2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



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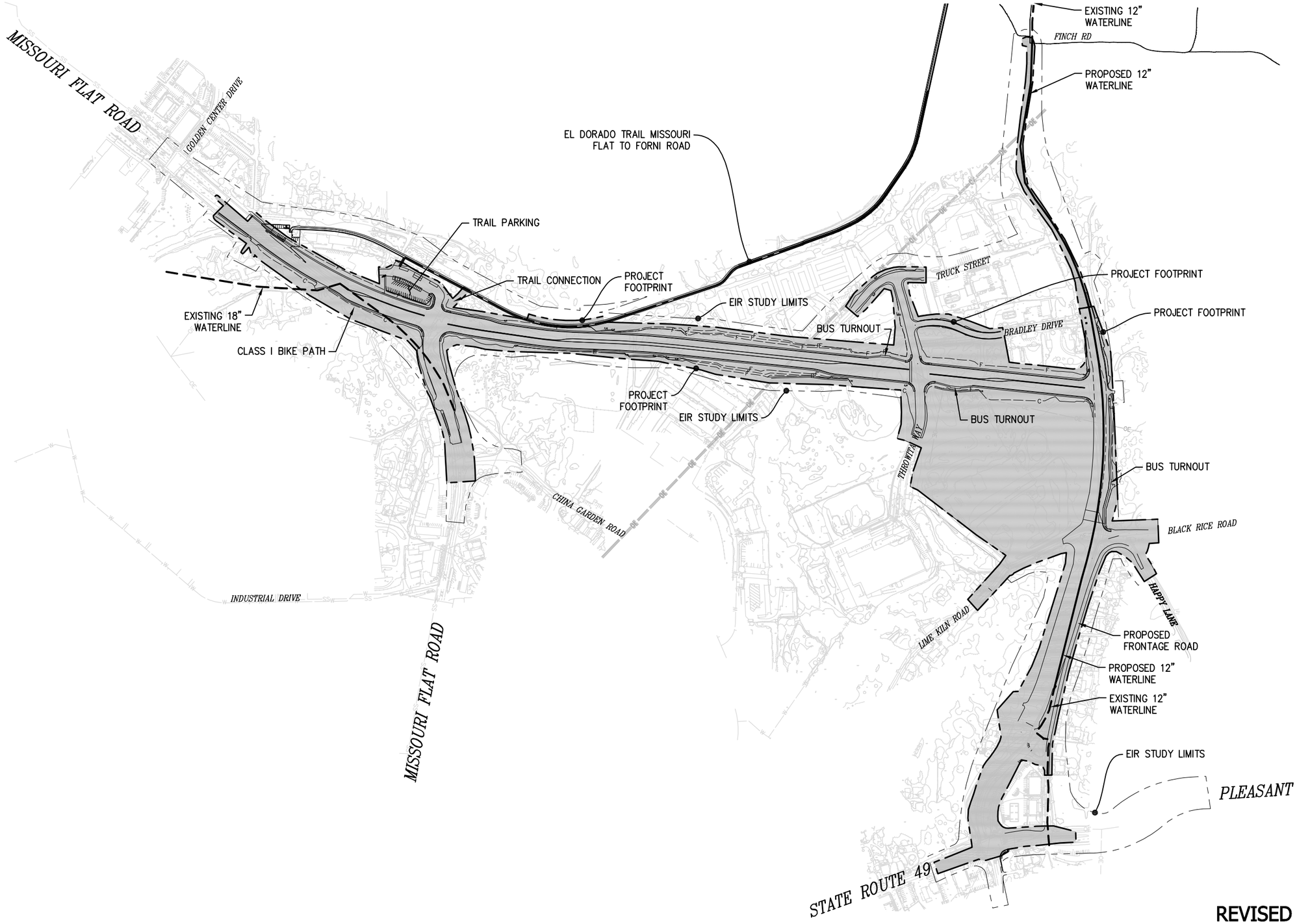
REVISED Exhibit 3-5a

Two Lane Proposed Project Improvements

COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY, TRANSPORTATION DIVISION
2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



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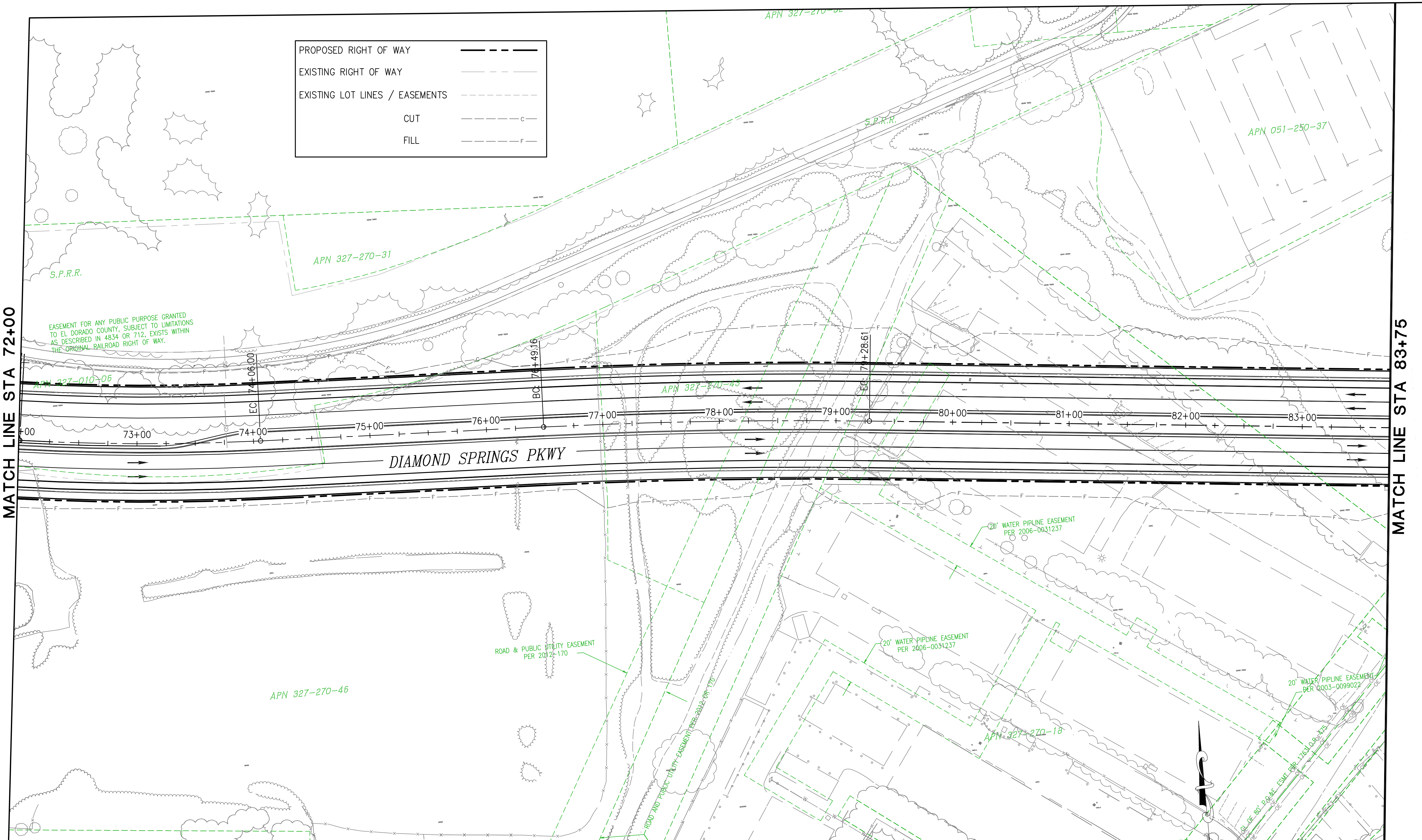
REVISED Exhibit 3-5b

Four Lane Proposed Project Improvements

COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY, TRANSPORTATION DIVISION
2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



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REVISED Exhibit 3-5f

Proposed Right-of-Way Map 3 of 11

COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY, TRANSPORTATION DIVISION
2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

MATCH LINE STA 83+75

MATCH LINE STA 95+50

DIAMOND SPRINGS PKWY

THROWITA WAY

BRADLEY DRIVE

84+00 85+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00 93+00 94+00 95+00

PI: 10+00.00

EC: 13+58.7

BC: 12+97.15

EC: 9+47.00

BC: 9+18.72

EC: 7+80.25

BC: 6+48.26

APN 051-250-39

APN 051-250-55

APN 051-250-16

APN 051-250-17

APN 051-250-18

APN 051-250-19

APN 051-250-20

APN 051-250-54

APN 051-250-46

15' WATERLINE EASEMENT PER 2742 O.R. 716

15' WATERLINE EASEMENT PER 2742 O.R. 719

50' ROAD R/W PER 1749 O.R. 569

50' NON-EXCLUSIVE ROAD & P.U.E. PER P.M. 22-28

RIGHT OF WAY EASEMENT PER DOC No. 98-0043111

ROAD & P.U.E. PER DOC. NO. 99-0004479

R/W FOR POLE LINE TO P.G.& E. PER 274-OR-113, NO WIDTH GIVEN

R/W FOR POLELINE TO WESTERN STATES GAS & ELEC. PER 108-OR-211, NO WIDTH GIVEN

R/W FOR POLE LINE TO P.G.& E. PER 274-OR-112, NO WIDTH GIVEN

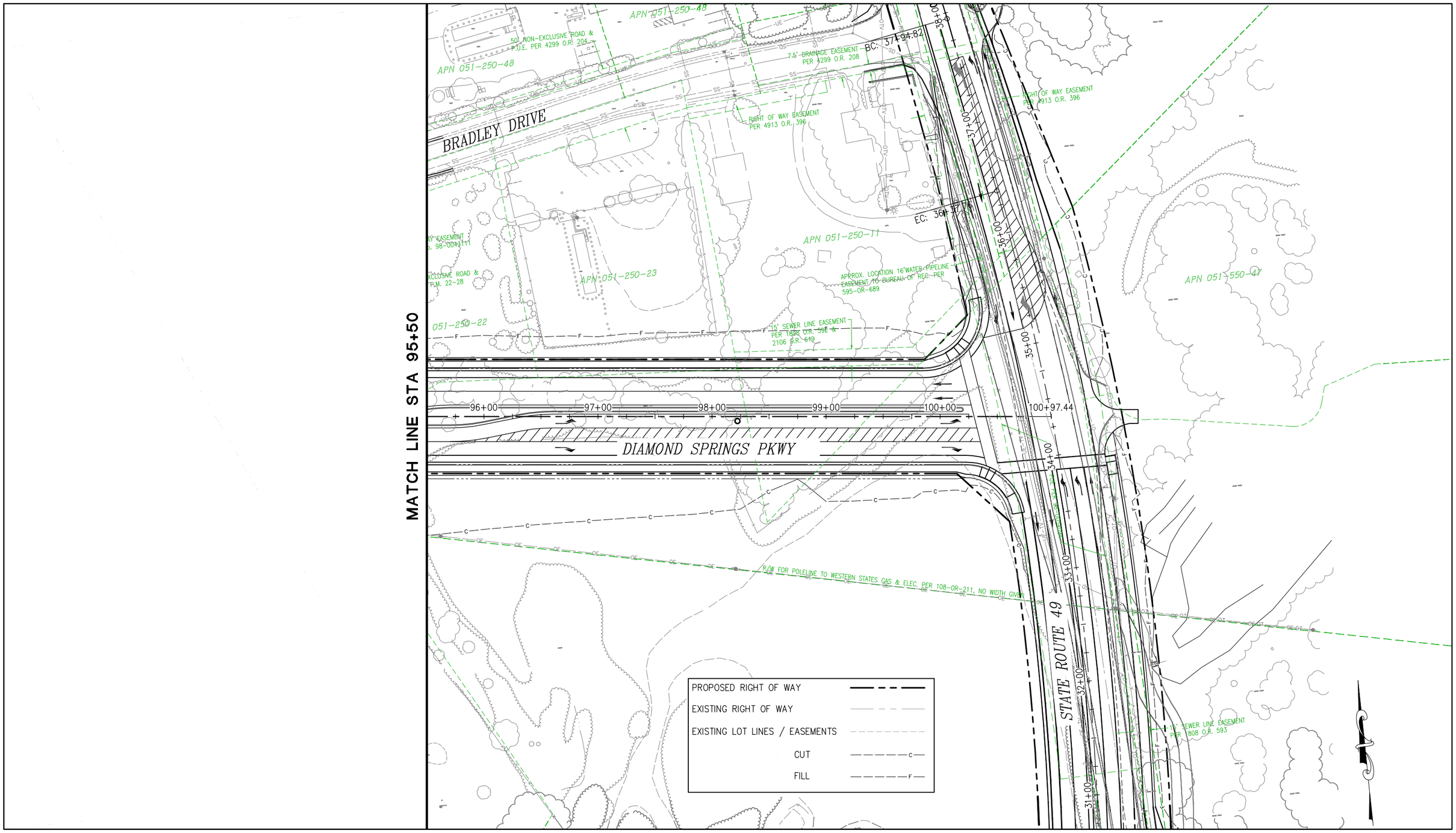
ELECTRIC POLE LINE TO WESTERN STATES GAS & ELEC. PER 108-OR-211, NO WIDTH GIVEN

PROPOSED RIGHT OF WAY	
EXISTING RIGHT OF WAY	
EXISTING LOT LINES / EASEMENTS	
CUT	c
FILL	f

NOT TO SCALE

REVISED Exhibit 3-5g
Proposed Right-of-Way Map 4 of 11

COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY, TRANSPORTATION DIVISION
2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



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REVISED Exhibit 3-5h
Proposed Right-of-Way Map 5 of 11

COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY, TRANSPORTATION DIVISION
2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT

PROPOSED RIGHT OF WAY

EXISTING RIGHT OF WAY

EXISTING LOT LINES / EASEMENTS

CUT —— c ——

FILL —— f ——

DIAMOND SPRINGS PKWY

BRADLEY DRIVE

STATE ROUTE 49

APN 051-250-12

APN 051-250-23

APN 051-250-48

APN 051-250-30

APN 051-250-31

APN 051-250-11

APN 051-550-07

APN 051-461-54

50' NON-EXCLUSIVE ROAD & P.U.E. PER 4299 O.R. 204

7.5' DRAINAGE EASEMENT PER 4299 O.R. 208

RIGHT OF WAY EASEMENT PER 4913 O.R. 396

RIGHT OF WAY EASEMENT PER DOC No. 98-0043111

15' SEWER LINE EASEMENT PER 2106 O.R. 340

APPROX. LOCATION 16" WATER PIPELINE EASEMENT TO BUREAU OF REC. PER 595 OR 689

15' SEWER LINE EASEMENT PER 808 O.R. 593

R/W FOR PIPELINE TO WESTERN STATES GAS & ELEC. PER 108-OR-211, NO WIDTH GIVEN

BC=37+94.82

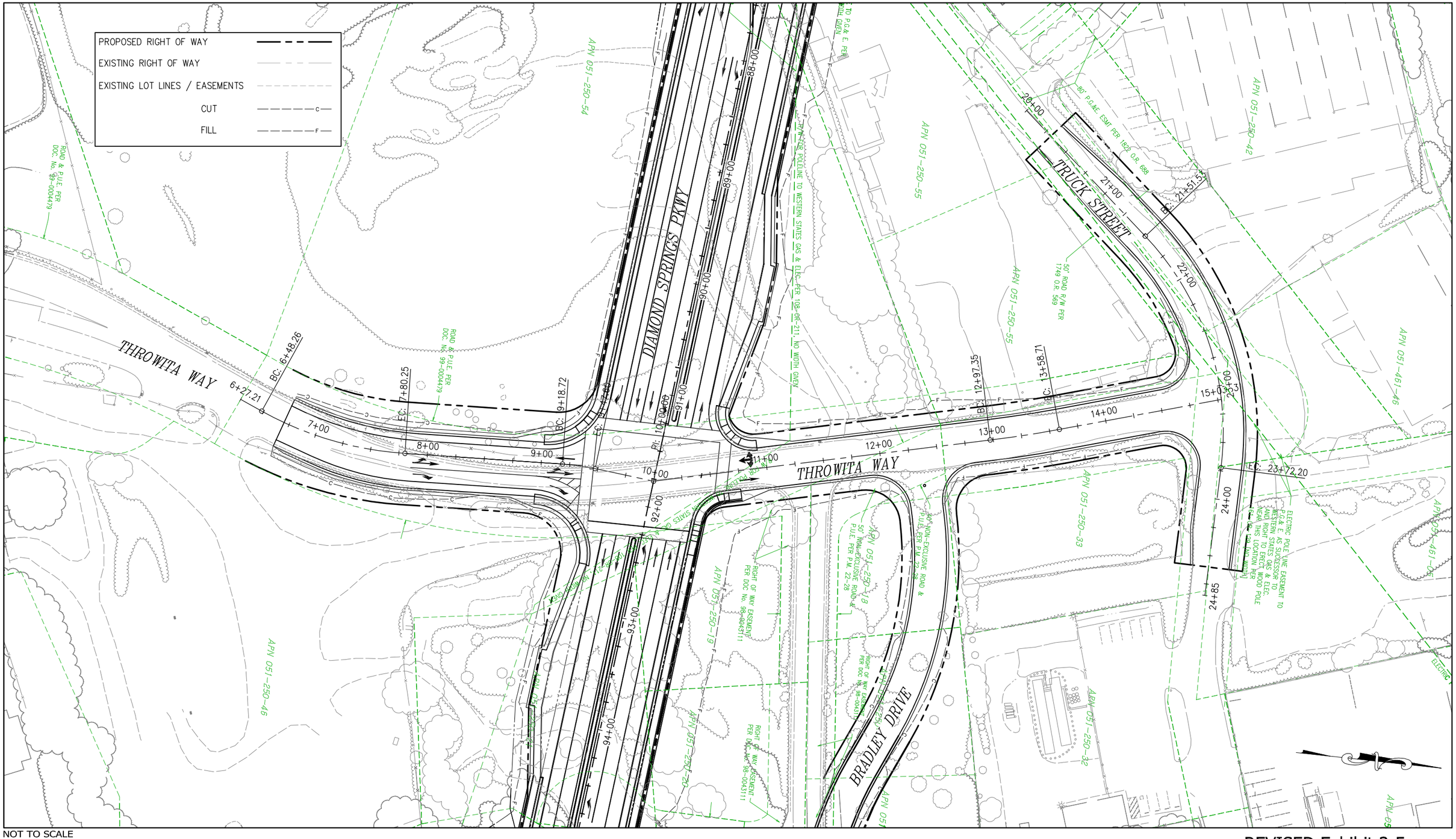
EC=38+37.76

100+97.44

NOT TO SCALE

REVISED Exhibit 3-5k
Proposed Right-of-Way Map 8 of 11

COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY, TRANSPORTATION DIVISION
2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT



NOT TO SCALE

REVISED Exhibit 3-5m
Proposed Right-of-Way Map 10 of 11

COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY, TRANSPORTATION DIVISION
2015 SUPPLEMENT TO THE DIAMOND SPRINGS PARKWAY PROJECT
ENVIRONMENTAL IMPACT REPORT