L-150, pg. 2

D (cont) Maidu Drive, with its one stop sign that is typically ignored already. The increase of traffic to this area is absolutely unacceptable, inexcusable and downright dangerous. There is currently a signal light at Pacific Street and Auburn Folsom Rd., and a paved parking lot and access to the river and the dam building roads at the skateboard park at the old dam overlook. Why is this not a better location for the river access as well as the construction route for the project? How can you impact a quiet residential area when there is another option like this? I also have a concern that my street, Rosemary Drive, which runs parallel to Maidu, would be used as a short-cut when traffic is backed up on Maidu on those busy days when the parking lots are full.

E 5. If this project has been in the works since 1994, why hasn't there been more information given out the people that will be impacted the most by it? In all of the articles I have read recently in the Auburn Journal as well as the Sacramento Bee there has been no mention of the parking lots and construction and recreational access being designed through the Maidu Drive area. There also has not been sufficient public notice of any public hearings for residents to hear the details of the project and voice their concern. It seems that this is being slipped right by us.

I attended the informational meeting that was held on November 7th at Skyridge School for the residents of the impacted neighborhoods. There were many concerned and angry residents there, and I sincerely hope you are taking our concerns into consideration before moving forward with this project. At the meeting we were told that if we had comments and opinions about the project, we should write letters and contact our elected representatives, both of which I am doing.

Sincerely,

Susan Ryan

Susan Ryan

E. Please refer to Response L-95.A.

L-151

CITY OF AUBURN

1225 Lincoln Way • Auburn, CA 95603 • (530)823-4211 • Fax(530)885-5508

November 9, 2001

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

Reference: Draft EIS/EIR for the American River Pump Station Project, Auburn, California

To Whom It May Concern:

At the request of Kevin C. Dimmick, an Auburn resident, I am forwarding a copy of his November 8, 2001, email which provides comments about the proposed project. It is my request that these comments be considered as part of the official record.

Please be advised that the City of Auburn, by separate letter, is submitting comments from City staff relative to the draft EIS/EIR.

Sincerely,

Paul Ogden
City Manager

PO/mhc
Enclosure
cc: City Council Members
Kevin C. Dimmick

L-151, pg. 2

Paul Ogden

From: DIMMICK,KEVIN (HP-Roseville,ex1) [kevin_dimmick@hp.com]
Sent: Thursday, November 08, 2001 1:59 PM
To: 'dbreninger@pcwa.net'; 'pogden@auburn.ca.gov'; 'agrenier.ard@sbcglobal.net'
Subject: PCWA American River Pump Station Project
Importance: High

To: Dave Breninger, PCWA General Manager
Paul Ogden, Auburn City Manager
Alain Grenier, ARD District Administrator

Copies: Auburn City Council - Jodie Hale, Cheryl Maki, Kathy Sands, Alice Singh and O.C. Taylor

From: Kevin C. Dimmick

Subject: PCWA American River Pump Station Project

Gentlemen:

A I would like to call to your attention concerns I share with many other Auburn residents about problems with the PCWA American River Pump Station Project. While the merits of their plans are obvious, of particular concern is the total environmental impact of Maidu Drive being an entrance to the proposed recreation area. The negative impact to surrounding families and homes has not been properly considered and mitigated, and deserves further consideration.

B This entrance, versus the highly viable albeit more expensive alternative on Pacific Avenue, will direct up to 300 or more vehicles per day from numerous counties down this relatively quiet Auburn street among upscale residential neighborhoods. The assumption by PCWA and the State has heretofore been that this traffic is only a slight increase over the 1500-2000 cars that travel this street daily, an estimate provided by the City of Auburn. This estimate is a flawed, with most of the traffic being parents taking and picking their children up from Skyridge School. This being the case, these cars never go past Maidu and Burlin Drives, or Maidu and Riverview for those who approach the school from the other side of Perkins Way. A handful of cars only, proceed down Maidu past these streets.

In addition to the flawed assumptions that were based on a flawed traffic analysis, the current plan causes a number of concerns, some of which are the following:

C *Increased fire danger - With the increased vehicle and foot traffic in the canyon, the risk of fires is increased significantly. Fires fueled from the canyon and canyon walls have and will seriously threaten residential houses and neighborhoods, and can be extremely expensive to extinguish.

A *Traffic safety issues - These concerns are associated with the elementary school children who must cross Maidu daily to get to Skyridge School. Today vehicles regularly run or "California stop" the stop sign at Maidu and Burlin. Newcomers to the area often do not even notice the stop sign. I have personally witnessed close calls and have myself almost been struck by a truck at this corner while riding a bicycle.

A *Crime - With a large, daily influx of recreational users, crime will increase. Crimes common to such areas include auto burglaries, vandalism, alcohol and drug use, and crime often associated with intoxication, such as DUI's, fights and indecent exposure.

11/9/01

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

B. Please refer to Master Response 3.1.10, Project Access.

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

L-151, pg. 3

D *Parking conjestion problems - With a planned shortage of parking, traffic will spill over into adjacent neighborhoods causing numerous strangers daily to walk through the neighborhoods to get to their cars, trucks, vans and busses. Associated problems include the creation of noise, lack of neighborhood street parking, litter, traffic/driving safety issues, loitering, trespassing and other crimes. This will result in a reduced sense of security and desireability for those who live in these quiet neighborhoods, and can even lower property values if problems become extreme. Increased police patrols, and their associated costs, goes without saying.

E *Increased health risks - Air quality issues should also be considered in an area that already has difficulty complying with air quality standards. Such standards exist for a reason.

For the above reasons, I urge you to exercise your influence to put this plan on hold until these issues are thoroughly considered and mitigated.

Thank you for attention to this important matter.

Regards,

Kevin C. Dimmick
Auburn, CA
(530) 823-5116

11/9/01

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

E. The Draft EIS/EIR evaluated the potential air quality effects of the Proposed Project and alternatives in Section 3.15, Air Quality (page 3-304). The Final EIS/EIR provides an updated assessment of vehicular emissions using recent updated information from the Placer and El Dorado County APCDs (Chapter 3.0, Section 3.15, Air Quality).

L-152

November 9, 2001

Surface Water Resources, Inc.
2031 Howe Ave, Suite #110
Sacramento, CA 95825

Fax 916-286-0957

American River Pump Station Project
Draft EIR/EIS Comments

I am against the DRAFT American River Pump Station Project as currently developed. Living in the Maidu Drive area since 1993, and not being advised that a project was being developed that impacts our area was a unpleasant surprise. The following are key points about the project that are unacceptable:

A
- **Increased Fire Risk** – Canyon fires are hard to fight and spread rapidly endangering the residences in the greater area. Adding people and vehicle access to the canyon area will increase fire events. No fire management plan has been developed; this should be done and approved prior to any construction start.

B
- **School Children Safety** – Children from residences on the south side of Maidu must cross Maidu to reach the Skyridge School. The intersection of Riverview/Falcons Point at Maidu has poor visibility from traffic moving in the western direction of Maidu. This increases the risk for accidents and injury to anyone living in the area.
- **Litter and Dumping** – The parks department would be responsible for litter in the park area, who would be responsible for increased litter in the Maidu Area?

C
- **More Pollution** – River pollution from increased traffic in the area from construction and park use. Air pollution from increased traffic.

B
- **Residential Traffic** – Traffic from the Maidu Loop that becomes River View is a hazard to the residences. The older section of River View drive is narrow with no sidewalks. Cars traveling from Maidu that use the River View short to Auburn will increase injury and accidents. Children use this area to walk to school.
- **Noise** – Noise from the canyon echo's up into the residential area. This noise will increase from construction and park usage.

D
SOLUTION – Remove the park element from the PROJECT, or change the access road to Pacific Street.
Pacific Street access will provide river access that avoids a major residential area of Maidu and moves the access to a more commercial area. Some of the issues remain but this eliminates some of the key issues such as School Children Safety, Traffic, and litter issues.

Please include this letter in the project planning process.

Laura Pinnick
565 Riverview Drive
Auburn, CA 95603
530-889-1202 Home
916-368-7610 Office

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

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

C. The Draft EIS/EIR addresses potential air quality impacts due to construction of the Proposed Project. Please refer to Response L-3.C for an update of air quality impacts related to public river access and project operation traffic.

D. Please refer to Master Response 3.1.10, Project Access.

L-153

9 November 2001

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

I would like to thank Jim Michaels, Rod Hall and Ranger Mike Lynch for the time they took to provide the presentation and answers to questions during the meeting at Skyridge School on 7 November 2001. They were well informed and did try to explain the contents of the plan for the American River Restoration Project. It may not have appeared this way, but most of us did appreciate the information and the depth of their knowledge.

Based on the information provided, I would like to ask that the plan be revised to include greater detail and additional consideration in the following areas:

A 1. Traffic Mitigation on Maidu Drive: The draft plan as now written does not adequately address the impact of vehicles towing boat trailers along this street. This street is the main residential access for homes in this area.

At the meeting, when the question was asked: "what happens when all of the parking spaces are full?", the answer was "the gates will be closed." That further exacerbates the traffic problem - either with parking on the side of the road, or traffic doubling back because there are no parking spaces.

During the presentation on 7 November, Ranger Mike Lynch addressed the posting of "No Parking" signs around the area, to prevent parking on the roadway. Being a former resident of El Dorado Hills, I am well aware of how ineffective the signs are. Attempting to drive along Folsom-Auburn Road between Douglas Boulevard and the Dam Road during summer days was truly a traffic hazard, due to cars parked along the side of the road. Signs were posted and ignored. Eventually, a very unsightly berm was built to prevent parking. The effectiveness of posting signs is questionable, as is the ugly berms in a residential neighborhood..

B 2. Alternate Access Routes: The draft plan as now written does not cover alternate access routes to the river and parking.

The Auburn Dam Overlook has a parking lot already in place. Since one of the proposed areas at the river is a turn-around only, it appears that the parking lot already in being could be used if an access road was connected to the lot. Also, Pacific Street (the access road to the Dam Overlook parking lot) is in a commercial area.

C 3. Fire Hazards:

Having had several fires in the canyon floor over the last two years, we are very concerned about fire danger. Additional people with vehicles in the area certainly increases the fire danger. The fire potential was not adequately addressed.

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

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.9, Fire Management and Master Response 3.1.6, Public River Access features.

L-153, pg. 2

4. Personnel Safety: Personnel safety is not adequately addressed in the draft plan.
The increase in traffic of approximately 240 vehicles during peak times in the draft plan is considered inadequate. A more realistic number should be developed which considers the

increase, as well as that currently required to support PCWA, use of the BLM Building for Recreation, Skyridge School, current residences and proposed residences.

C Many children and parents walk to Skyridge School. This is not just the 7:15 a.m. - 8:15 a.m. and 2:00 p.m. - 3:30 p.m. traffic. Due to the many activities at the school, traffic changes daily, depending on school activities.

Also, this area is used extensively for area residents who walk, run and bike. Additional vehicle traffic will have significant impact in addition to the safety problems currently in being. Riverview Drive, which is a connector to Maidu, does not have sidewalks except for approximately one block in the Montecielo area.. Additional traffic in this area enhances the possibility of safety problems.

D 5. Air Pollution: The draft plan does not adequately address additional air pollution due to vehicles using the proposed river access AND the relocation of PWCA to the BLM site.
This comment does not address the construction phase, since that is assumed to be temporary. This problem is after the construction is complete.

I have no objection to opening the river for recreation, but I truly feel there are better access routes than through a residential area.

Thank you,

Sheryl R. Frank

SHERYL R. FRANK
1770 Vista Del Monte
Auburn, CA 95603
(530) 889-1770

D. Please refer to Response L-3.C for a discussion of air quality relative to public river access and project operations. The Proposed Project does not involve a change in use of the Reclamation buildings currently occupied by PCWA.

L-154

Linda Godfrey
P.O. Box 1050
Meadow Vista, CA 95722
530-878-7679

11/8/01

To whom it may concern,

A This letter is to show my concern about the closing of the diversion tunnel on the American River. Many of my friends and I use the trail that travels over that tunnel to ride to Cool. If you are destroying the tunnel then I believe a bridge should be built so people can continue to get across the river. Don't ruin our trail access, that so many people use and enjoy every day. KEEP OUR TRAILS OPEN!

Sincerely,

Linda Godfrey

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

L-155

Steven Weiler
10135 Snowy Owl Way
Auburn, CA 95603

November 9, 2001

American River Pump Station Project (ARPSP)
Draft EIS/EIR Comments
Surface Water Resource, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Subject: Comment Card- Placer County Water Agency/U.S. Bureau of Reclamation

Comments:

I would like to ask that you revise the proposed parking-lot plan. The current proposal states that two parking lots (20 and 50 car capacity) would be installed below Maidu Drive within the reserve area. This plan is sure to have the following negative impacts on the natural and residential environment:

A
- Parking lots and public roads within the recreation area will significantly impact the character of this natural environment, thus negating any claim to the project restoration goal. This American river canyon area is one of the few public accessible areas in the lower Sierra Nevada foothills not disturbed by motorized vehicles. By introducing public roads throughout the recreation area the landscape, wildlife, vegetation, air quality, and serenity of the river area will be damaged from its historical state. The ARPSP has the tremendous potential to be recognized as a leading example of environmental restoration. The inclusion of public access roads and lower area parking lots will certainly negate this claim.

B
- Public roads within the recreation area will significantly increase the probability of fire within this area, in addition to subsequent fire prevention efforts and associated fighting costs.

The current State Park plan and associated EIS/EIR does not sufficiently address these issues. In addition, it is clear that current estimates on traffic volumes, traffic pollution, and fire mitigation requirements are under estimated within the current study.

C
I would like to ask that in addition to addressing the above issues that the ARPSP consider a revised plan that would keep the river road off of Maidu drive closed to public traffic as part of this project. The best alternative to this plan is to continue to allow public access to the park and river through the unique combination of hiking, biking, and horseback riding trails in existence today. Emergency river access can be achieved through the use of the private, secured, canyon drive which is in existence today.

D
Public parking lots, and associated public roads, should only be considered at the top of the canyon and should continue to be limited in to 20 vehicles in size. These changes will assist in mitigating the certain overwhelming public opposition and challenges which face the current plan. I believe these actions may enable the project to move forward successfully meeting its three stated goals. Thank you for your professional consideration and support.

Sincerely,

Steven W. Weiler

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

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

C. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management.

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