

Diamond Springs / El Dorado Community Coalition

4/27/2022

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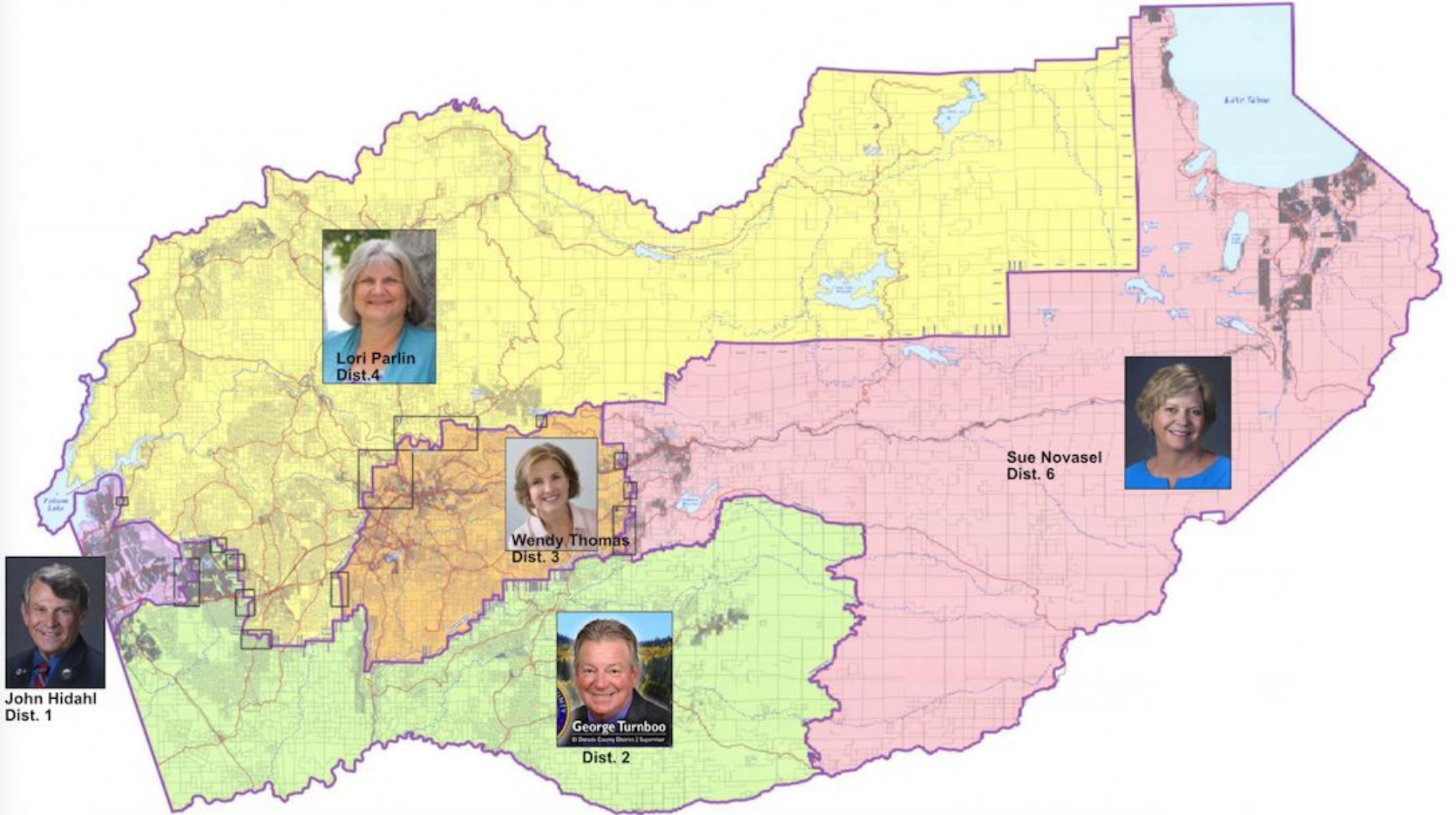
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Meeting Agenda

- Welcome
- Overview of planned developments for Diamond Springs / El Dorado
 - Project Names, Location, Current Status, Number of Units, Impact, Population Impact
- Measure E as a tool to control traffic impacts to prevent gridlock
- Historic Design Standards
- Closing Remarks / Actions

District Map and Representative



John Hidahl
Dist. 1



Lori Parlin
Dist. 4



Wendy Thomas
Dist. 3



George Turnbo
Dist. 2



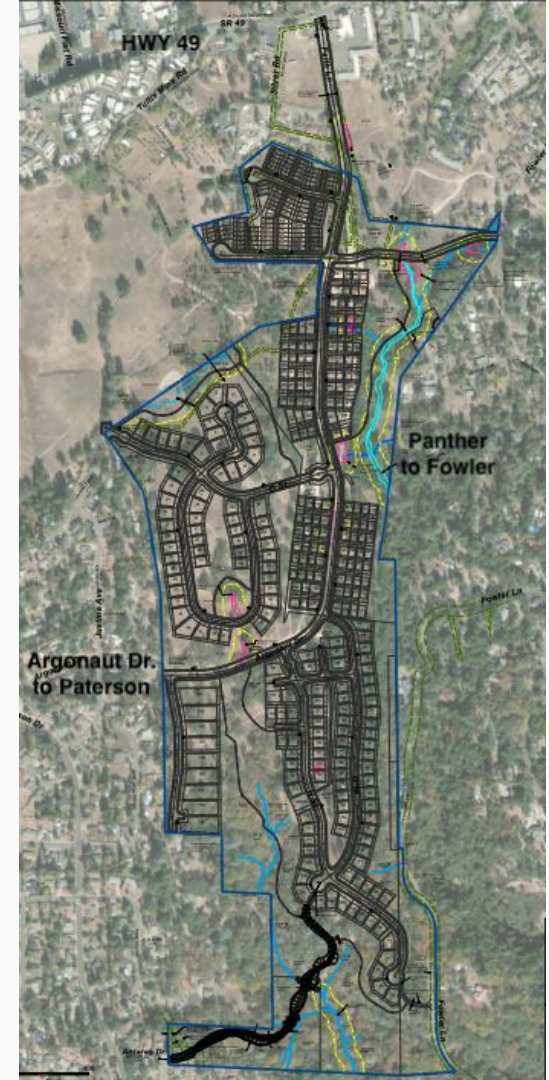
Sue Novasel
Dist. 6

Dorado Oaks Overview

- 382 Units on Faith Ln.
- 1146 additional people (10% increase to DS population)
- 718 additional cars (1.88 vehicles per household according to US DOT)
- Traffic Level of Service (LOS) at Faith Ln. goes from 'C' to 'F' (gridlock)
 - Mitigation: Roundabout **OR** 2 additional traffic lights on 49 (Main St.)
- Carpenter's house (Circa 1878) building is demolished, Graveyard will also be impacted for Roundabout, another scenario takes out Deb's Frosty
- Sunday swap meet will be gone
- Emergency response resources will be stretched even further
- Excessive impact on limited resources re: schools, water, utilities, etc.
- Historic downtown Diamond Springs will forever be changed
- Status:
 - Draft Environmental Impact Report (EIR) comment cutoff (11/17/21)
 - Waiting on mitigation responses from developer
 - If the County finds that the Final EIR is adequate and complete, the County will certify the Final EIR
 - Upon review and consideration of the Final EIR, the El Dorado County Board of Supervisors may take action to approve, conditionally approve, revise, or reject the proposed project.

Dorado Oaks Development

- 382 units on 142.5 Acres
- 156 Single family lots (ranging in size from 6,000 square feet to approximately 24,000 square feet)
- 225 Multi family lots (ranging in size from approximately 2,000 square feet to 7,170 square feet)
- 1 single-family lot of approximately 6.4 acres
- 3 main exits, Faith Ln, Panther to Fowler, and Argonaut Dr to Paterson.
 - No planned improvements for Fowler
- Optional: Emergency Fire Exit at the end of Fowler



Dorado Oaks Roundabout (Version 1)

Development Impact

- Traffic Level of Service goes from C to F at China Garden and Faith Ln.

Mitigation

- Roundabout on Main St. in Diamond Springs
- Historic Brick Building Gone
- Sunday Swap Meet Parking Lot Gone



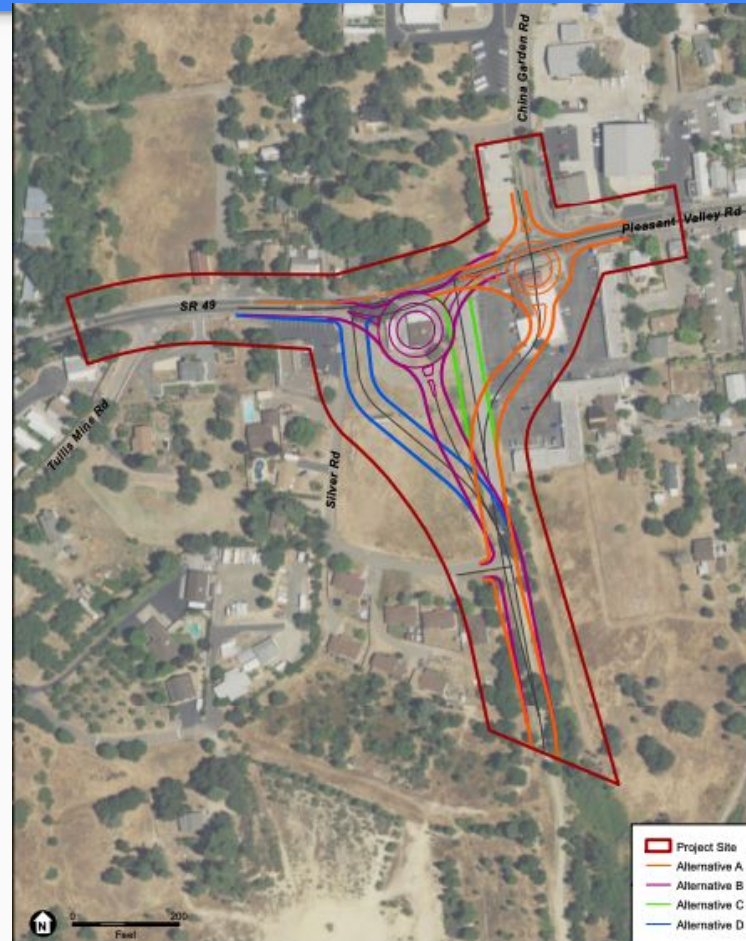
Dorado Oaks Roundabout (Version 2)

Development Impact

- Traffic Level of Service goes from C to F at China Garden and Faith Ln.

Mitigation

- Roundabout on Main St. in Diamond Springs
- Deb's Frosty Gone



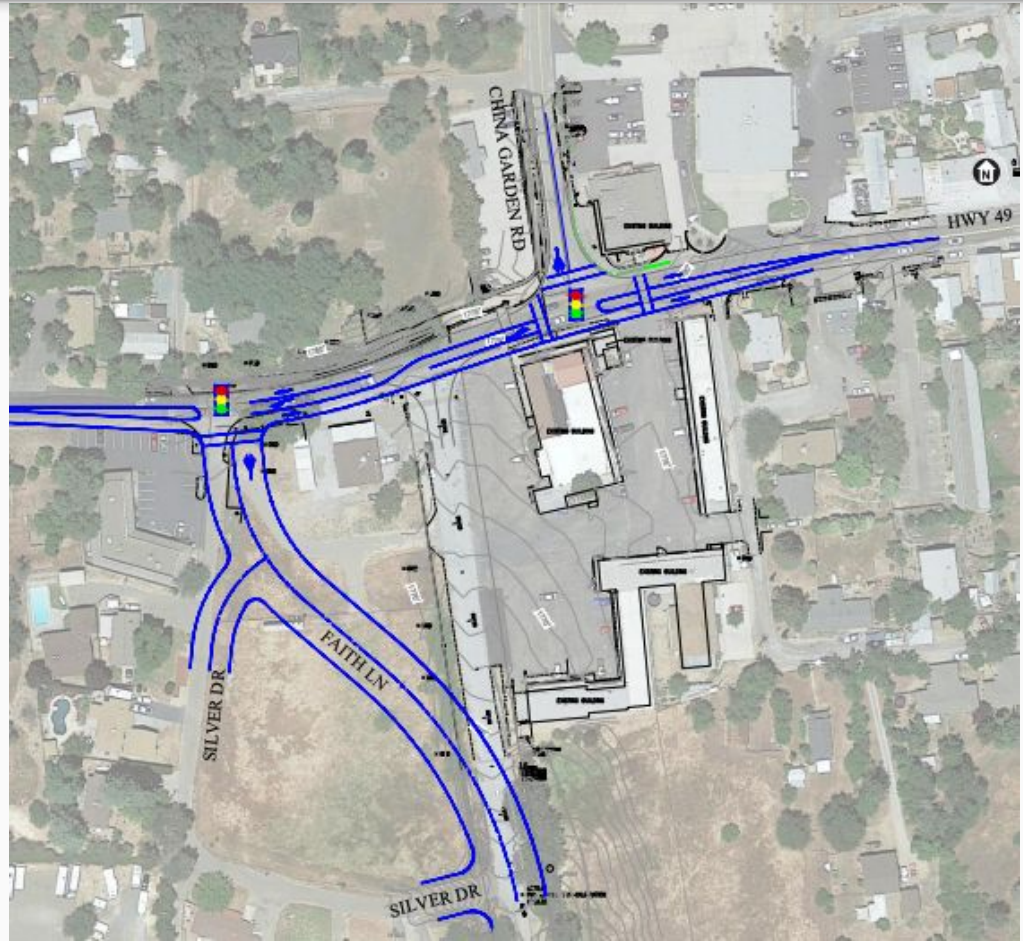
Dorado Oaks Stop Lights

Development Impact

- Traffic Level of Service goes from C to F at China Garden and Faith Ln.

Mitigation

- Two new traffic lights on Main St. (Hwy 49) in Diamond Springs
 - One at China Garden
 - Second light at modified Faith Ln.
- Total of 4 traffic lights between Missouri Flat and Fowler. (½ mile distance)



Dorado Oaks Summary / Concerns

- 10% increase in population is far too much for our remote historic town
- ~718 additional cars in downtown Diamond Springs
- Emergency evacuation out of area during fire will only get worse
- Traffic LOS going from 'C' to 'F' is going to create gridlock
- Mitigation plans for traffic congestion will not solve the problem, only create pockets of traffic
- Destroying a building from 1878 in a historic town is unacceptable
- Exits out of development are not sufficient for an emergency
- Excessive growth with one project will stress our emergency response and infrastructure resources

Piedmont Oaks

- 25.89 Acres
- 75 Residential and 1 Commercial Lots
- Location: Hwy 49 between Diamond Spring and Placerville
- 315 additional people, including Phase 2, (2.6% increase in DS population)
- ~140 additional cars
- One main exit will be onto 49, no additional traffic on Black Rice.
- Eva road will be used for emergency vehicle only
- Project originally was 85 units (Phase 1) and 20 units (Phase 2).
 - Will the developer come back with a Phase 2 proposal?
- Project application deemed “complete” in 2013. The project was modified up to the Board Approval in 2018.
 - Note: Neither Measure Y* (from 1998 & 2008) and Measure E* (adopted in July of 2016) were applied and traffic mitigation was removed with the 4th Iteration of the Environmental Checklist on 12-7-17:
 - Final Findings for 3-20-18 require a signal on Pleasant Valley, but that is not included in the Final Conditions of approval.

Piedmont Oaks



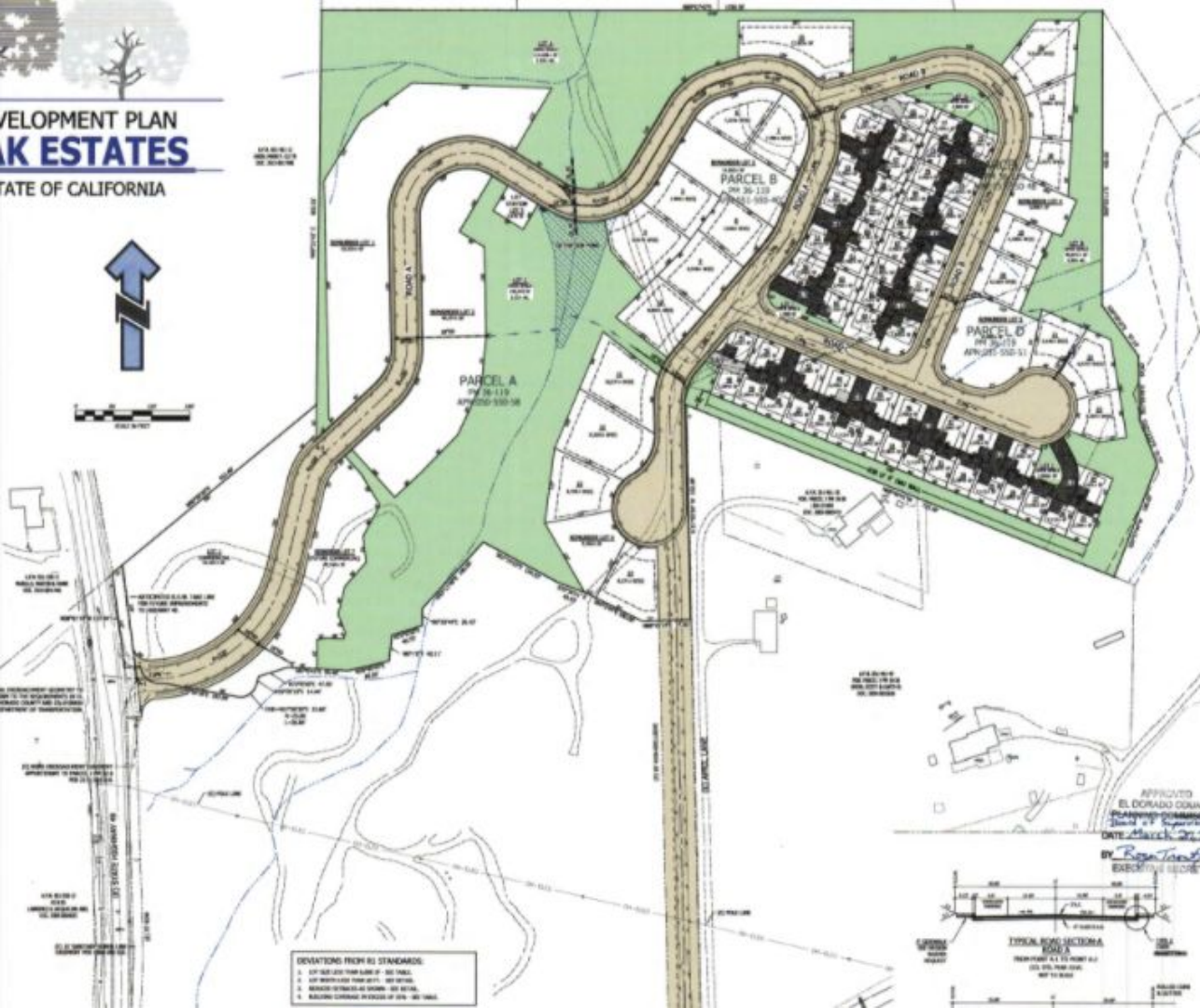
LOCATION AND ACCESS

- 25.89 Acres
- North of Black Rice Rd. & east of the proposed Diamond Parkway (HWY 49)
- Access from Highway 49 directly in line with the proposed Diamond Spring Parkway
- No traffic will be added to Black Rice Road
- EVA Road will be for Emergency Vehicle only



Piedmont Oaks

DEVELOPMENT PLAN
WALK ESTATES
STATE OF CALIFORNIA

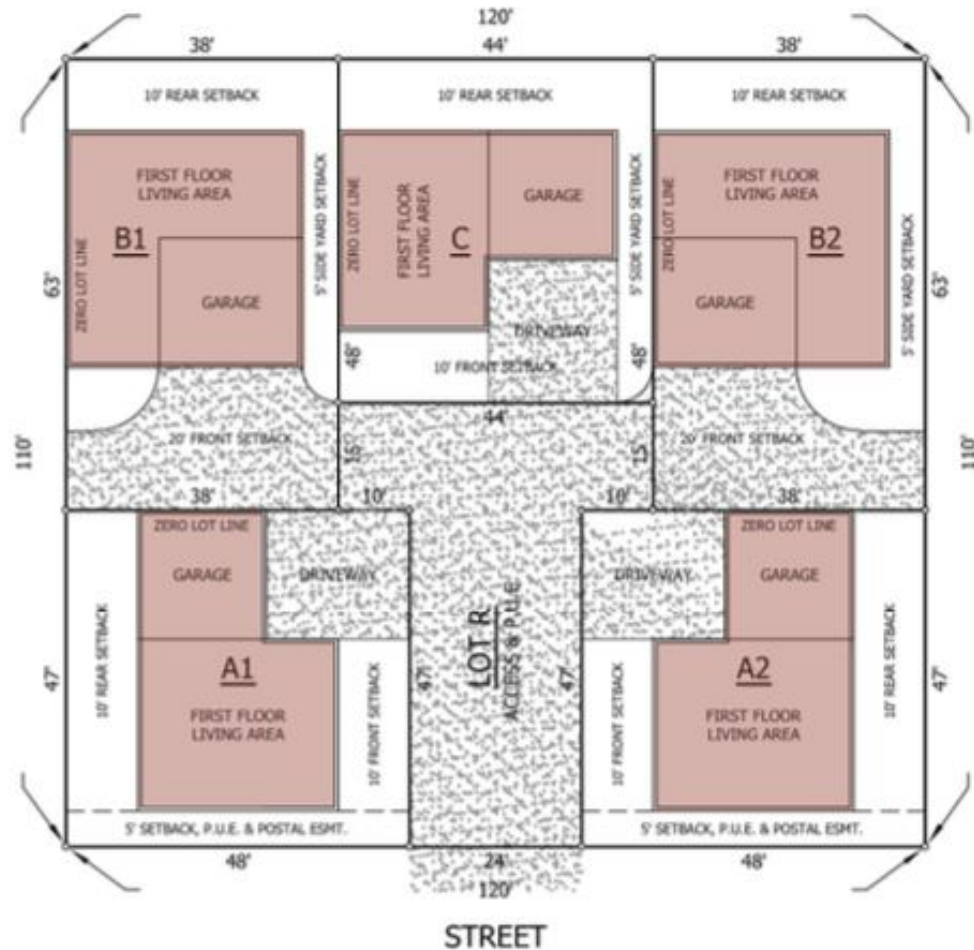


- DEVIATIONS FROM RLS STANDARDS:
- 1. 10' SIDEWALK FROM BOUNDARY - SEE TABLE
 - 2. 10' SIDEWALK FROM BOUNDARY - SEE TABLE
 - 3. SIDEWALK SETBACKS AS SHOWN - SEE TABLE
 - 4. SIDEWALK SETBACKS AS SHOWN - SEE TABLE
 - 5. SIDEWALK SETBACKS AS SHOWN - SEE TABLE



Piedmont Oaks

Piedmont Oaks



FEATURES OF THE CLUSTER LOT HOMES

- 24-foot entrance road to 5 homes
- 2 car garage and full sized driveway for each home
- Houses will have fire sprinklers
- Sense of security from neighborhood watch
- Opportunity for extended family providing for better care of family members

A SINGLE ROAD INTO 5 HOMES

Piedmont Oaks



PLAN REDUCTION FROM EARLIER SUBMITTAL

Current Submittal Map

Prior Submittal Map



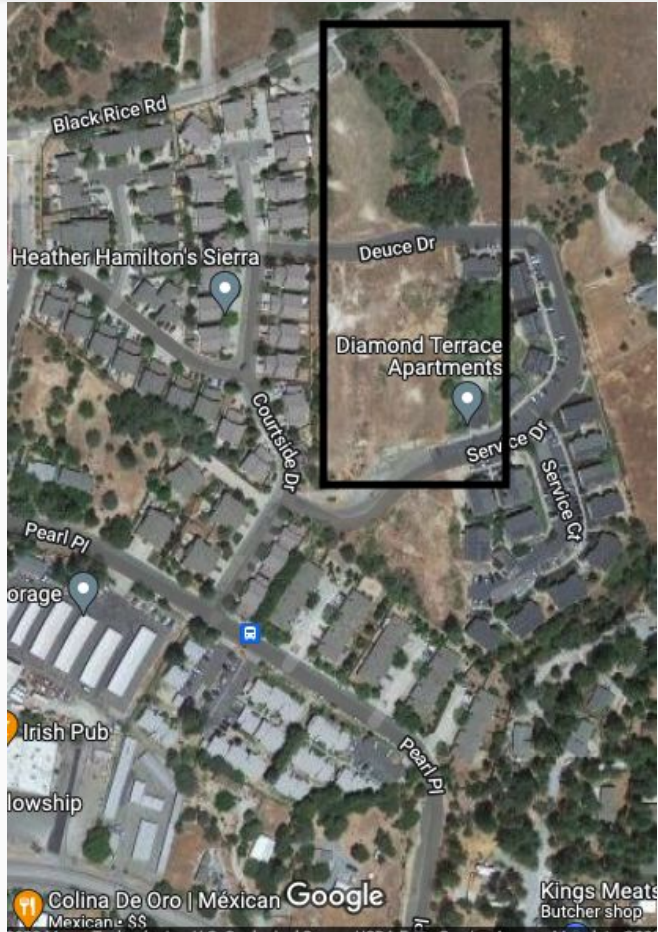
75 Residential Units
1 Commercial lots
6 Remainder parcels

Phase 1 85 Residential Units
Phase 2 20 Residential Units
1 Commercial lot

Diamond Springs Village Apartments

- 10 Multi-family residential buildings (total of 80 new units)
- 1 Community building
- Off of Black Rice Rd. in Diamond Springs
- ~240 new residents (2% increase in D.S. Population)
- ~150 additional cars
- 182 parking spaces
- 10.7 acre lot
- All buildings would be 33' tall
- Status: Approved

Diamond Springs Village Apartments



El Dorado Senior Village


- 8.2 Acres
- 149 units of affordable housing, ~300 people (7%  El Dorado)
- 280 new cars
- SB35 streamlined affordable housing construction project
- Main entrance on Koki Ln.
- 50% or more of the proposed units (at least 75 units) must be for household incomes at or below 80% AMI (Area Median Income)

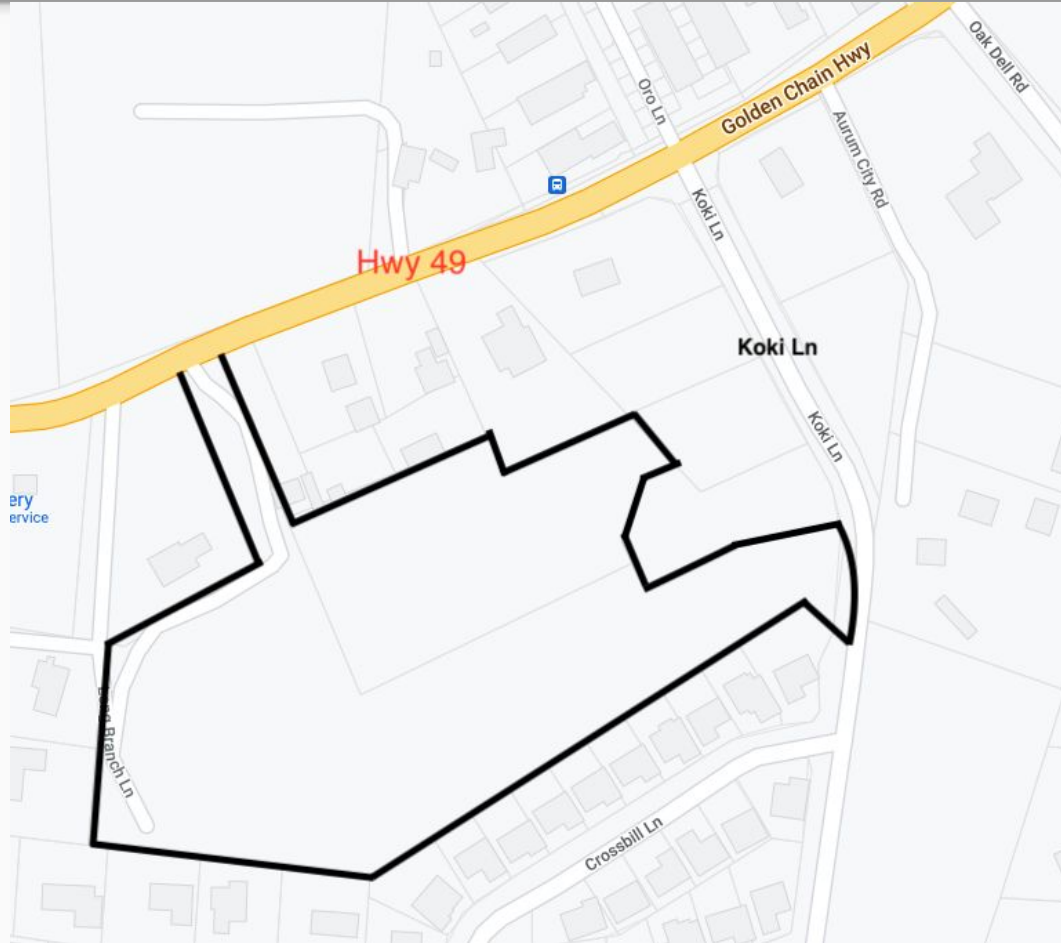
Table 1. 2021 State Income Limits for El Dorado County

Income Category		Number of Persons in Household							
		1	2	3	4	5	6	7	8
Extremely Low Income	30% AMI	\$ 19,050	\$ 21,800	\$ 24,500	\$ 27,200	\$ 31,040	\$ 35,580	\$ 40,120	\$44,660
Very Low Income	50% AMI	\$31,750	\$36,250	\$40,800	\$ 45,300	\$48,950	\$52,550	\$ 56,200	\$59,800
Low Income	80% AMI	\$50,750	\$58,000	\$65,250	\$ 72,500	\$78,300	\$84,100	\$ 89,900	\$95,700

El Dorado Senior Village

- The project was approved with a completely different layout and a requirement to merge the parcels and to annex into El Dorado Irrigation District.
- The project was then sold
- The new owner split the parcel, and the new project is allowing on-site septic, which changes and violates the original conditions of approval.

El Dorado Senior Center Location



Apartments behind Historic Block Building (Wells Fargo)

- Property in Escrow
- 40 Unit Apt. + Industrial planned on 1.5 acres (Info. from Realtor)
- 120 additional people, (1% increase in DS population)
- ~75 additional cars
- Developer met with DS Advisory Committee to explore restrictions
- Still in early stages of planning





Locust Rd

Locust Rd

Centers Ln

49 (Main St.)



Tullis Mine Rd

Silver Dr



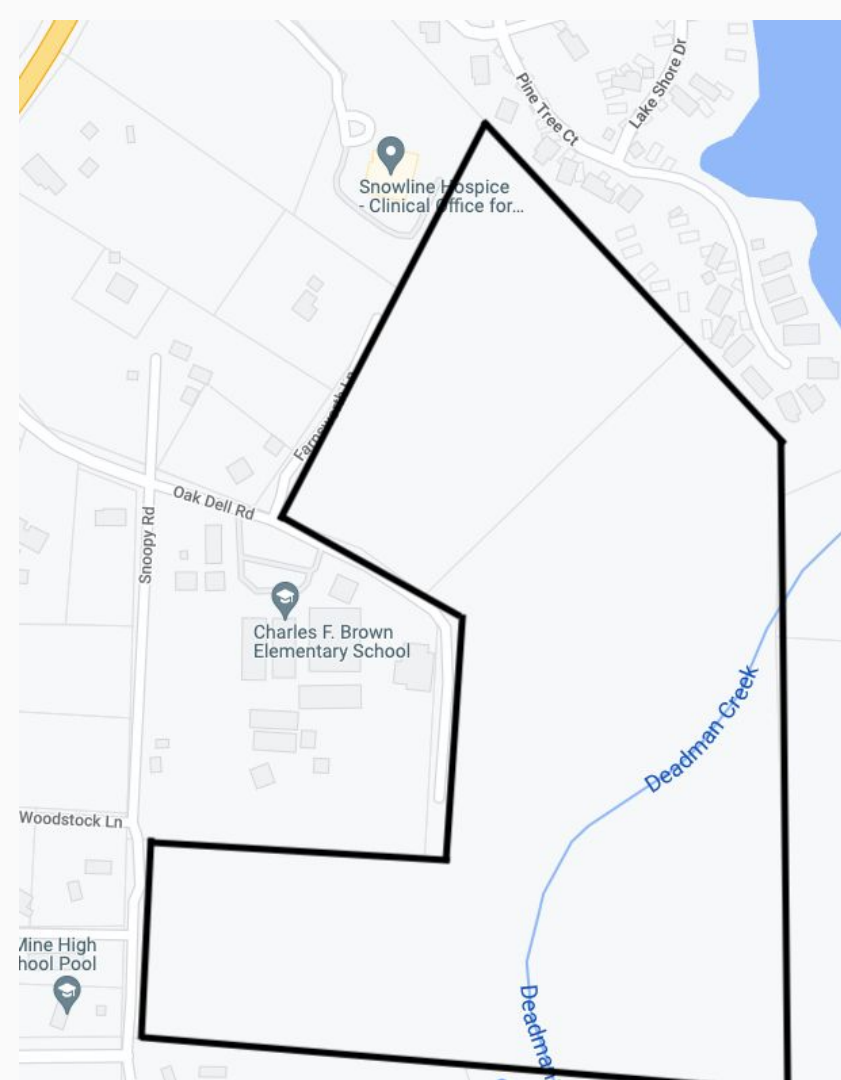
Deb's Frosty
Hamburger · \$

Sports Complex

- 39.59 Acres next to Charles Brown School
- 4 Ball fields, 4 Soccer fields, Frisbee Golf course, picnic area, snack shack, and restrooms
- Next step is for BOS to review Fiscal Analysis

Concerns:

- Overall financial analysis and site cleanup costs
- Traffic impact will center around sports activities. No Traffic LOS yet.
- If this becomes a Regional Park, traffic during tournaments will be challenging
- Who will manage the complex is still an unknown. (Key to Success)
 - Property maintenance (ballfield, brush clearing, etc.)
 - Preventing homeless encampments

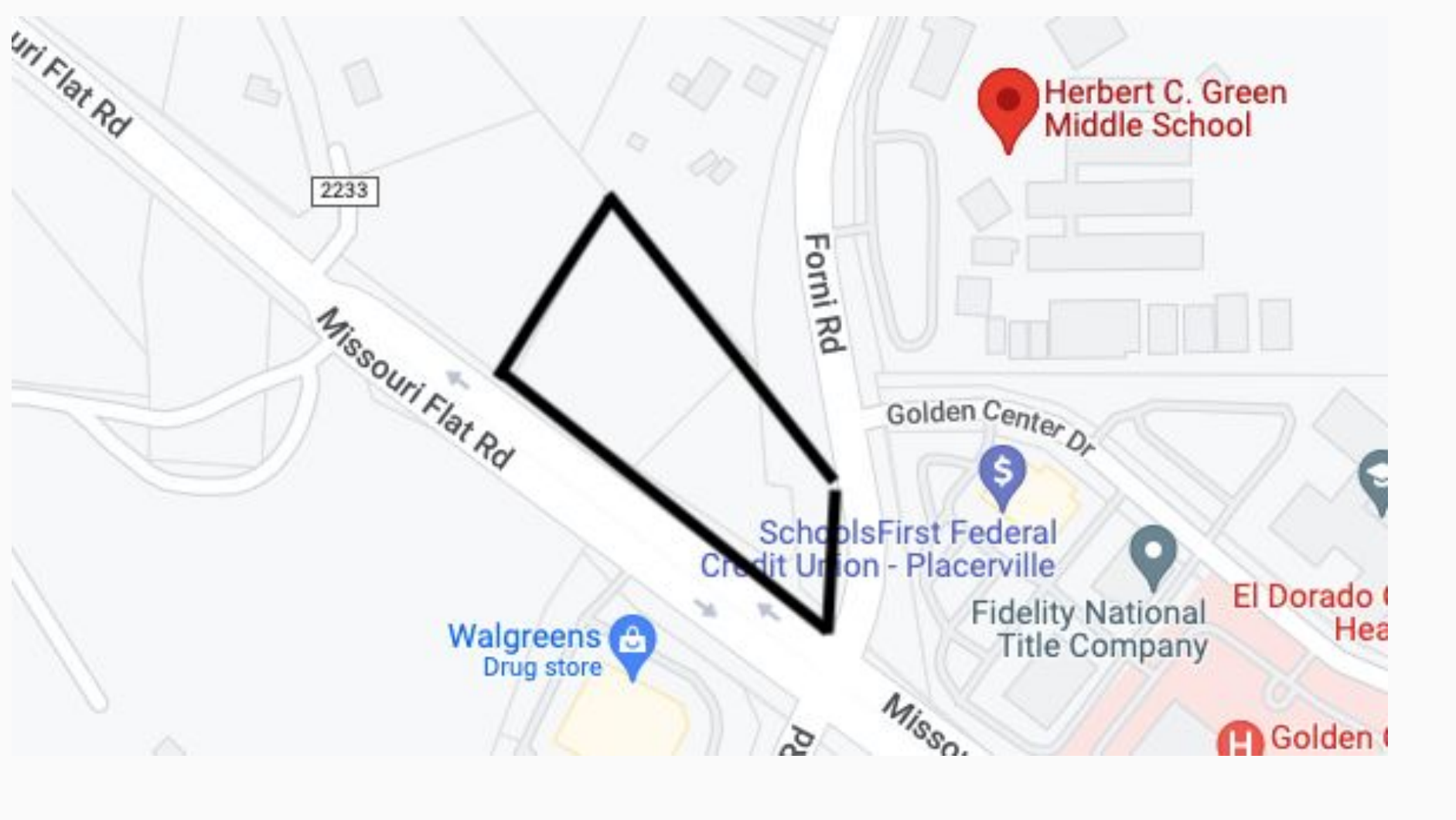


Preliminary plans for the site include four ball fields, four soccer fields, a natural/ecological Frisbee golf course, picnic area, snack shack, restroom and playground, as well as associated parking areas.



Arco Station on Missouri Flat Rd.

- 4.39 Acres, Across from Walgreens
- 2,880 square foot convenience store, a 3,134 square foot car wash, and a 4,859 square foot fuel canopy consisting of 16 vehicle fueling stations
- Main access off of Forni Rd.
- Will sell alcohol and tobacco
- Added traffic to Herbert Green Middle School
- County giving up 50' Forni Rd. right-of-way (.22 acres) for this development.
- No future expansion of Forni Rd.



Missouri Flat Rd

2233

Missouri Flat Rd

Forni Rd

Golden Center Dr

Herbert C. Green Middle School

SchoolsFirst Federal Credit Union - Placerville

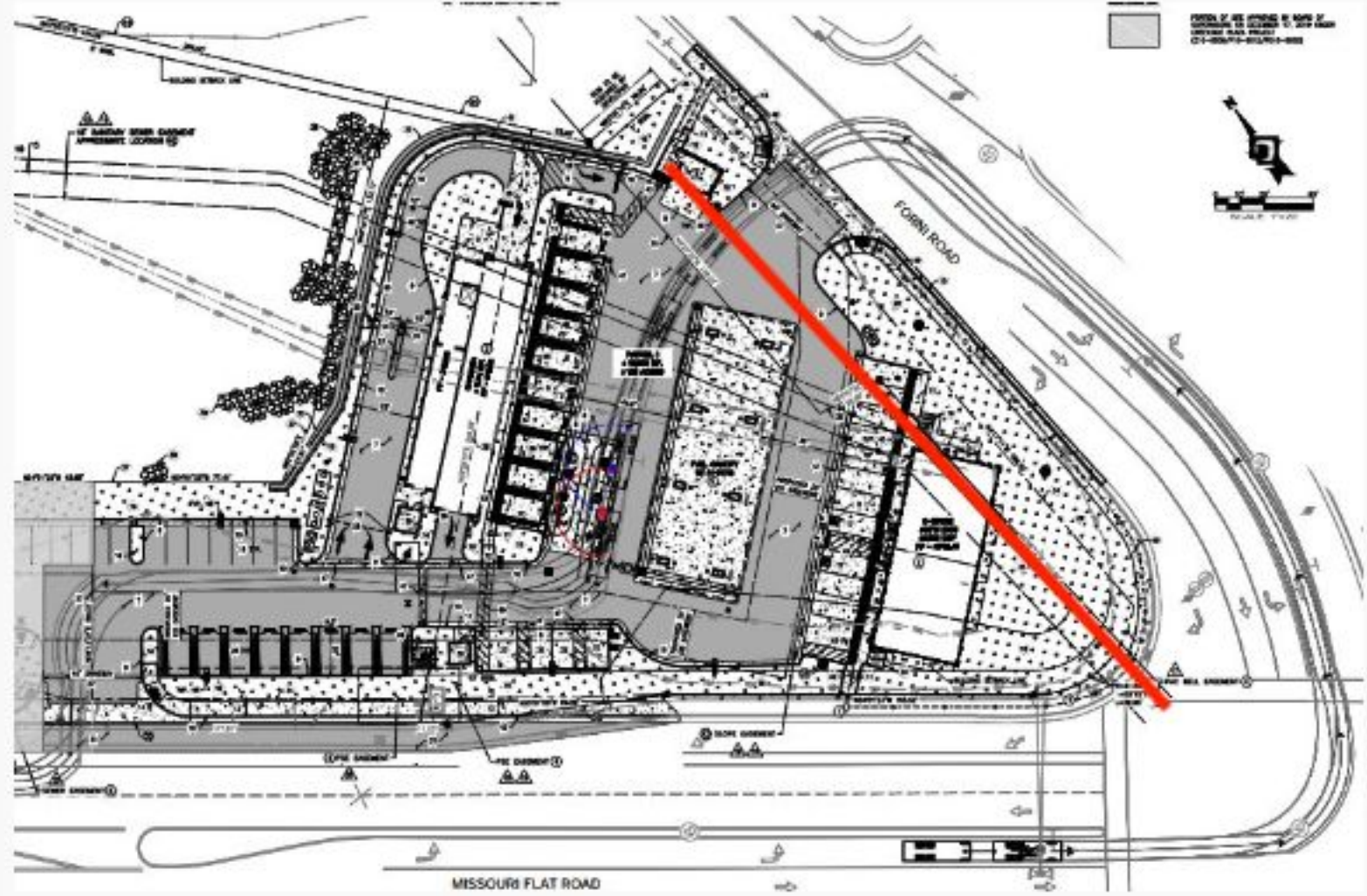
Walgreens Drug store

Fidelity National Title Company

El Dorado Health

Golden Center

PORTAL OF THE STADIUM BY NAME OF
STADIUM PLANNING PROJECT
01-2011-01-01-000



MISSOURI FLAT ROAD

Summary of ALL Projects on the Horizon

- 15% ↑ Diamond Springs Population with Associated Traffic
 - 1,818 addition people
- 7% ↑ El Dorado Population with Associated Traffic
 - 300 addition people
- ~1353 additional cars to the area
- 2 New traffic lights on Main St. or a Roundabout through Diamond Springs
- Brick Carpenter's building gone if Roundabout is implemented
- Deb's Frosty will also be removed with option 2 Roundabout
- Diamond Springs Cemetery impacted for Roundabout
- Limited Fire / Police resources stretched even further
- Excessive demand on limited resources re: water, utilities, etc.
- More gridlock traffic during an emergency evacuation

Survey results from first meeting

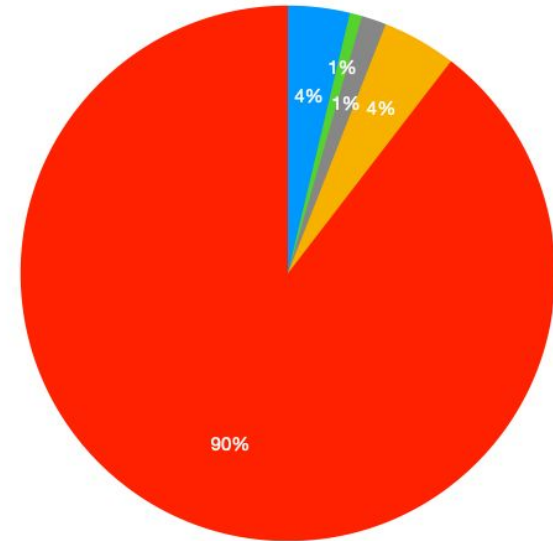
Diamond Springs / El Dorado Community Coalition Survey Results

3/30/2022
(140 Responses)

Question	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
Preserve and protect the rural lifestyle of Diamond Springs / El Dorado	3%	0%	5%	9%	83%
Concerned about emergency evacuation through Diamond Spring / El Dorado	1%	2%	2%	12%	83%
Concerned about impacts to traffic congestion if additional multiple housing developments are built in Diamond Springs / El Dorado	1%	1%	2%	8%	88%
Concerned about impacts to emergency services response times if additional multiple housing developments are built in Diamond Springs / El Dorado	3%	1%	3%	10%	83%
Concerned about impacts to schools and classroom sizes if additional multiple housing developments are built in Diamond Springs / El Dorado	3%	1%	17%	18%	61%
Important to develop Historic Design Standards for Diamond Springs's Historic District that are in harmony with the town's historical and cultural background	1%	1%	5%	18%	75%
Prefer Mixed-Use (Residential & Commercial) projects that be limited to 10 units per acre, as previously required by the County's voter-approved General Plan - which has since been amended to 20 units per acre	2%	2%	3%	16%	77%
Important that County Board of Supervisors support design standards for Multi-family, commercial, and industrial projects that align with the cultural and historical background of Diamond Springs / El Dorado	1%	1%	5%	15%	77%
Concerned about Dorado Oaks impacting traffic Level of Service from C (stable flow) to F (stop and go, gridlock) which will require adding a Roundabout or more Traffic lights through downtown Diamond Springs	4%	1%	1%	4%	90%
Support a gas station, car wash, and convenience store selling tobacco and alcohol products, with the entrance on Forni Road - across from Herbert Green Middle School	49%	9%	21%	5%	16%
Like to see a Regional Sports Complex next to Charles Brown School	33%	14%	30%	15%	9%
Concerned about the traffic impacts if County approves a Regional Sports Complex	4%	4%	17%	14%	61%

Concerned about Dorado Oaks impacting traffic Level of Service from C (stable flow) to F (stop and go, gridlock) which will require adding a Roundabout or more Traffic lights through downtown Diamond Springs

- Strongly Disagree
- Disagree
- Neutral
- Agree
- Strongly Agree



Q & A

**The 2004 General Plan was adopted by the voters and titled,
“A Plan for Managed Growth and Open Roads;
A plan for Quality Neighborhoods and Traffic Relief”**

Measure E

In 1998, El Dorado County voters adopted an initiative measure know as **Measure Y**, the **“Control Traffic Congestion Initiative”**. The initiative added several policies to the former General Plan intended to require new development to fully pay its way to prevent traffic congestion from worsening in the County. The initiative provided that the new policies should remain in effect for 10 years and that the voters should be given the opportunity to re-adopt those policies for an additional 10 years. Unknowingly, the voters adopted a “modified version” of Measure Y in 2008 which punched numerous holes in the original intent. With the 2008 Measure about to expire, in 2016 a grass root effort of Citizens put Measure E on the ballot to reintroduce the higher requirements of the Original Measure.

GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate levels of service on County roads.

Measure E (embedded into our General Plan) was passed by the voters in 2016, was challenged in court, parts were removed, but the following is what was not struck down by the courts.

TC-Xa 1: Traffic from residential development projects of five or more units or parcels of land shall not result in, or worsen, Level of Service F (gridlock stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.

Definition of Worsen (any one of the following):

- A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or
- B. The addition of 100 or more daily trips, or
- C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

Definition of Level of Service F:

LOS F is used to define forced or breakdown conditions. This condition exists whenever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Measure E

TC-Xa 2: The County shall not add any additional segments of U.S. Highway 50, or any other highways and roads, to the County's list of roads from the original Table TC-2 of the 2004 General Plan that are allowed to operate at Level of Service F without first getting the voters' approval.

TABLE TC-2 EL DORADO COUNTY ROADS ALLOWED TO OPERATE AT LEVEL OF SERVICE F1		
Road Segment(s)		Max. V/C2
Cambridge Road	Country Club Drive to Oxford Road	
Cameron Park Drive	Robin Lane to Coach Lane	1.11
Missouri Flat Road	U.S. Highway 50 to Mother Lode Drive	1.12
	Mother Lode Drive to China Garden Road	1.20
Pleasant Valley Road	El Dorado Road to State Route 49	1.28

Measure E

TC-Xa 5: The County shall not create an Infrastructure Financing District unless allowed by a 2/3rds majority vote of the people within that district.

TC-Xa 7: Before giving approval of any kind to a residential development project of five or more units or parcels of land, the County shall make a finding that the project complies with the policies above. **If this finding cannot be made, then the County shall not approve the project** in order to protect the public's health and safety as provided by state law to assure that safe and adequate roads and highways are in place as such development occurs.

Not part of Measure E, but County requirement:

TC-Xa 3: Developer-paid traffic impact fees combined with any other available funds **shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development** during peak hours upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county. (Per Resolution 201-2018)

Policy TC-Xd: Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions except as specified in Table TC-2. **The volume to capacity ratio of the roadway segments listed in Table TC-2 shall not exceed the ration specified in that table.** Level of Service will be as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council) and calculated using the methodologies contained in that manual. Analysis periods shall be based on the professional judgement of the Department of Transportation which shall consider periods including including, but not limited to, Weekday Average Daily Traffic (ADT), AM Peak Hour, and PM Peak hour traffic volumes.

Policy TC-Xf: At the time of approval of a tentative map for a single family residential subdivision of five or more parcels that worsens (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) **traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element based on existing traffic plus traffic generated from the development plus forecasted traffic growth at 10-years from project submittal;** or (2) ensure the commencement of construction of the necessary road improvements are included in the County's 10-year CIP. **For all other discretionary projects that worsen** (defined as a project that triggers Policy TC-Xe [A] or [B] or [C]) **traffic on the County road system, the County shall do one of the following: (1) condition the project to construct all road improvements necessary to maintain or attain Level of Service standards detailed in this Transportation and Circulation Element;** or (2) ensure the construction of the necessary road improvements are included in the County's 20-year CIP

The County has ignored these policies since the Court's Ruling.

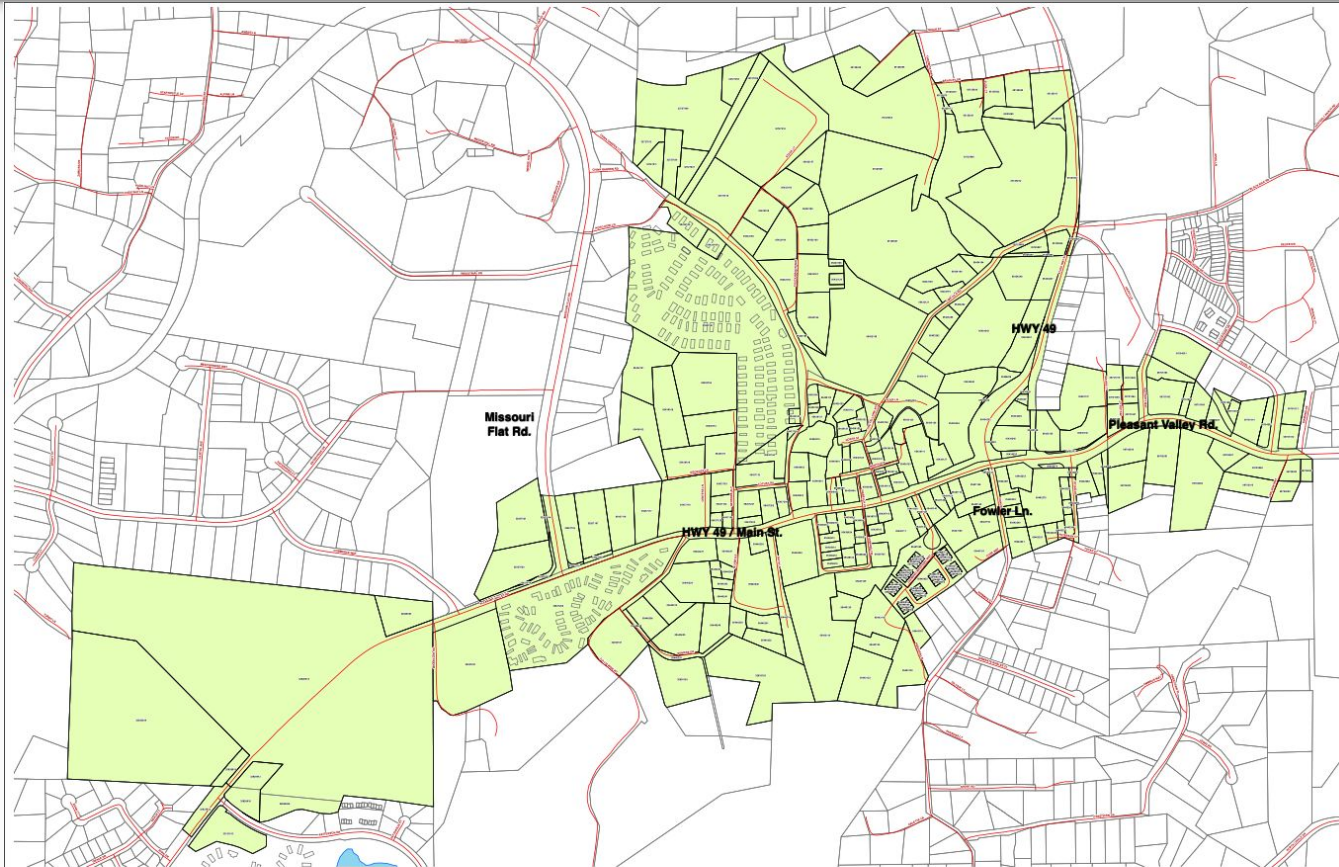
Historic Design Standards

- Current Historic Design Standards was produced in 1982 and converted to electronic form in 2017 when it was adopted by BOS.
- Document shows the architecture of the Gold Rush days but gives very little guidance for developers to know if they are keeping with historic design.
- The Community has the opportunity to define simplified standards to assist property owners in improving the economic value of the historic downtowns.

Document location:

<https://www.edcgov.us/Government/planning/Documents/Historic-Design-Guide-Reformatted-Adopted-4-24-18.pdf>

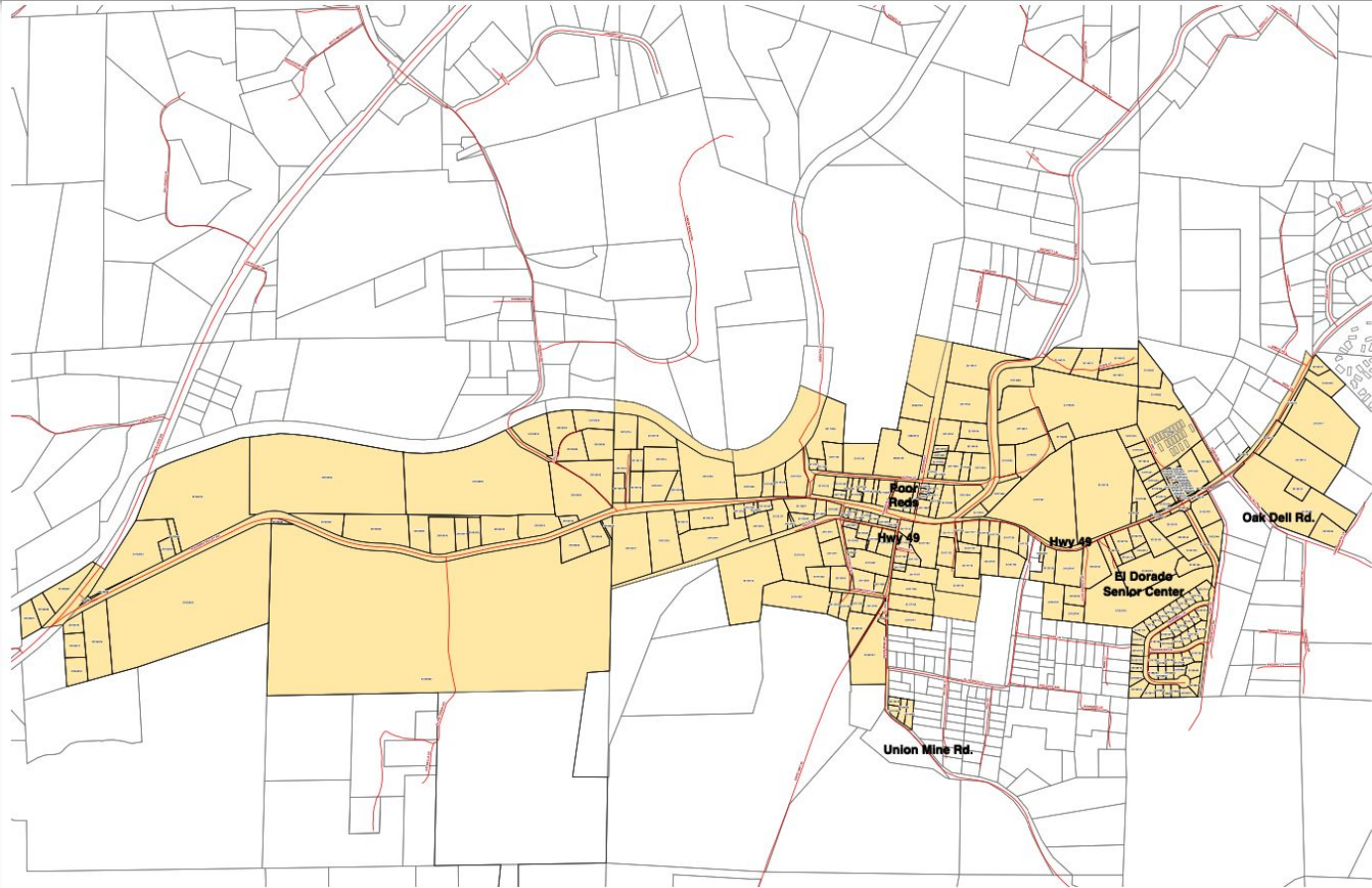
Diamond Springs Historic Overlay



DESIGN REVIEW - HISTORIC (-DH) COMBINING ZONE
DIAMOND SPRINGS
County of El Dorado
State of California



El Dorado Historic Overlay



DESIGN REVIEW - HISTORIC (-DH) COMBINING ZONE
EL DORADO



Where we go from here depends on you

We Need a United Community Voice to:

- Hold Planning Dept., Transportation Dept., and Board of Supervisors Accountable
- Work to Define Historic Design Standards
- Preserve the Character and Charm of these Historic Towns
- Promote Well-Planned and Realistic Growth

Community Coalition Roles

- Spreading the Word
 - Distribute Fliers and Handouts
 - Banners/Signs on Property
- Calls to Action
 - Send Emails/Make Phone Calls
 - Attend County Meetings (not necessary to speak)
- Core Team Member
 - Elections - Vetting and Promoting Candidates
 - Legal
 - Research - Projects, Grant Applications, etc.
 - Public Awareness / Social Media
 - Planning Dept. & Board of Supervisors Liaisons
 - Becoming a Non-Profit
 - Creating Community Design Standards for the aesthetics of future projects
 - Monitoring the County's adherence to the General Plan
 - Explore amending the General Plan regarding Diamond Springs & El Dorado

Thank you
for your attendance and concern