

L-85



COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION
PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Richard Cadnesso
ADDRESS:	1720 Vista Del Monte
CITY/STATE/ZIP:	Auburn, CA 95060
BUSINESS AND/OR HOME PHONE/FAX:	530-889-1872
ORGANIZATION (IF APPLICABLE):	N/A
COMMENTS:	I support building of pump station and restoration of dam site river bed.
	I oppose opening of that area to motor vehicle usage (public) because it would conflict with current recreational uses associated with:
	- Hiking
	- Running of roads + trails-
	- equestrian use of roads + trails
	Sincerely,
	Richard B. Cadnesso

A

B

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.6, Public River Access Features.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
 Please check here if you would like to be on the project mailing list.

L-86

November 8, 2001

American River Pump Station Project
Draft EIS/EIR Comments, Surface Water Resources
2031 Howe Avenue Suite 110
Sacramento, CA 95825

RE: Comments on said project

To whom it May Concern,

A

I write this letter as an Auburn resident who attended the public hearing on the American River Pump Station Project. I would like to express my comments for the record. I appreciate all the work you have done to plan this project.

I am in support of the mid-channel diversion alternative. I want to see this go into effect so that the old riverbed can be restored. I also want to see the huge mess from the cofferdam failure cleaned up. I also support the access that may be provided to the American River Confluence parkway.

B

There is one aspect of the plan that seems vague: the actual tunnel closure. It was stated at the hearing that the plan is to cover it up with rocks, but not fill it in. I want to see it filled in. I urge you to consider this option.

It is exciting to think that in a few years, that stretch of the American River will be returned to its original flow.

Thank you for your consideration.

Sincerely,


Julie Mitchell O'Connor

A. Project support noted.

B. As described in the Draft EIS/EIR (page 2-21) the bypass tunnel closure design would allow closure for an indefinite period of time; however, it would allow for readily reopening the tunnel in the event that Congress reauthorizes the Auburn Dam project. Filling the tunnel, or installing a concrete plug would accomplish the safety objectives, but would make it more difficult and more costly to reopen the tunnel at a later date, if needed.

L-87

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

RE: **Coffer Dam area trails in Auburn CA**

I am writing *to implore you* to add a **bridge crossing** from Auburn to Cool to the American River Pump Station Project. Additionally **I am begging you to add dirt trails alongside the roads** that you are paving so those trails aren't lost as well.

The Coffer Dam site is one of the few places where several trails merge and provide access to other trail systems (the Western States trail in Auburn, the Olmstead trail in Cool, and the Maidu area trails). If the PCWA river project doesn't include a bridge in your plan now, it **will never happen** and we will lose the Coffer Dam area trails, three of our best training hills, and a major trail system connection FOREVER.

Several thousand hikers, outdoor enthusiasts, equestrians, mountain bikers, and runners use these trails annually. If the Auburn-to-Cool trail is closed, the treacherous canyon trail to 'no-hands' bridge (Western States Trail) will become overcrowded - presenting a seriously dangerous situation. This trail was not designed to handle the kind of traffic that the Coffer Dam trails can. The trails are narrow and the drop-offs are steep, rocky, and several hundred feet high. People and horses will be at a much greater risk for potentially deadly accidents involving collisions and falls.

The Auburn-to-Cool trail loss is not just a trail, but also a merging of 3 canyon hills where athletes have been training for years. Runners and equestrians will no longer have these hills for training for the world famous 100-mile Western States run, the 100-mile Tevis endurance race, or other events. Auburn is proud to host the finish lines of both of these and other prestigious races.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

A (cont)

Mountain biking access to the American River Canyon below Auburn is already limited. In fact, the Auburn-to-Cool trail is the only access they have to the trails in Cool from Auburn. It is not fair to take their only access route away from them. The canyon represents many user groups that include water use AND land use. The PCWA project needs to support all canyon user groups and recognize the value of keeping the canyon access available to everyone.

Most people want to share in the joy and celebration of opening the river back to its natural course. We are asking PCWA to do the right thing and not take away the use of precious and beautiful canyon trails from our community. This can be achieved by building a bridge a small price to pay when compared to the overall \$31 million project budget. **A small price to pay compared to the permanent loss of trails that thousands of people have been using for years.**

Thank you for this opportunity to comment.

Patricia and Robert Peterson
7050 Morningside Drive
Granite Bay, Ca. 95746



L-88

October 31, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

Dear Sir or Madam;

Thank you for letting me respond to the PWCA American River Pump Station and Restoration Project. I have lived in the Auburn/Greenwood area for twenty-five years. My property backs up to Bureau land and I am a current runner, mountain biker and equestrian.

I understand the need for additional water for Placer County, but should the public lose recreational uses because of this. The Placer County planners are to blame for the influx of people (new residential building). There are just too many people in the county. The State Attorney General said that the Diversion Tunnel must be closed for safety reasons. I believe that he was pressured by the rafter community to close the tunnel and restore the river to its' natural flow. With these two items the consultant's proposal is based on water recreation and completely left out other recreation users. This proposal also states that California Department of Parks and Recreation will supply the enforcement in this new area. ASRA currently does not have the rangers to provide enforcement for the existing area. With this new project they will need to increase their staff. There needs to be monies included in this proposal for additional staffing in the ASRA.

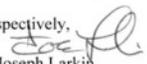
A

Instead of going with the consultants proposed project, maybe you should look at Alternative 1 (Upstream Pumping Location). Also, could you consider a downstream pumping station and block the tunnel with some type of protective screen. I am sure there have been other similar projects that have used protective screening for tunnels.

B

I am for restoring the river to its' natural state but am against eliminating the trail from Auburn to Cool. This project will satisfy one user group (rafters) and close the current trail used by Mountain Bikers, Runners and Equestrians. If this project proceeds there must be a bridge constructed to replace the lost trail.

C

Respectively,

R. Joseph Larkin
2550 Hoboken Creek Road
Greenwood CA 95635

cc:
Jacqueline Ball
Jill Dampier
James Micheals

- A. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.
- B. The lead agency decision-makers have the option of selecting the Proposed Project, one of the alternatives (including No Project/No Action) or some other combination. Downstream locations for a pump station were considered and evaluated in the 1997 Value Planning Study. These alternatives were found to be either technically, economically, or environmentally inferior to the alternatives selected for evaluation in the Draft EIS/EIR. Alternative ways of eliminating the safety hazards of the tunnel were also evaluated in the value planning study, including protective screens, and none of the alternatives were found satisfactory except for blocking the tunnel. Another safety concern associated with screening the tunnel entrance is that the screen itself would be a hazard to boaters and swimmers because people in the water could get stuck or tangled on the screen and trapped underwater. Additionally, screening the tunnel would not meet the federal and state project objective of restoring the river channel. Furthermore, any effort to screen the tunnel inlet would involve constructing a "trash rack" of structural steel that would be strong enough to withstand impacts from logs and the forces exerted when smaller debris backs up. Such a screening device would necessitate constant cleaning of the debris that would collect at the tunnel inlet. Furthermore, impacts from logs and other debris have previously resulted in flow-related problems. Accumulation of these materials in front of the tunnel would create a potential public safety hazard.
- C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

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PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	JOHN REED
ADDRESS:	1695 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-887-9305
ORGANIZATION (IF APPLICABLE):	HOMEOWNER
COMMENTS:	
A	MY HOME BACKS UP TO MAIDU DRIVE. PLEASE CONSIDER ROUTING CONSTRUCTION TRAFFIC TO THE PACIFIC STREET ACCESS AS WELL AS A FUTURE CONTROL POINT FOR PARK USE. MAIDU DRIVE IS ALREADY ADVERSELY IMPACTED BY JUST HAVING THE PCWA CORPORATION YARD THERE. ROAD NOISE HAS REALLY INCREASED SINCE. PACIFIC STREET ^{ACCESS} IS MUCH CLOSER TO AUBURN-FOLSOM ROAD AND WOULD IMPACT FAR LESS RESIDENTS. THIS WOULD BE A VIABLE & EASY CHANGE. INCREASED TRAFFIC ON MAIDU ALSO POSES A CONSIDERABLE SAFETY RISK TO CHILDREN CROSSING MAIDU ON THEIR WAY TO SKYRIDGE SCHOOL!

A. Please refer to Master Response 3.1.10, Project Access and Master Response 3.1.6, Public River Access Features.

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TMG Group, L.L.C. 267B Silver Bend Way Auburn, Ca. 95603
(800) 431-7030
(530) 887-9298
(530) 887-8226 fax
email: tmgroup@jps.net

November 7, 2001

To Whom It May Concern,

I have been a vehement opponent of Auburn Dam for 20 years, and am glad to see consideration given to restoring the river to its former state.

A

Put me down as being strongly in favor of returning the North Fork American to boatable conditions and flows. I believe this preferred alternative is called the Mid Channel Diversion Alternative. Thanks.

Sincerely,


RANDY PORZIG

A. Project support noted.