



Diamond Springs Parkway Project Final Environmental Impact Report

State Clearinghouse No. 2007122033



El Dorado County Department of Transportation

May 10, 2011



Michael Brandman Associates

2000 "O" Street, Suite 200
Sacramento, CA 95811

**Final Environmental Impact Report
Diamond Springs Parkway Project
County of El Dorado, California**

State Clearinghouse No. 2007122033

Prepared for:



El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, CA 95667
530.621.5900

Contact: Ms. Janet Postlewait, Principal Planner

Prepared by:

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916.447.1100

Contact: Trevor Macenski, R.E.A., Project Manager



Michael Brandman Associates

May 10, 2011

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SECTION 1: INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the El Dorado County Department of Transportation (DOT), as the lead agency, has evaluated the comments received on the Diamond Springs Parkway Project.

The content and format of this Final EIR meet the requirements of CEQA and the State CEQA Guidelines (Section 15132), which require that a final EIR comprise these components:

- **Section 1** - Introduction.
- **Section 2** - Responses to Written Comments on the Draft EIR: Addresses each written comment submitted to the County of El Dorado.
- **Section 3** - Responses to Verbal Comments on the Draft EIR: Addresses the verbal comments provided at the July 28, 2010 public meetings held for the proposed project.
- **Section 4** - Errata: Includes an addendum listing refinements and clarifications on the Draft EIR, which have been incorporated (the Draft EIR is hereby incorporated by reference).

The text of the Draft EIR and Traffic Information Reissuance, because of their length, is not reprinted with these written responses; however, it is included by reference in this Final EIR.

Recirculation of an EIR prior to certification is guided by State CEQA Guidelines (Section 15088.5). For example, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review, but before the EIR is certified. Such information can include changes to the project or environmental setting, as well as substantive additional data. New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect, including a feasible project alternative that the project proponents have declined to implement.

In connection with the standards for adequacy of an EIR, State CEQA Guidelines (Section 15151) states,

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The

courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

No new significant information was added to the EIR on the basis of the comments and information received and the revisions to the Draft EIR presented in Sections 2, 3, 4, and 5. Accordingly, it is not necessary to recirculate this project's EIR.

The El Dorado County DOT will review and consider the Final EIR. If the El Dorado County DOT finds that the Final EIR is "adequate and complete," the County may certify the Final EIR at a public hearing. The rule of adequacy generally holds that the EIR can be certified if: 1) it shows good faith effort at full disclosure of environmental information; and 2) it provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the Final EIR, the County may take action to approve, revise, or reject the project. A decision to approve the project would be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. Public Resources Code Section 21081.6 requires that lead agencies adopt a Mitigation Monitoring and Reporting Program (MMRP) to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The final MMRP will be provided separately.

1.1 - Public Review and Consultation Process

The El Dorado County DOT distributed a Notice of Preparation (NOP) of a Draft EIR for the proposed project on December 12, 2007. The NOP was distributed for a 30-day comment period that ended on January 18, 2008. The El Dorado County DOT held an agency and public scoping meeting on the proposed project on January 9, 2008 at the Firefighters Memorial Hall in Diamond Springs, California. The scoping meeting was an opportunity for agencies and the public to obtain information about the proposed project and to provide input regarding the issues they wanted addressed in the Draft EIR. Comments about the NOP were considered in the preparation of the Draft EIR.

The Draft EIR was distributed to various public agencies, citizen groups, and interested individuals for a 45-day public review period, from June 23, 2010, through August 11, 2010. DOT issued a subsequent Traffic Information Reissuance document containing corrections and additions to the Draft EIR on July 7, 2010, and extended the public review period for both documents to August 23, 2010. The Draft EIR and Traffic Information Reissuance was circulated to state agencies for review through the State Clearinghouse of the Governor's Office of Planning and Research. Additionally, both documents were made available for review on the El Dorado County DOT's website (<http://www.co.el-dorado.ca.us/dot/ceqa.html>) as well as in the County's offices.

The public was asked to provide verbal or written comments during the meeting or provide written comments before closure of the public review period.

SECTION 2: RESPONSES TO WRITTEN COMMENTS ON THE DRAFT EIR

2.1 - Introduction

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the County of El Dorado, as the lead agency, evaluated the written comments received on the Draft EIR (State Clearinghouse No. 2007122033) for the Diamond Springs Parkway Project, and has prepared the following responses to the written comments received. This Response to Comments becomes part of the Final EIR for the project in accordance with CEQA Guidelines Section 15132.

2.2 - List of Commentors

A list of public agencies, organizations, and individuals who provided comments on the Draft EIR and Traffic Information Reissuance is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Commentor	Commentor Code	Pages
Public Agencies		
State of California, Governor’s Office of Planning and Research, State Clearinghouse and Planning Unit	OPR.1	2-3 to 2-5
State of California, Governor’s Office of Planning and Research, State Clearinghouse and Planning Unit	OPR.2	2-6 to 2-9
California Department of Transportation	CALTRANS.1	2-10 to 2-11
California Department of Transportation	CALTRANS.2	2-12 to 2-15
Native American Heritage Commission	NAHC	2-16 to 2-19
Diamond Springs and El Dorado Community Advisory Committee	DSEDCAC	2-20 to 2-21
U.S. Army Corps of Engineers	USACE	2-22 to 2-23
Lemuel Estolas (Placer County Environmental Health Services)	ESTOLAS.1	2-24 to 2-25
Lemuel Estolas (Placer County Environmental Health Services)	ESTOLAS.2	2-26 to 2-27
Private Organizations		
PG&E	PG&E	2-28 to 2-29
Save Our County	SOC	2-30 to 2-49

Responses to Comments on the Draft EIR

Commentor	Commentor Code	Pages
Private Individuals		
Richard J. Boylan	BOYLAN	2-51 to 2-61
Barry D. Brewer	BREWER	2-62 to 2-65
Lee Dobbs	DOBBS	2-66 to 2-68
Heidi Drury	DRURY	2-69 to 2-71
Raymond and Dolores Edge	EDGE	2-72 to 2-75
Dave Gutierrez	GUTIERREZ	2-76 to 2-79
Jerry Herrington II	HERRINGTON.1	2-80 to 2-81
Gerald and Elizabeth Herrington	HERRINGTON.2	2-82 to 2-84
Brian Lopez et al.	LOPEZ	2-85 to 2-86
Matt and Jonalin McCollum	MCCOLLUM	2-87 to 2-88
Richard Moore	MOORE	2-89 to 2-123
Anton Z. Nemeth	NEMETH	2-124 to 2-128
John O'Neill	O'NEILL	2-129 to 2-133
Clinton Shankel	SHANKEL	2-134 to 2-135
Robert A. Smart, Jr.	SMART	2-136 to 2-140
Mike Speegle	SPEEGLE	2-141 to 2-147
Charles T. Sweet III	SWEET	2-148 to 2-149
Sue Taylor	TAYLOR.1	2-150 to 2-189
Sue Taylor	TAYLOR.2	2-190 to 2-195
Kathleen Verplancken	VERPLANCKEN	2-196 to 2-197
Monique Wilber	WILBER	2-198 to 2-202
Chuck Wolfe	WOLFE	2-203 to 2-207

2.3 - Responses to Comments

Comment Letters and Responses

This section provides copies of the written comment letters. Each comment letter is numbered and immediately followed by the corresponding responses. In some cases, responses to an individual comment refers to single or multiple previous responses to comments that have previously addressed the subject of the comment.

The comment letters reproduced in the following pages follow the same organization that is used in the List of Commentors.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director

August 9, 2010

Janet Postlewait
El Dorado County
2850 Fairlane Court
Placerville, CA 95667

Subject: Diamond Springs Parkway Project
SCH#: 2007122033

Dear Janet Postlewait:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 6, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

OPR.1-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007122033
Project Title Diamond Springs Parkway Project
Lead Agency El Dorado County

Type EIR Draft EIR

Description El Dorado County's Department of Transportation (DOT) is proposing the construction of the Diamond Springs Parkway (Parkway or Project) to improve traffic circulation along Pleasant Valley Road and Missouri Flat Road, north of the Town of Diamond Springs. The Project is identified in the County General Plan (2004) and Circulation Map as a planned four-lane divided road and is part of DOT's 5-year Capital Improvement Plan (CIP). DOT currently anticipates phasing construction of the Parkway in two major phases. Under the first phase, the Parkway would be constructed as a 2-lane arterial. The second phase would require widening the Parkway to a four-lane, divided arterial with an ultimate ROW of 100 feet. The Parkway would also require improvements to Diamond Road (SR-49), from just north of the Parkway, south to Pleasant Valley Road.

Lead Agency Contact

Name Janet Postlewait
Agency El Dorado County
Phone 530-621-5900 **Fax**
email
Address 2850 Fairlane Court
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City Diamond Springs
Region
Lat / Long 38° 42' 6.20" N / 120° 49' 1.89" W
Cross Streets Missouri Flat Road; Diamond Road
Parcel No. several
Township

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways 49, 50
Airports None
Railways Sacramento-Placerville
Waterways Weber Creek
Schools Herbert Green Middle School
Land Use PLU: Industrial, Road. GP: Commercial , Road; Z: Commercial Dist. Right of Way.

Project Issues Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Toxic/Hazardous; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Landuse; Cumulative Effects; Aesthetic/Visual; Biological Resources; Forest Land/Fire Hazard; Growth Inducing; Minerals; Septic System

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

Date Received 06/23/2010 **Start of Review** 06/23/2010 **End of Review** 08/06/2010

Public Agencies

State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (OPR.1)

Response to OPR.1-1

The comment letter is the standard form letter issued by the Office of Planning and Research, State Clearinghouse and Planning Unit confirming that the Draft EIR was distributed to various State agencies, and that the El Dorado County Department of Transportation (DOT) has complied with statutory noticing obligations. No further response is necessary.



STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Arnold Schwarzenegger
Governor
August 24, 2010

Cathleen Cox
Acting Director

Janet Postlewait
El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, CA 95667


Subject: Diamond Springs Parkway Project Draft EIR Traffic Information Reissuance
SCH#: 2007122033

Dear Janet Postlewait:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 23, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,


Scott Morgan
Director, State Clearinghouse

OPR.2-1

2010 AUG 26 AM 11:59
RECEIVED
DOT

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007122033
Project Title Diamond Springs Parkway Project Draft EIR Traffic Information Reissuance
Lead Agency El Dorado County

Type EIR Draft EIR
Description Notes: Recirculated EIR- Recirculation of Traffic Information Reissuance and Review per Lead

The project includes the construction of the Diamond Springs Parkway; a 4-lane, divided roadway connecting Missouri Flat Road to State Route (SR) 49 (Diamond Road), north of the community of Diamond Springs in El Dorado County. The proposed Parkway would extend from Missouri Flat Road near its intersection with the Sacramento-Placerville Transportation Corridor, north of China Garden Road, Throwita Way, Truck Street, Bradley Street, and Old Depot Road. A new Truck Street/Bradley Drive Connector would be constructed west of Diamond Road. (SR-49) to enhance circulation within the project area. A connection from the El Dorado Multi Use Trail (EDMUT) to the signalized intersection of Diamond Springs Parkway and Missouri Flat Road and a 40-space parking lot for trail users would also be constructed.

Lead Agency Contact

Name Janet Postlewait
Agency El Dorado County Department of Transportation
Phone 530-621-5900 **Fax**
email
Address 2850 Fairlane Court
City Placerville **State** CA **Zip** 95667

Project Location

County El Dorado
City Diamond Springs
Region
Lat / Long 38° 42' 6.20" N / 120° 49' 1.89" W
Cross Streets Missouri Flat Road; State Route 49 (Diamond Road)
Parcel No. several
Township 10N **Range** 10,11E **Section** 24,25, **Base** MDB&M

Proximity to:

Highways Hwy 49, 50
Airports
Railways Sacramento-Placerville
Waterways Weber Creek
Schools Herbert Green MS, El Dorado Independence HS
Land Use Various

Project Issues Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Toxic/Hazardous; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects; Aesthetic/Visual; Biological Resources; Forest Land/Fire Hazard; Growth Inducing; Minerals; Septic System; Air Quality

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Caltrans, Division of Transportation Planning; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission

Document Details Report
State Clearinghouse Data Base

Date Received 07/07/2010 *Start of Review* 07/07/2010 *End of Review* 08/23/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (OPR.2)

Response to OPR.2-1

The comment letter is the standard form letter issued by the Office of Planning and Research, State Clearinghouse and Planning Unit indicating that no state agencies submitted comments on the Draft EIR by the close of the public comment period. No further response is necessary.

Teresa Limon
<teresa_limon@dot.ca.gov>
08/19/2010 11:06 AM

To Jennifer.Maxwell@edcgov.us,
<janet.postlewait@edcgov.us>
cc Rick Montre <rick_montre@dot.ca.gov>, Alyssa Begley
<alyssa_begley@dot.ca.gov>, Arthur Mi Wallang
<arthur_mi_wallang@dot.ca.gov>
Subje Draft EIR Diamond Springs Parkway - Traffic
ct Information Reissuance Comments

Jennifer,

These are Caltrans-Traffic Comments on the reissuance of the Draft EIR. It appears Planning will not have time to get a final letter by the 23rd so I wanted to make sure Traffics comments were taken into consideration. Please let me know if you have any questions.

Diamond Springs Parkway Draft EIR (DEIR)
The following comments are based on the Traffic Information Reissuance of the DEIR which was released on July 7 and can be found at www.edcgov.us/dot/ceqa.html.

Page 3-47, last paragraph under Lime Kiln Road/Diamond Road (SR49)
The reference to (KHA 2009) should read (KHA 2010).

CALTRANS.1-1

Page 4.12-19 and 20, Table 4.12-4
1. Intersection #7, 8, 9 and 13: No Analysis Worksheets could be found in Appendix M which would support the Delay/LOS results shown on Table 4.12-4.

CALTRANS.1-2

These worksheets should be included as part of Appendix M.
2. Intersection #4: The information listed in the last row (Ex. + PP 16.3/26.8 sec) appears to belong to Intersection #5. The table needs to be corrected and the information needs to be verified.

CALTRANS.1-3

Page 4.12-31, Table 4.12-8
The queuing results on this table do not appear to match any of the Analysis Worksheets on Appendix M. The results should have corresponding worksheets on Appendix M.

CALTRANS.1-4

Teresa R. Limon, P.E.
Caltrans District 3
Office of Rural Highway Operations
PH (530) 634-7669
FAX (530) 741-5762

Jennifer.Maxwell@
edcgov.us

California Department of Transportation (CALTRANS.1)

Response to CALTRANS.1-1

The commentor provided comments on the Traffic Information Reissuance, which updated the Draft EIR's Section 4.12, Traffic and Transportation. The commentor referenced a typographical error on Page 3-47 of Section 3, Project Description regarding the date of the Traffic Impact Analysis. The error has been corrected in the Section 4, Errata.

Response to CALTRANS.1-2

The commentor provided comments on the Traffic Information Reissuance, which updated the Draft EIR's Section 4.12, Traffic and Transportation. The commentor indicated that no analysis worksheets could be found that would support the delay and Level of Service (LOS) results for intersections #7, 8, 9, and 13 shown in Table 4.12-4.

Analysis worksheets reflecting values for intersections #7, 8, 9 and 13 have been appended to Appendix M of the Traffic Information Reissuance and are included in this Final EIR's Section 4, Errata.

Response to CALTRANS.1-3

The commentor provided comments on the Traffic Information Reissuance, which updated the Draft EIR Section 4.12, Traffic and Transportation. The commentor indicated that the information listed on page 4.12-19 in Table 4.12-4 for the intersection of Missouri Flat Road and Mother Lode Drive provides two different delay and LOS values under the existing plus project scenario. The error has been corrected in this Final EIR's Section 4, Errata.

Response to CALTRANS.1-4

The commentor provided comments on the Traffic Information Reissuance, which updated the Draft EIR Section 4.12, Traffic and Transportation. The commentor stated that the queuing results presented on page 4.12-31 in Table 4.12-8 are not supported by analysis worksheets in Appendix M of the Draft EIR.

The data in Table 4.12-8 appears to have originated from the February 16, 2010 version of the Traffic Impact Analysis and was inadvertently included in the Draft EIR. Changes to Table 4.12-8 are provided in this Final EIR's Section 4, Errata.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 – SACRAMENTO OFFICE
 2800 GATEWAY OAKS DRIVE, MS 19
 SACRAMENTO, CA 95833
 PHONE (916) 274 - 0635
 FAX (916) 263 - 1796
 TTY 711



*Flex your power!
 Be energy efficient!*

August 25, 2010

CALTRANS.2
 Page 1 of 3

0310ELD0035
 03-ED-49 PM 11.86
 Draft EIR Diamond Springs Parkway
 Traffic Information Reissuance Comments
 SCH #2007122033

Ms. Janet Postlewait
 DOT Placerville Office
 2850 Fairlane Court
 Placerville, CA 95667

Dear Ms. Postlewait:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the Diamond Springs Parkway project and for accepting our comments after the due date. The comments are based upon the Traffic Information Reissuance of the DEIR was released on July 7, 2010 (www.edcgov.us/dot/ceqa.html). We request that our comments pertaining to impact analysis, criteria, and thresholds, traffic and transportation mitigation measures, and environmental review in the DEIR be considered and included in the Final Draft Environmental Report (FEIR). Our comments are as follows:

- Page 3- 4.7. Last paragraph under Lime Kiln Road / Diamond Road (SR49)
 The reference to (KHA 2009) should read (KHA 2010). CALTRANS.2-1
- Page 4.12-19 and Table 4.12-4
 - Intersection # 7, 8, 9 and 13. No Analysis Worksheets could be found in Appendix M which would support the Delay/LOS results showed on Table 4.12-4. These worksheets should be included as part of Appendix M. CALTRANS.2-2
 - Intersection #4. The information listed in the last row (Ex + PP 16.3/ 26.8 sec) appears to belong to Intersection #5. The table needs to be corrected and the information needs to be verified. CALTRANS.2-3

Ms. Janet Postlewait
August 25, 2010
Page 2

- Page 4.12-31. Table 4.12-8. The queuing results on this table do not appear to match any of the Analysis Worksheets on Appendix M. The results on this table should have corresponding Worksheets on Appendix M.

CALTRANS.2-4

If you have any questions about these comments please contact Arthur Mi Wallang at (530) 740-4507.

Sincerely,



ALYSSA BEGLEY, Chief
Office of Transportation Planning - South

Ms. Janet Postlewait
August 25, 2010
Page 2

CALTRANS.2
Page 3 of 3

bc: Teresa Limon, Caltrans District 3 Marysville

California Department of Transportation (CALTRANS.2)

The commentor submitted two comment letters (CALTRANS.1, an email dated August 18, 2010; and CALTRANS.2, a formal version, dated August 25, 2010). The content of the author's letters are either verbatim or almost verbatim of each other. Accordingly, the points raised in this letter (CALTRANS.2), will be addressed in the responses to CALTRANS.1)

Response to CALTRANS.2-1

Refer to Response to CALTRANS.1-1.

Response to CALTRANS.2-2

Refer to Response to CALTRANS.1-2.

Response to CALTRANS.2-3

Refer to Response to CALTRANS.1-3.

Response to CALTRANS.2-4

Refer to Response to CALTRANS.1-4

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 (916) 657-5390 - Fax



July 13, 2010

NAHC
 Page 1 of 3

Ms. Janet Postlewait
 El Dorado County Department of Transportation
 2850 Fairlane Court
 Placerville, CA 95667

RE: SCH#2007122033 Diamond Springs Parkway Project; El Dorado County.

Dear Ms. Postlewait:

NAHC

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than dedicated cemetery.

-1

Sincerely,

Katy Sanchez
 Program Analyst
 (916) 653-4040

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CC: State Clearinghouse

Native American Contact List
El Dorado County
July 13, 2010

Shingle Springs Band of Miwok Indians
John Tayaba, Vice Chairperson
P.O. Box 1340 Miwok
Shingle Springs, CA 95682 Maidu
(530) 676-8010
(530) 676-8033 Fax

Randy Yonemura
4305 - 39th Avenue Miwok
Sacramento , CA 95824
honortraditions@mail.com
(916) 421-1600

El Dorado County Indian Council
P.O. Box 564 Miwok
El Dorado , CA 95623 Maidu

El Dorado Miwok Tribe
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El Dorado , CA 95623
chair@eldoradorancheria.
916-996-0384

United Auburn Indian Community of the Auburn Rancheria
Jessica Tavares, Chairperson
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
530-883-2390
530-883-2380 - Fax

El Dorado Miwok Tribe
Brian Padilla
PO Box 2437 Miwok
Marysville , CA 95901

Todd Valley Miwok-Maidu Cultural Foundation
Christopher Suehead, Cultural Representative
PO Box 1490 Miwok
Foresthill , CA 95631 Maidu
tvmmcf@foothill.net

El Dorado Miwok Tribe
Wesly Yielding
3266 Cimmarron Road, Apt Miwok
Cameron Park CA 95682
530-672-9819

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007122033 Diamond Springs Parkway Project; El Dorado County.

Native American Contact List
El Dorado County
July 13, 2010

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530-883-2390
530-883-2380 - Fax

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Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007122033 Diamond Springs Parkway Project; El Dorado County.

Native American Heritage Commission (NAHC)

Response to NAHC-1

The comment letter is the standard form letter issued by the Native American Heritage Commission (NAHC) to lead agencies. The letter restates statutory requirements for record searches, archaeological inventory surveys, preparation of archaeological reports, and standard mitigation measures. While no project-specific comments were provided, the commentor indicated that any project under CEQA must assess whether adverse impacts on historical resources would occur and provide mitigation measures as appropriate.

The Draft EIR and its accompanying Section 106 - Cultural Resources Assessment (CRA) for the Parkway and Cultural Resources Memorandum (CRM) for EID's Highway 49 Intertie Improvements project complied with all applicable statutory requirements including those listed in the NAHC comment letter. A record search of the project area was performed at the Northern California Information Center (NCIC) on September 21, 2007 and the relevant information is provided in the CRA. In addition, Michael Brandman Associates (MBA) requested a check of the NAHC Sacred Lands File and a list of tribal contacts. NAHC provided a response indicating that the Sacred Lands File check failed to indicate the presence of Native American cultural resources in the immediate project area. MBA then sent letters to each tribal contact requesting any information about potential cultural resources in the project vicinity. No responses were received. An MBA archaeologist performed field surveys of the project site on November 15, 2007 and February 8, 2008, which yielded no evidence of significant cultural resources. On December 14, 2007, MBA requested a paleontological record search of the University of California's Museum of Paleontology, the response to which indicated that the project area is unlikely to have significant paleontological resources and monitoring was not recommended. Finally, the Draft EIR sets forth various mitigation measures to mitigate potential impacts on cultural resources. Refer to Draft EIR Section 4.5, Cultural and Historic Resources and its Appendix F for further discussion.



**DIAMOND SPRINGS AND EL DORADO
COMMUNITY ADVISORY COMMITTEE**

July 28, 2010

County of El Dorado
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

RE: Diamond Springs Parkway Project Draft Environmental Impact Report SCH
#207122033

The Diamond Springs – El Dorado Community Advisory Committee met on July 15, 2010. During the course of this meeting a discussion was held under New Business Item #1 on the matter of response to the Diamond Springs Parkway Project Draft Environmental Impact Report SCH #2007122033. The Committee's response is as follows: Assurance that there is absolute pedestrian continuity on both sides of the parkway from Missouri Flat Road to Highway 49 at Pleasant Valley Road in the form of sidewalks with handicap access. And that benches, sidewalks, lighting, signage, bus stops and railings be consistent with the esthetics of a community of the 1800's as outlined by the El Dorado County Historical Design Guidelines.

DSEDCAC-1

Sincerely,

A handwritten signature in black ink, appearing to read "Todd Cunningham", with a long horizontal line extending to the right.

Todd Cunningham
Secretary

Cc: Roger Trout
Jack Sweeny

Diamond Springs and El Dorado Community Advisory Committee (DSEDCAC)

Response to DSEDCAC-1

The commentator indicated that the Diamond Springs - El Dorado Community Advisory Board requests “absolute pedestrian continuity” on both the north and south sides of the proposed Parkway from Missouri Flat Road to SR-49 (Diamond Road), and along SR-49 (Diamond Road) between the proposed Parkway intersection and Pleasant Valley Road. The commentator also requested that any benches, sidewalks, lighting, signage, bus stops or railings constructed as a part of the pedestrian interface be consistent with the El Dorado County Historical Design Guidelines.

The proposed project has been revised to provide sidewalk along the east side of Diamond Road (SR-49) or the frontage road from Pleasant Valley Road to the Diamond Springs Parkway. The proposed project would also include sidewalks along the north and south sides of the entire length of the Parkway and along Missouri Flat Road from the El Dorado Multi-Use Trail parking lot, located at the corner of the proposed Parkway and Missouri Flat Road Intersection, northwest to the existing sidewalks along Missouri Flat Road. A connection to the El Dorado Multi-Use Trail would be constructed at the northeast corner of the Parkway and Missouri Flat Road intersection. All sidewalks would be located within the Project study footprint and would not result in any additional impacts that were not previously accounted for in the EIR. The Parkway and Missouri Flat Road intersection would be fully cross-walked, allowing pedestrians to reach the Class I Bike Path to be constructed along the south side of Missouri Flat Road and leading to the future western extension of the El Dorado Multi-Use Trail (EDMUT). Bus turnouts would be located north and south of the Parkway at its intersection with Throwita Way. A bus turnout would also be located on the east side of SR-49 (Diamond Road), north of Black Rice Road and the proposed frontage road. Accordingly, a system of pedestrian amenities would be provided throughout the proposed project site.

The proposed project would be consistent with applicable County, Caltrans, and AASHTO roadway design standards when implementing sidewalks, lighting, signage, and other appurtenances. Benches and railings are not currently a part of the proposed project. The El Dorado County Historical Design Guidelines apply only to the architectural elements of structures; therefore, it is not applicable to the proposed project. The project is within the area defined in the Missouri Flat Design Guidelines; however, the proposed project does not include the development of any buildings or structures that would be subject to the Missouri Flat Design Guidelines. Furthermore, the Missouri Flat Design Guidelines do not provide guidance on the construction of roadways such as the proposed project.



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

July 30, 2010

10 AUG -2 AM 11:51
RECEIVED
PLANNING DEPARTMENT

Regulatory Division SPK-2009-00188

Ms. Janet Postlewait
El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, California 95667

Dear Ms. Postlewait:

We are responding to your July 9, 2010, request for comments on the Diamond Springs Parkway Project. The project is located on or near Weber Creek, Section 30, Township 10 North, Range 11 East, MDB&M Survey, Latitude 38.7007°, Longitude -120.8162°, Diamond Springs, El Dorado County, California. Your identification number is SPK-2009-00188.

The Corps of Engineers' jurisdiction within the study area is under the authority of Section 404 of the Clean Water Act for the discharge of dredged or fill material into waters of the United States. Waters of the United States include, but are not limited to, rivers, perennial or intermittent streams, lakes, ponds, wetlands, vernal pools, marshes, wet meadows, and seeps. Project features that result in the discharge of dredged or fill material into waters of the United States will require Department of the Army authorization prior to starting work.

The range of alternatives considered for this project should include alternatives that avoid impacts to wetlands or other waters of the United States. Every effort should be made to avoid project features that require the discharge of dredged or fill material into waters of the United States. In the event it can be clearly demonstrated, there are no practicable alternatives to filling waters of the United States, mitigation plans should be developed to compensate for the unavoidable losses resulting from project implementation.

Please refer to identification number SPK-2009-00188 in any correspondence concerning this project. If you have any questions, please contact Mr. Peck Ha at our California North Branch Office, Regulatory Division, 1325 J Street, Room 1480, Sacramento, California 95814-2922, email Peck.Ha@usace.army.mil, or telephone 916-557-6617. For more information regarding our program, please visit our website at www.spk.usace.army.mil/regulatory.html.

Sincerely,

Peck Ha
Regulatory Project Manager
California North Branch

USACE-1

2010 AUG -3 AM 11:10

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DOT

U.S. Army Corps of Engineers (USACE)

Response to USACE-1

The commentor stated that the range of alternatives considered for the proposed project should include those that avoid impacts to wetlands or other waters of the United States and that every effort should be made to avoid waters of the United States. Further, the commentor indicated that if there are not practicable alternatives to the project, mitigation should compensate for the unavoidable losses resulting from project implementation.

Alternatives for the proposed project are described and analyzed in the Draft EIR's Section 5, Alternatives. As discussed in that section, multiple iterations of the proposed project have been considered. Impacts to wetlands or other Waters of the United States have been considered in the selection of the proposed project's location. Of the project alternatives considered, the proposed project would result in the fewest impacts to wetlands with the exception of the No Project Alternative.

A delineation report was prepared as a part of the Draft EIR and verified by USACE on April 28, 2009. As stated on Draft EIR Page 4.4-7, the project site includes a total of 0.66 acres (6,060 linear feet) of federally jurisdictional features. Of these jurisdictional features, 0.28 acres are located within the project footprint (area to be permanently disturbed). The final design phase will work to reduce such impacts to the maximum extent feasible.

Further, Mitigation Measure 4.4-3a included in Draft EIR Section 4.4, Biological Resources, would ensure that impacts to wetlands or other waters of the United States are appropriately mitigated. Mitigation would require the preparation of USACE Section 404 Permit Applications and the implementation of mitigation required under the permit for both direct and indirect impacts to all features.

FYI Janet/Bob, Tom Riley can be reached at 925-890-5800 and Jim Little (Wasteconnections) can be reached at 916-608-8223.

From: Lemuel Estolas
Sent: Wednesday, July 21, 2010 7:09 AM
To: 'Albert Magallanez'; 'Tom Reilly'; 'jim@wcnx.org'; 'Sue Farris'
Cc: Virginia Lineberry
Subject: comments on road to mrf

Albert, one of the things I talked about yesterday when you were with me doing the inspections is the problem the mrf has during the summer weekends when there are traffic jams that occur from all the vehicles coming into the mrf resulting in a safety issue with traffic and the general public. Also you mentioned that the construction of the gatehouse should be more efficient to accomodate 2 employees during busy times on the weekends.....ie.....sliding doors for both employees.....double lanes prior to the gatehouse say 200-500 ft.....or construction of 2 individual gatehouses not just one.....ie.....close the other gatehouse when it is not busy.....etc.....all these things should be taken into consideration and discussed with Tom Riley and I will present it on July 28 2010 at 2:30-4:00 pm at the Diamond Springs Memorial Hall, 501 Main Street. Diamond Springs.....Maybe you or Tom can attend if you are not to busy.....anyway please get back to me asap since this will occur next week.....thanks.....

ESTOLAS.1-1

Lemuel Estolas (ESTOLAS.1)

The commentor submitted two comment letters (ESTOLAS.1, an email dated July 21, 2010; and a formal version, dated July 28, 2010) and spoke at the public meeting on the Draft EIR. The content of the author's letters and verbal comments indicated concern regarding the same issue. The formal letter version expanded upon concerns raised in the email. Accordingly, the points raised in this comment letter (ESTOLAS.1), will be addressed in the responses to ESTOLAS.2)

Response to ESTOLAS.1-1

This comment is identical to those provided in Comment ESTOLAS.2.1. Refer to Response to ESTOLAS.2-1.

Comments for draft eir July 28, 2010

ESTOLAS.2

Placer County Environmental Health Services as acting LEA for El Dorado County received the Notice of Availability for The Diamond Springs Parkway Project Draft Environmental Impact Report sch #2007122033 dated June 18, 2010 on June 21, 2010. This oral comment on the Draft EIR for the Diamond Springs Parkway Project concerns the proposed construction of the road and the surrounding roads within the vicinity of the Materials Recovery Facility located at 4100 Throwita Way Diamond Springs Ca. During the summer months residents of the unincorporated areas around El Dorado County bring their solid waste in private vehicles to the Materials Recovery Facility. The residents of these unincorporated areas are not required by El Dorado County to have solid waste services; this often results in traffic congestion on the surrounding roadways during the weekends, especially during the summer months. Traffic backs up to the Bradley/Highway 49 intersection to the point that the California Highway Patrol has to direct the traffic to prevent accidents from occurring at that intersection. As the acting LEA for El Dorado County I would like to state that this traffic issue is in violation of California Code of Regulations Title 14 **Section 17418.3** regarding Traffic Control, which states:

(a) Traffic flow through the facility shall be controlled to prevent the following:

- (1) interference with or creation of a safety hazard on adjacent public streets or roads
- (2) on-site safety hazards, and
- (3) interference with operations

Section 17867 (a) (6) also states that:

Traffic flow into, on and out of the composting operations or facility shall be controlled in a safe manner

(The Material Recovery Facility accumulates green waste, from unincorporated areas and throughout the county.)

CCR Title 27 **Section 20860** Traffic Control

Traffic flow into, on, and out of the disposal site shall be controlled to minimize the following:

- (a) Interference and safety problems with traffic on adjacent public streets or roads,
- (b) On-site safety hazards and
- (c) Interference with site operations

To alleviate this problem the road prior to the gatehouse (i.e.....200-300ft.) should have additional lanes and/or wider lanes should be constructed... All of the infrastructure factors surrounding the Materials Recovery Facility can be developed by El Dorado County Public Works engineers. Please note this area which was once zoned for industrial purposes will now be zoned for commercial. This proposed change in use will also increase traffic congestion in the area when the proposed super markets and food establishments are constructed.

-1

Lemuel Estolas (ESTOLAS.2)

Response to ESTOLAS.2-1

The commentator stated that, during summer weekends, the high volume of traffic accessing the Materials Recovery Facility (MRF) causes safety issues. As indicated in the letter, traffic accessing the MRF can backup to the intersection of Bradley Drive and Diamond Road (SR-49), requiring the California Highway Patrol to provide traffic control. The commentator indicates that this traffic issue is in violation of California Code of Regulations (CCR), Title 14, Section 17418.3 and Section 17867(a)(b) and CCR, Title 17, Section 20860.

The commentator recommends that changes be made to the MRF gatehouse and gatehouse approach to accommodate the high traffic volumes, essentially requesting that Throwita Way be modified to provide greater queuing area via multiple lanes within the 500-foot approach to the MRF gatehouse. During verbal comments, the commentator stated that the queuing issue has not occurred in the last several years, but could happen again. The commentator also states that the area surrounding the MRF will be rezoned from its current industrial designation to commercial, resulting in increased traffic associated with proposed retail stores.

Current access to the MRF is from Throwita Way, via either Truck Street or Bradley Drive, from Diamond Road (SR-49). With the proposed project, it is anticipated that a majority of traffic accessing the MRF will utilize the proposed Diamond Springs Parkway via US-50 and Missouri Flat Road, instead of Diamond Road (SR-49). The proposed intersection at Throwita Way includes a left-turn pocket and right-turn pocket into Throwita Way to provide adequate queuing per the Traffic Impact Analysis Report.

With the respect to the rezoning of the area surrounding the MRF, an application for rezoning four parcels north of the MRF from industrial to commercial uses is currently being processed by the County. The proposed rezoning is not a part of the proposed Parkway project and has not been approved by the County at this time.

Janet:

PG&E reviewed the proposed Diamond Springs Parkway project in 2008. At that time the designed road elevation had a vertical conflict with PG&E's over head 115kV Transmission conductors where they crossed Missouri Flat rd. Please confirm the current design is no longer in conflict. If the possibility exist that they are still in conflict the EIR must include any of PG&E's facilities that would need to be rearranged or relocated.

Thanks

PG&E-1

Paul Fluckey

PG&E Land Agent

El Dorado Co & Solano Co

343 Sacramento Street

Auburn, CA 95603

Of-530-889-3160

Fx-530-889-3392

From: Jennifer.Maxwell@edcgov.us [mailto:Jennifer.Maxwell@edcgov.us]
Sent: Tuesday, June 22, 2010 9:46 AM
To: Fluckey, Paul
Subject: Re: FW: Emailing: Diamond Springs Parkway NOP-PG&E comments

Dear Mr. Fluckey,

Please see the attached Notice of Availability for the Draft Environmental Impact Report for the Diamond Springs Parkway Project. This notification was also sent to Bill Abbott of PG&E. For comments, please contact Janet Postlewait at janet.postlewait@edcgov.us. We appreciate your input.

Thank you,
Jennifer Maxwell
Project Manager

Private Organizations

PG&E (PGE)

Response to PG&E-1

The commentor indicated that Pacific Gas and Electric (PG&E) has concerns regarding clearance conflicts between the existing 115 kilovolt transmission lines and vehicles traveling on the proposed realignment of Missouri Flat Road.

As stated on Draft EIR page 4.13-19, all proposed roadways, and associated roadway improvements would be constructed to meet minimal utility line clearances. DOT will coordinate with appropriate utility service providers (such as PG&E) during the design phase of the project. The final roadway elevation will be designed to provide the required vertical clearance for the existing PG&E transmission lines. The PG&E transmission lines would remain in place and would not need to be relocated. The proposed project would not create a clearance conflict for existing transmission lines.

August 20, 2010

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AUG 23 2010

EL DORADO COUNTY
DEPT. OF TRANSPORTATION

Ms. Janet Postlewait
El Dorado County
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

Re Comments on Draft Environmental Impact Report (DEIR) for the
Diamond Springs Parkway Project (Project), State Clearinghouse No. 20071222033

Dear Ms. Postlewait:

This comment letter is written on behalf of Save Our County (SOC) concerning the DEIR for the Project. SOC is composed of a diverse group of concerned community members in and around the area of the proposed project. For many of us the project would directly and, as planned, adversely affect our homes, businesses and sense of place.

SOC-1

Our specific comments are set out below. We are focusing only on those aspects of the Project DEIR that are most dramatically flawed and out of compliance with the California Environmental Quality Act (CEQA) and the regulations promulgated by the State to establish the requirements for CEQA compliance.

We are also raising an issue of the propriety of having the firm of Michael Brandman Associates as principal author of the DEIR when that firm was originally hired by one of the major landowners in the area who stands to directly and munificently benefit from the Project.

SOC-2

The Project Description is Misleading and Inaccurate:

At the heart of CEQA is the statutory requirement that a "project description" being both complete and completely accurate, and that the project description not be changed over the course of or in different parts of the environmental analysis represented by the DEIR. Guideline 15124 requires, among other requirements, that a project description needs to set forth project objectives, which in the present case, are wholly lacking insofar as there is no description of the physical development, and its environmental results, that will occur as a result of using the described road improvements to foster a land and economic development program which is the heart of the Project.

The CEQA court decisions are unanimous in requiring a complete and accurate description of a "project" in an EIR. See e.g. County of Inyo v. City of Los Angeles (1977), 71 Cal. App. 3d 185; Dusek v. Anaheim Redevelopment Agency (1986), 173 Cal. App. 3d 1029; and Santiago Water District v. County of Orange (1981), 13 Cal. App. 4th 31.

SOC-3

The present Project is misdescribed in the DEIR in two major ways. The Project is labeled as one solely concerned with road improvements and the upgrading and extension of a waterline. That description woefully understates what is really involved, which is the provision of road improvements, largely at the expense of the general taxpayer, to benefit one developer in

particular, as well as several others whose property interests are directly benefited by the Project.

The properties concerned are generally described as Assessor's Parcels No. 051-250-12, -46, -51, and -54 and are owned of record by Lawrence Abel, Jacqueline Abel, GGV Missouri Flat LLC, Michael D. Lindeman and Lorraine D. Lindeman. These properties directly front on the proposed Parkway and will have Parkway frontage of approximately 1150 feet, the preferred Project route that has been selected for construction. The development of the commercial purposes of the noted parcels, and the associated development of other parcels in the area, is the real purpose for the Project. The inclusion of the environmental impacts of the development of those parcels must be included as part of the Project description and is necessary to the Project's environmental impacts to be reviewed in the DEIR.

The documentation that this commercial development is in reality part of and perhaps the reason for the Project in the first place is extensive. The promotion for retail development has been established by objective 1c. in this DEIR. Also from the EDC Economic Development Advisory Commission on December 19th, 2008, Leonard Grado (of GGV Missouri Flat LLC) petitioned the commission to establish "shovel ready" sites for national retailers or manufacturers in which the commission agreed to pursue that concept. In a Sacramento Bee article of February 21, 2008 it was reported that "Developer Leonard Grado is involved in two commercial ventures; El Dorado Crossing, a 445,000 square-foot retail development proposed northwest of the Highway 50-Missouri Flat Road interchange, and the Diamond Dorado Retail Center, planned on 44 acres south of the proposed Diamond Springs Parkway." Grado was quoted as saying, "The Diamond Dorado center is envisioned as a retail "power center." Grado said he expects it to include a home improvement store such as Home Depot or Lowe's, as well as "soft goods" stores like Target or Kohl's. He also sees potential for a discount grocery, a Sam's Club or Costco. Other buildings would house small restaurants and neighborhood retail such as a nail shop, florist, beauty supply store and spa." Precisely the issue of whether public infrastructure development (road and sewer lines) that would trigger or permit the further development of properties should include the cumulative environmental impacts of that development in the EIR for that project, was answered in the affirmative in City of Antioch v. City Council of the City of Pittsburg (1986), 187 Cal. App. 3d 1352.

SOC-3
CONT

SOC-4

The development of the commercial properties that will result from the Project as described must be included in the description of the Project in the DEIR in order to make it accurate and CEQA compliant. However, the description of the Project and the environmental analysis also suffers from a failure to clearly set out that the Parkway will not be built in a single phase, but in at least two separate phases.

SOC-5

At the public meeting called by the County on July 28, 2010, to discuss the DEIR, the County admitted it had no funding to complete more than two lanes of the four lane parkway project. This means several things. First, funding may never exist for the "second" phase of the project and the roadway and water improvements described in the DEIR will therefore only be "half-completed" when the Project comes to an end. There is no traffic analysis or other environmental impact analysis as to what this will mean for the area.

SOC-6

Probably as important, if the roadway is built in two distinct time-separated phases, there will be two sets of construction impacts related to noise, dust, glare, landscape alteration, constraints on the ability of anyone to plan for their properties, etc. If there is any lengthy separation between these phases people will be unable to plan for the eventual use of their properties and

no lender will touch the financing of improvements anywhere in the area until the road is fully built or abandoned. None of these dual-construction period impacts are analyzed in the DEIR, nor is the Project analyzed from the standpoint of never obtaining the financing to build the second phase of the Project, a distinct possibility given the economic circumstances of the country.

SOC-6
CONT

Growth Inducing Impact Analysis Lacking:

CEQA requires that the "growth inducing" impacts of any project be thoroughly analyzed in the DEIR. Public Resource Code section 21100(b)(5) and Guideline 15126; Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001), 91 Cal. App. 4th 342. They are totally missing from the present DEIR.

First, the waterline that is part of the Project is not analyzed for its growth inducing impacts as required by CEQA. The only statement in the DEIR concerning those impacts is found on page 4.1-5 of the DEIR which states: "Any future demand associated with EID's proposed infrastructure improvements would be consistent with the General Plan and its accompanying EIR and is therefore not considered growth inducing". Consistency with a General Plan is never an excuse to avoid analyzing the growth inducing or other environmental impacts of a project. The impacts that must be analyzed are those that will occur on the ground or as a result of activities on the ground, not those that considered in some theoretical General Plan

SOC-7

See court case Environmental Planning and Information Council v. County of El Dorado (1982) 131 Cal. App. 3d.

CEQA nowhere calls for evaluation of the impacts of a proposed project on an existing general plan; it concerns itself with the impacts of the project on the environment, defined as existing physical condition in the affected area. The legislation evinces no interest in the effects of proposed general plan amendments on an existing general plan, but instead has clearly expressed concern with the effects of projects on the actual environment upon which the proposal will operate.

Furthermore, the EID planning process and the impacts of that planning process are not accounted for in the County's General Plan, but, if analyzed at all, are found somewhere in EID's own planning documents. Whatever analyses undertaken in that regard by EID are not part of this Project DEIR and are not listed in the heading of "Documents Incorporated by Reference" in Section 2.4 of the DEIR. In all events, the impacts from other than merely replacing with no added capacity, outdated water lines as part of the Project are nowhere analyzed in the DEIR for the Project.

SOC-8

Second, the growth inducing impacts of commercial and industrial development in the area impacted by the Project are never even discussed in the DEIR. Yet the heart and soul of the why of the Project is being developed is to encourage that development, and in fact, according to the MC&FP there will not be enough revenue to fund the Project improvements completely unless properties currently undeveloped or perhaps marginally developed, are encouraged to develop in the near future. Therefore, the DEIR is fatally flawed for not analyzing the growth that must occur in the area served by the Project.

SOC-9

Determining Important Mitigations Strategies sometime in the Future does not comply with CEQA.

As part of the CEQA process, CEQA allows a lead agency, such as the County in this case, to make a determination that even though a Project will engender adverse environmental consequences, the lead agency can still determine that consequences are “less than significant” if the lead agency imposes conditions on the project that will reduce those impacts to a non-existent or miniscule status. Such conditions are referred to as “mitigations”.

However, a lead agency may not determine that a particular environmental impact—for example, the Project’s impact on water quality—has been reduced to a level of insignificance -- by imposing a condition that itself has yet to be developed, is not a simple cut and dried formula that everyone can look at and determine that the mitigation will work, and where the mitigation itself involves discretionary judgments as to how it will be developed or constructed.

These types of “mitigations” are “future mitigations” and are not permitted under CEQA. Sundstrom v. County of Mendocino (1988), 202 Cal. App. 3d 296.

They are not permitted for two reasons. First, the environmental review process is hidden from the public and CEQA is a public participation process first and foremost. Secondly, a future mitigation to be imposed later in the Project’s processing, unless it refers to an exact standard—such as for example a pipe size for a domestic leach field contained in a publicly available manual covering such matters—represents a development of a discretionarily approved mitigation which may or may not be adequate. However, since it is developed in private neither the public nor the scientific or technical consultants who might review the mitigation on behalf of the public, ever get to see the proposed mitigation or challenge its adequacy.

SOC-10

The DEIR is replete with these “mitigations” that are to be developed in the future, out of the purview of public review, and involve a great deal of discretion in the development of the particular procedure, plan or activity, that are purported to mitigate various environmental concerns. Some examples (not a complete listing) are:

- The development of a “traffic management plan” for the construction of the Project (4.3-22);
- Detailed performance standards for an Oak woodland mitigation plan are to be developed off-record and in the future and not, of course, subject to review by arborists involved on behalf of the public or Oak woodland preservation groups (4.4-45);
- A work plan to deal with contamination of the Bahlman Parcel (APN 327=270-04), which must under the DEIR be developed before construction on the Project begins, is set for determination in the future, solely by the County’s Environmental Management and Transportation Departments, outside the purview and review of the public (4.7-23);
- The Storm Water Prevention Plan, which is highly individualized for each project, is to be developed in the future (4.8-13);

These and other “mitigations” cannot be found to qualify as CEQA sanctioned mitigations when they in fact do not exist, involve a great deal of discretion and professional judgment in their development/implementation, and are developed outside of the public review process as part of the public’s review of the DEIR.

The DEIR Fails to Analyze the Decay and Resultant Urban Blight When the Project Destroys the Economic Viability of the Diamond Springs Business District.

CEQA does not ordinarily require that an economic analysis of a Project be included in an EIR. However, where, as with the present Project, the rearrangement of automobile traffic patterns which have sustained the Diamond Springs rural business community, and the provision of a roadway primarily designed to serve new commercial “big box” enterprises is contemplated, CEQA does require that an analysis be made of the potential physical impacts that will result from the closure of businesses currently in the area. The boarded up store fronts that will result in the area are in fact a significant environmental impact that must be analyzed in the DEIR, and that impact and analysis is wholly absent from the DEIR.

There can be no question that it is highly likely that Diamond Springs will economically become an Old West Ghost Town, once the Project with its attendant commercial development is completed. The 2007 Missouri Flat Retail Market Absorption Study conclusively demonstrates that the provisioning of large scale commercial development outside of downtown Placerville (the north side of Highway 50 at Missouri Flat in particular) has decimated retail activity in Placerville. With the present project the County is proposing to bring this devastation to the south side of the Missouri Flat/Highway 50 interchange as well. A similar impact on “old town” economic activity can be seen in the effects of rerouting of traffic to a highway bypass in the Town of Sutter Creek, which has suffered a 50% decrease in taxable sales since the bypass around that town was completed.

SOC-11

All this empirical evidence demonstrates that there is a high probability that the small town merchants in Diamond Springs will be severely impacted if the present Project is implemented in the form presented in the DEIR. CEQA demands that those impacts be analyzed in the DEIR and they are wholly missing in the present case. Anderson First Coalition v. City of Anderson (2005), 130 Cal. App. 4th 1175; Bakersfield Citizens for Local Control v. City of Bakersfield (2004), 124 Cal App. 4th 1184.

Oak Tree Replacement as Mitigation:

The 1:1 and 2:1 replacement ratios for removed mature oaks, or the payment into a “conservation” fund, does not in fact mitigate the adverse effects caused by the oak removal contemplated by the project. As anyone cognizant of the slow growth of oak trees can attest, the planting of oaks of small size, and then requiring only an 80% survival rate to be deemed “success”, will leave the area denuded of tree cover for years to come. This is not only adversely affects the plants and animals that are oak coverage dependent, but will change for years the visual aesthetics of the area. Further, as only mature oak trees really function as “carbon sinks”, while immature growing trees do not, the greenhouse gas emissions for the project will be adversely affected by only a minimal oak tree replacement program.

SOC-12

SOC-13

Aesthetics:

While beauty may reside in the eyes of the beholder, the County General Plan enumerates a number of stated aesthetic goals for this part of the County, among which are the preservation of the rural or semi-rural character of the rolling oak hillsides and small town character of the communities of the region.

SOC-14

Policy 2.4.1.1: Design control combining zone districts shall be expanded for commercial and multiple family zoning districts to include identified Communities, Rural Centers, historic districts, and scenic corridors.

Policy 2.4.1.2: The County shall develop community design guidelines in concert with members of each community which will detail specific qualities and features unique to the community as Planning staff and funds are available. Each plan shall contain design guidelines to be used in project site review of all discretionary project permits. Such plans may be developed for Rural Centers to the extent possible. The guidelines shall include, but not be limited to, the following criteria:

- A. Historic preservation
- B. Streetscape elements and improvements
- C. Signage
- D. Maintenance of existing scenic road and riparian corridors
- E. Compatible architectural design
- F. Designs for landmark land uses
- G. Outdoor art

Policy 2.5.1.1: Low intensity land uses shall be incorporated into new development projects to provide for the physical and visual separation of communities. Low intensity land uses may include any one or a combination of the following: parks and natural open space areas, special setbacks, parkways, landscaped roadway buffers, natural landscape features, and transitional development densities.

Policy 2.5.1.2: Greenbelts or other means of community separation shall be included within a specific plan and may include any of the following; preserved open space, parks, agricultural districts, wildlife habitat, rare plant preserves riparian corridors, and designated Natural Resource areas.

Policy 2.6.1.1: A Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local roads and State highways. The ordinance shall incorporate standards that address at a minimum the following:

- A. Mapped inventory of sensitive views and view sheds within the entire County;
- B. Criteria for designations of scenic corridors;
- C. State Scenic Highway criteria;
- D. Limitations on incompatible land uses;
- E. Design guidelines for project site review, with the exception of single family residential and agricultural uses;
- F. Identification of foreground and background;
- G. Long distance view sheds with the built environment;
- H. Placement of public utility distribution and transmission facilities and wireless communication structures;
- I. A program for visual resource management for various landscape types, including guidelines for and restrictions on ridgeline development;

SOC-14
CONT

- J. Residential setbacks established at the 60 CNEL noise contour line along State highways, the local County scenic roads, and along the roads within the Gold Rush Parkway and Action Program;
- K. Restrict sound walls within the foreground area of a scenic corridor;
and
- L. Grading and earthmoving standards for the foreground area.

Policy 2.6.1.2: Until such time as the Scenic Corridor Ordinance is adopted, the County shall review all projects within designated State Scenic Highway corridors for compliance with State criteria.

Policy 2.6.1.3: Discretionary projects reviewed prior to the adoption of the Scenic Corridor Ordinance, that would be visible from any of the important public scenic viewpoints identified in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Draft Environmental Impact Report, shall be subject to design review, and Policies 2.6.1.4, 2.6.1.5, and 2.6.1.6 shall be applicable to such projects until scenic corridors have been established.

Policy 2.6.1.6: A Scenic Corridor (-SC) Combining Zone District shall be applied to all lands within an identified scenic corridor. (Community participation shall be encouraged in identifying those corridors and developing the regulations.

Policy 2.6.1.8: In addition to the items referenced in Policy 2.6.1.1, the Scenic Corridor Ordinance shall consider those portions of Highway 49 through El Dorado County that are appropriate for scenic highway designation and pursue nomination for designation as such by Caltrans.

Policy TC-1w: New streets and improvements to existing rural roads necessitated by new development shall be designed to minimize visual impacts, preserve rural character, and ensure neighborhood quality to the maximum extent possible consistent with the needs of emergency access, on street parking, and vehicular and pedestrian safety.

The Project clearly does not consider these policies, and if the County policies enumerated are deemed to constitute “thresholds” of environmental significance, then the Project clearly violates or exceeds these thresholds, and has a decidedly negative impact on the aesthetics of the area.

Dark Skies become Dark Stars:

The DEIR is wholly silent on what has become a major issue in both rural and urban development---the disappearance of the “night sky” due to the “sky glow” that results from light pollution. This has a number of effects that are adverse---from the inability of people within its ambit to clearly see the stars and constellations at night; because it probably interferes with both animal migration pattern instincts, and may well contribute to sleep disorders in humans. In all events, compiling the night lighting effects from the project, the existing Missouri Flat

SOC-14
CONT

SOC-15

developments, and the creep up the Sierra slope of a 24 hour per day illumination pattern stretching from at least Sacramento to Missouri Flat, is nowhere even discussed in the DEIR.

SOC-15
CONT

Project Alternatives not studied:

CEQA requires that a reasonable range of project alternatives be reviewed and analyzed in the context of the preparation of an EIR. Although the Project is perhaps the most destructive to the Diamond Springs area of those analyzed in the DEIR, what is not analyzed in that document is the alternative of simply utilizing Bradley Drive and extending it to Missouri Flat.

SOC-16

This alternative will be far less destructive to the environment and the economic base of the Diamond Springs community than any of the alternatives presented in the DEIR. Since it appears that the Project, if implemented, will still leave levels of service at almost identical levels as if no project had been implemented in the first place (Table 4.12-6), the proposed Project is useless as a long term traffic "fix" for the area (if indeed such a fix is needed at all) and therefore the sole purpose of the Project seems to be to open up new land areas for growth and development, all impacts that the DEIR fails to study or account for.

SOC-17

Selection of the EIR Consultant:

CEQA does permit the hiring by the County of an EIR consultant previously hired by the developer of a project for which the EIR is being prepared. However, the County Conflict of Interest Code requires the department head in charge of an EIR to review the consultant's prior involvement with that developer (or other developers or project proponents of the Project) and make a determination that the facts of the particular case warrant the County in hiring the consultant. We do not believe that any such analysis was conducted in the present case, and that the hiring of the DEIR consultant was not appropriate.

SOC-18

We request that the County withdraw the present DEIR from further processing at this time until the issues raised above have been satisfactorily resolved.

Respectfully,

Save Our County

Save Our County

Sue Taylor
Contact Person
530-391-2190

Save Our County (SOC)

Response to SOC-1

The commentor provided introductory text to preface the comment letter. No further response is necessary.

Response to SOC-2

The commentor questioned the appropriateness of MBA being the Draft EIR author when MBA was also hired by one of the major landowners in the area who “stands to directly and munificently benefit from the project.”

The comment is not a CEQA-related issue. Concerns regarding conflict of interest will be addressed in the staff report to the Board of Supervisors.

Response to SOC-3

The commentor stated that the project description as included in the Draft EIR did not fully describe the proposed project because it does not include a description of development that would occur after the completion of the roadway project. The commentor indicated that the proposed project is being completed for the benefit of developers and landowners of parcels along the proposed Parkway, and that the project description should include the environmental impacts of the development of those parcels. The commentor references Draft EIR Objective 1c as proof that the proposed project has been established for the benefit of retail development.

The proposed Diamond Springs Parkway is a roadway project that has been identified as necessary in the General Plan to facilitate the growth identified to occur over the next 20 years. As required by CEQA Guidelines Section 15124, the project description provides a complete description of the proposed roadway project, including SR-49 improvements, frontage road, Truck-Bradley connector, traffic signals, potential underground utility district and/or utility relocations, water lines, bike path and bike lanes, sidewalks, bus turnouts and parking lot. The proposed project does not include commercial development. The proposed project has independent utility from any one development project developed in the surrounding area and is intended to serve all anticipated future growth. Any proposed commercial development in the area will (or in the case of the currently proposed Diamond Dorado Retail Center has) undergo its own environmental review, which analyzes the impacts of that development, including the development’s impacts on traffic and roadway infrastructure.

The proposed Diamond Springs Parkway was originally analyzed in the Master Circulation and Funding Plan EIR¹ at a programmatic level. The MC&FP was prepared and adopted by the County in order to provide a comprehensive and coordinated approach to address both existing traffic congestion in the Missouri Flat Area and the issue of providing capacity for future development in the Missouri Flat Area. Because the proposed project was initially evaluated under the MC&FP EIR,

¹ Missouri Flat Area Master Circulation and Financial Plan (MC&FP) and Sundance Plaza and El Dorado Villages Shopping Center Projects Draft Environmental Impact Report, EDAW, 1998.

Objective 1c, to support anticipated development, was included as an objective of the proposed project. Objective 1c states that an objective of the project is to improve roadway capacities “to support” anticipated retail/commercial development as envisioned in the MC&FP and incorporated into the 2004 General Plan.

A developer has submitted an application to El Dorado County for a Planned Development named Diamond Dorado Retail Center, located on Assessor’s Parcel Numbers 051-250-12, -46, -51, and -54. The Diamond Dorado Retail Center is being fully analyzed under a separate EIR and will receive discretionary consideration by the County Board of Supervisors.

All future development would be required to conduct independent analyses, as applicable under CEQA. Additionally, the development of commercial use along the Parkway would at minimum require discretionary review by the Board of Supervisors for a conditional use permit, or a General Plan amendment and rezoning.

Response to SOC-4

The commentator cited *City of Antioch v. City Council of the City of Pittsburg* (187 Cal. App. 3d 1325), indicating that public infrastructure development that would trigger or permit the further development of properties should include the cumulative environmental impacts of that development in the project’s EIR.

The case of *City of Antioch v. City Council of the City of Pittsburg* was based upon a writ of mandate to prepare an EIR in place of a prepared Negative Declaration for the construction of a roadway. Preparation of an EIR requires the discussion of growth inducement and cumulative impacts, whereas a Negative Declaration does not. The deciding court opined that because future development could occur as a result of the roadway an EIR must be prepared. Unlike the court case referenced, a Draft EIR, not a Negative Declaration, has been prepared for the proposed Diamond Springs Parkway project. The proposed project has been sized to accommodate forecasted growth (and thereby future development) as defined in the General Plan through 2025 extrapolated to 2030, as detailed in Section 4-12, Traffic and Transportation of the Traffic Information Reissuance.

The deciding court also opined that the CEQA document prepared for the project in question under *City of Antioch v. City Council of the City of Pittsburg* must evaluate future development that is reasonably likely to occur as a result of the roadway questioned in the court case but because the exact nature of the future development cannot be known, it can only be considered generally. The Draft EIR for the proposed Parkway project considered future development as appropriate and directed by CEQA Guidelines in its Section 6.2, Growth-Inducing Impacts, and Section 6.3, Cumulative Effects. The deciding court did not indicate that the consideration of future development under growth-inducing impacts or cumulative effects was unacceptable.

As stated in Section 6.2, Growth-Inducing Impacts of the Draft EIR, the potential for the proposed project to result in the development of adjacent parcels is considered. It is concluded that the proposed Parkway and associated improvements would allow for and facilitate future growth as allowed by the General Plan. Future growth included in the General Plan has been previously analyzed under CEQA in the General Plan EIR. Furthermore, the consideration of potential future development can only be discussed under the growth inducing or cumulative impacts section of an EIR because future growth is foreseeable only in general terms; specific development is not proposed by the County, is speculative and is subject to discretionary action with public input.

Draft EIR Section 6.3, Cumulative Effects, considers the overall cumulative impacts of the proposed project taken together with other past, present, and probable future projects, including the Diamond Dorado Retail Center. Accordingly, the Draft EIR has considered reasonably foreseeable future projects that may occur as a result of the proposed project.

Response to SOC-5

The commentator stated the development of the commercial properties that would result from the proposed project should be included in the Draft EIR's project description.

Refer to Response SOC-3.

Response to SOC-6

The commentator stated that because the second phase of the proposed project is currently unfunded, the proposed roadway and waterline improvements would be left "half-completed." The commentator stated that there is no assessment of the potential environmental impacts, including those related to traffic, that may occur as a result of what the commentator claims would be a partially completed project. The commentator further stated that if the proposed Parkway is constructed in two phases, there would be two sets of construction impacts related to noise, dust, glare, landscape alteration. The commentator asserted that dual phasing of the proposed project would result in constraints on adjacent landowners in relation to use or improvement of their properties, including the procurement of financing for such improvements.

The Diamond Springs Parkway Phase 1 (including SR-49 Phase 1 improvements) is included in, and thereby funded by, the County's Traffic Impact Mitigation Fee Program (TIM) and current 10-year Capital Improvement Program (CIP); Diamond Springs Parkway Phase 2 (not including SR-49 Phase 2 improvements) is also included in, and thereby funded by, the TIM and in the CIP as a future project to be completed after 2018/2019. In addition, 85 percent of sales tax from new retail sales development within the area defined by the Missouri Flat Area Master Circulation and Funding Plan (MC&FP) is collected to fund the development of circulation infrastructure in the Missouri Flat area. Furthermore, the County actively pursues additional funding sources for roadway projects. The EID Intertie Improvements (waterline improvements) would likely be constructed during Phase 1 of the project; however, this is up to the discretion of EID and their coordination with DOT. Note that the

Intertie Improvements are included in the EID 5-year Capital Improvement Plan, approved by the EID Board of Directors on November 8, 2010, under the title Highway 49 Intertie Improvements (04008E). Accordingly, both phases of the project are or will be funded and the project would not be left “half-completed.”

The potential phasing of the proposed project is generally described and discussed in the Traffic Information Reissuance Section 3, Project Description, page 3-48. Phase 1 of Diamond Springs Parkway is a 2-lane arterial; Phase 1 of Diamond Road (SR-49) is a major 2-lane highway. Improvements to Diamond Road (SR-49) were initially required as mitigation for the construction of the proposed Diamond Springs Parkway project. However, to simplify the project description and analysis of environmental impacts, mitigation measures required by Caltrans for Diamond Road (SR-49) were included in the proposed project. As such, certain Phase 1 improvements to Diamond Road (SR-49) must be completed concurrently with Phase 1 of the Diamond Springs Parkway.

The analysis of potential environmental impacts were completed for the entire 4-lane roadway. The analyses determined that all temporary and permanent impacts can be mitigated for the “ultimate” 4-lane roadway.

Roadway improvements are often built in phases. Where needed and appropriate, impacts resulting from the proposed project were considered and analyzed in phases. For example, the proposed Phase 1 improvements and resulting Phase 1 roadway configuration was analyzed in both Section 4.12, Traffic and Transportation and the supporting Traffic Impact Analysis (refer to Draft EIR Appendix M). Results of the analysis indicated that Diamond Springs Parkway Phase 1 improvements would be sufficient for forecasted traffic volumes through 2020; SR-49 Phase 1 improvements would be sufficient for forecasted traffic volumes until 2030. The phasing of the project was also used in the determination of air quality impacts (refer to Draft EIR Section 4.3, Air Quality), which were determined to be less than significant after mitigation.

In many cases, the impacts, or mitigation measures, would be the same whether the proposed project is phased or not. For example, Mitigation Measure 4.4-1a provides preconstruction surveys, exclusionary fencing and construction practices to protect the California red-legged frog; Mitigation Measure 4.5-3 requires that a standard inadvertent discovery clause be included in the construction contract for the protection of paleontological resources. These mitigation measures would be required during both phases of the project; thereby ensuring impacts are less than significant.

For other areas, impacts and mitigation measures are related to specific parcels or the construction footprint. Therefore, if the project is phased, the impacts for temporary construction and “permanent” impacts, are the same or lessened with the reduced construction footprint of each phase. For example, Mitigation Measure 4.7-4A relates specifically to removal of contaminated soils on the Bahlman Parcel, which would occur when either phase of the project would disturb soils on the referenced

parcel. Similarly, Mitigation Measure 4.7-5e requires preconstruction sampling for agricultural chemicals and hydrocarbons where soil is to be disturbed.

Although the actual construction and phasing are dependent on available funding, the environmental document adequately includes and analyzes the potential phasing of the project.

Regarding impacts that would occur if Phase 2 is never completed, the proposed project is the construction of both Phase 1 and Phase 2 of the roadway and associated improvements. Diamond Springs Parkway Phase 1 improvements are forecast to mitigate unacceptable levels of service for over ten years and will be mitigated for its environmental impacts. SR-49 Phase 1 improvements are forecast to provide acceptable level of service until 2030 and will also be mitigated for its environmental impacts. Phase 1 improvements may provide a longer duration of congestion relief than forecasted depending on actual development. Diamond Springs Parkway Phase 2 improvements are funded and scheduled for future construction. SR-49 Phase 2 improvements are not needed until 2030; SR-49 Phase 2 improvements are not funded as they are outside the 2025 forecast year for the current 2004 General Plan and the corresponding TIM Fee Program.

The proposed project encompasses the full 4-lane buildout within the proposed right-of-way alignment as shown on Exhibits 3-5d through 3-5n of the Traffic Information Reissuance. With approval of the proposed project, the land rights required for the project will become "constrained" as future right of way. The affected property owners have been provided notice of the Draft EIR, which discusses right of way acquisitions in the Traffic Information Reissuance on page 3-48.

Response to SOC-7

The commentator stated that the growth inducing impacts of the proposed EID Intertie was not included in the Draft EIR, stating the only reference to such impacts were included on page 4.1-5. The commentator stated that consistency with a General Plan does not excuse the analysis of potential environmental impacts related to the EID Intertie project.

The growth inducing impacts of the proposed EID Intertie were considered in the Draft EIR Section 6.2, Growth-Inducing Impacts, last paragraph. To provide clarity, language on Draft EIR page 4.1-5 has been revised in the Final EIR Section 4, Errata, to reflect the growth-inducing discussion included in Draft EIR Section 6.2.

The environmental impacts of the construction and operation of the proposed EID Intertie are considered in the Draft EIR under separate heading in each resource area. Further, as described in Draft EIR Section 6.2, Growth Inducing Impacts, the proposed EID Intertie Improvements would increase existing water supply reliability to an area already served by EID and provide water for future growth that has been planned for in the 2004 County General Plan. The future growth included in the General Plan has been previously analyzed in the General Plan EIR. As such, the EID Intertie Improvements would allow for future growth, but only as included and allowed by the General Plan.

Response to SOC-8

The commentor stated that the impacts of EID's planned improvements are not considered in the General Plan or its accompanying EIR, and no impact analysis completed by EID is incorporated by reference into the proposed project's Draft EIR.

The specific impacts of EID's proposed waterline included in the proposed project are not addressed in the General Plan or its accompanying EIR. Environmental impacts from EID's proposed waterlines are considered in this EIR, which includes the Draft EIR. Each impact analysis includes a statement specific to the proposed waterlines under the heading, "EID Intertie Improvements." Language in the Draft EIR, on page 6-2 references future growth, including the provision of utilities such as waterlines required for future growth, as planned for in the 2004 County General Plan.

However, the proposed EID improvements included in the proposed project are consistent with General Plan. The EID improvements are consistent with Goal 5.2 of the General Plan that requires "the development or acquisition of an adequate water supply consistent with the geographical distribution or location of future land uses and planned developments." As analyzed in the General Plan EIR, increases in new residential, commercial, and industrial development, would result in increased water demand. The population and employment growth projections included in the El Dorado County General Plan EIR were used to develop the water demand projections analyzed in the General Plan EIR. As stated in Section 4.13, Utilities and Services, of the Draft EIR, EID has indicated that existing water infrastructure in the project vicinity is currently undersized and would thereby require expansion to appropriately serve the surrounding existing and future land uses as contemplated under the General Plan. Further, the inclusion of the proposed EID improvements in the proposed project adheres to General Plan Policy 5.1.1.1 which specifically states that the CIP for the County road system shall be coordinated with the long-range infrastructure plan of services and utilities such as the water provision facilities.

Response to SOC-9

The commentor stated that the growth inducing impacts of commercial and industrial development in the vicinity of the proposed project should have been considered in the Draft EIR.

Within Section 6.2, Growth-Inducing Impacts, the potential for the proposed project to result in the development of adjacent parcels is considered and concludes that the proposed Parkway and associated roadway improvements would allow for future growth anticipated and analyzed in the General Plan.

The proposed Parkway and associated improvements are sized for future growth, but only as indicated and considered in the General Plan. Both the General Plan land use designation and the County's Zoning Code designate areas immediately surrounding the Parkway as industrial. The traffic forecasting is based on growth as defined in the General Plan through 2025 and extrapolated to 2030, as detailed in Section 4.12, Traffic and Transportation of the Traffic Information Reissuance

and the supporting Traffic Impact Analysis (refer to Draft EIR Appendix M). However, the Traffic Impact Analysis indicates that the smaller, two-lane Parkway would be sufficient for forecasted growth through at least 2020 thereby allowing the full four-lane Parkway to be constructed at a later date in response to future growth.

It is reasonable to conclude that increased circulation in the area would foster further development on adjacent properties. However, the development of industrially-designated lands with any other land use would at minimum require a conditional use permit, or a General Plan amendment and rezoning, both of which may or may not be approved at the discretion of the County. Additionally, any future development would be required to conduct independent analyses, as applicable under CEQA.

Response to SOC-10

The commentor alleges that the Draft EIR contains “future mitigations” or mitigations that are to be developed in the future that involve discretionary judgments.

With respect to “future mitigations” the commentor referenced the development of a traffic management plan (no mitigation measure associated), conformance with the Oak Woodland Management Plan (OWMP) (Mitigation Measure 4.4-5), a work plan to evaluate contamination present on Assessor’s Parcel Number (APN) 327-270-04 also known as the Bahlman property (Mitigation Measure 4.7-4a), and development of a Stormwater Pollution Prevention Plan (SWPPP) (no mitigation measure associated). The commentor stated that the “future mitigations” would be developed outside the public review process and are therefore, not consistent with CEQA.

Two of the referenced “future mitigations” (the traffic management plan and SWPPP) are not included as mitigations under the Draft EIR, but are included as components of the proposed project description. The project-specific components of the traffic management plan and SWPPP have been described as accurately as possible, however details depend upon the chosen contractor's operations and specific details regarding project construction. The EIR contains as detailed information as is feasible at this stage. Providing detailed procedures and steps regarding the implementation of the proposed project’s traffic management plan and SWPPP would be speculative because they would require a level of detail currently unknown regarding the proposed project (e.g., final design), and may limit DOT in implementing the project in the most appropriate and environmentally-sensitive manner. As indicated in the Draft EIR on page 4.3-22, the project would be constructed in accordance with the Public Contracts Code of the State of California, the State of California Department of Transportation Standard Plans, and Standard Specifications, and the Contract, Project Plans, and Project Special Provisions under development by DOT. The referenced standards provide directives and include standard measures that are known to reduce impacts to less than significant. Compliance with the aforementioned regulations and standards is not optional and, as such, requires that the traffic management plan and SWPPP be implemented thereby reducing impacts to less than

significant. Therefore, it is not included as mitigation and would be developed in accordance with applicable specifications as required.

Mitigation Measure 4.4-5, would require DOT to comply with the County's OWMP by retaining the required percentage of trees on site and replanting at a 1:1 ratio (Option A) or by paying for off site retention at a 2:1 ratio (Option B). Both of these options have already been developed in the County-approved OWMP.

Mitigation Measure 4.7-4a, would require DOT to work with El Dorado County Environmental Management Department to evaluate and remove and/or dispose of up to 4 feet of onsite site soils or other remedial actions as agreed upon that remediate oil-impacted soil on the Bahaman parcel, APN 327-270-04, prior to the commencement of construction activities.

These mitigation measures include performance standards that would appropriately guide implementation.

Response to SOC-11

The commentator indicated that the proposed project would result in blight in the community of Diamond Springs because traffic would be re-routed along the Parkway (instead of utilizing Pleasant Valley Road [SR-49] through Diamond Springs) and large retail stores would be developed along the Parkway. The commentator stated that potential financial impacts to businesses in Diamond Springs resulting from the proposed project should be analyzed in the Draft EIR.

As stated in Section 15131 of the CEQA Guidelines, ordinarily economic effects of a project are not treated as significant environmental effects. However, if the economic effects result in physical changes to the environment, such as contributing to the physical deterioration of a blighted area, the EIR should discuss those physical changes. Blight is defined as physical deterioration that is so prevalent and substantial it impairs the proper utilization of affected real estate or the health, safety, and welfare of the surrounding community. Physical deterioration includes, but is not limited to, abnormally high business vacancies, abandoned buildings and commercial sites, boarded doors and windows, parked trucks and long term unauthorized use of properties and parking lots, extensive gang or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees or shrubbery, and uncontrolled weed growth or homeless encampments.

CEQA Guidelines Section 15131(b) establishes that a project's economic impacts on a community are considered significant only if they can be tied to direct physical impacts. In *Bakersfield Citizens for Local Control v. City of Bakersfield*, the Appellate Court generally described urban decay (also referred to as blight) as "land use decisions that cause a chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake."

SR-49 would still direct traffic through the downtown Diamond Springs area, thereby allowing local and regional travelers to pass through Diamond Springs. While the reduction in vehicle trips resulting from the proposed Parkway may result in a slight reduction in pass-by trips to businesses located on Pleasant Valley Road between Missouri Flat Road and Diamond Road (SR-49), there is no evidence that the reduction would be significant enough to cause blight as defined above.

The proposed project would reduce the number of vehicle trips through downtown Diamond Springs. As shown on Table 4.12-5 in the Draft EIR, the number of trips under the existing (2010) plus project scenario, would be reduced from an existing (2010) 1,833 vehicles during the peak hour (vph) (LOS F) to 988 vph (LOS D). As shown on Table 4.12-6, the number of trips under the cumulative (2030) plus project scenario would be reduced from 2,350 vph (LOS F) to 1,515 vph (LOS E). Under each scenario, the LOS of the Pleasant Valley Road segment between Missouri Flat Road and Diamond Road (SR-49) improves.

Response to SOC-12

The commentator stated that Mitigation Measure 4.4-5, which requires compliance with the Oak Woodland Management Plan via replacement or payment of in-lieu fees, would not mitigate the adverse effects caused by oak tree removal. The commentator stated that the slow growth of oak trees in combination with the required 80 percent survival rate would leave the project area “denuded of tree cover for years,” and that further biological and aesthetic impacts would occur.

Consistent with the County’s Oak Woodland Management Plan (OWMP), the Draft EIR identifies potential impact to oaks in terms of acres of lost canopy and does not provide a description of the specific number of individual trees that would potentially be removed or otherwise impacted. Consequently, the specific number of trees required to be removed as a result of the proposed project is currently unknown. The maximum potential acreage of canopy removal has been estimated and is shown in Draft EIR Section 4.4, Biological Resources, Exhibit 4.4-4. DOT and its contractors would remove as few trees as possible to allow for the construction of the proposed project and to ensure safety during roadway operation.

Tree replacement would occur in compliance with the OWMP, which constitutes an effective performance standard, thus ensuring adequate mitigation. Furthermore, the OWMP acknowledges that the replacement of trees, however numerous, are small when planted and require many years to attain the size of trees that were removed.

Response to SOC-13

The commentator stated that mature oak trees function as carbon sinks, while immature, growing trees do not; therefore, the greenhouse gas emissions of the project would be adversely affected by a “minimal oak tree replacement program.”

Young oak trees possess a greater potential for carbon storage over their lifetime than an existing, mature oak tree. As stated by the Environmental Protection Agency (EPA), carbon accumulation in forests eventually reaches a saturation point, beyond which additional carbon skinning (sequestration) is no longer possible. This happens, for example, when trees reach maturity.² Although young oak trees grow slowly for the first 20 years or so, the total potential for carbon sequestration is great over the lifetime of the tree.

Greenhouse gas emissions attributable to the project, as considered in Draft EIR Section 4.3, Air Quality, would remain constant with or without the removal or replanting of proposed trees. While the removal of large trees within the project site would eliminate potential future carbon sinking by existing trees, the greenhouse gas emissions generated by the proposed project would not change as a result of their removal. As stated above, the young oaks do function as carbon sinks. Therefore, the oak tree replacement program would, provide a viable method for carbon sequestration.

Response to SOC-14

The commentator stated that the proposed project does not consider several of the County's General Plan goals and policies related to the aesthetics of the County. The commentator provided a list of policies associated with several goals.

The majority of the General Plan policies listed by the commentator are not applicable to the proposed project because it consists of roadway and infrastructure improvements and is therefore not regulated by zoning regulations such as design control districts (2.4.1.1 and 2.6.1.6), development design guidelines (2.4.1.2), or development intensities (2.5.1.1 and 2.5.1.2). Other listed General Plan policies (2.6.1.1) provide direction to the County to create ordinances or regulations (2.6.1.1 and 2.6.1.8). Other policies are related to designated State Scenic Highway corridors (2.6.1.2), which the proposed project is not.

The commentator also listed Policy TC-1w, which indicates that new streets and improvements to existing rural roads necessitated by new development shall be designed to minimize visual impacts, preserve rural character, and ensure neighborhood quality to the maximum extent possible consistent with the needs of emergency access, on-street parking, and vehicular and pedestrian safety. The proposed project is not necessitated by a single new development, but has been planned for and anticipated in the General Plan and MC&FP for over 15 years (refer to Draft EIR Section 2.1.1, Overview). Section 4.2, Aesthetics, Light, and Glare, of the Draft EIR discussed impacts to visual impacts. As such, the proposed project has considered Policy TC-1w.

Lastly, the commentator cited Policy 2.6.1.3, which indicates that discretionary projects reviewed prior to the adoption of the Scenic Corridor Ordinance, that would be visible from any of the important public scenic viewpoints identified in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General

² Environmental Protection Agency. Carbon Sequestration in Agriculture and Forestry: Frequent Questions. Website: <http://www.epa.gov/sequestration/faq.html> Accessed September 16, 2010.

Plan Draft Environmental Impact Report, shall be subject to design review. As noted in the Draft EIR, Section 4.2, Aesthetics, Light, and Glare, of the Draft EIR, The proposed project would not cross, or come in proximity to, any areas identified as a scenic viewpoint as shown in the El Dorado County General Plan Draft EIR's Exhibit 5.3.1. Furthermore, the project site is not included in Table 5.3.1 of the County General Plan Draft EIR.

In summary, the proposed project does consider applicable General Plan Goals and Policies as applicable.

Response to SOC-15

The commentator stated that the Draft EIR should discuss the proposed project's impacts on "dark skies," and that the potential impacts resulting from the proposed project's lighting are not analyzed.

As described in Traffic Information Reissuance Section 3, Project Description, the proposed project would include signalized (stop-light controlled) intersections at the Missouri Flat Road / Diamond Springs Parkway intersection, Diamond Springs Parkway / Throwita Way intersection, and Diamond Springs Parkway and Diamond Road (SR-49) intersection. As stated in Draft EIR Section 4.2, Aesthetics, Light, and Glare, new roadways constructed by the County of El Dorado do not include the provision of street lighting. As such, new sources of lighting along the proposed Parkway would be installed only at signalized intersections and as necessary for traffic safety purposes. Street lighting is not included in the County's Design standards and the County does not currently fund or have a funding mechanism for the long-term maintenance of lighting. As such, the proposed project does not include street lighting beyond that of the signalized intersections. As indicated under Draft EIR Impact 4.2.-4, the project site and its vicinity contains substantial existing nighttime lighting. Under the proposed project, improvements to existing roadways would not introduce new sources of light and glare beyond what is currently present. While new lighting would be introduced from cars traveling along the new Parkway, there is only one residence, which may be exposed to car lights from the new Parkway. However, this residence is a non-conforming land use on industrially zoned land, and is currently exposed to existing industrially related lighting. Residences along Diamond Road (SR-49) would benefit from the increased distance of the realigned roadway and proposed frontage road, thereby diminishing impacts related to light emanating from cars. As such, the Draft EIR has assessed the proposed project's impacts related to lighting and has concluded that such impacts would be less than significant.

Response to SOC-16

The commentator indicated that of the alternatives considered, the proposed project is the most environmentally damaging and provided an additional alternative that would extend Bradley Drive west to Missouri Flat Road. The commentator expressed that a Bradley Drive alternative would be the least destructive to the environment and the economy of Diamond Springs.

As shown in Table 5-1 and discussed on page 5-26 through 5-27 of Section 5, Alternatives, of the Draft EIR, the proposed project is not the most environmentally damaging. Both Alternative A and Alternative B would result in greater environmental impacts to aesthetics, biological resources, land use, and traffic and transportation.

The extension of Bradley Drive west to Missouri Flat Road has been rejected as a project alternative for several reasons. Utilizing only the existing Bradley Drive right-of-way would restrict the proposed project to a substandard two-lane roadway and would not meet the primary goal of the project set forth in Objective 1a, to reduce the existing and future traffic congestion along Pleasant Valley Road and Missouri Flat Road.

Although this alignment would avoid further disturbance to an area between Throwita Way and Diamond Road (SR-49)—an area that is already highly disturbed and contains marginal tree canopy—it would not substantially decrease environmental impacts, such as those to oak woodlands, and would not increase the achievement of Objective 1e regarding reduced biological impacts.

There is no evidence that a Bradley Drive alternative would be better for the Diamond Springs economy; in any event, economic impacts are not analyzed in an EIR without a showing of physical effects from the economic effects (see Response to SOC-12).

Response to SOC-17

The commentor referenced Traffic Information Reissuance Section 4.12, Traffic and Transportation, Table 4.12-6, indicating that the proposed project would result in traffic levels that are similar to what would occur under the No Project Alternative.

Table 4.12-6 compares intersection LOS between the Cumulative Scenario and the Cumulative Plus Project Scenario in year 2030. As shown on the table, six intersections located north of the proposed project on Missouri Flat Road would experience similar LOS with or without the proposed project. Such results are expected, as the proposed project is intended to improve LOS on Pleasant Valley Road (SR-49) to the south of the Parkway and therefore would not impact LOS to the north. The proposed project would improve LOS at six intersections located along Missouri Flat Road, Pleasant Valley Road (SR-49), and Diamond Road (SR-49). Accordingly, the proposed project would not result in traffic levels similar to that of the No Project Alternative. Further comparison of the proposed project to the No Project Alternative's traffic impacts are discussed in Draft EIR Section 5, Alternatives, page 5-12.

Response to SOC-18

The commentor references the El Dorado County Conflict of Interest Code, which requires the County to review a consultant's involvement with a developer, when that consultant may be hired to prepare an EIR for the developer's project.

Issues related to conflict of interest are not environmental impacts and therefore are not discussed under the purview of CEQA. Concerns regarding conflict of interest will be addressed in the staff report to the El Dorado County Board of Supervisors.

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July 28, 2010

Written and Oral Testimony

Statement of Deficiencies in Draft Environmental Impact Report (DEIR) on the Diamond Springs Parkway Project

This commentary focuses on **Section 4.8, Hydrology and Water Quality**.

The DEIR makes the *categorical* and *false* assertion that the "Construction and use of the proposed project would not result in any potentially significant impact to hydrology or water quality." (pg. 309; Sec. 4.8.1) This is completely incorrect!

BOYLAN-1

In order to attempt to buttress this absurd conclusion, the DEIR makes false assertions, such as that "Weber Creek [is an] intermittent stream". (pg. 311; Sec. 4.8.3) Weber Creek is a perennial stream.

Even more shocking, the proposed project will disturb, excavate into, and pave over existing springs, seeps, intermittent creeks, ponds, wetlands and rivulets in the proposed project site in northern Diamond Springs. Yet astoundingly the DEIR's Hydrology and Water Quality Section is silent and *omits mention of these many existing springs, seeps, intermittent creeks, ponds, wetlands and rivulets* in the proposed project area!

Neither does the DEIR address the issue of how disturbance, excavation and removal of earth, and the imposition of heavy steamrollers and roadbed weight on the soil will affect the delicate surface and sub-surface waterways around the proposed project.

BOYLAN-2

How can an EIR purport to address Water Issues and not mention the water bodies and features around the proposed project site?

These omissions alone warrant that the DEIR be rejected out of hand as fatally flawed and deficient, and utterly in need of a complete redrafting by *competent* environmental scientists.

The incompetence of this DEIR is further illustrated by its statement that "There are no water bodies in the Diamond Springs area listed on the 2006 Clean Water Act 303(d) list of impaired water bodies. Furthermore, none of the tributaries within the project study area are listed on the 2006 Clean Water Act 303(d) list of impaired water bodies. As such, no Total Maximum Daily Load requirements are in effect for any surface water bodies in or adjacent to the project site. (pg. 311, Sec. 4.8.4) The defective DEIR seems to want to say that *if any water bodies and courses in the project area are not polluted, then we don't have to pay any attention to them.* THIS IS GROSS INCOMPETENCE! **Thus, the Draft EIR utterly fails to meet its stated 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."

BOYLAN-3

The DEIR admits that *significant environmental effects* include "Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site". The proposed project would do precisely such alteration and increase of run-off, as detailed on Pg. 317, Sec. 4.8.9.

The DEIR admits that the project has the potential to violate a water quality standards or

BOYLAN-4

waste discharge requirement. The Impact Analysis acknowledges that the proposed project may result in an increase of pollutants in local storm water discharge associated with construction and use of the proposed project. This would be in violation of local, regional, and State water quality standards and waste discharge requirements. (Pg. 318, Sec. 4.8.10)

Furthermore, the proposed project would increase the amount of impervious surface area available for contact with storm water runoff (wet and dry weather flows). According to the MC&FP EIR, a 70 percent increase in the runoff coefficient would be anticipated with the conversion of the relatively undeveloped project area to retail uses.(pg. 320, Sec. 4.8.12)

BOYLAN-5

The County's contractor would be required to prepare and conform to a Storm Water Pollution Prevention Plan (SWPPP) and obtain a NPDES permit. (Pg. 321, Sec. 4.8.13)

The DEIR falsely asserts a-priori in the *Significance Determination Before Mitigation* statement that water quality degradation would be "Less than significant" (sic).(pg. 321, Sec 4.8.13) The DEIR statement does not make sense, since the DEIR goes on to recite mitigation measures that will be necessary. Detail the procedures needed to prevent pollution in our area.

BOYLAN-6

"The proposed EID Intertie Improvements would result in additional contribution of pollutants during construction that by itself would not be significant, but in

BOYLAN-7

combination with other project components would contribute to significant impacts related to water quality standards." This Cumulative Effect is rightly noted, but then the DEIR blithely asserts without proof that construction under the NPDES permit and SWPPP will automatically avoid significant degradation of water quality. Where is the proof? Detailed procedures and steps are needed.

BOYLAN-7
CONT

The DEIR admits that roadway improvements would result in increased impervious

surfaces that would alter the existing drainage patterns and storm water quality. The MC&FP EIR also concluded that the resulting drainage alterations may increase the potential for flooding in Weber Creek between Placerville and the South Fork American River. (Pg. 323, Sec. 4.8.15)

BOYLAN-8

The DEIR claims that vague mitigation measures would "minimize" the increased flooding potential, but does not address the **cumulative impact** of this and other past and future road projects in the Weber Creek drainage which, taken together, significantly increase such flood potential. CEQA requires a Cumulative Impact Analysis!

The DEIR needs to measure and calculate that Cumulative Impact, and *has not done so*. Until such cumulative impact study is completed, the DEIR's "finding" of "Less than significant impact" cannot be sustained as anything but a bad guess.

The Preliminary Drainage Report indicates that "the proposed roadway drainage system has been designed to convey a 10-year storm." (Pg. 324, Sec. 4.8.16) But what about a 20 year storm? Or a 30-year storm? What erosion, or traffic safety, issues are presented by such limited capacity in the proposed project's drainage?

BOYLAN-9

Certain mitigation measures are described in the Draft EIR as associated with parking lots associated with retail stores development. The proposed Parkway is not a retail stores development, and must achieve water quality and water drainage safety compliance, without regard to whether any retail stores become located near the Parkway.

BOYLAN-10

In addition to other deficiencies and improper omissions in the DEIR mentioned by others' public comments, the above defects in the DEIR suggest that *it should be scrapped*, and a genuinely-competent replacement firm, highly-qualified to perform environmental analysis, should be hired to do the job right.

BOYLAN-11

This Statement of DEIR Deficiencies does not discuss in detail the *other adverse* impacts on the physical, social, historical and economic environments which the proposed Project would have.

BOYLAN-12

The Proposed Project would have negative impacts on: scenic vistas, biological resources (by hindering and obstructing wildlife corridors and habitat), noise, and air pollution of neighboring residents.

BOYLAN-13

The DEIR admits that 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. Yet the DEIR blithely ignores the Land Use and Planning element's Environmental Impacts by ignoring its need to list and address the required elements mandated by state Integrated Natural Resources Management Plan law.

BOYLAN-14

Nowhere does the DEIR adequately address the Growth-Inducing Effect of the proposed Project, (increased traffic and congestion).

Nor does the DEIR address the inducement to well-connected developers to site large retail stores along the proposed Parkway. Such foreseeable siting would adversely affect the economic health of the existing Diamond Springs business district. And it would change the historical and rural character of the Diamond Springs community.

BOYLAN-15

For all these reasons, I urge the El Dorado Department of Transportation to reject this DEIR as utterly deficient and flawed, and as failing to properly assess the environmental impacts of the proposed Project. And to order that a new Draft Environmental Impact Report be prepared.

Sincerely,

Richard Boylan, Ph.D.

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drboylan@sbcglobal.net

Private Individuals

Richard J. Boylan (BOYLAN)

Response to BOYLAN-1

The commentor expressed that the proposed project would result in potentially significant impacts to hydrology or water quality, citing that Weber Creek is perennial stream, not an intermittent stream as stated on Draft EIR page 4.8-3.

The reference to Weber Creek as an intermittent stream was a typographical error and has been revised in this document's Section 4, Errata. Furthermore, Weber Creek was described as a major tributary to the American River, and considered as a perennial stream during the analysis of stormwater quality and drainage impacts resulting from the proposed project by considering its 100-year storm flow.

Response to BOYLAN-2

The commentor stated the Draft EIR does not analyze the proposed project's impacts to "springs, seeps, intermittent creeks, ponds, wetlands and rivulets" or subsurface waterways within the project site. The commentor also states that the Draft EIR does not meet Objective 1e of the proposed project.

Impacts to water features are discussed in Draft EIR Section 4.4, Biologic Resources, and Section 4.8, Hydrology and Water Quality. A wetlands delineation was completed as a part of the proposed project, and a report submitted to the USACE (refer to Draft EIR Appendix E).

As part of the wetland delineation, the project site was evaluated for the presence of Waters of the United States. As defined under the Code of Federal Regulations, Title 33, Section 328.3. Waters of the United States are defined as:

- (1) All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
- (2) All interstate waters including interstate wetlands;
- (3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or (iii) Which are used or could be used for industrial purpose by industries in interstate commerce;

- (4) All impoundments of waters otherwise defined as waters of the United States under the definition;
- (5) Tributaries of waters identified in paragraphs (a) (1) through (4) of this section;
- (6) The territorial seas;
- (7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a) (1) through (6) of this section.

The Code of Federal Regulations, Title 33, Section 328.3(b) defines the term “wetlands” as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Through the guidance of these definitions, the project site’s water features, including any potential onsite “springs, seeps, intermittent creeks, ponds, wetlands and rivulets” were evaluated for definition as a Water of the United States and, if determined as such, impacts were addressed in accordance with CEQA’s Appendix G regarding substantial adverse effects on federally protected wetlands.

As identified in the analysis for Draft EIR Impact 4.4-2, 2.22 acres of valley foothill riparian habitat would be impacted by the project and was identified as a potentially significant impact in the Draft EIR. Draft EIR Mitigation Measure 4.4-2 was identified to reduce the biological resources impacts associated with impacts to these riparian areas. Moreover, the analysis associated with Draft EIR Impact 4.4-3 identified that Waters of the United States located within the project site include 0.15 acre of ephemeral drainage, 0.04 acre of roadside ditch, 0.06 acre of wetland swale, and 0.03 acre of seasonal wetland, which would be affected by the project, resulting in potentially significant impacts. Draft EIR Mitigation Measures 4.4-3a and 4.4-3b were identified to reduce this biological resources impact to less than significant. Finally, the impact analyses associated with Draft EIR Impact 4.8-2 and Impact 4.8-3 determined that the project would not result in significant impacts associated with groundwater recharge and supplies or surface drainage patterns. Accordingly, the document provided a complete analysis of all impacts associated with riparian and wetlands habitat, as well as the modification of any surface waterways, and provided appropriate mitigation measures. Refer to Draft EIR Section 4.4, Biological Resources for further discussion.

Response to BOYLAN-3

The commenter indicated that the Draft EIR uses the fact that local waterways are not included on a Clean Water Act 303(d) list as justification for not analyzing the impacts of the proposed project on local waterways. The commenter stated that this indicates the Draft EIR does not meet Objective 1e of the proposed project.

The purpose of stating that local waterways are not included on a Clean Water Act 303(d) list was simply to provide information to the reader regarding potential water quality standards (such as Total Maximum Daily Loads [TMDLs]) that the proposed project may need to abide by. The proposed project's potential impact to water quality in the project area is discussed under Draft EIR Impact 4.8-1, on page 4.8-10, under which impacts to all surface water, not just polluted water, was considered. As stated, the proposed project may result in an increase of pollutants in local storm water discharge associated with construction and use of the proposed project. However, the proposed project would adhere to County policies and regulations, including the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County. DOT's contract provisions would require compliance with Best Management Practices (BMPs) identified by a Stormwater Pollution Prevention Plan (SWPPP) and the National Pollution Discharge Elimination System (NPDES) Construction General Permit required for the proposed project. The California State Water Resources Control Board recently revised the statewide General Permit for Discharges of Storm Waters Associated with Construction Sites that regulates water quality at construction sites (such as the proposed project) (see Order No. 2009-009 DWQ). The new requirements, which took effect July 1, 2010, will require, under a new Construction General Permit, the following five documents and appropriate fees to be filed electronically with the State Water Resources Control Board: 1) notice of intent to comply, 2) site map, 3) site risk assessment, 4) SWPPP, and 5) signed certification statement. Use of BMPs, adherence to the SWPPP, and conformity with the NPDES permit would ensure that impacts remain less than significant. As such, with respect to water quality, the proposed project would comply with Objective 1e of the proposed project. Furthermore, because the proposed project would comply with all existing regulations requirements the proposed mitigation is acceptable and reduces impacts to less than significant.

Response to BOYLAN-4

The commentator stated that the proposed project would be in violation of local, regional, and State water quality standards and discharge requirements.

The commentator is correct that the proposed Parkway would have the *potential* to violate local, regional, and State water quality standards and discharge requirements. However, as noted in Response to BOYLAN-3, the proposed project would abide by recently approved and more stringent regulations related to the provisions of a required NPDES Construction General Permit to ensure the potential impacts are less than significant. As such, the proposed project would not be in violation of applicable water quality standards and requirements.

Response to BOYLAN-5

The commentator repeated, verbatim, text from the Draft EIR regarding impervious surfaces. No response is necessary.

Response to BOYLAN-6

The commentator claims the Draft EIR falsely concludes that impacts to water quality would be less than significant because the Draft EIR subsequently lists mitigation measures.

Under Draft EIR Impact 4.8-1, the Significance Determination Before Mitigation is listed as “Less than significant.” Following this conclusion, and repeated for every impact discussion throughout the Draft EIR, mitigation measures from the MC&FP EIR are discussed to determine if they are applicable to the proposed project. In this instance, the MC&FP EIR Mitigation Measure 4.8-2 requires adherence to an NPDES permit. As discussed under Response to BOYLAN-3, the proposed project includes the obtainment of an NPDES permit ensure impacts would be less than significant, making further mitigation measures unnecessary.

Response to BOYLAN-7

The commentator acknowledged that the cumulative analysis the Draft EIR recognizes the pollutant contribution of the EID Intertie project to the Diamond Springs Parkway project, but stated that detailed procedures and steps regarding the implementation of the proposed project’s NPDES permit and SWPPP are needed to provide proof that impacts to water quality would be less than significant.

Providing detailed procedures and steps regarding the implementation of the proposed project’s NPDES permit and SWPP would be speculative because they would require a level of detail currently unknown regarding the proposed project (e.g., final design), and may limit DOT in implementing the project in the most appropriate manner. As for measures that are dependent on project-related permitting, DOT is not required to mitigate above and beyond the regulatory requirements; therefore, additional mitigation is not necessary to insure compliance with existing Regional Water Quality Control Board rules and regulations. Furthermore, the requirement of a NPDES permit and SWPPP as a performance standard is an acceptable approach under CEQA. For further information regarding NPDES permits and associated SWPPPs, refer to the California State Water Resources Control Board’s NPDES website at:

http://www.swrcb.ca.gov/water_issues/programs/npdes/

Also refer to the Construction Storm Water Program website at:

http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml

Response to BOYLAN-8

The commentator indicated that the Draft EIR does not properly analyze the cumulative impacts of past and future road projects in the Weber Creek watershed. The commentator states that the Draft EIR must “measure and calculate” the proposed project’s cumulative impacts.

Cumulative impacts to the Weber Creek watershed resulting from the proposed Parkway and other planned roadways were previously analyzed at a programmatic level in the MC&FP EIR. As

concluded in the MC&FP EIR, the implementation of mitigation measures would reduce cumulative impacts related to increased stormwater runoff and water quality to a less than significant level.

Cumulative impacts to Hydrology and Water Quality resulting from the proposed project are discussed on Draft EIR Section 6, CEQA Required Conclusions, page 6-18. Because the proposed project would result in minor increases to 100-year peak runoff storm water volumes (which are individually less than significant) it would contribute cumulatively to increases in peak-flows downstream of the project when combined with potentially increased runoff volumes of other projects in the watershed.

The Preliminary Drainage Report prepared as a part of the Draft EIR indicated that the proposed project would result in an increased peak runoff volume between 2.3 and 2.7 cubic feet per second (cfs) during a 100-year storm event. Stormwater would eventually flow to Weber Creek, which has a 100-year storm flow level of approximately 7,381 cfs. Therefore, the additional 2.3 to 2.7 cfs would be a minimal increase. CEQA Guidelines Section 15145 specifically states, "If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusions and terminate discussion of the impact." Accordingly, estimating the potential increase in storm water runoff for other roadway projects in the Weber Creek watershed would be speculative, and would therefore not provide the basis for an accurate analysis.

Response to BOYLAN-9

The commentor questioned why the proposed Parkway's drainage system has been designed to accommodate 10-year storm water flows instead of 20- or 30-year storm water flows. The commentor asked what erosion or traffic safety issues would occur as a result of the limited drainage capacity.

As stated on Draft EIR page 4.8-16, drainage crossings would be designed to convey a 10-year storm per regulations included in the El Dorado County Drainage Manual. However, also stated on Draft EIR page 4.8-16, the Preliminary Drainage Report indicates that the proposed stormwater facility design would also pass a 100-year storm event without damage to structures or flooding of roadways.

Response to BOYLAN-10

The commentor states the concern that the project includes and is dependent on retail store parking lots to achieve water quality and water drainage compliance.

As described in the Draft EIR the proposed Parkway was programmatically analyzed in the MC&FP EIR, which also included the analysis of retail development in the MC&FP Area. As such, mitigation measures included in the MC&FP EIR were analyzed for applicability to the proposed Parkway project. In many cases, mitigation measures from the MC&FP EIR were described so that the reader would understand why they are not applicable to the proposed project. For example, some mitigation measures are applicable to the commercial development and associated parking lots that were

contemplated in the MC&FP EIR and are not included in the proposed project. Mitigation Measures applicable to the proposed project are summarized in Draft EIR Section 1, Executive Summary, Table 1.1 and do not include any language regarding parking lots. The project is not dependent upon or would include water quality mitigation measures located in or associated with future retail store parking lots.

Response to BOYLAN-11

The commentator stated that the Draft EIR should be redone by another consulting firm.

Issues related to conflict of interest are not environmental impacts and therefore are not discussed under the preview of CEQA. Concerns regarding conflict of interest will be addressed in the staff report to the El Dorado County Board of Supervisors.

Response to BOYLAN-12

The commentator stated there were other deficiencies of the Draft EIR related to physical, social, historical, and economic impacts; however, specific information is not provided by the commentator.

The commentator did not provide further information on how the Draft EIR analyses related to physical, social, historical, and economic impacts are incomplete, inaccurate, or inappropriate. Therefore, no further discussion can be provided regarding physical, social, historical, and economic impact. Note that the analysis of economic impacts is not required by CEQA. As such, the Draft EIR does not analyze potential economic impacts.

Response to BOYLAN-13

The commentator stated the proposed project would result in negative impacts to scenic vistas, biological resources, noise, and air pollution.

The commentator did not provide further information on how the Draft EIR analyses related to scenic vistas, biological resources, noise, and air pollution impacts are incomplete, inaccurate or inappropriate. The commentator does not provide substantial evidence to counter the conclusions of the EIR; rather, the commentator provides speculation and unsubstantiated opinion about the adequacy of the document. According to Section 15064 (f)(5) of the CEQA Guidelines, this does not constitute substantial evidence, “Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.”

Response to BOYLAN-14

The commentator stated that the Draft EIR does not list or address regulations mandated by “State Integrated Natural Resources Management Plan law.”

The proposed project is not located within an area subject to a State Integrated Natural Resources Management Plan (INRPMP) as administered by the California Department of Fish and Game, or the U.S. Department of Fish and Wildlife.

El Dorado County is currently in the process of creating and implementing a countywide INRPMP. Initial inventory mapping indicates that no significant natural resources identified by the countywide INRMP would be affected by the proposed project. Nonetheless, because the countywide Integrated Natural Resources Management Plan is not yet approved, the proposed project would not be in conflict.

Response to BOYLAN-15

The commentor stated that the Draft EIR does not adequately address the growth-inducing effects of the proposed project, citing increased traffic and congestion, and future commercial development as a consequence of project implementation. The commentor stated that future commercial development occurring as a result of the proposed project would negatively affect the economy of Diamond Springs, as well as change its historical and rural character.

Refer to Response to SOC-9 regarding growth-inducing effects and potential future development.

Any future development would be required to conduct independent analyses, as applicable under CEQA. Additionally, the development of commercial use along the Parkway would at minimum require discretionary review by the Board of Supervisors for a conditional use permit, or a General Plan amendment and rezoning.



El Dorado County Department of Transportation

Diamond Springs Parkway Draft EIR 2:30 and 5:30 p.m. July 28, 2010 Comment Card

In the space below, please provide any comments you have regarding the Draft Environmental Impact Report for the proposed Diamond Springs Parkway Project. For legibility purposes, please print your comments. Alternately, comments can be submitted to El Dorado County DOT, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville CA 95667 or janet.postlewait@edcgov.us. Written comments must be received by 5:00 p.m. on August 23, 2010.

Name: Barry Brewer Signature: Barry D Brewer
Agency/Affiliation: Property Owner Telephone: 916-988-9647
Mailing Address: 9221 Rock Canyon Way Orangethorpe Ca

BREWER

① The configuration being submitted is being directly influenced by the proposed commercial development to the south of my fully manufactured industrial subdivision. I understand the county DOT has already accepted a commitment for easements and dedication of right away from the developer of the proposed commercial development. I understood no prior agreements with landowner's were allowed.

-1

② The proposed parkway would effectively wipe out the majority of my existing industrial subdivision and not allow for development of my long standing parcels.

-2

③ The proposed road configuration will conflict with established propane distribution center and storage center. Relocation of the facilities would create a great burden on the property and business owners.

-3

④ I believe moving the parkway to one of the original designs would better serve the entire community and better allow full utility of the existing industrial zone's and addition of commercial development further south.

-4

⑤ Please feel free to contact me.

E-mail BDBREW@yahoo.com

Barry D. Brewer (BREWER)

The commentor submitted written comments on October 9, 2010, after the close of the public review comment period on August 23, 2010. As stated under CEQA Guidelines Section 15207, a lead agency is not required to respond to late comments. However, since the comment letter was received during the preparation of this document a response has been provided as a courtesy and as allowed under Section 15207,

Response to BREWER-1

The commentor stated that the proposed project is being influenced by the proposed commercial development to the south (presumably the Diamond Dorado Retail Center). The commentor stated that DOT has already accepted a commitment of easements and dedication of right-of-way from the developer of the proposed commercial development even though no prior agreements with landowners are allowed.

As stated in Response to GUTIERREZ-3, the concept of a connector has been planned and anticipated for over 15 years (refer to Draft EIR Section 2.1.1, Overview). The intent and purpose of the connector as a transportation improvement project has always remained the same, as a link for moving traffic between Missouri Flat Road and SR-49/Diamond Road, to reduce congestion on Pleasant Valley Road (SR-49) through the historic community of Diamond Springs, and improved access to southeast county for commuters and tourism.

The Diamond Springs Parkway project is not specifically dependent on the Diamond Dorado Retail Center proposal. Furthermore, approval of the proposed Diamond Springs Parkway project would not automatically indicate, presuppose or predispose the approval of the proposed Diamond Dorado Retail Center.

Concerns regarding the commitment of easements and dedication of right-of-ways by a developer is not a CEQA-related issue. Concerns regarding easements and dedications will be addressed in the staff report to the Board of Supervisors.

Response to BREWER-2

The commentor stated that the proposed Parkway would require a significant portion of the commentor's property and would not allow for development on his parcels.

As stated in Section 15131 of the CEQA Guidelines, economic effects of a project shall not be treated as significant effects on the environment. Right-of-way acquisition is discussed under Traffic Information Reissuance Section 3.4.5. El Dorado County would compensate property and business owners in conformance with federal and State laws including the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Uniform Relocation Act.

Response to BREWER-3

The commentor stated that the proposed project would conflict with an established propane distribution business and storage center. The commentor stated that relocation of the facilities would create a burden on the property and business owners.

As stated in Section 15131 of the CEQA Guidelines, economic effects of a project shall not be treated as significant effects on the environment.

Effects related to existing propane tanks are addressed in Mitigation Measure 4.7-5f and may not require relocation. If relocation is determined to be necessary El Dorado County would compensate property and business owners in conformance with federal and State laws including the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Uniform Relocation Act.

Response to BREWER-4

The commentor indicated preference for “one of the original designs” with respect to the roadway alignment. The commentor indicated that a different design would better serve the community, allow full utility of the existing industrial zone, and allow addition of commercial development further south.

It is assumed that by “original designs” the commentor is referring to the six alternatives presented in the 1997 Technical Memorandum prepared by DOT and discussed in the Draft EIR, Section 5, Alternatives to the Proposed Project. Four of the 1997 Technical Memorandum alternatives were considered non-viable for a number of reasons. Refer to Response to TAYLOR.1-5 for a discussion of those reasons. The remaining two 1997 Technical Memorandum alternatives were analyzed as alternatives to the proposed project in the Draft EIR. As stated in Response to TAYLOR.1-5, in selecting the project as proposed in the Draft EIR, DOT chose the alignment that best fit a balance of all project objectives including the support of commercial development identified and planned for in the 1998 MC&FP and the 2004 El Dorado General Plan.



3275 Bradley Drive
Placerville, CA 95667

County of El Dorado DOT
Attn: Janet Postlewait
2850 Fairlane Court
Placerville, Ca. 95667

RE: Diamond Springs Parkway

8/17/2010

Dear Ms. Postlewait,

Kamps Propane has serviced Eldorado County from this location since 1994, We have had our office here since 1999. We installed a second storage tank as was provided for in our special use permit in 2006. We service approximately 3000 customers. A mix of Residential, Commercial, Agriculture and Industrial. We employ 12 El Dorado County residents.

I ask that you consider moving the Parkways intersection with Throwita Way far enough to the south to avoid closing off Bradley Dr. The land to the south has been either vacant or used for miscellaneous storage mainly, for many years. This would seem better than creating a hardship on existing business' that are already operating from Bradley Dr.

DOBBS-1

My concern is that the Bradley Dr./Truck St. Connector will not only cut my place of business in to two parcels, It will also make the property unusable for my operation. The parcels that will be left will be of little financial help toward the cost of relocating our facility.

DOBBS-2

My Business Plan for many years to come is based on the logistics and economics of remaining in this locality and with the same basic costs of operation in regards to property and travel to deliver our product.

If there is no way to do this project without bisecting Kamps Propanes property, I hope that the planners, designers etc. start to work with Kamps Propane in a proactive manner as soon as possible to allow us to continue to properly service our customers.

DOBBS-3

Sincerely,

Lee Dobbs

Manager

Kamps Propane of Placerville

Lee Dobbs (DOBBS)

Response to DOBBS-1

The commentor requested that the proposed Parkway and Throwita Way intersection be moved further to the south to avoid closing the intersection of Bradley Drive and Throwita Way. The commentor stated that closing Bradley Drive at Throwita Way would cause a hardship on his business that operates on Bradley Drive.

Economic issues are not relevant to the environmental effects of a proposed project.

The proposed alignment of the Diamond Springs Parkway was chosen after careful consideration of multiple options (refer to Draft EIR Section 5, Alternatives to the Proposed Project, for further discussion). As stated in Traffic Information Reissuance Section 3, Project Description, Bradley Street would be closed at Throwita Way due to inadequate intersection spacing with the adjacent Diamond Springs Parkway / Throwita Way intersection.

The major component of the proposed project is the Diamond Springs Parkway, approximately 4,400 feet of new 4-lane roadway, to provide parallel capacity to SR-49. The closure of Bradley Drive at Throwita Way is a small component of the larger project. CEQA does not require alternatives to be developed for every component of a project.

Implementation of the Truck Street/Bradley Drive connector at the proposed location would ensure proper traffic circulation is provided after the closure of Bradley Street at Throwita Way without impacting existing biological resources.

Response to DOBBS-2

The commentor expressed concern regarding the proposed Bradley Drive/Truck Street connector, indicating it would divide his business property in half, rendering it unsuitable for its continued use as Kamps Propane, a propane distribution facility.

The proposed project includes the Bradley Drive/Truck Street connector to offset reduced circulation resulting from the closure of Bradley Drive at Throwita Way. The Bradley Drive/Truck Street connector is essential to ensure that safe circulation and evacuation routes are available for the adjacent industrial areas. The location of the connector was determined based on the distances required between intersections on surrounding streets and the avoidance of existing structures including propane tanks and buildings. As a result, the location of the Bradley Drive/Truck Street connector is currently planned as shown on Exhibits 3-5a, 3-5b, and 3-5k of the Traffic Information Reissuance.

Right-of-way acquisition is discussed under Traffic Information Reissuance Section 3.4.5. El Dorado County would compensate displaced businesses in conformance with federal and State laws including

the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Uniform Relocation Act.

Response to DOBBS-3

The commentor requested that, should the Bradley Drive/Truck Street connector be implemented, that the County initiate contact with Kamps Propane so that continued service to their customers can be provided.

DOT would work with Kamps Propane and the landowner prior to and during the proposed project's construction. A traffic management plan will be prepared and will include adequate access and parking for affected areas. Refer to Traffic Information Reissuance Section 3, Project Description, for further discussion related to the traffic management plan.

<heidi@dcbmmail.com
>
08/19/2010 12:41 PM
To janet.postlewait@edcgov.us
cc
Subje Parkway questions/concerns
ct

Janet,
My name is Heidi Drury and I am the owner of Diamond Central Building Materials at 520 Truck St. I have a few questions that I would like to submit for clarification.

1. The elevations- cut and fill/drops of the easements are not on the map. What are these figures? DRURY-1
2. If the new parkway is elevated higher than the existing surrounding area and that leaves my business not visible/signs not visible according to what signage regulations currently are, will we be able to post signage beyond the new elevation? DRURY-2
3. What will the road closures be during construction? and will the county be providing open during construction signs for my business so I do not loose customers? Will the county be assisting in advertising as to not loose business during construction? DRURY-3

Thank-you

Heidi Drury
Diamond Central Building Material, Inc
CFO/Secretary
530-344-1300
heidi@dcbmmail.com

Heidi Drury (DRURY)

Response to DRURY-1

The commentor requested information on the final elevations resulting from the cut and fill of the proposed project.

Cut and fills included in the proposed project would typically be engineered at a 2:1 ratio (i.e., 2 horizontal feet for every one vertical foot). The limits of the proposed cuts and fills are shown on Traffic Information Reissuance Section 3, Project Description, Exhibits 3-5d through 3-5n. Final design plans will be available for public review at the El Dorado County's DOT office.

Response to DRURY-2

The commentor stated that if the Parkway is elevated higher than the existing surrounding area it would potentially remove her business and/or signs from visibility from surrounding roadways. The commentor asked if taller signs would be allowed.

The Parkway is elevated higher than the existing surrounding area. The Parkway is a new road and would provide additional roadway visibility. It is not anticipated that the Parkway would block visibility from surrounding roadways of Truck Street, Bradley Drive, or SR-49.

Signs located in an industrial area are regulated by the El Dorado County Ordinance Code, Section 17.34.020(f) and 17.34.030(e), 17.14.150, and 17.16.00. Specifically, Section 17.14.150, Height Limits and Exceptions, indicates towers, flagpoles, chimneys and similar structures (such as signs) may be constructed to a height greater than the building height limit for the zoning district in which it is located, provided a use permit has been secured for the sign. Section 17.34.040 provides the development standards for industrially-zoned parcels and sets the maximum building height at 50 feet. As such, signs in industrially-zoned areas of El Dorado County may be up to 50 feet in height and can be constructed to greater heights by obtaining a use permit subject to review and approval by the County Planning Commission.

Response to DRURY-3

The commentor asked what roads would be closed during the construction project, if the County would provide "open during construction" signs, and if the County would be providing advertising assistance to ensure no business is lost during construction.

Traffic control for the proposed project is described on Traffic Information Reissuance Section 3, Project Description, page 3-49. The majority of the activities associated with constructing the Parkway would take place in an area where motor vehicle travel does not presently occur. Temporary lane closures may occur on Missouri Flat Road and Diamond Road (SR-49). Traffic on Throwita Way would be diverted during construction of the Throwita Way and Diamond Springs Parkway intersection. DOT would notify affected businesses and residences of road closures as appropriate.

As a part of the proposed project's traffic management plan, the County would provide access to adjacent properties to the greatest extent feasible. The County is willing to work with adjacent landowners and businesses regarding traffic control signage during construction. DOT is not able provide advertising assistance, however, affected business are encouraged to contact the El Dorado County Planning Department to request the use of temporary off-premise signs per El Dorado County Ordinance Code Section 17.16.12 in cases where business access is re-routed and would require such signage.

July 21, 2010

County of El Dorado, Dept. of Transportation
Attn.: James W. Ware, P. E.
Jane Postlewait
2850 Fair Lane Court
Placerville, CA. 95667

2010 JUL 26 PM 1:04

RECEIVED
DOT

Re: Commentaries on Diamond Pkwy. Project

My wife and I are current residents at the Diamond Springs Mobile Home Park. I've been a resident here for 8 years and My mother purchased this property in 2000. I served as her care-provider and property maintenance man until she passed away in September of 2009.

EDGE-1

Our main concerns are about the potential problems that could severely impact the well being of the seniors and the disabled citizens of this park and the community using Missouri Flat and China Garden Roads, as well as Pleasant Valley Road. They are as follows:

Stop signs or stop lights needed at both ends of main Mobile home park entrances. The driving public consider this road a short cut and accidents have occurred due speeding and impairment.

Cross-traffic signs should be posted on both sides of China Garden Road, near the park area.

Cross-walks and side-walks on the park-side of China Garden Road are needed for mobility impaired residents who use walkers, canes, crutches and scooters to exercise daily.

EDGE-2

Post deer crossing signs as a safety reminder. Deer forage in our park for food.

Bike and pedestrian walk ways should be clearly marked in neon white or yellow, especially at the intersection of Missouri Flat Road and China Garden Road. I was almost struck by moving vehicles on dozens of occasions.

My sits across from JS West Propane Company along with the homes of about a dozen other residents. Will the

EDGE-3

improvements protect our homes and allow safe evacuation in case of fires and explosions for the elderly and disabled homeowners in the immediate area?

EDGE-3
CONT

Will the quality of our water due to the toxic waste soil dumped on the corner of Missouri Flat and China Garden Roads become an impact study project; Also, will residents be notified of such a study and of the results?

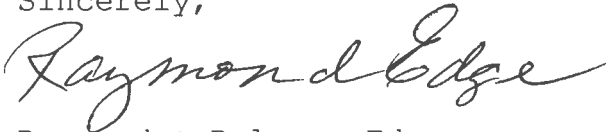
EDGE-4

In our effort to stay green, will we lose valuable foliage and trees that beautify, clean the air and nurture the local wild-life?

EDGE-5

Thank you for including the community residents in the decision making process of this planned project.

Sincerely,



Raymond & Delores Edge

Diamond Springs Mobile Home Park
3550 China Garden Road, Space 139
Placerville, CA. 95667
(530) 621-9569

Raymond and Dolores Edge (EDGE)

Response to EDGE-1

The commentor provide introductory language to the letter, summarizing that there are concerns that the proposed project could result in impacts to residents, particularly senior citizens and disabled persons, of the Diamond Springs Mobile Home Park located on China Garden Road.

The proposed project would be constructed in compliance with Caltrans, and Americans with Disability Act standards as required by the County, thereby providing appropriate access to senior citizens and disabled persons

Response to EDGE-2

The commentor stated that the public uses China Garden Road as a “short cut” between Pleasant Valley Road and Missouri Flat Road and requests that stop signs or stop lights be installed at both entrances to the Diamond Springs Mobile Home Park to reduce speeding and accidents. The commentor also requests that cross-traffic signs, crosswalks, sidewalks, and deer-crossing signs should be installed along China Garden Road.

Roadway improvements to China Garden Road are not included as a part of the proposed project. The concerns noted are existing conditions, not impacts associated with the proposed project. The proposed project was developed after numerous years of design development by registered engineers to effectively reduce traffic on Missouri Flat Road and Pleasant Valley Road near Diamond Springs. Accordingly, the implementation of the proposed project may reduce the number of vehicles utilizing China Garden Road because the Parkway would be a larger volume road for vehicles traveling between Diamond Springs and Missouri Flat Road.

The commentor's request for safety improvements on China Garden Road have been noted by DOT.

Response to EDGE-3

The commentor indicates that several residences are located adjacent to the JS West Propane Company and asks if the proposed improvements provide protection and safe evacuation in the event of a propane explosion.

JS West Propane Company is located at 4003 Stage Court near Chuckwagon Way, northeast of China Garden Road and the Diamond Springs Mobile Home Park outside of the proposed project's study area. The proposed project would not change circulation patterns near the propane facilities at this location and would not present an increased risk of propane release. As mentioned on Draft EIR page 4.7-25, operators of the propane tanks are required to comply with the National Fire Protection Association's Liquefied Petroleum Gas Code 58, 6.6.1.2, which indicates that, “LP-Gas containers or systems shall be protected from damage from vehicles.” The provision of protection and safe evacuation of the mobile home park in the event of a propane explosion at this location is outside the purview of the Draft EIR. No further response is necessary.

Response to EDGE-4

The commentor questions if the quality of water at the mobile home park would be studied as a part of the proposed project. The commentor indicated that water quality may be compromised due to “toxic waste soil” deposited at the corner of Missouri Flat Road and China Garden Road. The commentor requests to be notified if any studies are completed.

Without further information on the exact location and nature of the referenced “toxic waste soil,” little information can be provided to the commentor. Nonetheless, the Draft EIR does address the historic contamination and completed remediation efforts regarding contaminated soil located at the former Teters Auto Wreckers parcel (APN 327-270-46) on Draft EIR page 4.7-5. Impacts from contaminated soils located on the Teters Auto Wreckers parcel on the water quality of the mobile home park is outside the purview of this EIR. Furthermore, according to the El Dorado Irrigation District, the Diamond Springs Mobile Home Park, located on China Garden Road, is served by EID water, not by an onsite well. Therefore, water supplied to the mobile home park would not be directly impacted if any groundwater quality issues were present in the area.

Response to EDGE-5

The commentor asked if trees would be removed as part of the proposed project. As discussed in Traffic Information Reissuance Section 3, Project Description, the clearing of vegetation would be necessary in areas to be used for construction equipment operation, temporary construction activities and preparation of the roadbed and required adjacent graded areas. As discussed in Draft EIR Section 4.4, Biological Resources, a portion of the oak tree canopy would be impacted by the proposed project. The Draft EIR identifies that impacts to the oak woodland canopy would be mitigated according to Draft EIR Mitigation Measure 4.4-5.

Dave Gutierrez
<truevalue.dave@gmail.com>
08/18/2010 03:16 PM

To janet.postlewait@edcgov.us
cc
Subject Diamond Springs Parkway
ct

This is in response to the July 28, 2010 meeting on the Diamond Springs Parkway Draft. I have been in business on Missouri for the last 31 years. I have seen a lot of change to Missouri Flat Rd. and we have been waiting to see what by pass will be approved over the last many years. I have been hearing that DOT is trying to make the flow through Diamond Springs go smoother, using China Garden Rd. or other alternate routes that have been proposed. This last design is probably the least of the proposals that will help traffic. What this design will do is put most of the businesses in the Diamond Springs area, out of business. I have counted the businesses that will be affected by the bypass and there 30 to 50 businesses. Being a business owner on Missouri Flat Rd for over 31 years I know what the exposure has done for my business. I'm not a design expert for traffic but this design is not going to make it easier or faster to get to the freeway. I travel this road daily and I can't see a problem, for the reason to spend over 30 million dollars to put in a road that is going to do nothing. Why don't we put that money into lowering impact fees so business owner that are already here could afford to build new stores. I'm also smart enough to tell that this design is intended for one thing in mind and that's for more development on the new parkway not to make traffic move faster through Diamond Springs. No matter what you do, and I sure you know this is that you can't make traffic move faster if you are going from a four lane road such as Missouri Flat Rd. to a Two lane Pleasant Valley Rd. The initial intention for this bypass (I thought) was to relieve traffic congestion such as back ups on Pleasant Valley in the morning and Missouri Flat Rd. in the evening. If you drive this road, the only back up problem is maybe Pleasant Valley with high school students going to Union Mine in the morning. This Diamond Springs Parkway project would do nothing to improve this situation.

GUTIERREZ-1

GUTIERREZ-2

GUTIERREZ-3

GUTIERREZ-4

GUTIERREZ-5

It looks like to me, and many others, that DOT has fallen into the same pattern as our Federal and State government and caters to special interest groups, such as developers in this situation. This is very sad but I think our energy and money could be spent on many other areas that would benefit our county.

Dave Gutierrez, President
True Value Hardware
4571 Missouri Flat Rd.
Placerville Ca. 95667
530 622-0992

Dave Gutierrez (GUTIERREZ)

Response to GUTIERREZ-1

The commentor expressed the opinion that the proposed project would economically impact businesses in Diamond Springs, by reducing vehicle pass-by trips.

As stated in Section 15131 of the CEQA Guidelines, economic effects of a project shall not be treated as significant effects on the environment. Refer to Response to SOC-11 for reduction of pass-by trips.

Response to GUTIERREZ-2

The commentor stated that the proposed project would not increase access to U.S. Highway 50 and that current traffic levels in the Diamond Springs area are not an issue.

As stated in Traffic Information Reissuance Section 3.3, Purpose, Need, and Objectives of the Proposed Project, the existing Level of Service (LOS) deficiencies on US-50 at the Missouri Flat Road Interchange, Missouri Flat Road from its intersection with US-50 south to Pleasant Valley Road (SR-49), and Pleasant Valley Road (SR-49) in the vicinity of Diamond Springs, are caused by a combination of local and regional growth. Accordingly, the proposed project consists of a new roadway and associated roadway improvements to be implemented by DOT that would reduce the existing and future LOS deficiencies. The project will provide a critical link between Missouri Flat Road and Diamond Road (SR-49), thereby relieving current traffic congestion conditions on Missouri Flat Road and Pleasant Valley Road (SR-49) in the Diamond Springs area and providing alternate, increased access to U.S. Highway 50.

As shown in Traffic Information Reissuance Section 4.12, Traffic and Transportation, Table 4.12-3, Pleasant Valley Road east of Missouri Flat Road, through Diamond Springs, currently operates at LOS F, which does not meet County Policy TC-Xd. Furthermore, Table 4.12-7, states two additional road segments, Missouri Flat Road south of Halyard Lane and Missouri Flat Road south of China Garden Road, in the Diamond Springs area would also operate at LOS F under the Cumulative (2030) scenario. Implementation of the proposed project would improve operations on a number of intersections to LOS E or better. As such, the proposed project would address current and future traffic congestion, and improve safety and operations, in the Diamond Springs area.

Response to GUTIERREZ-3

The commentor indicated that the purpose of the proposed project is to allow commercial development along the proposed Parkway, rather than to improve traffic conditions.

As stated in the Draft EIR, the concept of a connector has been planned and anticipated for over 15 years (see, e.g. Draft EIR Section 2.1.1, Overview). The intent and purpose of the connector as a transportation improvement project has always remained the same, as a link for moving traffic between Missouri Flat Road and SR-49/Diamond Road, reduce congestion on Pleasant Valley Road

(SR-49) through the historic community of Diamond Springs, improve access to southeast county for commuters and tourism, and support the anticipated industrial and commercial growth in the area.

Implementation of the proposed project would ensure that all studied roadway segments along Missouri Flat Road, Pleasant Valley Road (SR-49) and Diamond Road (SR-49) would experience improved traffic operations to LOS E or above. Furthermore, as shown in Traffic Information Reissuance Section 4.12, Traffic and Transportation, Table 4.12-6, intersection operations within the Diamond Springs area would improve at a number of intersections along Diamond Road (SR-49), Pleasant Valley Road (SR-49) and Missouri Flat Road. As such, the proposed project would improve traffic operations and safety in the Diamond Springs area.

The proposed Parkway and associated improvements are sized for future growth, but only as indicated and considered in the General Plan. Both the General Plan land use designation and the County's Zoning Code designate areas immediately surrounding the Parkway as industrial. The traffic forecasting is based on growth as defined in the General Plan through 2025 and extrapolated to 2030, as detailed in Section 4-12, Traffic and Transportation of the Traffic Information Reissuance, and the supporting Traffic Impact Analysis (refer to Draft EIR Appendix M). However, the Traffic Impact Analysis indicates that the smaller, two-lane Parkway would be sufficient for forecasted growth through at least 2020 thereby allowing the full four-lane Parkway to be constructed at a later date in response to future growth.

The development of industrially-designated lands for commercial use would at minimum require a conditional use permit, or a General Plan amendment and rezoning, both of which may or may not be approved at the discretion of the County. Additionally, any future development would be required to conduct independent analyses, as applicable under CEQA.

Response to GUTIERREZ-4

The commentator indicated the proposed project would not allow traffic to move faster through the Diamond Springs area because traffic would be required to transition from a four-lane road (Missouri Flat Road) to a two-lane road (Pleasant Valley Road).

Traffic on Pleasant Valley Road (SR-49) east of Missouri Flat Road would be reduced in the cumulative (2030) pm peak hour from 2,350 vph without the project to 1,515 vph with the proposed project, per Table 4.12-7, by providing an alternate route. The alternate route reduces congestion through historic Diamond Springs and allows traffic to move faster and more safely.

The proposed project "ends" at the Diamond Road (SR-49) at Pleasant Valley Road intersection. Pleasant Valley Road east of the intersection remains a two-lane road. Traffic volumes on Pleasant Valley Road east of the intersection are forecast in 2030 to be 1,559 vph without the project and 1,503 with the project. The proposed project slightly reduces the anticipated volume but the LOS remains at E, which meets County LOS standards. As such, the proposed project's transitions to

existing roadways would meet County LOS standards and would allow the efficient flow of traffic through the Diamond Springs area.

Response to GUTIERREZ-5

The commentor also stated that the proposed project would not alleviate traffic congestion on Pleasant Valley Road during the morning hours and Missouri Flat Road during the evening hours. The commentor asserted that existing traffic congestion on Pleasant Valley Road is due to Union Mine High School students who utilize the roadway to reach the high school.

As shown in Transportation of the Traffic Information Reissuance Section 4.12, Transportation and Traffic, Table 4.12.4 the proposed project would reduce delay and increase LOS in both the AM and PM peak-hour traffic periods at the Diamond Road (SR-49) / Pleasant Valley Road intersection, and Pleasant Valley Road (SR-49) / Missouri Flat Road intersection. Such increases account for AM peak-hour traffic caused by the Union Mine High School. As such, the proposed project would reduce traffic congestion on Pleasant Valley Road.

Jerry Herrington II
<herringtonjerry@sbcg
lobal.net>
07/30/2010 11:01 AM

To Jennifer P Maxwell <jmaxwell@edcgov.us>
cc
Subje Diamond Parkway
ct

Hi Jennifer,

I want to thank you for the hard work and energy you have put into this project. I hope you have shaken off the rudeness from that group of people that were in that meeting. I believe the majority of the citizens of this county do not support their ideals.

I have a question that I am not sure if you can answer. On the frontage road of Diamond Rd. are they planning on putting in sidewalks along our side of the road way by our houses?

If you could let me know I would appreciate it.

Thank You and have a blessed day.

Jerry L. Herrington II
Elite Control, Incorporated
6100 suite A Enterprise Dr.
Diamond Springs, CA 95619
Mobile - 916-203-7345
Office 530-622-4324
Fax 530-622-4644

HERRINGTON.1-1

Jerry Herrington II (HERRINGTON.1)

Response to HERRINGTON.1-1

The commentor asked if sidewalks would be installed along the eastern side of the proposed Diamond Road (SR-49) frontage road.

The proposed project has been revised to provide sidewalks from Pleasant Valley Road to Diamond Springs Parkway along the eastern side of Diamond Road (SR-49) frontage road. Refer to Response to DSEDCAC-1.

Gerald and Elisabeth Herrington
4133 State Hwy 49
Diamond Springs, Calif. 95619

Project: Diamond Springs Parkway Project

Our concerns are:

1. Health and Safety

The rerouting of the first phase of 49 to allow the new gas station on the corner of Pleasant Valley and 49 has drastically impacted our neighborhood. For instance there has been an increase in car accidents, higher level of noise and car exhaust fumes not too mention that it is dangerous to pull in and out of our driveways now due to the excessive speed and increased number of cars.

The concern for the health and safety of our neighborhood will be greatly increased if the existing Hwy 49 along our houses is not part of phase one.

2. Noise level impact.

The study of noise levels for our area is not fair. Calculating the noise from the center of the roadway to the swimming pool area is misleading. Just about every home along this area has their living room in the front of the house. Our noise levels in our homes are between 85 to 98 db. Moving the roadway 30 to 40 ft. with rubberized roadway does not reduce engine, acceleration or muffler noise. There needs to be a noise wall between the new Diamond Parkway and our new frontage road.

3. Property Values

Since the increase of traffic, speed and noise levels have paralleled that increase on our road. The property values have gone down even further than the economy. We simply ask to have sidewalks and driveways put in front of our homes in the first phase to bring back some of our losses.

We are in favor of the project to develop a shopping center and the realignment from Missouri Flat to Diamond Parkway. There have been a lot of meetings and plans for this project and it has been met with a lot of opposition with people who are not directly affected. We are directly affected and wish this project be put on the fast track and bring our nice neighborhood back to us.

Again, we are in favor of this project and excited about what this will bring to our county, we are simply asking El Dorado County, DOT, The Board of Supervisors and The Developers to revisit and address our concerns for our neighborhoods and our families.

Thank you,
Mr. & Mrs. G.L.Herrington II

HERRINGTON.2

-1

-2

-3

-4

Gerald and Elizabeth Herrington (HERRINGTON.2)

Response to HERRINGTON.2-1

The commentor stated that since the rerouting of Diamond Road (SR-49) “to allow the new gas station on the corner of Pleasant Valley and 49 [sic]” increased traffic congestion has resulted on Diamond Road (SR-49). The commentor requested that improvements to Diamond Road (SR-49), should be implemented as a part of Phase 1 of the proposed project to reduce traffic congestion and related safety concerns.

Refer to Response to SOC-6 for a discussion of project phasing. In order to mitigate impacts resulting from the implementation of the first phase of the Parkway, Diamond Road (SR-49) Phase 1 improvements for the reconfiguration to a 2-lane major highway would be required to be implemented prior to or consecutively with construction of the Parkway.

Response to HERRINGTON.2-2

The commentor indicated that the analysis of noise impacts on residents along Diamond Road (SR-49) were inappropriately characterized as a result of the distances at which noise measurements were calculated. The commentor indicated that noise levels at homes on Diamond Road (SR-49) are between 85 to 98 decibels (dB). The commentor indicated that realigning Diamond Road (SR-49) 30 to 40 feet west of existing residents and utilizing rubberized asphalt would not reduce engine or muffler noise. The commentor stated that a noise wall should be constructed between the realigned Diamond Road (SR-49) and proposed frontage road.

As described in the Environmental Noise Assessment of the Draft EIR (Appendix K), the existing ambient noise environment for houses along Diamond Road (SR-49) was measured at two locations by Bollard Acoustical Consultants, Inc. The second noise measurement location was on the west side of Diamond Road (SR-49) (near where the commentor’s residence is located), and noise measurements were taken at a distance of 50 feet from the existing roadway’s centerline over a 24-hour period. The maximum noise exposure during the monitoring period was 88 dB (L_{max}) during daytime hours (7 a.m. to 10 p.m.) and 76 dB (L_{max}) during nighttime hours (10 p.m. to 7 a.m.). The daytime maximum of 88 dB is within the range of 85 to 95 dB as quoted by Mr. Herrington. However, County noise regulations are not based on maximum exposure, but day-night averages (L_{dn}), which for the second noise measurement location was 63 dB L_{dn} . The 63dB L_{dn} currently exceeds the County allowable limit of 60dB L_{dn} . As indicated in Section 4.10, Noise, of the Draft EIR, the proposed project would result in a reduction of 3 dB at the second noise measurement location. As such, the proposed project would bring noise levels into compliance with the County allowable limit.

Traffic noise caused by engines and mufflers is regulated by the California Vehicle Code, Division 12, Chapter 5, Article 2.5, which provides noise limits for all types of vehicles. Under real-life conditions, interactions of sound waves with the ground often results in attenuation that is slightly

greater than the reduction factor previously stated. Other factors that affect the attenuation of sound with distance include existing structures, topography, foliage, ground cover, and atmospheric conditions such as wind, temperature, and relative humidity.

According to the Noise Fundamentals section of the Highway Traffic Noise Analysis and Abatement Policy and Guidance document prepared by the Federal Highway Administration in June 1995, traffic noise is attenuated at approximately 4.5dB per doubling of distance from the traffic noise source. This rate of noise attenuation is an industry standard and used in most traffic noise analyses. Taking the noise attenuation rate into consideration, realigning the roadway to the west would result in approximately 4 dB of noise level attenuation at houses located east of the existing Diamond Road (SR-49) alignment. For further description of the noise analysis prepared, see Draft EIR Section 4.10, Noise, and its Appendix K, Noise Assessment.

The study concludes, for this roadway segment, that the proposed project's increased traffic volumes add approximately 3 dB to existing and forecasted noise levels. However, as stated the realignment is estimated to provide a 4 dB attenuation. Therefore, overall, the noise levels are reduced below existing and forecasted noise levels. No mitigation is required or proposed.

In regards to constructing a noise wall between the proposed Diamond Road (SR-49) and frontage road, El Dorado County General Plan Policy 6.5.1.5 discourages the use of noise walls along high volume roadways. Accordingly, a sound wall has not been incorporated into the proposed project. For further description of the noise analysis prepared, see Draft EIR Section 4.10, Noise, and its Appendix K, Noise Assessment.

Response to HERRINGTON.2-3

The commentator stated that the value of properties located along Diamond Road (SR-49) have declined with the increase in traffic and noise levels. The commentator requested that sidewalks and driveways be provided to compensate for reduced property values.

The proposed project has been revised to include sidewalks on the eastern side of Diamond Road (SR-49) from Pleasant Valley Road to Diamond Springs Parkway. The sidewalk will be located along the eastern side of the proposed frontage road. Driveway dips will be provided in the sidewalk for houses accessed via the frontage road. Refer to Response to DSED CAC-1

Response to HERRINGTON.2-4

The commentator expressed support for the proposed project. No response is necessary.

**To the Department of Transportation, County of El Dorado,
Re: Diamond Springs Parkway Project**

My name is Brian Lopez and I am the senior pastor at Bayside of Placerville Church. Bayside of Placerville Church currently owns 7 parcels just north of the bike trail which total approximately 29 acres of land. These parcels are next to the property owned by EID. The apn's are as follows: 327-250-18-100, 327-250-19-100, 327-250-20-100, 327-250-21-100, 327-250-22-100, 327-250-24-100, 327-270-32-100.

LOPEZ-1

We are very excited about the Parkway Project and are hoping that we will be able to obtain access to our properties through this new road. We are slightly concerned about accessibility issues though as the current "Rails for Trials" will be between our property and the parkway but are hopeful and anticipate that the Department of Transportation will work with us so that we can effectively use this land and access it through the parkway.

Our dream for this property is that we would build a church that can meet the needs of this community but also partner with the city of Placerville to see what other needs we may be able to meet. The properties were originally purchased with the intent of building some type of community center in mind, so we would love to work with the city to see how we can offer assistance and use this property not only for a church but also to make a positive impact in Placerville and El Dorado County. Whether that be a community center, a park, ball fields for kids, etc... our aim is to use a portion of our land to make a difference and we look forward to working with the city officials and the board of supervisors to make that dream a reality.

LOPEZ-2

Again we want to express our approval and excitement of the Diamond Springs Parkway Project and look forward to partnering with our city to make a difference here in Placerville.

LOPEZ-3

Sincerely,

Brian Lopez

Senior Pastor

Bayside of Placerville Church

Brian Lopez et al. (LOPEZ)

Response to LOPEZ-1

The commentor is a representative of Bayside of Placerville Church, which owns seven contiguous parcels north of the EDMUT and proposed Parkway alignment, east of property owned by the El Dorado Irrigation District. The commentor expressed support for the proposed project and requested that access to the seven parcels be provided via the proposed Parkway.

The proposed project's objectives do not include providing additional access to the Parkway to nearby properties since the Parkway is intended as a higher speed throughway. The project would maintain existing access rights. As such, access to the Parkway from the commentor's parcel is not included as part of the proposed project.

Response to LOPEZ-2

The commentor described future plans for the referenced properties north of the EDMUT and proposed Parkway. No comments regarding the Draft EIR were provided.

Response to LOPEZ-3

The commentor expressed support for the proposed project. No response is necessary.

From: <janet.postlewait@edcgov.us>
To: <JWaligorski@brandman.com>
Date: 8/25/2010 3:17 PM
Subject: Fw: Diamond Springs Parkway

----- Forwarded by Janet L Postlewait/PV/EDC on 08/25/2010 03:13 PM -----

Matt McCollum <mgmccollum@yahoo.com>
08/23/2010 03:58 PM

To
jpostlewait@co.el-dorado.ca.us, Jennifer.Maxwell@edcgov.us
cc

Subject
Diamond Springs Parkway

Hello. My wife and I own the property addressed 4141 Highway 49 in Diamond Springs. This is our position regarding the Diamond Springs Parkway project:

Based on the current version of the plan that has been presented, we can support the project so long as the Highway 49 improvement and frontage road planned for the area in front of our home at 4141 Highway 49 be completed as part of Phase One of the project. It is currently stated in the plan presentation that phase one will "likely" include this improvement. It is our position that proceeding with the project in any other order (i.e. building Diamond Parkway and the shopping center before the Highway 49 improvements) would increase traffic on an already dangerous piece of road and pose an even greater risk to our safety than already exists. This is our primary concern.

MCCOLLUM-1

A secondary request would be for the transportation department to consider including a sound wall and or sidewalks with driveways to help mitigate the negative impacts a major highway along with the traffic increase will have on the disposition of our neighborhood. I believe other neighbors have expressed a similar desire as well.

MCCOLLUM-2

In summary, we support the project as long as the Highway 49 frontage road and Highway 49 improvements are done first.

MCCOLLUM-3

Thank you for collecting our input.

Matt and Jonalin McCollum
530-295-5587
P.O. Box 887
Diamond Springs CA
95619

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Matt and Jonalin McCollum (MCCOLLUM)

Response to MCCOLLUM-1

The commentor expressed support of the proposed project with the stipulation that the proposed frontage road along the east side of Diamond Road (SR-49) is completed during Phase 1 of the project.

Refer to Response to SOC-6 for a discussion of phasing and HERRINGTON.2-1 regarding the timing of Diamond Road (SR-49) improvements.

Response to MCCOLLUM-2

The commentor requested that DOT consider include a sound wall and/or sidewalks with driveways along the proposed frontage.

The provision of a sound wall is discussed in the latter half Response to HERRINGTON.2-2. The provision of sidewalks is discussed in Response to HERRINGTON.2-3 and Response to DSEDCAC-1.

Response to MCCOLLUM-3

The commentor expressed support for the proposed project. No response is necessary.

August 20, 2010

Jennifer Maxwell
Senior Civil Engineer - Design
El Dorado County DOT
2850 Fairlane Court
Placerville, CA 95667

Re: Traffic Flow – The Logic of it all

Dear Jennifer:

Stress Reduction: The physiology of being in control

The Human Factor: The primary animal of this exercise, endeavor.

To control the flow; in this case it is traffic, autos, etc., in the most efficient manner is a math problem of combinations and permutations. The problem is one must make sense of a problem with unlimited data with no consistencies, the unlimited chaos.

Primary Systems: Cloverleaves – Are utilized when high speed, high volume and compressed time are the controlling factors.

Secondary Systems: Stop lights or roundabouts are utilized when cost or confinement are the controlling factors.

Form and Function: When cost is a controlling factor, the cost of the designed system, hardware, land, roads, etc., should be considered as negligible compared to the cost of the operating system.

Humans, cars, etc., the software components (--note exhibit--) are the primary components of this exercise, endeavor. Relative to humans and their physiques, stoplights are the grains of sand in our gears computers or minds. That frays our physiques; more simply put the nexus of our Road Rage! Roundabouts have a soothing effect on our physiques; they create the feeling that we are uninterrupted and making progress!



Richard Moore
2023 Camp Nauvoo Road
Placerville, CA 95667
530-642-9373

MOORE-1

**Stress not only incapacitates people;
It kills them..**

INDEX

1. **RTM – Richard T. Moore**
Systems Analyst
Human – The Human – Animals
The Human Factor

The Human and the Human factor are the primary focus of the exercise, endeavor.

Not only do systems, in this case the transportation system, fail to communicate with the humans or they with the transportation system, each with each other; but the human mind fails to communicate with the body and vice versa.

We humans live in a toxic world: Toxins, chemicals, viral agents, emotions, diseases, medications, etc; all create stress. The multiplicity of all these factors create a overload on the primary operating, animals the human-being.

2. Proposed round-a-bout; Location: Missouri Flat Rd. and Hwy 49 intersection.
3. Parcel map – Same location as exhibit # 2.
4. Traffic flow – The logic of it all:
 - A. Form and Function
 - B. The psychology of being in control.
 - C. The sociology of being in control.
 - D. Being – to be – the sense of existence, to be apposed to not to be.
Human beings see themselves as the center of things, from the inside out;
the essence of Einsteins principle of relativity. If things do not make sense ,
if we can not understand how things relate one unto another we crash.
5. Tech watch- science of the road; cars don't crash, **PEOPLE DO.**
Is it possible to build a car that can't be involved in a accident?
6. Rage – Anger – Keep your cool – **CONTROL.**
7. The Net, the “Network,” the Transportation system...

LET'S PUT A HUMAN FACE ON IT!

8. An embarrassment of riches – Many people feel that we have to have every thing, that we are the center of all things, that we are the alpha-factor of all relativity. But...can we manage it all at all times? There may be a delicate point of balance, but if that point of balance is off center and the multiplicity of factors are without limit it's quite possible that there may be too much information for human beings to handle.
9. Road – Rage – Yolo County – **STRESS AND HUMAN BEINGS.**
10. **Road – Rage – Murder – Suicide**
11. Stress – Toxic – Environment – Death. Diesel linked to truckers death's.
12. Public Health Department – Loss of services, systems failing...Chronic disease.
13. It's such a pain to stand.
The Human System: a bad design? Was evolution wrong, are we evolving backwards? The system is subject to failures, high stress and can easily be damaged; in relation to the hardware of the transportation system: steel, concrete, etc; the human being is a fat caterpillar that can be turned in to a grease spot with few ounces of pressure.
14. The Human Species Gender: Males built for competition, females built for longevity. Though males and females are built with different strengths, they still have the same weaknesses. The greatest weakness the mind.
15. The Mind – Understanding how your mind works. During times of high stress and limited time, how much information can the human mind handle and how quickly can the mind and body react?
16. Special Report – Thrift Nation: the failing of the all systems: economics, social, Health and family – how much stress can human being handle and for how long? To our specific question at hand, do we want these human beings out on the highways at the same time as we are? Speaking of we are, we them, or they we.
17. Federal obligations exceed world GDP. World/Net/Daily
STRESS! How much stress can we handle- Terrify anyone yet?
18. **Your brain on medication.**
19. The Human Being – How much stress can we handle!

20. U.S. – on the – Job fatalities. This problem seems to be solving itself. It appears
That soon there will be no jobs, at least no jobs by which a human being can make
a living.
21. – 23. Is stress and human beings
24. Federal obligations exceed world GDP – Gross Domestic Product.
25. Your brain on meditation.
26. Human beings.
27. Your brain on meditation – social gaming.
28. On the job fatalities decline as payrolls shrink.
29. Auctorial Risk Factors – Jeffrey J. O'Donnell

Richard T. Moore
SYSTEMS ANALYST
+/- R.T.M. B.L. #032716
Success / Progeny

79 Years of Age <06-18-31>
65 Years of Service

65 Years: Participant in Diet & Health Study

1. NIH - National Institute Health
2. U.S - U.S. Military Joint Services
3. National, State, and Local Joint Service
4. Veterans Administration
5. AARP
6. National Cancer Institute

Failure to Communicate seems to be the Primary failure; the ever increasing lack of personal responsibility is the Primary Reason
Diabetes has risen from 15% of the population to 85%.

Diet & Health Study News

Published for Study Participants by the National Cancer Institute

WINTER 2010

NIH-AARP Diet and Health Study
628 Lofstrand Lane
Rockville, MD 20850-1313
Official Business
Penalty for Private Use \$300

Pre-Sorted
First-Class Mail
Postage & Fees
PAID
NIH/NCI
Permit No. G-806



B84322Y

R T Moore
2021 Camp Nauvoo Rd
Placerville, CA 95667-8598



Dear Participant,

Happy New Year! The NIH-AARP Diet and Health Study is now in its 15th year and is still going strong thanks to your participation. Since the study began, we have published nearly 100 scientific articles. These publications have received a great deal of attention within the scientific community and the media.

In this issue of our annual newsletter, we share several important findings from articles published during 2009. For example, we highlight the results of our research looking at whether different physical activity levels influence the development of cancer. We also describe an article published about five lifestyle habits and how these habits are related to pancreatic cancer. These reports have helped us understand more about cancer and how it might be prevented. This information is a significant contribution to public health!

Without your participation, none of this would be possible. We invite you to visit the study website for news, contact information, and the complete list of articles from the study at <http://dietandhealth.cancer.gov/>.

Thank you for your continued time and participation in the NIH-AARP Diet and Health Study!

Arthur Schatzkin, M.D., Dr.P.H.
NIH-AARP Diet & Health Study



A Healthy Lifestyle May Reduce the Risk of Pancreatic Cancer

Pancreatic cancer ranks as the 10th most common cancer in men and 9th most common in women in the United States. This cancer has received a lot of attention in the news lately following the deaths of some celebrities due to pancreatic cancer.

Prevention is the primary hope for reducing the burden of this disease. NIH-AARP researchers recently studied the influence of participants' lifestyle on pancreatic cancer risk. In the study, researchers scored participants according to five lifestyle factors: cigarette smoking, drinking alcohol, dietary quality, body mass index (a measure of leanness or obesity), and physical activity. Then they looked to see whether the scores were related to the development of pancreatic cancer. The study found that participants with the highest score for a healthy lifestyle had a 58% lower risk of developing pancreatic cancer than those who had the lowest score. This study provides added information about how your lifestyle can make a difference in your health.

Jiao L, Mitrou PN, Reedy J, Graubard BI, Hollenbeck AR, Schatzkin A, Stolzenberg-Solomon R. A Combined Healthy Lifestyle Score and Risk of Pancreatic Cancer in a Large Cohort Study. *Arch Intern Med* 2009;19:764-770.

Check Our Website

You can get up-to-date information about the study at our website:
<http://dietandhealth.cancer.gov>

U.S. DEPARTMENT OF HEALTH
AND HUMAN SERVICES
National Institutes of Health
National Cancer Institute



NATIONAL
CANCER
INSTITUTE



August 20, 2010

Jennifer Maxwell
Senior Civil Engineer - Design
El Dorado County DOT
2850 Fairlane Court
Placerville, CA 95667

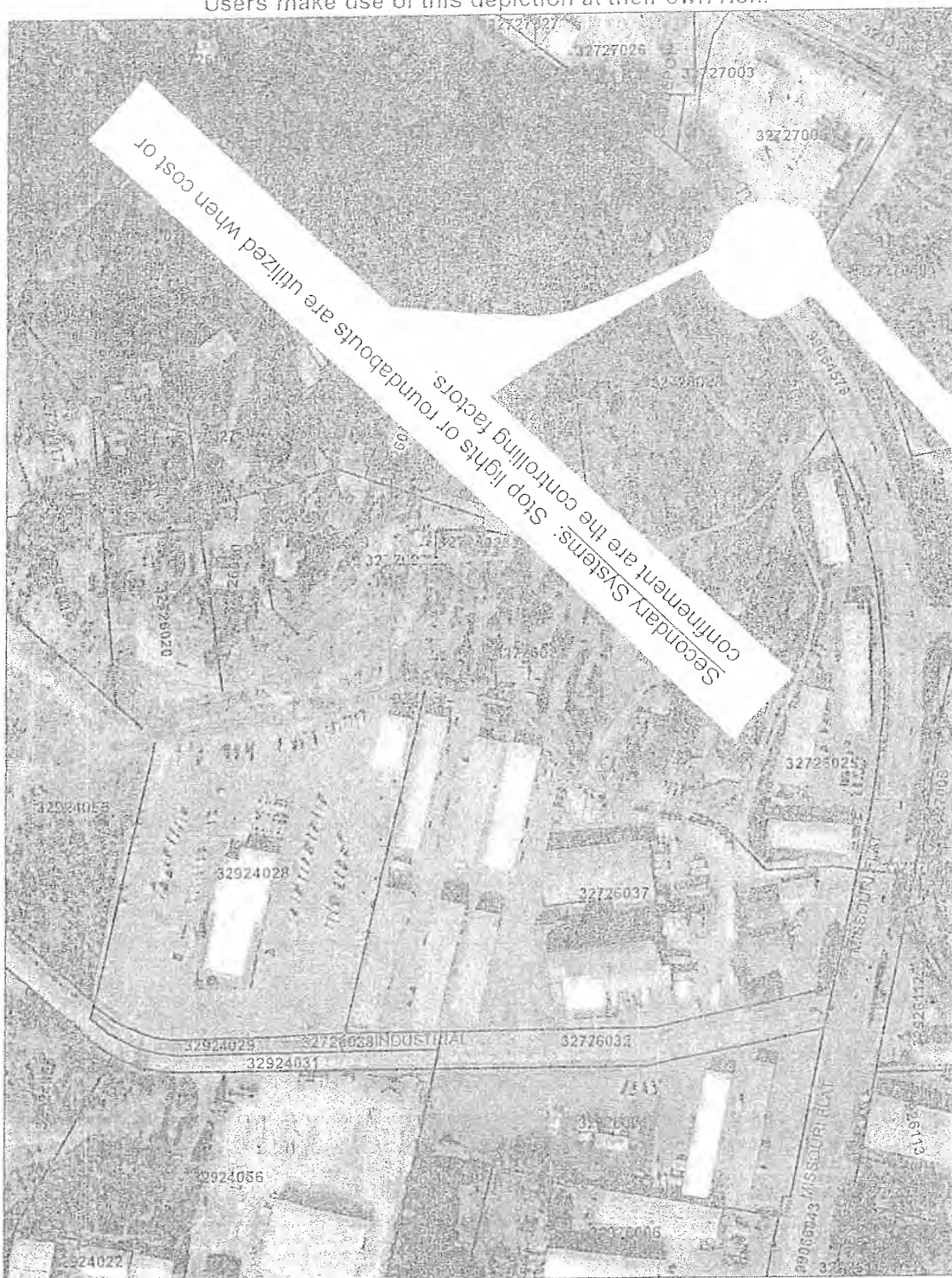
Re: Traffic Flow – The Logic of it all

Dear Jennifer:

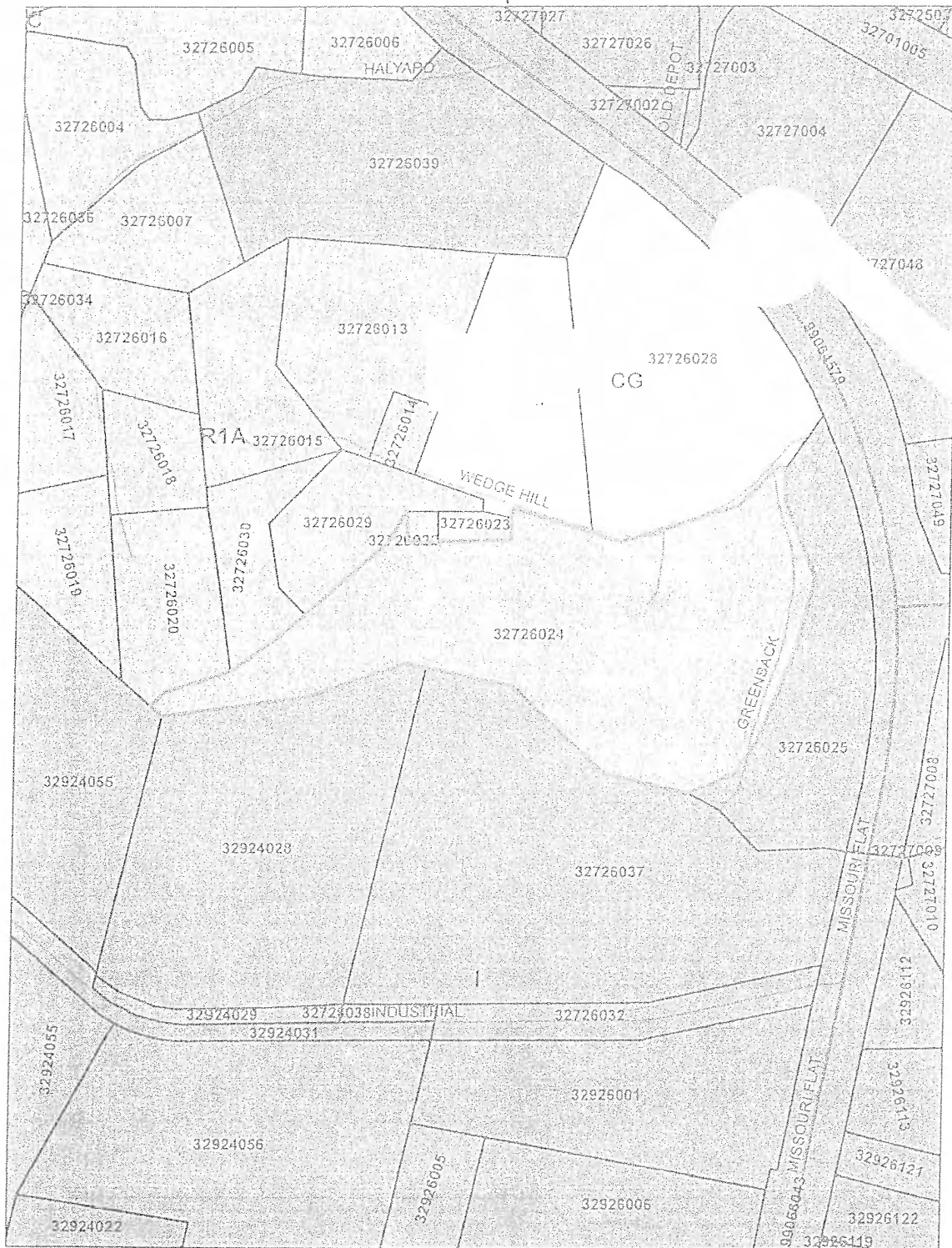
Stress Reduction: The psychology of being in control

The Human Factor: The primary animal of this exercise, endeavor.

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Parcel boundaries are particularly unreliable.
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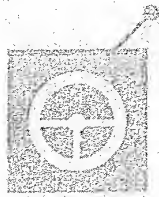
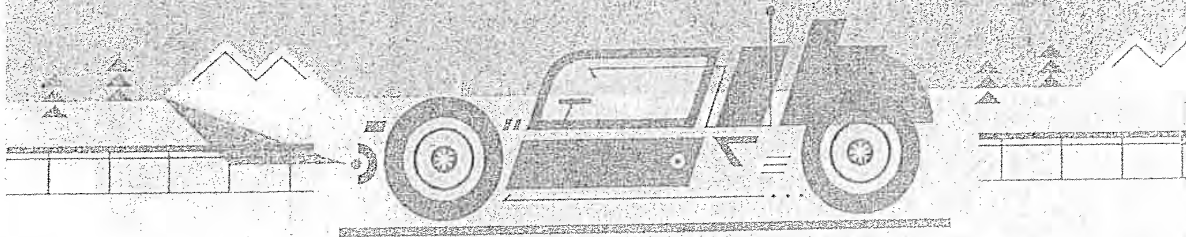


TECH WATCH

SCIENCE OF THE ROAD

Cars Don't Crash, People Do

Is it possible to build a car that can't be involved in an accident? Engineers are certainly trying—by taking control away from drivers and coding it to the vehicles, the buildings, blocks of autonomous cars already exist in today's models. Antilock braking systems have been able to override driver input since the '70s. From the researcher perspective, we think that the sensor equipment is available. But we have other problems," says Burkhard Huftke, director of the Volkswagen's Electronics Research Laboratory in Palo Alto, Calif. For instance, liability issues and manufacturers' reluctance to share proprietary information could hamper the development of crash-proof cars. Also, many drivers don't want to surrender authority to their vehicle. Still, each new technology moves cars a step closer to a fully integrated safety system—and the ability to drive themselves. —M. ABUELSAMID



DRIVE-BY-WIRE

As manufacturers convert more vehicles to electric power, they will likely adopt drive-by-wire systems: Turning the wheel will not directly move any gears or steering arms. Instead, the motion sends a digital signal to actuators in each wheel to perform the turn. Steering control systems can also automatically tweak the relative angles of each wheel separately, maximizing handling performance.



VEHICLE-TO-VEHICLE

Truly autonomous cars will be able to communicate with each other and with road infrastructure. With such a network in place, vehicles could slow or stop to avoid impending hazards or instruct navigation systems to find alternate routes. The Japanese government is deploying infrared transmitters and wireless beacons at intersections that warn of red-light runners and stop-sign violators by measuring vehicles' speeds and locations.



WHEN TO STOP

Adaptive cruise-control systems can use radar to detect the distance to other vehicles, bring the car to a complete stop and automatically resume acceleration when traffic picks up. The manufacturer's next step is automatic collision avoidance: Researchers at Audi and Volvo are linking radar signals with ultrasonic, laser and optical sensors that enable a vehicle to identify approaching pedestrians or vehicles and stop before the driver sees the danger.



HOW TO HANDLE

Satellite navigation will become more precise and could provide a vehicle with information on its dynamic parameters. For example, a car with GPS antennas mounted on its front and back could determine the slip angle between the tires and the road by comparing the subtle difference between the way the car is pointing and the direction the vehicle is heading. With such data, a car could drive itself with more panache than its owner.

Got anger? It's what you do with it that matters

Houston Chronicle

The angry outburst is never pretty.

Just think of Mel Gibson's recent telephone rants at his ex-girlfriend, recorded and distributed for the world's listening horror.

The vitriol, the cussing, the nasty name-calling. None of it has endeared him to the public - or the woman on the other end of the line.

Of course it's not just the rich and famous who lose it. There's the barking boss, the tailgating driver and the brother-in-law who blows his top every Thanksgiving. Really, who hasn't had a moment when anger got the upper hand?

As it turns out, anger might not really be the problem, said Sally D. Stabb, professor of counseling psychology at Texas Woman's University in Denton.

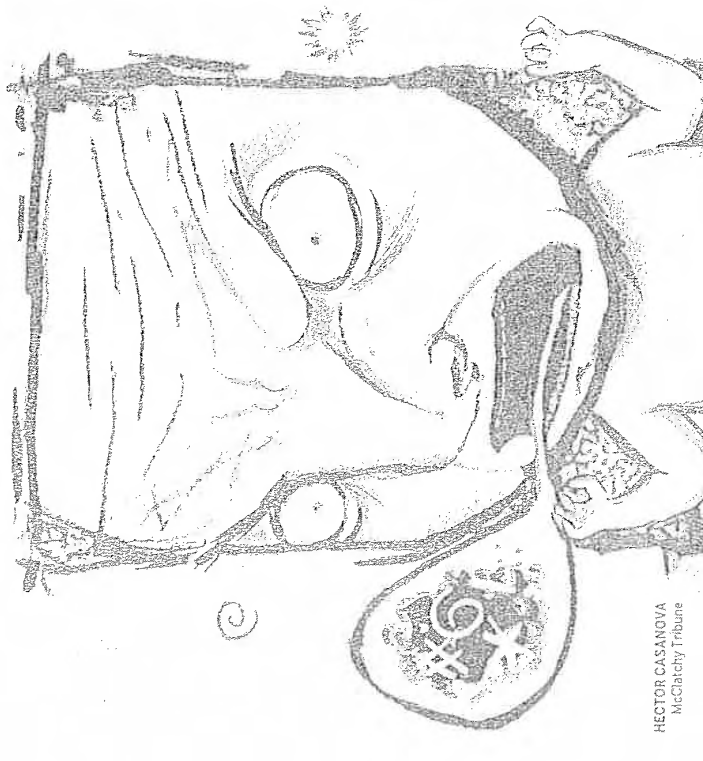
"The emotion in and of itself is not something that is destructive or negative," Stabb said. "It's what I do with it. And I have lots of choices."

Unfortunately anger and clear decision-making don't always coexist.

Classic angry choices range from banging the phone down on the receiver at work to calling up the ex and giving her an earful. At worst, anger can drive people to hurt themselves or others.

"No one gets in trouble for being angry," said Craig J. Bryan, assistant professor in the psychiatry department at the University of Texas Health Science Center in San Antonio. "They get in trouble for being aggressive and violent."

Anger definitely has its



HECTOR CASANOVA
McClatchy Tribune

Keep your cool when you're boiling mad

Here are some tips from the professionals on how to defuse your anger.

Breather: Nothing like a few deep breaths before you speak to check the anger.

Listen to yourself: Is your voice sharp, excited, quivering? Chances are the person on the receiving end of your anger also hears this in your voice.

Listen to the other person: Sometimes focusing on what the person has to say can calm you down. You don't have to agree, just pay attention.

Recognize degrees: No need to go from 0 to 60. Recognize what makes you irritated or frustrated. Distinguish that from what makes you hopping mad.

Know yourself: Explore what it is that makes you routinely angry. Think about the way anger was expressed - or not - in your family.

Talk constructively: When you are angry with someone, be specific about what made you angry this time. Bygones need to be bygones. Don't name-call or cuss. Saying "You always do that, you jerk" probably won't help.

Leave: Sometimes it's just better to excuse yourself. Go to the restroom or walk around the block.

Sources: Sally D. Stabb, professor of counseling psychology at Texas Woman's University in Denton; Dr. Britta Ostermeyer, associate professor of psychiatry at Baylor College of Medicine and chief of psychiatry at the Harris County Hospital District; Craig J. Bryan, assistant professor in the psychiatry department at the University of Texas Health Science Center in San Antonio.

eye said.

"And there are situations in society, perhaps in a business situation, where we couldn't even politely say 'I'm feeling angry.'" In other words, having a heart-to-heart with the boss about the seeds of your anger may not have the desired effect, she warns. You could wind up out of work.

Luckily, our culture offers socially acceptable ways to confront the boss or client without losing the job or the account, Ostermeyer said. Often the conversation starts with phrases such as "I'm concerned" or "I have reservations."

"These are alternative ways for how we express

thing is not right within the environment," Bryan said.

In many ways, a certain amount of anger is inevitable. Often those who try the hardest to stay away from anger turn out to have the most difficulty with the emotion, Bryan said.

The tricky part is knowing how to handle anger when it arises, said Dr. Britta Ostermeyer, associate professor of psychiatry at Baylor College of Medicine and chief of psychiatry at the Harris County Hospital District. The response changes depending on the circumstances.

"There are situations where we can appropriately say to certain people 'I feel

society," Ostermeyer said.

In general, the goal is conversation. Of course, not everyone can calmly chat about feelings.

For some, anger easily escalates. Folks who often find that their temper soars beyond regulation often exhibit certain personality problems such as narcissism or an unbending conviction that they are right about everything.

Others have medical problems that can be diagnosed as a mood disorder, depression or a history of trauma. Dementia and a traumatic brain injury can also lead to an inability to modulate anger, Ostermeyer said. Plenty of folks without

to lose their temper as well. There are a number of techniques to manage anger or regulate it, a term Stabb prefers.

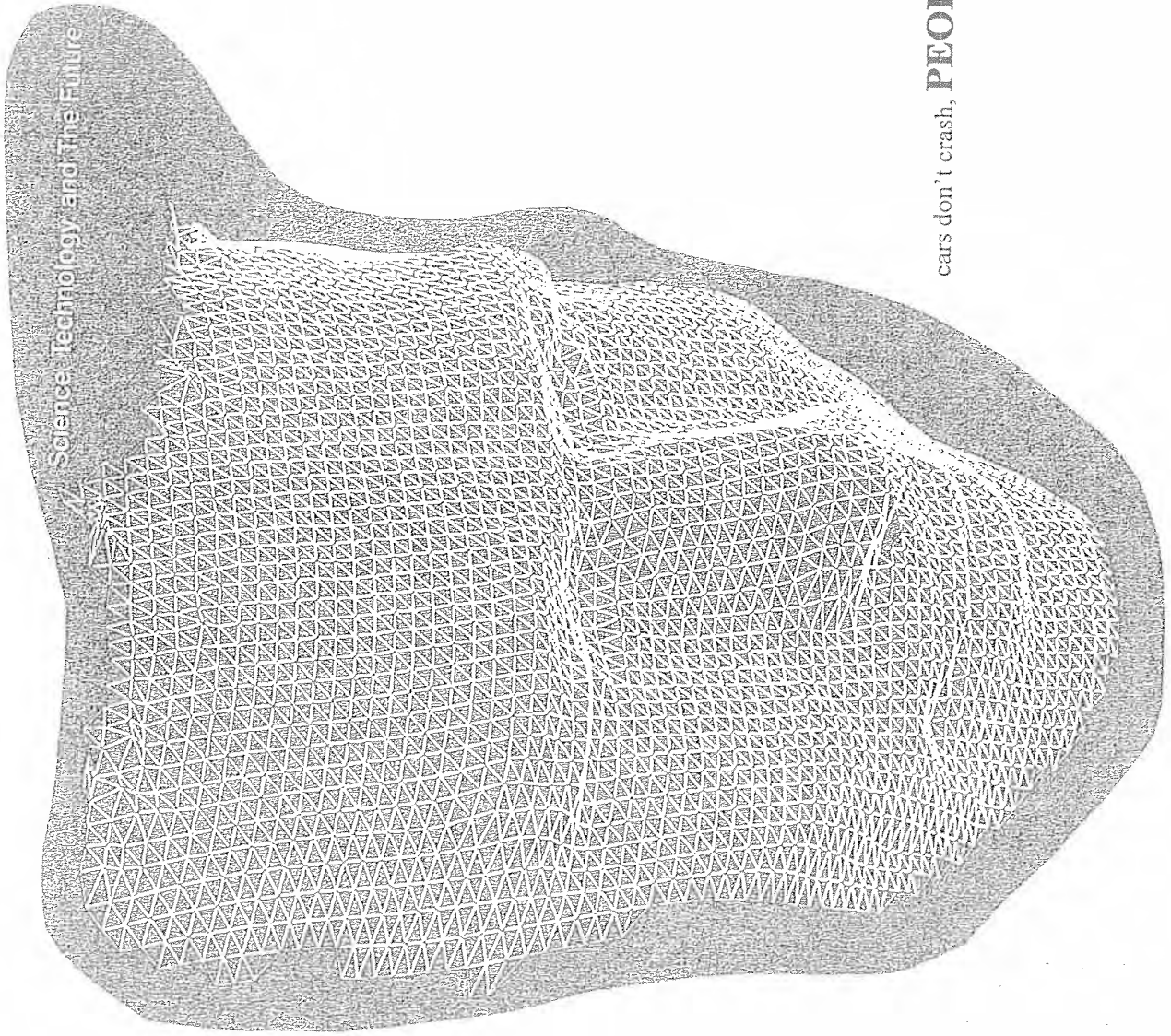
Ultimately, for anger to serve its purpose - rectifying a bad or unjust situation - the person you are talking to has to be willing to listen to you, Stabb said.

So it might be better to just try the cool-headed approach. Or at least wait before you pick up the phone.

"It is in our own best interest if the person can actually hear us," Stabb said. "You always do this, you jerk!" That is not going to get much of a reception. It is not in our own best inter-

Rage – Anger – Keep your cool – **CONTROL.**

7. The Net, the “Network,” the Transportation system...



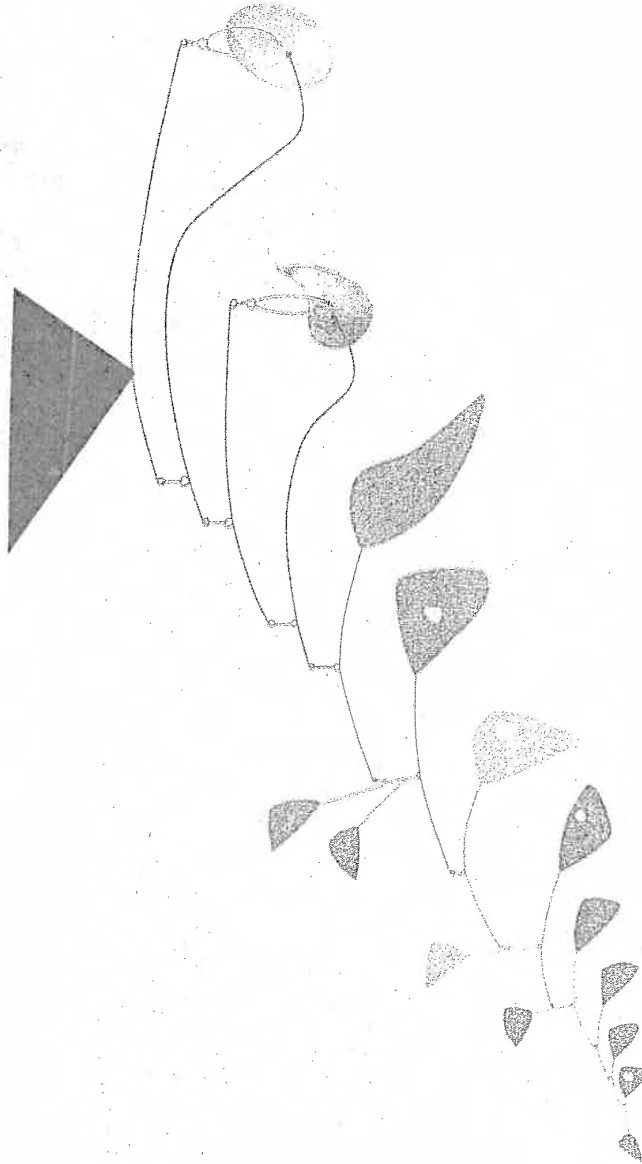
cars don't crash, **PEOPLE DO.**

The Human Factor - Lets put a human face on the problem

An embarrassment of riches

— Many people feel that we have every thing, that we are the center of all things, that we are the alpha-factor of all relativity. But...can we manage it all at all times? There may be a delicate point of balance, but if that point of balance is off center and the multiplicity of factors are without limit it's quite possible that there may be to much information for human beings to handle.

—STRESS AND HUMAN BEINGS.



Road — Rage — Murder — Suicide

YOLO COUNTY

Driver dies from knife wounds after road-rage confrontation

BY HUDSON SANGRETT
AND DEIA DE BRITO
hsangree@sacbee.com

As investigators searched for a suspect who sped away in a black Mustang, relatives of a man stabbed to death in an apparent road rage incident in rural Yolo County said Tuesday they were mourning the loss of a devoted father and grandfather.

Jorge Gutierrez, a 52-year-old resident of the Colusa County community of College City, was driving northbound on County Road 99W near Dunnigan, in Yolo County, when authorities say a series of passing incidents ended in

his stabbing death Saturday afternoon.

A report of the slaying was released by the Yolo County Sheriff's Department on Tuesday.

A passenger in the victim's car told investigators that Gutierrez, who was driving a 1995 Jeep Cherokee, passed a black Ford Mustang convertible, believed to be a model from 1984 to 1993.

Gutierrez and the Mustang driver continued passing each other until the Mustang driver stopped in front of Gutierrez's Jeep and got out.

The Mustang driver smashed Gutierrez's side win-

dow and stabbed him several times in an arm, authorities said.

The assailant - described as a Latino male in his 30s, about 5-foot-9, with a buzz haircut - got back in his car and sped north on County Road 99W.

Yolo County sheriff's deputies and Dunnigan firefighters found Gutierrez in the driver's seat of the Jeep, bleeding profusely.

He was transported by helicopter to UC Davis Medical

Marcus Breton's opinion column will return Sunday.

Case closed in March road rage murder-suicide

By **Jim Ratajczak**

Democrat staff writer

The investigation into a March road rage shooting has been closed and the motive behind the attack that killed a Grizzly Flat man remains unclear, authorities said.

Jack Larson, 49, was shot in his SUV on March 2 by Jenson Cornelius Kohutek, 36.

Kohutek had been reportedly tailgating Larson and girlfriend Jean Williams, in his truck for several miles before pulling up to Larson's passenger side window and opening fire near Newtown Road and Broadway.

Kohutek then turned the gun on himself.

"I was scared," said Williams. "The man in the truck said to me, 'Did I get him?' and I said, 'Yes, you did,' and I looked at him and he put the gun to his chin and pulled the trigger."

Kohutek died at the scene.

Larson was taken to

Marshall Medical Center and died shortly after arriving at the hospital.

Larson did not know his shooter, Williams said.

Kohutek's autopsy did not reveal any glaring finds, said El Dorado County sheriff's Lt. Bryan Golmitz.

Traces of caffeine and nicotine were found in Kohutek. Coroners also found bupropion — an anti-depressant and smoking cessation aid, as well as citalopram — another anti-depressant.

Golmitz said the level of citalopram was slightly above the recommended therapeutic dosage, but not high enough to provide a reason for Kohutek's actions.

Authorities had also been interviewing friends and family members in an attempt to determine why Kohutek was driven to kill, but those investigations proved fruitless.

Diesel linked to truckers' deaths

The likely reason for drivers' heart disease — fumes, study says.

By Chris Bowman
cbowman@sabee.com

The odds of dying from heart disease are nearly 50 percent higher for truck drivers than the general U.S. population, and diesel exhaust is a likely culprit, according to a new Harvard University study of importance to transportation-heavy California.

The findings are part of the largest and most comprehensive study yet conducted on the effects of diesel engine emissions on trucking industry workers nationwide, from long-haul drivers to office clerks, engine mechanics and dockworkers exposed to exhaust in the yard.

Harvard Medical School researchers said they examined the jobs and medical histories of more than 54,000 male Teamsters' union members who had

worked for one of four national trucking companies from 1985 through 2000.

The findings are important not only for transportation workers but also for people who commute in heavy diesel-fueled traffic or who live or work near truck terminals, ports and railroad yards, said Cynthia Garcia, a state air pollution scientist.

The study led last Thursday's agenda of the California Air Resources Board, which regulates diesel exhaust as a cancer-causing agent.

Garcia presented the research as further evidence on the risks of diesel exhaust and the need for cleaner-burning fuels and engines for diesel-powered vehicles and equipment generally.

She cited a Lawrence Berkeley National Laboratory study published earlier this month showing that diesel soot in the Bay Area has decreased nearly three-fold in the past 40 years even as fuel consumption increased six-fold. The decline has been more pro-

To read the Harvard University study of the effects of diesel ex-

haust on truckers, go to:
▶ www.sabee.com/links

nounced for truckers and others who breathe diesel exhaust daily on the job.

"This reduction in ... diesel engine soot is due in large part to (state air board) and federal regulations, and enforcement programs," Garcia told the board.

The Harvard study was published in the August edition of Environmental Health Perspectives, a scientific journal.

Researchers said they were not surprised to find that the trucking industry workers had a lower overall death rate than the general population. But they were struck by the higher death rates for heart disease, particularly among truck drivers — 49 percent — and dockworkers, 32 percent. The lung cancer death rate also was elevated among drivers and dockworkers, by 10 percent.

While the study singles out diesel soot and other breathable exhaust particles as suspect, it did not examine individual exposures to the exhaust or workers' lifestyles and diet, which also could explain the higher incidence of heart attacks and lung cancer.

The trucking industry workers overall were heavier smokers than the general population but not so much as to explain the elevated lung cancer and heart disease, the study said.

The results are consistent with numerous smaller studies of workers exposed to vehicle exhausts, including truck drivers, though the link between lung cancer and diesel exhaust is still being questioned, the study said.

The next phase of the nationwide trucking industry study will examine differences in diesel exposure between different jobs and trucking terminals.

Call The Bee's Chris Bowman,
(916) 321-1069.

Double-dip recession looks more likely as manufacturing falters

By DANIEL WAGNER
AND ALAN ZIBEL
Associated Press

WASHINGTON - It's starting to feel like another recession. Businesses are ordering fewer goods. Home sales are the slowest in decades. Jobs are scarce, and unemployment claims are rising.

Perhaps most worrisome, manufacturing activity, which had been one of the economy's few bright spots, is faltering.

"The odds of a double-dip are rising and uncomfortably high," said Mark Zandi, chief economist at Moody's Analytics, referring to the possibility that the nation will tip back into recession.

The government offered the latest grim news Wednesday about the economic recovery: Companies cut back last month on their investments in equipment and machines. And Americans bought new homes at the weakest pace in nearly half a century.

Earlier this week came news that sales of previously

occupied homes fell last month to the lowest level in 15 years. Unemployment remains near double digits because job growth in the private sector has slowed.

The economy has grown for a full year now, and many experts believe the recession technically ended in July 2009. But the pace of expansion has slowed significantly in the past six months.

Economists predict the government will announce Friday that the economy grew from April to June even more slowly than previously thought, at an annual rate below 2 percent - weak for normal times and especially anemic right after a recession.

For the average household, whether the economy is growing slightly or not at all may not matter much. Two gauges that matter more are the unemployment rate - stuck at 9.5 percent - and home values, down about 30 percent from their 2006 peak.

"Who cares if it's a second

recession or a double-dip? Either way, things are not going well," said Temple University economics professor William Dunkelberg, chief economist of the National Federation of Independent Business.

Overall orders for big-ticket manufactured goods did rise for July, the Commerce Department said Wednesday. But that was only because demand for commercial aircraft surged by 76 percent. Minus the volatile transportation category, orders for durable goods fell at the steepest rate since January. And business investment took its sharpest drop since the economic dark days of early 2009.

The decline is particularly troubling because manufacturers had been helping to lead the economy on its comeback, filling orders for businesses rebuilding their stockrooms.

"Take it away, throw in a relapse in housing and you don't have much left," said Paul Ashworth, senior U.S. economist at Capital Economics.



EL DORADO COUNTY
PUBLIC HEALTH DEPARTMENT
NURSING DIVISION

Healthy People Living in Healthy Communities in El Dorado County

MICHAEL UNGEHEUER RN, MN, PHN
Division Chief

JASON EBERHART-PHILLIPS, MD, MPH
Health Officer

April 8, 2008

Richard Moore
2021 Camp Nauvoo Road
Placerville, CA 95667

Dear Richard,

I regret to inform you that the Preventive Health Care for Adults Program (PHCA) is ending. This action is necessary due to the cancellation of the service agreement and funding for El Dorado County by the State of California Department of Public Health.

The State's decision of program cancellation will result in no further preventive health assessments or health education sessions conducted by the Public Health Nurse for new or existing enrollees. In addition, nutrition, chronic disease maintenance and medication counseling through the PHCA Program will no longer be available at the different meal sites, churches or community centers.

Your primary health care provider will be notified of this change in service.

Should you have questions or concerns regarding follow-up services, referrals or your preventive health care record please contact Naomie Harris at (530) 621-6108.

Your past support and participation in the PHCA program is appreciated.

Sincerely,

Michael Ungeheuer, R.N., M.N., P.H.N.
Division Chief

929 Spring Street Placerville CA 95667 Phone: 530.621.6108 Confidential Fax: 530.642.0892

FOSTER CARE NURSING

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RYAN WHITE CARE PROGRAM

OCCUPATIONAL HEALTH

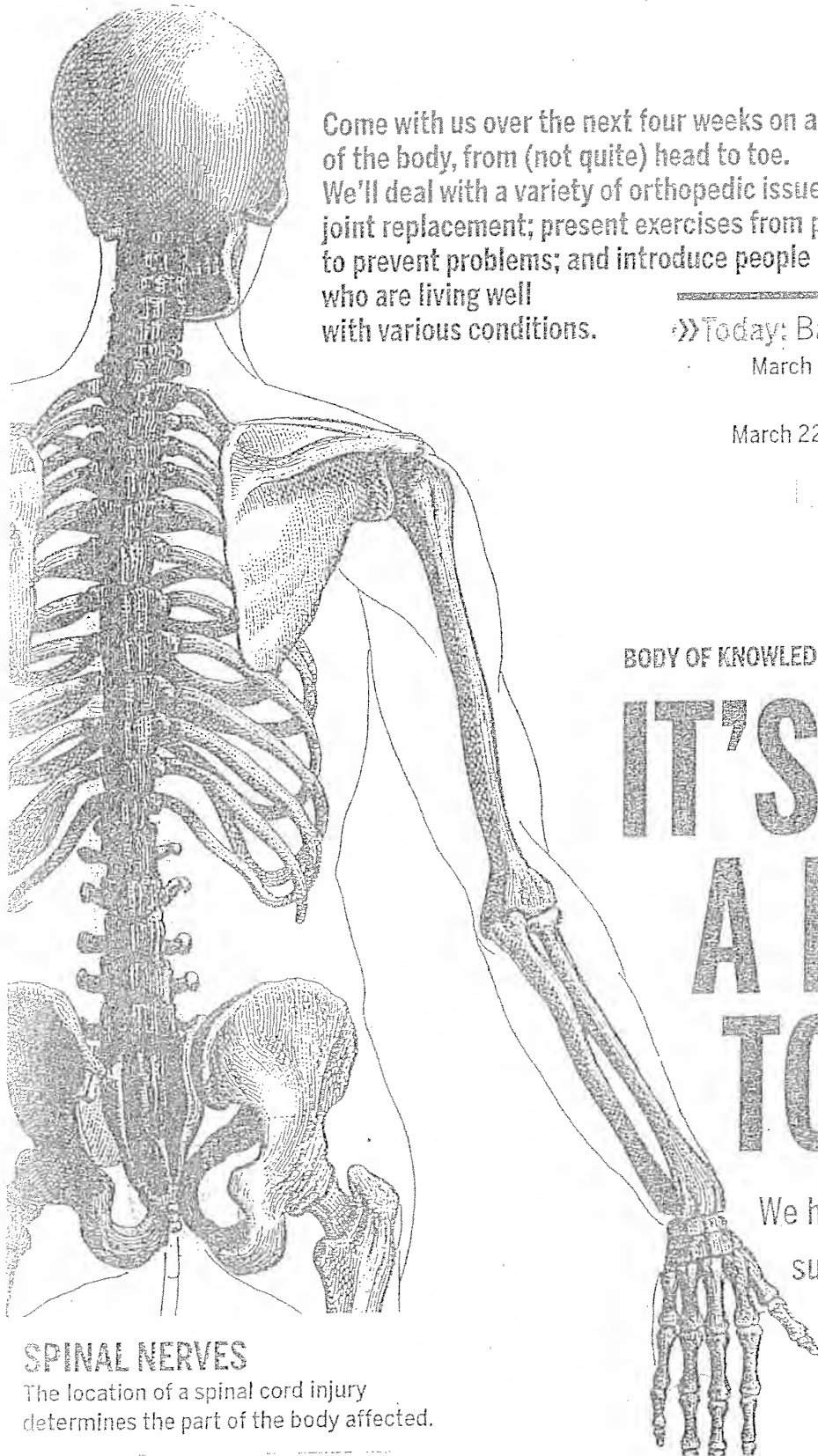
REX BABIN | rbabin@sachse.com

BUT PASSING PROP. 23 BACK IN 2010
ONLY DELAYED IMPLEMENTATION OF
AB 32 UNTIL THE ECONOMY IMPROVED."

RIGHT?



REXBABIN THE SACRAMENTO BEE



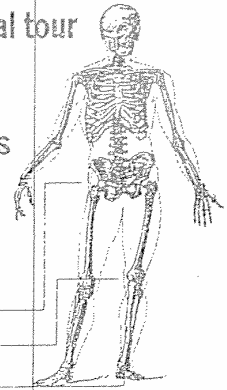
Come with us over the next four weeks on a musculoskeletal tour of the body, from (not quite) head to toe. We'll deal with a variety of orthopedic issues, including joint replacement; present exercises from personal trainers to prevent problems; and introduce people who are living well with various conditions.

» Today: Back and neck

March 8: Hips and waist

March 15: Knees

March 22: Ankles and feet



BODY OF KNOWLEDGE | First of four parts

IT'S SUCH A PAIN TO STAND

We humans are an advanced bunch, sure, but with our upright ways comes the common — and often excruciating — burden of backache

SPINAL NERVES

The location of a spinal cord injury determines the part of the body affected.

Back: Deterioration is natural, but it can be slowed

FROM PAGE 11

X-rays, MRI scans, targeted epidural steroid injections - Lamb had it all. Finally, it was determined

he had two herniated - or "bulging" - discs. His current treatment is a series of epidural injections combined with physical therapy.

Surgery to remove the discs and fuse the spine is a possibility, doctors told him.

"Because of my age, they think I'll eventually heal and get better as long as I strengthen the muscles around it," Lamb says. "They kind of tell me this is going to be a forever thing. The frustrating thing is, I can't track it to anything in particular I did."

Davis calls the back "one of the most complicated biological structures in the body" because of the intricacy of the spine and the nerves and connective tissues surrounding it.

One little tweak and ...

"Yeah, there are so many potential things that can go wrong," Davis says. "For example, you've got the disc, and the disc as it interfaces with the bones. You have the small joints, which can become arthritic and fracture. You can have nerves that go right through the little nerve holes and can be pinched by a disc or pinched by the joints. And you can also have muscular problems in small and large areas."

Exacerbating the back's structure and scaffolding are two factors that affect the body as a whole: aging and obesity.

"The discs in the back wearing out are just like me getting gray hair or getting bifocals," says Tim McGonigle, a Folsom physical therapist.

cal therapist. "It's part of the aging process. It's predictable. If you live long enough, it'll happen."

Davis sighs when presented with the aging scenario.

"Basically, you hit 30 and it's all downhill," he says, laughing. "I'm 43 and seeing it at a rapid pace. We're basically oxidizing as we go along. Little by little, falling apart."

Carrying excess weight doesn't help. Obesity in the general population is seen by many back specialists, including Davis, as the reason more people are suffering and not getting better.

"More and more people are sedentary, and that raises the risk," Davis says. "And the way we tend to add (weight) at the waist pulls the belly outward. That basically causes the back to arch farther backward."

"You have to take that weight and put it farther over your center of gravity near where your pelvis and spine meet. As you're leaning backward more, you're putting more pressure onto parts of the back never really designed to take that pressure."

The prevalence of surgery to correct back problems waxes and wanes. Decades ago, procedures such as spinal fusion were the standard.

In the past decade or so, many surgeons have opted to delay surgery in favor of extensive physical therapy.

Lately, though, "the pendulum is swinging back the other way, where new devices don't lock everything down where you can't move anything in the back," Davis says.

For example, surgeons can repair a herniated or ruptured disc (where the gel-like

material in discs cushioning the vertebrae bulges or leaks and irritates nerves) less invasively. But doctors have yet to perfect a way to repair damage to facet joints (between the vertebrae) that become arthritic.

Researchers at Cornell University announced in January that they have bioengineered discs harvested from tissues of removed discs, which are grown in an incubator and transplanted. The process has worked in rats. Clinical trials on human subjects are being scheduled.

Still, McGonigle, a founder of the Folsom Physical Therapy and Training Center, says he's seen patients whose back pain is managed well by physical therapy.

"Backs need to be protected like a sprained ankle needs to be protected," McGonigle says. "You need to control the mechanical forces that pass through the area. Shore up the system by making the stomach, butt and back muscles as strong as possible to make up for that waning structural integrity of the ligaments and discs."

"It's amazing how many (patients) improve their backs just by getting their muscles to function better."

Recently, the Journal of the American Academy of Orthopaedic Surgeons reported that the most effective treatment for degenerative disc disease in the lower back is a combination of physical therapy and anti-inflammatory medication.

But other studies point to the benefits of surgery.

A 2008 study funded by the National Institutes of Health reported that patients who had surgery recovered

quicker than nonsurgical patients. A 2000 study published in the Journal of Spine showed that after four years, four-fifths of surgical patients had "excellent or fair" results, compared with half the nonsurgical patients. However, the researchers advised initial "conservative" treatment before opting for surgery.

Lamb, the Sacramento man with the mysteriously appearing bulging discs, doesn't relish the prospect of surgery. But he wants to mow the lawn, play soccer and hold his child without pain.

"I haven't played soccer in several months," he says. "It stinks."

Call *The Bee's Sam McMannis*, (916) 321-1145. Read his postings on the "Sacramento Health & Fitness" blog at sacbee.com/blogs.

DEALING WITH BACK PAIN

The Mayo Clinic Health Letter recommends basic measures to ease back pain and speed healing.

Stay as active as can be tolerated: Perform as much of your daily routine as possible, even with some pain, but gently. In some cases, you may have to avoid activity for one or two days while severe pain diminishes.

Use ice for injuries: If your pain was caused by an injury, such as a pulled muscle, you may be able to relieve pain by applying an ice pack to the painful area. Do this for the first day or two after the injury for no more than 20 minutes at a time.

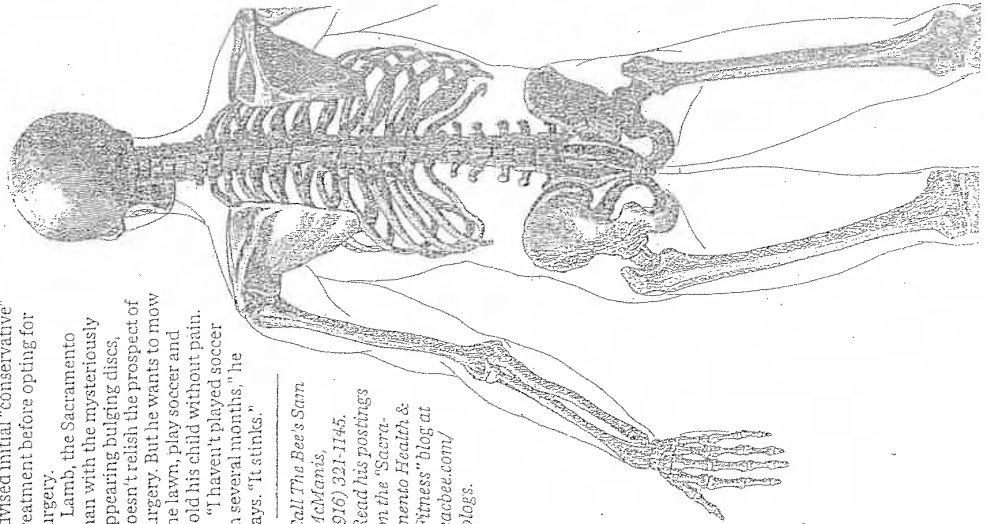
Use ice or heat, whichever feels best, for pain that lasts more than a couple of days. Continue with ice packs for 20 minutes at a time if it helps. Other people find relief from a warm compress, heating pad or hot bath. Use heat for 20 minutes three times a day.

Take medications for pain relief: Nonprescription pain relievers such as acetaminophen (Tylenol, others) may help reduce pain. Nonsteroidal anti-inflammatory drugs (NSAID), such as aspirin, ibuprofen (Advil, Motrin IB, others) or naproxen (Aleve, others), may reduce pain and inflammation.

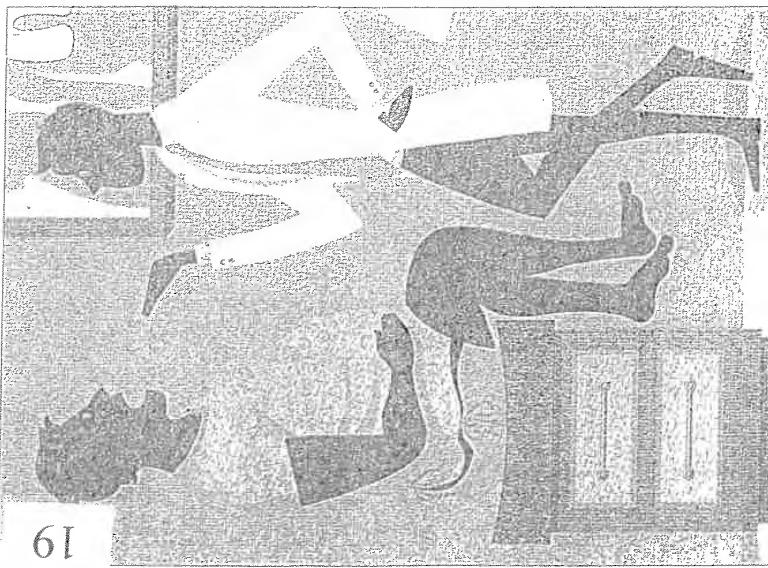
Avoid further aggravation: Don't do anything that might have caused your back pain in the first place. Use good posture and limit activities that aggravate your pain, such as prolonged sitting or strenuous lifting, pulling, pushing or twisting.

While most cases of back pain aren't critical, back pain can be a symptom of other problems. See a doctor if you don't feel any improvement in your back pain within a few days.

Source: Mayo Clinic



Gender: Males are built for competition and females for longevity



JOHN TELFORD McClatchy Tribune

FROM PAGE L1

she will manage her health better. Did I fail to get significant information from the conversation with my male patient? Almost certainly. Did he lose an opportunity to gain insight into his illness? Yes. It was a pointed illustration of the sex difference in health care behavior.

Women visit the doctor more often than men, and nearly twice as often for preventive care, according to a 2001 study by the Centers for Disease Control and Prevention. Among 45-to-64-year-olds, women spend 50 percent more on health care than men (an average of \$2,871 a year vs. \$1,849).

In my experience, doctors spend more time per visit with women than with men, as I certainly had done with my female patient that morning.

Later in the day, I asked Belinda, an intensive care nurse with more than 25

years of experience, if she noticed differences between men and women as patients.

"Most certainly," she said, and gave me an example from her own life. She and her husband, Bob, had gone to the same doctor for routine physicals. The office nurse put them in separate exam rooms with the doors cracked open. The doctor visited Bob first and began by asking if there were any problems.

"Nope," Bob said. "That is absolutely not true," Belinda shouted from next door. "Bob, you tell the doctor about your sinus. And the blood pressure and your back."

The doctor invited Belinda to join them.

In my practice, I often do the same. I look to the spouse to give a more accurate history of illness, especially when the spouse is female.

"This is because women are natural nurturers and caregivers," Belinda told me. I was mildly offended. But I have to admit that around my

house, our kids, our friends and extended family, including my own parents give more weight to my wife's medical opinion than to mine. This is true even on matters of infectious disease — my specialty.

Women are also known to be greater consumers of health information.

A survey done by Harris Interactive for the American Academy of Family Physicians released in June 2007 showed that 78 percent of all married men who visited a doctor had been influenced to come in by their wives.

I once treated a man with a brain abscess who, after a long hospitalization, was put on continuing high doses of intravenous antibiotics. Even with such a serious medical condition, he failed to manage his own health after his discharge: An alcoholic before his hospitalization, he started drinking again and missed two appointments.

Finally, his wife (who was running their family and business single-handedly) came in to see me alone, bringing a pen, a notebook

and a list of questions about his condition.

Daniel Kruger, a research fellow at the University of Michigan who has done extensive research on mortality rates, notes that behavior isn't the only factor in the shorter life span of men; there are contributory genetic and physiologic differences.

Just as in many other species, he says, human males are built for competition and females for longevity.

Physiologically, the male hormone testosterone builds muscle mass, while the female hormone estrogen boosts the immune system and increases the level of HDL, the "good" cholesterol.

But Tom Perls, founder of the New England Centenarian Study at Boston University, estimates that about 30 percent of the male-female disparity in longevity is due to biological differences, and 70 percent to social and cultural factors.

Manoj Jain is an infectious disease specialist in Memphis.



Understanding how your mind works means you can...

Make Changes That Last

by Chip and Dan Heath

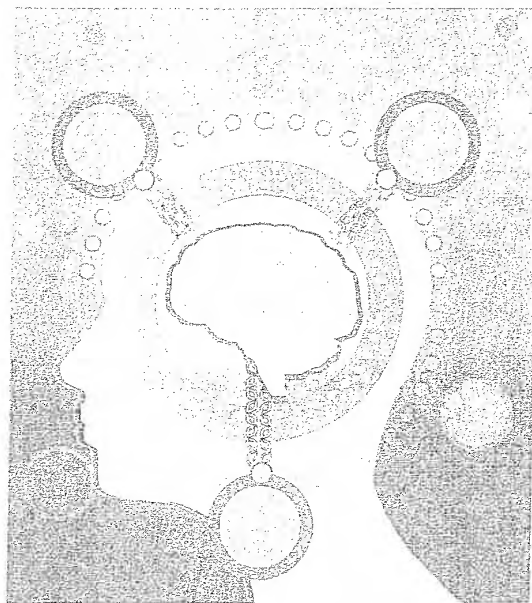
WE ALL BEGIN THE year with the best of intentions. We write a list of worthy resolutions and we follow through on them for a while. But as inevitably as February follows January, most of us end up slipping back into our old habits.

Making changes that last isn't easy. Yet after analyzing decades of scientific research and case studies, we've discovered that there are simple things you can do to snap the cycle of busted resolutions.

First, you need to know how your mind works. Your brain has two independent systems: the emotional side, the instinctive part that feels pain and pleasure; and the rational side, the analytical part that deliberates and plans. We like to use the analogy of the Elephant (the emotional side) and the Rider (the rational side) from psychologist Jonathan Haidt. Perched atop the Elephant, the Rider holds the reins and seems to be in charge. But because he is small, he'll lose to the Elephant whenever they conflict. You experience this whenever you act against your better judgment and hit your alarm clock's snooze button, have one drink too many, or procrastinate.

When your efforts to change fail, it's because of the emotional Elephant. He likes instant gratification, and most changes require making short-term sacrifices for long-term payoffs: say, skipping potato chips today for a better body come summer. But the Elephant isn't all bad. He has energy and drive, the power to get things done. Those are the opposite of the rational Rider's weaknesses: overanalyzing and overthinking. For changes to last, they must appeal to both sides of your mind. Here are the basic principles.

The drawback to these black-and-white objectives is they're not inspiring. It helps your emotional and rational sides to find what we call a "destination postcard"—a vivid image from the near future to show you what's possible. If your goal is to work out three days a week, find a picture of yourself from a year or two ago in which you look fantastic, and use it as your screensaver. Or hang up the dress or suit you'd love to wear if it weren't so tight. Just keep the destination reasonable. You'll be setting yourself up for frustration if you tape up a photo of an Olympic athlete or display jeans you last wore in college.



Give yourself crystal-clear directions. Vague resolutions like "Be healthier" or even "Lose weight" are doomed, because there are endless ways to interpret those commands. When your brain is given too many options, it's easy to feel paralyzed. With too many choices, your emotional Elephant tends to gravitate toward the most familiar path, so you'll fall back on going to your favorite place for a pepperoni pizza. Instead, you need to create a specific goal that leaves nowhere to hide, like "No wine ever," "Gym every other day," or "No more cookies."

To get yourself moving, scale down your goal

Keep yourself motivated. A central challenge of pulling off any switch is getting yourself to start—and keep—moving forward. A destination postcard helps; another trick is to shrink your change. Take housecleaning. We all love a clean home, but most of us dread cleaning. But what do we dread? Tossing a shirt in the hamper? Putting a glass in the dishwasher? Nope. We dread the enormity of the task. Cleaning house means taking on closets, rooms, and toilets, and it all feels like too much. To conquer your resistance, try the "Five-Minute Room Rescue" from home-organizing guru Marla Cilley. Get a timer and set it for five minutes. Pick a room, closet, or drawer, and as the timer ticks, clear a path. When the timer buzzes, stop with a clear conscience. Repeat the next day. You should have no trouble conquering these micro-milestones. As you pass them, you'll begin to feel less reluctant and more hopeful. And hope is essential for making any change stick.

The same principle applies to tackling change on a larger scale. In one town in Canada, the police wanted to create a safer environment. Faced with such a huge goal, they decided to shrink their change. They started by asking all residents to turn on their exterior lights at night. This act made people immediately feel safer after dark, and it was also a clear sign of hope, which said, Yes, things can be different here.

Make your environment support your change. Many of us are blind to how much our situations actually shape our behavior. In countless ways, our continued

PICTURE BY MEDIA BAKERY

STRESS AND HUMAN BEINGS.

SOMETIMES WE CHANGE BE-
cause we want to: lose weight,
go vegan, find God, get sober.
But sometimes we change be-
cause we have no choice, and
since this violates our manifest destiny to
do as we please, it may take a while before
we notice that those are often the changes
we need to make most. We ran a good long
road test of the premise that more is bet-
ter: we built houses that could hold all our
stuff but were too big to heat; we bought
cars that could ferry a soccer team but
were too big to park; we thought we were
embracing the simple life by squeezing in
a yoga class between working and shop-
ping and took an extra job to pay for it all.

Now we're stripping down and start-
ing over. A platoon of TIME reporters
and pollsters fanned out to every corner
of the country to measure—anecdotally
and empirically—what's changed in the
way we set our priorities and spend our
money since the Great Recession began.
Most people think the pain will be last-
ing and the effects permanent: only 12%
expect economic recovery to begin within
six months, half believe it will be another
year or two, and 14% believe we are at the
start of a long-term decline.

Our institutions watch for economic vi-
tal signs. But maybe, for individuals, the
sickness is what came before—the hallu-
cination that debt would never need to be
repaid, that values only rise, that bubbles
never burst. When the markets collapsed,
that fever broke. In our assumptions and
attitudes and expectations, the recovery is
already well under way.

Talk to people not just about how they

feel but about how they're living now, and
you hear more resolve than regret. Nearly
half say their economic status decline
this year, and 57% now think the Amer-
ican Dream is harder to achieve. And yet
pain and promise are a package deal; even
after all this, fully 56% believe that Ame-
rica's best days are ahead. It would be nice
if it took something short of a heart attack
to get us to work out, eat better and spend
more time with our kids. But in the end
where we wind up matters more than how
we got there.

UNLIKE ANY OTHER DOWNTURN SINCE
the 1930s, this one has affected everyone
either the fact of it or the fear of it. Even
when prosperity returns, 61% predict
they'll continue to spend less than they
did before. Among people earning less
than \$50,000 a year—roughly half of U.S.
households—34% have not gone to the doc-
tor because of the cost, 31% have been out
of work at some point, and 13% have been
hungry. At the same time, 4 in 10 people
earning more than \$100,000 say they are
buying more store brands, 36% are using
coupons more, and 39% have postponed
or canceled a vacation to save money. Forty
percent of people at all income levels say
they feel anxious, 32% have trouble sleep-
ing, and 20% are depressed. After a season
of big news, of war and storms and swin-
dlers, pirates and poison peanut butter
43% are watching the news even more
taking the medicine even if it tastes bad
because skipping it could be risky.

The calculus of life suddenly offers new
equations. Insurance agents see clients rais-
ing their deductibles to lower premiums, or

skipping collision coverage for older cars so that they bear more of the risks themselves. Twenty-seven percent have raided their retirement or college savings to pay the bills. Violent crime may not be up, but fear of it is: 40% of people say that since the downturn began, they are more worried about their personal safety. Gun sales at large retail stores have jumped 39% this year, according to the SportsOneSource, a research firm that tracks the sporting-goods industry, and shops are reporting ammunition shortages; they can't keep up with demand.

For all the reflexive analogies, this is not the 1930s, when Babe Ruth took a \$10,000 salary cut (roughly what A-Rod earns per swing) and New York City Mayor Jimmy Walker told theaters to show only cheery films. And yet we're channeling our grandparents, who were taught, like a mantra, to use it up, wear it out, make it do, do without. Now, if you can make it, you don't have to buy it: just replace the lawn with a vegetable garden, eat your fill and then store whatever is left. Sales of canning and freezing supplies rose 15% during the first three months of the year compared with the same period last year. Cough- and cold-remedy sales are down 9% because you can make your own chicken soup; vitamin sales are up, maybe because you hope you won't need to. Common sense is back in style, meaning we're less willing to buy what we can have for free: bottled-water sales have dropped 10%. The 137-year-old Los Angeles public library system set record highs in circulation and visitors. And film and camera sales have plunged 33% this year, because who

PREVIOUS PAGE: FROM TOP, LEFT TO RIGHT: MATTHEW GILSON; MATTHEW ALMON; TOMAS MUSONICO; JOSE MANDOLANA; ROY RITCHIE; BILL CRAIGER; WONDERFUL MACHINE; KENNY JOHNSON—BISCUIT 8; NISHA GRAVENOR; GREG RUFFING—REDDY; BRENT HUMPHREYS; SHERI MANSON; CHRIS STRONG; DANNY WILCOX FFAZIER—REDDY

would want this winter in their album?

There's a natural longing to find the upside in the downturn. A college-admissions officer, watching families reassess their means and ends, suggests that maybe the insane competitiveness will recede. The yoga instructor says living more simply relaxes us, as if the entire country needs to slow its breathing. The buyer at the used-car lot feels both frugal and green: that hatchback isn't used, it's "pre-owned," and this counts as recycling. The discount shoppers view their task as a scavenger hunt and take a certain pride in finding the bargain, cutting the deal; 23% of us are haggling more, a profitable contact sport.

No one wishes for hardship. But as we pick through the economic rubble, we may find that our riches have buried our treasures. Money does not buy happiness; Scripture asserts this, research confirms it. Once you reach the median level of income, roughly \$50,000 a year, wealth and contentment go their separate ways, and studies find that a millionaire is no more likely to be happy than someone earning one-twentieth as much. Now a third of people polled say they are spending more time with family and friends, and nearly four times as many people say their relations with their kids have gotten better during this crisis than say they have gotten worse.

A consumer culture invites us to want more than we can ever have; a culture of thrift invites us to be grateful for whatever we can get. So we pass the time by tending our gardens and patching our safety nets and debating whether, years from now, this season will be remembered for what we lost, or all that we found. ■



The Frugal Life

Hear stories about how Americans have changed their spending habits, at time.com/spending

Reported by

Karen Ball/Kansas City;
Laura Blue/Princeton;
Laura Fitzpatrick/New York;
Steven Gray/Chicago; Hilary Hylton/Austin; Christopher Maag/Cleveland; Betsy Rubiner/Des Moines; Tiffany Sharples/Seattle; Maggie Sieger/Grand Rapids; Alison Stateman/Los Angeles and T.R. Witcher/Las Vegas

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WorldNetDaily PUT A HUMAN FACE ON IT!

Sunday, February 15, 2009

WorldNetDaily Exclusive

Federal obligations exceed *world* GDP

Does \$65.5 trillion terrify anyone yet?

Posted: February 13, 2009
11:35 pm Eastern

By Jerome R. Corsi

WorldNetDaily

As the Obama administration pushes through Congress its \$800 billion deficit-spending economic stimulus plan, the American public is largely unaware that the true deficit of the federal government already is measured in trillions of dollars, and in fact its \$65.5 trillion in total obligations exceeds the gross domestic product of *the world*.

The total U.S. obligations, including Social Security and Medicare benefits to be paid in the future, effectively have placed the U.S. government in bankruptcy, even before new continuing social welfare obligation embedded in the massive spending plan are taken into account.

The real 2008 federal budget deficit was \$5.1 trillion, not the \$455 billion previously reported by the Congressional Budget Office, according to the "2008 Financial Report of the United States Government" as released by the U.S. Department of Treasury.

The difference between the \$455 billion "official" budget deficit numbers and the \$5.1 trillion budget deficit cited by "2008 Financial Report of the United States Government" is that the official budget deficit is calculated on a cash basis, where all tax receipts, including Social Security tax receipts, are used to pay government liabilities as they occur.

your brain on meditation

Science has proven that meditating actually restructures your brain and can train it to concentrate, feel greater compassion, cope with stress, and more.

Read the latest research and put it into practice.

by Kelly McGonigal

illustrations by Mathilde Aubier

Yoga citta vritti nirodhah

Yoga is the ending of disturbances of the mind. (Yoga Sutra, I.2)

Nothing is quite as satisfying as a yoga practice that's filled with movement. Whether you prefer an intense and sweaty vinyasa practice, a gentle but deliberate Viniyoga practice, or something in between, all systems of hatha yoga provide a contented afterglow for the same reason: You sync your movement with your breath. When you do, your mind stops its obsessive churning and begins to slow down. Your attention turns from your endless to-do list toward the rhythm of your breath, and you feel more peaceful than you did before you began your practice.

For many of us, accessing that same settled, contented state is more difficult to do in meditation. It's not easy to watch the mind reveal its worries, its self-criticism, or its old memories. Meditation requires patience and—even more challenging for most Westerners—time. So, why would you put yourself through the struggle?

Quite simply, meditation can profoundly alter your experience of life. Thousands of years ago the sage Patanjali, who compiled the Yoga Sutra, and the Buddha both promised that meditation could eliminate the suffering caused by an untamed mind. They taught their students to cultivate focused attention, compassion, and joy. And they believed that it was possible to change one's mental powers and emotional patterns by regularly experiencing meditative states. Those are hefty promises. ⇨⇨



SKELETON ORGANS BLOOD VESSELS NERVES MUSCLES

695

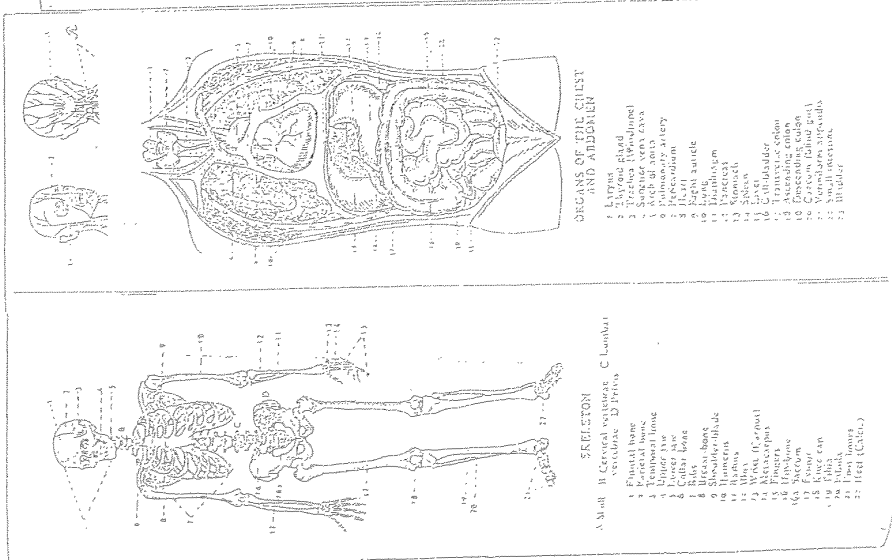


PLATE I

697

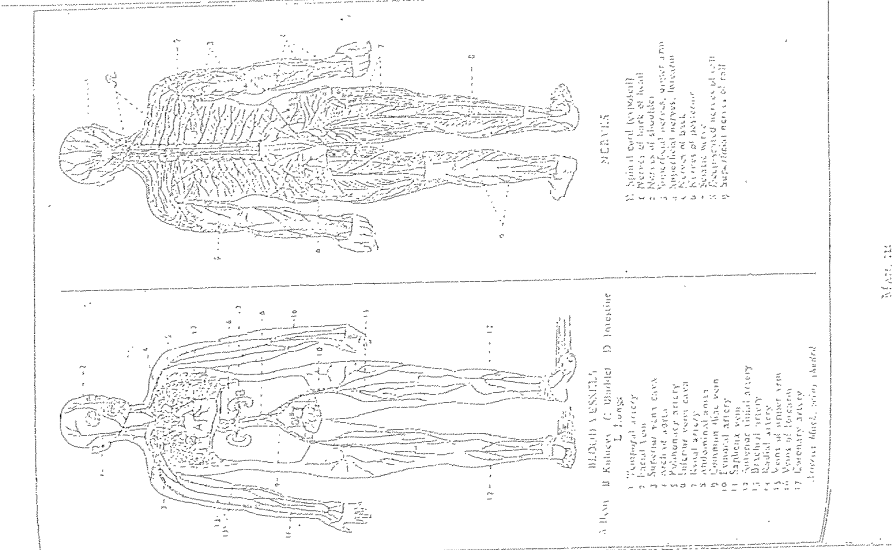


PLATE II

696

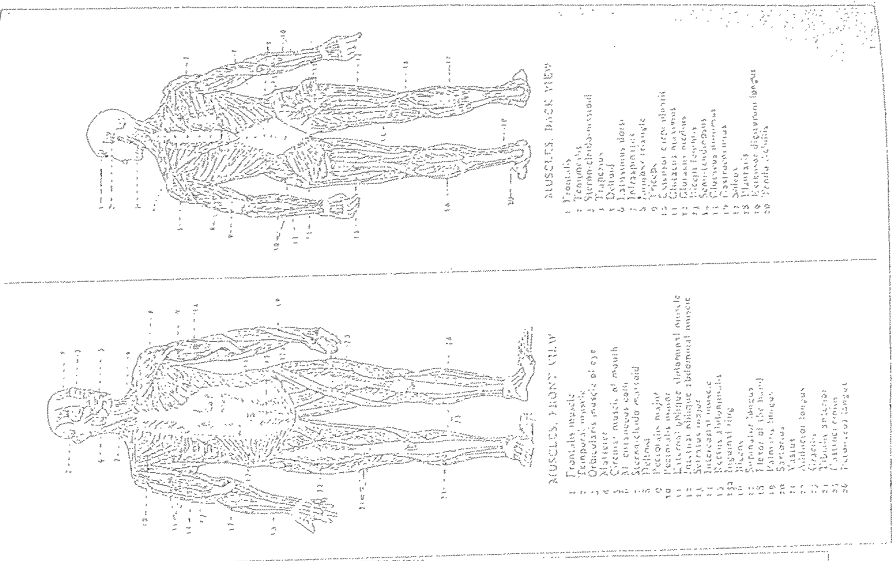


PLATE III

Your brain on medication

Video: Social gaming is a new — and fast-growing — niche

FROM PAGE D1

something else in common: "They fill up almost instantly," Brown said that "these days, companies are looking for four-year degrees ... There's a high demand for game programmers. They can't hire enough of them."

"You've seen these long video game credit lists. It takes a lot of people to make just one game. It's not just game programming. There are artists, musicians, testers, designers and more."

College-trained game crafters can seek employment at big firms — such as 7,800-employee Electronic Arts in Redwood City or 7,000-employee Activision Blizzard in Santa

Monica — or they might start their own firm.

Robert Winkler, who went through Sierra College's program, did the latter — last year co-founding, with colleague Steve Pladson, 5th Planet Games in Roseville.

5th Planet's "Dawn of the Dragons" game, which can be played via a Facebook link, has created considerable buzz in the social gaming world — a relatively new niche beyond the typical game disc/console format.

"Social gaming didn't exist three years ago, but now it's growing as (players) experience it and more friends tell their friends," Winkler said. "What's interesting about so-

cial gaming is that you're not fighting for shelf space at Wal-Mart and Target.

"The (games) are socially engaging. You can have 10 or 250 of your friends playing together. They can work together or do it by themselves. The games are constantly evolving. ... And you're not dealing with a \$10 million budget."

Winkler speculated that gaming via social networking sites will continue to grow and create yet more opportunities for students with game-crafting skills.

Brown said Winkler recruits students out of Sierra's program. Brown also said that Sierra is introducing a new course this semester on

iPad/iPhone development. Developing applications for the devices is a natural step to mobile gaming.

Terry Marlink, president of the Art Institute of California-Sacramento, said the school's Game & Art Design program started two years ago with five students. Today, there are 67.

"Our program is set up as a bachelor of science; not all programs are set up that way," Marlink said. "Our mission here is to prepare our students for entry-level job prospects."

Those opportunities, Marlink added, run the gamut — from small, regional gaming companies to large global firms to social network games to emerging smart phone

game producers.

"A whole lot goes into producing these games with respect to game art and design. We are preparing our students to do all that," Marlink said.

ESA said the average salary for employees working directly for computer/video game companies is \$89,781. Pay for consulting work, programming and art creation contracted by companies can run anywhere from \$10,000 to \$75,000 a year, depending on the amount of work and skill required.

ESA said most of the Golden State schools offering gaming-related degrees are in Southern California, with six in Los Angeles alone. Five of the ESA-listed schools are in San

Francisco, including San Francisco State University and the University of San Francisco.

California has nearly double the number of institutions as second-place New York, which has 26. Rounding out the ESA's top five are Texas (21), Illinois (17) and Florida (15). ESA said 42 states and the District of Columbia have at least one higher-education program.

ESA said its research shows that two-thirds of U.S. households now play computer and video games, and 70 percent of major employers utilize interactive software and games to train employees.

Call The Bee's *Marrt Glover*, (916) 321-1184.

U.S. on-the-job fatalities decline as payrolls shrink

Associated Press

WASHINGTON - The number of workers who died on the job fell by 17 percent last year to the lowest level in nearly two decades, as workers logged fewer hours during the recession, the Labor Department said Thursday.

The 4,340 workplace fatalities recorded in 2009 were the smallest number since the Bureau of Labor Statistics first began tracking the data in 1992. It's the second straight year that fatal work injuries have reached a new low, following a 10 percent drop in 2008.

High unemployment and layoffs in more dangerous industries, like construction, played a major role in the decrease, the agency said. The construction unemployment rate is 17.3 percent, nearly double the overall national jobless rate of 9.5 percent.

Workers on average logged 6 percent less hours last year than in 2008. Employees in construction worked 17 percent less hours in 2009 than the previous year.

Labor Secretary Hilda Solis called the decrease encouraging and pledged to continue her agency's stepped-up enforcement of safety laws.

"As the economy regains

strength and more people re-enter the work force, the Department of Labor will remain vigilant to ensure America's workers are kept safe," Solis said.

Workplace suicides declined by 10 percent to 237 after reaching a high in 2008. But that count is still the second-highest total recorded since the agency began tracking workplace deaths.

For the second straight year, commercial fishing was the deadliest occupation in the country, with a fatality rate about 60 times higher than the average rate for all workers.

One of the few sectors where the fatality rate in-

creased was in building and grounds maintenance, where the number of deaths rose 6 percent.

The report is based on preliminary numbers. A final report is scheduled to be released next year.

In other findings:

- Transportation incidents, which accounted for nearly 40 percent of all work fatalities last year, fell 21 percent from 2008.

- Fatalities among African American workers declined 24 percent. Black employees also saw a larger decline in the number of hours worked than white or Latino workers.

- Workplace homicides declined 1 percent to 521 cases.



Jeff O'Donnell, Agent
License #0496721

AUTO • HOME • FARM • COMMERCIAL
BONDS • WORKERS COMP
LIFE • HEALTH

29

O'Donnell Insurance Services
For All Your Insurance Needs

Auctorial Risk Factor

Jeffrey J. O'Donnell

Licensed Property, Casualty, Life, Accident, and Health Insurance Agent for
35 years.

Being in the insurance industry, I tend to observe people and their driving habits. Not stopping completely at signs, rushing to beat a traffic light only to have to stop at the next light a block later. Driving slow in the fast lane, forcing faster drivers to pass on the right. I see drivers having no patience and driving aggressively to save 3 seconds. Not using signals to communicate with others.

I meet with youthful drivers when they are first licensed and discuss defensive driving. I explain that they are not bad drivers, they can see better, hear better and react better than older drivers. What they don't know is that people do not do what is expected. Experienced drivers know when someone is going to change lanes into them or pull out in front of them. Youthful drivers need to slowdown, pay attention, which means no distractions such as youthful passengers and certainly no cell phones, blasting radios, etc.

To reduce insurance costs, I recommend higher deductibles or no physical damage coverage. These are fixed costs one knows exactly how much they stand to lose. A bodily injury loss has no fixed limits so these limits must be high enough protect your assets, and moral responsibility. The Umbrella policy beyond a basic policy are recommended to accomplish this.

The human being is equivalent to an egg, easily broken and hard to repair.

Richard Moore (MOORE)

Response to MOORE-1

The commentor requested the use of roundabouts at project intersections in place of traffic signals.

Generally speaking, roundabouts are a viable alternative to signalized intersections. Depending on the specific intersection traffic volumes and patterns, roundabouts have the tendency to result in less overall intersection delay and improved vehicular safety. According to the Federal Highway Administration's Roundabouts: An Informational Guide, "...intersections with heavy left turns are especially good roundabout candidates." On the surface, the proposed signalized intersection at Diamond Springs Parkway and Diamond Road (SR-49) and the modified signal at Diamond Road (SR-49) and Pleasant Valley Road demonstrate the potential for heavy left turns. However, there are unique corridor characteristics that, when combined, ultimately dictated the use of traditional traffic signal control at these intersections. The corridor characteristics that make the use of roundabouts infeasible in this project are discussed below.

Diamond Road (SR-49) is a State Highway, which must accommodate a California Legal Design Vehicle. A California Legal Design Vehicle is a truck tractor/semi-trailer with a maximum overall length of 65 feet, a maximum kingpin-to-rear-axle distance of 40 feet, and a maximum width of 8.5 feet. Any vehicle—whether car, bus, truck or recreational vehicle—while turning a curve covers a wider path than the width of the vehicle. The outer front tire can generally follow a circular curve, but the inner rear tire will swing in toward the center of the curve, thereby requiring a greater width for roundabouts (Caltrans, Highway Design Manual Chapter 404, July 1, 2008). However, there is limited right-of-way available at both the Diamond Road (SR-49) / Diamond Springs Parkway intersection, and Diamond Road (SR-49) / Pleasant Valley Road intersection. Because the referenced intersections are required to be designed to accommodate the large, California Legal Design Vehicle, and there is limited space to expand the intersections appropriately, the required footprint of roundabout traffic control was deemed to have higher private property impacts and be less cost-effective.

If right-of-way were not an issue and appropriately sized roundabouts were implemented at the referenced intersections, the presence of adjacent signalized intersections (Missouri Flat Road at Golden Center Drive and Diamond Road (SR-49) at Pleasant Valley Road) would be anticipated to generate large groups of vehicles approaching these roundabout locations, which is an undesirable condition for roundabout operational efficiency.

The Diamond Road (SR-49)/Diamond Springs Parkway corridor exhibits the predominant movement balance recommended by the Federal Highway Administration for the use of roundabouts. However, due to the mix of heavy vehicular demand, traffic signal control was ultimately deemed to be beneficial. Traffic signals allow the heaviest movements at the intersections to operate concurrently (heavy major street left with major minor street right) which minimizes the overall intersection delay.

As such, the use of roundabouts at project intersections is not preferred and is not incorporated into the project.

From: <janet.postlewait@edcgov.us>

----- Forwarded by Matthew D Smeltzer/PV/EDC on 08/23/2010 05:35 PM -----

From: Anton <detales135@yahoo.ca>
To: cynthia.johnson@edcgov.us
Cc: jim.ware@edcgov.us, JackSweeneyBOSDistr3
<bostthree@co.el-dorado.ca.us>, RayNuttingBOSDistr2
<bosttwo@co.el-dorado.ca.us>, RonBriggsBOSDistr4
<bosfour@co.el-dorado.ca.us>, NormaSantiagoBOSDistr5 - EDC
<bosfive@co.el-dorado.ca.us>, JohnKnightBOSDistr1
<bosone@co.el-dorado.ca.us>, matt.smeltzer@edcgov.us,
Craig.Mckibbin@edcgov.us, bob.slater@edcgov.us, AssemblymanTedGainesAD4-
EDC <assemblymember.gaines@assembly.ca.gov>, AssemblymemberAlysonHuber10 -
EDC <Assemblymember.huber@assembly.ca.gov>, BOSSecty2CynthiaJohnson -EDC
<cynthia.johnson@edcgov.us>, ClintCurtis CD-4cand - EDC
<clintcurtis@clintcurtis.com>, MtDemocratReporterChrisDaley
<cdaley@mtdemocrat.net>, SacramentoBee CathyLocke - EDC
<clocke@sacbee.com>
Date: 08/23/2010 04:39 PM
Subject: comments on Diamond Springs Parkway Project

Jim Ware, Director
Department of Transportation
El Dorado County

Dear Mr. Ware,

I was at the Public Comment Process for the EIR of the Diamond Springs Parkway Project on July 28 last month. I apologize for the tardiness of this note as I have been dealing with some health issues. I regret to inform you that the public comments at that meeting were treated largely in a dismissive and nearly arrogant manner. The tone of that engagement left me and some others I spoke with afterward with the impression that rather than being receptive to input from the public, those proceedings were meant to discourage further participation in the process. This was evident from the panel mostly appearing to be invested in rebutting presentations from the audience as distinct from receiving information about concerns. I assure you that none of the "rebuttals" did other than to serve to generate the feeling that our concerns as residents of the area effected by this plan were of little significance or import. This was in the face of commentary even from long time residents who were and are versed in local issues as well as technical aspects in need of consideration under this project.

NEMETH-1

My own interest in the matter at hand stem not only from my residency, family, and business activities in the area, but from a background in ownership of a landscape design/install company dealing with residential, street, and commercial developments, participation in local community and civic activities, and a decades long interest in city planing as it influences human potential and economics. At this meeting I found very little of that addressed in terms other than those benefiting developers

NEMETH-2

ready to take a profit from this bypass, notably Mr. Grado, and possibly Mr. Sweeney and some others. The recent Grand Jury pronouncement on the animal shelter boondoggle is exemplary in this matter and indicative of more of the same, possibly involving this project, such as the disbursement of funds of the surveying o this Project.

NEMETH-2
CONT

The project is, as noted by the Diamond Springs-El Dorado Community Identity Committee, does not address the purported aim and goal of the bypass. Furthermore, its parameters are structured in such a way that everything from its financing to its future are suspect in terms of doing any substantial good for the community. These deficiencies include but are not limited to:

NEMETH-3

1-The preservation of historic structures of Diamond Springs.

NEMETH-4

2-The actual historic and economic impact of the bypass.

NEMETH-5

3-The future traffic pattern potential and likely detrimental to areas including and surrounding Diamond Springs, as it is well documented that easing traffic only engenders more traffic.

NEMETH-6

4-Concerns of infrastructure as it is shown in neighboring Counties such as ours that such projects increase service costs and taxes exponentially higher than revenues generated by such.

NEMETH-7

5-The tax structure from existing and planned commercial developments favor a small concentration of developments and are unfair to the remainder of the County.

NEMETH-8

6-The development and consequences of this project are not in line with reasonable possibilities as outlined and recommended by such agencies as the Sierra Nevada Conservancy.

NEMETH-9

7-Water, lighting, proximity, walk-ability, and other such issues are not adequately addressed.

NEMETH-10

8-This project is demonstrably part of the conglomerated developers overall plan to legitimize building projects here by subverting California law to their own private ends.

NEMETH-11

There is much more that needs to be seriously examined in this matter. I trust that you and all concerned will not simply rubber stamp this project in favor of commercial interest that have been demonstrated here and in other communities to be adverse to our local economic and social health as well as grave environmental issues surrounding the former rail yard near Missouri Flat Road. I would expect that each of these issues will be dealt with in full to the satisfaction of those who are not paid to lobby for these projects and are working when much of these matters are in from of agencies influenced by hired promoters.

NEMETH-12

Anton Z Nemeth
2334 Coloma Road
Placerville, CA 95667

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Anton Z. Nemeth (NEMETH)

Response to NEMETH-1

The commentator expressed dissatisfaction regarding the matter in which verbal comments on the proposed projects were responded to at the public meeting held on July 28, 2010. The commentator indicated that the public meeting discouraged public participation in the proposed project.

As stated in Section 15201 of the CEQA Guidelines, public participation is an essential part of the CEQA process. CEQA does not require a formal public meeting at any stage of the environmental review process (CEQA Guidelines, Section 15202(a)). However, should a formal public meeting be provided, such as the two public meetings held on July 28, 2010, only responses to significant environmental issues are required (CEQA Guidelines, Section 15204(a)). Nonetheless, CEQA does not restrict the ability of reviewers (such as commentators during the public meeting) from providing comments not focused on significant environmental issues. Accordingly, DOT has exceeded the requirements of CEQA to encourage public participation regarding the proposed project by providing two public meetings.

The intent of the public meetings was to encourage, not discourage, public participation and comment. During the public meeting, all commentators were encouraged to additionally provide a written comment letter so that their comments could be fully addressed in this Final EIR. Comparison of the names included on the sign-in sheets for the public meetings with the comments included in this Final EIR indicates that many in attendance provided written and verbal comments.

Response to NEMETH-2

The commentator stated that the public meetings addressed only the benefits of the proposed project to developers.

The presentation presented by DOT and its environmental consultant at the public meetings described the proposed project, the Draft EIR, and contents of the Draft EIR.

Response to NEMETH-3

The commentator stated that the proposed project does not “address the purported aim and goal of the Parkway” as noted by the Diamond Springs-El Dorado Community Identity Committee.

The aim and goal of the proposed project are stated in Draft EIR Section 3.3, Purpose, Need, and Objectives of the Proposed Project.

Response to NEMETH-4

The commentator stated the Draft EIR does not consider the preservation of historic structures in Diamond Springs.

Draft EIR Section 4.5, Cultural and Historical Resources identifies only two historic resources within the proposed project's Area of Potential Effect: the East Diamond Ditch and the tailings area south of

Black Rice Road. Neither historic resource is eligible for listing on the National Register of Historic Places (NRHP). Therefore, impacts to these historic resources are considered less than significant under the criteria defined by CEQA. The proposed project would not destroy or alter any buildings located on Pleasant Valley Road within the community of Diamond Springs, regardless of historic status. Refer to Draft EIR Section 4.5, Cultural and Historic Resources, for further discussion.

Response to NEMETH-5

The commentor stated the Draft EIR does not consider the historical and economic impacts of the proposed project.

Refer to Response to NEMETH-4 regarding impacts to historical structures. Section 15131 of the CEQA Guidelines states that economic effects of a project shall not be treated as significant effects on the environment.

Response to NEMETH-6

The commentor stated the Draft EIR does not consider the negative impacts of future traffic patterns on Diamond Springs and claimed that reducing traffic congestion “engenders” additional traffic.

Future traffic patterns are discussed and analyzed in Traffic Information Reissuance Section 4.12, Traffic and Transportation. See Response to SOC-11 regarding reduction in pass-by trips through Diamond Springs.

Response to NEMETH-7

The commentor stated the Draft EIR does not consider that infrastructure projects increase service costs and taxes exponentially higher than the revenues generated.

CEQA Guidelines Section 15064(e), “Economic and social changes resulting from a project shall not be treated as significant effects on the environment.”

Response to NEMETH-8

The commentor stated that the tax structure from existing and planned commercial developments favor a “small concentration of developments and are unfair to the remainder of the County.”

The comment is not relevant to the environmental impacts of the proposed project.

Response to NEMETH-9

The commentor stated the proposed project is not consistent with “reasonable possibilities” as outlined by agencies, including the Sierra Nevada Conservancy. However, the commentor did not provide reasoning as to how the proposed project is inconsistent. The Sierra Nevada Conservancy does not provide any specific plans or forecasts for the project vicinity. El Dorado County is in the process of developing an INRMP; however, as noted under Response to BOYLAN-14, initial

inventory mapping indicates that no significant natural resources identified by the INRMP would be affected by the proposed project.

Response to NEMETH-10

The commentor indicated the Draft EIR did not adequately address the water, lighting, proximity, and walkability of the proposed project.

The proposed project's Draft EIR includes discussions of hydrologic impacts in Section 4.8, Hydrology and Water Quality; water use in Section 4.13, Utilities and Services; and lighting in Section 4.2, Aesthetics, Light and Glare. With regard to walkability, refer to Response to HERRINGTON.2-3.

The commentor's reference to proximity is unclear.

Response to NEMETH-11

The commentor stated that the proposed project is "demonstrably part of the conglomerated developers overall plan to legitimize building projects here [Diamond Springs] by subverting California law to their own private ends."

The comment is not relevant to the environmental impacts of the proposed project.

Response to NEMETH-12

The commentor alleged the proposed project is being completed to support commercial interests and would result in adverse economic, social health, and environmental issues.

Refer to Response to SOC-3 and SOC-9 regarding support of commercial interests,

Economic issues are not relevant to the environmental effects of a proposed project. Health issues related to air quality and hazardous materials impacts of the proposed project are discussed in Draft EIR Section 4.3, Air Quality, and Section 4.7, Hazards and Hazardous Materials. Environmental issues are addressed, per CEQA, in the Draft EIR.



El Dorado County Department of Transportation

Diamond Springs Parkway Draft EIR 2:30 and 5:30 p.m. July 28, 2010 Comment Card

In the space below, please provide any comments you have regarding the Draft Environmental Impact Report for the proposed Diamond Springs Parkway Project. For legibility purposes, please print your comments. Alternately, comments can be submitted to El Dorado County DOT, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville CA 95667 or janet.postlewait@edcgov.us. Written comments must be received by 5:00 p.m. on August 23, 2010.

Name: John O'Neill Signature: *John O'Neill*
Agency/Affiliation: Homeowner Telephone: (530) 626-3729
Mailing Address: _____

See Attached

RECEIVED
DOT
2010 AUG 23 PM 12:19

Before addressing the Diamond Springs Parkway EIR, I would like to say that I believe the proposed project is unnecessary. I live on Pleasant Valley Rd, just east of Highway 49. In peak afternoon traffic (4:30 p.m.) recently it took me 3 & ½ minutes to go from Highway 49 and Pleasant Valley Rd. to the stoplight at Missouri Flat & Forni Rd. The return trip (5 p.m.) took me almost the same amount of time. I believe similar times would be achieved if I did this for five straight days. In the summer time traffic going west flows freely in the morning. When school starts, there are some backups due to students going to Union Mine High School. But this is for just a short amount of time before it flows freely again. However, this year, I see less traffic or backups in front of my house in the morning. This may increase as more students get their licenses

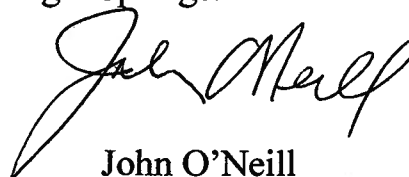
How beneficial would it be for a driver to use the Parkway that in about a mile has two stoplights that when going east goes into Highway 49 with its traffic and then into one lane on Pleasant Valley Rd. Plus the parkway would become even more congested if major developments come in. Who would want to get involved with stoplights and shoppers when it would most likely be quicker to continue down Missouri Flat Road to Pleasant Valley Rd.

To me it is a senseless waste of money that from all indications will benefit developers and bring additional asphalt to El Dorado County and Diamond Springs as it has in Folsom and Roseville where all old time flavor has evolved into a sea of big developments.

The EIR does not address:

1. Stress on residents in the area of the parkway.
2. Wildlife in addition to the Red-Legged Frog: deer, rabbits, rodents, coons, foxes, possums, skunks.
3. Water usage for road construction, eventual landscaping, and while the EIR is specifically for the Parkway, the byway will eventually lead to additional water needs for commercial developments. This is hard to swallow when we are constantly being told to conserve water and rates are going up
4. Eventual noise . Air, light pollution if and when development comes in.

If anything, I believe that the county should be building parks and playing fields for young and old instead of a road that I see as unnecessary. I could be wrong, but the only park I know of being built in the last 30 years is the little one in Shingle Springs.



John O'Neill

John O'Neill (O'NEILL)

Response to O'NEILL-1

The commentor expressed opposition to the proposed project and characterized traffic on Pleasant Valley Road between Diamond Road (SR-49) and Missouri Flat Road, indicating morning traffic issues are due to Union Mine High School students. The commentor stated that proposed project would be ineffective because drivers would continue to use Missouri Flat Road and Pleasant Valley Road to avoid stoplights on the Parkway and congestion caused by traffic converging to one lane at the intersection of Diamond Road (SR-49) and Pleasant Valley Road. The commentor also stated that the proposed Parkway would become congested as a result of adjacent commercial development, thereby providing more reason for drivers to utilize the Missouri Flat Road/Pleasant Valley Road route through Diamond Springs.

The proposed project's main goal is to provide parallel capacity for Pleasant Valley Road/SR-49 between Missouri Flat Road and Diamond Road (SR-49). It is understood and expected that some drivers will continue to utilize the existing route of Missouri Flat Road and Pleasant Valley Road, while others will use Diamond Road (SR-49) and the Parkway. Refer to Responses to GUTIERREZ-2, GUTIERREZ-3, and GUTIERREZ-4 regarding traffic operations, including discussion of Union Mine High School traffic and converging to one lane on Pleasant Valley Road.

The Parkway was sized to accommodate growth as forecasted and extrapolated in the 2004 General Plan. Any proposed commercial development will be required to provide an environmental analysis pursuant to CEQA guidelines, including an analysis of impacts to traffic and transportation.

Response to O'NEILL-2

The commentor expressed that the proposed project is a “waste of money” that would benefit only developers and reduce the character of Diamond Springs by encouraging growth.

The project objectives are stated in DEIR Section 3.3 Purpose, Needs and Objectives of the Proposed Project. Project Objective 1c is included to improve roadway capacities to “support” anticipated growth as envisioned in the 2004 General Plan. DEIR Section 6.2, Growth-Inducing Impacts, acknowledges the project's potential to further “encourage” growth.

Response to O'NEILL-3

The commentor stated the Draft EIR does not address the stress that the proposed Parkway would create for nearby residents.

The purpose of CEQA is to disclose publicly the environmental impacts of a proposed project on the physical environment. Human stress is not an impact on the physical environment.

Responses to Comments on the Draft EIR

Response to O'NEILL-4

The commentator stated the Draft EIR does not address impacts to wildlife (other than the red-legged frog) such as deer, rabbits, rodents, foxes, raccoons, opossums, and skunks.

Wildlife located within or near the proposed project site is discussed in Draft EIR Section 4.4, Biological Resources. Under CEQA, impacts to specific species require analysis only when a species is designated 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 or the U.S. Fish and Wildlife Service. All candidate, sensitive, or special-status species were evaluated in the biological study; no impacts to these species, other than the red-legged frog, were identified. Draft EIR Mitigation Measure 4.4-1a would reduce potential impacts to red-legged frogs to less than significant.

Response to O'NEILL-5

The commentator stated the Draft EIR does not analyze impacts related to water used for construction, landscaping, or for future commercial development.

Draft EIR Section 4.13, Utilities and Services, page 4.13-14, states water would be used during construction for dust control. Such water use would be minimal and temporary in nature. Accordingly, impacts related to construction water use would result in less than significant impacts to existing water supplies. Upon project completion, no landscaping water would be required, as landscaping is not included as a part of the proposed project.

Future commercial development will undergo an environmental analysis and will be required to address the development's impacts to water supply.

Response to O'NEILL-6

The commentator stated the Draft EIR does not address the impacts of noise, air pollution, and light pollution of future commercial development.

The proposed project does not include commercial development (see Response to SOC-4).

The environmental impacts of the proposed project together with past, present, and probable future projects future development is considered in Draft EIR Section 6.3, Cumulative Effects.

Future commercial development will undergo environmental analysis and will be required to address the development's impacts to noise, air quality and light as required by CEQA.

Response to O'NEILL-7

The commentator expressed that the County should build recreational facilities instead of the proposed Parkway.

This comment represents the opinion of the commentor and does not provide any specific comments regarding the environmental issues in the Draft EIR.



El Dorado County Department of Transportation

RECEIVED
DOT
AUG -2 PM 12:

Diamond Springs Parkway Draft EIR
2:30 and 5:30 p.m. July 28, 2010
Comment Card

In the space below, please provide any comments you have regarding the Draft Environmental Impact Report for the proposed Diamond Springs Parkway Project. For legibility purposes, please print your comments. Alternately, comments can be submitted to El Dorado County DOT, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville CA 95667 or janet.postlewait@edcgov.us. Written comments must be received by 5:00 p.m. on August 23, 2010.

Name: BLINTON SHANKEL Signature: [Signature]
Agency/Affiliation: Homeowner Telephone: 295 9108
Mailing Address: 2248 Fieldstone Drive, PLACERVILLE CA 95667

- ① The report gave a very promising outlook for the project, which seems now to be a very good idea to move ahead. I would like to voice my support for the project to be done as soon as possible.
- ② El Dorado County is losing a lot of tax revenue as business goes down the hill to Folsom, we need the tax ^{revenue} here.
- ③ Some are against box stores or development of any kind. I am a senior citizen and would love it if there was a WinCo and Costco here in placerville it would save me a number of trips down the hill thereby helping the environment, traffic congestion, etc.
- ④ The people against the project are almost all self-interest, no community or well being of the county in mind. I hope a few radical anti everything people are not allowed to derail a very worthwhile project for the overall well being of our county. Thank you.

SHANKEL-1

Clinton Shankel (SHANKEL)

Response to SHANKEL-1

The commentor expressed support for the proposed project, citing potential tax revenue and other potential benefits from future commercial development.

Refer to Response to SOC-9 regarding future development.

Robert A. Smart, Jr.
4520 Lon Court
Diamond Springs, CA. 95619
August 4, 2010

El Dorado County Department of Transportation
Attn: Janet Postlewait
2850 Fairlane Court
Placerville, CA 95667

Subject: Diamond Springs Parkway EIR

I am very pleased the El Dorado County Department of Transportation is moving forward with the Diamond Springs Parkway. I want Diamond Springs to become the viable vibrant historic village many envision, but that vision can only be achieved by making the community pedestrian friendly. I am an incurable optimist that believes in our future, and while I recognize how difficult it is to operate in today's business climate, I see a brighter future for Diamond Springs. To get to that future, we must reduce the daily vehicle traffic on our main street. I believe the Diamond Springs Parkway will greatly reduce the downtown traffic because it will provide a faster way to get to or from Missouri Flat and Highway 50 and avoid our main street. It will allow tourists and customers to be able to focus on our business district instead of the traffic on Pleasant Valley Road.

SMART-1

The following are changes I believe should be incorporated in the project:

1. It appears to me the El Dorado Trail and its crossing of the Parkway should be on the west side of intersection versus what is shown. By being on the west side, pedestrians and cyclists should be crossing only one major route. The El Dorado Trail is a multipurpose trail and it is critical that in addition to 8 feet of paved section, there needs to be unpaved shoulders. This crossing really needs to be a grade separated; please explore other opportunities to provide safe passage for trail users.
2. Sidewalks need to be continuous from Pleasant Valley Road throughout the project. Bike lanes need to be on the Highway 49 portion of the project. We have numerous examples of incomplete sidewalks in the Diamond Springs Area and this practice on such a large project is unacceptable.
3. All side walks and streets need low impacting lights along them to increase the safety of the facilities.
4. The median and adjacent landscaping needs to match the "parkway" envisioned by the name and extend from Golden Center Drive to Highway 49.
5. The Highway 49 portion of the project needs to be designed and have a landscape scheme that contributes to the historic golden chain theme of our area.

SMART-2

SMART-3

SMART-4

SMART-5

SMART-6

- | | |
|---|---------|
| 6. If EID is contemplating a sewer line within the project limits, these plans need to be made known and assessed as part of the project. | SMART-7 |
| 7. Water crossings for the Parkway need to be designed to provide for large mammal and reptile passage to and from the Weber Creek drainage. | SMART-8 |
| 8. To be an effective arterial, please limit the number of intersections onto the parkway by consolidating access points and/or require frontage roads. Recognizing implementation will be in phases, please plan for the ultimate non-motorized user needs from the inception. | SMART-9 |

Please let me know if you have any questions.

Sincerely,

Robert A. Smart, Jr.

Robert A. Smart, Jr. (SMART)

Response to SMART-1

The commentor expressed support for the proposed project, citing the potential reduction in vehicle traffic on Pleasant Valley Road in the Diamond Springs downtown area. No response is necessary.

Response to SMART-2

The commentor requested that the EDMUT trail connection be constructed west of Old Depot Road, instead of east of Old Depot Road as planned, so that EDMUT users would be required to cross only one major roadway.

The Missouri Flat Road / Diamond Springs Parkway intersection would have crosswalks at three legs to provide pedestrian mobility and connection to the proposed Class I Bike Path on the southwest side of Missouri Flat Road. Regardless of the location of the trail connection, trail users would be required to cross as least two roadways. Locating the connection west of Old Depot Road would require trail users to cross Old Depot Road as well as Missouri Flat Road.

The commentor also stated the EDMUT needs to have unpaved shoulders in addition to the planned eight feet of paved trail.

The proposed project would provide two-foot unpaved shoulders along the Class 1 bike path per Caltrans design standards.

The commentor also stated the EDMUT crossing of the Parkway should be “grade separated.”

At this time, the project provides improved linkage to the future western extension of the EDMUT. A grade separated crossing may be considered in the future but is not warranted at this time.

Response to SMART-3

The commentor requested that sidewalks included in the proposed project be continuous from Pleasant Valley Road to Missouri Flat Road and that bike lanes should be provided on the Diamond Road (SR-49).

The proposed project has been revised to provide sidewalks along the east side of the frontage road for Diamond Road (SR-49) from Pleasant Valley Road to the Diamond Springs Parkway. Sidewalks would also be provided along the north and south sides of the Parkway. Refer to Response to DSEDCAC-1.

Regarding bike lanes, the proposed project includes an 8-foot wide shoulder, which classifies as a Class III bike lane and could accommodate a Class II bike lane. As Diamond Road (SR-49) is a state highway under Caltrans jurisdiction, DOT will request Caltrans to consider bike lane striping and signage to re-designate the Class III bike lane to a Class II bike lane.

Response to SMART-4

The commentor requested that all sidewalks and streets within the proposed project have low impact lighting to increase safety.

Sidewalk and street lighting are not included in the County's design standards. The County does not currently fund or have a funding mechanism for the long-term maintenance of lighting. As such, the proposed project does not include lighting along all sidewalks and streets.

Response to SMART-5

The commentor requested that the Diamond Springs Parkway include median and adjacent landscaping to match the "Parkway" name.

Street landscaping is not included in the County's design standards. The County does not currently fund or have a funding mechanism for the long-term maintenance of landscaping. As such, the proposed project does not include street landscaping.

Response to SMART-6

The commentor requested that the Diamond Road (SR-49) portion of the proposed project include landscaping.

Refer to Response to SMART-5.

Response to SMART-7

The commentor stated that if EID is contemplating a sewer line within the project site, such plans should be assessed as part of the proposed project.

While the proposed project does include upgrades and installation of EID waterlines for potable water, the proposed project does not include any upgrades or installation of wastewater lines for sewage. Furthermore, EID does not include future sewer improvements for the project area in their Capital Improvement Plan, and are not providing sewer line improvements as a part of the proposed project.

Response to SMART-8

The commentor requested that the water crossing for the proposed Parkway be designed for large mammal and reptile passage to and from the Weber Creek drainage.

The proposed project would cross an ephemeral drainage. The crossing's construction type has not been fully designed; however, DOT will take into consideration the use of the drainage as a movement corridor by wildlife. The Draft EIR has accounted for greatest potential impact related to the drainage crossing. The drainage crossing construction type would be finalized as part of the California Department of Fish and Game Section 1602 Lake and Streambed Alteration Agreement permitting process required under Draft EIR Mitigation Measure 4.4-2 and USACE Section 404

permitting process required under Draft EIR Mitigation Measure 4.4-3a. Refer to Draft EIR Section 4.4, Biological Resources, for further discussion.

Response to SMART-9

The commentor requested that the number of access points to the Parkway be limited to increase traffic flow. The commentor also requested that non-motorized users of the proposed project be considered throughout all phases of implementation.

The Parkway's intersection with Throwita Way is the only access point on the Parkway included in the proposed project. DOT maintains discretion regarding allowable access points on the Parkway and any adjacent landowners requesting direct access via the Parkway would be required to submit a formal application for consideration.

Regarding non-motorized uses, the County will consider such uses during project phasing. Also, refer to Response to DSEDAC-1.

RECEIVED
DOT
MAY 23 11:19 AM

Ms. Janet Postlewait
El Dorado County
Department of Transportation
2850 Fairlane Court
Placerville, CA 95667

Re: Comments on Draft Environment Impact Report (DEIR) for the Diamond Springs Parkway Project, State Clearinghouse No. 2997122033

SPEEGLE

As President of the El Dorado Community Hall, myself and many of our 250 members have some concerns about the Diamond Springs Parkway Project.

-1

The hazardous material conditions in this project area are part of a larger area of hazardous accumulation over time, potentially a **super fund** site.

-2

This project commits the county taxpayer to take on the burden of the yet undetermined cost of the cleanup of this site.

The draft EIR states, "A cumulative impact consists of an impact that is created as a result of the combination of a project together with other projects causing related impacts." The MC & FP acknowledges that not only are these projects close to each and associated with each other but also dependent on each other. This project cannot be completed without the tax generated revenue needed by the following projects listed.

-3

According to the DEIR report these projects include, the Headington Extension; US-50/Missouri Flat Road Interchange Improvements; Pleasant Valley Road (SR-49) Patterson Drive Intersection Signalization; Pleasant Valley Road at Oak Hill Road Intersection Improvements; Mother Lode Drive/Pleasant Valley Road Intersection Improvements; Missouri Flat Road Two-Way, Left Turn Lane (El Dorado Road to Headington Road; Missouri Flat Road Widening, Headington Road to Prospector's Plaza; 10 proposed or approved residential projects and 11 commercial/industrial retail projects.

Therefore the cumulative effect of all of these projects needs to be addressed in this one DEIR.

The Youngdahl assessment [project #E07057.0009 of January 20, 2009] identifies many significant, potential environmental hazards within this area and concludes that without further investigation, exploration and assessment the full impact and cost to county taxpayer is undetermined and unknown.

The Youngdahl assessment includes specific concerns that have been itemized below.

-4

1. On the page of the Executive Summary, third paragraph, it states "It is the opinion of the Youngdahl Consulting Group, Inc.'s (Y.C.G.I.) Environmental Professional that there are identified recognized environmental conditions (Rec) and potential Recs (P-Recs) within the DSP Project Area". Follow this

- paragraph down and through the recognized environmental conditions (recs), to the last sentence, which says the EID water leak reportedly acted to mobilize the oil observed in 1999.
2. Page 2 – All of the paragraph under Industrial Rec and Recommendation.
 3. Same page under Potential Recognized Environmental Conditions (p_Recs) under industrial P-Rec and Recommendation. Complete paragraph, DSP APN #327-300-08.
 4. Also on same page – following paragraph.
 5. Please include all of “same as above”.
 6. Please continue with Page 3.
 7. Please continue with page 4.
 8. Page 14 – The EDR Report provides a list of properties that can be found on 41 federal, 29 state, 4 local and 5 tribal lists. Due to the large volume of information and limits to time and budget to perform a phase list, professional judgment is used to select which EDR listed sites are further researched and presented in the report.
 9. Page 16 – First paragraph of that page.
 10. Page 16 – under Surrounding Properties – entire paragraph.
 11. Pacific Bell/AT&T – although this is not in the DSP Parcels, at one time it was once part of this contaminating factor.
 12. Page 18 – Second and third paragraph.
 13. Page 20 – Second paragraph – Agriculture History.
 14. Page 25 – Under Industrial Rec Recommendations.
 15. Page 26 – Under Industrial Rec Recommendations.
 16. The phrase “If suspect recognized environmental conditions are identified during future construction activities, please notify Y.C.G.I. for further evaluation”, is used 18 times.
 17. The phrase “Youngdahl Consulting Group, Inc. recommends the collection of soil samples for _____ analysis where soil is to be disturbed”, is used 85 times.

-4
CONT

Most of the area under the projected Parkway was a major railroad system for over a century starting in the 1800's. See attached California Door Map from 1925.

The area of development associated with the Diamond Springs Parkway has been identified as a hazardous material producing industrial zone. Youngdahl's assessment identified many hazardous materials including Asbestos, Petroleum hydrocarbons [such as diesel, gasoline, kerosene, lubricants and heavy fuel oils], Lead, Arsenic, PCP's, MTBE, TBH-D, Radon, Ethylbenzene, xylenes, Cadimum, Chromiun, Zinc, Benzene, Toluene among others. Because of the various uses of the properties identified in Youngdahl's report there is the potential presence of many more significant deadly chemicals.

-5

As noted in the DEIR,

The MC & FP EIR noted that, until further analysis is completed, impacts associated with hazardous materials in the project study area are considered potentially significant. Given that the MC & FP EIR did not adequately analyze the proposed project's specific impacts related to hazards, and the Phase I ESA that was prepared for the Parkway (Youngdahl 2009) has identified recognized environmental

-6

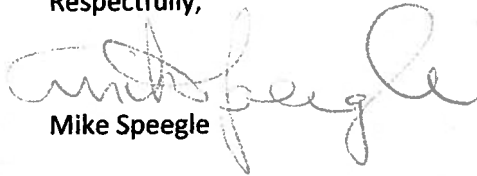
conditions, this is a potentially significant impact. Implementation of Mitigation Measure 4.7-5 would reduce impacts to a less than significant level.

Mitigation Measure 4.7-5 only addresses mitigation that will happen after construction has already commenced. Outsourcing these unknown mitigated costs to the public is unacceptable. It is irresponsible to continue to commit the obligation to construct this project without having a complete EIR and analysis that addresses all risks to the public.

Prior to any disturbance of the project site from construction and development a complete analysis and EIR needs to be performed. The economic benefits of this project do not out way the potential and real health risks to the citizens of El Dorado County.

I would like a response to our concerns included in the final EIR.

Respectfully,



Mike Speegle

-6
CONT

SCALE 100 FT. TO AN INCH

MARCH, 1910
PLACERVILLE
CAL.

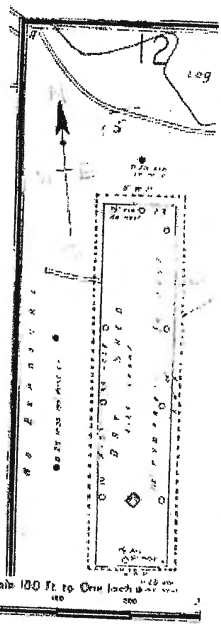
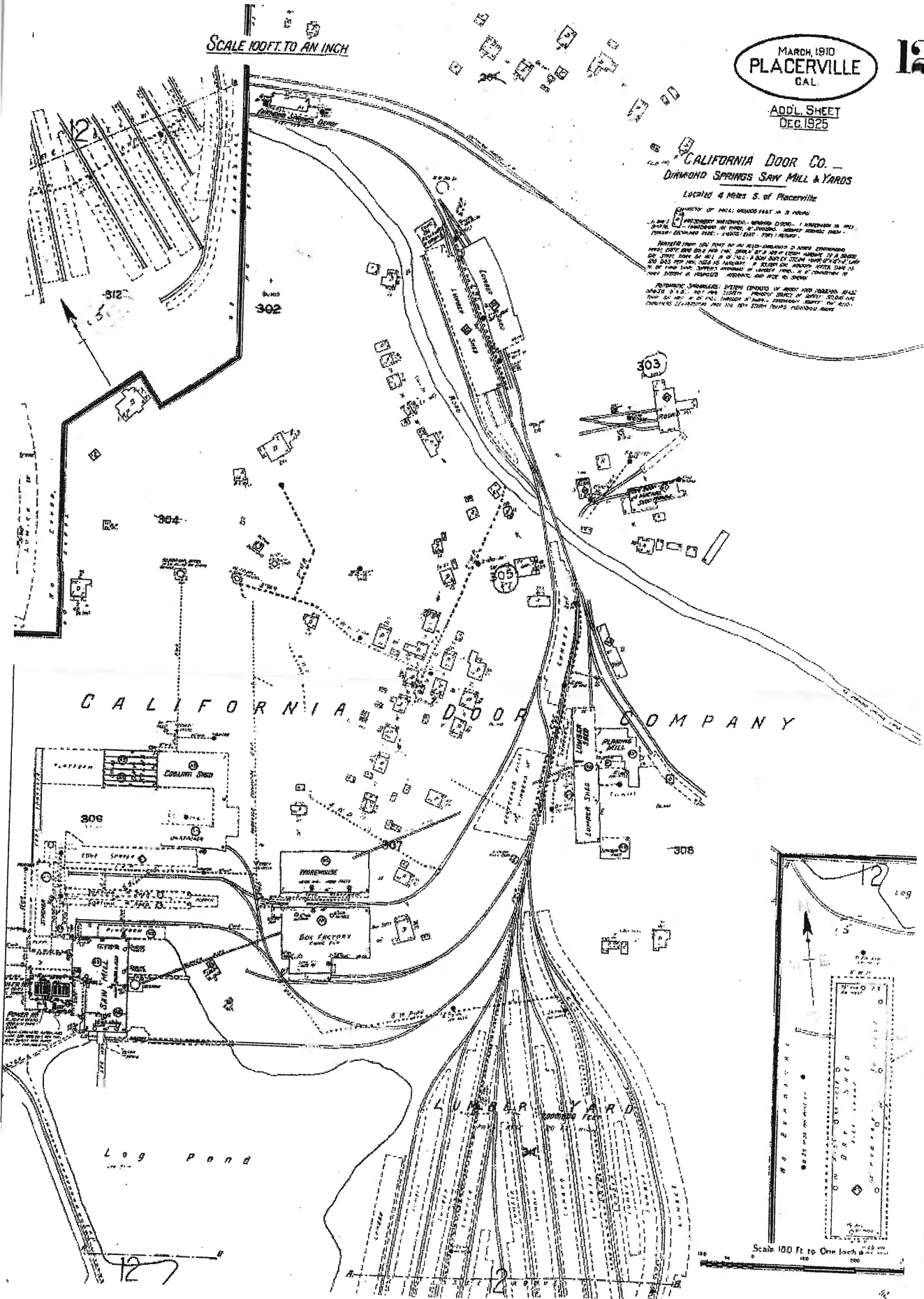
12

ADDL. SHEET
DEC. 1925

CALIFORNIA DOOR CO. —
DUNSMITH SPRINGS SAW MILL & YARDS

LOCATED 4 MILES S. of Placerville

QUANTITY OF PINE: 800000 FEET IN 3 YEARS
 1. ALL IMPROVEMENTS, INCLUDING CONDUITS, TANKS, AND OTHERS, IN ANY
 PART OF THE PROPERTY, SHALL BE MADE AT THE EXPENSE OF THE OWNER.
 2. THE OWNER SHALL MAINTAIN ALL IMPROVEMENTS IN GOOD REPAIR.
 3. THE OWNER SHALL MAINTAIN ALL IMPROVEMENTS IN GOOD REPAIR.
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 10. THE OWNER SHALL MAINTAIN ALL IMPROVEMENTS IN GOOD REPAIR.



Mike Speegle (SPEEGLE)

Response to SPEEGLE-1

The commentor provided introductory language to preface the letter, indicating that many members of the El Dorado Community Hall have concerns about the proposed project. No response is necessary.

Response to SPEEGLE-2

The commentor claimed the proposed project and the hazardous materials conditions included within the project site are part of a larger area affected by hazardous materials accumulation, and is potentially a superfund site. The commentor asserted that the proposed project commits County taxpayers to take on the undetermined costs of the required hazardous materials cleanup.

As discussed in Draft EIR Section 4.7, Hazards and Hazardous Materials, a database search of federal, tribal, State, and local regulatory lists was conducted. The result of the database search indicated the proposed project and surrounding areas are not included on the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) list that includes sites designated as superfund sites.

Superfund is the name given to the environmental and funding program established to address abandoned hazardous waste sites. A superfund site is an uncontrolled or abandoned place where hazardous waste is located, possibly affecting local ecosystems or people. Such sites are listed on the National Priorities List upon completion of a Hazard Ranking System screening, public solicitation of comments about the proposed site, and after all comments have been addressed. As previously mentioned there are no superfund sites within the project area.

Under CERCLA, if there is a known hazard located within a property to be acquired by a new owner, the existing property owner is responsible for any required remediation, including costs. If the contamination is known, and it can be remediated by methods recommended by a consulting geologist and pursuant to a Work Plan approved by the County Environmental Management Department, a clearance letter must be obtained from the County Environmental Management Department and/or the State Department of Toxic Substances Control. As such, the County could enter into a purchase agreement with the owner of a known contaminated property, but escrow would not close (or transfer of ownership interest would not occur in the case of an easement) until clearance is obtained. Under such circumstances, the costs of remediation are typically borne by the current property owner in advance of transfer in ownership. Furthermore, if previously unknown contamination is discovered during construction, the last known property owner is held liable for remediation costs. As such, the proposed project would not commit taxpayers to take on undetermined costs of hazardous materials remediation.

Response to SPEEGLE-3

The commentor stated that the proposed project cannot be completed without the tax-generated revenue provided by the roadway, residential and commercial projects listed in Draft EIR Section 6.3, Cumulative Effects of the Project. The commentor stated that, because the project cannot occur without the tax revenue from the referenced projects, the cumulative effects of the referenced projects should be addressed in the Draft EIR.

Refer to Response to SOC-6 regarding funding of the proposed project.

The cumulative effects of the roadway, residential and commercial projects referred to by the commentor are qualitatively analyzed in Draft EIR Section 6.3, Cumulative Effects of the Project.

Response to SPEEGLE-4

The commentor cited the Phase I Environmental Site Assessment included in Appendix H of the Draft EIR as concluding the project area includes significant, potential environmental hazards that, without further investigation, does not allow the full impact and cost to County taxpayers to be determined and known.

The Phase I Environmental Site Assessment, conducted by Youngdahl Consulting Group, Inc. in January 2008, concludes that recognized and potential environmental conditions are located within the project site. The information and conclusions included in the Phase I Environmental Site Assessment are discussed in Draft EIR Section 4.7, Hazards and Hazardous Materials.

Mitigation has been proposed to ensure that any hazardous or potentially hazardous sites disturbed by the proposed project would be properly tested, and remediation efforts completed, as appropriate, and applicable (refer to Draft EIR Mitigation Measures 4.7-4a, 4.7-4b, 4.7-5a, 4.7-5b, 4.7-5c, 4.7-5d, and 4.7-5e). With the prescribed mitigation measures, the impacts have been determined to be less than significant.

Regarding costs of hazards remediation, refer to Response to SPEEGLE-3.

Response to SPEEGLE-5

The commentor provided a map indicating a portion of the project site was part of a railroad system associated with the California Door Company's Diamond Springs Saw Mill and Yards. The commentor stated that the project site is identified as a "hazardous material producing industrial zone," citing a list of hazardous chemicals identified by the Phase I Environmental Site Assessment completed for the proposed project.

The California Door Company's past activities on lands within the project site were included in the Phase I Environmental Site Assessment and Draft EIR Section 4.7, Hazards and Hazardous Materials.

Refer to Response to SPEEGLE-4.

Response to SPEEGLE-6

The commentor stated that Draft EIR Mitigation Measure 4.7-5 only addresses mitigation of hazardous materials that would occur after construction has commenced and indicates the Draft EIR does not analyze all risks to the public.

Section 4.7, Hazards and Hazardous Materials, includes Mitigation Measures 4.7-5a, 4.7-5b, 4.7-5c, 4.7-5d, 4.7-5d, and 4.7-5f. Mitigation Measures 4.7-5a, 4.7-5b, 4.7-5c and 4.7-5e would require a survey or site investigation prior to the disturbance of potentially hazardous materials. Mitigation Measure 4.7-5d requires onsite monitoring by a qualified environmental professional to observe for hazardous materials during construction as directed by the Phase I Environmental Site Assessment (refer to the first full paragraph on Page 26 of the Phase I Environmental Site Assessment included in Draft EIR Appendix H). Text of Draft EIR Mitigation Measure 4.7-5d has been clarified in this document's Section 4, Errata, to ensure proper remediation for potential hazardous substances is conducted to provide the County with an option to perform pre-construction soil-sampling to determine the presence of hazardous materials.

Draft EIR Mitigation Measure 4.7-5f regards propane tanks that would not be disturbed as a part of the proposed project.

As a result the implementation of mitigation measures, risks to the public resulting from the hazardous materials associated with these mitigation measures would be reduced to a less than significant level.

August 4, 2010

El Dorado County DOT
2850 Fairlane Court
Placerville, CA 95667

Ref: DIAMOND SPRINGS PARKWAY PROJECT

Attn: Janet Postlewait

Our property is parcel #054-342-100 with an address of 4160 Hwy 49 Diamond Springs, CA. 95619 with a mailing address of PO Box 1630 Diamond Springs CA. 95619. Home Phone: 530-622-8551, Cell: 209-770-3662, Work 530-622-8768


We purchased this property 2 years ago at an auction in Sacramento as it was being sold by a bank or a title company. We paid cash and since have remodeled in side and done considerable landscaping and have spent over \$140,000.00. We were never informed of this Diamond Springs Parkway project but evidently the previous owners were well aware of it. Jennifer Maxwell made sure we got copies of the project after we had drilled a well for irrigation and applied for the permit and it was held up by DOT. The plans show the county taking a large part of our property for this project but there is no notice of the homeowners receiving any compensation or exactly where the property line will be when this project is finalized. We are as of this date sitting with hands tied to do any more outside work until someone comes and shows us exactly where the new wall will be installed and if we will be able to see out of our windows facing Hwy 49.

SWEET-1

We did not go to town meeting as nothing is usually accomplished because everyone wants their individual problem solved and the meeting can go on forever with nothing solved.

I would like a response as soon as possible so we can make plans for the future of this property.

Respectfully yours



Charles T. Sweet III

2010 AUG -5 AM 11:37

RECEIVED
DOT

Charles T. Sweet III (SWEET)

Response to SWEET-1

The commentator indicates the proposed project would require the acquisition of a portion of his property and is concerned regarding compensation. The commentator asked where the new property line and wall would be located.

The proposed property line in question is shown on Traffic Information Reissuance Section 3, Project Description, Exhibit 3-5i, as a bold, solid-dash-dash line east of the commentator's residence. This preliminary design provides approximately 10 feet between the commentator's house and the proposed property line. The proposed retaining wall would be located along the Diamond Road (SR-49) shoulder and is shown on Exhibit 3-5i as a diagonally hatch line between the commentator's residence and the proposed Diamond Road (SR-49) roadway. The replacement of the property owner's existing stucco wall would be determined during the right-of-way acquisition process. Traffic Information Reissuance Section 3.4.5 of the Project Description addresses right-of-way acquisitions. Property acquisitions, as well as relocations, would be compensated in accordance with federal and state laws, including the Real Property Acquisitions Policies Act. DOT, in coordination with the property owner, would design and replace the existing stucco wall to ensure similar or greater noise attenuation would be provided. The replacement wall would be similar to the existing stucco wall in mass and height. The location of the wall would be determined during the final design stage of the proposed project. Right-of-way acquisitions may not proceed until after the environmental documentation is certified and the project approved. Changes to Draft EIR pages 4.2-28, 4.2-32, and 4.10-8 are presented in this document's Section 4, Errata, clarifying that the existing stucco wall would be replaced.

August 23, 2010

El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, CA 95667
Attn: Ms. Janet Postlewait, Principal Planner



In response to the Draft Environmental Impact Report Diamond Springs Parkway Project
County of El Dorado, California; State Clearinghouse No. 2997122033,

I would like to address concerns regarding the environmental impact report from Michael Brandman Associates
(MBA) in regards to the aesthetics and other issues of this project.

TAYLOR.1

Regarding Scenic Vistas:

The consultant states that "addition of signage and lighted intersection signals would be visually consistent and not degrade the vistas, and the potential removal of existing utility poles and aboveground utility lines would benefit visual quality." (pg. 4.2-23) They claim that implementing the project would result in less than significant impacts to scenic vistas. Therefore no mitigation is required.

In this DEIR it is stated that, "The County has a broad range of landscapes that change with elevation, creating diverse environments, natural communities, and landforms. Rolling hills dotted with mature oaks and oak woodlands, agricultural land, apple orchards and vineyards, evergreen forests and snow-capped mountains, scenic rivers, alpine lakes, and historic structures all contribute to the visual character found in the County. This diversity is an important element of El Dorado County's visual heritage and one that many residents value as part of their quality of life." (pg. 4.2-1) The proposed area of construction is in a historic area rich with history of the industry that followed the gold rush.

In response to the first question, "Would the project have the potential to result in a substantial adverse effect on a scenic vista?"

-1

At the west end of the Western section is an area of parcels that are zoned medium density residential. This is a residential area that sits above the bend of what will be the new proposed intersection of Missouri Flat and the new roadway. Presently those residents have a view of rolling hills and oaks (Picture 7). The proposed project will change the view to a signalized intersection and major roadway similar to the intersection and roadway at Missouri Flat and Forni Road (Picture 8).

The consultant states, "since the addition of signage and lighted intersection signals would be visually consistent and would not degrade scenic vistas, and the potential removal of existing utility poles and aboveground utility lines would benefit visual quality, implementation of the proposed project would result in less than significant impacts to the scenic vistas." The DEIR fails to clarify what the project is visually consistent with. Altering the Sierra view of this residential area on the hill above the proposed parkway, from a 2 lane rural road with a turn out lane between, to viewing a major intersection, will greatly alter the scenic vista of these homes. There will be an unavoidable and significant impact to the quality of life and property that will be placed on residents adjacent to this proposed lighted, signaled intersection of Missouri Flat and the new Diamond Springs Parkway. CEQA

requires projects to compare what is actually on the ground at the time of the study and not state that it is consistent with changes in the past that were made elsewhere.

-1
CONT

Regarding the Western section:

Presently the parking area for the mixed use trail right-a-way starts past the Golden Center strip mall and signalized intersection to where Missouri Flat begins to revert back to a two-lane country road. **(Pictures 1, 2&3)** The trail head is safety accessed through the back of the parking area and from there the path meanders through rural wooded scrub and tree vegetation. **(Picture 4&5)** Creating the new intersection will change the location of the parking to a more urban setting. Pedestrians will be forced to cross the new intersection in order to access the western portion of the trail. Once on this portion of the trail, the trail will parallel part of the new parkway. To access the future eastern portion of the trail, pedestrians will need to cross approximately 6 lanes of roadway then travel along the east side of the new enlarged section of Missouri Flat. **(Figure 1)** The trail head on each side of Missouri Flat will change from an existing rural light industrial setting with trees and shrubs to a high traffic 4 to 6 lane signaled intersection. This will have a significant and unavoidable impact on the safety, experience and attraction of the mixed use trail head. It also appears that the new parkway will cut through a portion of the mixed use trail's right-a-way eliminating future possibilities for a more enhanced trail experience. Page 3-23 of the DEIR states that, "Construction of the Parkway would require right-of-way acquisition along the EDMUT to maintain the minimum 100-foot right-of-way for the SPTC as a potential future rail corridor under the terms of the governing Joint Powers Authority (JPA)." There nothing in the plans that describe or show how this will be done. It is another item that has been taken out of the public's eye.

-2

Building one mile of new road to bypass an existing 2 lane road does not necessitate 3 lighted, major intersections and a major 50 MPH roadway. This project actually dissects this community and makes it much less walkable. It is in conflict with many of the policies of the 2004 General Plan.

-3

Picture 1:



Picture 2:



Picture 3:



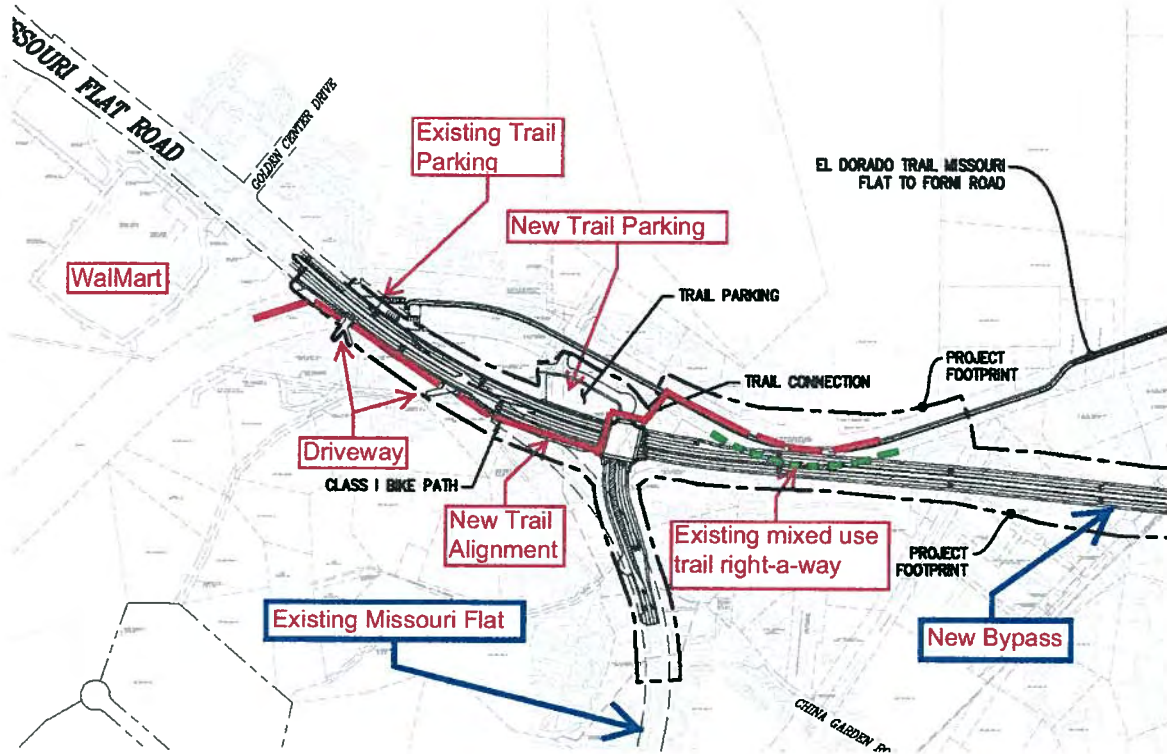
Picture 4:



Picture 5:



Figure 1:



TAYLOR.1

Regarding the Central section:

At present per the DEIR the area’s visual environment is characterized by a mix of wooded areas and commercial/industrial uses.

Historically this section of the proposed parkway has been predominately industrial mixed with historic mill houses along small private roads. To accommodate this project, eminent domain will be used by the county in order to acquire industrial buildings and private property which are in the path of the proposed parkway and associated development. In order to implement this project, these buildings will need to be acquired, demolished, moved or altered. This demolition will have a significant impact to the history and culture of the area. There will be a significant and unavoidable consequence to the quality of life and property of those in the path or adjacent to the new proposed parkway.

-4

The new Diamond Springs Parkway as designed will not fulfill objective 1e (pg. 3-12), which states, “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.”

-5

This proposed parkway makes no attempt to navigate around existing parcels, vegetation, oak woodlands, nor use existing or historic roadways. The design of the parkway is nothing but a thoughtless sea of asphalt with divided concrete filled dividers which will forever impact and change the visual and natural resources of this area. This DEIR does not mitigate this significant and unavoidable impact. The speed and size of the proposed roadway should be reduced. There should be natural wooded vegetation in the divider, which is in sync with the existing

-6

natural environment. The alignment should be more of a natural alignment with use of existing roadways and topography. There should be separation between the new roadway and the existing mixed use trail's right-a-way [rather than using the right-a-way for a section of the new roadway (figure 1)] with a natural vegetation buffer between to reduce the impact of the visual impact to the pedestrians' experience on the trail.

-7

A historic mill house presently sits on the hill at the location of one of the future intersections.

(Picture 6) The present view of this house is rolling hills and oaks with industrial buildings nestled into the trees and ravine below. **(Picture 7)** The vista for this home is being sliced through with up to 6 lanes of road plus dividers and bike lanes. **(Picture 8 – Future similar view for this house)** Added to this will be three new lighted intersections. This project will have a significant impact on the view shed of many existing parcels.

-8

Picture 6:



Picture 7: (Existing View Shed)



Picture 8: (Proposed Future View Shed)



Regarding the Eastern section:

Per the DEIR this area is “a mix of undeveloped areas with ruderal and wooded vegetation, parking lots, and disturbed areas associated with industrial buildings, and residential frontages.” This section is also part of historic Highway 49. The plan for this section is to add up to 6 lanes parallel to the east of historic Highway 49 leaving the existing section of Highway 49 to create a frontage road for the existing residents along this corridor. At present the majority of the homes on Highway 49 face a 2 lane rural road with a natural setting of rolling hills and wooded oaks. **(Picture 9)** With the proposed project these same homes will be facing 4 to 6 lanes of traffic along with the frontage road. A massive retaining wall will need to be built in order to facilitate the addition of 4 to 6 lanes of roadway plus a bike lane and highway divider which will all be cut into the hillside. The traffic that is impacting the historic town of Diamond Springs plus the added traffic from the projected growth will now be impacting these homes. The traffic that presently backs up on Missouri Flat road at Pleasant Valley will be moved from idling in front of a gas station and community hall to sit idling in front of the homes at Highway 49 (Diamond) and Pleasant Valley Road. This will reduce the air quality in front of these homes.

-9

At the beginning of the consultant’s report they refer to El Dorado County’s rural diversity as an important element for visual heritage and one that the residents value as part of their quality of life. Over and over the residents of El Dorado County have voted to retain the county’s rural nature. That is why people have protected these scenic vistas, small towns and landscapes for generations. A four to six lane 50 MPH signalized by-pass is not consistent with El Dorado County’s rural nature.

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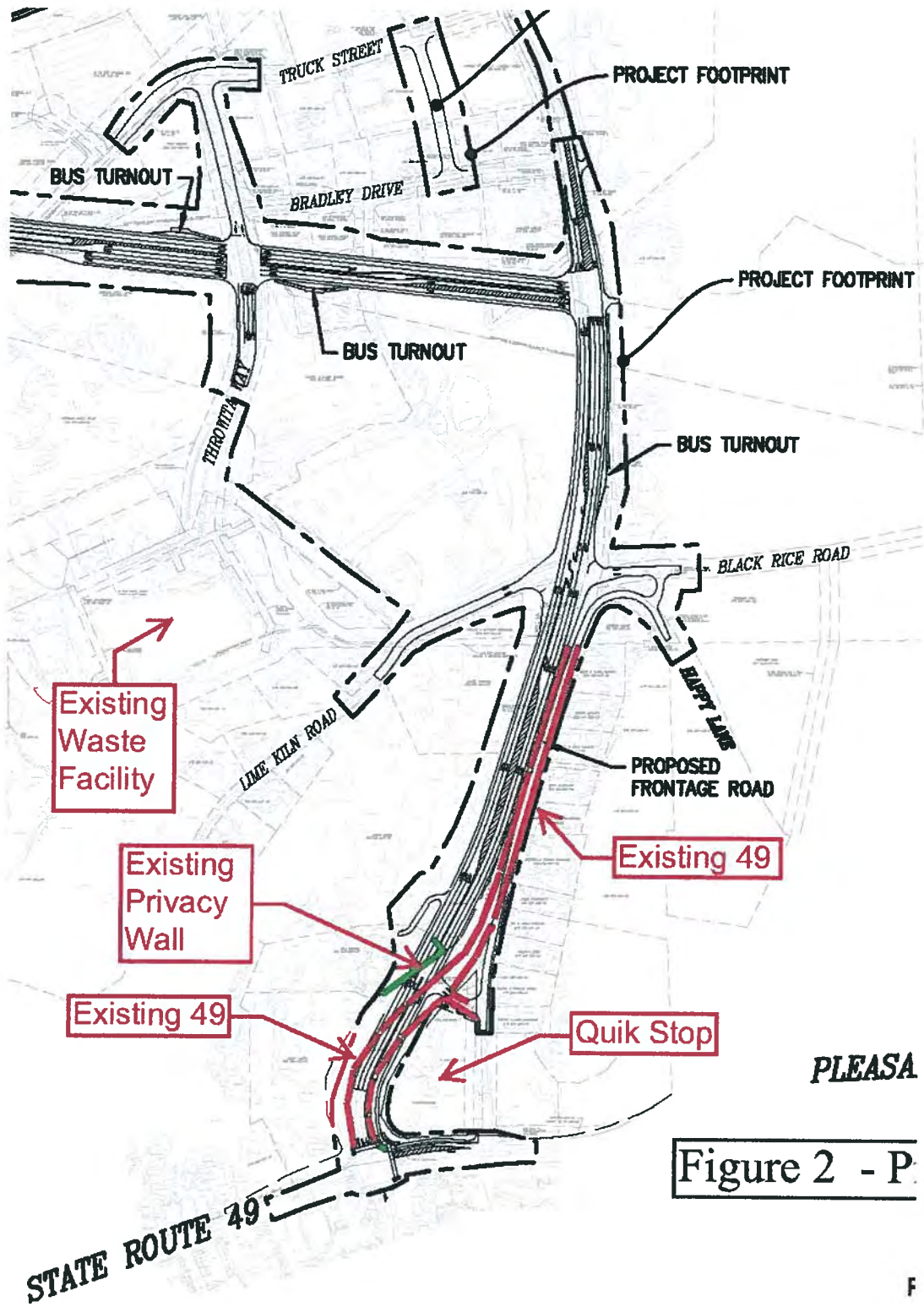
Two homes close to the gas station and strip mall which was placed on the corner of Pleasant Valley and Highway 49 have been up for sale. **(Pictures 10, 11 & 12)** The value of those homes has decreased since being impacted by the strip mall development and traffic being placed adjacent to them. **(Picture 13)** This has had a significant impact on their quality of life. The consultant states that “since views from the residences already consist of a two-lane rural roadway and private stucco wall (approx. 6 feet in height), construction of the proposed project would not be considered a significant alteration of the existing visual character. Accordingly, impacts to visual character would be less than significant.”

The report fails to recognize that the 6 foot wall is not across the street from the majority of these houses. In fact it is located around the home on the hill above the alteration of the Highway 49 and Pleasant Valley intersection. **(Picture 14)** This wall was to mitigate the impact created to that resident when the strip mall intersection/expansion was developed. It should be noted that the new alignment on Highway 49 will actually cut through this privacy wall. **(Green line in Figure 2)**

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Altering the view of the homes from a 2 lane rural road to viewing 4 to 7 lanes of roadway plus a bike lane and highway divider and taking out the vegetation and hillside necessary to build this roadway and adding a retaining wall will greatly alter the scenic vista of these homes. Mitigation needs to be in place for the unavoidable and significant impact to the quality of life and property that will be placed on these adjacent residents to this proposed project. Walls are not an acceptable mitigation measure since walls do not comply visually with the rural, cultural or natural environment of El Dorado County.

Figure 2:



Picture 9: Oak filled rolling hill across from existing homes. In the distance is Highway 49's historic appearance.



Picture 10: House for sale by new strip mall



Picture 11: House for sale close to new strip mall



Picture 12: House for sale with attempted privacy wall



Picture 13: New view of strip mall from homes for sale



Picture 14: Privacy wall above widened Highway 49



In response to the second question, *“Would the project have the potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?”*

On December 13, 2001, David Mihalic, Superintendent, Yosemite National Park, National Park Service, before the subcommittee on National Parks, recreation, and public lands, of the house resources committee, concerning H.R. 3425, asked to authorize the secretary of the interior to study the suitability and feasibility of establishing highway 49 in California, known as the ‘Golden Chain Highway’, as a national heritage corridor. One section states, *“The area along Highway 49 retains many Gold Rush-era resources, including two National Historic Landmark Districts in the towns of Columbia and Coloma, and numerous properties and districts that are included on the National Register of Historic Places. The State of California has recognized the significance of this area through the establishment of several State Historic Parks and mining museums, and designation of Highway 49 as a State heritage corridor and a State scenic highway. Many of the towns along Highway 49 retain much of their historic integrity, and have sought to preserve and promote their Gold Rush history.”* I’ve included the entire report. **(Exhibit 1)**

According to General Plan policy 2.6.1.1, “A Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local roads and State highways. The ordinance shall incorporate standards that address at a minimum the following:

- A. Mapped inventory of sensitive views and view sheds within the entire County;
- B. Criteria for designations of scenic corridors;
- C. State Scenic Highway criteria;
- D. Limitations on incompatible land uses;
- E. Design guidelines for project site review, with the exception of single family residential and agricultural uses;
- F. Identification of foreground and background;
- G. Long distance view sheds with the built environment;
- H. Placement of public utility distribution and transmission facilities and wireless communication structures;
- I. A program for visual resource management for various landscape types, including guidelines for and restrictions on ridgeline development;
- J. Residential setbacks established at the 60 CNEL noise contour line along State highways, the local County scenic roads, and along the roads within the Gold Rush Parkway and Action Program;
- K. Restrict sound walls within the foreground area of a scenic corridor;
and
- L. Grading and earthmoving standards for the foreground area.

Policy 2.6.1.2 states, “Until such time as the Scenic Corridor Ordinance is adopted, the County shall review all projects within designated State Scenic Highway corridors for compliance with State criteria.

Policy 2.6.1.3 states, “Discretionary projects reviewed prior to the adoption of the Scenic Corridor Ordinance, that would be visible from any of the important public scenic viewpoints identified in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Draft Environmental Impact Report, shall be subject to design review, and Policies 2.6.1.4, 2.6.1.5, and 2.6.1.6 shall be applicable to such projects until scenic corridors have been

established. (I have included exhibit 5.3-1 which shows the entire route of Highway 49 as Caltrans eligible scenic highway – Exhibit 2).

Policy 2.6.1.5 states, “All development on ridgelines shall be reviewed by the County for potential impacts on visual resources. Visual impacts will be assessed and may require methods such as setbacks, screening, low-glare or directed lighting, automatic light shutoffs, and external color schemes that blend with the surroundings in order to avoid visual breaks to the skyline.

Policy 2.6.1.6 states, “A Scenic Corridor (-SC) Combining Zone District shall be applied to all lands within an identified scenic corridor. (Community participation shall be encouraged in identifying those corridors and developing the regulations.”

Policy 2.6.1.8 states, “In addition to the items referenced in Policy 2.6.1.1, the Scenic Corridor Ordinance shall consider those portions of Highway 49 through El Dorado County that are appropriate for scenic highway designation and pursue nomination for designation as such by Caltrans.

In regards to the Implementation Program of the General Plan the Board of Supervisors were to implement the following measures;

Measure LU-I - to inventory potential scenic corridors and prepare a Scenic Corridor Ordinance, which should include development standards, provisions for avoidance of ridgeline development, and off-premise sign amortization. [Policies 2.6.1.1 through 2.6.1.7] This was to be implemented immediately following the General Plan adoption and an ordinance was to be adopted within 18 months.

Measure LU-J - If segments of State Route 49 are identified as appropriate for State Scenic Highway status during preparation of the Scenic Corridor Ordinance (see Measure LU-I above), prepare documentation in support of having those segments of State Route 49 identified as a State Scenic Highway [Policy 2.6.1.8]. This was to be implemented within 3 years of adopting the General Plan.

Measure LU-K – Develop and maintain an inventory of vacant lands within each Community Region and Rural Center. Work with community groups to identify appropriate uses for such parcels, including residential development and establishment of community amenities. This was to be ongoing.

Goal 2.4 of the General Plan is in regards to Existing Community Identity which states, “Maintain and enhance the character of existing rural and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life, economic health, and community pride of County residents.” Within this section there are many policies to be implemented in creating community design guidelines in concert with members of the community, precluded strip mall development in favor of clustered contiguous facilities, and identifying, maintaining, and enhancing of the unique identity of each existing community.

Goal 2.5 of the General Plan is in regards to Community Identity which states, “Carefully planned communities incorporating visual elements which **enhance and maintain the rural character and promote a sense of community.**” Within this section there are many policies to be implemented which deal with setbacks, greenbelts, buffers, developing policies to transfer development rights in order to create community facilities,

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CONT

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avoiding new strip mall locations, clustering of services, and developing design features for new commercial and mixed use developments.

Measure LU-F – Create and adopt Community Design Review standards and guidelines and identify new Community Design Review Districts. This would include working with community groups to develop standards. (Policies 2.4.1.1, 2.4.1.2, and 2.4.1.4). Members were to be seated within 2 years, and boundaries, standards and guidelines were to be established within 5 years of adopting the General Plan.

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CONT

On 1/11/2007, Senior Planner, Lillian MacLeod made a presentation to the Planning Commission in regards to the designation of the Scenic Corridor as per the requirements of the adopted General Plan. There was much work done on this, (**Exhibit 3,3a,3b**) yet the Planning Commission took no action on that day and to date I have not seen any action taken by the Board of Supervisors to adopt or discuss the Scenic Corridor of Highway 49. On numerous occasions members of the community have made a request to the Board of Supervisors to implement a program to establish a scenic or historical overlay on Highway 49. Having no response confirms the Board of Supervisors intent to avoid the issue allowing build out to take place without regard to the historic and scenic gold rush history and culture. For the Consultants (MBA) to state that since no formal action has been taken to designate Highway 49 as a Scenic Highway leaves the community with no impact is not adequate. As per MBA’s report, “that the State of California identifies SR-49 as a potential Scenic Highway” gives knowledge that the potential is there to create a designation that is important enough to have been placed into the General Plan for consideration. Once this new Diamond Springs Parkway is installed, it will create a permanent and significant loss of a historic and scenic piece of Historic Highway 49. Either the elements from the General Plan need to be included in the DEIR or this project should be postponed until implementation of those elements is complete.

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Besides avoiding designation of scenic corridors, the Board of Supervisors has also neglected to follow through with “required” Design Standards for the Missouri Flat Area. A consultant was hired to start this process, but was stopped short of completing standards that could be followed by planning staff or community design members. Thus the Missouri Flat area is becoming a hodge podge of design features not fitting in with the cultural or historic nature of the surrounding area, such as the pink stucco Panda Express building.

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The county has yet to do much of the work in identifying our agricultural, historical, cultural and natural resources. The county has yet to identify historical sites and landmarks. SB18 states that the county is required to consult our native local tribes whenever they adopt a General Plan amendment. This has not been done. SB18 also requires the county to work with the native local tribes in order to identify sacred cultural sites and set them aside for preservation. In speaking with the local native Miwoks their sites are being destroyed without any consideration by the county. The county has not appropriately dealt with our biological corridors and oak woodlands. In fact at present there is a lawsuit pending in regards to the Oak Woodlands plan that was drafted for the Board of Supervisors by a developer. The county has yet to determine locations for parks, civic centers, recreational activities, nor has a permanent site for a solid and liquid waste disposal facility been located. The county has yet to designate our historic landmarks, roads and districts.

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Furthermore the new Diamond Springs Parkway as designed will not fulfill the statements made in objectives 1c – 1e (pg. 3-12) 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. The new road will slice through General Plan designated **industrial** parcels not commercially zoned parcels.

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If the Board of Supervisors wishes to continue in this endeavor to adopt this alignment of the Diamond Springs Corridor without the implementation of elements of the General Plan vital to the historic nature and the community's sense of place, it will cause a permanent and lasting impact of the historic towns of Diamond Springs and El Dorado.

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California planning law requires this Project to conform to the enumerated County General Plan policies, and clearly this project as drafted does not.

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MBA states that no new homes will be provided due to this project, yet for this project and the retail development that is being considered to be sustainable, it will take an enormous increase in housing. Therefore, the housing and population impact to the region must be considered in this DEIR.

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Having this meeting without much notice to the public, holding the meeting in the summer, having both public meetings on the same day and in the matter this was facilitated this process felt as if there was not much of a desire for true "public" community input. The public was told over and over at the beginning that this project has been in the works for years laying the premise that there is nothing the public can say or do that will change this project. Per CEAQ guideline 15201, Public participation is an essential part of the CEQA process. Each public agency should include provisions in its CEQA procedures for wide public involvement, formal and informal, consistent with its existing activities and procedures, in order to receive and evaluate public reactions to environmental issues related to the agency's activities. The majority of the participants came due to an outreach for local residents. It did not appear that there was an outreach or process for wide public involvement. [Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21000, 21082, 21108, and 21152, Public Resources Code; *Environmental Defense Fund v. Coastside County Water District*, (1972) 27 Cal. App. 3d 695; *People v. County of Kern*, (1974) 39 Cal. App. 3d 830; *County of Inyo v. City of Los Angeles*, (1977) 71 Cal. App. 3d 185.]

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My last concern is that Leonard Grado continues to push his projects even though the Diamond Springs and El Dorado Community Advisory Committee let him know that his proposed retail development project was not in keeping with the community's vision. (Exhibit 4) If the retail project is denied, is this route as designed truly justified? And since this road is being built to provide for GGV's future retail center, should not the cumulative effect be studied as to what the impact of urbanizing the area will have on the historic town sites of Diamond Springs and El Dorado? When I asked Mr. Brandman if he had considered in his CEQA analysis blight that would be created by diverting traffic from existing businesses and by adding national chains to an already depressed local economy, he stated he has no way of determining that type of impact. The court of appeal determined that agencies must assess the possibility of urban decay when making decisions regarding proposed locations for big box retail centers. [Note: *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1207-1215; compare *Anderson Firs Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173.]

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I would ask that this Mitigated Negative Declaration be rejected and the project be rejected until a properly written environmental impact document can be composed that will comply with CEQA and the El Dorado County General Plan.

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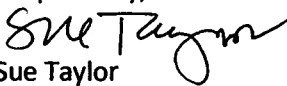
Respectfully,

Sue Taylor
530-391-2190

Exhibit 1:

STATEMENT OF DAVID MIHALIC, SUPERINTENDENT, YOSEMITE NATIONAL PARK, NATIONAL PARK SERVICE, BEFORE THE SUBCOMMITTEE ON NATIONAL PARKS, RECREATION, AND PUBLIC LANDS, OF THE HOUSE RESOURCES COMMITTEE, CONCERNING H. R. 3425, TO AUTHORIZE THE SECRETARY OF THE INTERIOR TO STUDY THE SUITABILITY AND FEASIBILITY OF ESTABLISHING HIGHWAY 49 IN CALIFORNIA, KNOWN AS THE 'GOLDEN CHAIN HIGHWAY', AS A NATIONAL HERITAGE CORRIDOR.

December 13, 2001

Mr. Chairman, thank you for the opportunity to present the Department of the Interior's views on H. R. 3425. This bill would authorize the Secretary of the Interior to study the suitability and feasibility of establishing Highway 49 in California, known as the "Golden Chain Highway", as a National Heritage Corridor.

The Department supports this legislation, but will not consider requesting funding for the study in this or the next fiscal year so as to focus available time and resources on completing previously authorized studies. As of now, there are 41 authorized studies that are pending, and we only expect to complete a few of those this year. We caution that our support of this legislation authorizing a study does not necessarily mean that the Department will support designation of this National Heritage Area. The Administration is determined to eliminate the deferred maintenance backlog in national parks, but the costs of new parks or other commitments, such as grants for new National Heritage Areas, could divert funds from taking care of current responsibilities. Furthermore, in order to better plan for the future of our National Parks, we believe that any such studies should carefully examine the full life cycle operation and maintenance costs that would result from each alternative considered.

H. R. 3425 requires the National Park Service to complete a special resource study on the national significance, suitability, and feasibility of establishing Highway 49 in California as a National Heritage Corridor. The study would be done in consultation with affected local governments, the State of California, state and local historic preservation offices, community organizations, and the Golden Chain Council.

The bill would require the study to include an analysis of the significance of Highway 49 in California from the city of Oakhurst in Madera County to the city of Vinton in Plumas County. Golden Chain Highway, HR 3425, 12-13-01

The study would examine the lands, structures, and cultural resources within the immediate vicinity of the highway, options for preservation and use of the highway, and options for interpretation of significant features associated with the highway. The bill would also require the study to examine alternatives for preservation of these resources by the private sector.

Highway 49 traverses the area where gold was discovered and mined during the California Gold Rush, and passes through the heart of an area that includes communities with many Gold Rush-related structures and sites. It is the principle route of travel linking these major Gold Rush sites, and provides access to numerous State Historic Parks and museums related to the Gold Rush.

The discovery of and search for gold in California transformed the nation. "Gold fever" was a national experience, spreading throughout the country and the world and precipitating a massive migration to California. The discovery of gold brought California into the United States as the 31st state, preparing the way for the United States to span the width of the North American continent, and accelerating the exploration and settlement of the American West. Legends and literature have expanded the reach of the Gold Rush story, through the work of nationally significant writers such as Mark Twain and Bret Harte.

The area along Highway 49 retains many Gold Rush-era resources, including two National Historic Landmark Districts in the towns of Columbia and Coloma, and numerous properties and districts that are included on the National Register of Historic Places. The State of California has recognized the significance of this area through the establishment of several State Historic Parks and mining museums, and designation of Highway 49 as a State heritage corridor and a State scenic highway. Many of the towns along Highway 49 retain much of their historic integrity, and have sought to preserve and promote their Gold Rush history.

As we have testified previously before this subcommittee, there are several steps we believe should be taken prior to Congress designating a national heritage area to help ensure that the heritage area is successful. Those steps are:

1. completion of a suitability/feasibility study;
2. public involvement in the suitability/feasibility study;
3. demonstration of widespread public support among heritage area residents for the proposed designation; and
4. commitment to the proposal from the appropriate players which may include governments, industry, and private, non-profit organizations, in addition to the local citizenry.

The National Park Service has had some inquiries in the past year from historic preservation groups, non-profit organizations, and business groups seeking additional information about heritage areas in general and a possible Highway 49 Heritage Corridor. A study of the area would allow a determination of the level of support that might exist in the area and would help identify further protection and preservation options. A critical element of the study will be to evaluate the integrity of the resources and the nationally distinctive character of the region before recommending national heritage area designation.

We would suggest a technical amendment to clarify that the city of Vinton is located in Plumas County.

Mr. Chairman, this concludes my prepared remarks. I would be pleased to answer any questions you or other members of the subcommittee may have.

[<http://www.nps.gov/legal/testimony/107th/goldchan.htm> 5/6/2010]

Exhibit 2:

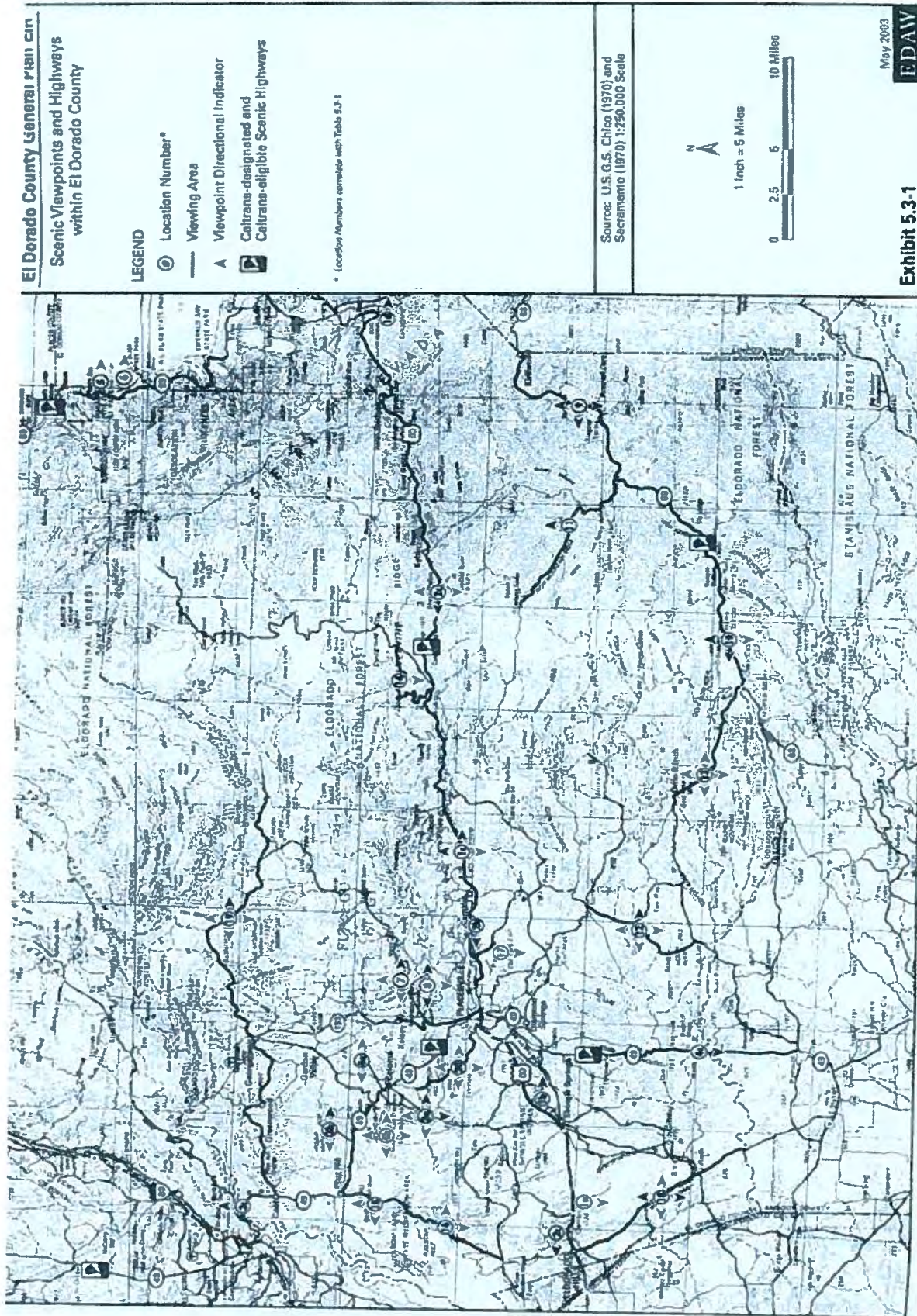


Exhibit 3:

DEVELOPMENT SERVICES DEPARTMENT

County of EL DORADO PLANNING SERVICES

MEMORANDUM

DATE: December 6, 2006 Agenda of: January 11, 2007

TO: Planning Commission Item #: 10.b.

FROM: Lillian MacLeod, Senior Planner

SUBJECT: 2006 Zoning Ordinance Update - Scenic Corridor Ordinance

WORKSHOP ON THE DRAFT SCENIC CORRIDOR ORDINANCE

General Plan Policy 2.6.1.1 directs staff to prepare an ordinance “establishing standards for the protection of identified scenic local roads and State highways.” The policy further enumerates areas to be addressed under the ordinance including the requirement for a “mapped inventory of sensitive views and viewsheds within the entire County” (Exhibit A). Policy 2.6.1.6 requires identification of ‘scenic corridors’ and their regulation, subject to public input. Scenic corridors are defined in the *Caltrans Scenic Highways Guidelines* as “the area of land generally adjacent to and visible from the highway . . . usually limited by topography and/or jurisdictional boundaries.”

Since April 1, 1986, State Route 89 and that portion of U.S. Highway 50 between the Placerville government center and the South Lake Tahoe city limits have been designated as official scenic highways within El Dorado County. Inclusion within the State Scenic Highway System requires legislative action by the Departmental Transportation Advisory Committee (DTAC), a legislatively appointed State body. Steps the County had to take for inclusion in the system required approval of the specific highway under the nomination process, development of a scenic corridor protection program under the designation process, and continued enforcement of the protection program under the monitoring process (Exhibit B).

The nomination process required the County to demonstrate that the highways met specific scenic criteria through submission of a visual assessment in the form of a written summary addressing vividness of the landscape, intactness of the visual order, and unity of visual intrusions with the surrounding landscape. Up to one-third of the proposed scenic highway could be impacted by major intrusions, exemplified in the *Guidelines* and defined as those that “dominate the landscape, degrading or obstructing scenic views.”

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The designation process required adoption of a protection program insuring that the County would maintain the scenic corridors by:

- regulating land use and developmental density,
- creating a review process for land and site planning such as design review or use permits,
- prohibiting off-site and controlling on-site advertising,
- regulating grading and landscaping, and
- requiring review of the appearance and placement of utility structures and equipment, such as cell towers.

The program, usually instituted as an ordinance, required input from affected property owners and interested groups or organizations on the proposed standards and regulations that would be placed on development within the corridor.

A draft *El Dorado County Scenic Highways Ordinance* was prepared in June 1992 (Exhibit C). The process involved community meetings and public input in compliance with State requirements for public involvement. However, the draft ordinance was never officially adopted by the Board. Existing General Plan policies insuring protection until such time as an ordinance was adopted enabled the DTAC to continue to include State Route 89 and that portion of U.S. Highway 50 referenced above into the State Scenic Highway System. Five-year monitoring by the California Department of Transportation (Caltrans) was completed in July 1997 with continued approval based on existing General Plan policies. Further monitoring was stayed under the Writ of Mandate pending the adoption of the 2004 General Plan.

The 1992 draft ordinance included an inventory of views and viewsheds along the U.S. Highway 50 and State Route 49 corridors. State Route 89, which falls under the jurisdiction of the Tahoe Regional Planning Agency (TRPA), is also subject to their design standards as well as shoreland and shorezone development restrictions intended to protect lake and other scenic views. Maintenance and monitoring of TRPA-inventoried viewsheds are currently being regulated under their authority. Once the subject Scenic Corridor Ordinance is adopted, design standards and monitoring of State Route 89 will be regulated by the stricter of the two codes.

Issue #1: What area should be designated as a Scenic Corridor?

As a general rule “if you can see the corridor or resource from the project area, the potential exists for the project to be visible from the same scenic corridor or resource” (*TRPA Basic Scenic Conditions Assessment*). While based on a logical assumption, in practice it would involve site visits by County staff on every permit application within a certain distance from the highway to determine whether a parcel should be subject to the Ordinance. Due to variations in topography, the scenic corridor overlay would have to be expansive in order to capture all parcels that might impact a viewshed. Some parcels with no scenic impact would be included in this arbitrary dimension, potentially subjecting those property owner(s) to proving they are not subject to the Ordinance.

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GIS applications exist that can utilize three dimensional data to determine scenic viewsheds from existing topographical information. From this application a clearer determination could be made as to which parcels would have an impact on designated viewsheds. A scenic corridor overlay could then be designed to be parcel specific rather than a dimensioned buffer zone.

Issue #2: What is allowed in the Scenic Corridor and what development standards would be affected?

The ordinance, as it applies to the subsequent overlay district, will allow development consistent with the base zone district. Under the General Plan Draft EIR (DEIR), the ordinance must regulate development and design standards within each district in order to prevent “encroachment of incompatible land uses, maintain existing land forms and preserve important vegetative features”. The new Ordinance could include development standards for land use, limitations on slope and ridgeline development and grading, standards for color, material, architecture and landscape features, as well as retention of native vegetation and landforms in order to reduce impacts on the aesthetic value of adjacent land and scenic viewsheds. Some of these regulations can be based on existing General Plan implementation policies, such as slope development restrictions, stream setbacks, and the Integrated Natural Resource Management Plan when it becomes available. The ordinance will serve to further refine these regulations specific to the scenic corridors, incorporate them into one section of code for ease of use, and

allow due process for flexibility, variations and appeals.

Under the Scenic Corridor Ordinance, design standards can either be cross-referenced to pertinent sections of the existing Ordinance, or be delineated within its own section, if different from basic standards. Specific design standards should address, at a minimum, building and roofing colors and material, window glazing, driveway construction, fencing and landscaping in an attempt to minimize visual impacts from development. Flexibility could be given on the base zone setbacks if it would allow better screening of structures. The overall goal would not be to restrict development, but to require that it blend in and be compatible with the surrounding scenic environment.

Issue #3: Does Scenic Corridor apply to single-family residences?

Analysis within the DEIR found that residential development without restrictions, “would present gaps in the County’s ability to protect and preserve scenic views and scenic resources within identified scenic viewsheds”, resulting in a significant impact on designated corridors. Therefore, the ordinance must apply the aforementioned standards to residential development on those parcels determined to be within the Scenic Corridor Overlay District. The application of standards can take the form of an administrative permit requiring staff level review for compliance with the Ordinance. Commercial and industrial development would require the current design review process to remain in effect, but the process would be streamlined under the Ordinance through clearly defined development and design standards.

Issue #4: Billboards in Scenic Corridors.

Specific regulatory direction is given in the General Plan under Objective 2.7.1, which calls for the “elimination of billboards along identified scenic and historic routes”. Policy 2.7.1.2 further specifies billboard removal or relocation outside of the scenic corridors with amortization. Concurrent with the Ordinance update, an amortization period should be established for signs

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within the scenic corridor, as well as for other non-conforming signs. A County compensation fund must be established for the removal of non-conforming signs as required under State law. As an incentive for removing signs sooner rather than later, the amortization schedule and reimbursement rate could be inversely proportional.

Issue #5: Official tourist sign program.

The ordinance should encourage the use of existing sign programs offered by Caltrans, specifically the Tourist Oriented Directional Signs (TODS) program (Exhibit D). The purpose of the program is to “guide out-of-town travelers to California’s tourist attractions”, such as wineries, gift and craft shops, restaurants, and the like, if they meet certain qualifications. Under the State *Streets and Highways Code* §229.20, “no signs authorized by this chapter shall be posted on any scenic highway, unless the county board of supervisors of the county in which the sign will be placed grants approval. Approval shall be given upon a modification of, and shall be consistent with, any existing corridor protection ordinance.” The Board could consider approving the use of the TODS program concurrent with their adoption of the Ordinance.

Issue #6: What routes should be considered for scenic highway designation?

Under separate consideration, Policy 2.6.1.8 directs staff to pursue scenic highway designation for portions of State Route 49. State Route 49 in its entirety is considered eligible for scenic highway designation by the State. The nomination process will include submittal of an updated visual assessment of viewsheds listed in Table 5.3-1 of the DEIR that were based on the 1992

draft inventory (Exhibit E). A Resolution of Intention must be enacted by the Board as part of the application package. Following approval of the nomination, the Scenic Corridor Ordinance, if adopted, will be submitted to DTAC as the protection program for State Route 49 under the designation process.

Table 5.3-1 lists other scenic viewpoints along U.S. 193 and U.S. 88. U.S. 88 is already an officially designated scenic highway under Amador County's authority. However, as a portion of the roadway lies on the boundary between both counties, those parcels along the northern side of the corridor would be subject to the El Dorado County Ordinance. The great majority of these parcels are under federal or El Dorado Irrigation District ownership. Five parcels are under separate, private ownership, and several parcels each are under ownership of both Kirkwood Mountain Resort and Sierra-Pacific Industries. As the two companies' commercial existence relies on the use, maintenance, enhancement and replenishment of natural resources, very little impact should occur on scenic viewsheds from their parcels. However, any proposed development of private property along this corridor would be subject to review under the El Dorado County Scenic Corridor Ordinance.

Caltrans also allows local roadways to be included in the program as long as they meet the criteria for nomination. Table 5.3-1 lists other major County roadways possessing scenic qualities, as well as U.S. 193. The County needs to decide which of these roads, if any, should be included in the *State Scenic Highway System*.

Page 5, Staff Report
Zoning Ordinance Update
Scenic Corridor

RECOMMENDATION

Provide staff with comments and direction regarding the draft document, as follows:

1. The Commission should discuss whether to pursue utilizing GIS viewshed technology and whether it can be done with County GIS specialists or would require contracting private consultants.
2. The Commission should discuss hiring a consultant to develop the amortization period and rate of reimbursement schedules for billboard removal.
3. The Commission should discuss whether the TODS program is something the County wants to adopt for the scenic highway corridors.
4. The Commission should discuss when the nomination process for SR 49 should begin.
5. The Commission should discuss whether U.S. 193 or any of the major local roadways listed in Table 5.3-1 of the DEIR should be nominated for inclusion within the scenic highway program.

ATTACHMENTS

Exhibit A: General Plan Policies

Exhibit B: Caltrans Scenic Highways Guidelines

Exhibit C: 1992 Review Draft El Dorado County Scenic Highways Ordinance

Exhibit D: Caltrans TODS program

Exhibit E: DEIR Table 5.3-1: *Important Public Scenic Viewpoints*

Exhibit F: Sample Ordinances:

- Amador County
- Lake County
- Nevada County
- TRPA

Exhibit 3a: (This was prepared but never implemented)

June 9, 1992 390.01<h17.76
Scenic Highways Ordinance Review Draft
El Dorado County

ORDINANCE NO.

THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO DOES ORDAIN AS FOLLOWS:
Section 1. Chapter 17.76 is hereby added to Title 17 of the El Dorado County Ordinance Code to read as follows:

1 CHAPTER 17.76
SCENIC CORRIDOR (SC) OVERLAY ZONE
Section 17.76.010
Section 17.76.020
Section 17.76.030
Section 17.76.040
Section 17.76.050
Section 17.76.060
Section 17.76.070
Section 17.76.080
Section 17.76.090
Section 17.76.100
Section 17.76.110
Section 17.76.120
Section 17.76.130
Section 17.76.140

Purpose
Designation of Scenic Corridors
Permitted Uses
Uses Prohibited
Uses requiring special use permit
Design Review Required
Development Standards
Parking
Landscaping
Earthmoving and Grading
Outdoor Advertizing
Utility lines
Lighting
Definitions

Scenic Highways Ordinance
El Dorado County
Review Draft

Section 17.76.010 Purpose

The purpose of the standards and regulations established in this chapter is to:

- A. Protect and enhance the scenic quality and visual appearance of historical areas and views from the roadways, retain unusual and attractive natural features within the scenic corridors along designated scenic highways, byways and roads in El Dorado County;
- B. Protect and enhance the beauty, amenities, and quality of life of El Dorado County;
- C. Protect agricultural, rural, and residential districts adjoining county scenic highways from adverse impacts of excessive development, excessive number or sizes of nearby signs, and unsightly conditions;
- D. Prevent incompatible and uncontrolled alterations of existing land forms and vegetative habitats by grading, excavation, development and uncontrolled land management practices;
- E. Eliminate unsightly conditions which may be unduly distracting to, and may impair the safety of, highway users;
- F. Create a favorable public image that will encourage economic development and tourism within the county and to; and
- G. Insure the enhancement of property values in areas through which the scenic highway is located.

Exhibit 3b:

PLANNING COMMISSION

Minutes of January 11, 2007 Page 16

10. ZONING ORDINANCE UPDATE

a. Landscaping Standards

This item was continued from the meeting of December 14, 2006.

Staff: Lillian Mac Leod gave a power point presentation. Input received from Katherine Gilfillian, Art Marinaccio, Valerie Zetner representing the Farm Bureau, and Kathy Lishman. No action was taken.

b. Scenic Corridor

Staff: Lillian Mac Leod went over her staff report. Input was received from Valerie Zetner representing the Farm Bureau, Art Marinaccio, Kim Beal, and Kathy Lishman. No action was taken.

PLANNING COMMISSION

Minutes of January 11, 2007 Page 17

c. Bed and Breakfast Inns

Staff: Lillian Mac Leod presented this item. Input was received from Valeria Zetner representing the Farm Bureau. No action was taken.

d. Signs

Staff: Lillian Mac Leod presented this item. Input was received from Dennis Small, Western Sign Company, Valerie Zetner representing the Farm Bureau, Kim Beal, and Kathy Lishman. No action was taken.

11. GENERAL PLAN UPDATE

Status Report – Conservation and Open Space Element; Public Health, Safety and Noise Element; Public Services and Utilities Element

Staff: Shawna Purvines briefly went over her memo. No action was taken.

12. REPORTS

Long Range Planning Work Program

This item was continued to February 8, 2007, with the adoption of the agenda.

13. DEPARTMENT OF TRANSPORTATION - None

14. COUNTY COUNSEL'S REPORTS - None

15. DIRECTOR'S REPORTS - None

16. ADJOURNMENT

Meeting adjourned at 1:12 p.m.

APPROVED BY THE COMMISSION

Authenticated and Certified:

John Knight, Chair

Exhibit 4:

**DIAMOND SPRINGS AND EL DORADO
COMMUNITY ADVISORY COMMITTEE
MINUTES
MARCH 18, 2010
6:00 P.M.**

**DIAMOND SPRINGS FIRE STATION 49
501 MAIN STREET
DIAMOND SPRINGS, CA 95619**

NEW BUSINESS

ITEM #

**2. A 07-0018, Z 07-0054, PD 07-0034 & P 08-0017 – DIAMOND DORADO
RETAIL – Action Item**

Project presented by Lenard Grado. The Diamond Dorado Retail Center project would be on the corner of the proposed new intersection of Diamond Springs Parkway and Hwy 49. The retail center would consist of approximately 280,000 square feet of both national and local retailers. Expected opening date would be late 2011-2012. This project would follow the parkway development. Buxton study was done by the County to determine where we loose sales tax revenue. Retail here brings in revenue and jobs. Looking at different exterior finishes to fit into our community.

Roger Trout informs the Committee and public that this project was submitted as a larger project, it went out for agency review and TAC. At that time the MERF was looking into relocating but now will not, so the project was re-submitted and a new TAC meeting is scheduled for April. The County will prepare a staff report.

The Planning Commission hearing dates are available online. There is a 45 day review period on EIR. They have been working with Caltrans and DOT on the traffic study for 18 months. Mr. Trout encourages the public to become familiar with the process of the County.

Public comment as follows:

- Question asked what the EIR's are for, who pays for them and if they will come before this committee. Roger Trout answered, there are two EIR's, one for the Missouri Flat Parkway project and one for Grado's project. Both paid by DOT funds and will go out for public review.
- Concern that retail development doesn't provide high paying jobs and members of the community will still have to commute out of county for work and you spend your money where you work. Mr. Grado replied he believes community members would like to make there purchases locally and there are not enough jobs here for young people.
- Concern that the proposed Missouri Flat Parkway will become completely developed with retail and the Parkway project should be stopped if that is the case. Members of the public do not feel this type of development is appropriate for this community.
- Question asked if there is eminent domain with the Missouri Flat Parkway project. Mr. Grado answered yes.
- Majority of the public members present are against this project.

Committee comments as follows:

- Question asked if the proposed businesses can be named. Mr. Grado answered that he cannot disclose the businesses until the project is approved but will say none are currently represented in the county.
- Concern that this project will contribute to old businesses closing.

Roger Trout advises Committee that the action item is a development plan, a rezone and the project to go in.

Brenda Bailey moves that the proposed general plan amendment and rezone are not in keeping with the communities vision however would like to receive EIR's as the project moves forward, noted that the

Committee is not opposed to the retail project they just feel it's not in keeping with community. Motion seconded by Mike Speegle, all in favor, motion carried.

Larry Patterson proposed a second motion that if the project moves forward he would not like to see big box tops but rather small stores similar to Town Center in El Dorado Hills. Motion seconded by Bob Smart, all in favor, motion carried.

Sue Taylor (TAYLOR.1)

Response to TAYLOR.1-1

The commenter expressed that the proposed project would negatively impact the view of houses located in the residential area west of the proposed Missouri Flat Road / Diamond Springs Parkway intersection. The commenter stated, the Draft EIR indicates the proposed project would be visually consistent, but does not state with what it would be visually consistent.

Parcels directly adjacent and west of Missouri Flat Road, at the proposed location of the intersection with Diamond Springs Parkway, are designated for commercial land use by the El Dorado County General Plan. An area designated as Medium Density Residential parcels is located further west (and farther from the proposed intersection) of the commercially-designated parcels. The commercially-designated parcels are also zoned as Commercial or General Commercial by the El Dorado Zoning Code. The parcels designated as residential do not have a direct view of the proposed project area. Any indirect views are mostly obscured by topography or existing vegetation. Therefore, the proposed project would not result in a substantial adverse effect on a scenic vista as seen from these residences.

A single residence, directly adjacent to Missouri Flat Road, is located on a parcel (APN 327-26-028) that is zoned as commercial and is therefore a nonconforming use. This residence has direct foreground views of Missouri Flat Road and a large metal-sided building formerly used for industrial and retail purposes. The residence has middle ground views that consist of an undeveloped parcel overgrown with ruderal vegetation and metal mini storage sheds that are partially obscured by vegetation. Background views consist of distant ridgelines and treetops.

Implementation of the proposed project would result in changes to foreground views as seen from this residence. Views would change from that of Missouri Flat Road and a large metal-sided building to that of the Missouri Flat Road and Diamond Springs Parkway intersection. The proposed project would realign Missouri Flat Road away from the existing residence. Approximately half of the undeveloped parcel located beyond the existing metal building would be developed as the western portion of Diamond Springs Road and the remainder would be left undisturbed. The proposed project would not change the background views of distant ridgelines and treetops as seen from this residence.

While changes would occur to views as seen from this residence, the significant criterion under CEQA asks if the project would “have the potential to result in a substantial adverse effect on a scenic vista.” Scenic vistas are generally defined as the view of an area that is visually or aesthetically pleasing. Views of the area to be affected by the proposed project contain industrial/commercial uses and undeveloped lands, and therefore are not generally defined as a scenic vista. Areas surrounding the project site, such as the distant ridgelines and treetops seen in background views as seen from the referenced residence could be defined as scenic; however, the proposed project would not result in changes to these features. Furthermore, the changes must be substantially adverse in order to

conclude a significant impact would occur. Changes to views as seen from a single residence located on a commercially-designated parcel would not be considered substantially adverse.

With respect to the proposed project's visual consistency, Draft EIR Section 4.2, Aesthetics, Light, and Glare, page 4.2-23 third paragraph, has been updated to reflect that the proposed project's signage and lighted intersections would be visually consistent with the existing project area's roadway infrastructure and would not degrade scenic vistas. Refer to Section 4, Errata, of this Final EIR.

Response to TAYLOR.1-2

The commentor referenced Missouri Flat Road as a "two-lane, country road." The commentor expressed concerns regarding the proposed project's impacts to the El Dorado Multi Use Trail (EDMUT or trail), citing impacts to safety, experience, and attraction of the trail. The commentor stated the new trail parking lot and trail access would require pedestrians to cross six lanes of traffic to reach the future western extension of the trail and would, "change the location of the parking [lot] to a more urban setting."

Missouri Flat Road is designated as a four-lane, divided road by the El Dorado County General Plan, not a two-lane country road. The Diamond Springs Parkway is designated as a future, four-lane, divided road.

The proposed project would include all applicable infrastructure (i.e., crosswalks, sidewalks, curbs, signs, etc.) to ensure safe pedestrian use of the EDMUT. At this time, the project provides improved linkage to the future western extension of the EDMUT via a Class I bike path and crosswalks, as well as increased parking capacity. A grade-separated crossing may be considered in the future, but is not warranted at this time, as the western section has not yet been developed.

The new trail parking lot would actually be located approximately 320 feet further from existing urban development on Missouri Flat Road, therefore; relocating the trail parking lot east along Missouri Flat Road would not located it in a "more urban setting", as it is currently situated adjacent to a multi-use commercial/light industrial building.

The commentor stated that the proposed project would "cut through" a portion of the trail's right-of-way, "eliminating future possibilities for a more enhanced trail experience." The commentor requested that plans regarding the acquisition of additional right-of-way for the trail be described.

As quoted by the commentor, the Draft EIR indicates, on page 3-23, that, "Construction of the Parkway would require right-of-way acquisition along the EDMUT to maintain the minimum 100-foot right-of-way for the SPTC [Sacramento-Placerville Transportation Corridor] as a potential future rail corridor under the terms of the governing Joint Powers Authority (JPA)." As shown in Traffic Information Reissuance Section 3, Project Description, Exhibit 3-5e and 3-5f, the location where the

proposed Parkway would require right-of-way acquisition along the EDMUT to maintain the minimum 100-foot right-of-way is located near where the former train depot was located. In this area, the existing right-of-way is 200-feet wide instead of the standard 100 feet. Nonetheless, should additional right-of-way be required, acquisition of property from the adjoining parcel to the north, owned by El Dorado Irrigation District, would be negotiated. The newly acquired right-of-way would not be disturbed by the proposed project.

Response to TAYLOR.1-3

The commentator asserted that the construction of “one mile of new road to bypass an existing two lane road does not necessitate three lighted, major intersections and a major 50 MPH roadway.” The commentator stated the proposed project dissects the surrounding community, and is in conflict with policies included in the El Dorado County General Plan.

The installation of lighted signals along the Parkway is necessary to ensure the safe movement of non-motorized and motorized travel along the new roadway. The Parkway will be designed to the 50 mile-per-hour criteria to allow greater level of service over the alternate Missouri Flat/Pleasant Valley Road route and would be designed in accordance with Caltrans and County road design standards.

Draft EIR Section 4.9, Land Use and Planning, Impact 4.9-1 discusses the projects potential to physically divide an established community. The existing land uses surrounding the project site are non-residential and non-dependant on one another; therefore, the division caused by the proposed Parkway is considered less than significant. The commentator has not provided comments to refute the conclusions made in the Draft EIR’s discussion of Impact 4.9-1, therefore no further response can be provided.

The proposed project’s consistency with the El Dorado County General Plan is analyzed in Draft EIR Appendix J, General Plan Policies. The commentator has not indicated which General Plan Policies the proposed project is not consistent with, therefore, no further response can be provided.

Response to TAYLOR.1-4

The commentator stated that the proposed project would have a significant impact on the history and culture of the project area as a result of the acquisition, demolition, and alteration of buildings. The commentator also stated that significant and unavoidable consequences would occur to the quality of life and property of those in the vicinity of the proposed Parkway.

Refer to Response to NAHC-1 and Response to NEMETH-4.

Buildings requiring demolition or alteration as a result of the proposed project are not designated as a historic resources as outlined by the National Register of Historic Places criteria under the National Historic Preservation Act of 1966. However, the CEQA Guidelines state that a resource need not be listed on any register to be found historically significant. The CEQA Guidelines direct lead agencies

to evaluate archaeological sites to determine if they meet the criteria for listing in the California Register. If an archaeological site is a historical resource, in that it is listed or eligible for listing in the California Register, potential adverse impacts to it must be considered. If an archaeological site is considered not to be a historical resource but meets the definition of a “unique archeological resource” as defined in Public Resources Code Section 21083.2, then it would be treated in accordance with the provisions of that section.

As noted in Response to NAHC-1, a Section 106 - Cultural Resources Assessment was conducted for the proposed project to determine the presence of archaeological or historical resources. No such presence was found. Therefore, as defined by CEQA, the proposed project would not result in significant impacts to historic buildings.

Impacts to quality of life is not considered an environmental impact under CEQA. Impacts to property in the vicinity of the project site has been addressed as required by CEQA, throughout the Draft EIR.

Response to TAYLOR.1-5

The commentator stated that the Diamond Springs Parkway does not meet Draft EIR Objective 1e, citing no attempt to avoid existing parcels, vegetation, or oak woodlands, or use existing roadways, and that the Draft EIR does not mitigate these significant and unavoidable impacts to natural resources.

As discussed in Draft EIR Section 5, Alternatives to the Proposed Project, eight alignments were originally considered and have undergone multiple iterations throughout the history of the project.

Among the many considerations, impacts to natural resources were considered in the selection of the proposed alignment. Other alignments, such as Alternative A (previously considered for implementation under the Missouri Flat Area Master Circulation and Financial Plan [MC&FP] EIR and discussed under the Draft EIR’s Section 5.4, Alternatives to the Proposed Project), would have resulted in significantly greater removal of vegetation, including oak woodlands, than the proposed project (refer to Alternatives 3, 4, and 6 as shown on the Draft EIR’s Exhibit 5-1). Previously considered alternatives were also rejected due to the required displacement of the El Dorado Multi-Use Trail (EDMUT) (refer to Alternatives 2, 3, and 4 as shown on the Draft EIR’s Exhibit 5-1 and as discussed under Section 5.3, Previously Considered and Rejected Alternatives); impacts to residential areas (refer to Alternative 1 as shown on the Draft EIR’s Exhibit 5-1 and as discussed under Section 5.3, Previously Considered and Rejected Alternatives); impacts to historic resources within Diamond Springs, limited right-of-way, and division of community (refer to Alternative 5 on as shown on the Draft EIR’s Exhibit 5-1 and as discussed under Section 5.3, Previously Considered and Rejected Alternatives); impacts to existing land owners and land uses (refer to Alternatives 2, 3, 5, and 6 as shown on the Draft EIR’s Exhibit 5-1 and as discussed under Section 5.3, Previously Considered and

Rejected Alternatives); and cost (refer to Alternative 2 and 6 as shown on the Draft EIR's Exhibit 5-1 and as discussed under Section 5.3, Previously Considered and Rejected Alternatives).

In selecting the project as proposed in the Draft EIR, DOT chose the alignment that best fit a balance of all project objectives. As noted on Table 5-1 of the Draft EIR, no alternative, other than the No Project Alternative, would result in fewer impacts to biological resources (such as oak woodlands) than the proposed project.

Potential significant impacts to natural resources have been addressed, analyzed, and mitigated as required by CEQA, throughout the Draft EIR.

Response to TAYLOR.1-6

The commentor requested that the permitted vehicle speed and size of the proposed Parkway be reduced and that a landscaped center median be included.

The proposed Parkway has been designed to effectively reduce current and future LOS deficiencies on Missouri Flat Road and Pleasant Valley Road within the community of Diamond Springs. The proposed Parkway is consistent with the General Plan traffic circulation designation. Reducing the size or speed of the proposed Parkway would significantly reduce the effectiveness of the project.

Regarding landscaping, refer to Response to SMART-5.

Response to TAYLOR.1-7

The commentor requested that the proposed Parkway's alignment be altered to be "more of a natural alignment with use of existing roadways and topography."

The project was designed to provide a safe, efficient, and convenient roadway per Objective 1a and to minimize impacts to parcels the environment per Objective 1e. The proposed project meets AASHTO, Caltrans and County standards for roadway design. As discussed under Response to TAYLOR.1-5, several different roadway alignments utilizing different existing roadways and different routes were considered.

The commentor also requested a separation between the proposed Parkway and EDMUT with a natural vegetation buffer to reduce visual impacts of the project as seen from the EDMUT.

As discussed on Traffic Information Reissuance Section 3, Project Description, page 3-45, an approximately 4-foot tall retaining wall would be constructed where the EDMUT would be located immediately adjacent to the Parkway, providing separation between the Parkway and the EDMUT. The wall is shown as a diagonally hatched line on Traffic Information Reissuance Exhibit 3-5f. Existing vegetation would be maintained to the maximum extent feasible. Street landscaping is not included in the County's design standards. The County does not currently fund or have a funding

mechanism for the long-term maintenance of landscaping. As such, the proposed project does not include street landscaping.

Response to TAYLOR.1-8

The commentor stated the proposed project would result in significant impacts to the viewshed of a house located on Missouri Flat Road.

Refer to Response to TAYLOR.1-1.

Response to TAYLOR.1-9

The commentor stated the proposed project would change the existing views as seen from homes along Diamond Road (SR-49) from that of a two-lane, country road, and wooded hillside to that of six lanes of traffic, a frontage road, and a retaining wall. The commentor asserted that traffic congestion currently affecting downtown Diamond Springs, plus added traffic from projected growth, would impact homes on Diamond Road (SR-49) by relocating traffic congestion from idling in front of a gas station and community hall along Pleasant Valley Road to idling in front of homes on Diamond Road (SR-49). The commentor also noted this would affect air quality near these residences.

The impacts to views as seen by residents along Diamond Road (SR-49) is discussed in Draft EIR Section 4.2, Aesthetics, Light and Glare, under Impact 4.2-3, Visual Character. The second paragraph on page 4.2-28 has been changed in this document's Section 4, Errata, to reflect the Parkway's ultimate four-lane configuration.

While the proposed new alignment of Diamond Road (SR-49) would require the cut of soils and removal of vegetation along the western edge of the existing right-of-way, views of a wooded hillside beyond a roadway would remain. DOT would remove as few trees as feasibly possible and abide by the County's Oak Woodland Management Plan. Refer to Draft EIR Section 4.4, Biological Resources, for further discussion regarding the Oak Woodland Management Plan.

The retaining wall would be located in front of up to three houses located east of Diamond Road (SR-49), but would be more than 200 feet away from any house east of Diamond Road (SR-49). The single residence located on the west side of Diamond Road (SR-49) is located at an elevation above the retaining wall, and therefore, it would not be visible from this residence. Furthermore, the existing stucco wall at this residence would be replaced by DOT, the location of which would be determined during the final design stage. The replacement wall would be similar to the existing stucco wall in mass and height.

Residents along this roadway are generally in favor of, and have requested, the proposed frontage road because it will make accessing their properties easier and remove higher speed traffic from directly in front of their residences.

Thresholds identified in Appendix G of the CEQA Guidelines indicate that a significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the site and its surroundings. As stated in the Draft EIR, since the existing visual character of the project site along Diamond Road (SR-49) already consists of a roadway and stucco wall, construction of the proposed project, including moving the main roadway away from existing houses east of Diamond Road (SR-49), would not be considered a significant alteration of the visual character.

With respect to the commentor's reference to the relocation of traffic congestion from Pleasant Valley Road to Diamond Road (SR-49), the proposed project has included a frontage road along the east side of the future Diamond Road (SR-49) right-of-way which provides a buffer from the increase in traffic.

As a part of the Draft EIR, an Air Quality Impact Analysis Report was completed and included as Appendix C. The Air Quality Impact Report, as reflected in Draft EIR Section 4.3, Air Quality, utilized the Traffic Impact Report to determine changes in traffic patterns and the resulting localized impacts to sensitive receptors (including carbon monoxide hot spots generally caused by cars idling). Supporting evidence indicates that operational air quality impacts as a result of project implementation would be less than significant. Refer to Draft EIR Impact 4.3-5, Operational CO, for further discussion.

Response to TAYLOR.1-10

The commentor stated that a "four -to six-lane 50 mile per hour signalized bypass" is not consistent with El Dorado County's rural nature.

The proposed project would be located in a mainly industrial area, and would not be six-lanes in width. The ultimate buildout of the proposed Parkway and Diamond Road (SR-49) would include four travel lanes, a center median, turn pockets as appropriate for safe turning movements and shoulders as required by El Dorado County and Caltrans road design standards. Furthermore, the El Dorado General Plan designates the project area as a Community Region, which is defined as an area demarcating where urban and suburban land uses will be developed. General Plan Policy 2.1.1.2 indicates that Community Regions are established to:

define those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development or suburban type development within the County based on the municipal spheres of influence, availability of infrastructure, public services, major transportation corridors and travel patterns, the location of major topographic patterns and features, and the ability to provide and maintain appropriate transitions at Community Region boundaries.

As such, the proposed project would not be located in an area characterized as rural.

Response to TAYLOR.1-11

The commentor claimed the value of homes along Diamond Road (SR-49) have decreased as the result of a newly constructed gas station at the corner of Pleasant Valley Road.

This comment is not relevant to the environmental impacts of the proposed project. No further response is necessary.

The commentor stated commented that the existing 6-foot high stucco wall located adjacent to the single residence west of Diamond Road (SR-49) in the project study area was constructed to mitigate impacts related to the construction of the strip mall and Diamond Road (SR-49)/Pleasant Valley Road intersection expansion was completed and that this wall would be displaced by the new Diamond Road (SR-49) alignment.

The referenced stucco wall was not constructed as mitigation under CEQA in relation to the construction of the nearby strip mall or the intersection expansion. Currently proposed right-of-way acquisitions indicate that the new alignment of Diamond Road (SR-49) would require the relocation of this wall. DOT, in coordination with the property owner, would design and replace the existing stucco wall. The replacement wall would be similar to the existing stucco wall in mass and height. The location of the wall would be determined during the final design stage of the proposed project. Changes to Draft EIR pages 4.2-28, 4.2-32, and 4.10-8 are provided in this document's Section 4, Errata, clarifying that the existing stucco wall would be replaced.

The commentor reiterated that the proposed project would affect views as seen from homes along Diamond Road (SR-49). Refer to Response to TAYLOR.1-9.

Response to TAYLOR.1-12

The commentor provided information regarding a 2001 proposal by the superintendent of Yosemite National Park to establish SR-49 as national heritage corridor, provided background information, and referenced several general plans supporting the protection of scenic corridors. The commentor included, verbatim, El Dorado County General Plan policies 2.6.1.1, 2.6.1.2, 2.6.1.3, 2.6.1.5, 2.6.1.6, and 2.6.1.8. The commentor also listed General Plan Implementation Measures LU-I, LU-J and LU-K.

Currently, Diamond Road (SR-49) within the project site is not designated as a State Scenic Highway and is therefore not afforded protection as such. A proposal presented to the Subcommittee on National Parks, Recreation, and Public Lands, of the House Resources Committee on December 13, 2001 requested that the Secretary of the Interior be authorized to study the suitability and feasibility of establishing Highway 49 in California, as the "Golden Chain Highway" and a National Heritage Corridor. Until official designation of SR-49 as a State Scenic Highway or National Heritage Corridor, impacts would not be considered significant under CEQA's Appendix G threshold related to scenic resources within a State Scenic Highway, including trees, rock outcroppings, and historic

buildings. No rock outcroppings or historic buildings would be removed as part of the proposed project and trees would be replaced/mitigated in according to the Oak Woodland Management Plan.

The proposed project's consistency with applicable El Dorado County General Plan policies is included in Draft EIR Appendix J. Since the commentor has not provided comments on the project's consistency with, or applicability of, any of the referenced policies, no further response can be provided.

Several of the General Plan policies referenced by the commentor are not applicable to the proposed project because many of them are directed at the County (Policy 2.6.1.1, Policy 2.6.1.8, Measure LU-1, Measure LU-J and Measure LU-K), are applicable to a scenic corridor, State Scenic Highways, scenic viewpoints, or ridgelines (Policy 2.6.1.2, Policy 2.6.1.3, Policy 2.6.1.6 and Policy 2.6.1.5), or are applicable to development as opposed to infrastructure. A list of applicable General Plan goals and policies and a description of the proposed project's consistency is included in Draft EIR Appendix J.

Response to TAYLOR.1-13

The commentor listed Goal 2.4, Goal 2.5 and Measure LU-F from the General Plan, which pertain to development not infrastructure and are therefore not applicable to the proposed project. Measure LU-F directs the County to adopt Community Design Review Standards and is not applicable to the proposed project. Since the commentor has not provided comments on the project's consistency with, or applicability of, any of the referenced goals or measures, no further response can be provided.

Response to TAYLOR.1-14

The commentor claimed that once the Parkway is constructed it would create a permanent and significant loss of a historic and scenic piece of SR-49. The commentor also indicated that per the General Plan, SR-49 will eventually be designated as a State Scenic Highway.

Refer to Response to TAYLOR.1-12. The proposed project would not re-route or cause significant visual changes to SR-49. Because the State has not officially designated SR-49 through Diamond Springs as a State Scenic Highway, impacts under CEQA's Appendix G threshold regarding State Scenic Highways would be less than significant. Furthermore, the County has not established its own Scenic Corridor Ordinance and the project area does not include any location identified as a scenic viewpoint by the El Dorado General Plan.

Response to TAYLOR.1-15

The commentor stated the Board of Supervisors has not adopted Design Standards for the Missouri Flat Area, resulting in "hodge podge" design.

The Board of Supervisors adopted the Missouri Flat Design Guidelines on June 3, 2008. However, the proposed project does not include the development of any buildings or structures that would be

subject to the Missouri Flat Design Guidelines. The Missouri Flat Design Guidelines do not provide guidance on the construction of roadways such as the proposed project. Furthermore, the actions of the Board of Supervisors is beyond the purview of this EIR. No further response is necessary.

Response to TAYLOR.1-16

The commentor referenced the SB 18 requirement that jurisdictions consult local native tribes when General Plan amendments are proposed.

The proposed project does not include a General Plan Amendment.

The commentor referenced the SB 18 requirement that jurisdictions consult local native tribes in order to identify sacred cultural sites.

Refer to Response to NAHC-1. As indicated in Draft EIR Section 4.5, Cultural Resources, MBA requested a check of the NAHC Sacred Lands File and a list of tribal contacts. NAHC provided a response indicating that the Sacred Lands File check failed to indicate the presence of Native American cultural resources in the immediate project area. MBA then sent letters to each tribal contact requesting any information about potential cultural resources in the project vicinity. At this time, responses have not been received from any of the tribal contacts.

Response to TAYLOR.1-17

The commentor stated that local native Miwok sites are being destroyed without any consideration by the County.

The proposed project would not impact any identifiable Native American sites. Impacts to any previously undiscovered sites unearthed during project construction would be mitigated through implementation of Draft EIR Mitigation Measure 4.5-1.

Refer to Response to Response to NAHC-1.

Response to TAYLOR.1-18

The commentor stated the County has not appropriately dealt with biological corridors and oak woodlands, referencing an unnamed pending lawsuit involving an unnamed developers oak woodland plan. The commentor stated the County has not determined locations for parks, civic centers, recreational activities, solid and liquid waste disposal facilities or designated historic landmarks, roads, and districts.

The County's decisions regarding biological corridors, oak woodlands, parks, civic centers, recreational activities, solid and liquid waste disposal facilities and designated historic landmarks, roads, and districts are outside the purview of this EIR.

Response to TAYLOR.1-19

The commentator stated the proposed project would not fulfill Objectives 1c, 1d, and 1e as stated in the project description, indicating the proposed project would not support commercial development as planned for in the MC&FP EIR and the General Plan because the roadway would increase access to industrial not commercial designated parcels.

Objective 1c is the only objective that addressed commercial development and indicates that the proposed project should 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.

As shown on Traffic Information Reissuance Exhibit 3-6, the proposed project is located within the Missouri Flat Area. The Parkway, as the Pleasant Valley-Missouri Flat Connector, was included in the MC&FP as required infrastructure improvements necessary to support commercial development in the MC&FP area. The proposed project would increase circulation in the Diamond Springs and Missouri Flat Area, thereby facilitating access to existing and proposed commercial development identified and planned for in the MC&FP EIR and General Plan.

Response to TAYLOR.1-20

The commentator stated that the implementation of the proposed project prior to implementation of elements of the General Plan vital to the historic nature and community's sense of place would result in impacts to Diamond Springs and El Dorado.

The implementation of goals and policies of the General Plan directing the County to adopt regulations or perform duties is outside the purview of this EIR.

Response to TAYLOR.1-21

The commentator stated the proposed project does not comply with County General Plan policies.

The proposed project's consistency with the General Plan is analyzed in Draft EIR Appendix J, General Plan Policies. Refer to Response to TAYLOR.1-12.

Response to TAYLOR.1-22

The commentator stated that a large increase in housing would be required to sustain the proposed project and future commercial development, and such increases in housing and population should be discussed in the Draft EIR.

The proposed project does not propose the construction of housing, nor would it lead to the construction of housing. As a new roadway, road improvement, and utility infrastructure update project located in an industrial area, the proposed project would not increase population levels or require an increase in population to "sustain" it.

With respect to future commercial development, refer to Response to SOC-3 and SOC-9.

Response to TAYLOR.1-23

The commentor expressed discontent with the way the public meetings were announced to the public, the time of year in which they were held, and the fact they were held on the same day.

Notices of the public meetings were conducted in accordance with CEQA Guidelines Section 15087 via publication in the Mountain Democrat newspaper on Wednesday, June 23, 2010, and Wednesday, July 7, 2010, more than a month before the public meetings. Direct mailings were sent to owners and occupants of property affected by and near the proposed project on Wednesday, June 23, 2010, and Wednesday, July 7, 2010, more than a month before the public meetings. Additional notices were posted around the area a week prior to the public meetings. The Notice of Availability (NOA) regarding the Draft EIR (which included the date and time of the public meetings) was posted on DOT's website, and additional meeting notification was posted starting July 23, 2010. Two copies of the document were provided to the El Dorado County Library for public review, as indicated on the NOA.

There are no regulations regarding the time of year or time of day during which meetings shall be held. CEQA Guidelines do not require that a public meeting be held. Accordingly, El Dorado County DOT has gone beyond what is legally required to encourage public comment on an EIR.

Response to TAYLOR.1-24

The commentor expressed concern regarding the proposed Diamond Dorado Retail Center, indicating that if it is not approved, the proposed Diamond Springs Parkway may not be necessary. The commentor suggested the proposed project is being constructed specifically for the future retail center and indicated that the related cumulative impacts should be discussed in the Draft EIR. The commentor stated that urban decay impacts resulting from the proposed project should be considered.

With respect to future commercial development, refer to Response to SOC-3.

The cumulative impacts of the proposed project are discussed in Draft EIR Section 6.3, Cumulative Effects of the Project. The commentor does not provide specific comments regarding the analysis provided therein; therefore, no further response can be provided.

With respect to urban decay impacts, also commonly referred to as blight, refer to SOC-11.

Response to TAYLOR.1-25

The commentor recommended that the Mitigated Negative Declaration be rejected until an EIR compliant with CEQA and the El Dorado County General Plan is prepared.

The document under consideration is not a Mitigated Negative Declaration; it is an EIR that has been prepared as required by CEQA.

August 23, 2010

El Dorado County Department of Transportation
Attn: Ms. Janet Postlewait, Principal Planner

In regards to the DEIR of the Diamond Springs Parkway,

TAYLOR.2

The alignment of this roadway appears to show favoritism to a particular developer(s). This developer appears to have been chosen by the Board of Supervisors to facilitate an enormous amount of commercial retail development in the Missouri Flat area at taxpayer's expense. Also actions taken by the Board of Supervisors over the last few years has been contrary to many of the policies of the adopted General Plan. The Board has ignored or neglected vital parts of the General Plan that should have been implemented soon after the plan's adoption.

-1
-2

I have issue in regards to the consultant, Michael Brandman Associates (MBA) who provided environmental services and also facilitated the public comment session of the 2 public meetings. At the public meeting Michael Brandman was asked if initially he had been hired by Leonard Grado. Leonard Grado, part of Granite, Grado Ventures (GGV), is a developer who plans on bringing 280,000 sq. ft. of national and local retailers onto a presently designated industrial site that will be greatly benefited by the proposed by-pass. Mr. Brandman stated his company was paid by the county. I then responded that I know that he is presently being paid by the county, but initially was he not hired by Leonard Grado. He denied this. Within the staff report for the Diamond Springs Parkway – Phase 1 Project #72334 it states that "GGV concurrently proposed to advance the Diamond Springs Parkway project to provide a bid-ready package with the anticipation of County reimbursement from TIM fees. GGV retained the services of Michael Brandman Associates for environmental services. Under contract to GGV and in cooperation with the Department, the team held formal Environmental Impact Report (EIR) scoping meetings, prepared draft.....for Diamond Springs Parkway." Per the staff report, "On April 29th, the Board directed the Department to negotiate contracts with KHA, **MBA** and CTA to continue the work started by GGV." It was noted in the report that this was a departure from the County's adopted TIM fee reimbursement guidelines (**See attached Legislative File 08-1264**). The deviation of the TIM fee policy and the consultant being hired by one of the benefactors of the project brings into question the impartiality and objectivity of the consultant's report.

-3

Not only should this project be postponed until a properly written environmental impact document can be composed that complies with CEQA, but an investigation should take place as to why so much effort and money is being exerted to advance particular developers such as Leonard Grado among others.

-4

I've attached my comments and statements regarding the Draft Environmental Impact Report for the Diamond Springs Parkway Project.

Regards,



Sue Taylor
El Dorado County Resident and Taxpayer

RECEIVED

AUG 23 2010

EL DORADO COUNTY
DEPT. OF TRANSPORTATION

County of El Dorado
Legislative File Number 08-1264 (version 4)

Transportation Department recommending Chairman be authorized to sign the following Funding Agreements in a total amount of \$1,006,551 in support of the Diamond Springs Parkway - Phase 1 Project 72334:

- (1) AGMT 08-52496 with GGV Missouri Flat, LLC in the amount of \$609,521;
- (2) AGMT 08-1778 and Consultant Agreement with Kimley-Horn and Associates, Inc. in the amount of \$42,030;
- (3) AGMT 08-1838 with Michael Brandman Associates and Consultant Agreement in the amount of \$180,000; and
- (4) AGMT 08-1748 with Cooper, Thorne & Associates, Inc., dba CTA Engineering & Surveying and Consultant Agreement in the amount of \$175,000.

FUNDING: Traffic Impact Mitigation Fee Program - West Slope (TIM).

BUDGET SUMMARY:

Total Estimated Cost \$1,006,551
Funding
Budgeted \$1,006,551
New Funding \$
Savings \$
Other \$
Total Funding Available \$1,006,551
Change To Net County Cost \$0.00
Fiscal Impact/Change to Net County Cost:

The total not-to-exceed cost of this agenda item is estimated at \$1,006,551. The cost associated with the Funding Agreement is estimated at \$609,521 and the three consultant agreements are estimated to total \$397,030. Funding for this project is through the TIM. There is no cost to the County General Fund associated with this agenda item.

Background:

Diamond Springs Parkway, previously known as the Missouri Flat/Pleasant Valley Connector, is included as a new road in the 1996 and 2004 General Plan. The approved 2008 Five-Year CIP and the proposed draft 2009 Five-Year CIP listed the Diamond Springs Parkway - Phase 1 (Project #72334) for project delivery through FY 11/12 with future funding necessary for right of way and construction. See the "Conceptual Right of Way Exhibit" for the general alignment of the Parkway and the involved right of ways. The project is currently budgeted in the CIP for planning and design only, not for construction. Completion of the environmental document allows the County to adopt the route and identify the right of way. Additionally, having a completed CEQA document allows the project to be eligible for potential grant and/or economic stimulus funding for construction.

In 2007, GGV Missouri Flat, LLC (GGV) began planning a commercial development, Diamond Dorado Retail Center (DDRC), adjacent to the proposed Diamond Springs Parkway. As Diamond Springs Parkway was currently scheduled in the CIP for planning and design by the County, GGV concurrently proposed to advance the Diamond Springs Parkway project to provide a bid-ready package with the anticipation of County reimbursement from TIM fees. **GGV retained the services of Michael Brandman**

Associates (MBA) for environmental services, Cooper, Thorne & Associates, Inc., dba CTA Engineering & Surveying (CTA) for civil engineering and Kimley-Horn and Associates, Inc. (KHA) for traffic engineering services. Under contract to GGV and in cooperation with the Department, the team held formal Environmental Impact Report (EIR) scoping meetings, prepared draft technical environmental reports and project description, prepared the draft traffic report, and prepared 20% design plans (for planning purposes) for Diamond Springs Parkway.

On April 29, 2008, the Board authorized the Department to negotiate an agreement with GGV for the advancement of planning, design and construction costs for Diamond Springs Parkway. During negotiations of the proposed funding agreement, it was determined, by the County, that the County should now lead the project delivery effort. GGV retained their consultants to deliver the first administrative draft environmental impact report, during which time the County completed negotiations with these consultants for direct contracts with the County.

Reason for Recommendation:

The Department requests the Board to authorize the Funding Agreement for Diamond Springs Parkway Design and Environmental Costs, in an amount not-to-exceed \$609,521. The deliverables provided in this Agreement include the deliverables set forth in Exhibit A to the Funding Agreement. The costs associated with the work through May 24, 2008 have been reviewed against the value of work, acceptance of deliverables, and applicability to delivering the Diamond Springs Parkway. The Department concurs that the value of the completed work is \$464,321. The additional work between May 24, 2008 and November 1, 2008 will be subject to the same criteria. The costs associated with the additional work shall not exceed \$145,200.

It should be noted that this is a departure from the County's adopted TIM fee reimbursement guidelines. The reimbursement guidelines address the conventional situation when a developer is conditioned to provide design/build improvements necessary for development which are regional in nature and included in the TIM Fee Program, therefore, subject to reimbursement by the County. In this case, GGV offered to expeditiously advance a project necessitated by the General Plan and currently budgeted for project delivery. Since GGV has completed work required for the project that the County is scheduled to deliver now, the Department supports this early reimbursement. Without the authorization of this Funding Agreement, the County will have to start the planning process again and redo the work to date.

The Funding Agreement includes a provision that requires GGV to assign the prior planning and design work provided through GGV's contracts to the County. The fully executed Consent to Assignment and Assignment of Consultant Work for each consultant is attached to this agenda item.

In addition to the work products provided under the Funding Agreement, GGV will secure and provide Irrevocable Offers of Dedication (IOD) for right of way in fee and appurtenant easements for Diamond Springs Parkway, Lime Kiln Road and SR-49/Diamond Road (Funding Agreement, Exhibit C) as a precondition to the reimbursement. These dedications will only involve the properties associated with DDRC (Funding Agreement, Exhibit B). Other right-of-way owned by third parties necessary for the Project will still need to be acquired after an environmental document is approved and a route adopted. Per the

IOD's, the landowners waive any right to compensation for the property conveyance. The IOD's are required to be executed prior to any disbursement of funds as stated in the Funding Agreement.

The Department recommends the approval of this Funding Agreement. The amount of reimbursement is for completed work required for the project which the County is currently scheduled to complete. Additionally, the Department supports this approach in light of the IOD's being granted to the County for the roadway.

The Department recommends the approval of this Funding Agreement allowing for two progress payments: one for work completed prior to May 24, 2008 and the other upon completion of the remaining planning and design work. It should be noted that this is a departure from the County's adopted TIM fee reimbursement guidelines; however, the Department supports this approach in light of the IOD's being granted to the County for the road project.

On April 29th, the Board directed the Department to negotiate contracts with KHA, MBA and CTA to continue the work started by GGV. At this time, the Department has completed negotiations with KHA for the Preparation of Final Traffic Impact Analysis for the Diamond Springs Parkway Project, in the amount of \$42,030, with MBA for environmental services for Diamond Springs Parkway to complete the EIR, for the ultimate four-lane road, in the amount of \$180,000, and with CTA for engineering services to further develop 30% roadway geometrics, cost estimates, plats for required right of way acquisitions, in the amount of \$175,000. Additional engineering design will be needed to complete the plans, specifications and estimates for construction. DOT will assess funding and budget issues after the certification of the EIR to determine how to proceed with the final bid documents and schedule for construction. KHA, MBA and CTA Agreements have been reviewed and approved by County Counsel.

The Department has developed potential funding scenarios for the right-of-way and construction of the Diamond Springs Parkway (Attachment 1). The County will continue to advance the project, contingent on available funding. All mechanisms for advancing the project through construction will be considered, including discretionary review conditions with adjacent development projects (e.g. DDRC).

The Department is recommending that the Board make findings pursuant to Article II, Section 210 b (6) of the El Dorado County Charter that there are specialty skills required for the work performed under these Agreements that are not expressly identified in County classifications.

Concurrences:

The Purchasing Agent has determined that it is appropriate to enter into the consultant contracts based on prior action taken by the Board of Supervisors. The Purchasing Agent concurs that the Department's request is in compliance with Board of Supervisors Policy C-17, Sections 7.5 and 7.10.

The El Dorado County Employees Association, Local #1 has been informed of these proposed Agreements.

Action to be taken following Board approval:

1. The Chairman will sign two originals of Funding Agreement, # AGMT 08-52496, for Diamond Springs Parkway Design and Environmental Costs with GGV Missouri Flat, LLC.
2. The Chairman will sign two originals of Agreement, # AGMT 08-1778, for Preparation of Final Traffic Analysis Report for the Diamond Springs Parkway with Kimley-Horn and Associates, Inc.
3. The Chairman will sign two originals of Agreement, # AGMT 08-1838, for Environmental Services for the Diamond Springs Parkway - Phase 1 with Michael Brandman Associates
4. The Chairman will sign two originals of Agreement, # AGMT 08-1748, for Engineering Services for the Diamond Springs Parkway with Cooper, Thorne & Associates, Inc., dba CTA Engineering & Surveying.
5. The Board Clerk will forward one original of each of the above fully executed Consultant Agreements, one original of their associated Consent to Assignment and Assignment of Consultant Work and one fully executed original Funding Agreement to the Department for further processing.
6. The Department will process Irrevocable Offers of Dedication for Diamond Springs Parkway, Lime Kiln Road and SR-49/Diamond Road and return to the Board for action.
7. The Department will review the additional work completed between May 24, 2008 and November 1, 2008 for reimbursement.
8. The Department will prepare and submit the claims for reimbursement to the Auditor's Office for payment after receiving executed IOD's and required deliverables per the Funding Agreement.

Contact:

Richard W. Shepard, P.E.
Director of Transportation
X5981

Sue Taylor (TAYLOR.2)

Response to TAYLOR.2-1

The commentor alleged the proposed project shows favoritism towards a particular developer.

Refer to Response to SOC-3.

Response to TAYLOR.2-2

The commentor stated that actions taken by the El Dorado County Board of Supervisors have been contrary to policies included in the El Dorado County General Plan.

This comment does not provide any specific comments on the environmental analysis contained within the Draft EIR. No response is necessary.

Response to TAYLOR.2-3

The commentor stated that MBA was originally hired by Granite Grado Ventures, and included an El Dorado County staff report indicating as such. The commentor stated that MBA being hired by a “benefactor of the project brings into question the impartiality and objectivity of the consultant’s report.”

This comment is not a CEQA-related issue. Concerns regarding conflict of interest will be addressed in the staff report to the Board of Supervisors.

Response to TAYLOR.2-4

The commentor recommended that the proposed project be postponed until a CEQA compliant EIR is written, and requested that an investigation be conducted regarding the advancement of a particular development by the proposed project.

The commentor did not specify in what way the Draft EIR is not compliant with CEQA. The commentor raised no particular environmental issues. No further response can be provided in these regards.

Refer to Response to SOC-3 regarding commercial development.



El Dorado County Department of Transportation

Diamond Springs Parkway Draft EIR 2:30 and 5:30 p.m. July 28, 2010 Comment Card

In the space below, please provide any comments you have regarding the Draft Environmental Impact Report for the proposed Diamond Springs Parkway Project. For legibility purposes, please print your comments. Alternately, comments can be submitted to El Dorado County DOT, Attn: Janet Postlewait, 2850 Fairlane Court, Placerville CA 95667 or janet.postlewait@edcgov.us. Written comments must be received by 5:00 p.m. on August 23, 2010.

Name: Kathleen Verplanken Signature: [Handwritten Signature]
Agency/Affiliation: _____ Telephone: 930-688-9300
Mailing Address: 6245 Pleasant Valley Rd.

VERPLANCKEN

THE BY-PASS ROAD IS FOR THE
BENEFIT OF LOCAL DEVELOPERS

-1

IT IS NOT BEING DEVELOPED FOR
RESIDENTS

DIAMOND SPRINGS EL DORADO, PLACERVILLE
SHOULD BE PRESERVED FOR ITS HISTORIC
ASSETS -

-2

BIG BOX STORES WILL DESTROY THE
LIVELIHOOD OF LOCAL SMALL BUSINESS
PEOPLE

-3

THE COUNTY SUPERVISORS ARE SELLING
US OUT TO DEVELOPERS WHO WILL TAKE
THE \$\$\$ & RUN

-4

Kathleen Verplancken (VERPLANCKEN)

Response to VERPLANCKEN-1

The commentator stated that the proposed project benefits local developers not residents.

Refer to Response to SOC-3 regarding other commercial developments and SOC-9 regarding the proposed project's growth inducing impacts.

Response to VERPLANCKEN-2

The commenter asserts that Diamond Springs, El Dorado, and Placerville should be preserved for their historic assets.

Refer to Response to NEMETH-4.

Response to VERPLANCKEN-3

The commentator states that "big box" stores will destroy the livelihood of local small business people.

The proposed project does not include the commercial developments. Growth-inducing impacts of the proposed project were considered under Section 5, CEQA Required Conclusions, of the Draft EIR. Refer to Response to SOC-9 and Response to SOC-11 for further discussion.

Response to VERPLANCKEN-4

The commentator stated that County Supervisors are "selling us out to developers who will take the money and run."

This comment represents the opinion of the commentator and does not provide any specific comments on the adequacy of the environmental analysis contained in the Draft EIR.



monique wilber
<moniquekwilber@gmail.com>
>
08/23/2010 03:37 PM

To janet.postlewait@edcgov.us
cc
bcc
Subject Diamond Springs Parkway Project DEIR, SCH
#2007122033, public comments

History: This message has been replied to.

Ms. Postlewait;

This letter is in response to and comments on the Draft Environmental Impact Report for the Diamond Springs Parkway Project. Specifically, this letter comments on Biological Resources.

Biological Resources

I am the former EDC Senior Planner assigned to Long -Range Planning, specializing in natural resources. In particular, I managed the Oak Woodland Management Plan (OWMP) and the Integrated Natural Resources Management Plan (INRMP) from April 2006 until June 2009. Appendix D, Biological Resource Assessments of the DEIR, Local Regulations, fails to address the INRMP (General Plan [GP] Policy 7.4.2.8); GP Policy 7.4.4.5 (where existing individual or a group of oak trees are lost within a stand, a corridor of oak trees shall be retained that maintains continuity between all portions of the stand); and GP Policy 7.4.2.9 (Important Biological Corridors [IBC]). In addition, the DEIR, Local Regulations (pgs. 4.4-28 and 29) fails to address these policies.

WILBER-1

In Appendix D, Biological Resource Assessments, part of the assessment included identifying any linkages within the project study area to important adjacent wildlife habitats and identifying trails as potential wildlife movement corridors (pg. 3). The assessment goes on to say (pg. 5) (bold emphasis mine):

Wildlife and Movement Corridors

The following wildlife species or their sign (i.e., scat, bones) were observed within the project study area during the October 15 and 16 field assessment: black-tailed jackrabbit (*Lepus californicus*), coyote (*Canis latrans*), western fence lizard (*Sceloporus occidentalis*), turkey vulture (*Cathartes aura*), vole (*Microtus* sp.), mockingbird (*Mimus polyglottis*), scrub jay (*Aphelocoma coerulescens*), house finch (*Carpodacus mexicanus*), white-crowned sparrow (*Zonotrichia leucophrys*), mule deer (*Odocoileus hemionus*), American goldfinch (*Carduelis tristis*), dark-eyed junco (*Junco hyemalis*), chipping sparrow (*Spizella passerina*), spotted towhee (*Pipilo erythrophthalmus*), and mourning dove (*Zenaida macroura*).

WILBER-2

Wildlife trails were observed scattered throughout the project study area . These are assumed to be from black-tailed jackrabbit and mule deer. **It is anticipated that riparian corridors traversed by the project study area also provide movement corridors for a variety of mammal and bird species. Although no known wildlife corridors are included in the El Dorado County General Plan, one area was identified during the field assessment as a potentially important wildlife corridor. It is located on the east side of Missouri Flat Road where the project study area departs Missouri Flat Road and runs east towards State Route 49. This corridor runs through industrial developments and connects two relatively undeveloped areas of blue oak -foothill**

pine habitat (Exhibit 3).

However, in the DEIR, the information is contradictory. The DEIR, page 4.4-40, states:

Wildlife Corridors and Nursery Sites

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.

(Less than Significant)

Impact Analysis

The unnamed drainage in the central portion of the project study area may function as a movement corridor for mammal and bird species. This drainage connects highly fragmented oak woodland habitat in the south with large areas of intact oak woodland habitat in the north. Construction of the project would effectively sever this corridor. According to the Biological Resources Assessment Report for the Diamond Springs Parkway Alignment Project, the unnamed drainage's aquatic habitat is degraded and surrounding industrial developments discharge runoff directly to this feature via a number of PVC pipes that enter above the ordinary high water mark. The surrounding riparian habitat is degraded by dumping; old oil bottles, 50-gallon drums, and other garbage were observed throughout the feature. Habitat to the immediate south of the drainage is also degraded due to fragmentation by Lime Kiln Road and associated commercial and industrial developments, and its proximity to industrial development to the north, SR-49 to the east, Pleasant Valley Road and associated commercial developments to the south, and residential development to the west. Accordingly, the unnamed drainage and associated habitat is considered marginal and connects to fragmented, marginal habitat to the south. Therefore, this impact is considered less than significant.

Significance Determination Before Mitigation

Less than significant impact.

Appendix D notates an east-west corridor that was identified as a "potentially significant wildlife corridor" which connects two relatively undeveloped areas of blue oak -foothill pine habitat. The DEIR, as above, states that an unnamed drainage's north-south habitat is degraded and fragmented; completely ignoring the earlier assessment. The DEIR omitted or understated a significant impact of the project. The Board of Supervisors chose to not address the issue of habitat connectivity in the OWMP; nor Policy 7.4.4.5, deferring the process to the INRMP, which is now underway. Habitat corridor study is continuing and mitigation should be determined based on the outcome of the study, which is forthcoming. It is not realistic to expect that wildlife can make safe passage across a four lane, medianed road, nor is it safe for motorists. If this east-west corridor, which ultimately leads to Weber Creek, the only safe north-south undercrossing of Highway 50 and an IBC, is disturbed, what will the impact be to wildlife species in terms of genetic pools, nurseries, forage, water, and shelter? How far south is the next "undeveloped" crossing, assuming cumulative effects of the nineteen proposed development projects in the Diamond Springs /El Dorado communities? In conjunction with other projects, the proposed project (which provides a fast means of travel to Diamond Springs/El Dorado) would have significant impacts to the movement of wildlife and

WILBER-2
CONT

connectivity of corridors due to cumulative and growth-inducing effects.
I object to the approval of the project as proposed , and I request that my comments be included in the records of any and all proceedings relating to this project or its successors .

WILBER-2
CONT

Monique Wilber
Shingle Springs

Monique Wilber (WILBER)

Response to WILBER-1

The commentor states that the Draft EIR fails to address General Plan policies 7.4.2.8, 7.4.4.5, and 7.4.2.9 as it relates to the discussion in the Draft EIR of local regulations (page 4.4-28 and 29). Each General Plan policy is briefly described below as well as a general comment with regard to project consistency with regard to the policies.

Policy 7.4.2.8: Develop within five years and implement an Integrated Natural Resources Management Plan (INRMP) that identifies important habitat in the County and establishes a program for effective habitat preservation and management.

This policy directly relates to the development of an INRMP to effectively manage El Dorado County open space areas with respect to sensitive habitat areas. Currently the INRMP is still in a development stage and has not been approved by the County Board of Supervisors. Until this plan is approved, the requirements in the plan may be followed at the discretion of DOT, but are not legally required.

However, based on the information available from the County of El Dorado regarding the proposed INRMP, the proposed project is consistent with the requirements of the draft document. If the draft document is finalized prior to approval of the Final EIR, a more formal review of the document may be warranted to assess applicability to the proposed project.

Policy 7.4.2.9: The Important Biological Corridor (-IBC) overlay shall apply to lands identified as having high wildlife habitat values because of extent, habitat function, connectivity, and other factors.

As described in Draft EIR Section 4.4, Biological Resources, under heading 4.4.4 Wildlife Corridors and Nursery Sites, the proposed project contains an unnamed drainage feature that is described as degraded and surrounded by industrial development and contains evidence of trash dumping. The Biological Resources Assessment Report begins by introducing the drainage as a feature that may function as a movement corridor for mammal and bird species. This statement was merely an introduction to a feature that warranted further investigation and understanding prior to making a significant impact designation under the CEQA process. The drainage feature contains poor quality habitat and although likely provides limited daily wildlife travel paths, it does not function as a regional wildlife movement corridor as defined in the draft INRMP.

Policy 7.4.4.5: Where existing individual or a group of oak trees are lost within a stand, a corridor of oak trees shall be retained that maintains continuity between all portions of the stand. The retained corridor shall have a tree density that is equal to the density of the stand.

This policy specifically deals with large stands of oak trees and the requirement of maintaining a corridor of oak trees to connect the remaining stands of oak trees. The project site does not contain

any significant stands of oak trees and therefore this policy does not apply to this project. The project site contains a few narrow corridors of trees associated with an existing drainage feature as well as other areas within the project site. The current condition of these oak tree areas is characterized as extremely poor quality habitat and provides limited habitat for any plant and/or wildlife species. Any oak trees removed in association with the proposed project site will be mitigated for under the existing Oak Woodland Management Plan as required, but the trees are not required to be mitigated under El Dorado General Plan Policy 7.4.4.5.

Response to WILBER-2

The commentator states that the DEIR omitted or understated a significant impact of the project. Based on a review of the existing documentation related to the draft INRMP, the project site is not located within areas designated as a Priority Conservation Area. In addition, the project site is also not within an Important Biological Corridor (IBC). The project site is also not adjacent to the proposed Foothill Corridor or any of the large or small wild land patches.

The project site is located in a previously disturbed area with a few remnant patches of poor quality oaks. A continuous stand of oak woodlands originates approximately 0.5 miles north of the project site. This oak woodland continues 0.5 mile around the project site to the east and continues to the south. The adjacent oak woodland area likely does function as a regional wildlife movement corridor, but was not studied as part of this project, as it falls outside of the project boundaries and area of potential disturbance. Impacts associated with the proposed project would have no significant impact to the adjacent oak woodland area.

Chuck Wolfe
PO Box 644
El Dorado, CA 95623

July 24, 2010

El Dorado County Department of Transportation
2850 Fairlane Court
Placerville, CA 95667
Attn: Ms. Janet Postlewait, Principal Planner

RE: Draft EIR Diamond Springs Parkway Project
County of El Dorado

The EIR for the Diamond Springs Parkway Project fails to address the cumulative effects of the growth it induces on the Historical Asset Diamond Springs.

The project cannot be chopped up into little pieces to avoid environmental review. Objective 1c of the EIR for the Diamond Springs Parkway Project includes the following, “to support the anticipated commercial/retail square footage development....” Developers are anxious to rezone this area to enable retail development opportunities but are less interested if the bypass is not built. This development is a part of the larger plan dependant upon the bypass. The cumulative effects of the whole plan on the Historical Asset Diamond Springs, should be fully considered in one EIR, since the bypass will threaten the city’s economic sustainability. The 2009/2010 Amador County Grand Jury reports that as result of Highway 49 bypass Sutter Creek City revenue from sales tax has decreased by 50%

WOLFE-1

Diamond Springs is an Historical Asset to El Dorado County and the Mother lode region. The merchants in the area locate here because of the historical culture and the small town atmosphere it affords. This is the identity that the residents and merchants wish to foster and support. At one time Diamond Springs was a walkable and connected community. With a little planning focused on that goal, the Historical Asset Diamond Springs could easily regain and maintain that quality. This would help meet many of the goals of CEQA. Locating big box retailers nearby will destroy this asset and be counter to the intent of CEQA.

WOLFE-2

This is supported in the text of the El Dorado County Retail Sales Leakage Analysis of May 2007. “The increase in retail development in the County in the last 10 years is most likely the greatest contributor to the decrease in Placerville retail sales.” It is predictable that locating these big box retailers near will have that same economically destructive effect on the Historical Asset Diamond Springs.

Research evidences that superstores eliminate jobs by putting small business out of business. Large-scale commercial development will also destroy the very thing that people come to this Historical Asset of Diamond Springs to enjoy, the small town historical cultural atmosphere.

WOLFE-2
CONT

The rezoning to commercial and locating of competing large big-box and franchise stores in close proximity to the Historical Asset Diamond Springs will forever diminish that character and displace locally owned and locally run existing retail shops. It will not only cause an economic loss to Historical Asset Diamond Springs retail businesses, but also result in physical deterioration of existing businesses and will lead to more empty store fronts just like in Placerville after nearby big-box developments.

The EIR compares the environmental effects of the proposed project to the General Plan and ignores the use of baseline.

4.1.3 – Effects Found Not to be Significant

The MC&FP does not propose changes to existing EL Dorado County General Plan land use designations or densities. The Project assumes retail uses and associated revenue generation from properties already designated, “Commercial” on the El Dorado County General Plan land use map.

The MC&FP assumes 1,700,000 square feet of new retail development. No properties are designated for residential use within the MC&FP Area. Since the MC&FP does not propose changes to existing land uses, and requires retail development for the generation of funds for roadway improvements, it would not result in the generation of additional population or the creation of housing in the MC&FP area.

WOLFE-3

The project does not include the development of new housing or businesses as part of its implementation...

The EIR states that this project is not a part of a larger development plan yet it’s financial base depends upon future retail development.

The EIR lacks adequate consideration of baseline. In the court case Environmental Planning and Information Council v. County of El Dorado (1982) 131 Cal. App. 3d.

CEQA nowhere calls for evaluation of the impacts of a proposed project on an existing general plan; it concerns itself with the impacts of the project on the environment, defined as existing physical condition in the affected area. The legislation evinces no interest in the effects of proposed general plan amendments on an existing general plan, but instead has clearly expressed concern with the effects of projects on the actual environment upon which the proposal will operate.

WOLFE-4

Section 4.5 – Cultural and Historical Resources, of the Executive Summary Matrix included in this EIR, only addresses significant cultural resources found during earthwork

WOLFE-5

activities. It does not at all acknowledge the historical and cultural significance of the Historical Asset Diamond Springs. These negative environmental impacts associated with planned commercial/retail development cannot be seen as separate from the impacts of the bypass since they are dependent upon each other.

WOLFE-5
CONT

Chuck Wolfe (WOLFE)

Response to WOLFE-1

The commentator states the Draft EIR fails to address the cumulative effects of growth on Diamond Springs, indicating future retail development will threaten economic sustainability.

Cumulative effects of the proposed project are discussed in Draft EIR Section 6.3, Cumulative Effect of the Project. The commentator does not provide specific comments regarding the analysis provided therein; therefore, no further response can be provided.

As stated in Section 15131 of the CEQA Guidelines, economic effects of a project shall not be treated as significant effects on the environment. Refer to Response to SOC-9 and SOC-11 for further discussion.

Response to WOLFE-2

The commentator stated that the proposed project and future commercial development would result in economic and urban decay impacts to Diamond Springs and cited the 2009-2010 Amador County Grand Jury report regarding the Sutter Creek Highway 49 Bypass as an example of a new roadway that resulted in decreased sales tax.

As stated in Section 15131 of the CEQA Guidelines, economic effects of a project shall not be treated as significant effects on the environment. Refer to Response to SOC-11 for further discussion.

Comparisons between the bypass in Sutter Creek and the proposed Diamond Springs Parkway in terms of economic impacts are beyond the purview of this Draft EIR.

Response to WOLFE-3

The commentator stated the Draft EIR “compares the environmental effects of the proposed project to the General Plan and ignores the use of baseline.” The commentator stated the Draft EIR fails to include the development of new housing and businesses as part of its implementation. The commentator further stated that the proposed project is a part of a larger development plan because its financial base is dependent upon future retail development.

Under CEQA, the use of baseline conditions mandates that the effects of a proposed project be analyzed in comparison to the existing environmental conditions present at the time of CEQA review. The Draft EIR describes the existing conditions of the project site under the heading Environmental Setting in each environmental topic analyzed in Draft EIR Section 4, Environmental Analysis. The description of existing conditions provides the baseline against which the impacts of the proposed project is compared.

In regards to future development surrounding the proposed Project, refer to Response to SOC-3.

Funding and phasing of the proposed project is discussed under Response to SOC-6.

Response to WOLFE-4

The commentor repeated that the Draft EIR does not recognize baseline conditions. The commentor cited the case of *Environmental Planning and Information Council v. County of El Dorado* (1982) 131 Cal. App. 3d, pointing out that CEQA does not require the evaluations of the impacts of a proposed project on an existing general plan.

The Draft EIR does not analyze the impacts of the proposed project on the El Dorado County General Plan. Rather, the Draft EIR assesses the changes to, and impacts on, the existing environment (i.e., the baseline condition). The proposed project's consistency with the General Plan is analyzed in Draft EIR Appendix J, General Plan Policies.

Refer to Response to WOLFE-3.

Response to WOLFE-5

The commentor stated the Draft EIR does not acknowledge the historical and cultural significance of "Historical Asset Diamond Springs," citing that mitigation measures regarding significant cultural resources (Draft EIR Mitigation Measures 4.5-1 and 4.5-3) only address cultural resources found during earthwork.

Refer to Response to NEMETH-4.

SECTION 3: RESPONSES TO VERBAL COMMENTS ON THE DRAFT EIR

The El Dorado County Department of Transportation (DOT) hosted public meetings for the Diamond Springs Parkway Project on July 28, 2010 at 2:30 p.m. and 5:30 p.m. at the Diamond Springs Firefighters Memorial Hall, 501 Main Street, in Diamond Springs, California. The meetings were held to provide an overview of the proposed project and the California Environmental Quality Act (CEQA) process, and to solicit input from the public regarding the Draft EIR and Traffic Information Reissuance. The public meetings were announced in the Notice of Availability (NOA), which was published in the "Mountain Democrat," first on June 23, 2010 and again on July 7, 2010. The NOA and Draft EIR were posted on DOT's website on June 22, 2010 and the Traffic Information Issuance was posted on July 7, 2010. DOT posted additional meeting notification on the DOT website, starting July 23, 2010. The NOA for the Draft EIR and Traffic Information Reissuance were distributed via mail to nearly 500 interested agencies, property owners, and individuals potentially affected by, or adjacent to, the proposed project.

The following briefly summarizes the verbal comments received and the verbal responses provided at the two public meetings. A best practicable effort has been made to appropriately represent the verbal comments that occurred at the public meetings. Additional written responses to the verbal comments are provided where appropriate.

3.1 - Summary of July 28, 2010 Public Meetings Presentation

Presenters Matt Smeltzer and Jennifer Maxwell of DOT and Trevor Macenski of MBA conducted the public meetings. During the meetings the Diamond Springs Parkway Project and California Environmental Quality Act (CEQA) process were described. The proposed project's environmental impacts and mitigation measures, as included in the Draft EIR, were explained. Meeting attendees provided verbal comments during the public meetings. The presenters provided responses to verbal comments as appropriate.

3.2 - Public Meeting: July 28, 2010, 2:30 p.m.

Table 3-1 provides a list of attendees at the July 28, 2010, 2:30 p.m. public meeting. The table is followed by a synopsis of the verbal comments (VC) received and the responses to those comments.

Table 3-1: July 28, 2010, 2:30 p.m. Public Meeting Attendees

Name	Agency/Affiliation
Roger L. House	Bayside Church
John O'Neill	Homeowner
Trudy Meyer	Realtor
Barry Brewer	Property Owner
Honey Yardley	GGV MF/Grado
Brian Lopez	Bayside of Placerville Church
John Faber	Land Owner
Sandra Day	Homeowner Representative
Lee Dobbs	Kamps Propane
Clinton Shankel	Homeowner
Dave Gutierrez	True Value Hardware
Rich Pinoski	Tool Depot
Carlan Meyer	Property owner
Greg Stanton	EDC EMD
Jamie Beutler	INRMP
Michael R. Simmons	Bayside of Placerville Church
Terry Ayers	Kamps Propane
Bob Smart	(none listed)
Kathleen Verdlancken	Capital Sierra Ins. Svc
Matt Weir	KHA
Toni J Beers	(none listed)
Albert Magallanez	El Dorado Disposal
Doug and Linda West	Bayside Church
Chuck Wolfe	(none listed)
John Gilmore	Property owner
Ross and Randi Mitchelson	Automotive Excellence
Marci Embree	Palos Verdes Properties
Michelle Smira	MMS Strategies
John Lambeth	Civitas
Leonard Grado	Palos Verdes Properties
The McCollums	Property Owner

Table 3-1 (cont.): July 28, 2010, 2:30 p.m. Public Meeting Attendees

Name	Agency/Affiliation
Lemuel Estolas	Placer County LEA
Rick Lind	EN2 Resources, Inc.
Sue Taylor	(none listed)
Bob Joehnck	Attorney
Ken Stark	Hardware Store Owner
Steven Ross	Homeowner
Jamie Taylor	(none listed)

Ken Stark

VC STARK-1

The commentator inquired about the connection between the Diamond Springs Parkway and future retail development.

Response to VC STARK-1

Mr. Macenski indicated at the public meeting that the Diamond Springs Parkway project does not include commercial development and does not rely on the implementation of the Diamond Dorado Retail Center project. Each project will be separately considered for approval by the El Dorado County Board of Supervisors. Refer to Section 2, Responses to Comments, Response to SOC-3 for further discussion.

VC STARK-2

The Commentor asked when the public meetings for the future retail development would be held.

Response to VC STARK-2

Mr. Macenski responded that the scheduled time and location of the public meetings for the Diamond Dorado Retail Center have yet to be determined, but would be publicly announced in accordance with the Brown Act.

VC STARK-3

The commentator indicated that if the proposed Parkway is constructed that eventually retail commercial development would be built along side it.

Response to VC STARK-3

Ms. Maxwell indicated that the growth-inducing impacts of the proposed project were considered under Section 5, CEQA Required Conclusions, of the Draft EIR. Refer to Section 2, Response to Comments, Response to SOC-9 for further discussion.

VC STARK-4

The commentor asked if the Parkway would be built as two or four lanes.

Response to VC STARK-4

Ms. Maxwell indicated that the proposed Parkway would ultimately be constructed as four lanes.

VC STARK-5

The commentor indicated County residents would be “repaying” for the four-lane extension.

Response to VC STARK-5

The Diamond Springs Parkway Phase 1 is included in, and thereby funded by, the County's Traffic Impact Mitigation Fee Program (TIM) and current 10-year Capital Improvement Program (CIP); Phase 2 is also included in, and thereby funded by, the TIM and in the CIP as a future project to be completed after 2018/2019. Furthermore, the County actively pursues additional funding sources for roadway projects. Note that per CEQA Guidelines, Section 15131, economic issues are not relevant to the environmental effects of a proposed project unless they would directly result in physical impacts. Refer to Section 2, Response to Comments, Response to SOC-6 for further discussion.

VC STARK-6

The commentor claimed there is not enough water to support future development and the Parkway would “ruin” Diamond Springs.

Response to VC STAR-6

Mr. Macenski responded that the proposed project does not require the use of potable water. Future commercial development will undergo environmental analysis as required by CEQA and will be required to address the development's impacts to water supply at that time.

VC STARK-7

The commentor expressed concern regarding the proposed project leading to the construction of retail commercial and big box stores.

Response to VC STARK-7

Ms. Maxwell indicated that there is a section in the Draft EIR regarding induced growth as a result of the Diamond Springs Parkway project. Refer to Draft EIR Section 6.2, Growth-Inducing. Also, refer to Section 2, Response to Comments, Response to SOC-3 and Response to SOC-9.

VC STARK-8

The commentor indicated he is the hardware store owner in Diamond Springs, and the Diamond Springs Parkway will cause less traffic to go by his store.

Response to VC STARK-8

Ms. Maxwell indicated that the alternate route reduces congestion through historic Diamond Springs and allows traffic to move faster.

Refer to SOC-11 for further information regarding reduction in traffic on Pleasant Valley Road

VC STARK-9

The commentor asked if Mr. Grado (who was also present at the public meeting) had invested money in the proposed project.

Response to VC STARK-9

Mr. Macenski responded that funding for the proposed project comes from existing County funding sources independent from any other proposed projects. Refer to Section 2, Response to Comments, Response to SOC-6 for information on funding of the proposed project.

Clinton Shankel

Mr. Shankel submitted a written comment on the Draft EIR. Refer to Section 2, Responses to Comments.

VC SHANKEL-1

The commentor stated that that proposed project is long overdue, expressed support for the proposed road improvements, and stated that the project would benefit the entire community.

Response to VC SHANKEL-1

No response is necessary.

John O'Neill

Mr. O'Neill submitted a written comment on the Draft EIR, which included many of the same comments noted at the public meeting. Refer to Section 2, Responses to Comments.

VC O'NEILL-1

The commentor indicated the name "Parkway" is inappropriate for the proposed roadway.

Response to VC O'NEILL-1

The commentor's statement regarding the name of the Parkway is an opinion and does not provide any specific comments on the Draft EIR.

VC O'NEILL-2

The commentor asked about the environmental impacts on people, deer, and other animals.

Response to VC O'NEILL-2

Refer to Section 2, Responses to Comments, Response to O'NEILL-3 and Response to O'NEILL-4.

VC O'NEILL-3

The commentor indicated the road is not needed, citing that existing traffic congestion on Pleasant Valley Road during morning hours is caused by high school students, and that the congestion is not at a level that would require changes.

Response to VC O'NEILL-3

Refer to Section 2, Responses to Comments, Response to GUTIERREZ-2.

Jamie Buetler

VC BUETLER-1

The commentor asked how the proposed roadway is being funded and asked how much funding has been provided by developers.

Response to VC BUETLER-1

Per CEQA Guidelines, Section 15131, economic issues are not relevant to the environmental effects of a proposed project unless they would directly result in physical impacts. Nonetheless, in response to the commentor, Ms. Maxwell provided information describing the Missouri Flat Area Master Circulation and Funding Plan (MC&FP) mechanism. As part of the MC&FP, 85 percent of sales tax from retail sales from development in the Missouri Flat Area after the MC&FP was adopted is collected to fund the development of circulation infrastructure in the Missouri Flat area. Additional funds for the proposed project consist of Traffic Impact Mitigation (TIM) developer advance fees. TIM Fees are collected from developers and are specifically designated to provide for the provision of road improvements needed to accommodate growth and the expected growth during a defined time period (currently based on 20 years of growth). In addition, the County actively pursues additional funding sources for roadway projects, such as from the State and federal governments. Information will be released to the public regarding funding as further information becomes available.

VC BUETLER-2

The commentor indicated that the Diamond Springs Citizens Advisory Board asks that they be incorporated into the planning process.

Response to VC BUETLER-2

Mr. Smeltzer indicated that the proposed project has previously been presented to the Diamond Springs Citizen Advisory Board and that DOT will provide additional information as requested and appropriate.

VC BUETLER-3

The commentor indicated the proposed Parkway may be needed but it should not be developed as a four-lane road.

Response to VC BUETLER-3

The proposed project has been designed by registered engineers to ensure an effective reduction in traffic congestion on Missouri Flat Road and Pleasant Valley Road in the Diamond Springs Area. As shown in Traffic Information Reissuance, Section 4.12, Traffic and Transportation, the ultimate configuration of the Parkway as a four-lane road is required under the Cumulative (2030) Plus Project Scenario to ensure appropriate Level of Service. Refer to the Traffic Information Reissuance, Section 4.12, Traffic and Transportation for further discussion.

VC BUETLER-4

The commentor stated the Parkway would turn Diamond Springs into a more urbanized community like Roseville.

Response to VC BUETLER-4

This comment represents the opinion of the commentor and does not provide any specific comments on the Draft EIR.

VC BUETLER-5

The commentor indicated a preference for an alternative alignment, particularly the alignment along China Garden Road.

Response to VC BUETLER-5

As discussed in Draft EIR Section 5, Alternatives to the Proposed Project, eight alignments were originally considered and have undergone multiple iterations throughout the history of the project.

Of the eight previously considered alignments, an alignment along China Garden Road was considered (referred to as Alternative 1 in the 1997 Technical Memorandum by DOT). As noted in the Draft EIR, this alternative was rejected because the alignment was not favored by the local residents due to its increased proximity and therefore increased impacts (such as noise and traffic) to nearby residences. Refer to Section 2, Response to Comments, Response to SOC-16 and Response to TAYLOR.1-5 for further discussion of alternatives.

VC BUETLER-6

The commentor expressed opposition to installation of a culvert within the ephemeral drainage crossed by the proposed Parkway and suggested that the drainage should be used instead to beautify the County.

Response to VC BUETLER-6

Refer to Section 2, Responses to Comments, Response to SMART-8.

Jerry Herrington

Mr. Herrington submitted two written comments on the Draft EIR, which included many of the same comments noted at the public meeting. Refer to Section 2, Responses to Comments, Response to HERRINGTON.1-1 and Response to HERRINGTON.2-1 through HERRINGTON.2-4.

VC HERRINGTON-1

The commentator indicated concerns regarding noise produced by the proposed project.

Response to VC HERRINGTON-1

Refer to Section 2, Responses to Comments, Response to HERRINGTON.2-2.

VC HERRINGTON-2

The commentator asked if Diamond Road (SR-49) and the proposed frontage road would be implemented during the first or second phase.

Response to VC HERRINGTON-2

Refer to Section 2, Responses to Comments, Response to SOC-6 for a discussion of phasing.

VC HERRINGTON-3

The commentator requested that the noise level in his neighborhood be reevaluated.

Response to VC HERRINGTON-3

Refer to Section 2, Responses to Comments, Response to HERRINGTON.2-2.

VC HERRINGTON-4

The commentator indicated that there have been several accidents on Diamond Road (SR-49) and recommended that improvements should address this issue.

Response to VC HERRINGTON-4

The proposed project would be constructed in accordance with AASHTO, Caltrans and County road design standards, including those related to safety.

Lee Dobbs

Mr. Dobbs submitted a written comment on the Draft EIR, which included many of the same comments noted at the public meeting. Refer to Section 2, Responses to Comments, Response to DOBBS-1 through DOBBS-3.

VC DOBBS-1

The commentator indicated that the proposed project would negatively affect his propane business, Kamps Propane, potentially causing its closure. The commentator asked how such an economic impact will be addressed.

Response to VC DOBBS-1

Mr. Smeltzer explained the right-of-way acquisition process. Mr. Smeltzer indicated that the proposed project's right-of-way impacts would be appraised and discussed with all affected landowners.

Right-of-way acquisition is discussed under Traffic Information Reissuance Section 3.4.5. El Dorado County would compensate property and business owners in conformance with federal and State laws including the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Uniform Relocation Act.

As stated in Section 15131 of the CEQA Guidelines, economic effects of a project shall not be treated as significant effects on the environment.

Refer to Section 2, Responses to Comments, Response to DOBBS-1 through DOBBS-3.

VC DOBBS-2

The commentor asked when the Bradley connector would be constructed.

Response to VC DOBBS-2

Mr. Macenski explained the remainder of the CEQA process and schedule after which, the right-of-way acquisition process could begin.

Bradley connector would be constructed prior to closing Bradley Drive at Throwita Way. Refer to Section 2, Responses to Comments, Response to SOC-6 for a description of how the project will be phased.

Steven Ross

VC ROSS-1

The commentor indicated he is a property owner in Diamond Springs and that he is concerned that the Board of Supervisors is committed to approving high-density developments near the proposed Parkway, resulting in the urbanization of Diamond Springs. The commentor stated that the proposed road is acceptable but he is concerned about what would be developed adjacent to it in the future.

Response to VC ROSS-1

Refer to Section 2, Response to Comments, Response to SOC-9.

Rick Lind

VC LIND-1

The commentor indicated he represents a consulting firm that is assisting El Dorado County in developing an Integrated Natural Resource Management Plan (INRMP). The commentor asked what

alternatives have been or could be considered to reduce impacts to native vegetation and riparian areas.

Response to VC LIND-1

Mr. Macenski explained that the alternatives to the proposed Parkway are discussed and analyzed in Draft EIR Section 5, Alternatives to the Proposed Project.

Refer to Section 2, Responses to Comments, Response to TAYLOR.1-5 for further discussion.

Lemuel Estolas

Mr. Estolas submitted two written comments on the Draft EIR, which included the similar comments noted at the public meeting. Refer to Section 2, Responses to Comments, Response to ESTOLAS.1-1 and Response to ESTOLAS.2-1.

VC ESTOLAS-1

The commentator stated that he represents Placer County Department of Health and Human Services and is the lead enforcement agency for the Materials Recovery Facility (MRF) located near the proposed Parkway. The commentator indicated that during summer weekend months the number of residents accessing the MRF has, in the past, resulted in weekend traffic backing up from the MRF entrance gate on Throwita Way to the Bradley Drive/Diamond Road (SR-49) intersection, thereby requiring California Highway Patrol to assist in traffic control. The commentator did note that these occurrences are historical and have not occurred in the recent past, although no specific dates were provided. The commentator indicated that this results in violations of Title 14 and 27 of the California Code of Regulations. The commentator requested that additional lanes or a wider approach be provided before the existing gatehouse at the MRF to account for potential queuing issues. The commentator also noted that future commercial uses have been proposed and, if implemented, would worsen the aforementioned traffic issues.

Response to VC ESTOLAS-1

Refer to Section 2, Responses to Comments, Response to ESTOLAS-2.1.

Sue Taylor

Ms. Taylor submitted three written comments on the Draft EIR (including one for the private organization Save Our County), which included many of the same comments noted at the public meeting. Refer to Section 2, Responses to Comments, Response to SOC-1 through SOC-18, Response to TAYLOR.1-1 through TAYLOR.1-25, and Response to TAYLOR.2-1 through TAYLOR.2-4.

VC TAYLOR-1

The commentator indicated she had questions regarding MBA providing contracted environmental services to both the County and the Diamond Dorado Retail Center applicant.

Response to VC TAYLOR-1

Mr. Smeltzer provided an explanation of the consultant selection process for the proposed project in relation to the Diamond Dorado Retail Center project. The comment is not a CEQA-related issue. Concerns regarding conflict of interest will be addressed in the staff report to the Board of Supervisors

VC TAYLOR-2

The commentor questioned why no impacts were identified to visual aesthetics. The commentor indicated that an old barn was located where the Walmart on Missouri Flat Road is now located and its removal resulted in a noticeable visual change. The commentor also noted that the shopping centers on Missouri Flat Road have “changed the existing dynamics.”

Response to VC TAYLOR-2

The proposed project’s impacts to visual aesthetics are discussed in Draft EIR Section 4.2, Aesthetics, Light, and Glare. Refer to Section 2, Responses to Comments, Response to TAYLOR.1-1 and Response to TAYLOR.1-9. Aesthetic impacts related to the Walmart and other shopping centers on Missouri Flat Road are beyond the purview of this EIR.

VC TAYLOR-3

The commentor noted that Walmart has provided funds to help further develop the area. The commentor asked if general fund money is used to help further develop the area.

Response to VC TAYLOR-3

Mr. Macenski stated that the commentor’s assumption that Walmart funds have helped to further develop the Missouri Flat area is not true. Fees from retail developments fund infrastructure development not commercial development. Development fees paid by Walmart do not facilitate development for future developers.

Ms. Maxwell also responded, indicating that general fund money is not used to develop the Missouri Flat area.

VC TAYLOR-4

The commentor presented pictures taken in the western section of the project area. The commentor indicated that views from a nearby house would change from that of a Sierra Nevada vista to that of a six-lane road.

Response to VC TAYLOR-4

Refer to Section 2, Responses to Comments, Response to TAYLOR.1-1.

VC TAYLOR-5

The commentor also provided pictures taken in the southeastern portion of the project area near the intersection of Diamond Road (SR-49) and Pleasant Valley Road. The commentor indicated that the

newly aligned road would cut through where an adjacent resident's privacy wall is currently located, thereby impacting their visual aesthetics.

Response to VC TAYLOR-5

Refer to Section 2, Responses to Comments, Response to TAYLOR.1-9 and TAYLOR.1-11.

VC TAYLOR-6

The commentor also asked if everyone impacted by the proposed project was notified. The commentor also asked if it is standard procedure to hold both public meetings on the same day.

Response to VC TAYLOR-6

Refer to Section 2, Responses to Comments, Response to TAYLOR.1-23.

VC TAYLOR-7

The commentor asked if the proposed project could be smaller, noting that the road takes away part of the EDMUT (El Dorado Multi-Use Trail) right-of-way.

Response to VC TAYLOR-7

Refer to Section 2, Responses to Comments, Response to TAYLOR.1-2.

VC TAYLOR-8

The commentor also asserted that Diamond Road (SR-49) is part of the historic Highway 49 route and should be designated as such, suggesting that El Dorado County General Plan policies direct the County to consider adopting such a designation. The commentor stated the implementation of the project would negatively impact the potential for such designation to be assigned.

Response to VC TAYLOR-8

Refer to Section 2, Responses to Comments, Response to TAYLOR.1-12 and Response to TAYLOR.1-14.

Unknown Commentor 1

VC UNKNOWN.1-1

The commentor asked how the public meetings were advertised.

Response to VC UNKNOWN.1-1

Mr. Macenski responded that mailings were sent out to affected and nearby landowners, and notices were published in the Mountain Democrat newspaper. For further information, refer to Section 2, Responses to Comments, TAYLOR.1-23.

Kathleen Verplancken

Ms. Verplancken submitted a written comment on the Draft EIR, which included many of the same comments noted at the public meeting. Refer to Section 2, Responses to Comments.

VC VERPLANCKEN-1

The commentor indicated that, while the proposed project would be developed as a four-lane roadway, traffic would be funneled back to two lanes, and would not allow appropriate traffic flow.

Response to VC VERPLANCKEN-1

The proposed Parkway would connect to Missouri Flat Road, a four-lane road, to the west. The eastern end of the Parkway would connect to Diamond Road (SR-49), which would ultimately be expanded to a four-lane road between the Parkway and Pleasant Valley Road (SR-49), as required to effectively provide an appropriate level of service. Refer to Response to GUTIERREZ-4 for further discussion.

VC VERPLANCKEN-2

The commentor claimed that the road is being constructed to accommodate future development and it would “kill” Diamond Springs and “rob” from private business owners. The commentor asked who would shop at and support the new commercial development when the existing Kmart on Missouri Flat Road does not have enough business. The commentor asked how this proposed project benefits Diamond Springs residents.

Response to VC VERPLANCKEN-2

Refer to Section 2, Response to Comments, Response to SOC-3 and Response to SOC-9 for information regarding growth-inducing impacts and future commercial development in the project area. As stated in Section 15131 of the CEQA Guidelines, economic effects of a project shall not be treated as significant effects on the environment. The proposed project would benefit Diamond Springs residents by providing increased traffic circulation and LOS on area roadways.

VC VERPLANCKEN-3

The commentor stated there is no issue with current traffic levels, and asked if a traffic study has been completed to show existing and future traffic issues.

Response to VC VERPLANCKEN-3

A Traffic Impact Analysis was completed for the proposed project by Kimley-Horn and Associates, Inc. on May 6, 2010. The Traffic Impact Analysis was used in the preparation of the Draft EIR. Refer to Section 2, Responses to Comments, Response to GUTIERREZ-2.

VC VERPLANCKEN-4

The commentor stated that the Parkway would bypass existing businesses for the development of other areas in order to obtain tax dollars at the expense of existing residents. The commentor asked if

the County is receiving stimulus money from the federal government, thereby requiring the project to be implemented in the very near future. The commentor also asked if the money could be used to improve existing roads instead of build a new one.

Response to VC VERPLANCKEN-4

Per CEQA Guidelines, Section 15131, economic issues are not relevant to the environmental effects of a proposed project unless they would directly result in physical impacts. Currently, no stimulus money from the federal government is being used to fund the proposed Diamond Springs Parkway project. For further information on funding, refer to this section's Response to VC BUETLER-1.

Chuck Wolfe

Mr. Wolfe submitted a written comment on the Draft EIR, which included many of the same comments noted at the public meeting. Refer to Section 2, Responses to Comments, Response to WOLFE-1 through WOLFE-5.

VC WOLFE-1

The commentor asked who owns the property east of the intersection of Diamond Springs Parkway and Diamond Road (SR-49).

Response to VC WOLFE-1

Ownership of parcels within El Dorado County can be identified by public records available for viewing at the El Dorado County Assessor's Office.

VC WOLFE-2

The commentor indicated that there is no mitigation for mineral resources, citing previous limestone operations that occurred in the project area.

Response to VC WOLFE-2

As noted in Draft EIR Section 4.1, Environmental Analysis, the project study area is not located within a Mineral Resource Zone designated by the State or County, and the proposed project would not affect resources that may be deemed to be a locally important mineral resource of value to the region and residents of the State. Therefore, according to criteria outlined in Appendix G of the CEQA Guidelines, impacts to mineral resources would not occur as a result of the proposed project.

Limestone operations that occurred in the project area have not occurred since approximately 1984 (Refer to Draft EIR Table 4.7-4 in Section 4.7, Hazards and Hazardous Materials). Furthermore, limestone was likely not quarried from the project site, but imported to the former limestone processing plant by a cableway connecting the project location to a quarry to the east of the project area, as indicated on the 1949 Placerville 1:62,500 scale topographic map.

VC WOLFE-3

The commentor stated that the Draft EIR fails to consider impacts on the historic assets of Diamond Springs as a result of cumulative growth.

Response to VC WOLFE-3

Refer to Section 2, Responses to Comments, Response to WOLFE-5 and Response to NEMETH-4. The cumulative impacts of the proposed project are discussed in Draft EIR Section 6.3, Cumulative Effects of the Project

VC WOLFE-4

The commentor stated that Objective 1c supports commercial retail and that the project is growth inducing.

Response to VC WOLFE-4

Refer to Section 2, Response to Comments, Response to SOC-3.

VC WOLFE-5

The commentor stated that the proposed project would decrease Diamond Springs sales tax, citing the 2009-2010 Amador Grand Jury Report. The commentor also stated that locating big box retailers near Diamond Springs would result in negative economic impacts, and that the rezoning of lands for commercial use would diminish and displace local shops, thereby resulting in physical deterioration and empty storefronts. The commentor stated that the proposed project induces growth and development, and the financial base of the proposed project is dependent on future retail development.

Response to VC WOLFE-5

Refer to Section 2, Responses to Comments, Response to WOLFE-2 and Response to SOC-11.

VC WOLFE-6

The commentor stated that the Draft EIR ignores the use of an environmental baseline.

Response to VC WOLFE-6

Refer to Section 2, Responses to Comments, Response to WOLFE-3.

VC WOLFE-7

The commentor indicated that mitigation included in Draft EIR Section 4.5, Cultural Resources, addresses only the significant historical assets found during earth grading and does not offer protection for known historical assets.

Response to VC WOLFE-7

Refer to Section 2, Responses to Comments, Response to WOLFE-5 and Response to NEMETH-4.

3.3 - Public Meeting: July 28, 2010, 5:30 p.m.

Table 3-2 provides a list of those in attendance at the July 28, 2010, 5:30 p.m. public meeting. The table is followed by a synopsis of the verbal comments (VC) received and the responses to those comments.

Table 3-2: July 28, 2010, 5:30 p.m. Public Meeting Attendees

Name	Agency/Affiliation
Chuck Pazzi	El Dorado County Department of Transportation
Heidi Drury	Business Owner
Richard Boylan	Homeowner
Haroldine Freeman	Homeowner
Dave Hoagland	Landowner
Denis Procty	Lyon Real Estate
Trudy Meyer	Lyon Real Estate
Sharlene McCaslin	Citizen
Sam Driggers	Economic Development
Sue Taylor	(none listed)
Anton Nemeth	Citizen
Brian Doyle	Citizen
Judith Boylan	Homeowner
Phil and Chris Dawson	Landowner
Bill Freeman	Homeowner
Diane and Martin Murillo	Resident
Jeff Abel	Resident
Jackie Neau	Resident/Friends of El Dorado Trail
Dan Gutierrez	Resident
Bob Smart	(none listed)
Tony Beers	Resident

Unknown Commentor 2

VC UNKNOWN.2-1

The commentor asked what in-lieu fees paid to the Oak Woodland Management Program are used for.

Response to VC UNKNOWN.2-1

Mr. Macenski explained that fees collected as part of the Oak Woodland Management Program are used for oak woodland preservation efforts in locations other than the project site, as outlined by the Oak Woodland Management Plan.

Toni Beers

VC BEERS-1

The commentor stated that she is a Placerville resident and is concerned about the potential for Diamond Springs to be converted to a suburban bedroom community. The commentor expressed concern that the proposed project may lead to further development.

Response to VC BEERS-1

Refer to Section 2, Response to Comments, Response to SOC-9.

VC BEERS-2

The commentor asked why the name “Parkway” was chosen. The commentor said that a “Parkway” has grass, trees, etc. and the proposed project should be called a bypass because it will be unattractive.

Response to VC BEERS-2

This comment represents the opinion of the commentor and does not provide any specific comments on the analysis contained within the Draft EIR.

VC BEERS-3

The commentor stated that the noise produced by idling delivery trucks at the commercial development would not be mitigated by the use of rubberized asphalt.

Response to VC BEERS-3

The proposed project does not include commercial development that would result in noise produced by idling delivery trucks.

Richard Boylan

Mr. Boylan submitted a written comment on the Draft EIR, which included the same comments noted at the public meeting. Refer to Section 2, Responses to Comments, Response to BOYLAN-1 through BOYLAN-15.

VC BOYLAN-1

The commentor provided typed copies of his comments to the project presenters and read them aloud at the public meeting.

Response to VC BOYLAN-1

The comment letter, BOYLAN, as included in Section 2, Responses to Comments is verbatim of Mr. Boylan's verbal comments. Refer to Section 2, Responses to Comments, Response to BOYLAN-1 through BOYLAN-15.

Anton Nemeth

Mr. Nemeth submitted a written comment on the Draft EIR, which included many of the same comments noted at the public meeting. Refer to Section 2, Responses to Comment, Response to NEMETH-1 through NEMETH-12.

VC NEMETH-1

The commentor expressed concern regarding future development in the area. The commentor stated that developers intend to "push development through to other side of Diamond Road (SR-49) and Diamond Springs Parkway intersection." The commentor stated the proposed project promotes big-box stores, and facilitates future growth that should be considered in the Draft EIR.

Response to VC NEMETH-1

Growth-inducing impacts of the proposed project were considered under Section 5.0, CEQA Required Conclusions, of the Draft EIR. Refer to Section 2, Response to Comments, Response to SOC-9 for further discussion of growth inducing impacts.

VC NEMETH-2

The commentor stated that the addition of roads divides communities and increases traffic. The commentor stated that the proposed project would not relieve traffic congestion.

Response to VC NEMETH-2

Draft EIR Section 4.9, Land Use and Planning, Impact 4.9-1 discusses the projects potential to physically divide an established community. The existing land uses surrounding the project site are non-residential and non-dependant on one another; therefore, the division caused by the proposed Parkway is considered less than significant.

Regarding traffic congestion, refer to Section 2, Responses to Comments, Response to SOC-17, Response to GUTIERREZ-2, Response to NEMETH-6, and Response to SOC-11.

VC NEMETH-3

The commentor expressed concern regarding the walkability of the project area after project completion.

Response to VC NEMETH-3

Refer to Section 2, Responses to Comments, Response to DSEDCAC-1, Response to HERRINGTON.2-3 and Response to SMART-3.

VC NEMETH-4

The commentor stated that infrastructure and social service costs would increase as a result of the proposed project.

Response to VC NEMETH-4

The commentor did not indicate how the proposed project would cause an increase in social service costs. Moreover, such analysis is not required under CEQA. Refer to Section 2, Responses to Comments, Response to NEMETH-12.

VC NEMETH-5

The commentor stated that vibration caused by construction activities may adversely affect historic buildings along Pleasant Valley Road.

Response to VC NEMETH-5

The proposed project's groundborne vibration is considered in Draft EIR Section 4.10, Noise, Impact 4.10-2. Construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary sources of vibration during construction would be from bulldozers, backhoes, tractors, and scrapers. A large bulldozer would likely be the piece of equipment that would produce the largest amount of vibration at the project site, at 87 VdB or 0.089 PPV at 25 feet. This vibration level exceeds the vibration exposure standard of 0.08 PPV for extremely fragile historic buildings.¹ However, as indicated in Draft EIR Section 4.5, Cultural Resources no such buildings are located within the area of potential affect of the project site. As such, construction vibrations would not result in impacts to historic buildings in Diamond Springs.

VC NEMETH-6

The commentor recommended infill and refurbishment as a project alternative that would better suit the community.

Response to VC NEMETH-6

Alternatives considered for the proposed project are discussed in Section 5.0, Alternatives to the Proposed Project, of the Draft EIR. Infill and refurbishment, as recommended by the commentor would not meet Objectives 1a, 1b, or 1c of the proposed project.

VC NEMETH-7

The commentor indicated that the EDMUT trail is enjoyable because it is not located near roadways.

Response to VC NEMETH-7

DOT will consider screening the portion of the EDMUT that would be located adjacent to the proposed Parkway to reduce changes to existing noise levels and visual aesthetics.

¹ Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment. May.

VC NEMETH-8

The commentor asked why China Garden Road was not used as the proposed route for the project.

Response to VC NEMETH-8

Ms. Maxwell indicated that the China Garden Road route was not utilized due to previous studies such as the MC&FP EIR that indicated that it was a non-viable option. Refer to Draft EIR Section 5, Alternatives to the Proposed Project, and this section's Response to VC BUETLER-5.

VC NEMETH-9

The commentor asked if the person who conducted the Cultural Resource Assessment was the same person who conducted the cultural assessment services for the nearby gas station that was built on an Indian burial site.

Response to VC NEMETH-9

Ms. Carrie Wills of MBA prepared the Cultural Resource Assessment for the proposed project and has not been involved in the cultural assessment of any nearby gas stations.

Diane Murillo

VC MURILLO-1

The commentor inquired about the origin of project funding.

Response to VC DIANE-1

Mr. Macenski explained that funding for the proposed project comes from the MC&FP, TIM fees, and potentially State and/or federal grants. For further discussion, refer to this section's Response to VC BUETLER-1.

VC MURILLO-2

The commentor expressed support for the project, indicating it would provide pedestrian access in the Diamond Springs area.

Response to VC DIANE-2

No response is necessary.

VC MURILLO-3

The commentor stated that landscaping should be provided as a barrier between the EDMUT and the Parkway.

Response to VC DIANE-3

Refer to this section's Response to VC NEMETH-7, and Section 2, Response to Comments, Response to TAYLOR.1-7 regarding separation between the Parkway and EDMUT.

VC MURILLO-4

The commentor expressed circulation and access issues regarding the proposed project, citing the requirement of traffic to perform u-turns.

Response to VC DIANE-4

To ensure safety and appropriate level of service (LOS), left turns from Black Rice Road and Lime Kiln Road on to Diamond Road (SR-49) would be restricted. Traffic from Black Rice Road would be required to make a turn right on Diamond Road (SR-49), travel to the next stoplight at the Parkway, and make a u-turn to reach destinations requiring a left turn. Traffic from Lime Kiln would either make a "loop" of right turns at Diamond Road (SR-49), Pleasant Valley Road (SR-49), Missouri Flat Road and the Parkway, or would use an alternate route of China Garden, Missouri Flat Road, and the Parkway to travel north on Diamond Road (SR-49).

VC MURILLO-5

The commentor asked why the option to extend Throwita Way to Lime Kiln Road was not considered.

Response to VC DIANE-5

The extension of Throwita Way to Lime Kiln Road has not been considered as a part of the proposed Diamond Springs Parkway project because there is no immediately identifiable need to extend Throwita Way. Such an extension would provide a secondary route from the Parkway to Diamond Road (SR-49), thereby increasing traffic on Lime Kiln Road. Furthermore, the extension of Throwita Way to Lime Kiln Road may effect existing operations at the Materials Recovery Facility (MRF) and would require additional right-of-way acquisition that is currently not justified or needed to meet the objectives of the proposed project.

Unknown Commentor 3

VC UNKNOWN.3-1

The commentor requested that the EDMUT parking lot be doubled or tripled in size as a part of the proposed project.

Response to VC UNKNOWN.3-1

The existing EDMUT parking lot would likely be removed as a part of the proposed project. However, the EDMUT parking lot included in the proposed project would consist of 30 to 40 parking spaces, which would at least double the capacity of the existing parking lot.

VC UNKNOWN.3-2

The commentor indicated that EID should also construct wastewater lines within the roadway right-of-ways because businesses in the area have existing wastewater problems.

Response to VC UNKNOWN.3-2

Refer to Section 2, Responses to Comments, Response to SMART-7.

Unknown Commentor 4

VC UNKNOWN.4-1

The commentor asked if the proposed project would utilize the Sacramento-Placerville Transportation Corridor right-of-way. The commentor stated that the wall along the EDMUT where the Parkway is directly adjacent should be high enough to protect those utilizing the trail.

Response to VC UNKNOWN.4-1

Ms. Maxwell indicated that the proposed project would utilize a small portion of the existing Sacramento-Placerville Transportation Corridor right-of-way. However, the location in which this would occur has a 200-foot right-of-way, whereas most of the right-of-way is only 100 feet wide. Nonetheless, a 100-foot right-of-way would be maintained, as mandated by the Joint Powers Agreement executed for the Sacramento-Placerville Transportation Corridor. Refer to Section 2, Responses to Comments, Response to TAYLOR.1-2 for further discussion.

The height of the retaining wall would be approximately four feet.

Heidi Drury

Ms. Drury submitted a written comment on the Draft EIR, which included similar comments noted at the public meeting. Refer to Section 2, Responses to Comments, Response to DRURY-1 through DRURY-3.

VC DRURY-1

The commentor expressed concern regarding traffic during construction and asked if the traffic management plan would be made available to the public.

Response to VC DRURY-1

Mr. Macenski indicated that a construction traffic management plan would be required for the proposed project and that traffic would likely be temporarily redirected and alternative parking identified as appropriate for different phases of the proposed project. The traffic management plan would be made available to the public. Refer to Section 2, Responses to Comments, Response to DRURY-3.

Bob Smart

VC SMART-1

The commentor asked the presenters to describe the proposed project's inclusion of sidewalks. The commentor asked if the sidewalks would be continuous from Pleasant Valley Road to Missouri Flat Road.

Response to VC SMART-1

Ms. Maxwell indicated that sidewalks would be constructed along the proposed Parkway from Diamond Road (SR-49) to Missouri Flat Road, that crosswalks would be provided at intersections, and that a Class I bike path would be constructed along the southwest side of Missouri Flat Road from the Parkway and Missouri Flat Road intersection to the westerly extension of the SPTC corridor. For further discussion, refer to Section 2, Responses to Comments, Response to Comment DSEDCAC-1.

Sharlene McCaslin

VC MCCASLIN-1

The commentor expressed opposition to the Diamond Road (SR-49) realignment, citing impacts to the California Golden Chain Highway. The commentor stated that under CEQA a cultural resource does not have to be listed as such to require preservation.

Response to VC MCCASLIN-1

Mr. Macenski stated that, as a part of the Draft EIR, an archeologist performed a Cultural Resource Assessment on the project area, which included the assessment of all potentially significant cultural resources. The Cultural Resource Assessment indicated that no potentially significant cultural resources, unlisted or listed on the National Register of Historic Places, would be significantly impacted by the proposed project. For further discussion, refer to Section 2, Responses to Comments, Response to NEMETH-4.

Unknown Commentor 5

VC UNKNOWN.5-1

The commentor asked what the cost of the project is.

Response to VC UNKNOWN.5-1

Ms. Maxwell stated that per the adopted 2010 CIP the first phase of the project is estimated to be approximately \$32 million.

Unknown Commentor 6

VC UNKNOWN.6-1

The commentor asked why the project was being phased.

Response to VC UNKNOWN.6-1

Refer to Section 2, Responses to Comments, Response to SOC-6.

VC UNKNOWN.6-2

The commentor asked how long the Community Facilities District (CFD) and MC&FP funding would exist.

Response to VC UNKNOWN.6-2

A CFD generally continues to exist until 1) the CFD Bonds have been discharged, 2) any remaining financial obligations of the CFD have been fully funded through reserve accounts or similar mechanisms, so that the property in the CFD is no longer subject to the levy of the CFD Special Tax, or 3) there are sufficient funds in the Special Reserve Account, to pay CFD Bond debt service as it becomes due for the term of the CFD Bonds or to redeem the CFD Bonds. The CFD expires in 2042.

VC UNKNOWN.6-3

The commentor stated that the tax revenue used to build roads will result in the construction of more development.

Response to VC UNKNOWN.6-3

Funding for the proposed project is explained under SOC-3. Funding mechanisms for the proposed project come from the County's Traffic Impact Mitigation (TIM) Fee Program and the County's current 10-year Capital Improvement Plan (CIP). Funding from the TIM or CIP is not used to construct privately-owned developments. For a discussion on growth-inducing impacts (such as future development) refer to SOC-9.

SECTION 4: ERRATA

The following are revisions to the Draft EIR for the Diamond Springs Parkway Project. These revisions are minor modifications and clarifications to the document, and do not change the significance of any of the environmental issue conclusions within the Draft EIR. The revisions are listed by page number. All additions to the text are underlined (underlined) and all deletions from the text are stricken (~~stricken~~).

4.1 - Traffic Information Reissuance

Section 3, Project Description

Exhibits 3-5d, 3-5e, 3-5f, 3-5g, 3-5g, 3-5i, 3-5j, 3-5k, 3-5l, 3-5m, and 3-5n

Exhibits 3-5d through 3-5n have been revised to reflect the placement of sidewalks along the north and south sides of the proposed Diamond Springs Parkway. The revised exhibits are included at the end of this section.

Page 3-47

A typographical error in reference the Kimley-Horn and Associates Traffic Impact Analysis has been corrected.

The proposed project would realign Happy Lane to enter Black Rice Road from the south to allow for the connection of the new SR-49 frontage road (Exhibits 3-5a and 3-5b). This feature of the project is intended to facilitate improved access, circulation, and safety for residences located along the proposed SR-49 frontage road. The impact of the Parkway on this intersection would be mitigated with the restriction of left-turns and through movements from both Lime Kiln Road and Black Rice Road (KHA ~~2009~~2010). A barrier improvement would be included at the intersection of Lime Kiln/Black Rice to prevent the left-turn and through movements from the local roads.

Page 3-48

Clarification has been added regarding phasing of the EID Intertie Improvements.

SR-49 may also be constructed in phases. If phasing is necessary, under Phase 1, Diamond Road (SR-49) would initially be constructed as a major two-lane highway with 12-foot travel ways and 8-foot shoulders, with restricted left-turn movement from Lime Kiln Road and Black Rice onto SR-49. Under Phase 2, SR-49 would be widened to a major four-lane major highway.

The EID Intertie Improvements may also be constructed in phases, either concurrently or prior to the associated road improvements.

Section 4.12, Traffic and Transportation

Page 4.12-19, Table 4.12-4

A typographical error occurred during the pagination of Draft EIR Table 4.12-4. The two consecutive rows requiring corrections are shown below.

Table 4.12-4: Existing (2010) and Existing (2010) plus Project Intersection Level of Service

#	Intersection	Traffic Control	Analysis Scenario	AM Peak-Hour		PM Peak-Hour	
				Delay (seconds)	LOS	Delay (seconds)	LOS
4	Missouri Flat Road @ Mother Lode Drive	Signal	Ex.	10.1	B	12.3	B
			Ex. + PP	10.1	B	12.3	B
			Ex.	16.3	B	26.8	C
5	Missouri Flat Road @ Forni Road	Signal	Ex.	16.3	B	26.8	C
			<u>Ex. + PP</u>	<u>16.3</u>	<u>B</u>	<u>26.8</u>	<u>C</u>

Page 4.12-31, Table 4.12-8

Table 4.12-8: Cumulative (2030) Plus Project Intersection Queuing Evaluation

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (Ft)	Available Storage (ft)	95 th % Queue (Ft)
DSP@ Missouri Flat Road					
	WBTH	2,835*	<u>500</u> 508	2,835*	<u>240</u> 368
	WBLT	325	324	325	323
	NBLT	325 ⁺	288	325 ⁺	321
DSP@ Throwita Way					
	EBLT	175	<u>146</u> 26	175	<u>162</u> 163
	WBTH	850*	<u>493</u> 491	850*	<u>156</u> 283
DSP@ Diamond Rd (SR-49)					
	NBLT	350 ⁺	<u>347</u> 341	350 ⁺	<u>293</u> 272
	EBRT	850*	<u>583</u> 578	850*	753730
Diamond Rd (SR-49) @ Pleasant Valley Rd					
	EBLT	180	<u>91</u> 85	180	<u>214</u> 187
	SBLT	<u>500</u> 525 ⁺	<u>231</u> 237	<u>500</u> 525 ⁺	<u>491</u> 505
	WBRT	180	<u>369</u> 3	180	<u>160</u> 120
Notes: Source: Highway Capacity Manual (HCM) 2000 methodology per Synchro [®] v7. ⁺ Dual left-turn lanes, *Intersection approach with available storage length equal to segment length Source: KHA, 2010.					

4.2 - Draft Environmental Impact Report

Section 4.1, Environmental Impact Analysis

Page 4.1-5

The fourth sentence in the last paragraph on page 4.1.5 of the Draft EIR has been updated to properly reflect conclusions regarding growth-inducing impacts of the EID Intertie Improvements as stated in Section 6.2, Growth-Inducing Impact, of the Draft EIR.

Any future demand associated with EID’s proposed infrastructure improvements would be consistent with the General Plan and its accompanying EIR and therefore would provide water only for future planned growth as outlined by El Dorado County. ~~is therefore not considered growth inducing.~~

Section 4.2, Aesthetics, Light, and Glare

Page 4.2-23

The third paragraph on page 4.2-23 has been updated to indicate project's signage and lighted intersections would be visually consistent with the project area's existing roadway infrastructure and would not degrade scenic vistas.

Since the addition of signage and lighted intersection signals would be visually consistent with the project area's existing roadway infrastructure and would not degrade scenic vistas, and the potential removal of existing utility poles and aboveground utility lines would benefit visual quality, implementation of the proposed project would result in less than significant impacts to scenic vistas.

Page 4.2-28

The second paragraph on page 4.2-28 has been modified to reflect the ultimate four-lane buildout scenario for Diamond Springs (SR-49).

Views from the residences east of SR-49 after project construction would consist of a frontage road and a major two-lane, or ultimately four-lane, divided highway, with a retaining wall in the background. Since views from the residences already consist of a two-lane rural roadway and private stucco wall (approximately 6 feet in height), construction of the proposed project would not be considered a significant alteration of the existing visual character. Accordingly, impacts to visual character would be less than significant.

Page 4.2-28

The first paragraph on page 4.2-28 has been clarified to indicate the existing stucco wall adjacent to the single residence west of Diamond Road (SR-49) would be replaced.

Views from the residences east of SR-49 after project construction would consist of a frontage road and a major ~~four~~two-lane divided highway, with a retaining wall in the background. Since views from the residences already consist of a two-lane rural roadway and private stucco wall (approximately 6 feet in height), construction of the proposed project would not be considered a significant alteration of the existing visual character.

The existing private stucco wall located west of SR-49 would be replaced by DOT, in coordination with property owners. The location of the replacement wall would be determined during the right-of-way acquisition process and finalized during the final design stage of the proposed project. The replacement wall would be similar to the existing stucco wall in mass, height and sound attenuation abilities. The replacement wall would continue to block views of SR-49 as seen from the single adjacent residence. Accordingly, impacts to visual character would be less than significant.

Page 4.2-32

The third paragraph on page 4.2-32 has been clarified to reflect that the existing private stucco wall located near a single residence west of Diamond Road (SR-49) would be replaced.

A single residence is located west of Diamond Road (SR-49) between Black Rice Road and Pleasant Valley Road. Because of the proposed project, this residence would be closer to the Diamond Road (SR-49) ROW. However, this residence is located at a higher elevation than the proposed ROW and has an existing stucco wall that would be replaced as a part of the proposed project-an existing stucco wall would block any light. As such, the residence would not be affected by any light from the newly aligned ROW.

Section 4.7, Hazards and Hazardous Materials

Page 4.7-26

The last sentence in the second to last paragraph on page 4.7-26 has been updated to properly reflect the mitigation measures listed under the subsequent heading Additional Mitigation Measures.

Implementation of the following mitigation measures ~~Mitigation Measure 4.7-5~~ would reduce impacts to a less than significant level.

Page 4.7-27

Mitigation Measure 4.7-5d has been clarified to ensure proper remediation for potential hazardous substances is conducted and to provide the County with an option to perform pre-construction soil-sampling to determine the presence of hazardous materials.

MM 4.7-5d The Department of Transportation will provide on-site monitoring, by a qualified environmental professional, ~~during~~ of construction activities, or contract with a qualified environmental professional to conduct soil-sample surveys prior to the start of construction 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) Construction monitoring or soil-sampling will be used to determine the presence ~~the potential indication~~ of any hazardous materials releases, disposal areas, or contaminated soils. If suspected or recognized environmental conditions are identified during project soil excavation activities, the Department of Transportation will stop construction and consult with a qualified environmental remediation consultant to determine the appropriate course of action. Conversely, if pre-construction soil samples indicate contamination, the qualified environmental professional will prepare a remediation plan to be implemented prior to the start of construction.

In either case, the qualified environmental professional will develop and the Department of Transportation will implement a plan for remediation that addresses the encountered hazardous substances and provides for the appropriate disposal and monitoring required to provide remediation in accordance with existing Department of Toxic Substances Control standards.

Section 4.8, Hydrology and Water Quality

Page 4.8-3

The second sentence of the first paragraph under the subheading of Weber Creek Sub-Area has been updated.

Weber Creek (a perennial stream ~~intermittent stream~~) begins at the confluence of the North and South Weber Creeks and Flows west, merging with the South Fork American River.

Section 4.10, Noise

Page 4.10-8

The third paragraph on page 4.2-32 has been clarified to reflect that the existing private stucco wall located near a single residence west of Diamond Road (SR-49) would be replaced.

This residence is elevated above the existing and proposed future SR-49/Diamond Road by approximately 24 feet and includes a 6-7 foot high wood-framed/stucco privacy wall. The privacy wall functions as a de facto noise barrier because it mitigates existing, and presumably, future traffic noise exposure for users of the backyard/pool area. The privacy wall would be replaced by DOT within the private property in coordination with the property owners. The exact location of the replacement wall would be determined during the right-of-way acquisition process and finalized during the final design stage of the proposed project. The replacement wall would be similar to the existing privacy wall in mass, height, and noise attenuation abilities. Noise barrier calculations using the FHWA Model methodology were used to determine the noise attenuation/insertion loss provided by the property elevation in relation to the roadway and the 6-foot high privacy wall. The noise attenuation provided was calculated to be approximately 11 dB with the existing roadway alignment and approximately 14-15 dB with the proposed project alignment. Given this attenuation and applying the appropriate distance offset (+3 dB), Existing (2010)+Project and Future (2030)+Project traffic noise exposure within the primary outdoor activity area was calculated to be approximately 54 dB Ldn. As shown, project-related traffic noise level increases of 2-3 dB would be expected at this residence. These levels do not exceed the applicable +5 dB threshold for significance and impacts would be less than significant. Please see Table 4.10-4 for a summary of this traffic noise assessment.

Section 6.2, Growth-Inducing Impacts

Page 6-1

Text has been added to the growth-inducing impacts discussion to provide further clarification.

CEQA Section 15126.2(d) requires that an EIR discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Induced growth is any growth which exceeds planned growth and results from new development which would not have taken place without the implementation of the proposed project. The growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in the El Dorado County General Plan. CEQA Guidelines Section 15126(d) indicates, “it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

In general, town planners meet land use demands by opening up new areas for development on the suburban fringe, and transportation planners apply the “predict and provide” model to “predict traffic increases and provide new roads to accommodate the predicted increase” (Mees 2000). As such, the proposed Parkway and associated improvements have been designed to accommodate existing predicted increases in traffic. While the Parkway would not provide access to lands previously inaccessible, it would implement a large volume roadway in an industrial area previously accessed only by smaller roadways. Further, while current conditions do not preclude development from occurring and direct access to adjacent lands from the Parkway would be limited, it is reasonable to conclude that increased circulation in the area would foster further development on adjacent properties, some of which are currently vacant. In addition, increased access can cause an increase in land values, thereby creating economic pressures to develop. ~~The 2004 El Dorado County General Plan designates parcels adjacent to the Parkway as industrial and programmatic impacts associated with the buildout of the General Plan were evaluated in the General Plan EIR.~~

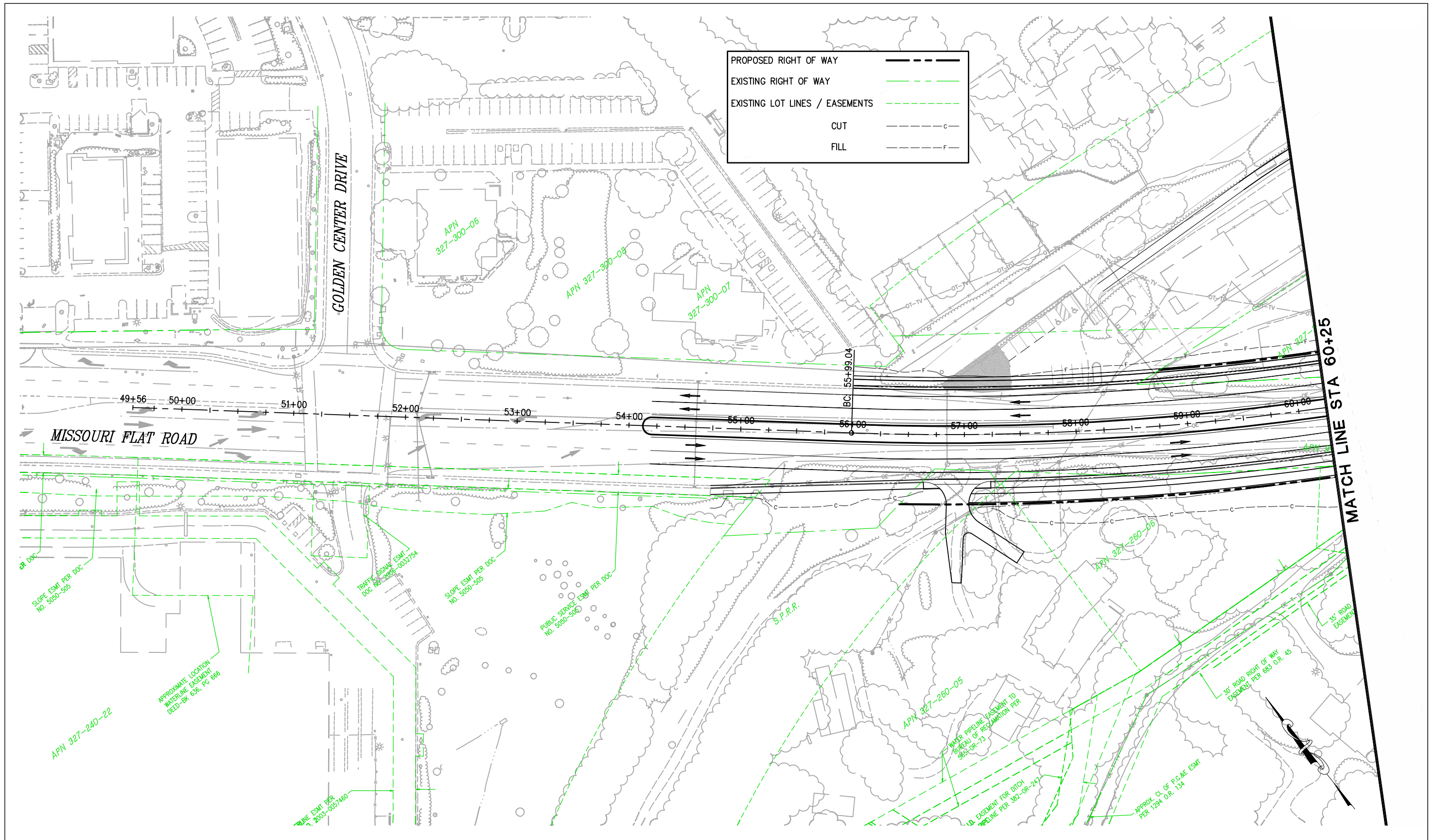
The 2004 El Dorado County General Plan designates parcels adjacent to the Parkway as industrial and programmatic impacts associated with the buildout of the General Plan were evaluated in the General Plan EIR. Development on parcels along the Parkway may result in adverse environmental effects associated with short-term construction activities (e.g. air pollutant emissions, grading, vegetation removal, habitat disturbance, and noise), and long-term land use activities (e.g., aesthetics, air pollutant emissions, habitat loss, noise, traffic, increased stormwater, and increased demand on public services and utilities). Development of these parcels would be subject to approval by El Dorado County and considered under applicable CEQA regulations, thereby identifying any potential project-specific environmental impacts.

The proposed project would improve circulation and relieve congestion in the Diamond Springs area and has been designed to accommodate future growth included in the 2004 El Dorado County General Plan. The proposed project is consistent with the El Dorado County General Plan, MC&FP, and 2009 CIP. Furthermore, the Parkway is identified on Figure TC-1 of the General Plan as a future 4-lane, divided road. Accordingly, the El Dorado County General Plan EIR (EDAW 2003) included consideration of the proposed project and future development that could occur on parcels adjacent to the new roadway and in the project's general vicinity. As such, the proposed Parkway and associated roadway improvements would allow for future growth as included in the General Plan.

The EID Intertie Improvements would update existing water supply infrastructure and provide new water infrastructure beneath the Parkway right-of-way. Existing development surrounding the Parkway is already served by EID; therefore, the project would not extend water supply services to an area previously not served. However, the upgraded and new EID Intertie Improvements would increase existing water supply reliability and provide water for future growth that has been planned for in the 2004 County General Plan and analyzed in the General Plan EIR (EDAW 2003). As such, the EID Intertie Improvements would allow for future growth as included in the General Plan.

Appendix M, Traffic Impact Analysis

Two additional Synchro output sheets have been added to Appendix M to support delay and LOS values reported in Table 4.12-4 of the Draft EIR; these are included at the end of this section.



Source: El Dorado County DOT 2011.



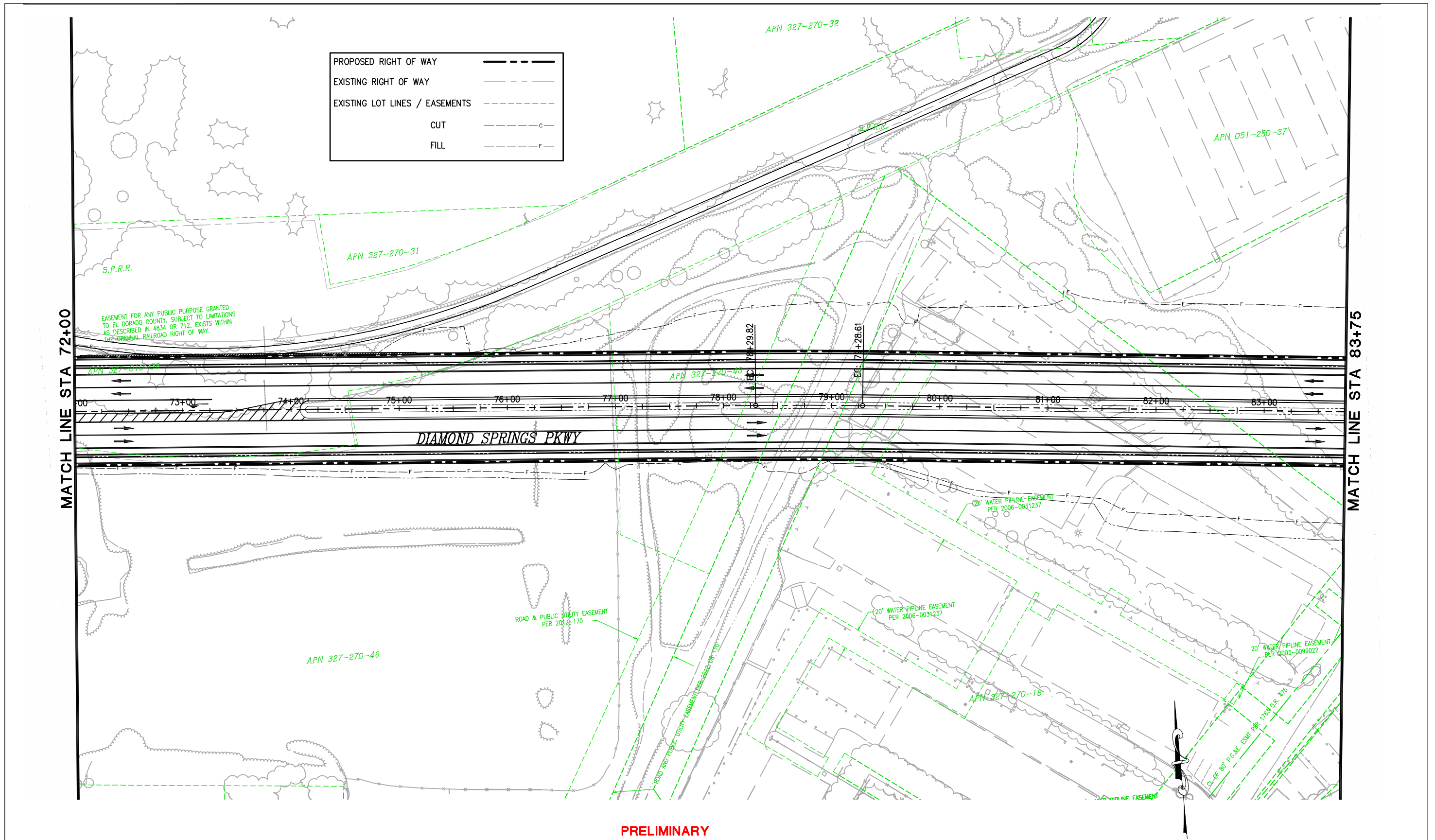
NOT TO SCALE

Michael Brandman Associates

11730025 • 02/2011 | 3-5d_Proposed_ROW_Map_1_of_11.ai

Exhibit 3-5d
 Proposed Right-of-Way Map 1 of 11

COUNTY OF EL DORADO
 ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2011.

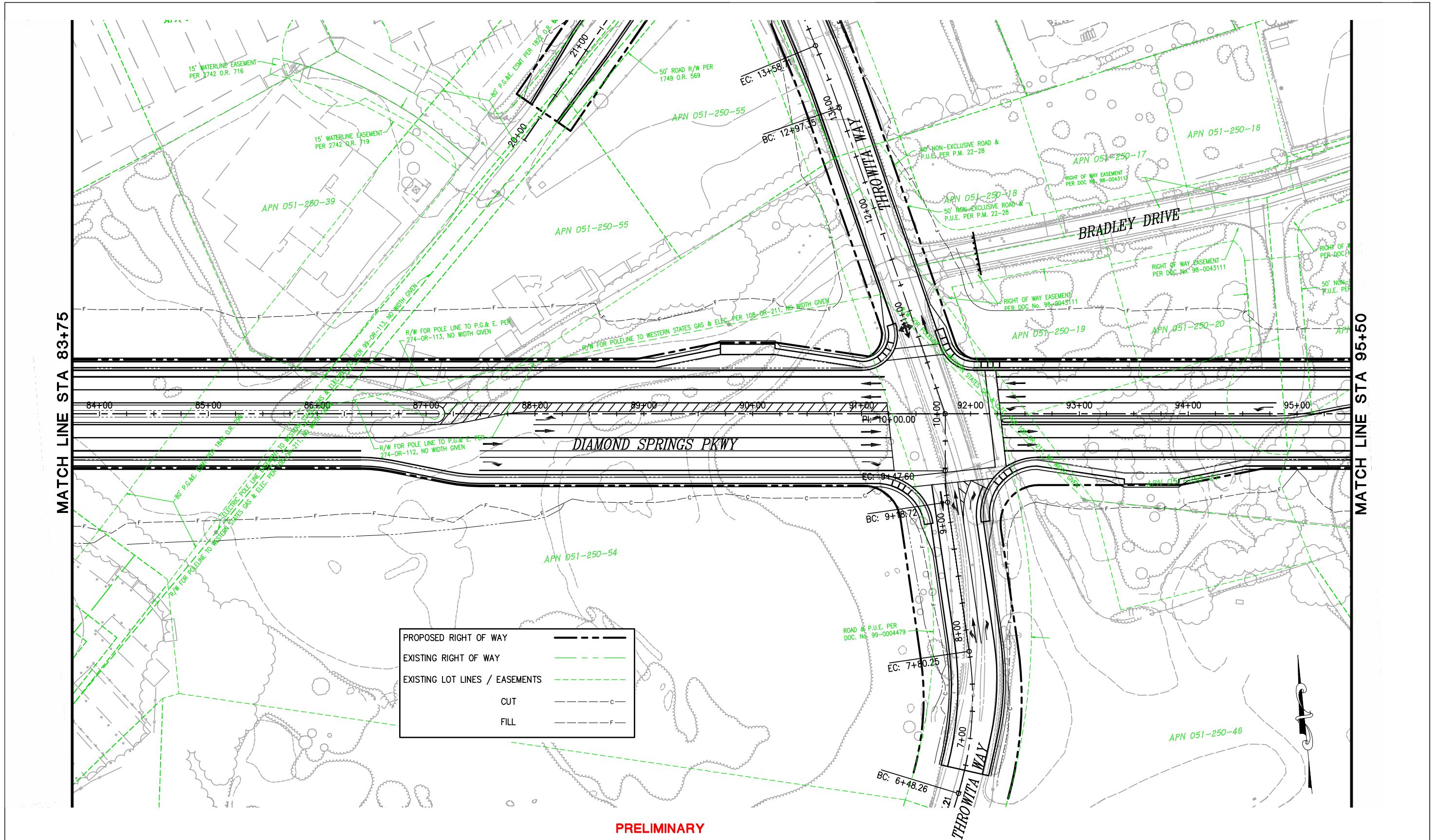
 NOT TO SCALE

Michael Brandman Associates

11730025 • 02/2011 | 3-5f_Proposed_ROW_Map_3_of_11.ai

Exhibit 3-5f
Proposed Right-of-Way Map 3 of 11

COUNTY OF EL DORADO
ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2011.

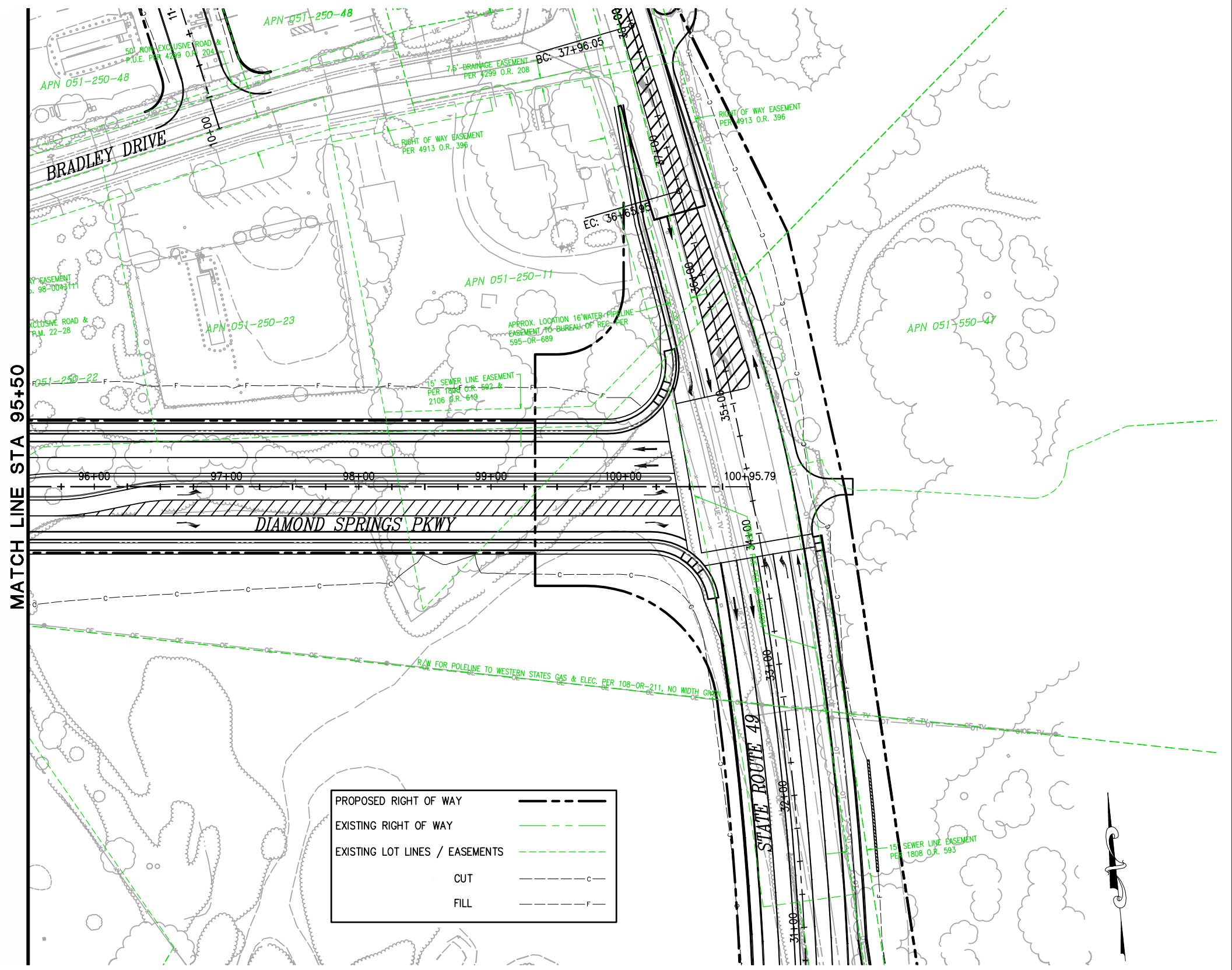


Michael Brandman Associates

11730025 • 02/2011 | 3-5g_Proposed_ROW_Map_4_of_11.ai

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

COUNTY OF EL DORADO
ENVIRONMENTAL IMPACT REPORT



PRELIMINARY

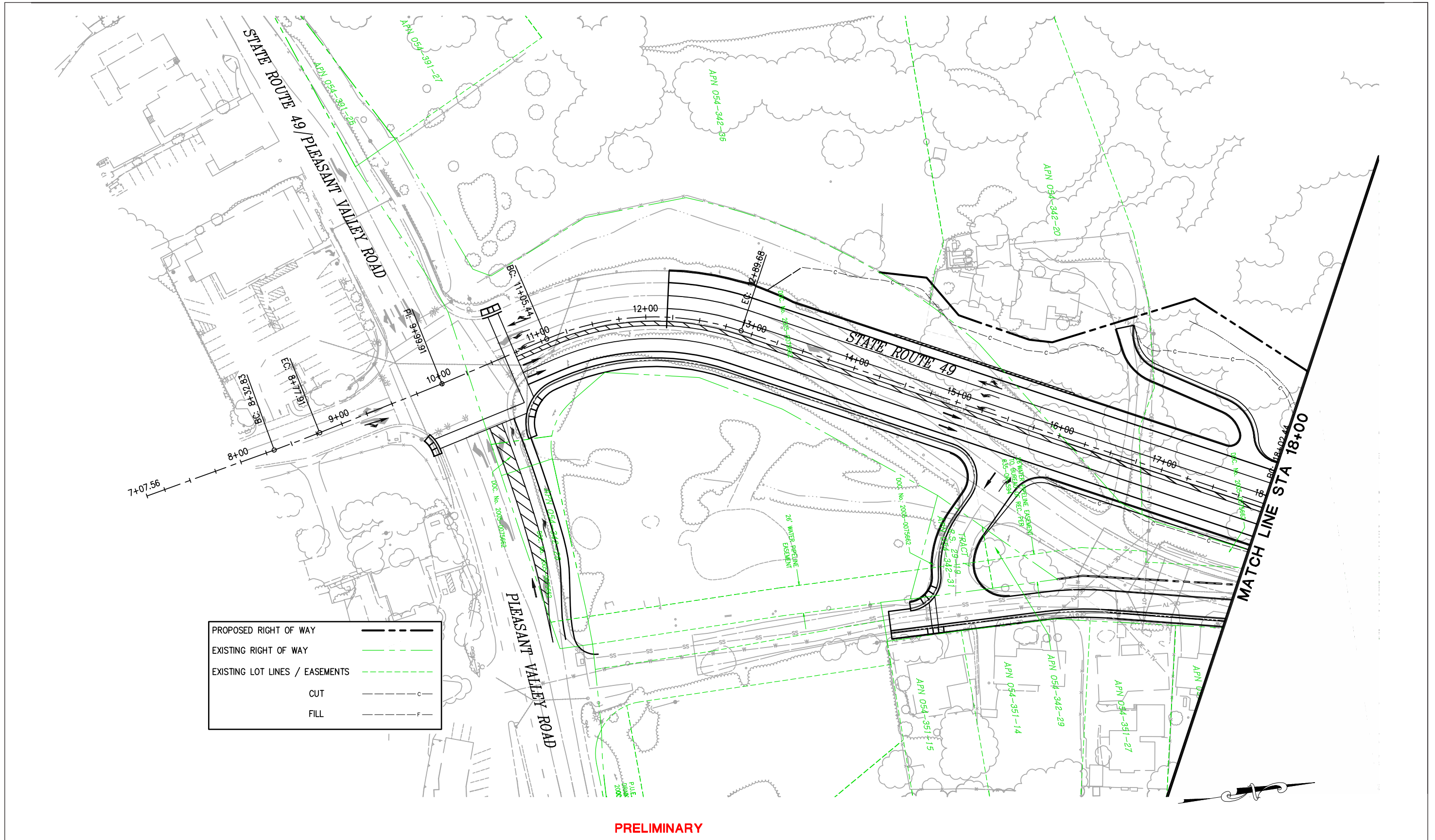
Source: El Dorado County DOT 2011.



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11730025 • 02/2011 | 3-5h_Proposed_ROW_Map_5_of_11.ai

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



Source: El Dorado County DOT 2011.

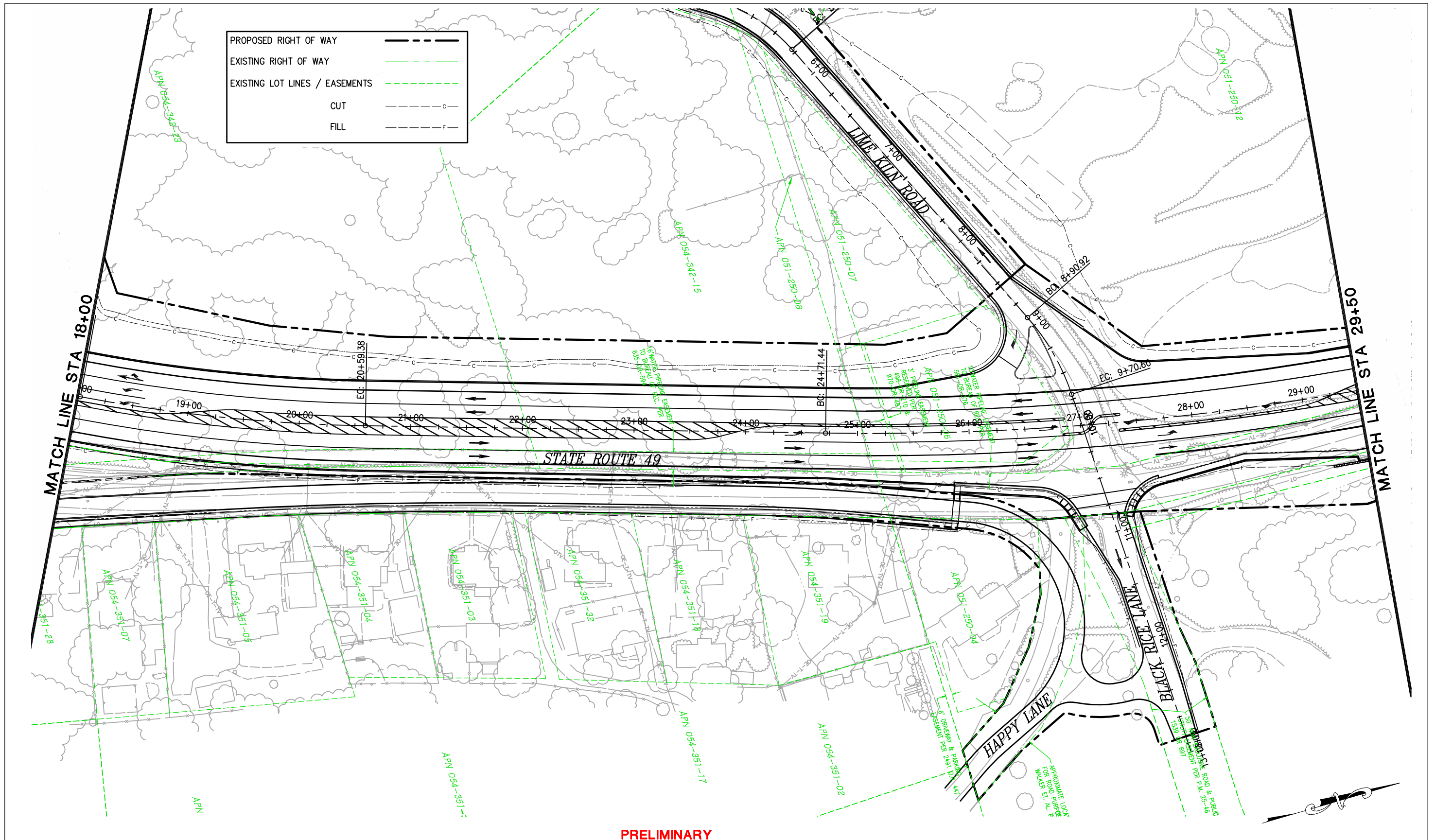


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Exhibit 3-5i
Proposed Right-of-Way Map 6 of 11

COUNTY OF EL DORADO
ENVIRONMENTAL IMPACT REPORT



Source: El Dorado County DOT 2011.

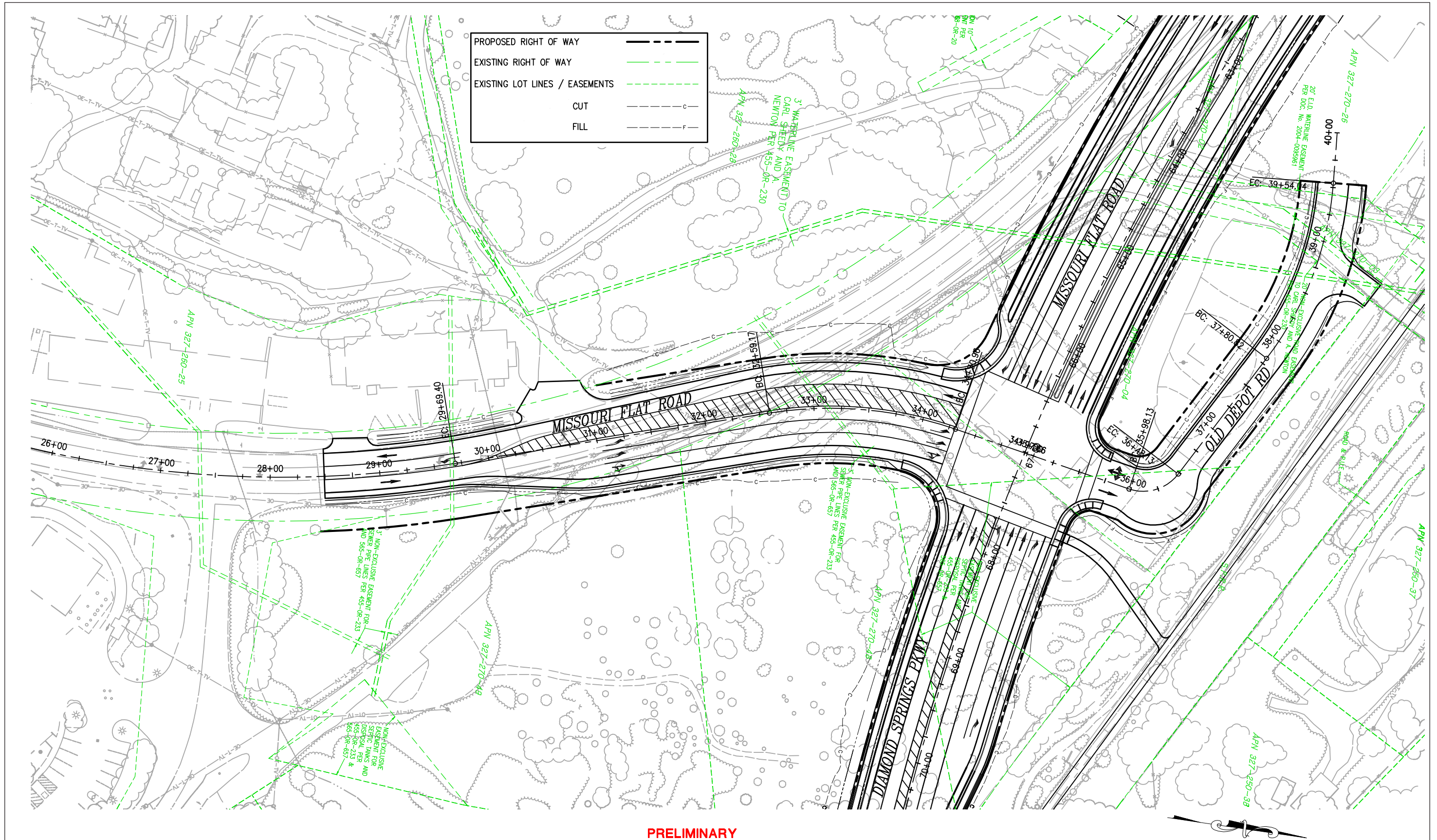


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11730025 • 02/2011 | 3-5j_Proposed_ROW_Map_7_of_11.ai

Exhibit 3-5j
Proposed Right-of-Way Map 7 of 11

COUNTY OF EL DORADO
ENVIRONMENTAL IMPACT REPORT



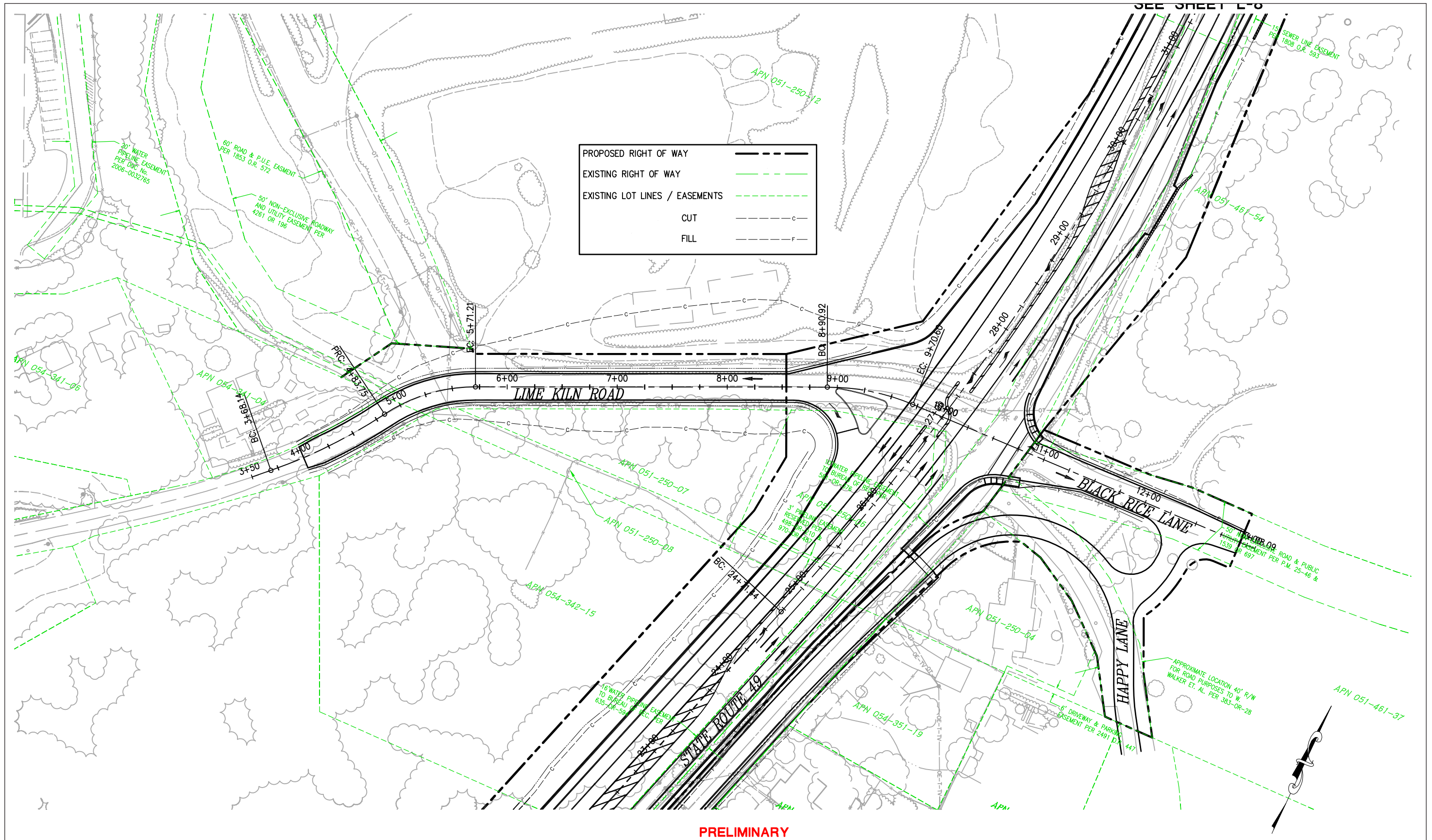
Source: El Dorado County DOT 2011.



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11730025 • 02/2011 | 3-51_Proposed_ROW_Map_9_of_11.ai

Exhibit 3-51
Proposed Right-of-Way Map 9 of 11



Source: El Dorado County DOT 2011.



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11730025 • 02/2011 | 3-5n_Proposed_ROW_Map_11_of_11.ai

Exhibit 3-5n
Proposed Right-of-Way Map 11 of 11

COUNTY OF EL DORADO
ENVIRONMENTAL IMPACT REPORT

Appendix M: Traffic Impact Analysis - Additional Output Sheets

HCM Signalized Intersection Capacity Analysis
7: Missouri Flat Rd. & Diamond Springs Pkwy

2010 plus Project (Mitg. for Queuing)

AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘↗	↗		↘	↗	
Volume (vph)	9	598	276	230	815	14	418	11	67	2	8	12
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1583	3167	1417	1583	3167	1417	3072	1452		1583	1519	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1583	3167	1417	1583	3167	1417	3072	1452		1583	1519	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	10	664	307	256	906	16	464	12	74	2	9	13
RTOR Reduction (vph)	0	0	144	0	0	2	0	56	0	0	13	0
Lane Group Flow (vph)	10	664	163	256	906	14	464	30	0	2	9	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		pm+ov	Prot		Perm	Prot			Prot		
Protected Phases	5	2	7	1	6		7	4		3	8	
Permitted Phases			2			6						
Actuated Green, G (s)	1.2	26.1	44.1	20.1	45.0	45.0	18.0	20.1		1.0	3.1	
Effective Green, g (s)	1.2	26.1	44.1	20.1	45.0	45.0	18.0	20.1		1.0	3.1	
Actuated g/C Ratio	0.01	0.31	0.53	0.24	0.54	0.54	0.22	0.24		0.01	0.04	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	23	992	818	382	1711	765	664	350		19	57	
v/s Ratio Prot	0.01	c0.21	0.04	c0.16	0.29		c0.15	0.02		0.00	c0.01	
v/s Ratio Perm			0.07			0.01						
v/c Ratio	0.43	0.67	0.20	0.67	0.53	0.02	0.70	0.09		0.11	0.17	
Uniform Delay, d1	40.7	24.9	10.3	28.6	12.3	8.9	30.1	24.5		40.7	38.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.6	1.7	0.1	4.6	0.3	0.0	3.2	0.1		2.4	1.4	
Delay (s)	53.3	26.6	10.4	33.2	12.6	8.9	33.4	24.6		43.1	40.2	
Level of Service	D	C	B	C	B	A	C	C		D	D	
Approach Delay (s)		21.8			17.0			32.0			40.5	
Approach LOS		C			B			C			D	

Intersection Summary

HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	83.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Diamond Springs Pkwy & Throwita Way

2010 plus Project (Mitg. for Queuing)

AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	573	64	17	1000	17	38	5	15	17	2	21
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1583	1667	1417	1583	3159			1551	1376		1473	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1583	1667	1417	1583	3159			1551	1376		1473	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	637	71	19	1111	19	42	6	17	19	2	23
RTOR Reduction (vph)	0	0	13	0	1	0	0	0	16	0	22	0
Lane Group Flow (vph)	33	637	58	19	1129	0	0	48	1	0	22	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot			Split		Perm		Split	
Protected Phases	7	4		3	8		2	2			6	6
Permitted Phases			4						2			
Actuated Green, G (s)	3.2	74.6	74.6	1.6	73.0			7.6	7.6		5.2	
Effective Green, g (s)	3.2	74.6	74.6	1.6	73.0			7.6	7.6		5.2	
Actuated g/C Ratio	0.03	0.71	0.71	0.02	0.70			0.07	0.07		0.05	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	48	1184	1007	24	2196			112	100		73	
v/s Ratio Prot	c0.02	c0.38		0.01	0.36			c0.03			c0.02	
v/s Ratio Perm			0.04						0.00			
v/c Ratio	0.69	0.54	0.06	0.79	0.51			0.43	0.01		0.30	
Uniform Delay, d1	50.4	7.1	4.6	51.5	7.6			46.6	45.2		48.2	
Progression Factor	1.00	1.00	1.00	0.92	0.29			1.00	1.00		1.00	
Incremental Delay, d2	33.8	1.8	0.1	86.6	0.8			2.6	0.0		2.3	
Delay (s)	84.2	8.9	4.7	133.9	2.9			49.2	45.3		50.5	
Level of Service	F	A	A	F	A			D	D		D	
Approach Delay (s)		11.8			5.1			48.2			50.5	
Approach LOS		B			A			D			D	

Intersection Summary

HCM Average Control Delay	10.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: Diamond Springs Pkwy & Diamond Rd. (SR-49)

2010 plus Project (Mitg. for Queuing)
 AM Peak



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (vph)	138	467	11	652	146	175	382
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1417		2984	1619	1619	1376
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1417		2984	1619	1619	1376
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	153	519	12	724	162	194	424
RTOR Reduction (vph)	0	437	0	0	0	0	349
Lane Group Flow (vph)	153	82	0	736	162	194	75
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%	5%
Turn Type		Perm	Prot	Prot			Perm
Protected Phases	4		5	5	2	6	
Permitted Phases		4					6
Actuated Green, G (s)	16.5	16.5		57.9	80.5	18.6	18.6
Effective Green, g (s)	16.5	16.5		57.9	80.5	18.6	18.6
Actuated g/C Ratio	0.16	0.16		0.55	0.77	0.18	0.18
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	249	223		1645	1241	287	244
v/s Ratio Prot	c0.10			c0.25	0.10	c0.12	
v/s Ratio Perm		0.06					0.05
v/c Ratio	0.61	0.37		0.45	0.13	0.68	0.31
Uniform Delay, d1	41.3	39.6		14.0	3.2	40.4	37.6
Progression Factor	0.78	3.18		1.00	1.00	1.00	1.00
Incremental Delay, d2	4.0	0.9		0.9	0.0	6.2	0.7
Delay (s)	36.0	126.7		14.9	3.2	46.6	38.3
Level of Service	D	F		B	A	D	D
Approach Delay (s)	106.1				12.8	40.9	
Approach LOS	F				B	D	



















Intersection Summary

HCM Average Control Delay	49.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Lime Kiln Rd. & Diamond Rd. (SR-49)

2010 plus Project (Mitg. for Queuing)
 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	21	0	0	53	32	756	17	18	592	43
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	23	0	0	59	36	840	19	20	658	48
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												690
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	1692	1652	682	1642	1666	849	706			859		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1711	1667	601	1656	1683	849	627			859		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	95	100	100	83	96			97		
cM capacity (veh/h)	51	81	450	63	79	356	856			770		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	23	59	36	859	20	706						
Volume Left	0	0	36	0	20	0						
Volume Right	23	59	0	19	0	48						
cSH	450	356	856	1700	770	1700						
Volume to Capacity	0.05	0.17	0.04	0.51	0.03	0.42						
Queue Length 95th (ft)	4	15	3	0	2	0						
Control Delay (s)	13.4	17.1	9.4	0.0	9.8	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	13.4	17.1	0.4		0.3							
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			56.0%	ICU Level of Service	B							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 13: Pleasant Valley Rd. (SR-49) & Diamond Rd. (SR-49)

2010 plus Project (Mitg. for Queuing)

AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	135	25	23	270	350	38	46	49	525	46	81
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	3.0	4.4		3.0	4.4	4.1		4.0	3.0	4.1	4.1	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00	0.97	1.00	
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1538	3004		1583	1667	1417		1630	1417	2984	1464	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1538	3004		1583	1667	1417		1630	1417	2984	1464	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	76	150	28	26	300	389	42	51	54	583	51	90
RTOR Reduction (vph)	0	19	0	0	0	164	0	0	46	0	63	0
Lane Group Flow (vph)	76	159	0	26	300	225	0	93	8	583	78	0
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Turn Type	Prot			Prot	pm+ov		Split		pm+ov	Split		
Protected Phases	5	2		1	6	4	8	8	1	4	4	
Permitted Phases				6				8				
Actuated Green, G (s)	5.0	19.6		3.0	17.6	36.1		5.7	8.7	18.5	18.5	
Effective Green, g (s)	5.0	19.6		3.0	17.6	36.1		5.7	8.7	18.5	18.5	
Actuated g/C Ratio	0.08	0.31		0.05	0.28	0.58		0.09	0.14	0.30	0.30	
Clearance Time (s)	3.0	4.4		3.0	4.4	4.1		4.0	3.0	4.1	4.1	
Vehicle Extension (s)	0.2	3.2		0.2	3.2	3.0		3.0	0.2	3.0	3.0	
Lane Grp Cap (vph)	123	945		76	471	821		149	198	886	435	
v/s Ratio Prot	c0.05	0.05		0.02	c0.18	0.08		c0.06	0.00	c0.20	0.05	
v/s Ratio Perm				0.08				0.00				
v/c Ratio	0.62	0.17		0.34	0.64	0.27		0.62	0.04	0.66	0.18	
Uniform Delay, d1	27.7	15.4		28.7	19.6	6.6		27.3	23.2	19.1	16.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.3	0.1		1.0	2.9	0.2		7.9	0.0	1.8	0.2	
Delay (s)	34.1	15.5		29.7	22.4	6.7		35.2	23.2	20.9	16.5	
Level of Service	C	B		C	C	A		D	C	C	B	
Approach Delay (s)	21.1			14.2				30.8		20.0		
Approach LOS	C			B				C		C		

Intersection Summary

HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	62.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 14: Pleasant Valley Rd. (SR-49) & Missouri Flat Rd.

2010 plus Project (Mitg. for Queuing)
 AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	210	255	216	89	189	117
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Total Lost time (s)	3.0	4.1	4.1	3.5	3.5	3.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	2984	1619	1619	1376	1583	1417
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	2984	1619	1619	1376	1583	1417
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	233	283	240	99	210	130
RTOR Reduction (vph)	0	0	0	13	0	71
Lane Group Flow (vph)	233	283	240	86	210	59
Heavy Vehicles (%)	5%	5%	5%	5%	2%	2%
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	5	2	6	4	4	5
Permitted Phases				6		4
Actuated Green, G (s)	6.3	15.8	6.5	14.4	7.9	14.2
Effective Green, g (s)	6.3	15.8	6.5	14.4	7.9	14.2
Actuated g/C Ratio	0.20	0.50	0.21	0.46	0.25	0.45
Clearance Time (s)	3.0	4.1	4.1	3.5	3.5	3.0
Vehicle Extension (s)	0.2	0.2	0.2	3.5	3.5	0.2
Lane Grp Cap (vph)	601	817	336	633	400	643
v/s Ratio Prot	c0.08	0.17	c0.15	0.03	c0.13	0.02
v/s Ratio Perm				0.03		0.02
v/c Ratio	0.39	0.35	0.71	0.14	0.53	0.09
Uniform Delay, d1	10.8	4.7	11.5	4.9	10.1	4.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	5.9	0.1	1.4	0.0
Delay (s)	11.0	4.7	17.4	5.0	11.5	4.9
Level of Service	B	A	B	A	B	A
Approach Delay (s)		7.6	13.8		9.0	
Approach LOS		A	B		A	

Intersection Summary

HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	31.3	Sum of lost time (s)	10.6
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 15: Pleasant Valley Rd. (SR-49) & China Garden Rd.

2010 plus Project (Mitg. for Queuing)
 AM Peak





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	57	184	504	72	17	110
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	63	204	560	80	19	122
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	640				931	600
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	640				931	600
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				93	76
cM capacity (veh/h)	930				276	501

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	268	640	141
Volume Left	63	0	19
Volume Right	0	80	122
cSH	930	1700	452
Volume to Capacity	0.07	0.38	0.31
Queue Length 95th (ft)	5	0	33
Control Delay (s)	2.7	0.0	16.6
Lane LOS	A		C
Approach Delay (s)	2.7	0.0	16.6
Approach LOS			C

Intersection Summary			
Average Delay		2.9	
Intersection Capacity Utilization		67.5%	ICU Level of Service C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 17: China Garden Rd. & Missouri Flat Rd.

2010 plus Project (Mitg. for Queuing)
 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	3	39	2	102	0	429	114	47	306	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	3	43	2	113	0	477	127	52	340	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage veh								2				
Upstream signal (ft)												579
pX, platoon unblocked												
vC, conflicting volume	1036	1048	340	988	984	540	340			603		
vC1, stage 1 conf vol	444	444		540	540							
vC2, stage 2 conf vol	591	603		448	444							
vCu, unblocked vol	1036	1048	340	988	984	540	340			603		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	90	99	79	100			95		
cM capacity (veh/h)	304	376	696	422	423	542	1219			974		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	3	159	0	603	52	340						
Volume Left	0	43	0	0	52	0						
Volume Right	3	113	0	127	0	0						
cSH	696	501	1700	1700	974	1700						
Volume to Capacity	0.00	0.32	0.00	0.35	0.05	0.20						
Queue Length 95th (ft)	0	34	0	0	4	0						
Control Delay (s)	10.2	15.5	0.0	0.0	8.9	0.0						
Lane LOS	B	C			A							
Approach Delay (s)	10.2	15.5	0.0		1.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			62.5%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
7: Missouri Flat Rd. & Diamond Springs Pkwy

2010 plus Project (Mitg. for Queuing)

PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↘	↗↗	↘	↘↘	↗		↘	↗	
Volume (vph)	10	703	325	200	624	12	463	10	74	2	10	15
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1583	3167	1417	1583	3167	1417	3072	1446		1583	1515	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1583	3167	1417	1583	3167	1417	3072	1446		1583	1515	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	781	361	222	693	13	514	11	82	2	11	17
RTOR Reduction (vph)	0	0	153	0	0	2	0	60	0	0	16	0
Lane Group Flow (vph)	11	781	208	222	693	11	514	33	0	2	12	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot		pm+ov	Prot		Perm	Prot				Prot	
Protected Phases	5	2	7	1	6		7	4			3	8
Permitted Phases			2			6						
Actuated Green, G (s)	1.3	31.0	51.2	16.5	46.2	46.2	20.2	24.3		1.1	5.2	
Effective Green, g (s)	1.3	31.0	51.2	16.5	46.2	46.2	20.2	24.3		1.1	5.2	
Actuated g/C Ratio	0.01	0.35	0.58	0.19	0.52	0.52	0.23	0.27		0.01	0.06	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	23	1104	880	294	1646	736	698	395		20	89	
v/s Ratio Prot	0.01	c0.25	0.05	c0.14	0.22		c0.17	0.02		0.00	c0.01	
v/s Ratio Perm			0.09			0.01						
v/c Ratio	0.48	0.71	0.24	0.76	0.42	0.02	0.74	0.08		0.10	0.13	
Uniform Delay, d1	43.5	25.0	9.3	34.3	13.1	10.3	31.9	24.0		43.4	39.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.8	2.1	0.1	10.5	0.2	0.0	4.1	0.1		2.2	0.7	
Delay (s)	58.3	27.1	9.4	44.8	13.3	10.3	35.9	24.1		45.6	40.4	
Level of Service	E	C	A	D	B	B	D	C		D	D	
Approach Delay (s)		21.9			20.8			34.1			40.8	
Approach LOS		C			C			C			D	

Intersection Summary

HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	88.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: Diamond Springs Pkwy & Throwita Way

2010 plus Project (Mitg. for Queuing)

PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕			↕	↗		↕	
Volume (vph)	35	669	75	15	761	15	50	6	20	20	2	25
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00		0.98	
Satd. Flow (prot)	1583	1667	1417	1583	3157			1550	1376		1470	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00		0.98	
Satd. Flow (perm)	1583	1667	1417	1583	3157			1550	1376		1470	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	39	743	83	17	846	17	56	7	22	22	2	28
RTOR Reduction (vph)	0	0	22	0	1	0	0	0	20	0	26	0
Lane Group Flow (vph)	39	743	61	17	862	0	0	63	2	0	26	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot			Split		Perm		Split	
Protected Phases	7	4		3	8		2	2			6	6
Permitted Phases			4						2			
Actuated Green, G (s)	3.1	27.2	27.2	0.6	24.7			4.0	4.0		3.4	
Effective Green, g (s)	3.1	27.2	27.2	0.6	24.7			4.0	4.0		3.4	
Actuated g/C Ratio	0.06	0.53	0.53	0.01	0.48			0.08	0.08		0.07	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	96	886	753	19	1523			121	108		98	
v/s Ratio Prot	c0.02	c0.45		0.01	0.27			c0.04			c0.02	
v/s Ratio Perm			0.04						0.00			
v/c Ratio	0.41	0.84	0.08	0.89	0.57			0.52	0.02		0.26	
Uniform Delay, d1	23.2	10.1	5.9	25.3	9.4			22.7	21.8		22.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.8	7.0	0.0	155.2	0.5			4.0	0.1		1.4	
Delay (s)	26.0	17.2	5.9	180.4	9.9			26.7	21.8		24.2	
Level of Service	C	B	A	F	A			C	C		C	
Approach Delay (s)		16.5			13.2			25.4			24.2	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9: Diamond Springs Pkwy & Diamond Rd. (SR-49)

2010 plus Project (Mitg. for Queuing)

PM Peak



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Volume (vph)	169	540	9	462	184	239	329
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1417		2984	1619	1619	1376
Flt Permitted	0.95	1.00		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1417		2984	1619	1619	1376
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	188	600	10	513	204	266	366
RTOR Reduction (vph)	0	455	0	0	0	0	263
Lane Group Flow (vph)	188	145	0	523	204	266	103
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%	5%
Turn Type		Perm	Prot	Prot			Perm
Protected Phases	4		5	5	2	6	
Permitted Phases		4					6
Actuated Green, G (s)	15.2	15.2		18.0	39.6	17.6	17.6
Effective Green, g (s)	15.2	15.2		18.0	39.6	17.6	17.6
Actuated g/C Ratio	0.24	0.24		0.29	0.63	0.28	0.28
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	383	343		855	1021	454	386
v/s Ratio Prot	c0.12			c0.18	0.13	c0.16	
v/s Ratio Perm		0.10					0.07
v/c Ratio	0.49	0.42		0.61	0.20	0.59	0.27
Uniform Delay, d1	20.5	20.1		19.4	4.9	19.5	17.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.8		1.3	0.1	1.9	0.4
Delay (s)	21.5	20.9		20.7	5.0	21.4	17.9
Level of Service	C	C		C	A	C	B
Approach Delay (s)	21.1				16.3	19.4	
Approach LOS	C				B	B	

Intersection Summary



















HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	62.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Lime Kiln Rd. & Diamond Rd. (SR-49)

2010 plus Project (Mitg. for Queuing)

PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	73	0	0	44	40	611	22	25	705	58
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	81	0	0	49	44	679	24	28	783	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											690	
pX, platoon unblocked	0.90	0.90	0.90	0.90	0.90		0.90					
vC, conflicting volume	1688	1663	816	1700	1683	691	848			703		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1709	1682	739	1722	1704	691	775			703		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	78	100	100	89	94			97		
cM capacity (veh/h)	52	76	371	45	74	439	744			881		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	81	49	44	703	28	848						
Volume Left	0	0	44	0	28	0						
Volume Right	81	49	0	24	0	64						
cSH	371	439	744	1700	881	1700						
Volume to Capacity	0.22	0.11	0.06	0.41	0.03	0.50						
Queue Length 95th (ft)	21	9	5	0	2	0						
Control Delay (s)	17.4	14.2	10.1	0.0	9.2	0.0						
Lane LOS	C	B	B		A							
Approach Delay (s)	17.4	14.2	0.6		0.3							
Approach LOS	C	B										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			57.1%	ICU Level of Service	B							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 13: Pleasant Valley Rd. (SR-49) & Diamond Rd. (SR-49)

2010 plus Project (Mitg. for Queuing)

PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	330	60	19	225	292	35	43	46	750	65	138
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Total Lost time (s)	3.0	4.4		3.0	4.4	4.1		4.0	3.0	4.1	4.1	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00	0.97	1.00	
Frt	1.00	0.98		1.00	1.00	0.85		1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1538	3005		1583	1667	1417		1630	1417	2984	1454	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1538	3005		1583	1667	1417		1630	1417	2984	1454	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	189	367	67	21	250	324	39	48	51	833	72	153
RTOR Reduction (vph)	0	18	0	0	0	141	0	0	45	0	76	0
Lane Group Flow (vph)	189	416	0	21	250	183	0	87	6	833	149	0
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Turn Type	Prot			Prot		pm+ov	Split		pm+ov	Split		
Protected Phases	5	2		1	6	4	8	8	1	4	4	
Permitted Phases						6			8			
Actuated Green, G (s)	12.1	27.1		2.5	17.5	43.5		6.0	8.5	26.0	26.0	
Effective Green, g (s)	12.1	27.1		2.5	17.5	43.5		6.0	8.5	26.0	26.0	
Actuated g/C Ratio	0.16	0.35		0.03	0.23	0.56		0.08	0.11	0.34	0.34	
Clearance Time (s)	3.0	4.4		3.0	4.4	4.1		4.0	3.0	4.1	4.1	
Vehicle Extension (s)	0.2	3.2		0.2	3.2	3.0		3.0	0.2	3.0	3.0	
Lane Grp Cap (vph)	241	1056		51	378	799		127	156	1006	490	
v/s Ratio Prot	c0.12	0.14		0.01	c0.15	0.08		c0.05	0.00	c0.28	0.10	
v/s Ratio Perm						0.05			0.00			
v/c Ratio	0.78	0.39		0.41	0.66	0.23		0.69	0.04	0.83	0.30	
Uniform Delay, d1	31.2	18.8		36.6	27.1	8.4		34.6	30.6	23.5	18.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.2	0.3		2.0	4.4	0.1		14.2	0.0	5.7	0.4	
Delay (s)	45.5	19.1		38.5	31.5	8.6		48.9	30.7	29.2	19.2	
Level of Service	D	B		D	C	A		D	C	C	B	
Approach Delay (s)		27.1			19.2			42.1			27.1	
Approach LOS		C			B			D			C	

Intersection Summary

HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	77.1	Sum of lost time (s)	15.5
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 14: Pleasant Valley Rd. (SR-49) & Missouri Flat Rd.

2010 plus Project (Mitg. for Queuing)
 PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	350	425	180	103	450	280
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700
Total Lost time (s)	3.0	4.1	4.1	3.5	3.5	3.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	2984	1619	1619	1376	1583	1417
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	2984	1619	1619	1376	1583	1417
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	389	472	200	114	500	311
RTOR Reduction (vph)	0	0	0	22	0	117
Lane Group Flow (vph)	389	472	200	92	500	194
Heavy Vehicles (%)	5%	5%	5%	5%	2%	2%
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	5	2	6	4	4	5
Permitted Phases				6		4
Actuated Green, G (s)	11.2	25.5	11.3	36.2	24.9	36.1
Effective Green, g (s)	11.2	25.5	11.3	36.2	24.9	36.1
Actuated g/C Ratio	0.19	0.44	0.19	0.62	0.43	0.62
Clearance Time (s)	3.0	4.1	4.1	3.5	3.5	3.0
Vehicle Extension (s)	0.2	0.2	0.2	3.5	3.5	0.2
Lane Grp Cap (vph)	576	712	315	859	680	882
v/s Ratio Prot	0.13	c0.29	0.12	0.05	c0.32	0.04
v/s Ratio Perm				0.02		0.09
v/c Ratio	0.68	0.66	0.63	0.11	0.74	0.22
Uniform Delay, d1	21.7	12.9	21.5	4.4	13.8	4.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	1.8	3.1	0.1	4.3	0.0
Delay (s)	24.2	14.7	24.5	4.5	18.1	4.8
Level of Service	C	B	C	A	B	A
Approach Delay (s)		19.0	17.2		13.0	
Approach LOS		B	B		B	

Intersection Summary

HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	7.6
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 15: Pleasant Valley Rd. (SR-49) & China Garden Rd.

2010 plus Project (Mitg. for Queuing)




















PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	103	335	458	51	34	140
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	114	372	509	57	38	156
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	566				1138	537
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	566				1138	537
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				81	71
cM capacity (veh/h)	991				197	544
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	487	566	193			
Volume Left	114	0	38			
Volume Right	0	57	156			
cSH	991	1700	405			
Volume to Capacity	0.12	0.33	0.48			
Queue Length 95th (ft)	10	0	63			
Control Delay (s)	3.2	0.0	21.8			
Lane LOS	A		C			
Approach Delay (s)	3.2	0.0	21.8			
Approach LOS			C			
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			78.2%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 17: China Garden Rd. & Missouri Flat Rd.

2010 plus Project (Mitg. for Queuing)
 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	10	45	2	179	0	388	95	85	550	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	11	50	2	199	0	431	106	94	611	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage veh								2				
Upstream signal (ft)												579
pX, platoon unblocked												
vC, conflicting volume	1431	1337	611	1295	1284	484	611			537		
vC1, stage 1 conf vol	800	800		484	484							
vC2, stage 2 conf vol	631	537		811	800							
vCu, unblocked vol	1431	1337	611	1295	1284	484	611			537		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	83	99	66	100			91		
cM capacity (veh/h)	184	295	488	298	321	583	968			1031		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	11	251	0	537	94	611						
Volume Left	0	50	0	0	94	0						
Volume Right	11	199	0	106	0	0						
cSH	488	486	1700	1700	1031	1700						
Volume to Capacity	0.02	0.52	0.00	0.32	0.09	0.36						
Queue Length 95th (ft)	2	73	0	0	8	0						
Control Delay (s)	12.5	20.0	0.0	0.0	8.8	0.0						
Lane LOS	B	C			A							
Approach Delay (s)	12.5	20.0	0.0		1.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			67.6%		ICU Level of Service					C		
Analysis Period (min)			15									