County of El Dorado Clerk of the Board <edc.cob@edcgov.us>

Diamond Springs Parkway Re: Item #27 Legistar #22-0440

1 message

Sue Taylor <sue-taylor@comcast.net> Mon, Apr 18, 2022 at 8:11 AM
To: Clerk of the Board <edc.cob@edcgov.us>, "Hidahl, John" <bosone@edcgov.us>, "Novasel, Sue" <bosfive@edcgov.us>, "Parlin, Lori" <bosfour@edcgov.us>, "Thomas, Wendy" <bosthree@edcgov.us>, "Turnboo, George" <bostwo@edcgov.us>

Re: Agenda 2-19-22: Item #27, Legistar #22-0440

Dear Board of Supervisors,

I have followed the Diamond Springs Bypass project for over a decade and would like to know if these issues have been resolved regarding this project:

First, I do need to remind the Board that this project was intended to facilitate a shopping center, which continuing to state it is merely to bypass Diamond Springs is not dealing with the issue of this road facilitating more growth, both commercial and residential without addressing the increased traffic levels that will actually be caused by this road.

From the County's programming report to the State:

3. PURPOSE AND NEED
The following objectives have been identified demonstrating purpose and need of the project:
1. Improving traffic safety and operations on State Route 49 in the vicinity of Diamond Springs.
2. Provide parallel capacity for State Route 49 between Missouri Flat Road and Pleasant Valley Road and alternate access to US 50 via Missouri Flat Road to provide an acceptable level of service through the historic town of Diamond Springs.
3. Improve safety by reducing residential driveway access to State Route 49 between Pleasant Valley Road and Black Rice Road.
4. Improve roadway and intersection capacities along Missouri Flat Road south of US 50 to support commercial / retail development identified and planned for in the General Plan.
5. Provide improved bicycle, pedestrian and transit facilities and connectivity to the El Dorado Trail.

Next I would like to mention that nothing has been posted regarding the Diamond Springs Parkway Environmental reporting on the Department of Transportation site since the Final EIR in 2011:

https://www.edcgov.us/Government/dot/Pages/ceqa.aspx

This link is also out of date:

https://www.edcgov.us/Government/dot/Pages/diamond_springs_parkway_project.aspx

The County's links to this project need to be updated with current information regarding cost, sources of funds to build the road (projected to be around $28 to $30 million), lime remediation, toxic soil remediation that is not being addressed with the project, how the impacts of this project are being mitigation according the to final EIR of the project, and the timing of the project.

Also since this road was not studied in regards to growth inducing, what impact will this road have, with once it's built, allowing for more density?

How will this road mitigate traffic capacity if all the projects being approved are increasing traffic densities? How is it meeting the requirements of Measure E?

The Project:
https://www.edcgov.us/Government/dot/Documents/DSP%20Phasing%20Diagram.pdf

From the Michael Brannon Environmental Report, "The Parkway would have a design speed of 50 miles per hour (mph)" (with 3 signals)..

From the Transportation Commission:
Project to be Completed in Two Phases:
https://catc.ca.gov/-/media/ctc-media/documents/programs/local-partnership-program/cycle-2-project-fact-sheets/Diamond-Springs-Parkway-El-Dorado-County.pdf

Phase 1B will construct a 4-lane minor arterial from a new Missouri Flat Road intersection south of Golden Center Drive to a new intersection at SR-49 south of Bradley Drive. Phase 1B connects to the SR-49 prior improvements constructed in Phase 1A to create a continuous 4-lane roadway corridor with multimodal features from the intersection at Fowler Lane/SR-49 all the way to U.S. Highway 50. The Parkway includes new traffic signals at the intersections of Missouri Flat Road, Throwita Way and SR-49. Multimodal transportation features include Class II bike lanes, sidewalk, and transit bus turnouts on both sides of the Parkway.
Total Project Cost & Anticipated Completion
Phase 1A $ 15.5 million 2020
Phase 1B $ 28.3 million 2023

Funding:

Currently in the 2021 Transportation's Capital Improvement Plan, the Parkway is listed under the updated "OVERALL UNFUNDED CIP PROJECT LIST". So where is this $30 million coming from for Phase 1B, which does not include soil remediation:

https://www.edcgov.us/Government/dot/Pages/ceqa.aspx

Project Summary Pipeline for West Slope

P Planning/Environmental D Design R Right of Way C Construction E Environmental Monitoring

Project	Name	Total Cost ($M)	21/22	22/23	23/24	25/26	26/27-30/31	26/27-30/31	31/32-40/41
36105008	Country Club Drive Ext - Silva Valley Parkway to Tong Road	11.70	P D	P D R	D	P D R C	C		
36105009	Country Club Drive Extension - Tong Road to Bass Lake Road/Old Bass Lake Road	17.92	P	P D	P D	P D R	D R C	C	
36105010	Country Club Drive Realignment - Bass Lake Road/Old Bass Lake Road to Tierra de Dios Drive	4.74	C						
36105011	Diamond Springs Parkway - Phase 1B	30.16	D R	D R C	C				

https://www.mtdemocrat.com/news/bos-revises-funding-for-diamond-springs-parkway/
From the above Mountain Democrat Article above:

"The board then unanimously voted to receive a presentation regarding the Diamond Springs Parkway Phase 1B Project; adopt the option three revised funding plan; direct transportation staff to continue pursuing additional state funding for the project to cover potential cost increases; and direct staff to return to the board with a repayment schedule."

Did the staff return with the repayment schedule?

Toxic Soil Remediation: - The Commitment, from 2016, from the County to look at all toxins (2016-2021):

https://www.edcgov.us/Government/dot/documents/dsp%20phase%20ii%20esa%20soil%20testing%20notice.pdf

From the Diamond Springs Parkway Project Remedial Action Plan
Project #002832 September 2021 (From this latest report the County is only looking at the lime waste.)

2.3 Site Investigation

The primary concern of the RWQCB is the seasonal seepage of high pH water to the North Pond located on the north side of the El Dorado Trail adjacent to the Appendix (Figure 2). The pH readings taken when surface water was present in the North Pond have continually exceeded the high range of the RWQCB pH Water Quality Goal of 8.5.

A series of investigations have been conducted at the DLP to identify the nature and extent of residual lime material and understand its impact to the soil, groundwater, and surface water. Previous investigations evaluated other potential contaminants, which included metals and petroleum hydrocarbons (Youngdahl Consulting Group 2017). APTIM conducted a targeted investigation from December 2018 through September 2019 to collect supplementary data to assist in developing a remedial approach for impacted soil within the boundaries of the future DSP.

The residual lime waste, which produces the elevated pH conditions, is the primary contaminant of concern within the DSP corridor. The proposed DSP transects the Appendix, Lindeman property, and Bradley Corner (Figure 2). This section will focus on the site investigation results relevant to the DSP corridor. Figure 3 posts the soil pH. Figure 4 shows the historical pH readings for surface water and groundwater. Figure 5 shows the depth to bedrock contours. Figures 3, 4, and 5 summarize previous investigation results in areas outside the DSP, which are discussed in more detail in the SIR (APTIM 2020).

Where the DSP transects the Appendix area and crosses the Bedrock Trough, elevated pH of 13.54 and 13.04 units were measured in soil samples collected from B-4 and S-7, respectively, which contained uncompacted lime waste. Four additional borings further east in the Bedrock Trough (S-31, S-32, S-34, and S-38) also contained loose uncompacted lime waste. The thickness of the waste ranged from 10.5 feet in S-32 to 16 feet in S-34, and the waste was found at or less than 2 feet above the bedrock. The depth to bedrock in these Bedrock Trough borings ranged from 14 feet bgs in B-4 to 19 feet bgs in S-34.

3.1 Remedial Action Objectives

The first step in identifying remedial alternatives is to establish RAOs. The contaminant of concern is the residual lime waste material. The County's responsibility for remediation of lime waste material will be within the limits of the proposed County R/W required for the DSP project. Therefore, the RAOs focus on remediating only the soil and lime waste material that lie within proposed County R/W. The primary goal will be to reduce the residual lime mass within the DSP corridor and redirect surface water drainage patterns in conjunction with the DSP project improvements to mitigate infiltration to the subsurface and exposure to lime waste that would elevate pH in groundwater. The remedial work will be conducted as part of the DSP project construction.

The RAO for elevated pH in the soil is to prevent exposure through ingestion, dermal contact, or inhalation. The County's action within its proposed R/W will reduce the overall residual lime waste mass, thereby reducing future impacts to the groundwater. However, completion of the remediation for the entire DLP site will be implemented by other property owners.

From Youndahls' 2016 report which lists the toxics on each property:
(Heavy oils, heavy metals, lead, asbestos, DDT, lime waste, chlorinated solvents, hydrocarbons, etc.):

https://www.edcgov.us/Government/dot/documents/final%20diamond%20springs%20parkway%20phase%20ii%20esa%20work%20plan%208-03-16.pdf

https://ceqanet.opr.ca.gov/Project/2007122033

The State Tracker for reporting of clean up for the MRF: (go through top toggles).

https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/1953683018/RACR%20Comments.pdf

Eminent Domain:

In the Eminent Domain approval it was shown that some of the funding was still in the anticipation stage. If there is not enough funds to obtain the right of way, where is the money coming for the road, which does not include the cost of cleanup?

https://www.edcgov.us/County%20Press%20Releases/Pages/Notice-of-Intent-to-Adopt-a-Resolution-of-Necessity-for-Diamond-Springs-Parkway-Phase-1B.aspx

FUNDING: Master Circulation and Funding Plan (MC&FP) (41%), Traffic Impact Mitigation Fees - Zone 1-7 (25%), Traffic Impact Fees Zone B (3%), State-Local Partnership Program Funds (16%), SHOPP Funds (3%), Tribe Funds (historical) (<1%), Road Fund (<1%), and to be determined anticipated MC&FP funds (12%).

Public Comment: R. Pesses, R. Michelson, K. Payne

Supervisor Parlin opened the public hearing and upon hearing input from staff and the public closed the hearing.

A motion was made by Supervisor Thomas, seconded by Supervisor Hidahl to Adopt Resolution of Necessity 048-2022 and make findings contained herein for the Diamond Springs Parkway 1B Project, CIP No. 72334/36105011.

Yes: 4 - Novasel, Hidahl, Thomas and Turnboo

Noes: 1 - Parlin

Also while looking through these douments I also found this information:

Aerially Deposited Lead P- REC & Recommendation
051-250-04 Stephen Coker 141 Happy Lane Aerially deposited lead may be present within 30 feet of Hwy 49. Youngdahl Consulting Group, Inc. recommends the collection of soil samples for lead analysis where soil is to be disturbed.
051-250-06 Merrill Debenning 4087 Lime Kiln Rd Same as above
051-250-11 Dorthia Gumble 4000 Hwy 49 Same as above
051-250-12 Lawrence Abel 4024 Hwy 49 Same as above
051-250-13 Alice Brewer None Same as above
051-250-31 Scariot Partnership 600 Truck St Same as above
051-461-11 Steven Stymeist 3948 Hwy 49 Same as above
051-461-12 Mark Aikin 3919 Hwy 49 Same as above
051-461-37 Piedmont Oak Estates LLC 680 Black Rice Rd Same as above

Sadly, my experience with being a Watchdog for the Diamond Springs and El Dorado Community, I have found a constant disregard for the well beings of these communities by County representatives and Staff. Most of those making decisions regarding these townsites will never live or even journey into these towns.

These towns are filled with Wetlands, Springs and then with Industrial waste.

When government cared about toxic pollution these areas were designated as industrial and never intended for habitation.

I hope that this Board can be better stewards of these towns and will look into the true impact of what the activities being allowed to take place is having on these towns.

Thank you for your consideration.

Sue Taylor
Save Our County

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2 attachments

Brannon_DEIR_Soil-Hazard-Water.pdf
176K

Brannon_DEIR_Soil-Hazard-Water2.pdf
629K

Environmental Impact	Level of Significance Before Mitigation	Mitigation Findings	Level of Significance After Mitigation
		American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.	
Section 4.6 - Geology and Soils			
Would the project have the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	Less than significant.	The occurrence of fault rupture through the project area is not anticipated. The project site may be exposed to strong ground shaking during an earthquake. However, proper roadway design would reduce potential damages to less than significant Relatively low seismicity and shallow depth to bedrock within the project study area indicates the potential for site liquefaction and ground failure is negligible. The project study area consists of gentle sloping areas, the steepest of which would be smoothed through engineered earthwork performed during grading of the site. Final manufactured slopes would be between 0 and 12 percent, with the majority of slopes between 0 and 5 percent. As such, the potential for substantial adverse effects resulting from landslides is less than significant. No mitigation is required.	Less than significant.
Would the project have the potential to result in substantial soil erosion or the loss of topsoil?	Less than significant.	Erosion from water would be controlled by the implementation of a SWPPP and associated BMPs. Erosion from wind would be minimal as determined by the existing soil's wind erodibility rating. No mitigation is required.	Less than significant.
Would the project have the potential to be located on a geologic unit or soil that could become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially significant.	**MM 4.6-3.** Prior to project construction a final geotechnical report will be prepared in order to assess, among other things, the location and depth of expansive materials, undocumented fills, and tailings, including those located within the parcel to be used as a borrow, staging and storage site. Recommended soil stabilization procedures provided in the report (i.e., excavation, engineered fill replacement, moisture barrier, drainage improvements) will be incorporated into the project design.	Less than significant.

Environmental Impact	Level of Significance Before Mitigation	Mitigation Findings	Level of Significance After Mitigation
Would the project have the potential to be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), and therefore potentially create substantial risks to life or property?	Potentially significant.	Refer to Mitigation Measure 4.6-3.	Less than significant.
Would the project have the potential to include soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No impact.	The proposed project does not include the installation of septic tanks or alternative wastewater disposal systems. No mitigation is required.	No impact.
Section 4.7 - Hazards and Hazardous Materials			
Would the project have the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant.	Hazardous materials would only be used during construction of the proposed project, and any hazardous material users would be required to comply with all applicable local, State and federal standards associated with the handling and storage of hazardous materials. No mitigation is required.	Less than significant.
Would the project have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant.	Trucks traveling along the proposed Parkway and surrounding roadways could transport hazardous materials and wastes. All trucks transporting hazardous wastes and materials are required to comply with applicable state and federal laws. Due to the reduction of congestion on SR-49 the probability and severity of an accident involving hazardous materials would be reduced. No mitigation is required.	Less than significant.
Would the project have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No impact.	The proposed project is not located within one-quarter mile of an existing or proposed school. No mitigation is required.	No impact.

Environmental Impact	Level of Significance Before Mitigation	Mitigation Findings	Level of Significance After Mitigation
Would the project have the potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, potentially create a significant hazard to the public or the environment?	Potentially significant.	**MM 4.7-4a.** El Dorado County Department of Transportation will work with the EDCEMD to create an approved work plan that would evaluate the lateral and vertical extent of contamination associated with oil-impacted soil on the Bahlman Parcel, APN 327-270-04. The work plan will include the removal of the upper 2 to 3 feet of soil for later use as on-site backfill and the excavation, transportation, and proper disposal of the lower 3 to 4 feet of on-site soil, or other remedial actions as agreed upon by the El Dorado County Department of Transportation and the EDCEMD. The work plan will be implemented prior to the commencement of the Diamond Springs Parkway construction activities. **MM 4.7-4b.** El Dorado County Department of Transportation will conduct a soil vapor survey and/or groundwater testing within the Sierra Door property, APN 327-300-08, where construction activities related to the proposed project would occur. If the survey and tests indicate that contaminated soil and/or groundwater are present, El Dorado County Department of Transportation will coordinate with the EDCEMD and implement agreed upon remediation measures in areas disturbed by the proposed project prior to the commencement of the Diamond Springs Parkway construction activities.	Less than significant.
Would the proposed project have the potential to result in the exposure of persons or the environment to hazardous materials associated with past and current uses of the project site?	Potentially significant.	**MM 4.7-5a.** If lead is found during construction, El Dorado County Department of Transportation shall either abate the lead or provide special construction worker health and safety procedures during demolition activities. A lead-based paint survey shall be performed for all structures constructed prior to 1980 that will be demolished during project construction activities. Caltrans standard special provisions for removal of the existing yellow thermoplastic and yellow paint used for pavement markings throughout the project area shall be implemented. Disposal of any lead containing materials will occur at a Class 1 disposal facility in accordance with DTSC hazardous materials laws and regulations. All work shall be conducted in accordance with applicable construction worker health and safety requirements, including CalOSHA Construction Safety	Less than significant.

Environmental Impact	Level of Significance Before Mitigation	Mitigation Findings	Level of Significance After Mitigation
		Orders for lead (Title 8 CCR Section 1532.1). These requirements may include air monitoring during construction, worker training, and preparation of a Lead Compliance Plan prior to construction. **MM 4.7-5b.** A preliminary site investigation will be conducted prior to construction to identify levels of aerially deposited lead (ADL) in soils within 30 feet of SR-49 that are to be disturbed during project construction. Soil samples shall be tested prior to construction for total and/or soluble lead to properly classify the soils and ensure that all necessary soil management and disposal procedures are followed for the following APNs: 051-250-04, 051-250-06, 051-250-11, 051-250-12, 051-250-13, 051-250-31, 051-461-11, 051-461-12, 051-461-37, 051-461-51, 051-550-47, 054-342-15, 051-342-20, 051-342-23, 054-342-35, 054-342-36, 054-342-27, and 054-351-19. If ADL is encountered, earthwork involving materials containing ADL shall conform to the provisions in Section 19, "Earthwork," of Caltrans Standard Specifications and of Special Provisions for "Aerially Deposited Lead." According to Caltrans requirements, the El Dorado County Department of Transportation or its contractor will prepare and implement a project-specific Lead Compliance Plan to prevent or minimize worker exposure to ADL while handling material containing ADL. The Lead Compliance Plan will be prepared in compliance with Title 8, California Code of Regulations, Section 1532.1 "Lead." The Plan will include monitoring, and average ADL concentrations shall not exceed 1.5 microgram per cubic meter of air per day. If concentrations exceed this level, the contractor shall stop work and modify the work to prevent release of ADL. The Plan will also include safety training for construction personnel. Excavation, reuse, and disposal of material with ADL shall be in conformance with all rules and regulations of responsible state and federal agencies. **MM 4.7-5c.** If asbestos is found during construction, the asbestos shall be abated or DOT or EID shall provide special construction work health and safely procedures during demolition activities. An asbestos survey shall be performed for all structures constructed	

Environmental Impact	Level of Significance Before Mitigation	Mitigation Findings	Level of Significance After Mitigation
		prior to 1980 that will be demolished or disturbed during project construction activities. If asbestos-containing materials are determined to be present, the materials shall be abated by a certified asbestos abatement contractor. All work shall be conducted in accordance with applicable construction worker health and safety requirements, including CalOSHA Construction Safety Orders for asbestos (Title 8 CCR Section 1529). These requirements may include air monitoring during construction, worker training, and preparation of an Asbestos Compliance Plan prior to construction. Furthermore, demolition and disposal shall be conducted in accordance with the El Dorado Air Quality Management District requirements. **MM 4.7-5d.** Department of Transportation will provide on-site monitoring, by a qualified environmental professional, of construction activities for parcels formerly part of the Diamond & Caldor Railway depot and engine house on APNs 327-300-08, 327-270-03, 327-270-26, 327-270-27, 327-270-46, 327-270-48, and 327-270-49, and the Diamond Lime Mineral Plant (051-250-46 and 051-250-54) to observe for the potential indication of any hazardous materials releases, disposal areas or contaminated soils. If suspected or recognized environmental conditions are identified during project construction activities, the Department of Transportation will stop construction and consult with a qualified environmental remediation consultant to determine the appropriate course of action **MM 4.7-5e.** Department of Transportation will conduct preconstruction sampling for all agricultural chemicals and hydrocarbons where soil is to be disturbed as a result of project activities. If contaminated soils are determined to be present, Department of Transportation will consult with a qualified environmental remediation consultant to determine the appropriate course of action according. Recommend remediation actions shall be approved by the EDCEMD and implemented prior to the start of construction.	

Environmental Impact	Level of Significance Before Mitigation	Mitigation Findings	Level of Significance After Mitigation
		MM 4.7-5f. Department of Transportation, in coordination with the El Dorado County Fire District shall conduct a risk management program (according to 40 CRF Part 68) specific to risks resulting from the proximity of vehicle traffic to existing large-volume propane tanks located near Bradley Drive. Should protection from vehicle traffic for the propane tanks be required the Department of Transportation will construct protection barriers in compliance with the Uniform Fire Code, the National Fire Protection Association's Liquefied Petroleum Gas Code 58 and any other applicable regulations.	
Would the project have the potential to be located within an airport land use plan or within two miles of a public airport, public use airport or private airstrip and therefore potentially result in a safety hazard for people residing or working in the project area?	No impact.	The project site is not within an airport land use plan or within two miles of a public airport. No mitigation is required.	No impact.
Would the project have the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant.	The Operational Area Multi-Hazard Functional Emergency Operations Plan for El Dorado County identifies SR-49 as a major emergency response route within the County. Implementation of a construction traffic mitigation plan and coordination with local emergency service providers will ensure SR-49 remains accessible. No mitigation is required.	Less than significant.
Would the project have the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires?	No impact.	The project site would consist primarily of asphalt concrete paving, which is not associated with the generation or spread of wildland fire. No mitigation is required.	No impact.
Section 4.8 - Hydrology and Water Quality			
Would the project have the potential to violate a water quality standards or waste discharge requirement?	Less than significant,	To minimize erosion and foreign materials transport in stormwater during construction, the County's contractor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with a NPDES permit for County approval and would implement best management practices (BMPs) for controlling the	Less than significant.

Environmental Impact	Level of Significance Before Mitigation	Mitigation Findings	Level of Significance After Mitigation
		introduction of materials to stormwater and the flow of stormwater from within the construction area to off-site areas. No mitigation is required.	
Would the project have the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	No impact.	Construction activities associated with the proposed project may use water for dust control and other purposes. Water would be provided by a contracted service and would not deplete any groundwater supplies. Upon completion, the proposed project would not require the use of water and, therefore, would not have the potential deplete groundwater supplies. No mitigation is required.	No impact.
Would the project have the potential to substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation or flooding on- or off-site?	Less than significant	Completion of a Final Drainage Plan will be implemented and incorporated into the proposed project design in order to ensure that the project's existing drainage would be maintained and would not result in on- or off-site erosions, siltation or flooding. No mitigation is required.	Less than significant.
Would the project have the potential to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than significant.	Planned and existing storm drain systems have adequate capacity for the increase in peak stormwater flows. Construction activities would adhere to the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County, regarding erosion, ground instability, and water quality. No mitigation is required.	Less than significant.
Would the project have the potential to substantially degrade water quality?	Less than significant.	To minimize erosion and foreign materials transport in stormwater, the County's contractor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with a NPDES permit for County approval and would implement best management practices (BMPs) for controlling the introduction of materials to stormwater and the flow of stormwater from within the construction area to off-site areas. The proposed project would also adhere to El	Less than significant.

Environmental Impact	Level of Significance Before Mitigation	Mitigation Findings	Level of Significance After Mitigation
		Dorado County's Grading Ordinance and Storm Water Management Plan for Western EL Dorado County. No mitigation is required.	
Would the project place housing within a 100-year flood hazard area mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No impact.	No housing will be constructed. No mitigation is required.	No impact.
Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	No impact.	The project site is not located within a 100-year flood hazard area. No mitigation is required.	No impact.
Would the project have the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	No impact.	The project site is not located in an area of flooding or in the vicinity of a levee or dam. No mitigation is required.	No impact.
Would the project have the potential to be subjected to inundation by seiche, tsunami, or mudflow?	No impact.	The project site is not located in an area susceptible to inundation by seiche, tsunami, or mudflow. No mitigation is required.	No impact.
Section 4.9 - Land Use and Planning			
Would the project have the potential to physically divide an established community?	Less than significant.	The proposed project would divide an exiting industrial/commercial area; however, the land uses and structures are non-residential and non-dependent on one another. The proposed project would not block or impede existing roadway linkages in the project area. No mitigation is required.	Less than significant.
Would the project have the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or	No impact.	The proposed project is consistent with all applicable goals and policies of the General Plan. No mitigation is required.	No impact.

Project Study Area

Of the 63 parcels investigated, 10 sites were listed on hazardous materials databases, one of which (APM 051-461-11) is an SR-49 parcel (i.e., is located within SR-49 ROW). All DSP parcels that appeared on a list were reviewed at the El Dorado County Environmental Management Department (EDCEMD). Table 4.7-1 summarizes the listed parcels within the study area.

Table 4.7-1: Project Study Area Record Search Summary

Assessor's Parcel Number (APN)	Name and Address	Database(s)
(051-461-10)	El Dorado Disposal 3940 Highway 49	CERC-NFRAP; RCRA-NonGen; FINDS; CA WDS: SWRCY; HIST UST; SWEEPS UST
(051-460-10)	Rack It 521 Truck Street	RCRA-SQG;FINDS; HAZNET
(327-270-18)	Beauty Points International 4048 Stage Court Unit H1	RCRA-SQG: FINDS; HAZNET
(327-270-18)	Sierra Design 4060 Stage Court Bldg G	RCRA-SQG; FINDS
(327-270-18)	Arens Bros Environ. 4066 Stage Court	RCRA-NonGen; HAZNET
(327-270-26)	Mother Lode School District 4429 Missouri Flat Road	FINDS
(327-270-18)	EM Recycling 4040 A-2 Stage Court	SWRCY
(327-270-08)	Missouri Station 4535 Missouri Flat Road	UST; SWEEPS UST
(051-461-11) [1]	Symeist Auto Body 3948 Highway 49	HAZNET
(327-270-46)	Teters Auto Wrecker 4487 Missouri Flat Road	ENVIROSTOR

CA WDS = California Waste Discharge System database includes sites which have been issued waste discharge permits by the State Water Resources Control Board.
CERC-NFRAP = Comprehensive Environmental Response, Compensation and Liability Information System database of archived sites that have No Further Remedial Action Planned.
ENVIROSTOR = The Department of Toxic Substance's Site Mitigation and Brownfield Reuse Program's database of sites that have known contamination or sites for which there may be reasons to investigate possible contamination.
FINDS = Facility Index System/Facility Registry System. Contains both facility information and pointers to other sources that provide more information about hazardous materials usage.
HAZNET = Facility Manifest Data. Data extracted from copies of hazardous waste manifests.
HIST UST= Hazardous Substance Storage Container Database. Historical listing of underground storage tank sites.
RCRA-NonGen = Resource Conservation and Recovery Act. EPA database of sites which transport, store, and/or dispose of hazardous waste, but do not generate hazardous waste.
RCRA-SQG = Resource Conservation and Recovery Act Small Quantity Generator. Small quantity generator of hazardous wastes governed by RCRA
SWEEPS UST = Statewide Environmental Evaluation and Planning System. Lists underground storage tank locations. No longer updated.
SWRCY = Recycler Database. A listing of recycling facilities in California.
UST= Underground Storage Tank
[1] APN 051-461-11 is located within SR-49 right-of-way. All other listed parcels are located along the Diamond Springs Parkway (DSP) corridor.
Source: Youngdahl Consulting Group, Inc. 2009.

Surrounding Land Uses

EDR also searched for listed parcels surrounding the project study area. The record search yielded 7 sites within 1 mile of the project study area, all of which are located near the proposed Parkway corridor. All adjacent parcels that appeared on a list were reviewed at the EDCEMD. Table 4.7-2 provides a summary of the adjacent listed parcels.

Table 4.7-2: Surrounding Land Uses Record Search Summary

Name and Address	Database(s) (Search Radius in Miles if provided)
Pac Bell 281 Industrial Drive	RCRA-SQG (0.25); RCRA-NonGen (0.25); FINDS; Cortese (0.5); LUST (0.50); CA FID UST (0.25); SWEEPS UST (0.25); HAZNET
Celebrity Inc 4512 Missouri Flat Road	RCRA- SQG (0.25); FINDS
Celebrity Plating 4502 Missouri Flat Road	ENVIROSTOR (1.0)
El Dorado Disposal 4100 Throwita Way	SWF/LF (0.5); CA WDS
Sierra Door 4415 Missouri Flat Road	Cortese (0.50); LUST (0.50); CA FID UST (0.25); SWEEPS UST (0.25)
Former Service Station 493 Main Street	Cortese (0.50) LUST (0.50)
Old Caldor Lumber Co 180 Industrial Drive	ENVIROSTOR (1.0)

CA FID UST= Facility Inventory Database. Contains a historic listing of active and inactive underground storage tank locations from the State Water Resources Control Board.
CA WDS = California Waste Discharge System database includes sites which have been issued waste discharge permits by the State Water Resources Control Board.
Cortese = Database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with underground storage tanks (USTs) having a reportable release, and all solid waste disposal facilities from which there is known migration.
ENVIROSTOR = The Department of Toxic Substance's Site Mitigation and Brownfield Reuse Program's database of sites that have known contamination or sites for which there may be reasons to investigate possible contamination.
FINDS = Facility Index System/Facility Registry System. Contains both facility information and pointers to other sources that provide more information about hazardous materials usage.
HAZNET = Facility Manifest Data. Data extracted from copies of hazardous waste manifests.
LUST = The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents.
RCRA-NonGen = Resource Conservation and Recovery Act. EPA database of sites which transport, store, treat and/or dispose of hazardous waste, but do not generate hazardous waste.
RCRA-SQG = Resource Conservation and Recovery Act Small Quantity Generator. Small quantity generator of hazardous wastes governed by RCRA
SWF/LF = Solid Waste Information System (SWIS). Lists active, closed, and inactive solid waste disposal facilities or landfills.
SWEEPS UST = Statewide Environmental Evaluation and Planning System. Lists underground storage tank locations. No longer updated.
Source: Youngdahl Consulting Group, Inc. 2009.

EDCEMD File Review

All listed parcels were reviewed at the EDCEMD. Due to the large volume of listed sites, only selected files are listed in the Phase I ESA. Portions of these files were copied and are provided in an appendix to the Phase I ESA (Appendix H). The following provides a discussion of selected EDCEMD files, all of which provide information regarding parcels along the proposed Parkway corridor.

Project Study Area Parcels

Teters Auto Wreckers (APN 327-270-46)

The EDCEMD file for Teters Auto Wreckers indicated that a Preliminary Assessment was recommended for this low priority site in 1987. Potential contaminants of concern include: lead, PCBs, oil containing waste, waste oil and mixed oil, and contaminated soil. EDCEMD file reviews for adjacent properties noted that soil sampling and excavation work on the Teters property began in approximately 1994 and initially focused on surface stains from auto dismantling activities on the property. Widespread contamination was found on the property beneath the soil surface at depths of up to 5 feet. Approximately 5,000 cubic yards of soil was excavated from the site, including soils contaminated with copper. Soil contaminated with hydrocarbons was left on-site and was successfully bioremediated. According to the EDCEMD, a closure letter was issued in December 1991. On October 1, 2008, the EDCEMD issued a no further action letter for the Teters Auto Wreckers parcel.

El Dorado Disposal/Waste Connections (APN 051-461-10)

The EDCEMD file for the El Dorado Disposal/Waste Connections property at 3940 Highway 49 identified that the site is a maintenance facility for a fleet of vehicles and equipment related to solid waste pick-up and disposal. The facility includes one 8,000-gallon aboveground diesel fuel tank. The facility generated the following hazardous waste materials: used motor oil, used oil filters, used absorbent, used solvent, used batteries, and used coolant. No violations were identified in the file.

Bahlman Property (APN 327-270-04)

The Bahlman property was not listed in the EDR report's summary of listed sites. However, the EDCEMD file for the Bahlman property at 4451 Missouri Flat Road (at Old Depot Road) identified the existence of subsurface contamination at the site. Snow Cap Ice Company once operated on the property and included the use of Freon in refrigeration equipment. Other portions of the property were also used by Crystal Distribution and Mountain Crane & Windmills, which performed delivery vehicle maintenance on-site. Other tenants included Diamond Electrical Supply, Placerville Truss, and Harper Equipment Rental. According to the EDCEMD file, free-phase viscous oil and stained soil was identified in the sidewalls of test pits dug in 1999 by McLaren Hart, Inc. The stained soil showed low levels of toluene, ethylbenzene, and xylenes in the oil and low-level diesel range hydrocarbons in the soil. Heavy metals were not identified during these tests. In October 1999, EDCEMD requested further investigation and remediation of the free-phase oil contamination on the

property. EDCEMD did not request cleanup of the stained soil. In 2006, JD Smith Consulting (JDS) was retained to conduct a site investigation to evaluate the extent and volume of soil containing free-phase oil. JDS concluded that the oil was best described as a combination of immobile, strongly weathered motor oil and grease related to historic railroad uses at the site. During the investigation, an El Dorado Irrigation District (EID) water leak was identified on the north side of the property. The EID water leak reportedly acted to mobilize the oil observed in 1999. JDS recommended to EDCEMD that the site be issued a no further action letter since elevated levels of toxic compounds were not detected. The EDCEMD did not agree, and in 2006 they requested that the lateral extent of the oil-impacted soil be removed. A work plan to address EDCEMD's request was prepared by JDS and submitted on June 26, 2007. JDS proposed to remove the upper 2 to 3 feet of soil and stockpile it on-site for later use as backfill. The lower 3 to 4 feet of soil was to be excavated, transported, and disposed of at an approved Class II landfill facility. To date, these proposed activities have not occurred and the contaminated soils remain on-site.

Surrounding Properties

Pacific Bell (281 Industrial Drive)

The EDCEMD file for the Pacific Bell (AT&T/SBC) facility, located at 281 Industrial Drive (southwest of APN 327-260-25) indicted that in 1986, a 1,000-gallon waste oil UST was removed after failing a tightness test. Petroleum hydrocarbons were detected at a concentration of 2,900 parts per million (ppm) beneath the tank. Since the discovery of the contamination in 1986, 15 monitoring wells have been installed at the facility. Remediation attempts have included the use of oxygen-releasing compounds to enhance natural biodegradation. Ongoing groundwater monitoring and remediation to removed MTBE is in progress according to the most recent quarterly report dated December 2007. TPH-D and MTBE were detected in the groundwater samples analyzed in October 2007. Groundwater elevation studies of the site show the groundwater to be between 10 and 25 feet below ground surface and traveling in a southwesterly direction, away from the project study area. According to EDCEMD, the groundwater plume has not extended beyond the boundary of Pacific Bell's property line.

Former Service Station (493 Main Street)

The EDCEMD file for the former service station at 493 Main Street, Diamond Springs, contained a no further action closure letter from EDCEMD dated June 22, 1992. It is assumed that all necessary corrective actions were completed.

Celebrity Plating (4502 Missouri Flat Road)

The EDCEMD file for the Celebrity Plating facility at 4502 and 4504 Missouri Flat Road noted that the facility is closed and litigation is ongoing. The most recent documents in the file were dated 2005. A Preliminary Endangerment Assessment (PEA) was recommended. Contaminants identified at the facility are: cadmium, chromium, lead, nickel, zinc, and cyanide. The Phase I ESA indicated that the site does not appear to present a potential to impact the project parcels.

Foothill Auto Repair (6566-C Commerce Way)

The Foothill Auto Repair facility and associated hazardous materials have been relocated to Durock Road in Shingle Springs and are no longer located within the minimum search distance from the DSP parcels.

Old Caldor Lumber Company Mill and Yard (180 Industrial Drive)

The file for the Old Caldor (California Door) Lumber Company stated that the facility started as a lumber mill and box factory in the late 1800s on a parcel located south of the western portion of the project study area. Fire destroyed the Caldor mill in 1923. A new sawmill was constructed and included an engine house, machine shop, oil storage, and service areas for the locomotives. The mill operated at full scale from 1935 until it was shut down in 1952. In 1966, a fire broke out at the mill facility, which was being used as a storage area for Sacramento Municipal Utility District (SMUD) equipment. Reportedly, approximately 8,000 gallons of possible polychlorinated biphenyls (PCBs)-containing oil from a damaged transformer was used for dust control on the yard and nearby roads. In 1974, Pacific Southeast Forest Products bought much of the Caldor site and constructed new buildings on the old foundations. In December 1986, soil testing by California Department of Health Services revealed no evidence of PCB or pesticide contamination. The U.S. Environmental Protection Agency (EPA) signed off on the site in February 1988 and indicated no further action was necessary.

El Dorado Disposal/Waste Connections Materials Recovery Facility (MRF) (4100 Throwita Way)

This property is an active CUPA (Certified Unified Program Agency) site. The El Dorado Disposal/Waste Connection property is identified in the EDR Report as a solid waste transfer/processing facility handling construction/demolition, inert metal, and wood waste. This site is also listed as the Western El Dorado Recycling Service (WEDRS) Green Waste Recycling Center as a chipping, grinding and composting facility. The site contains facilities that serve as a large volume transfer and processing facility for liquid or semisolid wastes from industrial facilities.

This site is identified as having a minor threat to water quality, with a primary waste stream of stormwater runoff. EDCEMD oversees the household hazardous waste collection processes at the WEDRS facility. According to the EDCEMD, Placer County is the Lead Enforcement Agency (LEA) for the MRF. According to Mr. Lem Estolas, with Placer County Solid Waste Department, the WEDRS facility has three operating permits: one for green waste, one for construction and demolition waste, and one for municipal solid waste (MSW). Mr. Estolas also indicated that there are no existing violations or enforcement actions for the Waste Connections property.

Sierra Door (4415 Missouri Flat Road)

According to EDCEMD, Sierra Door at 4415 Missouri Flat Road is located within the Diamond Springs Parkway corridor and is identified in the EDR Report as containing gasoline contaminated groundwater. The gasoline release was originally reported in 1991. In 1997, three groundwater monitoring wells (MW) were installed on-site. Soil samples were collected during drilling activities.

Total petroleum hydrocarbons (TPH) as diesel and motor oil and BTEX (benzene, toluene, ethylbenzene, xylenes) were not detected in two of the three wells (MW-1 and MW-2) sampled. The groundwater sample from MW-3 indicated the presence of 76 µg/L TPH as a hydrocarbon mixture in the diesel hydrocarbon range (C_{10} to C_{24}). Ethylbenzene and xylenes were detected at 0.58 µg/L and 5.3 µg/L in MW-3, but benzene and toluene were not detected. The contaminated groundwater reportedly flows to the northwest. According to the EDCEMD file, Environmental Resource Management prepared a work plan for soil and groundwater investigation at this site on June 21, 2006. The most recent document in the EDCEMD file is a June 2006 letter from the Regional Water Quality Control Board requesting additional soil and groundwater investigations.

There is a potential for contaminated groundwater and/or hydrocarbon soil vapors to migrate from the Sierra Door site to the northwest and towards the Parkway project study area, specifically towards parcel 327-300-08.

Aerial Photographs

Aerial photographs of the project study area were provided in the EDR Aerial Photo Decade Package (included in Appendix B of the Phase I ESA), which included photographs dating from 1935, 1952, 1962, 1984, 1993, and 1998. In addition, photographs from 1971, 1977, and 2006 were reviewed using digital images from terraserver.com. In an effort to evaluate former uses of the project study area, professional interpretations were made by Youngdahl Consulting Group to determine if any significant topographic or cultural changes have occurred. Summaries of the aerial photographs reviewed for both the Parkway and SR-49 corridors are provided in Table 4.7-3 and Table 4.7-4.

Table 4.7-3: SR-49 Parcels - Aerial Photograph Summary

Date	Property Comments	Surrounding Area Comments
1935 (Limited coverage)	No Coverage	Diamond Lime Mineral Plant and orchards are shown to the west.
1952 and 1962	SR-49 is present.	Diamond Lime Mineral Plant and orchards are shown to the west of SR-49. Undeveloped wooded and rural residential property is shown to the east of the northern portion of SR-49. Rural residential property and undeveloped property is shown to the east and west of southern portion of SR-49.
1971 and 1977	SR-49 is present. Orchards have been removed.	Diamond Lime Mineral Plant structures are present. Orchards are no longer present. Undeveloped wooded and rural residential property is shown to the east of SR-49. Rural residential property and undeveloped property is shown to the east and west of southern portion of SR-49.
1984, 1993, and 1998	SR-49 is present.	Industrial/commercial properties are shown to the west of SR-49 and undeveloped property is shown to the west of SR-49. Undeveloped wooded and rural residential property is shown to the east of the northern portion of SR-49. Rural residential and undeveloped property is shown to the east and west of the southern portion of SR-49.
Source: Youngdahl Consulting Group, 2009.		

Table 4.7-4: Diamond Springs Parkway Parcels - Aerial Photograph Summary

Date	Property Comments	Surrounding Area Comments
1935 (Limited coverage)	A railroad spur extends eastward from the Sacramento-Placer Transportation Corridor (SPTC) line to the west. Orchards are to the south of the railroad. The railroad spur appears to service the Diamond Lime Mineral Plant.	Orchards are present to the north of the Diamond Lime Mineral Plant. Limited aerial coverage only shows undeveloped land to the southwest and southeast of the project area.
1952 and 1962	The project area includes two areas of orchards, the Diamond Lime Mineral Plant and D&C Railway railroad yard spurs. Property to the east and west of the Diamond Lime Mineral Plant appear to be vacant land or orchards.	Adjacent property is industrial (Diamond Lime Mineral Plant), agricultural (orchards), rural residential, and undeveloped land.
1971 and 1977	Orchards have been removed. D&CRR depot structures and Diamond Lime Mineral Plant structures are present.	Adjacent property is industrial, commercial, rural residential and undeveloped land.
1984	The project area includes industrial and commercial property. The Diamond Lime Mineral Plant does not appear to be in operation.	Adjacent property is industrial, commercial, rural residential and undeveloped land. The building currently occupied by the Waste Connections material recovery facility (MRF) is present to the south.
1993	The project area includes industrial and commercial property.	Adjacent property includes increased development of industrial and commercial properties when compared to the 1984 photograph. Rural residential and undeveloped land is shown to the north and east of the project area.
1998	The project area includes industrial and commercial property.	Adjacent property includes industrial and commercial properties. Rural residential and undeveloped land is shown to the north and east of the project area.
Source: Youngdahl Consulting Group, 2009.		

Site Reconnaissance

Site reconnaissance of the project study area was conducted by Youngdahl Consulting Group in September and October 2008. The reconnaissance visits consisted of visual and physical observations of the project footprint and surrounding areas. In accordance with the All Appropriate Inquires (AAI) rule, visual inspection of adjoining properties was performed from the each of the DSP parcel property lines, public rights-of-way, or other vantage points. The site visits consisted of visual and physical observations of the periphery of the properties and traverses throughout the properties on foot, where accessible. The reconnaissance documented any structure(s) located on the project study area that was not obstructed by bodies of water, adjacent buildings, or other obstacles. Current and past uses of adjoining properties and properties in the surrounding area were identified if they were likely to indicate recognized environmental conditions in connection with the adjoining

properties or the property. The topographic conditions were also noted to the extent visually and/or physically obvious, to evaluate whether hazardous substances or petroleum products would be likely to migrate to parcel, or within or from a parcel, into groundwater or soil (Youngdahl Consulting Group 2009). Table 4.9-1, Project Land Use and Zoning Designations, in Section 4.9, Land Use and Planning, provides the existing land use of each parcel.

SR-49 Parcels ("SR-49 Parcels")

The SR-49 parcels consisted of those parcels within the SR-49 corridor. These are parcels along SR-49 between Truck Street and Pleasant Valley Road. There are 18 parcels within the SR-49 corridor. As requested by DOT, an Initial Site Assessment (ISA) Checklist (Caltrans, Project Development Procedure Manual, DD-5) was completed for each SR-49 parcel. Copies of the ISA Checklists are provided in Appendix D of the Phase I ESA.

Non-SR-49 Parcels ("DSP Parcels")

The 45 DSP parcels are located along the proposed DSP alignment, from Missouri Flat Road to SR-49 and along local roadways including Old Depot Road, Throwita Way, Truck Street, Bradley Drive, Lime Kiln, Happy Lane, and Black Rice Road. Land use includes residential, commercial, industrial, vacant, and public land.

Interviews

Prior to the site visit, the DOT contacted the 63 parcel owners for permission to access each parcel and to identify a person with good knowledge of the parcel (the key site manager). A Phase I ESA Questionnaire was provided to each parcel owner to facilitate the collection of information. The AAI rule requires that interviews be conducted with the current owner(s) and occupant(s) of each parcel. The AAI rule also requires that additional interviews be conducted with current and past facility managers, past owners, operators or occupants of each parcel, and past employees, as necessary to meet the objectives of the AAI rule. The ESA questionnaire asks whether there are any above or underground storage tanks on the property, which includes heating oil tanks.

As previously noted, the parcels located along SR-49 are subject to Caltrans regulations. Accordingly, an Initial Site Assessment (ISA) Checklist (Caltrans, Project Development Procedure Manual, DD-5) was completed for these parcels in addition to the questionnaire. ISA Checklists are required for projects involving improvements within Caltrans jurisdiction. Copies of the ISA Checklists are provided in Appendix D of the Phase I ESA.

Hazards and Hazardous Materials

The findings of the site reconnaissance, interviews and additional project specific hazards are provided below.

Lead

Lead-Based Paint

Lead oxide and lead chromate were commonly used in paints until 1978, when regulations limited the allowable lead content in paint. Therefore, interior and/or exterior painted surfaces at buildings constructed prior to 1978 have the potential to contain lead-based paint. Yellow thermoplastic and yellow paint, used for traffic striping and pavement marking throughout the project area, may also contain elevated concentrations of lead, regardless of manufacture date. Therefore, pavement markings and interior and/or exterior painted surfaces at buildings constructed prior to 1978 likely contain lead-based paint.

Aerially Deposited Lead

Aerially deposited lead may occur in roadside soils as the result of lead deposition from vehicle exhaust. This lead is attributed to the use of lead in gasoline, which was phased out beginning in the mid-1970s.

Historical maps and aerial photographs show that SR-49 and other roadways in the project area were constructed in the 1930s and 1940s, prior to the phase-out of lead in gasoline. As a result, it is likely that soils adjacent or within the project area may contain lead amounts above the Total Threshold Limit Concentration (TTLC), which is 1,000 mg/kg. Soils that exceed the TTLC would be classified as a hazardous waste and, if excavated, would require special handling and disposal procedures. Caltrans' experience is that soils within 30 feet of a roadway have the potential to be affected by aerially-deposited lead. All lead-affected soils with a pH less than 5.0 must be covered with pavement or similar impervious surface. Therefore, it is Caltrans' policy that all shallow soils near highways potentially contain elevated concentrations of aerially-deposited lead, and soils within Caltrans' ROWs that will be disturbed during construction are routinely tested for total and/or soluble lead to properly classify the soils and ensure that all necessary soil management and disposal procedures are followed.

Asbestos-Containing Materials

Asbestos was commonly used in construction materials until the 1980s, when its use was phased out. Accordingly, building materials manufactured prior to the 1980s have the potential to contain asbestos fibers, which could be released during demolition activities. Airborne asbestos is a known human carcinogen.

According to the California Department of Mines and Geology report "Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, 2000," the project site is not likely to contain any naturally occurring asbestos hazards. In addition, the El Dorado County Department of Environmental Management Asbestos Review Areas Map indicates that the project site is not likely to contain naturally occurring asbestos. Project construction could potentially require the demolition of several structures, which include a commercial lot and associated outbuildings, that were

constructed prior to 1980. Demolition of structures constructed prior to 1980 has the potential to expose construction workers and the public to lead and/or asbestos hazards.

Polychlorinated Biphenyls (PCBs)

Polychlorinated biphenyls (PCBs) are mixtures of man-made chemicals with similar chemical structures. PCBs can range from oily liquids to waxy solids. Because of their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were used in hundreds of industrial and commercial applications, including electrical, heat transfer, and hydraulic equipment; as plasticizers in paints, plastics, and rubber products; in pigments, dyes, and carbonless copy paper; and many other applications. More than 1.5 billion pounds of PCBs were manufactured in the United States prior to cessation of production in 1977.

According to Pacific Gas and Electric (PG&E), there are six transformers within the project study area that were installed prior to July 1979 and, therefore, may contain PCBs at levels greater than 50 parts per million (ppm). Removal and relocation of these transformers has the potential to expose construction workers and the public to PCB hazards.

Historical Chemical Usage

Historical chemical usage in the project study area is believed to have been associated with three main activities: 1) The Diamond & Caldor Railway, 2) Diamond Lime Mineral Plant, and 3) Historical agricultural practices.

Industrial Chemical Hazards

Historically the Diamond & Caldor (D&C) Railway and the Diamond Lime Mineral Plant were located within the footprint of the proposed Parkway. Diamond Springs Station was part of the D&C Railway yard. The station was located at Old Depot Road to the north and south of the Southern Pacific Railroad line. In 1904, the D&C Railway line connected the Caldor Mill and Diamond Springs. The Diamond Springs Station depot included an engine house, machine shop, car shop, truck shop, oil storage and several warehouses. The D&C Railroad yard was historically located on the following parcels within the Parkway corridor: APNs 327-270-03, 327-270-04, 327-270-26, 327-270-27, 327-270-46, 327-270-48, and 327-270-49.

The Diamond Lime Mineral Plant operated for over 50 years. In that time, rocks were crushed into aggregate and other mineral products for use in construction, road building, and concrete manufacturing. The facility closed in the 1970s. The Diamond Lime Mineral Plant was historically located on the following parcels located in the Parkway corridor: APNs 051-250-46 and 051-250-54.

Subsequent resident businesses utilized paints, solvents, motor oils, spray cleaners, compressed gases, lubricants, and general facility maintenance chemicals. No other industrial chemicals were identified in the record review or from on-site visits. No physical evidence of a spill was observed at the time of the site inspection.

Agriculture Chemical Hazards

Historically, agriculture within the Diamond Springs area consisted of fruit trees, vineyards and pastureland. Based on the El Dorado County Soil Survey, deciduous crops typically grown in the soils located within the project area included apples and pears. Chlorinated and lead arsenate pesticides were typically applied to orchards for pest control. Smudge pots were also locally utilized to create a layer of warm air and smoke at night to protect the crops from seasonal winter frost. Smoke produced from the smudge pots was created by burning liquid fuel including kerosene, diesel fuel or oil. Additionally, fuel tanks were typically stored on agricultural properties to fuel the farming equipment. Hydrocarbon soil contamination has the potential to result from both smudge pot and fuel tank use. The El Dorado County Agricultural Commission only retains records of pesticide use for the previous 3 years. Since orchard production historically occurred within the project area, there is a potential for the existence of agricultural chemicals in the soils, including but not limited to, chlorinated pesticides, lead, arsenic, and hydrocarbons.

Historical deciduous orchard use was identified on several parcels within the study area, as previously noted in aerial photographic review. Orchard use was observed on parcel 327-300-08, which currently consists of the Diamond Springs Professional Center, on the 1962 aerial photograph and 1971 aerial photographs and on the 1973 (photorevised from 1949) topographic map.

Orchards were also historically located south of the railroad tracks, west of SR-49 and northeast of the former Diamond Lime Mineral Plant. This area currently consists of one residential parcel, vacant land, commercial/industrial properties and El Dorado Disposal/Waste Connections associated parcels. Parcels along SR-49 with historical orchard use include: APNs 051-250-11, 051-250-12, 051-250-13, 051-250-31, 051-250-22, 051-250-23, 051-250-39, 051-250-42, 051-250-46, 051-254-54, 051-250-55, 051-461-46, 051-250-30, 051-250-32, 051-250-33, 051-250-48, 051-461-05 and 051-461-10. Parcels within the Parkway corridor with historical orchard use include: APNs 051-250-19, 051-250-20 and 051-250-21, 051-250-16, 051-250-17, 051-250-18, 051-250-30, 051-250-32, 051-250-33, 051-250-48, 051-461-05 and 051-461-10. Orchard use on these parcels was observed on the 1935, 1952, and 1962 aerial photographs. All orchards were absent from the area on the 1971 aerial photograph.

Aboveground and Underground Storage Tanks

Petroleum hydrocarbons are derived from crude oil, which is refined into various petroleum products such as diesel, gasoline, kerosene, lubricants, and heavy fuel oils. Hydrocarbons constituents include benzene, N-heptane, and toluene, and they generate health effects such as cancer, leukemia, asthmatic bronchitis, kidney damage, and eye irritation. Hydrocarbon containing petroleum products are stored in aboveground storage tanks (ASTs) and USTs. Leaking ASTs and USTs can result in contamination of groundwater sources or fire and explosion.

One aboveground heating oil tank was identified within the proposed Parkway corridor on parcel 327-250-35, and the majority of residences in the study area appear to use propane as the fuel source for heat. No obvious signs of product staining were noted during the site visits. In addition, approximately five large volume propone tanks of approximately 25,000 to 30,000 gallons are located within the project study area near Bradley Drive and Truck Street.

Radon

Radon is a carcinogenic, radioactive gas resulting from the natural decay of uranium in soil, rock, and water. Radon gas enters a building through cracks in foundations and walls. Once inside the building, radon decay products may become attached to dust particles and inhaled, or the decayed radioactive particles alone may be inhaled and cause damage to lung tissue. Radon exposure is the leading cause of lung cancer among nonsmokers in the United States. The U.S. Environmental Protection Agency (EPA) has established a safe radon exposure threshold of 4-picocuries-per liter of air (pCi/L).

The EPA has rated El Dorado County as a moderate potential radon zone (Zone 2), with an average indoor screening level of between 2 and 4 pCi/L.

The California Department of Health Services Radon Database, dated October 2002, indicates that radon test results for the 95667 zip code, in which the project site is located, yielded 2 of 26 samples (7.7 percent) containing radon concentrations above 4.0 pCi/L. Given the low percentage of concentrations above 4.0 pCi/L and that the proposed project is not developing any residential housing units, soil gas concentrations of radon are not anticipated to be a significant concern to human health on the project site parcels.

Review of Previously Conducted Environmental Studies

Youngdahl Consulting Group, Inc. prepared Phase I Environmental Site Assessments (ESAs) for three of the DSP parcels in September, November, and December 2007. The Lindeman Property (APN 051-250-54), Murray Property (APN 051-250-46), and Abel Property (APN 051-250-12) Phase I ESAs did not identify recognized environmental conditions (RECs) on the three parcels. The reports did conclude that because portions of the properties may have been part of the Diamond Lime Mineral Plant, the properties should be observed for the potential indication of hazardous materials releases or disposal areas during construction activities. Information obtained during from three previously-conducted Phase I ESAs has been incorporated into the Phase I ESA for the Parkway.

Padre Associates, Inc. prepared a Phase I Environmental Site Assessment for the El Dorado Trail Improvement Project in November 2007. This study area included 2.7 miles of unpaved trail along the former Southern Pacific Railroad alignment from Missouri Flat Road to Forni Road in Placerville, California. The report concluded that petroleum hydrocarbons were present in the soil at the former

Diamond Springs Station (currently identified as the Bahlman property) and at the Sierra Door property, both near Old Depot Road.

ERM-West, Inc. prepared a Remedial Action Report for the Union Pacific Railroad Company, Placerville Corridor, Sacramento and El Dorado Counties for the Union Pacific Railroad Company in November 1997. The former Diamond Springs Station, at 4415 Missouri Flat Road, was discussed in the document. This property is located adjacent and to the north of the Bahlman property. Samples of soil excavated from several test pits on the property identified concentrations of arsenic, cadmium, chromium, lead, zinc, benzene, toluene, ethylbenzene, and xylenes (BTEX) present in the stockpiled material. The stockpiled soil was transported to BFI Vasco Road Landfill in Livermore, California for disposal in October 1997. This site has been listed as closed.

4.7.2 - Regulatory Framework

Federal

Resource Conservation and Recovery Act

The 1976 Federal Resource Conservation and Recovery Act (RCRA) and the 1984 RCRA Amendments regulate the treatment, storage, and disposal of hazardous and non-hazardous wastes. The legislation mandated that hazardous wastes be tracked from the point of generation to their ultimate fate in the environment. This includes detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities.

The 1984 RCRA amendments provided the framework for a regulatory program designed to prevent releases from USTs. The program establishes tank and leak detection standards, including spill and overflow protection devices for new tanks. The tanks must also meet performance standards to ensure that the stored material will not corrode the tanks. Owners and operators of USTs had until December 1998 to meet the new tank standards. As of 2001, an estimated 85 percent of USTs were in compliance with the required standards.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 introduced active federal involvement to emergency response, site remediation, and spill prevention, most notably the Superfund program. CERCLA was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous substances releases. The act deals with environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, CERCLA establishes a system for compensating appropriate individuals and assigning appropriate liability. It is designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

State

California Health and Safety Code

The California Environmental Protection Agency (Cal-EPA) has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code Sections 25531, et seq. incorporate the requirements of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. Health and Safety Code Section 25534 directs facility owners storing or handling acutely hazardous materials in reportable quantities to develop a Risk Management Plan (RMP). The RMP must be submitted to the appropriate local authorities, the designated local administering agency, and the Cal-EPA for review and approval.

CalOSHA Lead in Construction Standard

The CalOSHA Lead in Construction Standard requires the use of special work practices during the disturbance of paint with any detectable amounts of lead. Waste materials with a concentration greater than 0.1 percent or 1,000 parts per million (ppm) for total lead are considered hazardous waste in California. Waste materials with a total lead concentration between 0.005 percent (50 ppm) and 0.10 percent (1,000 ppm) must be re-analyzed using the waste extraction test method to determine the soluble lead content for waste disposal requirements. Additionally, waste material containing greater than 0.035 percent (350 ppm) lead is subject to disposal restrictions according to California Health and Safety Code Section 2515 7.8.

Contractors are also required to notify the Division of Occupational Safety and Health (DOSH) prior to disturbing greater than 100 square feet or l00 linear feet of material containing lead greater than 0.5 percent by weight, 5,000 ppm, or 1.0 milligram per square centimeter.

Local

El Dorado County General Plan

Appendix J of this Draft EIR provides a matrix that lists the policies determined to have relevance to this project and provides a summary of the County's determination of project consistency with each relevant goal and policy. As shown in Appendix J, the project is consistent with all applicable goals and policies of the General Plan, including those related to hazards and hazardous materials.

El Dorado Air Quality Management District

All friable asbestos containing materials (ACM), or non-friable ACM subject to damage, must be abated prior to demolition in accordance with El Dorado Air Quality Management District requirements. Friable ACM must be disposed of as an asbestos waste at an approved facility. Non friable ACM may be disposed of as non hazardous waste at landfills that will accept such wastes.

4.7.3 - Project Impact Analysis

Methodology for Analysis

All Phase I ESA and ISA activities were performed in accordance with the Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, established by the American Society for Testing and Materials in Method E1527-05, and in accordance with Appendix DD of the Caltrans Project Development Procedures Manual, "Preparation Guidelines for Initial Site Assessment (ISA) Checklist for Hazardous Waste" (Caltrans 1999).

Evaluation of the impacts in this section are based on professional standards and the results of technical reports prepared for the project. This impact analysis assumes that the DOT will conform to all of their own roadway design standards, grading requirements, erosion control requirements, Federal environmental regulations, and applicable American Association of State Highway and Transportation (AASHTO) Policies.

Youngdahl Consulting Group, Inc. prepared a Phase I ESA for the Diamond Springs Parkway Project in January 2009 to document potential hazardous conditions on the project parcels and surrounding land uses. The Phase I ESA consisted of a review of local, state, and federal regulatory agency lists as compiled by EDR; a review of historic aerial photographs and topographic maps; completion of questionnaires by the current landowners and the project civil engineer; and site reconnaissance.

Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the following questions are analyzed and evaluated to determine whether hazards and hazardous materials impacts are significant environmental effects. Would the project:

a.) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b.) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c.) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

d.) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

e.) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f.) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

g.) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

h.) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Impact Statements and Mitigation Discussions

This section discusses potential impacts associated with the construction and use of the proposed project and provides mitigation measures where appropriate. The MC&FP EIR impact assessment and mitigation measures are included where appropriate. Further analysis or mitigation required beyond that of the MC&FP EIR is included where necessary. Potential cumulative effects are discussed in Section 6 of this EIR.

Routine Use

Impact 4.7-1	**The project has the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)**

Impact Analysis

Small amounts of hazardous materials would be used during construction activities (i.e., equipment maintenance, fuel, solvents, roadway resurfacing and striping materials). Hazardous materials would only be used during construction of the proposed project, and any hazardous material users would be required to comply with all applicable local, state and federal standards associated with the handling and storage of hazardous materials.

Significance Determination Before Mitigation

Less than significant impact.

Mitigation Measures from MC&FP EIR

There are no mitigation measures proposed in the MC&FP EIR that are applicable to the proposed project for routine use of hazardous materials.

Significance Determination After Mitigation and Supporting Rationale

Less than significant impact.

EID Intertie Improvements

Impacts related to routine transport, use, or disposal of hazardous materials resulting from the construction of the EID Intertie Improvements would be similar to those described above. Upon completion, the transport, use, or disposal of hazardous materials is not necessary for ongoing operation of the water distribution system. No permanent impacts would occur.

Accident Conditions

Impact 4.7-2	**The project has the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Less than Significant)**

Impact Analysis

All trucks transporting hazardous wastes and materials are required to comply with applicable state and federal laws. The California Highway Patrol (CHP) is responsible for ensuring compliance with these laws. The proposed project is designed as an alternative route to alleviate congestion in Diamond Springs. As such, trucks traveling along the proposed Parkway and surrounding roadways could transport hazardous materials and wastes. This creates the potential for an accidental release of hazardous materials or wastes along the new alignment, rather than along SR-49 or other alternative routes. Although the proposed project would expose a new area to this potential impact, the proposed project would have beneficial effects by also reducing the probability and severity of such an incident on SR-49 through reduction of congestion on SR-49 and, thereby would reduce the probability of an accident. Furthermore, the proposed project would move potential effects from more residential areas to an area of commercial and industrial development.

Significance Determination Before Mitigation

Less than significant impact.

Mitigation Measures from the MC&FP EIR

There are no mitigation measures proposed in the MC&FP EIR that are applicable to the proposed project for hazards related to accident conditions.

Additional Mitigation Measures

No mitigation is necessary.

Significance Determination After Mitigation and Supporting Rationale

Less than significant impact.

EID Intertie Improvements

Impacts related to reasonably foreseeable upset and accident conditions resulting from the construction of the EID Intertie Improvements would be limited to safety hazards associated with temporary ponding, flooding and the release of pressurized water associated with broken, fractured, or cracked waterlines. Upon completion, the Intertie Improvements would be located beneath SR-49 and the Parkway and, therefore, protected from exposure. Furthermore, the Intertie Improvements would be designed with emergency shut-off vales, preventing any permanent and ongoing impact-related accident conditions. No permanent impacts would occur.

Schools

Impact 4.7-3	**The project has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (No Impact)**

Impact Analysis

The proposed project is located within the Mother Lode Union School District (for grades kindergarten [K] through 8) and the El Dorado Union High School District (for grades 9 through 12) (EDAW 1998). Herbert Green Middle School, Diamond Springs Christian School and Placerville Christian are all located within 1 mile of project parcels. However, the proposed project is not located within one-quarter mile of an existing or proposed school. As noted above, the proposed project would temporarily involve the handling and storage of hazardous materials during construction of the proposed project, and all materials handling would occur in compliance with applicable local, state, and federal regulations. Furthermore, because the type and level of vehicle use is not expected to change from the existing condition, the proposed project is also not expected to result in long-term vehicle-related emissions that may be hazardous (see Section 4.3, Air Quality, for additional discussion of vehicular emissions).

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

There are no mitigation measures proposed in the MC&FP EIR that are applicable to the proposed project for hazards associated to schools.

Significance Determination After Mitigation and Supporting Rationale

No impact.

EID Intertie Improvements

EID Intertie Improvements are not located within one-quarter mile of an existing or proposed school. Impacts related to hazardous emissions or handling hazardous waste within one-quarter mile of an existing or proposed school would be similar to those described above for the proposed project. As noted above, handling and storage of hazardous materials during project construction would occur in compliance with all applicable local, state, and federal regulations. No permanent impacts would occur.

Hazardous Materials Site Listing

Impact 4.7-4	**The project has the potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, may create a significant hazard to the public or the environment. (Potentially Significant)**

Impact Analysis

As discussed under Section 4.7.1, Environmental Setting, a database search of federal, tribal, State, and local regulatory lists was conducted in order to assess whether documented environmental conditions exist on parcels within the Phase I study area. In an effort to fulfill due diligence requirements, a database search was also conducted for parcels adjacent to the Phase I study area to investigate the potential of nearby existing environmental problems. The EDR report provides a list of properties both within and adjacent to the Phase I study area that can be found on 41 Federal, 29 State and Local, and 5 Tribal lists. Due to the large volume of information and limits to time and budget to perform a Phase I ESA, professional judgment was used to select which EDR listed sites were further researched and presented in the Phase I ESA (Appendix H).

Study area parcels within the Phase I study area that required further research included three DSP parcels(as defined above): the Teter Auto Wreckers parcel (APN 327-270-46), the Bahlman parcel (APN 327-270-04) and the El Dorado Disposal/Waste Connections parcel (APN 051-461-10). As discussed above, both the Teters Auto Wreckers and El Dorado Disposal/Waste Connections properties would not present any hazardous material danger to the project site and are therefore not discussed further. However, the Bahlman property (APN 327-270-04) contains oil-contaminated soils that have been recommended for removal by EDCEMD. Accordingly, Mitigation Measure MM 4.7-4a, below, requires DOT to implement EDCEMD's recommended action in order to reduce the potential of impacts related to contaminated soils exposure.

Parcels adjacent to the Phase I study area that required further research included the Sierra Door, Pacific Bell, Former Service Station, Celebrity Plating, Foothill Auto Repair, Old Caldor Lumber Company Yard, and El Dorado Disposal/Waste Connections MRF properties. The only property that exhibits potential hazards to the project study area is the Sierra Door property, from which contaminated groundwater and/or hydrocarbon soil vapors could be encountered during the proposed project's construction activities, specifically in and adjacent to APN 327-300-08 (a DSP parcel). Accordingly, mitigation is proposed that would require soil vapor survey and/or groundwater sampling within APN 327-300-08 where soil disturbance activities related to project construction may occur.

In summary, the Bahlman and Sierra Door properties, both along the Diamond Springs Parkway segment, were identified in EDR's database search and subsequent research of EDCEMD files. EDCEMD's files indicate that these sites contain potentially hazardous material. Construction activities may disturb soils containing hazardous materials that could have the potential to pose a hazard to construction workers and the public at large, and may result in significant impacts.

Significance Determination Before Mitigation

Potentially significant impact.

Mitigation Measures from MC&FP EIR

The following mitigation measures were included in the MC&FP EIR (EDAW 1998) to reduce this potentially significant impact to a level of less than significant.

MC&FP Mitigation Measure 4.17-1: Potential for Exposure to Existing Contamination (Edited as Appropriate)

a.) If the Phase I site assessment report indicates the presence of existing or potential on-site contamination, the project applicant shall contact the appropriate local, state, and/or federal agencies. The project applicant (in this case, El Dorado County Transportation) shall coordinate with the agency to prepare a remediation plan in accordance with applicable local, state, and federal regulations, requirements, and/or guidelines.

b.) The remediation plan shall be approved by the El Dorado County Environmental Management Department, and made a condition of approval of a tentative map for retail projects in the MC&FP Area (if one is sought), with full remediation to be completed prior to issuance of a final map. If a tentative map is not part of the application request, then the remediation plan shall be approved by the El Dorado County Environmental Management Department prior to issuance of a grading permit, with remediation to be completed prior to issuance of a building permit.

Significance Determination After Mitigation and Supporting Rationale

Potentially significant impact. The MC&FP EIR concluded that construction of roadway improvements could result in the exposure of workers to hazardous materials during construction activities that involve earthwork or demolition. For example, several of the sites identified in the MC&FP EIR are located along Missouri Flat Road, which would undergo widening as part of the proposed project's roadway improvements. Because potential contamination hazards are located throughout the study area, further site-specific analysis is needed to determine the extent and level of contamination prior to the commencement of construction activities for future roadway improvements. 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 conditions, this is a potentially significant impact. Implementation of Mitigation Measure 4.7-4 would reduce these impacts to a less than significant level.

Additional Mitigation Measures

MM 4.7-4a El Dorado County Department of Transportation will work with the EDCEMD to create an approved work plan that would evaluate the lateral and vertical extent of contamination associated with oil-impacted soil on the Bahlman Parcel, APN 327-

270-04. The work plan will include the removal of the upper 2 to 3 feet of soil for later use as on-site backfill and the excavation, transportation, and proper disposal of the lower 3 to 4 feet of on-site soil, or other remedial actions as agreed upon by the El Dorado County Department of Transportation and the EDCEMD. The work plan will be implemented prior to the commencement of the Diamond Springs Parkway construction activities.

MM 4.7-4b El Dorado County Department of Transportation will conduct a soil vapor survey and/or groundwater testing within the Sierra Door property, APN 327-300-08, where construction activities related to the proposed project would occur. If the survey and tests indicate that contaminated soil and/or groundwater are present, El Dorado County Department of Transportation will coordinate with the EDCEMD and implement agreed upon remediation measures in areas disturbed by the proposed project prior to the commencement of the Diamond Springs Parkway construction activities.

Significance Determination After Mitigation and Supporting Rationale

Less than significant. Implementation of Mitigation Measures 4.7-4a and 4.7-4b would ensure that any contaminated soils or groundwater located within APNs 327-270-04 and 327-300-08 would be properly handled, thereby reducing the impact to less than significant.

EID Intertie Improvements

EID Intertie Improvements within the SR-49 and Missouri Flat Road ROWs are not located on land specifically defined as a "parcel"; therefore, it would not be listed on the Cortese List pursuant to Government Code Section 65962.5. However, the Phase I ESA that was performed for the proposed project covered the EID Intertie Improvements project area and no additional hazardous materials sites were identified in the vicinity of the Intertie Improvements. EID Intertie Improvements located within the Parkway ROW may occur within APN 327-270-04, as described above for the proposed project. Implementation of Mitigation Measure 4.7-4a would ensure that impacts would be less than significant as described above for the proposed project.

Past and Present Site Usage

Impact 4.7-5 **The proposed project has the potential to result in the exposure of persons or the environment to hazardous materials associated with past and current uses of the project site. (Potentially Significant)**

The Phase I ESA identified several issues associated with past and present uses of the proposed project study area that could potentially result in the exposure of persons and the environment to hazardous materials including lead, asbestos, PCBs, industrial chemicals, agricultural chemicals, and ASTs.

Lead

Lead Based Paint

Pavement marking and painted surfaces constructed prior to 1978 within the project study area likely contain lead-based paint. Therefore, construction activities related to the proposed project could result in exposure to lead-containing materials. Exposure and potential contamination related to lead containing materials are considered to be potentially significant impacts. Mitigation Measure 4.7-5a would require a lead-based paint survey and implementation of Caltrans standard special provisions for removal of existing yellow thermoplatic and yellow paint used for pavement markings.

Aerially Deposited Lead

Aerially deposited lead may occur in roadside soils as the result of lead deposition from past vehicle exhaust. The disturbance of lead containing soils has the potential to create health hazards and could further spread the contaminated soils. Construction activities, such as demolition, grading and the unearthing of soils, could disturb lead-affected soils, dispersing lead particles through the air where they may affect construction workers, the general public, and the environment. Parcels that may contain aerially-deposited lead within 30 feet of SR-49 include: 051-250-04, 051-250-06, 051-250-11, 051-250-12, 051-250-13, 051-250-31, 051-461-11, 051-461-12, 051-461-37, 051-461-51, 051-550-47, 054-342-15, 051-342-20, 051-342-23, 054-342-35, 054-342-36, 054-342-27, and 054-351-19. Mitigation Measure 4.7-5b would require a preliminary site investigation to identify the levels of aerially deposited lead in locations along SR-49 and Missouri Flat Road where construction activities would require soil disturbance.

Asbestos-Containing Materials

Buildings or structures constructed prior to 1980 within the project study area may have the potential to contain asbestos fibers, which could be released during demolition activities, creating a harmful environment to construction workers and others near the project vicinity. Mitigation Measure 4.7-5c would require an asbestos survey to be performed for any building or structure constructed prior to 1980 that would be demolished as part of the proposed project.

PCBs

According to PG&E, there are six transformers within the project study area that were installed prior to July 1979 and, therefore, may contain PCBs at levels greater than 50 parts per million (ppm). The proposed project would require relocation of the utility poles on which the transformers are mounted. The utility poles, associated utility lines, and transformers would either be moved to new locations or placed underground as part of a newly created underground utility district (UUD). In either case, the PCB-containing transformers would be removed and replaced according to PG&E's standard handling procedures that include safety measures to contain PCBs substances and properly dispose of them. Accordingly, impacts related to PCBs would be less than significant.

Industrial Chemicals

The Phase I ESA concluded that the parcels formerly part of the Diamond and Caldor Railway depot and engine house (APNs 327-270-03, 327-270-26, 327-270-27, 327-270-46, 327-270-48, 327-270-49, 051-250-46, 051-250-54) have the potential to contain hazardous materials or disposal areas as a result of past industrial chemical usage. Inadvertent exposure of hazardous materials, disposal areas, or contaminated soils may cause harmful effects to construction workers and others in the project vicinity. Mitigation Measure 4.7-5d would require monitoring to take place during any soil disturbing activities on these parcels.

Agricultural Chemicals

The Phase I ESA indicates that 35 parcels within the study area historically contained agricultural activities and may contain remnant agricultural chemicals or soils contaminated with hydrocarbons. Four parcels (APNs 051-250-11, 051-250-12, 051-250-13, and 051-250-31) are SR-49 parcels located adjacent to the SR-49 corridor, and 20 parcels (APNs 051-250-16, 051-250-17, 051-250-18, 051-250-19, 051-250-20, 051-250-21, 051-250-22, 051-250-23, 051-250-30, 051-250-32, 051-250-33, 051-250-39, 051-250-42, 051-250-46, 051-250-48, 051-250-54, 051-250-55, 051-461-05, 051-461-10, and 051-461-46) are DSP parcels located along the Parkway corridor. Mitigation Measure 4.7-5e would require the DOT to conduct preconstruction sampling for all agricultural chemicals and hydrocarbons in areas where soil would be disturbed as a result of project construction.

Aboveground Storage Tanks

One AST used for heating oil was identified on APN 327-250-35 (a DSP parcel). The AST is located adjacent to the residence located on the APN. Neither the tank nor the residence would be disturbed during project construction. Approximately five large volume propane tanks are located within the project study area. These propane tanks would not need to be relocated as a result of the proposed project. However, construction of the proposed project would place the Truck Street/Bradley Street connector within approximately 20 feet of two of the large volume propane tanks and the proposed Parkway within approximately 80 feet of the southern most propane tank (also located off Bradley Drive). Proximity to roads would remain the same for the northern propane tanks. 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." Furthermore, the El Dorado County Ordinance Code requires a minimum property line set back of 10 feet, or as required by the Uniform Fire Code. The proposed project would not place a roadway within 10 feet of any of the propane tanks; however, it would increase the level of traffic near the propane tanks located north and south of Bradley Drive, thereby increase the risk of damage from vehicles. Impacts would be potentially significant.

Summary

The project site has to the potential to contain lead based paint, soils contaminated with aerially-deposited lead, asbestos-containing materials, and soils contaminated with agricultural or industrial

chemicals. Accordingly, the proposed project's demolition, grading, and construction activities have the potential to expose persons or the environment to hazardous materials. Furthermore, the proposed project would increase vehicle circulation near three propane tanks located near Bradley Drive, thereby increasing disturbance risk. Accordingly, the proposed project may result in potentially significant impacts.

Significance Determination Before Mitigation

Potentially significant impact.

Mitigation Measures from MC&FP EIR

Refer to MC&FP Mitigation Measure 4.17-1: Potential for Exposure to Existing Contamination under Impact 4.7-4.

Significance Determination After Mitigation and Supporting Rationale

Potentially significant impact. The MC&FP EIR concluded that construction of roadway improvements could result in the exposure of workers to hazardous materials during construction activities that involve earthwork or demolition. 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 conditions, this is a potentially significant impact. Implementation of Mitigation Measure 4.7-5 would reduce impacts to a less than significant level.

Additional Mitigation Measures

MM 4.7-5a If lead is found during construction, El Dorado County Department of Transportation shall either abate the lead or provide special construction worker health and safety procedures during demolition activities. A lead-based paint survey shall be performed for all structures constructed prior to 1980 that will be demolished during project construction activities. Caltrans standard special provisions for removal of the existing yellow thermoplastic and yellow paint used for pavement markings throughout the project area shall be implemented. Disposal of any lead containing materials will occur at a Class 1 disposal facility in accordance with DTSC hazardous materials laws and regulations. All work shall be conducted in accordance with applicable construction worker health and safety requirements, including CalOSHA Construction Safety Orders for lead (Title 8 CCR Section 1532.1). These requirements may include air monitoring during construction, worker training, and preparation of a Lead Compliance Plan prior to construction.

MM 4.7-5b A preliminary site investigation will be conducted prior to construction to identify levels of aerially deposited lead (ADL) in soils within 30 feet of SR-49 that are to be disturbed during project construction. Soil samples shall be tested prior to construction for total and/or soluble lead to properly classify the soils and ensure that all necessary soil management and disposal procedures are followed for the following APNs: 051-250-04, 051-250-06, 051-250-11, 051-250-12, 051-250-13, 051-250-31, 051-461-11, 051-461-12, 051-461-37, 051-461-51, 051-550-47, 054-342-15, 051-342-20, 051-342-23, 054-342-35, 054-342-36, 054-342-27, and 054-351-19.

If ADL is encountered, earthwork involving materials containing ADL shall conform to the provisions in Section 19, "Earthwork," of Caltrans Standard Specifications and of Special Provisions for "Aerially Deposited Lead." According to Caltrans requirements, the El Dorado County Department of Transportation or its contractor will prepare and implement a project-specific Lead Compliance Plan to prevent or minimize worker exposure to ADL while handling material containing ADL. The Lead Compliance Plan will be prepared in compliance with Title 8, California Code of Regulations, Section 1532.1 "Lead." The Plan will include monitoring, and average ADL concentrations shall not exceed 1.5 microgram per cubic meter of air per day. If concentrations exceed this level, the contractor shall stop work and modify the work to prevent release of ADL. The Plan will also include safety training for construction personnel. Excavation, reuse, and disposal of material with ADL shall be in conformance with all rules and regulations of responsible state and federal agencies.

MM 4.7-5c If asbestos is found during construction, the asbestos shall be abated or DOT or EID shall provide special construction work health and safely procedures during demolition activities. An asbestos survey shall be performed for all structures constructed prior to 1980 that will be demolished or disturbed during project construction activities. If asbestos-containing materials are determined to be present, the materials shall be abated by a certified asbestos abatement contractor. All work shall be conducted in accordance with applicable construction worker health and safety requirements, including CalOSHA Construction Safety Orders for asbestos (Title 8 CCR Section 1529). These requirements may include air monitoring during construction, worker training, and preparation of an Asbestos Compliance Plan prior to construction. Furthermore, demolition and disposal shall be conducted in accordance with the El Dorado Air Quality Management District requirements.

MM 4.7-5d Department of Transportation will provide on-site monitoring, by a qualified environmental professional, of construction activities for parcels formerly part of the Diamond & Caldor Railway depot and engine house on APNs 327-300-08, 327-270-

03, 327-270-26, 327-270-27, 327-270-46, 327-270-48, and 327-270-49, and the Diamond Lime Mineral Plant (051-250-46 and 051-250-54) to observe for the potential indication of any hazardous materials releases, disposal areas or contaminated soils. If suspected or recognized environmental conditions are identified during project construction activities, the Department of Transportation will stop construction and consult with a qualified environmental remediation consultant to determine the appropriate course of action

MM 4.7-5e Department of Transportation will conduct preconstruction sampling for all agricultural chemicals and hydrocarbons where soil is to be disturbed as a result of project activities. If contaminated soils are determined to be present, Department of Transportation will consult with a qualified environmental remediation consultant to determine the appropriate course of action according. Recommend remediation actions shall be approved by the EDCEMD and implemented prior to the start of construction.

MM 4.7-5f Department of Transportation, in coordination with the El Dorado County Fire District shall conduct a risk management program (according to 40 CRF Part 68) specific to risks resulting from the proximity of vehicle traffic to existing large-volume propane tanks located near Bradley Drive. Should protection from vehicle traffic for the propane tanks be required the Department of Transportation will construct protection barriers in compliance with the Uniform Fire Code, the National Fire Protection Association's Liquefied Petroleum Gas Code 58 and any other applicable regulations.

Significance Determination After Mitigation and Supporting Rationale

Less than significant. Implementation of Mitigation Measures 4.7-5a, 4.7-5b, 4.7-5c, 4.7-5d, 4.7-5e, and 4.7-5f would ensure that hazardous materials including lead, asbestos, PCBs, industrial chemicals and agricultural chemicals would be properly tested for and, should they be present, properly handled and disposed of, thereby reducing potential impacts to less than significant.

EID Intertie Improvements

Impacts related to hazardous materials resulting from the construction of the EID Intertie Improvements would be similar to those described above for the proposed project. Furthermore, existing EID waterlines that would be removed or disturbed during project construction may contain asbestos (pers. comm., Andy Urtega, EID, 2010). Implementation of Mitigation Measures 4.7-5a, MM 4.7-5b, MM 4.7-5c, MM 4.7-5d, MM 4.7-5e and 4.7-5f will ensure safe working conditions for construction workers. Upon completion, the proposed Intertie Improvements would be located beneath SR-49 and the Parkway, preventing any permanent and ongoing impacts related to the hazardous materials. Impacts would be less than significant.

Airport Hazards

Impact 4.7-6	**The project has the potential to be located within an airport land use plan or within two miles of a public airport, public use airport or private airstrip and would not result in a safety hazard for people residing or working in the project area. (No Impact)**

Impact Analysis

The nearest public-use airport and private airstrip to the project site are the Placerville Airport and the Perryman Airport. The Placerville Airport, Airport Identification Number PVF, is approximately 3 miles east of the project site with a northeast-southwest flight line orientation. The Placerville Airport is a public use Regional General Aviation airport that serves the Placerville and surrounding communities and is also used by the military and other governmental agencies for training, search and rescue missions, medical evacuation, and fire support. The Perryman Airport, Airport Identification Number 7CL9, is approximately 4.2 miles southeast of the project site with an east-west flight line orientation. The Perryman Airport is a private use airstrip with a 2,000-foot by 100-foot turf runway.

The project site is not within any flight lines or within any flight hazard zones established around the Placerville or Perryman Airport. Therefore, no impacts related to airport hazards would occur.

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

There are no mitigation measures proposed in the MC&FP EIR that are applicable to the proposed project for airport hazards.

Significance Determination After Mitigation and Supporting Rationale

No impact.

EID Intertie Improvements

EID Intertie Improvements would be located completely with the Parkway and SR-49 ROWs. Accordingly, impacts related to Airport hazards resulting from the construction of the EID Intertie Improvements would be similar to those described above for the proposed project. No impacts would occur.

Emergency Plans

Impact 4.7-7	**The project has the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant)**

Impact Analysis

The majority of the activities associated with constructing the proposed project would take place in an area where motor vehicle travel does not presently occur. However, construction activities on SR-49/Diamond Road and at the terminating ends of the Parkway (Missouri Flat Road, SR-49) and along

Throwita Way, Old Depot Road, Truck Street, and SR-49 may require traffic controls, temporary lane closures, and/or traffic lane diversions to ensure safe and efficient movement of vehicles, bicyclists and pedestrians through intersections and/or use of alternative routes during construction.

Traffic on Throwita Way would be diverted during construction of a portion of the Parkway; an alternate access route to the MRF will be provided during that stage of construction. Upon completion of the Parkway, MRF traffic would resume access via Throwita Way.

The Operational Area Multi-Hazard Functional Emergency Operations Plan for El Dorado County identifies that SR-49 is a major emergency response route within the County. DOT anticipates that during construction activities on SR-49, the construction contractor would close one lane of traffic. Traffic would be re-routed to use the portion of the right-of-way not being affected. Lane configurations would be changed as necessary to accommodate construction activity locations. Short-term closures would occur during K-rail installation and striping, during which a detour would be provided. Diversions of traffic would be signed; and traffic control devices would be used as necessary to guide traffic and delineate temporary lanes.

Operation of the proposed project, including the reconfiguration of the SR-49/Lime Kiln Road intersection and construction of a new SR-49/Diamond Springs Parkway intersection, would result in a changed traffic operation pattern on SR-49. However, mitigation has been included in Section 4.12, Traffic and Transportation, that would ensure that proper roadway design and signal timing would allow for the efficient movement of traffic, including emergency vehicles. Furthermore, construction and operation of the Parkway and improved SR-49 would help to increase circulation and alleviate congestion in the Diamond Springs area. This would benefit the ability of local law enforcement and emergency service providers to efficiently reach emergencies in the Diamond Springs area and assist in area evacuation if needed.

Any traffic diversions, lane closures or detours would be properly signed; and barriers, striping, and cones would be used as necessary to guide traffic and delineate temporary routes. Flagpersons would monitor and guide traffic during periods of equipment movement or when construction activities were occurring near traffic lanes to ensure public and worker safety. Project construction activities would be coordinated with local law enforcement and emergency services providers. As a result of this coordination, law enforcement and emergency service providers would be aware of project construction and the potential for any emergency vehicle movement delays within the project area and measures to avoid such delays would be determined. The proposed project's construction and operation would not affect the provision of emergency services or area evacuation in the event of a major emergency. This impact is considered less than significant.

Significance Determination Before Mitigation
Less than significant impact

Mitigation Measures from the MC&FP EIR

There are no mitigation measures proposed in the MC&FP EIR that are applicable to the proposed project in regards to emergency plans or response.

Significance Determination After Mitigation and Supporting Rationale

Less than significant impact

EID Intertie Improvements

Lane closures on SR-49 may be required during installation of the EID Intertie Improvements. Lane closures effected during construction of the Intertie Improvements would occur in a manner similar to that described above order to ensure that emergency access is provided at all times. This impact is considered less than significant.

Upon completion, the proposed Intertie Improvements would be located beneath SR-49 and the Parkway, preventing any permanent and ongoing impacts related to emergency response plans. No permanent impacts would occur.

Wildland Fires

Impact 4.7-8	**The project has the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires. (No Impact)**

Impact Analysis

This impact analysis addresses the potential for the proposed project to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

The proposed project would not expose people or structures to significant risk of loss, injury, or death involving fire. The project site is not located within or adjacent to a State Responsibility Area (SRA) managed by the CDF, and therefore, the site is not ranked by the CDF. Following construction, the project site would consist primarily of asphalt concrete paving, which is not associated with the generation or spread of wildland fire. According to the California Fire Alliance's Fire Planning and Mapping Tools database, the proposed project is in an area dominated by fuels classified as "low" in terms of wildland fire risk (California Fire Alliance 2004). In addition, because the proposed project involves placement of impervious surface and would not introduce a fuel source, project construction and operation is not anticipated to result in a new or increased exposure of people or structures to a significant risk of loss, injury or death involving wildland fires. No mitigation is required.

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

There are no mitigation measures proposed in the MC&FP EIR that are applicable to the proposed project for wildland fires.

Significance Determination After Mitigation and Supporting Rationale

No impact.

EID Intertie Improvements

Impacts related to wildland fire hazards resulting from the construction of the EID Intertie Improvements would be similar to those described above. Upon completion, the proposed Intertie Improvements would be located beneath SR-49 and the Parkway, preventing any permanent and ongoing impacts related to wildland fire hazards from occurring.

4.8 - Hydrology and Water Quality

This section describes the existing hydrology and water quality of the project area as well as the potential for construction and use of the proposed project to result in effects on these resources. Descriptions and analyses in this section are based on information contained in the Preliminary Drainage Report for Diamond Springs Parkway (CTA 2009; Appendix I), Preliminary Geotechnical Engineering Study (Youngdahl 2008; Appendix G); Phase I Environmental Site Assessment (Youngdahl 2009; Appendix H) and information provided by the California Department Water Resources, the North Coast Regional Water Quality Control Board, the El Dorado County General Plan, and the MC&FP EIR (EDAW 1998).

4.8.1 - Summary

Significant Unavoidable Impacts

Construction and use of the proposed project would not result in any significant unavoidable impact to hydrology or water quality.

Potentially Significant Impacts

Construction and use of the proposed project would not result in any potentially significant impact to hydrology or water quality.

Less Than Significant Impacts

The proposed project would not violate any water quality standards or waste discharge requirements, substantially alter the existing drainage pattern of the area, increase the rate or amount of surface runoff in a manner that would result in flooding or provide substantial additional sources of polluted runoff, or substantially degrade water quality. Therefore, these impacts are considered less than significant.

4.8.2 - Environmental Setting

Climate

The climate of the Diamond Springs area is characterized by dry, warm summers and cool, wet winters. Temperatures in the Diamond Springs area range from an average high of 90 degrees Fahrenheit (°F) in August to an average low of 38 °F in January. Rainfall averages 38.88 inches annually, which is slightly higher than the nation's average. General meteorological data for the Diamond Springs area are presented in Table 4.8-1.

Table 4.8-1: Diamond Springs Meteorological Summary

Month	Temperature (°F)		Average Precipitation (inches)
	Average High	Average Low	
January	53	38	7.42
February	56	39	5.79
March	58	40	5.58
April	64	43	3.52
May	72	50	1.40
June	83	58	0.45
July	91	64	0.18
August	90	63	0.20
September	84	60	0.79
October	74	52	2.35
November	60	43	5.36
December	54	39	5.82
Annual Average	**69.8**	**49.0**	**38.88**

Notes: Averages derived from measurements taken between 1955 and 2001.
Source: Western Regional Climate Center, 2008.

Surface Hydrology

The project study area is within the Sacramento River Hydrologic Region, in the American River Hydrologic Unit in the South Fork American River watershed, which is divided into sub-areas. The project study area is almost entirely encompassed in the Weber Creek Hydrologic sub-area, except for a small portion (the southernmost State Route 49 [SR-49] portion at its intersection with Pleasant Valley Road) which is located in the Cosumnes River Hydrologic area.

South Fork American River Watershed

The South Fork American River watershed encompasses the central region of the County, extending from the headwaters of the Sierra crest (9,900-foot elevation), west to the terminus at Folsom Lake (480-foot elevation). Folsom Lake is a source of drinking water for El Dorado County, Sacramento County, and the City of Folsom. Downstream of Folsom Lake, flows from the American River discharge into the Sacramento River in the City of Sacramento. Major tributaries contributing flow directly into the South Fork of the American River include the North Fork of the American River, Silver Creek, Slab Creek, Rock Creek, and Weber Creek. Upstream tributaries are Caples Creek, South Fork Silver Creek, and Jones Fork Silver Creek.

Other water features within the watershed are Caples Lake, Silver Lake, Lake Aloha, Weber Reservoir (EID), Ice House Reservoir, Union Valley Reservoir, Junction Reservoir, Camino

Reservoir, Bush Creek Reservoir, Slab Creek Reservoir (Sacramento Municipal Utility District) and Chili Bar Reservoir (PG&E) (EDAW, 2003).

Weber Creek Sub-Area

The Weber Creek sub-area is approximately 55.74 square miles, with the highest point being an elevation of 4,625 feet. Weber Creek (intermittent stream) begins at the confluence of the North and South Weber Creeks and Flows west, merging with the South Fork American River. The Southfork American River flows south to Folsom lake with outfalls to the American River joining the Sacramento River. The Sacramento River continues southwest into the San Francisco Bay and Pacific Ocean. (Jones and Stokes 2003)

Cosumnes River Watershed

The Cosumnes River watershed encompasses the southern region of El Dorado County and the northwest region of Amador County. The watershed extends from the headwaters along the Iron Mountain Ridge west to where the Cosumnes River enters Sacramento County. The major tributaries flowing directly into the Cosumnes River are the South, Middle, and North Fork Cosumnes Rivers and the Canyon Creek. Both Deer Creek and Carson Creek are also tributaries to the Cosumnes. The creeks drain a significant portion of western El Dorado County in the Cameron Park and El Dorado Hill/Latrobe areas, respectively. Bass Lake and Sly Park Reservoirs are located in the Carson Creek watershed (EDAW 2003).

North Fork Cosumnes Sub-Area

The North Fork Cosumnes sub-area is approximately 15 square miles in size. Tributaries to the North Fork Cosumnes sub-area include Sly Park Creek, Hazel Creek, Camp Creek, North Canyon Creek and Big Canyon Creek. (El Dorado County Water Agency 2007)

Water Quality

Water in the environment is re-circulated through the hydrological cycle. As water moves through the system, the quality of the water is continuously changed by physical processes. In addition, the composition of geologic materials that the water encounters can affect the water quality. Some processes, such as filtration through surface soils and within aquifers, tend to change the quality of the water. All of these changes are temporary. The relative quality of surface water and groundwater at any given time and location reflects the balance of the pollutant loading and the ability of the system to treat or purify the water. If the pollutant loading exceeds the ability of the system to assimilate pollutants, then water quality problems may occur. In general, the encroachment of development tends to increase the pollutant loading, while simultaneously reducing the ability of the natural system to assimilate pollutants.

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. (SWRCB, 2008)

Stormwater Quality

In general, water quality depends primarily on the hydrologic characteristics of the surrounding water basin, mineral composition of the soils in the watershed, and sources of contamination in the watershed. The quality of stormwater varies greatly depending on climatic and land use conditions. Urban and industrial runoff is known to contribute significantly to the levels of toxic materials such as metals and organic pesticides transported to surface bodies of water. Stormwater discharges may contain unacceptable levels of total petroleum hydrocarbons such as gasoline and diesel, oils, brake material, organic material, pesticides, heavy metals (copper, lead, cadmium, and zinc), fertilizers, trash, and sediment.

Pursuant to § 303(d) of the Federal Clean Water Act, states, territories and authorized tribes are required to develop lists of water quality limited segments or surface water bodies that do not meet water quality standards due to high levels of pollutants. As described above, stormwater discharge can carry pollutants from a variety of sources into associated surface water bodies. The project study area is located within the Weber Creek drainage area. Some stormwater drains in a northerly direction by means of a storm drain system containing various sizes of culverts. This system diverts the stormwater to its outfall near the intersection of Missouri Flat Road and Forni Road. The stormwater outfalls into an open field located near the mouth of a creekbed that continues to Weber Creek. Some of this drainage may be diverted near the mouth of a creekbed northeast of China Garden Road. This creek also continues to Weber Creek, therefore, the ultimate stormwater destination does not change. In addition, both Mound Springs Creek and Indian Creek convey stormwater to Weber Creek (EDAW 1998).

Jurisdictional Features

The project study area contains several small seasonal wetlands and drainage features, some of which are federally jurisdictional. Federally jurisdictional features includes ephemeral drainages, roadside ditches, a wetland swale, and seasonal wetlands. Non-federally jurisdictional features include fresh emergent wetland, several small seasonal wetlands, and roadside ditches. The location and acreage information for these features is included in Section 4.4, Biological Resources.

Groundwater

No defined groundwater basins are located in El Dorado County. The County lies within the Central Nevada geomorphic province with groundwater located primarily in hard rock aquifers. Water can be found in stress fractures, joints, faults, and fractures caused by heating and cooling in volcanic rock. The highest groundwater yields occur at shallow depths where fracturing is greatest. Groundwater movement is influenced by characteristics of the fracture system including the size and location of fractures, interconnection between fractures, and existing materials within the fracture. Recharge,

movement, and storage of water in fractures of hard rock are limited. As such, the long-term reliability of groundwater cannot be estimated with the same level of confidence as a porous or alluvial aquifer, which is common in the Central Valley of California (DWR 1989, 1990; USGS 1983). Based on this information, the characteristics and depth of the groundwater in the project study area are difficult to predict without onsite drilling.

Groundwater Levels

During the preparation of the Preliminary Geotechnical Engineering Study (Youngdahl 2008), during which subsurface drilling was conducted, a permanent groundwater table was generally not encountered. However, Youngdahl stated that "their experience in the area" shows that water may be perched on less weathered rock and present in the fractures and seams of the weathered rock found beneath the site at varying times of the year." Youngdahl adds that shallow groundwater was encountered during the most recent realignment of SR-49 at the intersection of Pleasant Valley Road necessitating the installation of subdrains (Youngdahl 2008).

Flooding

Flooding results when water flow cannot be contained within the banks of natural or manmade drainage courses. Flooding can be caused by an excessive storm event, snowmelt, blockage of watercourse, dam failure, or combination of these or other events. A flood event can cause injury or loss of property, such as the flooding of structures including homes and businesses; uplift vehicles and other objects; damage roadways, bridges, infrastructure, and public services; and cause soil instability, erosion, and landsliding. Pursuant to the National Flood Insurance Program (NFIP), the Federal Emergency Management Agency (FEMA) develops flood risk data for use in insurance rating and floodplain management. Based on these data, FEMA prepares Flood Insurance Rate Maps (FIRMs) that delineate areas that are subject to inundation from a 100-year flood event (i.e., a flood that has a 1 percent chance of occurring in a given year) (FEMA 1988).

Because of a lack of extensive low-lying areas and a great deal of upland areas, the majority of El Dorado County is not subject to flooding. To date, FEMA has not delineated the 100-year floodplain for Weber Creek in the project study area; however, FEMA has delineated the 100-year floodplain for Weber Creek between Hangtown Creek, which flows into Weber Creek approximately 2 miles downstream of the Weber Creek (Highway 50) bridge, and the South Fork American River. Weber Creek between Hangtown Creek and the South Fork American River is designated as Zone A, which is defined as "areas of 100-year flood; base flood elevations and flood hazard factors not determined" (FEMA 1983 and 1986). The South Fork American River from Weber Creek to Folsom Lake is designated as Zone D, which is defined as "areas of undetermined, but possible, flood hazards" (FEMA 1983). Based on FIRM data, the El Dorado County General Plan identifies "Weber Creek from the American River to Placerville, including Cold Springs, Dry, and Spring Creek tributaries" as a "flood-prone area" (EDAW 2003).

4.8.3 - Regulatory Framework

Federal

Clean Water Act

Section 303 of the Clean Water Act requires states to adopt water quality standards for all surface waters of the United States. Water quality standards consist of beneficial uses of the waters to be protected, water quality objectives to protect the designated beneficial uses, and a program of implementation needed for achievement of water quality objectives. Beneficial uses are the types of activities for which the receiving water may be protected, and include, but are not limited to, municipal supply, agricultural and industrial supply, recreation, and preservation and enhancement of fish, wildlife, and other aquatic resources. Water quality objectives are the numeric or narrative water quality levels established for the reasonable protection of the beneficial uses and the prevention of nuisance. (See further description of State Porter-Cologne Water Quality Control Act, below.)

Section 402 of the Clean Water Act establishes the NPDES permit program, and section 301 of the Clean Water Act prohibits discharges of pollutants to waters of the United States without first obtaining an NPDES permit. Section 402(p) prescribes requirements for certain types of storm water discharges, and the California State Water Resources Control Board (SWRCB) implements these requirements in NPDES storm water permits. Construction activities that disturb land equal to or greater than 1 acre must comply with the SWRCB's General Permit for Discharges of Storm Water Associated with Construction Activity, SWRCB Order No. 99-08-DWQ, (General Permit), which was revised by the SWRCB on September 2, 2009, and adopted as Order 2009-0009-DWQ. Implementation and enforcement of the General Permit is overseen by the nine Regional Water Quality Control Boards (RWQCBs). The project site is within the boundaries of the Central Valley RWQCB.

Where construction activity disturbs one or more acres, the General Permit requires all dischargers of storm water associated with construction activity to take the following measures:

1. Develop and implement a SWPPP, which specifies BMPs that will minimize or prevent pollutants associated with construction activity from contacting stormwater and with the intent of minimizing sediment from moving offsite into receiving waters.
2. Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States.
3. Perform inspections of all BMPs.

To obtain coverage, the landowner must file a Notice of Intent (NOI) with the SWRCB, and certify compliance with the requirements listed above. When project construction is completed, El Dorado County must file a notice of termination.

Federal and State Anti-Degradation Policies

The federal anti-degradation policy directs the State to develop and adopt a statewide anti-degradation policy, consistent with the following principles:

- Existing instream water use and level of water quality necessary to protect the existing uses shall be maintained and protected.
- Where the quality of the waters exceed levels necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water, that quality shall be maintained and protected unless the State finds after full satisfaction of the intergovernmental coordination and public participation provisions of the State's continuing planning process that allowing lower water quality is necessary to accommodate important economic or social development in the area in which the waters are located.

  In allowing such degradation or lower water quality, the State shall assure water quality adequate to protect existing uses fully. Further, the State shall assure that there shall be achieved the highest statutory and regulatory requirements for all new and existing point sources, and all cost-effective and reasonable best management practices for non-point source control.
- Where high-quality waters constitute an outstanding national resource, such as waters of National and State Parks and wildlife refuges and waters of exceptional recreational or ecological significance, water quality shall be maintained and protected.

In accordance with the federal anti-degradation policy principles excerpted above, the SWRCB adopted SWRCB Res. No. 68-16, setting forth California's anti-degradation policy. Resolution 68-16 states, in part, Whenever the existing quality of water is better than the quality established in policies as of the date on which such policies become effective, such existing high quality will be maintained until it has been demonstrated to the State that any change will be consistent with maximum benefit to the people of the State, will not unreasonably affect present and anticipated beneficial use of such water and will not result in water quality less than that prescribed in the policies.

Where high quality waters exist, the State anti-degradation policy requires discharges to meet waste discharge requirements that will result in the best practicable treatment or control of the discharge necessary to assure that (a) a pollution or nuisance will not occur and (b) the highest water quality consistent with the maximum benefit to the people of the State will be maintained.

State

Porter-Cologne Water Quality Control Act

The California Porter-Cologne Water Quality Control Act of 1969 authorized the SWRCB to provide comprehensive protection for California's waters through water allocation and water quality protection. The Porter-Cologne Act was later amended to authorize the SWRCB and nine RWQCBs

to issue NPDES permits under the Clean Water Act via authority delegated from the EPA. The SWRCB implements the requirements of the Clean Water Act and the Porter-Cologne Act by adopting statewide water quality control plans that prescribe applicable water quality standards to specified water bodies. The Porter-Cologne Act also established the responsibilities and authorities of the nine RWQCBs, which include preparing regional water quality control plans, promulgating regional water quality standards, and issuing NPDES permits and the state-equivalent Waste Discharge Requirements (WDRs), among other regulatory orders.

Local

El Dorado County General Plan

Appendix J of this Draft EIR provides a matrix that lists the policies determined to have relevance to this proposed project and provides a summary of the County's determination of project consistency with each relevant goal and policy. As shown in Appendix J, the proposed project is consistent with all applicable goals and policies of the General Plan, including those related to hydrology and water quality.

El Dorado County Municipal Code

The El Dorado County Municipal Code provides County-wide standards for development, in the County. Issues related to erosion and sedimentation, water quality, and drainage are contained pertinent to the water resources analysis are presented below:

Chapter 15.14 - Grading Erosion and Sediment Control. This Chapter is enacted for the purpose of regulating grading within the unincorporated area of El Dorado County to safeguard life, limb, health, property and public welfare; to avoid pollution of watercourses; and to ensure that the intended use of a graded site is consistent with the El Dorado County General Plan, any Specific Plans adopted thereto, the adopted Storm Water Management Plan, California Fire Safe Standards and applicable El Dorado County ordinances including the Zoning Ordinance and the California Building Code.

This Chapter is not intended to supersede or otherwise preempt any applicable local, state, or federal law or regulation. Where conflicts may occur between this Chapter and such laws or regulations, the most restrictive shall apply.

County of El Dorado Drainage Manual

The County of El Dorado Drainage Manual (1995) provides guidelines for drainage improvements that are intended to supplement the provisions of the Grading, Erosion and Sediment Control Ordinance and the Design and Improvement Standards Manual. Specifically, the Drainage Manual is intended to provide consistent, specific criteria and guidelines regarding the design of storm drainage facilities and the management of stormwater in El Dorado County. The design criteria provided in the Drainage Manual pertain to hydrologic, hydraulic, and structural design.

SWMP

Western El Dorado County Storm Water Management Plan

The Western El Dorado County Storm Water Management Plan (SWMP) describes the program intended to reduce the discharge of pollutants associated with storm water drainage systems that serve Western El Dorado County. It identifies how the County complies with the provisions of the National Pollutant Discharge Elimination System (NPDES) permit proposed by the California State Water Resources Control Board (SWRCB 2008).

4.8.4 - Project Impact Analysis

Methodology for Analysis

This section analyzes the proposed project's potential to cause adverse impacts on hydrology and water quality utilizing several resources. Information about impervious surface coverage on the projects site and proposed stormwater quality treatment measures was obtained from the Preliminary Drainage Report for the Diamond Springs Parkway, which was prepared by CTA Engineering. This report is provided in its entirety in Appendix I. Meteorological data for the Diamond Springs area was provided by City Data.com and the Western Regional Climate Center. Groundwater information was provided by the El Dorado County General Plan EIR (EDAW 2003) and the Geotechnical Report prepared by Youngdahl (2008; Appendix G). Flood mapping information was provided in the MC&FP EIR (EDAW 1998).

Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether hydrology and water quality impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

a.) Violate any water quality standards or waste discharge requirements?

b.) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

c.) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d.) 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?

e.) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f.) Otherwise substantially degrade water quality?

g.) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h.) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

i.) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

j.) Inundation by seiche, tsunami, or mudflow?

Impact Statements and Mitigation Discussions

This section discusses potential impacts associated with the construction and use of the proposed project and provides mitigation measures where appropriate. The MC&FP EIR impact assessment and mitigation measures are included where appropriate, since the proposed project must comply with regulations set forth by prior programmatic level EIR. Further analysis or mitigation required beyond that of the MC&FP EIR is included where necessary.

Water Quality Standards and Discharge Requirements

Impact 4.8-1	**The project has the potential to violate a water quality standards or waste discharge requirement. (Less than Significant)**

Impact Analysis

The proposed project may result in an increase of pollutants in local stormwater 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. Pollutants that could arise as a result of the proposed project would generally be associated with project construction and project operations.

Project construction would involve activities such as clearing and grading of land, trenching, cutting of slopes, and other activities associated with building roadways. Construction activities could lead to the generation of sediments and use of substances containing chemical pollutants. Pollutants commonly associated with roadway construction include oil, motor vehicle fuel, asphalt, cement and concrete, paints, solvents, and adhesives. In addition, construction activities that include demolition of existing buildings and structures can produce pollutants such as asbestos, fiberglass, concrete and sediment.

Typically, sediment may be generated: 1) during and subsequent to grading activities (including cuts and fills, and import and export of soil to and from the construction site), and 2) as a result of erosion of hillsides, slopes, and storm water conveyance channels/ditches. Table 4.8-2 provides a list of typical construction activities, typical building materials, and pollutants associated with each building material that could be present in stormwater discharge.

Table 4.8-2: Construction Related Pollutants

Category	Product/ Activity	Pollutants
Adhesives	Adhesives, Glues, Resins, Epoxy Synthetics, Caulks, Sealers, Putty, Sealing Agents Coal Tars (Naptha, Pitch)	Phenolics, Formaldehydes, Asbestos, Benzene, Phenols, Paphthalene
Cleaners	Polishes(Metal, Ceramic, Tile), Etching Agents, Cleaners, Ammonia, Lye, Caustic Sodas, Bleaching Agents, Chromate Salts	Metals, Acidity/Alkalinity, Chromium
Painting	Paint Thinner, Acetone, MEK, Stripper, Paints, Lacquers, Varnish, Enamels, Turpentine, GUM Spirit, Solvents	VOCs, Metals, Phenolics, Mineral Spirits
Woods	Sawdust, Particle Board Dusts, Treated Woods	BOD, Formaldehyde, Copper, Crepsote
Masonry & Concrete	Dusts(Brick, Cement), Colored Chalks (Pigments), Concrete Curing Compounds, Glazing Compounds, Cleaning Surfaces	Acidity, Sediments, Metals, Asbestos, Acidity
Remodeling & Demolition	Insulation, Venting Systems, Brick, Cement, Saw Cutting, Drywall	Asbestos, Aluminum, Zinc, Sediments
Operations& Maintenance	Vehicle and Machinery Maintenance, Gasoline, Oils, Additives, Marking Paints (Sprays), Grading, Earth Moving, Portable Toilets, Fire Hazard Control (Herbicides), Pest Control, Wash Waters	Oils and Grease, Coolants, Bensene & Derivatives, Oils and Grease, Vinyl Chloride, Metals, Sediments, BOD1, Disinfectants, pathogens, Sodium, Arsenite, Dinitro Compounds, Rodenticides, Insecticides, Herbicides, Concrete, Oils, Greases
Landscaping & Earthmoving	Plating, Plant Maintenance, Excavation, Tiling Masonry& Concrete, Solid Wastes (trees, Shrubs, Green Waste, Mulch), Exposing Mineral Deposits, Soil Additives, Re-vegetation of Graded Areas	Pesticides, Herbicides, Nutrients, Erosion (Sediments), BOD1, Acidity/Alkalinity, Metals, Aluminum Sulfate, Sulfur, Fertilizers

Table 4.8-2 (cont.): Construction Related Pollutants

Category	Product/ Activity	Pollutants
Roadway Paving	Asphalt Batching, Concrete Batching, Vehicle and Machinery Maintenance, Gasoline, Oils, Additives, Marking Paints (Sprays), Grading, Earth Moving	VOCs, Arsenic, Benzene, Formaldehyde, Cadmium, Oils, Naphthalene, Kerosene, Sediment, Oils and Grease, Coolants, Vinyl Choloride
BOD1= Biochemical Oxygen Demand due to the use of oxygen by microorganisms decomposing materials. Source: US EPA, 2007.		

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. (EDAW 1998). However, given the MC&FP EIR accounted for a larger area to be converted to impervious uses (e.g., retail) and did not focus solely on proposed project and it's associated roadway improvements, this does not accurately depict the post project conditions.

The proposed project would result in a modest increase in 100-year storm runoff of 2.7 cfs at Missouri Flat Road and 2.3 cfs at the North Ditch and an increased potential for storm water pollution.

Table 4.8-3 lists sources of typical stormwater pollutants from highway and roadway maintenance activities and the associated pollutants that would be expected in storm water discharges.

Table 4.8-3: Typical Pollutants in Highway Runoff

Product/ Source	Pollutants
Exhaust products	Oil and Grease, VOCs
Brake pad dust	Metals and Ceramics
Tire residues	Rubber and metals
Leaks and spills of fuels , oil antifreeze, solvents, degreasers	Oil and Grease, VOCs
Litter, vegetation debris	Gross solids, sediment
Fertilizers and Pesticides	Nutrients(nitrates, phosphates), VOCs
Source: MBA, 2008.	

The MC&FP EIR includes mitigation requiring a National Pollutant Discharge Elimination System (NPDES) permit. To minimize erosion and foreign materials transport in stormwater during

construction, the County's contractor would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with a NPDES permit for County approval and would implement best management practices (BMPs) for controlling the introduction of materials to stormwater and the flow of stormwater from within the construction area to off-site areas. DOT's contract provisions would require compliance with BMPs identified by the NPDES permit and SWPPP. Use of BMPs, adherence to the SWPPP, and conformity with the NPDES permit would ensure that impacts remain less than significant.

Significance Determination Before Mitigation
Less than significant.

Mitigation Measures from the MC&FP EIR
Measures addressing short-term surface water quality degradation were included in the MC&FP EIR under Mitigation Measure 4.8-2: Short-Term Surface Water Quality Degradation. However, the mitigation measure references the NPDES permit and adherence to the requirements of this permit, which is standard County practice. The County is required by law to acquire a California State Water Resources Control Board General Construction Activity Stormwater Permit under the NPDES.

Other mitigation was prescribed for land use developments within the MC&FP Area that is not applicable to the proposed project. For example, the County DOT prepares their own erosion control plans that are, by County regulation, consistent with the County's Grading, Erosion, and Sediment Control Ordinance and DOT projects are constructed to the specifications and requirements of DOT as well as AASHTO standards. Accordingly, mitigation measure 4.8-2 is not applicable to the proposed project.

Significance Determination After MC&FP Mitigation, and Supporting Rationale
Under the proposed project, construction activities would adhere to County policies and regulations, specifically the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County, regarding erosion and ground instability. DOT's contract provisions would require compliance with BMPs identified by the NPDES permit and SWPPP. Use of BMPs, adherence to the SWPPP, and conformity with the NPDES permit would ensure that impacts remain less than significant.

Additional Mitigation Measures
N/A

Significance Determination After Additional Mitigation and Supporting Rationale
Less than significant impact.

EID Intertie Improvements
The proposed EID Intertie Improvements would result in additional contribution of pollutants during construction that by itself would not be significant, but in combination with other project components

would contribute to significant impacts related to water quality standards. Similarly, EID's contract provisions would require compliance with BMPs identified by the NPDES permit and SWPPP. Impacts would be less than significant.

Groundwater Supplies and Recharge

Impact 4.8-2	**The project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). (No Impact)**

Impact Analysis

No defined groundwater basins are located in El Dorado County. The amount and location of groundwater varies significantly throughout the County due to its location in hard rock aquifers. Construction activities associated with the proposed project may use water for dust control and other purposes. Water would be provided by a contracted service and would not deplete any groundwater supplies. Upon completion, the proposed project would not require the use of water and therefore would not deplete groundwater supplies. The proposed project would add impervious services but would not affect groundwater recharge because all water would be directed to existing water conveyance features where recharge may take place. Therefore, the construction activities and use associated with the proposed project would result in no impacts to groundwater supply and recharge.

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

N/A

Significance Determination After MC&FP Mitigation and Supporting Rationale

No impact.

Additional Mitigation Measures

No additional mitigation measures required.

Significance Determination After Additional Mitigation and Supporting Rationale

No impact.

EID Intertie Improvements

No impact.

Drainage Pattern

Impact 4.8-3	**The project has the potential to substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation or flooding on- or off-site. (Less than Significant)**

Impact Analysis

As discussed in the MC& FP EIR roadway improvements would result in increased impervious surfaces that would alter the existing drainage patterns and stormwater 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.

Construction of the proposed project would include individual drainage crossings along the proposed Parkway corridor consisting of either closed conduit culverts or open bottom culverts, depending on site-specific constraints. These crossings would be designed to handle a 100-year storm flow and allow the existing general drainage patterns to be maintained. Alteration of these drainage features would be required to adhere to the SWPPP as well as mitigation included in the Section 4.4, Biological Resources.

A Preliminary Drainage Report (Appendix I) has been prepared that includes appropriate drainage infrastructure and design that, when incorporated into the proposed project would ensure only minor changes in the existing drainage pattern would occur. The proposed road surface drainage system has been designed to direct anticipated storm flows from the roadways toward well-defined channels or existing storm drain systems at an increased rate between 2.3 and 2.7 cfs during a 100-year storm event (CTA 2009). Water would eventually flow to Weber Creek, which has a 100-year storm flow level of approximately 7,381 cfs. Therefore, the increase of 2.3 to 2.7 cfs is minimal and would produce less than significant off-site impacts. Changes to existing drainage flows in the project area would be minimized by the construction of closed conduit culverts or open bottom culverts, depending on site-specific constraints. Accordingly, existing drainage patterns would not be significantly altered and therefore erosion, siltation or flooding on- or off- site impacts would be less than significant.

Completion of a Final Drainage Plan will be implemented and incorporated into the proposed project design in order to ensure that the project's existing drainage pattern would be maintained and would not result in on- or off-site erosions, siltation or flooding. The Final Drainage Plan will take into account information from regulatory agencies and mitigation measures prescribed under Section 4.4, Biological Resources. Accordingly, alterations to the existing drainage pattern would not result in substantial erosion, siltation or flooding on- or off-site.

Significance Determination Before Mitigation

Less than significant impact.

Mitigation Measures from the MC&FP EIR

The MC &FP EIR mitigation measure 4.8-1 Run off Quantity requires applicants for roadway improvements submit and obtain approval of the project drainage report by the El Dorado County Department of Transportation. Since the proposed project is under the oversight of the El Dorado County Department of Transportation (DOT), and a Preliminary Drainage Report has been prepared by the DOT for the proposed project; mitigation requiring submittal of a drainage report to the DOT is unnecessary. The remainder of the mitigation measure is related to stormwater discharge, and does not regulate the alteration of existing drainage patterns.

Significance Determination After MC&FP Mitigation and Supporting Rationale

Less than significant impact. The County's Final Drainage Plan will take into account information from regulatory agencies and mitigation measures prescribed under Section 4.4, Biological Resources, and the proposed project will be designed such that alterations to the existing drainage pattern would not result in substantial erosion, siltation or flooding on- or off-site.

EID Intertie Improvements

The proposed EID Intertie Improvements would not directly result in alterations to existing drainage patterns. Intertie improvements could result in additional contribution to erosion, siltation, and flooding during construction that by itself would not be significant, but in combination with other aspects of the proposed project would contribute to additional impacts related to water quality standards. Similarly, EID's contract provisions would require compliance with BMPs identified by the NPDES permit and SWPPP. Impacts would be less than significant. Upon completion, the EID Intertie Improvements would be located beneath roadway surfaces and would therefore, not contribute to erosion, siltation or increased flooding.

Drainage Capacity

Impact 4.8-4	**The project has the potential to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less than Significant)**

Impact Analysis

As noted above under Impact 4.8-3, a Preliminary Drainage Report (Appendix I) has been prepared for the proposed project. The Preliminary Drainage Report used methodology outlined in the County of El Dorado Drainage Manual. The impact of the proposed roadways were analyzed and compared to the baseline conditions in order to minimize changes to the existing drainage pattern and to properly design the proposed storm drain facilities. The Preliminary Drainage Report indicates that the proposed roadway drainage system has been designed to convey a 10-year storm per the El Dorado County Drainage Manual, Section 4. The Preliminary Drainage Report also indicates that the proposed stormwater facilities are designed to pass a 100-year event without damage to structures or flooding of roadways. The proposed project would result in peak flow increases during 100-year flood events of 2.7 cfs (cubic feet per second) at the Missouri Flat Road tie-in and 2.3 cfs at the north ditch (both existing storm drain systems). CTA conducted a site visit to the existing storm drain

systems and confirmed that adequate capacity exists for the increase in peak flows. Furthermore, under the proposed project, construction activities would adhere to County policies and regulations, specifically the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County, regarding erosion, ground instability, and water quality. Therefore, this impact is less than significant.

Significance Determination Before Mitigation
Less than significant.

Mitigation Measures from the MC&FP EIR
Measures addressing runoff water were included in the MC&FP EIR under Mitigation Measure 4.8-1: Runoff Volume. However, the mitigation measure was prescribed for the entire MC&FP area and all land use development projects in the MC&FP Area with the intention that drainage reports demonstrate that post-development stormwater peak discharge levels from the MC&FP remain at existing peak levels through the use of detention basins that would be incorporated into the designs of parking lots associated with retail development projects. Accordingly, this mitigation measure is not applicable to the proposed project.

Significance Determination After MC&FP Mitigation and Supporting Rationale
Less than significant.

Additional Mitigation Measures
None

EID Intertie Improvements
Implementation of the proposed EID Intertie Improvements would, upon completion, be located beneath roadway right-of-ways and would, therefore, not create or contribute to runoff water already created by the proposed and existing roadways. As such, no impacts to drainage capacity as a result of the EID Intertie Improvements would occur.

Water Quality

Impact 4.8-5	**The project has the potential to substantially degrade water quality. (Less than Significant)**

Impact Analysis
Construction activities associated with the proposed project could temporarily impair water quality due to the potential for sediment, petroleum products, construction materials, and miscellaneous wastes to be discharged into receiving waters or the storm drainage system. Soils and associated contaminants that enter stream channels can increase turbidity, stimulate growth of algae, increase sedimentation of aquatic habitat, and introduce compounds that are potentially harmful or toxic to aquatic organisms.

Use of construction materials such as asphalt and concrete can result also lead to a release of pollutants. Due to the nature and the topography of the project area, short-term water quality impacts related to erosion and pollutant discharges would be expected to be fully mitigated using appropriate BMPs.

Construction activities for the proposed project would adhere to County policies and regulations, specifically the County's Grading Ordinance and Storm Water Management Plan for Western El Dorado County, regarding erosion and ground instability. To minimize erosion and the transport of foreign materials and topsoil during construction, the County's contractor would prepare a Stormwater Pollution Prevention Plan (SWPPP) for County approval and would implement best management practices (BMPs) for controlling the introduction of materials to stormwater and the flow of stormwater from within the construction area to off-site areas. At a minimum, the SWPPP will evaluate and provide BMPs to minimize project-related impacts. The SWPPP must be approved and accepted by the Regional Water Quality Control Board (RWQCB) prior to the commencement of any ground disturbing activities or any activities that have the potential to cause water pollution. The project contractor would submit a Notice of Construction (NOC) to the RWQCB, 30 days prior to the commencement of construction. During the rainy season (October 15 to April 15), temporary construction site BMPs would be implemented at all times to reduce or eliminate the potential for a non-storm water discharge to occur off of the ROW, to a surface body of water, drainage course or to a storm drainage system. The contractor will also identify, develop, implement, and maintain BMPs in accordance with a time schedule identified in the SWPPP to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the project site during construction. The schedule would be identified in the SWPPP. Adherence to these requirements would ensure that the proposed project would not result in substantial effects on water quality. Impacts would be less than significant.

Significance Determination Before Mitigation
Less than significant impact.

Mitigation Measures from the MC&FP EIR
N/A

Significance Determination After MC&FP Mitigation and Supporting Rationale
Less than significant.

Additional Mitigation Measures
N/A

Significance Determination After Additional Mitigation and Supporting Rationale
Less than significant impact.

EID Intertie Improvements

EID's contract provisions would require compliance with BMPs identified by the NPDES permit and SWPPP. Implementation of the SWPPP would reduce temporary construction impacts to water quality resulting from the implementation of the EID Intertie Improvements to less than significant. Upon completion, the EID Intertie Improvements would be located beneath roadways surfaces and would therefore, not contribute to water quality degradation.

Housing Placement: Flood Hazard Area

Impact 4.8-6	**The project could place housing within a 100-year flood hazard area mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. (No Impact)**

Impact Analysis

Construction of the proposed project would not involve the development of housing. As delineated by the Flood Insurance Rate Map (FIRM) designated by the Federal Emergency Management Agency (FEMA), the project site is not located within a 100-year floodplain, nor is it located within a Special Flood Hazard Area (SFHA). Therefore, impacts associated with flood and water related hazards would not occur as a result of the proposed project.

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

N/A

Significance Determination After MC&FP Mitigation and Supporting Rationale

No impact.

Additional Mitigation Measures

No additional mitigation measures required.

Significance Determination After Additional Mitigation and Supporting Rationale

No impact.

EID Intertie Improvements

No impact.

Structures: Flood Hazard Area

Impact 4.8-7	The project could place within a 100-year flood hazard area structures which would impede or redirect flood flows. (No Impact)

Impact Analysis

According to the Flood Insurance Rate Map prepared by FEMA, the project site is not located within a 100-year flood hazard area and would not be inundated by a 100-year flood. Therefore, no impact would occur.

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

N/A

Significance Determination After MC&FP Mitigation and Supporting Rationale

No impact.

Additional Mitigation Measures

No additional mitigation measures required.

Significance Determination After Additional Mitigation and Supporting Rationale

No impact.

EID Intertie Improvements

No impact.

Flooding

Impact 4.8-8	The project has the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam. (No Impact)

Impact Analysis

The proposed project is not located in an area of flooding or in the vicinity of a levee or dam. Therefore, the proposed project would not expose people or structures to a significant risk of death involving flooding, including flooding as a result of the failure of a dam or levee.

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

N/A

Significance Determination After MC&FP Mitigation and Supporting Rationale

No impact.

Additional Mitigation Measures

No additional mitigation measures required.

Significance Determination After Additional Mitigation and Supporting Rationale

No impact.

EID Intertie Improvements

No impact.

Seiche, Tsunami, or Mudflow

Impact 4.8-9	**The project has the potential to be subjected to inundation by seiche, tsunami, or mudflow. (No Impact)**

Impact Analysis

The project site is located substantially inland from the ocean and tsunamis pose no threat to the project site. A seiche is an oscillation of water within a closed impoundment such as a lake or reservoir caused by seismic activity of landsliding. The proposed site is not located in close proximity to a lake or reservoir and therefore seiche pose no threat to the project site. Therefore, the proposed project would not be subjected to inundation by seiche, tsunami, or mudflow.

Significance Determination Before Mitigation

No impact.

Mitigation Measures from the MC&FP EIR

N/A

Significance Determination After MC&FP Mitigation and Supporting Rationale

No impact.

Additional Mitigation Measures

No additional mitigation measures required.

Significance Determination After Additional Mitigation and Supporting Rationale

No impact.

EID Intertie Improvements

No impact.

Thank you. Appropriate public comment provided for upcoming agenda items will be added to the corresponding file.

Office of the Clerk of the Board
El Dorado County
330 Fair Lane, Placerville, CA 95667
530-621-5390

[Quoted text hidden]

County of El Dorado Clerk of the Board <edc.cob@edcgov.us> Mon, Apr 18, 2022 at 10:49 AM
To: Donald Ashton <don.ashton@edcgov.us>, Rafael Martinez <rafael.martinez@edcgov.us>, Kelly Carnahan <kelly.carnahan@edcgov.us>

FYI
#27

Office of the Clerk of the Board
El Dorado County
330 Fair Lane, Placerville, CA 95667
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[Quoted text hidden]

2 attachments

Brannon_DEIR_Soil-Hazard-Water.pdf
176K

Brannon_DEIR_Soil-Hazard-Water2.pdf
629K

Larry Rolla <rollaskate@gmail.com> Mon, Apr 18, 2022 at 12:37 PM
To: Clerk of the Board <edc.cob@edcgov.us>, "Hidahl, John" <bosone@edcgov.us>, "Novasel, Sue" <bosfive@edcgov.us>, "Parlin, Lori" <bosfour@edcgov.us>, "Thomas, Wendy" <bosthree@edcgov.us>, "Turnboo, George" <bostwo@edcgov.us>
Cc: Alicia Selby <newcreation00@gmail.com>

Re: Agenda 2-19-22: Item #27, Legistar #22-0440

Dear Board of Supervisors,

I see the Diamond Springs Bypass project is on the agenda for 4/19/2022. My concerns are outlined below.

- The final EIR and plans for lime remediation, toxic soil remediation.
    - What is the plan to ensure the soil contamination is properly addressed?

- What is the projected cost for this activity?
- Where is the money coming for this effort?

- What new housing developments are contingent on the completion of the by-pass?
  - Piedmont Oaks ?
  - Dorado Oaks ?
  - Diamond Springs Village ?
  - Others ?

- What traffic Level of Service is this project forecasted to address?
  - Please provide the road, current LOS and projected LOS with the by-pass completed.

- Overall cost of the project for Phase 1A $ 15.5 million 2020 and Phase 1B $ 28.3 million 2023.
  - Where are the funds coming from to pay for this?
  - We also need to factor in the conditions of approval and soil contamination remediation to the overall cost.

- What additional properties are needed in order to develop the by-pass?
  - What is the projected cost for these properties?
  - Is that cost factored into the overall project costs?

In closing, the public needs to know that the mitigation plans regarding cleanup are going to be strictly adhered to, what housing developments are contingent on the completion, what are the traffic levels associated with the development, and finally, what is the total cost for this project and where the money coming from to pay for it.

Regards,

Larry Rolla
Diamond Springs / El Dorado Community Coalition

County of El Dorado Clerk of the Board <edc.cob@edcgov.us> Mon, Apr 18, 2022 at 1:33 PM
To: Larry Rolla <rollaskate@gmail.com>

Thank you. Appropriate public comment provided for upcoming agenda items will be added to the corresponding file.

Office of the Clerk of the Board
El Dorado County