El Dorado Hills Area Planning Advisory Committee

APAC 2024 Officers
John Davey, Chair jdavey@daveygroup.net
John Raslear, Vice Chair jjrazzpub@sbcglobal.net
Timothy White, Vice Chair tjwhitejd@gmail.com
Brooke Washburn, Vice Chair washburn_bew@yahoo.com

1021 Harvard Way, El Dorado Hills, CA 95762
https://edhapac.org

The County of El Dorado Planning Department
Cameron Welch Senior Planner
2850 Fairlane Court
Building C
Placerville, CA 95667

Sunday June 30, 2024

RE: Village of Marble Valley Specific Plan DRAFT Environmental Impact Report Public Comments

The El Dorado Hills Area Planning Advisory Committee (EDH APAC) would like to submit the following comments on the Village of Marble Valley Specific Plan DEIR. Comments were collected from EDH APAC members, El Dorado Hills residents, El Dorado County residents, and residents of Cameron Park.

Where necessary, supporting exhibits are attached as PDF Documents.

General Plan Consistency

Transportation Element

Vehicle Miles Traveled is the transportation metric now considered in CEQA, but Level of Service (LOS) metrics are incorporated into the El Dorado County General Plan. EDH APAC is concerned that traffic LOS impacts have not been studied or mitigated for traffic generated by the project for high school student residents of the project that will be attending Union Mine High School located at 6530 Koki Ln, El Dorado, CA 95623.

Students will potentially have to travel by US 50 through some of the following US50 intersections: Bass Lake Road, Cambridge Road, Cameron Park Drive, Ponderosa Road/South Shingle Rd, Shingle Springs Drive, Red Hawk Parkway, Green Stone Road, El Dorado Road, and Missouri Flat Road. The DEIR does not study these US50 segments for LOS impact for commutes to and from Union Mine High School.

Travel to and from Union Mine High School via the El Dorado County surface road network would

include many road segments - Bass Lake Road, Country Club Drive, Cambridge Road, Flying C Road, Lariat Road, Strolling Hills Road, Cameron Park Drive, Coach Lane, Durock Road, South Shingle Road, Sunset Lane, Mother Lode Drive, and Pleasant Valley Road. The DEIR does not study these road segments for LOS impact for commutes to and from Union Mine High School.

Q: LOS impacts of the project extend beyond the El Dorado Hills and Cameron Park communities, and over 20 miles of El Dorado County Roadways and the California Highway system, and require study and mitigation. Will LOS studies be completed to account for possible General Plan Transportation Elements Impacts from trips to Union Mine High School?

Housing Element

Affordable Housing page 3.6-29

Under Key Project Attribute

Priority Area Key Project Attribute Project Consistency Analysis (prior to mitigation)

At least 20% of units included are affordable to lower-income residents Not Consistent.

The VMVSP does not include any affordable units.

Results in no-net loss of existing affordable units Consistent. The VMVSP will develop underutilized open space and does not result in a net loss of existing affordable units.

Of course there is no-net loss of existing affordable units, there were never any built. This is undeveloped land.

Q: Why is the developer exempt from providing lower income housing in this 3,000+ development ?

Traffic - Transportation

The EDH APAC Standing Transportation Committee offered the following comments.

EDHAPAC Standing Committee on Transportation

Marble Valley Transportation Response

6/29/24

Summary Assessment:

The report describes surrounding infrastructure as it relates to this project but is vague or only touches on amenities in the project. It only addresses traffic generically and defaults to the basic acceptable guidelines from CEQA and OPR. The lack of specific detail implies that this is a precursor to a detailed report, and it is the expectation of the EDHAPAC Standing Committee on Transportation that the developer will complete the detailed traffic impact study.

The committee also has questions on emergency evacuation, bike and pedestrian paths, and US 50 interchange,

Specific Issues:

Q: Lack of comprehensive traffic study - Unless there is a more comprehensive traffic report coming, their numbers VMT, etc come from the county and might not be accurate with respect to this project. This Transportation and Circulation report lacks much-needed detail for this project. The expectation is that the majority of grocery, retail/fast food/restaurants, fuel stations will be on the Bass Lake RD north side of the freeway and will increase VMT out of and into the project.

Q: Lack of clarity on emergency evacuation plan - Will there be egress paths on the southern end of the project? Currently it looks like the main exit is Marble Valley Parkway to Bass Lake Road. The FD appears to have multiple access points. Will the public be able to use the FD access roads to evacuate? With over 3,000 homes and businesses in a tight valley, lack of egress is a recipe for disaster and loss of life.

Q: Lack of clarity on bike and pedestrian paths - The committee continues to focus on bike and pedestrian paths that are available to everyone. The report emphasizes and envisions various pedestrian and bicycle pathways used to get to neighboring areas, parks, and retail.

The proposed class1 bike lanes are restricted to public roads which prevent the general public from utilizing the lower portions of both sites.

Gravel roads are not suited for road bikes and are not open to the public in these plans. These trails end at Deer Creek bridge.

The vision of many is for a bike /pedestrian trail system that traversed the entire proposed development. The jewel in the crown would be a connected bike/pedestrian/equestrian pathway that utilizes the old train line. Examples of this type of path can be found in Placerville and in much of the nation where old train lines are converted to serve the community.

Who will be responsible for maintaining the bike and pathways within the project and connected outside the project?

Q: Main access-Bass Lake Exit off of US50 - This is controlled by Caltrans and not the County DOT. What is the plan and timeline to improve this on/off ramp and access to the Bass Lake retail area north

of 50? This could also apply to Cambridge Rd which looks like it will require a connector road to be built from Marble Valley Parkway to Cambridge. Who coordinates and pays for that?

Interim Interchange improvements - The DEIR indicates that “interim” improvements will be made to the Bass Lake Road - US50 interchange when the project hits a trigger of 800 building permits. What is the methodology that prescribes 800 building permits as the appropriate trigger to offset impacts to the Bass Lake Road - US50 interchange? What improvements are proposed? The costs to study, design, and improve a California Highway interchange are significant, and costly, and take years to achieve and then construct.

The DEIR indicates that “interim” improvements will be made to the Cambridge Road - US50 interchange when the project hits a trigger of 750 building permits. What is the methodology that prescribes 750 building permits as the appropriate trigger to offset impacts to the Cambridge Road - US50 interchange? What improvements are proposed? As with the Bass Lake Road interchange, the costs to study, design, and improve a California Highway interchange are significant, and costly, and take years to achieve and then construct.

“Interim” interchange improvements suggest a temporary, or short term solution. What are the permanent and long range solutions to the Bass Lake Road and Cambridge Road interchanges that purport to fully mitigate the project’s impacts? What is the timeline for these improvements?

Resident comments regarding transportation submitted to EDH APAC

Q: Bass Lake/US 50 interchange: The Bass Lake interchange will have to be totally redesigned and reconstructed in order to accommodate any additional population increase on the Bass Lake corridor. Traffic already backs up on the E/B off ramp in the afternoons. Traffic backs up onto the freeway causing delays to the current residents and an unsafe condition ripe for a collision on the freeway. No additional traffic should be added to this interchange without a plan and funding in place to be completed before any new residents move to the area. Since the interchange improvements will have to be a partnership with the state and county, this is likely a 10-20 year project before completion.

Q: Bass Lake Road: This road is already inferior and unsafe in a few locations between US50 and Silver Springs Pkwy. This is a small two lane county road that was not designed for the current traffic volume. The additional residents of Marble Valley/Lime Rock will only exacerbate the unsafe condition. There are no turn lanes, suicide lanes or turn outs on most busy intersections. Intersections, such as Hollow Oak/Bass Lake should already be signalized and is currently an unsafe intersection. No additional population should be planned without improving the roadway in advance.

Q: The fire access roads planned in Marble Valley/Lime Rock are restricted use roadways that will not be open to the public on a normal basis. The roads will be gated because the surrounding, existing neighborhoods, do not want additional traffic caused by these developments to impact their neighborhoods. There is no plan in place to open the gates during an emergency. If there is a wildfire and Marble Valley/Lime Rock residents need to evacuate the area they will have to wait for the gates to be opened before they can evacuate. This is a horrible plan with a single point of failure to think that

someone (Fire Dept, Sheriff?) will have to respond to the gate and open it. If there is a fast moving wildfire, similar to Paradise or Oakland Hills, it will be too late and the evacuation roads will be irrelevant because people will not be able to get out.

Environmental Comments

The Environmental report is a long and extremely detailed report explaining the challenges with this project and maintaining the current ecological environment with respect to fauna, special species, oak woodlands, riparian woodlands, wetlands, and grasslands.

There are too many variables in this report to address all the individual concerns. Therefore, with an overall view of this report here are the key questions.

Prior to grading and construction, a hired biologist is the most essential monitor for the safe and ecological development of this site with regards to preserving and protection plants, animals, and ecosystems during the first few years of construction phase. See page 3.3-40

The first years because it the responsibility of the biological monitor to ensure that any species of bird, rare plants, or special species are protected during their mating season and raising their young-such as discovering grounds nests in area about to be graded, which would result in fencing going around the nest till young have left. After that all will be graded and destroyed so future nesting in that area will not occur. Will this actually happen when the biological monitor is not there on a daily basis? This is a very large project for one to monitor.

As listed multiple times in this document for the various environments, special species, rare plants, etc. It is the responsibility of the biological monitor hired by the project manager to:

1. Mitigation Measure BIO-1b: Conduct environmental awareness training for construction employees page 3.3-39. This is to be done by the bio monitor but the environmental awareness program will be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent will ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions will be provided to each person.

Q: How is this verified that it is done?

Q: Does the inservice have to be done in a language that the construction workers understand?

2. Mitigation Measure BIO-1c: Conduct periodic site visits during construction 3.3.-40

3. Mitigation Measure BIO-1d: Avoid and minimize potential disturbance of oak woodland habitat and compensate for loss of oak woodland and individual trees

4. Mitigation Measure BIO-1a: Install construction barriers around the construction area to protect sensitive biological resources to be avoided

Mitigation Measure BIO-1c: Conduct periodic site visits during construction The project applicant will employ a qualified biologist to conduct periodic site visits during construction as necessary in and adjacent to all sensitive biological resources in the construction area. The frequency of site visits will range from weekly to monthly, depending on the biological resource, and may be done concurrently with other monitoring that may be occurring onsite (e.g., California red-legged frog, SWPPP compliance). The biological monitor will assist the construction crew as needed to comply with all project implementation restrictions and guidelines. The biological monitor also will be responsible for ensuring that the contractor maintains the staked and flagged perimeters of the construction area and staging areas adjacent to sensitive biological resources and will inspect the barriers to ensure that the barriers are intact. The monitor will assess any adverse effects on sensitive biological resources resulting from violations of the barrier mitigation requirements and, if resources are adversely affected, will notify the County and the regulatory agency with jurisdiction over the affected sensitive resource. Work will stop until the barriers are reestablished. The monitor will provide the County with a monitoring log for each site visit, which will be provided to interested agencies upon request.

Mitigation Measure BIO-1d: Avoid and minimize potential disturbance of oak woodland habitat and compensate for loss of oak woodland and individual trees Demonstration of compliance with the ORMP and tree preservation and replacement plan and measures below will be required in all grading and improvement plans for the project. Compliance with these construction measures will be monitored by a qualified biologist and reported as indicated in Mitigation Measure BIO-1c. The potential for long-term loss of woody vegetation will be minimized by pruning vegetation rather than removing entire trees or shrubs in areas where complete removal is not required. Any trees or shrubs that need to be trimmed will be cut at least 1 foot above ground level to leave the root systems intact and allow for more rapid regeneration. Cutting will be limited to the minimum area necessary within the construction zone. To protect nesting birds, no pruning or removal of woody vegetation will be performed between February 1 and August 31 without preconstruction bird surveys conducted in accordance with CDFW and/or USFWS requirements.

These steps not only apply to the environment but to special species identified in the project area, which include: red leg frogs, yellow leg frogs, Northwestern Pond Turtles, horned lizards, birds, bats, monarch butterflies, American badgers, and ring tails.

This is just a brief description of the biological monitors' responsibilities. That individual or firm has a tremendous amount of responsibility and power. They can shut down the project if certain environmental requirements are not met or hidden.

Q: Is there a conflict of interest between the monitor and the project manager?

Page 3.3-40 “The monitor will provide the County with a monitoring log for each site visit, which will be provided to interested agencies upon request.” This monitoring log should be available to the public, especially the environmental subcommittee of EDHAPAC.

Q: What does the county do to ensure the outlined procedures in this document are followed? What is the documented Monitoring Process?

Here is the language for mitigation on removal and replacement of live oaks and heritage oaks

Permanent Impacts Using the criteria in the ORMP, the overall project area has a total of 1,887.9 acres of oak woodland, 689.6 acres (36.5%) of which are within the impact area of the project footprint. A total of 9,244 inches of individual native oak trees and a total of 5,692.5 inches of Heritage Trees not growing in oak woodland habitat would also be affected by the project. Under the ORMP, the project would be required to mitigate all oak woodland impacts at a 1:1 ratio where 50% or less of onsite oak woodlands are affected. Mitigation for oak woodlands can be accomplished using one or more of the following options.

1. Offsite deed restriction or conservation easement acquisition and/or acquisition in fee title by a land conservation organization for purposes of offsite oak woodland conservation

2. In-lieu fee payment

3. Replacement planting onsite within an area subject to deed restriction or conservation easement

4. Replacement planting offsite within an area subject to a conservation easement

5. A combination of options 1 through 4, above. Mitigation for removal of individual native oak trees is based on an inch-for-inch replacement standard. Mitigation for Heritage Trees is based on a replacement standard of 3:1 (inches) ratio. Impact mitigation requirements for individual native oak trees and Heritage Tree include several options.

Q: Which option(s) does the developer intend to honor?

Recommend that at some future meeting before grading starts, that the bio monitor or firm gives a presentation on how they hope to comply with this complicated project and then take questions from the public.

Biological Resources

1. As on previous projects, the project proponent takes the cheap way that does not satisfy CEQA. Why do they think using data from 2012 is appropriate? The drought, global warming, excessive

winter rains have greatly changed the environmental setting. The flora and fauna have changed in the last twelve years. There is an attempt to look current with the 12-page table (Table 3.3-3) by showing the old data, then adding in information on sightings of different species from a 2024 list added to the table. This is simply not enough to make any determination of what is present in the project area now.

Q: Biologists need to do thorough new fieldwork and studies, identify plants and animal life that are present or could be there, and identify project impacts based on current information, not 2012 studies. Then you can develop meaningful mitigation measures based on what is present—not what used to be there 12 years ago.

2. Several Biological Reports date to 2012 Perhaps citizens should also point out some of the problems with your reports to the Corps so they are aware of this attempt at "sneaking" this through process in their permit review without doing current surveys?

Q: Will the Corps of Engineers accept old or expired reports?

3. Does Parker Development ever use a different team for the biological work? As a check of the system, a new firm should be used, not someone who has much to gain by saying "all good" on their previous studies, and apparently not advocating for new studies.

Q: As a check of the system, a new firm should be used for updated biological reports.

Archeological/Cultural Resources

1. As with the biological studies, the DEIR uses expired reports based on 2012 studies. Are any of the sites still there? What has been damaged in the interim? A 2023 or 2024 report reporting on the condition of the resources is required. Also, the way sites are treated now is changing—districts create great difficulties in determining significance and in creating mitigation measures.

Q: A 2023 or 2024 report reporting on the condition of the resources is required.

2. Native American consultation dates to 2013 - 11 years ago. Much has changed since that time. There are many more groups on the Native American Heritage Commission list for El Dorado County. There is also a group, not federally recognized yet, but reported to have descendants of the nearby tribelet of *Wapumne* near Latrobe. This group believes in the importance of bedrock mortar sites. Their opinion should also matter, as well as the current views by other groups, and new mitigation measures developed.

Q: Native American Heritage Commission list for El Dorado County should be consulted for updated 2024 consultations and new mitigation measures developed.

3. The burial site capped by Archeo-Tec needs to have the original boundaries determined. You are relying on very early studies before GPS, and all that anyone has mapped is an approximate

location of site boundaries under the layer of dirt. Any development feature planned in the vicinity of the site could cut into the site, and further damage the site.

Q: The burial site capped by Archeo-Tec needs to have the original boundaries determined.

4. How about using a truly impartial archeological firm to do some current work with an up-to-date survey and mitigation measures for the current project design? The team used in the past will simply defend their old studies. They should be advocating for an update, knowing their report is expired.The Corps of Engineers is unlikely to accept this expired study, and should also request a newer report.

Q: Impartial archeological firm should be engaged to do some current work with an up-to-date survey and mitigation measures for the current project design. The Corps of Engineers is unlikely to accept this expired study, and should also request a newer report.

Public / Community Benefits

1. What value does this project have for existing residents of El Dorado Hills and Cameron Park? How will this enhance the lives of current residents? Does it mean more than the traffic impacts it will cause at an already backed up intersection of the Bass Lake Road exit and Highway 50.
2. Why is an archeologist doing the DEIR documents? No generalists available? Or perhaps someone else might call out the problems with using out of date environmental technical studies that environmental authors seem to think are adequate?
3. Trying to turn this area into the “Butchart Gardens South” will not work. The only similarity is that someone started with an old limestone quarry. The photograph of the gardens shows many types of plants that will not survive in this hot environment. Gardens thrive at Butchart because of their location in a cooler climate on the ocean. Will you employ the same number of gardeners that Butchart has? Will the HOA pay for all upkeep? Their job will be to remove dead plants not suitable for this gardening zone. This is a pipe dream—it won’t happen here.
4. With the wine tasting facility planned for the Town and Country project across the Highway, why would you be proposing one here? The whole proposal for Marble Valley is like trying to find some feature that will appeal to every person—a garden—check, we have that; open space—check again; walking trails—check; and so on. And again, the question remains, what does this loss of open space do for the average resident?

Water Supply

EDH APAC member Alastair Dunn, with years of experience in land development, acquisition, and entitlements, not just in El Dorado Hills and El Dorado County, but nationally, has expressed major concern regarding water supply in El Dorado Hills, as well as with the calculation methodology and value of older reporting data. Mr. Dunn has provided the following detailed analysis to EDH APAC for inclusion in response to the DEIR for the Village of Marble Valley Specific Plan.

EDH APAC EXECUTIVE SYNOPSIS

Water Supply - General Plan Consistency

The data suggests that on a local - EDH -level the supply and demand situation appears in a deficit of supply, not only in the short run, but also in the medium and long term.

Summary:

Given the positive assertion that: “there is sufficient water to cover the needs of all EDH projects” in general and Marble Valley and Lime Rock Valley Specific Plans, in particular; is false.
The main issue of imbalance in the medium and long term is the certainty of water rights secured and capital improvements achieved, see Exhibit 8 & 9. It is beyond my ability and the scope of this work to make any qualifying remark other than to say; I am uncomfortable with the caveats made in memoranda qualifying EID’s water availability. To quote one such caveat*: “The water rights applications and environmental analysis are still pending”. And “the District cannot predict whether or when El Dorado Water Reliability Project may be approved”. Indeed, the Tully and Young Memo of May 30, 2014, is rife with caveats that are now eleven ten years old.

Admittedly EID has achieved much since 2013, however, to continue to write long memos and outdated references in the Marble Valley DEIR underscoring the water rights secured and capital improvements made, it is imperative that a fresh review of these critical issues are factually reviewed, and if possible, qualified by a concrete probability (0 to 100) to give a measure of credibility as to water supply.
(*MSR & SOI Update (final) Public -Service & Infrastructure, page 7-16 in reference to 2010 EDWPA’s environmental report).

CONCLUSION

The fact that 17000 units are planned in the EDH area should give anyone reason to question the availability of water for such a fantastic, planned demand.

Throughout the DEIRs from 2013 to 2024 there are statements concluding that there “is” sufficient water to attend Marble Valley’s (and Lime Rock’s) potable water needs. I suggest that this is not true for the EDH area.

Regarding Appendix B - Consistency with the El Dorado County General Plan in objective 5.2.1.2 and 5.2.1.4: The attached memorandum forwarded by this EDH APAC Member suggests that:
Q: The Project Consistency statement made that there “is” sufficiency of water is not true.

Q: The County must insist that the proponent, Marble Valley LLC have a full and proper update of the SB 610 Water Supply Assessment of August 2013 by Tully & Young updated prior to proceeding with any hearing by the Planning Commission for such a project.

EID & EDH: Water Supply & Demand Study by Alastair Dunn

The following documents were reviewed:

➢ DEIR, Water Supply Assessment, Tully & Young, October (2021)

➢ Village of Marble Valley Specific Plan, DEIR, May, 2024: Other Considerations, Impact Analysis.

➢ BAE Memorandum, November 2023

➢ EID's Urban Water Master Plan 2020, Chapters: 2 Water Service and System Description, 3 Water Supply, 4 Water Use, 5 Water System Reliability.

➢ Tully & Young Memorandum, May 2014 (19-1670 G 216 of 360)

➢ El Dorado Water Supply Assessment for Central El Dorado Specific Plan, August 2013.

The Marble Valley DEIR document constantly refers to past EID studies now between 11 and 5 years old, which to my mind brings into question the validity of the statements made in the DEIR itself.

On the 11th of June last in the Planning Department's presentation in Cameron Park of Marble Valley and Lime Rock Valley, the proponents' leaflets on Water Supply said: "Based on these estimates from the EID's Urban Water Management Plan (UWMP-2020) there would be sufficient water supply for the proposed project, as well as other planned developments". It is that assertion I wish to qualify in this document.

Methodology

I attempted to reconstruct the many tables presented by EID throughout the documents into Excel tables to clearly show both historical (2015-2020) and projected (2020-2040) data so that one may quantify the basis of the assertions made as to adequacy of water availability for future projects in EDH.

All data was taken from the referenced documents above. However, it was incredibly difficult to link the many tables referenced into a logical array. Accordingly, I had to make some assumptions to present an array of data from 2015 to 2040 in a logical manner.

Particular attention was given to EDH's "pipeline*" of active and future projects undergoing the CEQA process in the County Planning website (projects in your area) to construct a nexus between residential units and acre feet of water to be supplied. See Exhibit A. (*Land developers generally refer to projects

in the pipeline, to identify for planning purposes the number of residential units and commercial development for a given area).

All EID documents reviewed from 2013 to 2024 were internally consistent and factually referenced. They are sound documents. The problem arose when attempting to combine the data in each into summary tables on both supply and demand of water.

Table 6: Water Supply for EID Area

EID AREA - SUPPLY	In Use	Ac. Feet	Long term	Very Long	TOTAL
Sub Total Existing Contracts	23,000	27,190	17,000	-	67,190
Sub Total Planned	-	-	7,500	30,000	37,500
Recycled water	2,800	-	-	-	2,800
TOTAL Acre Feet	25,800	27,190	24,500	30,000	107,490
CUMULATIVE SUPPLY	25,800	52,990	77,490	107,490	
EDH CUMULATIVE SUPPLY	7,410	15,219	22,255	30,871	

Note that the table is consistent with the totals given by EID in their public service infrastructure: EID MSR & SOI Update pages 7-16.

EDH Water Supply

Unfortunately, EID does not give – or I could not find– EDH's supply broken out from the above table.

I developed a ratio from EID's 2019 supply breakdown where I determined that EDH uses 28.7% of EID total supply. The table below summarizes my assumptions:

- EDH takes 42.1% of the EID total supply, Table 11.

	Tota EID		EDH	Other + P'ville	Est+West+ otr
	Acre Feet	100.0%	42.1%	17.4%	40.5%
Sub Total Residential area	14,684	55.9%	8,926	-	5,758
Sub Total ommer +Ldsc+Tf	3,225	12.3%	2,015	-	1,210
Sub Total Ag	3,803	14.5%	137	-	3,666
Sub Total P'ville + other	4,571	17.4%	-	4,571	-
Total Usage 2019	26,283	100.0%	11,078	4,571	10,634

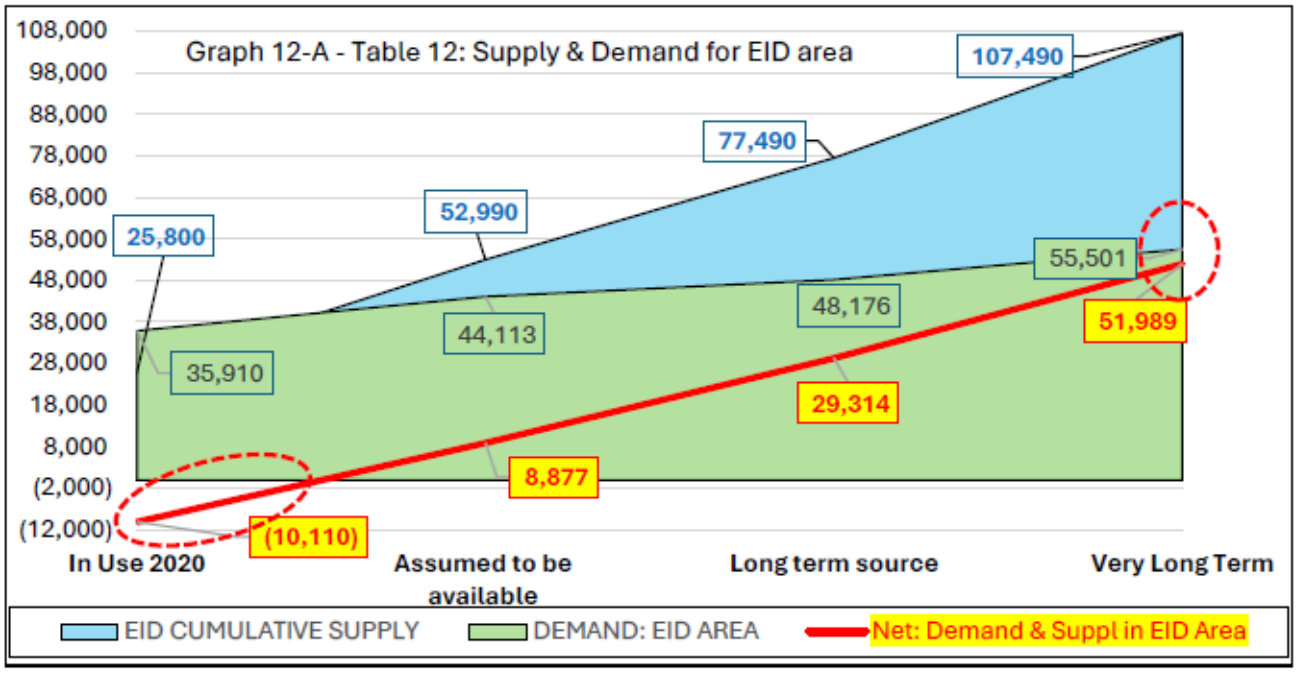
➢ Where (residential takes 55.9% of total plus 12.3% for commercial uses etc. to give EDH a total of 68.2%; that when multiplied by 42.1%-acre feet of water share, gives a factor of 28.7% representing EDH's share of total EID water supply.

I detail this assumption because it is critical in determining the supply and demand estimate for the EDH area.

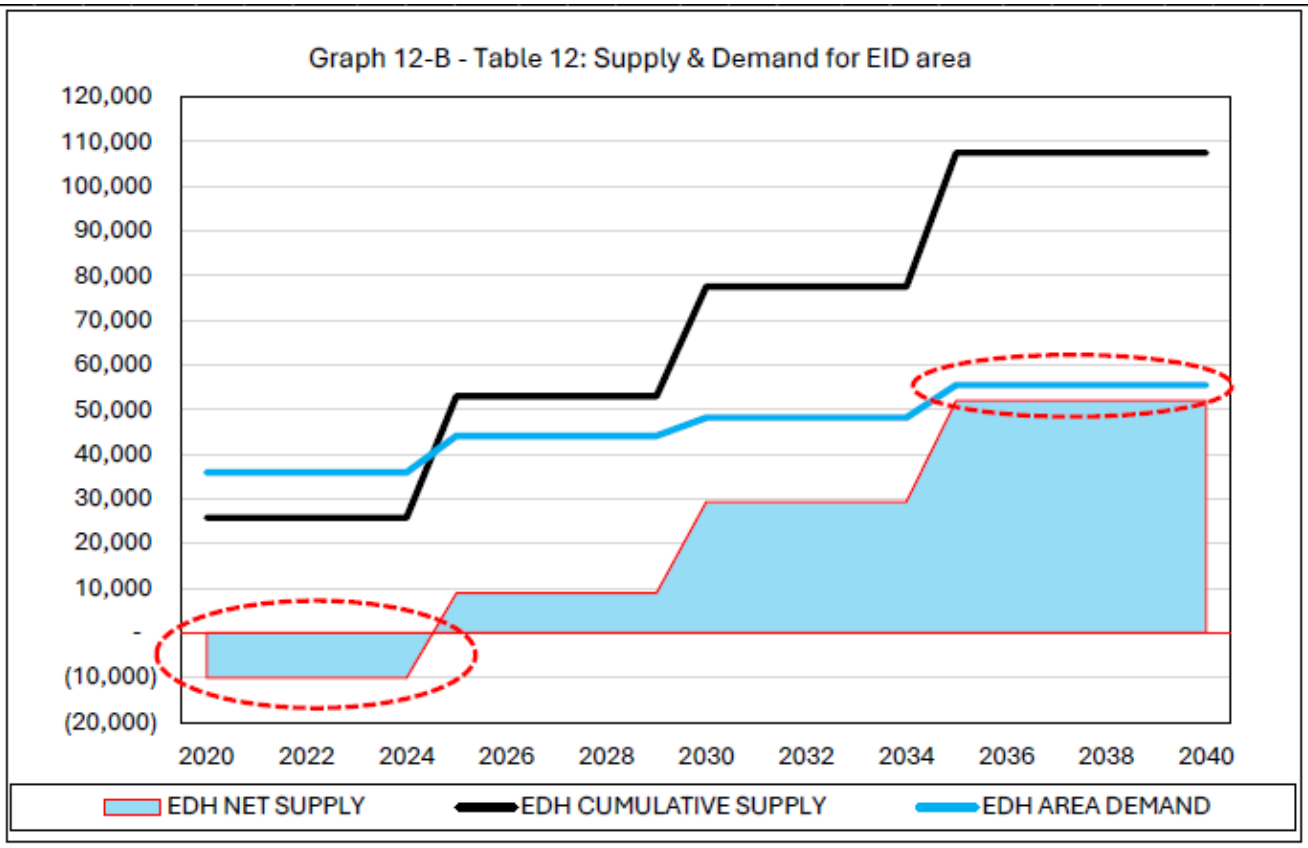
Neither Tully & Young nor the Proponent (Marble Valley LLC) make this distinction. It is only with this desegregation can anyone make the necessary nexus with EID's acre feet projections and the EDH pipeline. The positive supply availability statements made rely exclusively on EID's total supply to reach their availability supply statements regarding EDH. I maintain that this is erroneous because it is not that EID Area has a problem of water supply, but EDH as an area within EID that does.

Supply & demand for the EID area (Table 12).

SUPPLY & DEMAND for EID area (in Ac.Ft)	In Use 2020	Assumed to be available	Long term source	Very Long Term
EID CUMULATIVE SUPPLY	25,800	52,990	77,490	107,490
DEMAND: EID AREA	35,910	44,113	48,176	55,501
Net: Demand & Suppl in EID Area	**(10,110)**	**8,877**	**29,314**	**51,989**



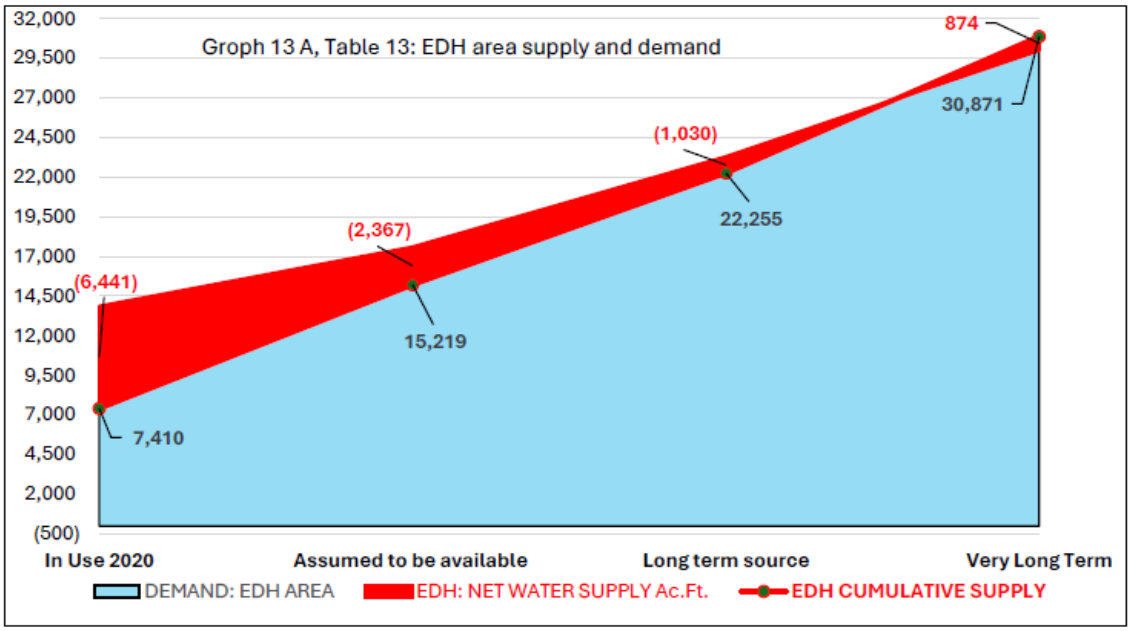
Maybe viewing the data in a different graph (12-B) shall illustrate EID's overall supply and demand situation better showing a small deficit in the 2020/25 period largely because of the net water demand of approved projects in the area. The data also shows that in the very long term the S&D balance is "thin".

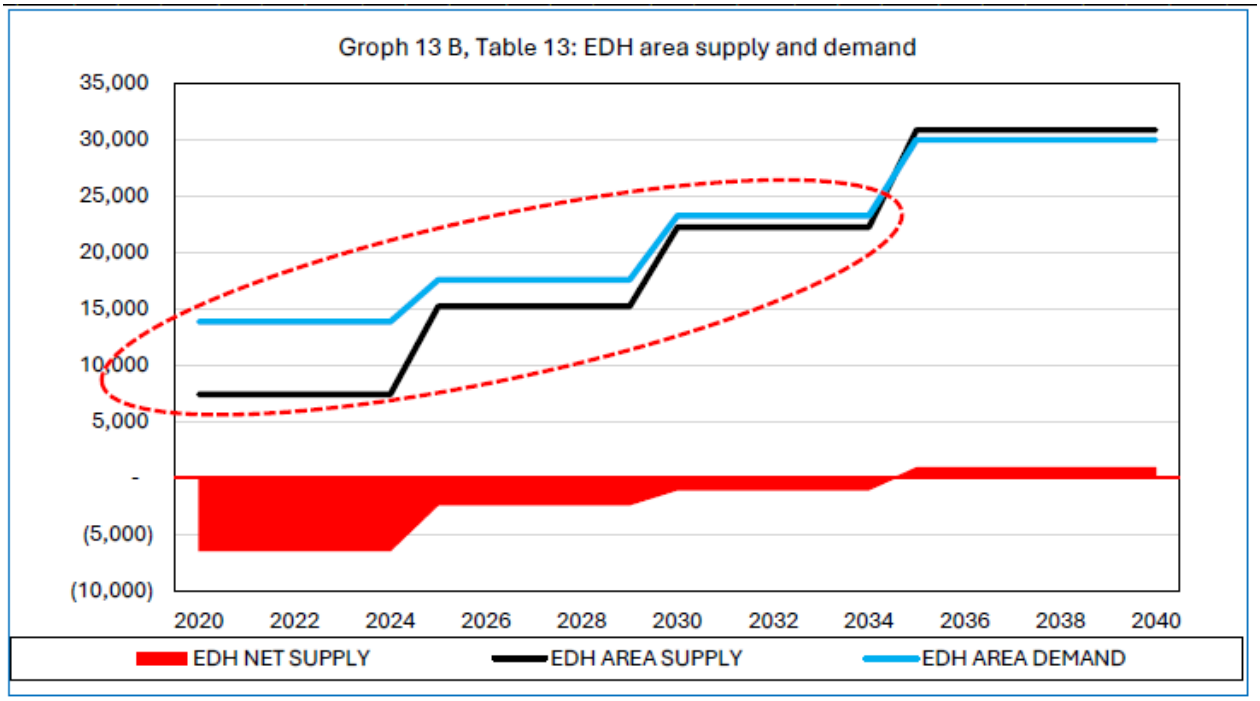


Conclusion: The EID area is not particularly threatened by a deficit of supply except possibly in the short run. However, this is largely dependent on the current net demand situation, that given the coarseness of the demand data derived requires better market data.

Supply & demand for the EDH area (Table 13)

EDH AREA: SUPPLY & DEMAND (in	In Use 2020	Assumed to	Long term	Very Long
EDH CUMULATIVE SUPPLY	7,410	15,219	22,255	30,871
DEMAND: EDH AREA	13,851	17,586	23,285	29,997
EDH: NET WATER SUPPLY Ac.Ft.	**(6,441)**	**(2,367)**	**(1,030)**	**874**





The data suggests that on a local - EDH -level the supply and demand situation appear in a deficit of supply, not only in the short run, but also in the medium and long term.

Sensitivity Analysis

This study would be incomplete unless a sensitivity analysis were conducted on the two of the most sensitive variables to assess the severity of supply and demand imbalance:

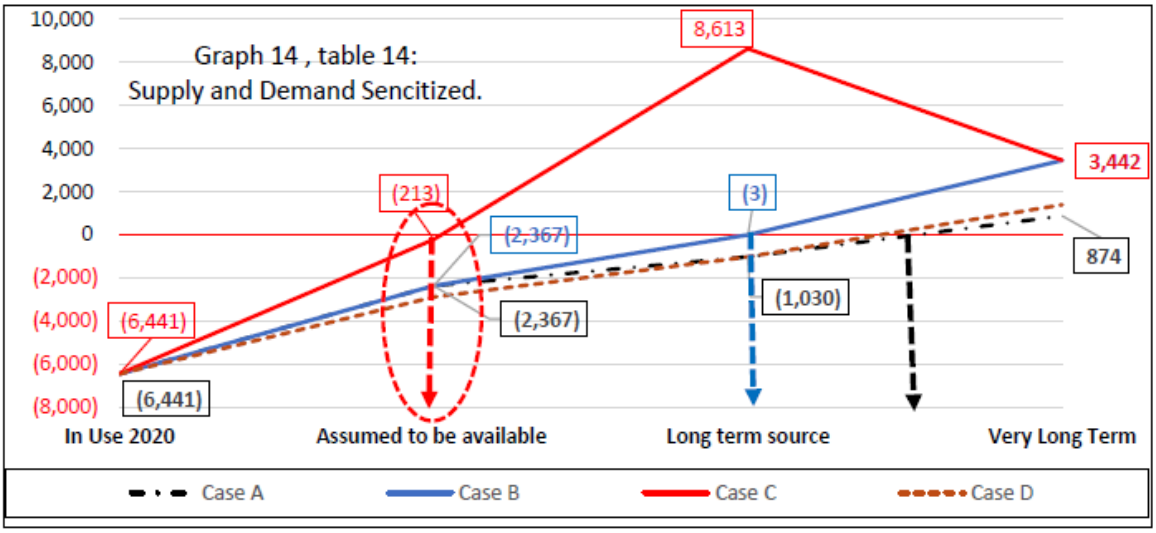
➢ For water supply, which in this case is dependent on EID's capital investment program to secure the water right in Exhibits 8 & 9; and

➢ the predicted absorption of residential units in the EDH area – particularly in the short run.

Table 14: Variables sensitized (in red).

EDH Area	In Use 2020	Assumed to be available	Long term source	Very Long Term	Base Case	Average Absorption 2025-30	Average Absorption 2030-35	Average Absorption 2035-40	Average Absorption 2035-40	AcFt brought forward "assumed available)2025-30
Case A	(6,441)	(2,367)	(1,030)	874		25%	35%	40%	0%	
Case B	(6,441)	(2,367)	(3)	3,442		25%	25%	25%	25%	
Case C	(6,441)	(213)	8,613	3,442		25%	25%	25%	25%	37500 ac.ft. planned.
Case D	(6,441)	(2,881)	(1,030)	1,388		30%	30%	35%	5%	37500 ac.ft. planned.

I modified the absorption to benefit the overall availability of water and in one case brought forward Permit 2112 (Warren Act)17000 ac. Ft.+ CVP Contract- Fazio 7500 ac. Ft. Below the results graphed for the EDH area:



As the arrows show, no matter what, EDH has an imbalance of supply of water, particularly in the short run.

Mr. Dunn's full documentation is attached as:

ExhibitW-FULL	EDH WATER - Supply + Demand Analysis -W-FULL.pdf
ExhibitW1	EDH APAC ExhibitW1 EID Water Demand Master Pop Projections Sheet1.pdf
ExhibitW2	EDH APAC ExhibitW1 EID Water Demand Master EID Growth Projections Sheet2.pdf
ExhibitW3	EDH APAC ExhibitW1 EID Water Demand Master EID Demand Est Sheet3.pdf
ExhibitW4	EDH APAC ExhibitW1 EID Water Demand Master Demand Fut Proj Unit Sheet4.pdf
ExhibitW5	EDH APAC ExhibitW1 EID Water Demand Master Supply and Demand Sheet 5.pdf
ExhibitW6	EDH APAC ExhibitW1 EID Water Demand Master Customer Use 2019 AFt Sheet6.pdf
ExhibitW7	EDH APAC ExhibitW1 EID Water Demand Master Supply in Sc Ft 2019 Sheet7.pdf
ExhibitW8	EDH APAC ExhibitW1 EID Water Demand Master Supply EID Reliability Sources Sheet8.pdf
Exhibit A-Dunn1	EDH Projects in EDH - CamPk plan areas - may 2024-A-Dunn1.pdf
Exhibit A-Dunn2	MARBLE VALLEY LAND USE STUDY-A-Dunn2.pdf

Comments submitted to EDH APAC by Cameron Park Residents

Complicating the analysis of the Village of Marble Valley Specific Plan's DEIR is its proximity to the Community of Cameron Park, and its entanglement with the proposed Lime Rock Village Specific Plan. Several Cameron Park residents have forwarded the following Summary from the Cameron Park Estates Home Owners Association. As a courtesy to our Cameron Park neighbors, EDH APAC is incorporating their Cameron Park Estates Home Owners Association's summary by reference below:

SUMMARY POINTS FOR VILLAGE OF MARBLE VALLEY CHANGE IN GENERAL PLAN

The Draft EIR prepared for the Village of Marble Valley Specific Plan Draft EIR is inadequate. The Draft EIR does not provide adequate information regarding the environmental setting, the project components, and the impacts anticipated to occur with development of the project.

Concerns with the project and the Draft EIR include:

• The project conflicts with the adopted El Dorado County General Plan.
• The project is inconsistent with the urban/suburban boundaries of the adopted El Dorado County General Plan, including limiting urban/suburban development to the established Community Regions.
• The Project Description is missing details of when and how the project will be implemented, where the emergency vehicle access (EVA) points and routes will be located, and the lack of certainty regarding the project that will be implemented versus what is described in the Draft EIR due to the provision to allow transfer of development rights throughout the non-residential and residential areas of the site, which could exacerbate environmental impacts beyond what is disclosed in the Draft EIR.
• The Project Description does not identify where and how the access points between the project site and roads serving the project will be designed, including design of intersections with existing roads that will provide access to the project site, including the project access point at Bass Lake Road and project access point at Cambridge Road/Flying C Road;
• The Project Description lacks details regarding EVAs, including the location and proposed routes of the five specific emergency vehicle access points identified on page 3.7-23 and provides conflicting information regarding the number of EVAs. The Draft EIR lacks analysis of the EVAs, including any improvements for the EVAs and routes.
• The Draft EIR presents an inaccurate depiction of views of the project site, including views from US 50, Country Club Drive, and nearby uses. [This is a great spot to insert pictures of high-quality views of the site, including the quarry lake, ridgelines, demonstrating the extent of existing views, from US 50, Country Club Drive, and other roads/trails in the vicinity. Changes to public views are more important under CEQA than changes to private views.]

• The Draft EIR does not fully evaluate impacts to scenic resources and the visual quality and character of the site and its surroundings, including changes to public views of the project site.
• The Draft EIR does not address how mitigation measures will reduce impacts and does not provide adequate detail to ensure that mitigation measures are implemented for all phases of the project.
• The Draft EIR lacks analysis of impacts related to increases in nighttime lighting, including the extent to which nighttime lighting will have an effect on surrounding lands and the region, and lacks analysis of how VMVSP policies and mitigation measures will result in a meaningful reduction in the impact.
• The Draft EIR only addresses a limited amount of the special-status birds, wildlife, and other species that are known to occur in the region that may use the project site, lacks identification and analysis of potential wildlife migration corridors on the site, does not address the full extent of protected species that use the site and how impacts will be reduced to raptors, owls, egrets, and wildlife species that likely use the site and are known to occur in broader region, including identification of the wildlife migration corridors present on the project site and how those would be affected.
• The Draft EIR does not identify the full range of toxic air contaminants that may be associated with the project, does not evaluate the health effects of potential exposure to toxic air contaminants, and lacks mitigation to address hazards to the public including exposure to toxic air contaminants and asbestos.
• The Draft EIR does not address the existing wildfire conditions, including location and extent of CalFire-designated fire hazards severity zones, location and extent of wildland urban interfaces, and does not address increased wildfire risks that may occur from construction, operation of residential and nonresidential uses, does not address where EVAs are located and whether they are adequate in the event of a wildfire, and does not address how the project would adversely impact evacuation routes, including increased delays or lack of access to routes due to project traffic, of existing residents in the event of an emergency, including wildfire.
• The Draft EIR does not address any solution to the water shortage in the area and in the county in general. Many areas in California including El Dorado County have water shortages and lack of sufficient ground and well water. This project would contribute to future water shortages.

Air Quality

Submitted to EDH APAC by a concerned Cameron Park resident.

Village of Marble Valley Specific Plan (VMVSP) DEIR Air Quality Comments

General Comments:

Diesel Exhaust Emissions Quantification Errors

- **Omission of SO_2 Emissions and Omission of Local NO_2 Impacts:** (DEIR Page 3.2-9): "[Footote 3]: As discussed above, there are also ambient air quality standards for SO_2… However, these pollutants are typically associated with industrial sources, which are not included as part of the project. Accordingly, they are not evaluated further. [Footnote 4]: Most emission of NO_x are in the form of nitric oxide… Conversion to NO_2 occurs in the atmosphere as pollutants disperse downwind. Accordingly, NO_2 is not considered a local pollutant of concern for the proposed project and is not evaluated further"

Discussion:

SO2: Emissions of SO_2 occur commonly in diesel-fired equipment, including mobile on-road and off-road sources, due to the presence of sulfur in diesel. Even though formulations of diesel are required to be "Ultra Low Sulfur Diesel" (ULSD), there are still SO_2 emissions, and this is a material omission/error in quantification.

NO_x: While it is true that emissions of NO_x from mobile sources tend to be predominantly in the form of NO, combustion of diesel does lead to a non-trivial quantity of NO_2, with ratios of NO_2/NO varying depending on engine load, cold-start, and many other factors. For heavy-duty diesel engines, the percentage of No2 in NOx can range anywhere from 10 – 30% during normal operation, while in diesel-powered passenger vehicles it can be up to 60%[1]. Primary oxidation of N_2 to NO occurs around 1000K, while secondary oxidation to NO_2 occurs around 1500K, hence the contribution from cold starts and low loads in diesel-powered construction equipment. A conservative approach to NO_x and NO_2 should be taken since NO_x is an ozone precursor, and NO_2 does present local health impacts.

- **Potential underquantification of emissions from heavy-duty diesel truck emissions (and associated health impacts)**

The study (Appendix C) relies heavily on CalEEMod runs, a model that is used commonly for construction emissions modeling in California. While such a long construction period with a wide variety of potential scenarios can create a number of issues when estimating associated emissions, it is not clear that the Applicant quantified heavy-duty diesel truck emissions to the nearest highway (or beyond) which would provide a more representative estimate of DPM, NO_x, SO_2, and other associated emissions (see next point) associated with the impacts from new heavy-duty diesel truck trips associated with construction and operation of the proposed project. This may underestimate the project and cumulative health impacts associated with diesel emissions to the public from the project (including to proposed sensitive receptors, e.g., the middle school, slated for construction during construction year 12).

- **Absence of speciation/calculation of TAC/HAP from diesel combustion emissions (and associated health impacts)**

While DPM is the primary toxic air contaminant (TAC) of concern associated with diesel combustion, organic and particulate fractions of emissions from diesel combustion can be further speciated into TAC/hazardous air pollutants (HAP, also considered to be TAC under California Air Resources Board

(ARB) law). Example compounds include the following: acrolein, benzene, 1,3-butadiene, formaldehyde, ethyl benzene, hexane, propionaldehyde, styrene, xylene, chrysene, and naphthalene. Such specifications are available via EPA MOVES guidance on Mobile Source Air Toxics (MSAT)[1]. In the absence of the quantification of these compounds, potential health impacts to the public (including sensitive receptors) cannot be ascertained and the project's overall health impact cannot be determined.

General Mobile Source Emissions Quantification Errors or Omissions

- **Absence of information around impacts from additional annual average daily traffic (AADT) from proposed project**

Appendix C (Air Quality) provides an additional 37,927 AADT associated with the build out of the VMVSP relative to a baseline AADT on Highway 50 of 61,000 – 62,000 AADT. The increase of ~61% AADT is quite substantial and warrants an evaluation of associated emissions and health impacts. It is unclear whether emissions (both criteria pollutant and TAC/HAP) from the additional AADT have been considered in the analysis. The omission of this analysis does not enable an assessment of the potential health impacts to the community within the VMVSP nor to the surrounding community from increases in mobile source criteria pollutant and TAC/HAP emissions. Such impacts may be acute (short-term); chronic (long-term but non-cancerous); or additional cancer cases. Additionally, since the Sacramento Federal Nonattainment Area (SFNA, which includes the western portion of El Dorado County) is in severe non-attainment for ozone, the impacts from the proposed VMVSP on achieving attainment with the National Ambient Air Quality Standard (NAAQ) for ozone by August 3, 2033 (and the impact on current air quality) cannot be assessed (see discussion on the lack of EPA air monitors in El Dorado County below).

Cumulative Impacts Analysis Does Not Provide Adequate Information to Determine Impact of Project

While the California Building Industry Association v. Bay Area Air Quality Management District (2015) decision did not affirm that CEQA required an "analysis of how existing environmental conditions will impact future residents or users (receptors) of a proposed project", lead agencies may still need to determine whether environmental impacts from a project will exacerbate existing environmental conditions[1].

With numerous development projects underway in the Folsom area, and several proposed adjacent to the project area, along with construction and operational impacts to sensitive receptors possible during the protracted construction period (2025 – 2045), it is likely that the project will present even more severe incremental impacts to the environment and health of the community. BAAQMD's recent 2022 CEQA guideline update ("nonbinding recommendations intended to assist lead agencies with navigating the CEQA process"[2]) address this in Section 5: Project-Level Air Quality Impacts, by providing recommended project and cumulative impacts thresholds. While El Dorado County Air Pollution Control District (EDCAPCD) has a project-level threshold of 10 in one million cancer cases,

such an evaluation (with all TACs considered) would provide the public with transparency into cumulative health impacts from the project and nearby development projects.

Additionally, commuting emissions impacts to the SFNA weren't quantified as part of the DEIR. Available data suggest a mean commute time of 29.3 minutes each way for residents of El Dorado County. These emissions are likely to be dispersed throughout the SFNA, increasing atmospheric ozone concentrations beyond those already designated as "severe non-attainment". While emissions from motor vehicles are anticipated to decline over time as lower emissions options become available, impacts to public health from the additional 37,927 AADT associated with the proposed project are not negligible. One such example of cumulative impacts of ozone in regions designated as non-attainment have occurred in recent weeks within the South Coast Air Quality Management District and other Southern California air districts where atmospheric ozone concentrations were such that the public was advised by regional air agencies to avoid fueling for several days at a time during daytime hours to help minimize impacts to regional ozone concentrations[3].

Lack of Quantitative Assessment of Health Impacts from Proposed Project

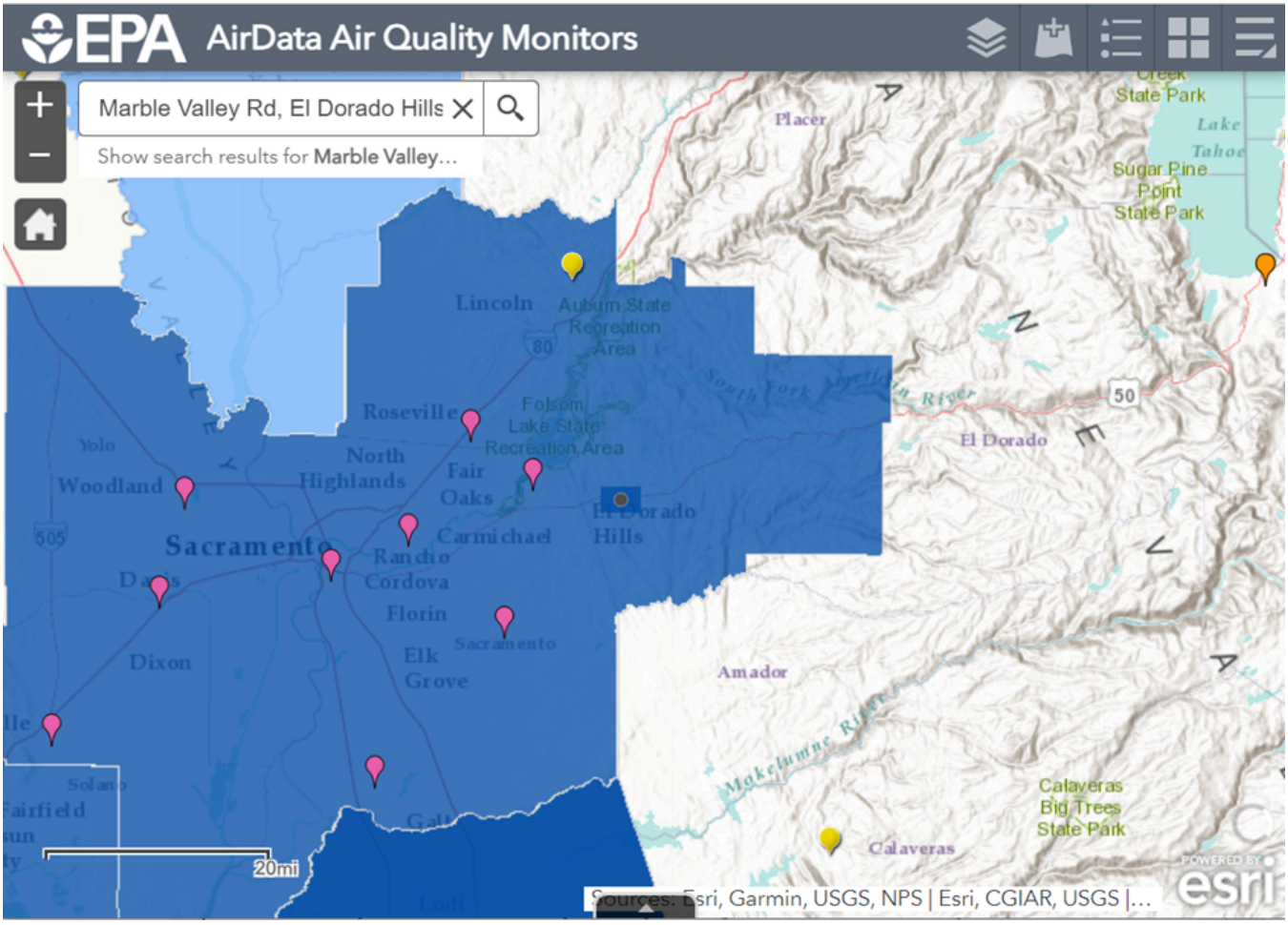
While the DEIR and associated Air Quality Appendix presents emissions of DPM (and a qualitative discussion of health impacts) associated with the proposed project, there are a number of omissions:

1. A quantitative assessment of risk from DPM to the residents and public residing in the VMVSP during the 20-year construction period is not included in the analysis. A CO Hot-Spots analysis was conducted, but there is not a quantitative analysis of the impacts of DPM emissions on the residents of the community (including impacts to students at the proposed middle school, which will be operational during concurrent construction of the community, exposing them to emissions of DPM). Such analyses should be performed using AERMOD and site-specific meteorological information since spatial and temporal elements are included to improve the accuracy of such modeling outputs.

2. As noted above, it is not clear whether TAC/HAP emissions from on-road mobile sources from the VMVSP were quantified. When such emissions are quantified, a quantitative health risk assessment should be performed to provide the public with an accurate representation of the potential acute, non-cancer chronic, and cancer-related health impacts associated with the proposed project.

3. As noted within the DEIR and Appendix C accompanying the DEIR, there are no EPA air quality monitoring stations near the study area. The nearest monitor with an adequate amount of ozone baseline data is located in Sacramento County (50 Natoma St, Folsom). It is recommended (as a potential mitigation measure) that the project applicant fund the installation of ozone and particulate monitoring stations near the proposed project and prohibit construction on days where either the NAAQS or Air Quality Index (AQI) exceed certain values to be protective of public health. A map representing the nearest air quality monitoring stations (pink are ozone monitoring stations) and the boundary of the severe non-attainment area for ozone are presented as Figure 1 below).

Figure 1. EPA AirData Air Quality Monitors for the Study Region



Inadequacy of Proposed Mitigation Measures

While the implementation of mitigation measures to increase park lands, preserve open space, and provide bike trails as an alternative means of transport are desirable and broadly supported, they do not reduce the outdoor inhalation burden of additional criteria pollutants and TAC/HAP from the proposed project. In fact, since the mean commute time in El Dorado County is ~29 minutes, the addition of bike paths cannot be expected to decrease the number of motor vehicles on the road. Residents biking and enjoying park facilities will be exposed to the additional criteria pollutant and TAC/HAP emissions from the proposed project without abatement while outdoors since the installation of MERV 6 and MERV 8 filtration in residential buildings will only protect residents while they are indoors.

[Footnotes]

[1] https://www.respire-asso.org/wp-content/uploads/2015/09/2015_09_Five_facts_about_diesel_FINAL.pdf

[2]
Furthermore, the EPA has identified 20 Key Mobile Source Air Toxics associated with either evaporative or exhaust emissions from mobile source combustion.
https://www.epa.gov/sites/default/files/2019-08/documents/1050am_cook_508_0.pdf

[3]
Practical Recommendations for Implementing California Supreme Court's Latest CEQA Decision - Court: CEQA Does Not Generally Require an Analysis of Environment's Impacts on a Project | Casetext

[4]
https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-5-project-air-quality-impacts_final-pdf.pdf?rev=de582fe349e545989239cbbc0d62c37a&sc_lang=en

[5]
California Drivers Told To Avoid Gas Stations in Multiple Cities (msn.com) (June 2024), Drivers Told To Avoid Gas Stations Across Multiple States - Newsweek (June 2024)

Conclusion

EDH APAC appreciates the engagement of the project applicants in our community. The applicant spent a significant amount of time at our June 2024 EDH APAC public meeting, providing a presentation of the project elements, discussing aspects of the project, and answering questions from EDH APAC meeting attendees.

We look forward to providing additional input and feedback on the project, and encourage the applicant to continue active engagement with the community to clarify issues, concerns, and mitigations as the approval and entitlements process continues.

EDH APAC appreciates the opportunity to review and provide resident feedback on development projects in and around the El Dorado Hills Community.

John Davey Chair
Tim White Vice Chair
John Raslear Vice Chair
Brooke Washburn Vice Chair

El Dorado Hills Area Planning Advisory Committee
“Non-Partisan Volunteers Planning Our Future Since 1981”