



Diamond Springs Parkway Environmental Impact Report



**El Dorado County
Department of Transportation**

May 24, 2011

11-0448.K.1



Presentation Agenda

- Project Background
- Project Alternatives
- Proposed Project
- EIR Milestones
- EIR Highlights
- Public Comments
- Conclusion



Project Background

- Public meetings were held to develop and to receive comments on potential routes for the Missouri Flat-Pleasant Valley Connector in 1996/1997
- Board selected preferred alignment 1997 (Alt 3)
- Listed in approved improvements included in the Missouri Flat Master Circulation and Funding Plan (MC&FP) in 1998
- Analyzed in the Missouri Flat MC&FP EIR in 2000
- Included in 2004 General Plan
- Included in Department of Transportation's Capital Improvement Program (CIP)
- Preliminary engineering and coordination with Caltrans proceeded
- Board revised preferred alignment (Alt 4) and adopted the name Diamond Springs Parkway in 2008



Project Background

- Included in Missouri Flat Master Circulation and Funding Plan (MC&FP)
 - Supports anticipated commercial/retail square footage development identified and planned for in the 1998 MC&FP and 2004 General Plan
 - Separate project from proposed retail development
 - Accommodates Material Recovery Facility (MRF) in existing location



Project Objectives

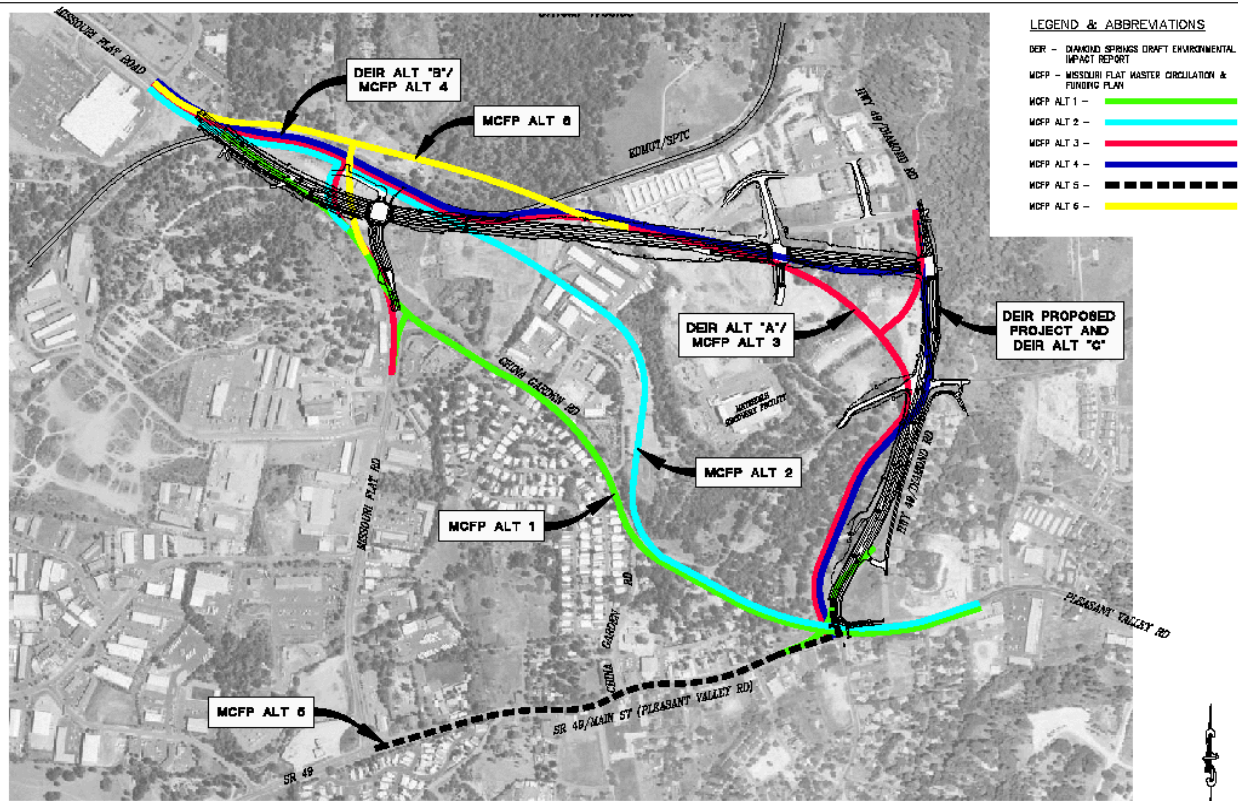
- Improve traffic safety and operations on Pleasant Valley Road/SR-49 through historic Diamond Springs
- Implement the Parkway per General Plan, MC&FP and CIP in most cost-effective manner
- Improve road capacity to support planned development in Missouri Flat MC&FP and General Plan
- Improve bicycle, pedestrian and transit facilities and coordinate with EDMUT (El Dorado Mixed Use Trail)
- Protect natural resources to extent feasible



Project Alternatives

- No Project
- Alternative A (MC&FP Proposed Project/
Alternative 3)
- Alternative B (MC&FP Alternative 4)
- Alternative C (Lower Vertical Profile)
- Additional alignments previously considered

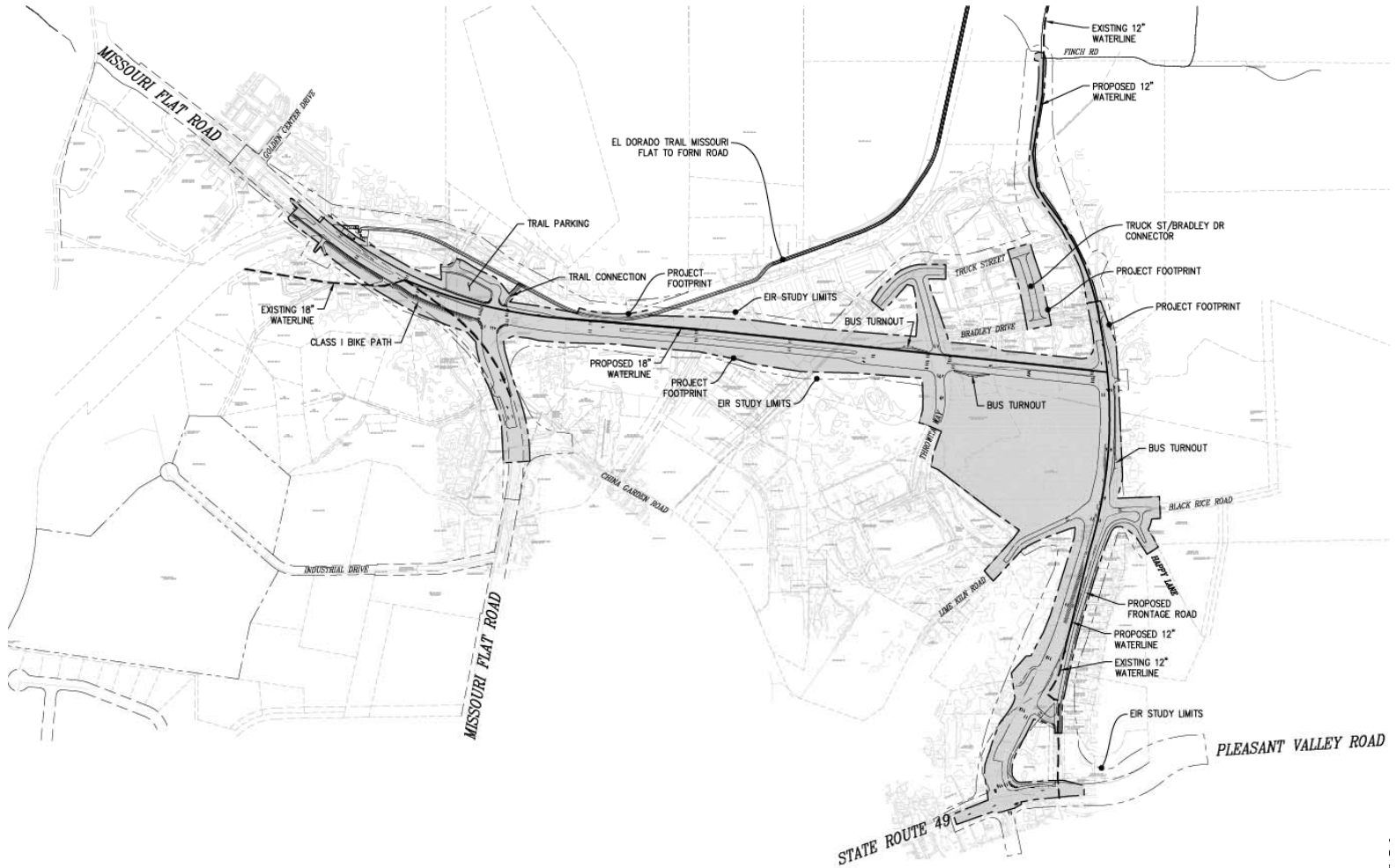
Project Alternatives



PROPOSED DIAMOND SPRINGS PARKWAY AND ALTERNATIVES



Proposed Project





Proposed Project

- New 4-lane Diamond Springs Parkway
 - New traffic signals at Missouri Flat Road, Throwita Way and SR-49
 - Potential Underground Utility District or relocation of overhead utilities
 - EID Proposed new 18” waterline
 - Includes bike lanes, sidewalks and bus turnouts at Throwita Way



Proposed Project

- Realign and Widen SR-49 to 4 lanes
 - Create frontage road along east SR-49 residences
 - Left-turn and through movement restriction at Lime Kiln Road and Black Rice Road
 - Dual left turn lanes from SR-49 to Parkway and to Pleasant Valley Road
 - Potential Underground Utility District or relocation of overhead utilities
 - EID Proposed upsize to 12" waterline
 - Includes bike lanes and bus turnout at Black Rice Road



Proposed Project

- 4-lane Parkway needed after 2020
- 4-lane SR-49 needed after 2025
- Construction will be phased
- Phase 1 will likely be SR-49 frontage road, 2-lane SR-49 and 2-lane Parkway
- Phase 1 right of way acquisitions and grading may be for 2-lane or ultimate 4-lane project depending on available funding and site specific constraints
- Potential for additional incremental phases providing traffic benefits as funding is available



EIR Milestones

- Notice of Preparation (NOP)
 - December 12, 2007 to January 18, 2008
 - Addendum to NOP issued January 4, 2008
 - Two Scoping Meetings on January 9, 2008
- Draft EIR Release June 23, 2010
 - Traffic Information Reissuance July 7, 2010
- The Public Review Period:
 - June 23, 2010 to August 23, 2010
 - Two Public Meetings on July 28, 2010
- Final EIR dated April 18, 2011
 - Available to public on May 2, 2011



EIR Highlights

- Application of a limited impacted design goal resulted in many impacts being less than significant
- All other impacts were reduced to a less than significant level with mitigation
- No statements of overriding consideration are necessary due to a limited impact design goal and mitigation as necessary



EIR Highlights

- Notable Mitigation Measures include:
 - Preconstruction surveys and protection of California Red-Legged Frog, nesting birds and bats
 - Riparian habitat/wetlands restoration and enhancement
 - Oak woodland canopy mitigation
 - Soil remediation & groundwater testing
 - Monitoring for lead, aerially deposited lead, asbestos, agricultural chemicals & hydrocarbons, and remediate if found
 - Risk assessment for existing propane tanks
 - Noise-reducing pavement or other method for Parkway/SR-49 intersection



Public Comments

- Revisions to Project from Public Comment:
 - Project revised to add sidewalk along east side of SR-49 or frontage road
 - Mitigation measure 4.7-5a was revised for clarification on addressing the potential of finding hazardous material during construction
- Issues Raised (see Supplemental Staff Report)
 - Purpose of the Project
 - Alternatives



Public Comments

- Issues Raised Con't
 - Impacts to Directly-Affected Properties
 - Economic Impact to Diamond Springs
 - Growth Inducing Impact to Diamond Springs
 - Project's Relationship with proposed Diamond Dorado Retail Center
 - Potential Consultant Conflict of Interest



Conclusion

- Project meets all Project Objectives
- All Impacts Reduced to Less Than Significant with Mitigation Measures
- DOT recommends BOS to:
 - 1) Certify EIR
 - 2) Adopt Findings of Fact
 - 3) Adopt Mitigation Monitoring and Reporting Plan
 - 4) Approve Diamond Springs Parkway Project