L-138, pg. 5

References

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Bakke, Bill editor--FISH SUPPLEMENTATION WORKSHOP RESULTS DISTILLED in e-mail dated 9-18-2000. faxed

California Department of Fish and Game (DFG) Comments on the Proposed Critical Habitat Designation for California Steelhead listed under the federal Endangered Species Act 6-28-99. faxed

Drake, Bill and Wanda--letter 1989. faxed

Goodall, Ancle--letter 1991. faxed

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Interagency Ecological Program, Steelhead Project Work Team (IEP) 1999—Monitoring, Assessment, and Research on Central Valley Steelhead: Status of Knowledge, Review of Existing Programs, and Assessment of Needs. faxed

Jarvis, Lowell—PCWA Pump Station Project; Auburn Ravine fishery impacts 2001. faxed

Lau, Edie in Sacramento Bee—Hatchery vs. wild salmon: How different are they? 11-4-01. faxed

Sarkisian, Michael—letter 1989. faxed

F. The public review period for the American River Pump Station Project Draft EIS/EIR was extended to December 13, 2001.

Note: The references attached to this comment letter may be viewed at lead agency offices.

L-139

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

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:	Joe Konst
ADDRESS:	P.O. Box 7274
CITY/STATE/ZIP:	Auburn CA, 95604
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A

I feel the loss of the Auburn-to-Cool trail is a significant loss. This trail is used by hikers, runners, horse back riders and mountain bikers. This is the only legal trail for mountain bikers to travel between Auburn and Cool.

A bridge must be built in order to keep this trail. I understand that there are limited funds available for this project. Maybe there could be a less expensive water flow design that does not allow boats to flow through. Maybe they could carry their boats around. This project is sacrificing the trail use for one group of people and is adding benifit to river users. This is not fair. Let the → on back

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.***

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

L-139, pg. 2

river users "wait until there are additional funds". Government funds should add to existing recreational opportunities not take from one group in order to give to another group.

L-140

November 7, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. suite 110
Sacramento, Ca 95825

Dear Sirs,

A

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. the only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool.

I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

B

The completion of the pump station project will result in more people using the park. Additional long term funds are needed to manage the park as the number of visitors increase. Some funding source should be identified to do this.

Sincerely,

Alan Naye

Alan Naye

Alan Naye
300 Oak Street
Auburn, Ca 95603
530-889-8524

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

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

L-141

Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

November 9, 2001

Dear Sirs:

As a long time resident of Falcon's Point and an avid trail user, I find two major problems in regard to the recreational access part of the PCWA-River Restoration Project. The first part concerns a safety issue and the second is an omission in the recreational emphasis that is tied to the project.

A I can see where vehicular access to the canyon from Maidu or Pacific Avenue would be desired by a diverse group of people. Since I have an in depth knowledge of the canyon in that area, I feel that it is irresponsible to put public vehicle access down to Oregon Bar due to the very difficult fire management in that area. Topographically, this is a very remote region, with no equipment access points from above or downstream. It has steep and heavily vegetated canyon walls that lead directly up to dense residential areas off of Eagles Nest Way and Crockett Rd. The chance of fire in that area will greatly increase with the introduction of traffic and people who would normally not be willing to hike the several hundred vertical feet to reach this region. The vulnerability of this area to fire was exhibited in the summer of 2000 where significant structural damage was only averted by favorable wind conditions. The next time, luck may not prevail. Public river access could still be upstream as planned in a more defensible area.

B The EIS puts a heavy emphasis on direct river access for raft takeout and for other people to reach the water quickly. The area has been heavily used for years by hikers, runners, equestrians, fishermen, and cyclists. The river restoration will inundate and cut off the only trail from South Auburn to Cool. There have been rumors of a bridge in the area but I have seen no definitive plans. Having seen two high water flows in the last six years, which scoured the canyon and washed out the temporary roadbeds, I wonder if a bridge is a realistic option in the current fiscal environment. Of the above mentioned recreational users, only cyclists will be denied tail use to Cool since the Western States Trail up to Cool is closed to bikes. A cyclist from South Auburn would be forced to travel up and down Hwy 49 through the confluence. This is a steep and winding road without a bike shoulder. Cars and trucks traveling at a high speed create a hazardous place for a bicycle to be.

A. Please refer to Master Response 3.1.9, Fire Management.

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

L-141, pg. 2

B (cont)

Mountain biking is one of the most rapidly growing sports in the country and has many advocates in the South Auburn Area. I feel that any mitigation plan should include funding for a bike legal trail through the Auburn SRA from South Auburn to Cool and the popular Olmstead Trail. There are excellent possible routes such as the abandoned rail road grade on the North side of the river. Please do not ignore the large number of mountain cyclists in the area who stand to be the big recreation losers under the current plan.

Please add me to your mailing list and keep me posted on future developments.

Sincerely,

Kirk M. Hanson DDS
4085 Eagles Nest Way
Auburn, CA 95603

L-142

DON HOOVER
P.O. BOX 1320
MEADOW VISTA, CA. 95722
(530) 878 - 1457

PLACER COUNTY WATER ASSOCIATION
AUBURN, CA. And U.S. BUREAU OF RECLAMATION

OPEN PUBLIC COMMENT LETTER FROM MEETING OF OCTOBER 11, 2001. RESPONSE TO DETAILS OF DRAFT E.I.S. / E.I.R. FOR AMERICAN RIVER PUMP STATION AND RIVER RESTORATION.

I am writing in response to the meeting in the evening of October 11, 2001 in which your agency invited public comment about the proposed river restoration and pump plant project on the American River.

It would seem that there is more work ahead of you for the completion of this concept plan and before your agency can even begin the final draft of the E.I.R. / E.I.S. statement packages. I will therefore outline the items that I see as being deficient or inadequately addressed in the report and your meeting.

A 1. The Pump Station:
The concept, location, and intake point are fine. The Final appearance of the Pump House is not acceptable. The entire surrounding area is a natural landscape. Why not use the "Disnyfication" construction technology available today and clad the exterior in a duplicated rock outcropping. Make the pump station blend with natural surroundings.

B 2. MY BEST GUESS: The tunnel and the keyway of the dam site are being left in place because the intention and requirement of the federal government and state water resources to use them in the future. They will be used in the next 20 years. The next excuse, gee golly our projections just weren't good enough and we will have to build the dam after all. The 30 year plan that is said to be addressed is only the best guess-timate based on data from the past and some urban planing projections. Get rid of the keyway and collapse the tunnel once and for all. NO water, No building.

C 3. THE BRIDGE: C.E.Q.A. requires that this item be addressed. How did anyone think that leaving out the bridge crossing was an acceptable option. For the past 30 years there has been a *defacto* bridge. This bridge and the lack of the proposed replacement is a legal entanglement that can halt or hold the project for a long period of time. The coordinatioin of the various trails and equestrian associations in the area are steadfast and resolute in our demand for a bridge replacement for this river crossing.

Build a bridge that is capable of accommodating (a.) horses (b.) bikers (c.) pedestrians (d.) enclosed for the prevent the bridge from being a jumping/ diving platform.

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

B. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

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

L-142, pg. 2

The design of the bridge needs to have the input from the equestrian community because the width and especially the height of an enclosure must be considered in the final design.

Some comments from people at the meeting were typically shallow thinking. The crossing of the stream was, in their mind, only something done at low stream flow. River flows change! The loss of life when crossing the river at this point is guaranteed to happen. There will be children, women of small physical stature, and yes horses that are not capable of crossing moving water. Just as with people, not all horses are capable of navigating water and they will drown along with their rider.

D 4. PARKING AT TRAILHEADS:
The requirement for separate parking for people with truck and trailer for their horses is a necessity. The mixing of rafters, kayaks with loading and unloading of horses will not work and there needs to be a separate parking area.

E 5. A.D.A.C.:
As required for the satisfaction of both the state and federal governments. There seems to be no access for the handicapped white water people and those on horse back.
Yes, there are handy-capped people who are regulars in these activities and they will require some parking and restroom facilities for their specific needs.

F 6. SECURITY AND SANITATION: Will chemical toilets be the long term solution for the health and safety of the river? What is the long-term sanitation plan?

Nighttime security, as stated at the meeting, is a problem. The residence in the area deserve a plan that calls for seasonal closure at specific times so that these parking areas does not become "party central" in Auburn. The other associated drinking and drug problems are obvious and to help mitigate those problems I think that there should be day use fees charged in this area.

I sincerely hope that this letter, as well as other letters , gives you additional guidance. Our community of thought, our concepts and our requirements for this restoration project are necessary to move this project forward to completion. Please implement and include all of these additions in the final draft statement. The additional review and acceptance by this community is what is needed so that we can press forward for a complete project and not a partial one.

SINCERELY,

Don Hoover

DON HOOVER.

D. Please refer to Master Response 3.1.6, Public River Access Features.

E. The Proposed Project public river access facility design includes handicapped designated parking spaces in compliance with the American Disabilities Act. Please refer to Master Response 3.1.6, Public River Access Features.

F. Please refer to Master Response 3.1.6, Public River Access Features.

L-143

Nov-13-01 12:34P fred w 530 889 8910 P.01

Placer County Water Agency

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

NAME:	FRED + BONNIE GEYER
ADDRESS:	4095 Eagles Nest
CITY/STATE/ZIP:	Auburn Calif 95603
BUSINESS AND/OR HOME PHONE/FAX:	Home 530 8898910 FAX is the same please Call First
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

We agree with the info in the Neighbor Impact Information Packet in Regards To The American River Restoration Project + Planned Recreation Parking Facility.

A The Traffic on Maidu to Sky Ridge school in the AM noon and at 230-3pm is enough in it self to contend with. Let alone the traffic that will be added to Indian Hill as soon as the two housing projects ① Auburn Folsom ② Indian Hill.

B We just had a fire That burned 125 Acres This year. What was the cost to extinguish that and look at the Homes that were put in danger We were ask to leave are homes and everything we have worked for. I am 53 years old we left the Bay Area to get away from the crowds and Noise. The American River is best Viewed from Afar. Must We distroy Everything before we appreciate it. Thank you Ron + Laura Pinnick

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☒ *Please check here if you would like to be on the project mailing list.*

NOV-13-01 10:12:41 PM 530 889 8910 P. 1

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

B. Please refer to Master Response 3.1.9, Fire Management.