

AUBURN
RESERVOIR
PROJECT



FOLSOM LAKE
STATE
RECREATION
AREA

general
plan

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390
SACRAMENTO 95811

(916) 323-4267

July 16, 1980

On May 11, 1979, the State Park and Recreation Commission approved the Folsom Lake portion of the Auburn Reservoir Project/Folsom Lake State Recreation Area Preliminary General Plan. On September 14, 1979, the Commission approved the Auburn State Recreation Area (formerly Auburn Reservoir Project) portion of the plan. In the interest of economy, we are not reprinting the document; therefore, the preliminary plan can now be considered the final plan.

Enclosed are addenda containing: Park and Recreation Commission Resolutions 29-79 and 45-79 approving the plan (with amendments); comments and responses on the plan's Environmental Impact Element; and a list of minor corrections and clarifications. If you have a copy of the plan, please attach these addenda, and replace the word "preliminary" on the cover with the word "final".

Sincerely yours,

A handwritten signature in cursive script that reads "Robert W. Hines".

Robert W. Hines
Project Manager

Enclosures

A-2752D

CONTENTS

1. Resolutions 29 - 79, 45 - 79; California Park and Recreation Commission

2. Comments and Responses:

California Department of Fish and Game
State Solid Waste Management Board
California Department of Boating and Waterways
El Dorado National Forest
Tahoe National Forest
U.S. Bureau of Reclamation
U.S. Bureau of Land Management
City of Auburn
Sacramento Audubon Society
California State Park Rangers Association
Mr. Joseph V. Flynn
U.S. Seaplane Pilots Association
California Wildlife Federation
Mr. Douglas G. Peterson
Lakeridge Homeowners Association
American River Recreation Association
Mr. Durand Stieger

3. Corrections and Clarifications

4. Additional Appendixes:

Results of Motorboat and Motorcycle Sound Studies(letter, Swing to Hines,
March 30, 1979)
Granite Bay Traffic Flow(letter, Cahill to Ferriera, February 21, 1979)
Conclusions from Auburn Recreation and Wildlife Task Force Studies on
Auburn Project(letter, Horton to Araujo, September 1979)
Hunting Addendum(memo, Tryner to Hines, January 25, 1979)
Graphic -- Folsom Lake SRA Projected Lake Elevations
Graphic -- Auburn Reservoir Projected Lake Elevations
Graphic -- Folsom Lake SRA Operating Boat Density
Graphic -- Auburn Reservoir Operating Boat Density
Map -- Folsom Lake SRA, Granite Bay North Access
Map -- Folsom Lake SRA, Granite Bay Area Beach Development

DEPARTMENT OF PARKS AND RECREATION

STATE PARK AND RECREATION COMMISSION

P. O. BOX 2390, SACRAMENTO 95811



Resolution 29 - 79
Resolution adopted by the
CALIFORNIA PARK AND RECREATION COMMISSION
at its regular meeting in Pacific Grove
May 11, 1979

"WHEREAS the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan for Folsom Lake State Recreation Area; and

"WHEREAS this reflects the long-range development plan as to provide for the optimum use and enjoyment of the unit as well as the protection of its quality;

"NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's General Plan for Folsom Lake State Recreation Area, preliminary dated October 1978, subject to such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement carrying out the provisions and objectives of said plan."

K-6596C

DEPARTMENT OF PARKS AND RECREATION

STATE PARK AND RECREATION COMMISSION

P. O. BOX 2390, SACRAMENTO 95811



Resolution 45-79
Resolution adopted by the
CALIFORNIA PARK AND RECREATION COMMISSION
at its regular meeting in Sacramento
September 14, 1979

WHEREAS, the Director of the Department of Parks and Recreation has presented to this Commission for approval the proposed General Plan for the Auburn State Recreation Area; and

WHEREAS, this reflects the long-range development plan as to provide for the optimum use and enjoyment of the unit as well as the protection of its quality;

NOW, THEREFORE, BE IT RESOLVED that the State Park and Recreation Commission approves the Department of Parks and Recreation's General Plan for the Auburn State Recreation Area, preliminary dated October 1978, with the following amendments:

1. It is our recommendation, particularly with regard to the extent of the water-ski area: The Director shall monitor recreational use, and will periodically reassess the ability of the resources to absorb the use they are receiving, and to adjust recreation use as necessary, to adequately protect resource values and visitor's safety.
2. On page 82, a clarification of the existing issue of nude bathing and the Department's present policy.
3. If decision is made to relocate the dam and Highway 49, Department shall promptly bring back to this Commission an alternative plan for development of Knickerbocker, Salt Creek, and Cave Valley.

And, such environmental changes as the Director of Parks and Recreation shall determine advisable and necessary to implement carrying out the provisions and objectives of said plan.



State of California

GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

EDMUND G. BROWN JR.
GOVERNOR

January 2, 1979

James M. Doyle
Dept. of Parks & Recreation
Post Office Box 2390
Sacramento, CA 95811

SUBJECT: SCH #78112027 - AUBURN RESERVOIR PROJECT AND FOLSOM LAKE STATE
RECREATION AREA

Dear Mr. Doyle:

State agencies have commented on your draft environmental document (see attached). If you would like to discuss the concerns and recommendations in their comments, contact the staff from the agencies whose names and addresses appear on the comments.

You may formally respond to the agencies' comments by writing to them (including the State Clearinghouse number on all such correspondence). When filing the Final EIR, you must include all comments and responses (State EIR Guidelines, Section 15146). State review of your draft environmental document will then be complete.

To aid in preparing environmental assessments on future projects, you should send to state agencies and the Office of Planning and Research your Notice of Preparation as prescribed by AB 884 and Section 15066 of the EIR Guidelines.

If you would care for assistance or if the need arises, the Office of Planning and Research is available to help identify responsible agencies, distribute Notices of Preparation, organize coordination meetings, mediate disputes, and hold consolidated hearings.

Please contact Pam Aronhalt at (916) 445-0613 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Stephen V. Williamson".

Stephen V. Williamson
State Clearinghouse

SVW/nb
Attachment
cc: Ken Fellows, DWR
E. C. Fullerton, DFG
Marty Mercado, DNOD
Herbert Iwahiro, SWMB

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390
SACRAMENTO 95811



(916) 445-7067

April 6, 1979

Honorable Victoria Araujo, Chairman
California State Park and Recreation Commission

Dear Commissioners:

Enclosed please find comments and responses on the Preliminary General Plan and Draft Environmental Impact Report for Auburn Reservoir Project and Folsom Lake State Recreation Area. This report was sent to the following agencies and interested persons under the provisions of the California Environmental Quality Act.

State Clearinghouse (15 copies)
Sacramento Regional Area Planning Commission
Sierra Planning Organization
U. S. Bureau of Reclamation
U. S. Bureau of Land Management
U. S. Forest Service, El Dorado National Forest
U. S. Forest Service, Tahoe National Forest
Placer County Planning Commission
Placer County, Department of Public Works
El Dorado County Planning Commission
Sacramento County Planning Commission
Sacramento County, Department of Parks and Recreation
City of Folsom Planning Commission
City of Auburn Planning Commission
State of California, Wildlife Conservation Board
Dr. Robert Mark, Sierra Club, State Park Task Force
Dr. Howard G. Wilshire

Newspaper ads were placed in the following newspapers to publicize the attached notice.

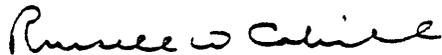
The Sacramento Union
The Sacramento Bee
Folsom Telegraph
Roseville Press Tribune
Auburn Journal

Honorable Victoria Araujo, Chairman
California State Park and Recreation Commission
Page 2
April 6, 1979

Comments were received from the following agencies and individuals.

California Department of Fish and Game
State Solid Waste Management Board
California Department of Boating and Waterways
El Dorado National Forest
Tahoe National Forest
U. S. Bureau of Reclamation
U. S. Bureau of Land Management
City of Auburn
Sacramento Audubon Society
California State Park Rangers Association
Mr. Joseph V. Flynn
U. S. Seaplane Pilots Association
California Wildlife Federation
Mr. Douglas G. Peterson
Lakeridge Homeowner's Association
American River Recreation Association
Mr. Durand Stieger

Sincerely yours,



Russell W. Cahill
Director

Memorandum

- : 1. L. Frank Goodson, Projects Coordinator
Resources Agency
2. Russell W. Cahill, Director
Department of Parks and Recreation

Date: December 19, 1978

From : Department of Fish and Game

Subject: SCH 78112027 - Preliminary General Plan, Auburn Reservoir Project, Folsom Lake State Recreation Area, October, 1978

The Department of Fish and Game has reviewed the preliminary general plan for the Auburn-Folsom Project and fully supports the concepts and recommendations expressed.

A Department representative will be present at any State Park and Recreation Commission meeting to support the recommendations of this plan. We feel the wildlife mitigation measures suggested by this Department and the U.S. Fish and Wildlife Service can be accomplished in a manner which will complement the recreation features. Similarly, harvest of the wildlife resources could be made at times, places and with methods which would not cause a significant detriment to other recreation uses.

This Department's contact person and designated member of the Auburn Recreation-Wildlife Task Force is Fred Meyer, Region 2, 1001 Jedsmith Drive, Sacramento, CA 95819 (445-0889). The Department looks forward to working with all the affected agencies of the Auburn-Folsom Project during the preparation of specific development plans.

EC Felton

Director

cc: Mr. Billy E. Martin, Regional Director
U.S. Bureau of Reclamation, Sacramento

RESPONSE TO COMMENTS
FROM CALIFORNIA DEPARTMENT OF FISH AND GAME

The Department of Parks and Recreation will work closely with Department of Fish and Game in planning for the future of hunting at the Auburn Reservoir project.

Hunting is currently permitted on project lands, currently owned by the USBR. These will be turned over to DPR about the time that Auburn Reservoir is filled. At that time, the State Park and Recreation Commission will make a decision on hunting based on a determination that it would not threaten the safety and welfare of other state recreation users (see page 58). Hunting may be restricted to certain areas and to certain types, such as waterfowl or deer with bow and arrow.

Recently, an Auburn Recreation and Wildlife Task Force was formed. This task force will determine and implement an acceptable plan for optimum recreation and wildlife mitigation within the Auburn Recreation Project take line. This task force will consider the advisability of hunting at the project. Their findings should assist the State Park and Recreation Commission, along with direction from your Department and local and federal agencies in its decision on hunting activities for the Auburn Reservoir Project.

Memorandum

1. Mr. L. Frank Goodson
Resources Agency

Date : December 20, 1978

2. Mr. James M. Doyle
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

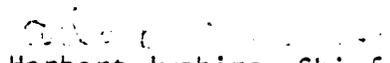
Subject : **STATE SOLID WASTE MANAGEMENT BOARD**

Subject: SCH #78112027 - Auburn Reservoir Project and Folsom Lake Recreation Area - Preliminary General Plan

We have reviewed the above General Plan and find it lacks current and future solid waste management data. We suggest the General Plan contain a separate section on solid waste to provide the following information:

- 1) Description of the composition and quantity of solid waste material expected to be generated within the recreational areas.
- 2) Description of the solid waste collection and disposal methods to be used.
- 3) Discussion of policies and programs to promote the reduction of litter.
- 4) Discussion of the feasibility of implementing solid waste recycling programs including a buy back deposit system for beverage containers sold in the recreational areas.

Thank you for the opportunity to review and comment on your General Plan. If you have any questions regarding our review, please contact Frank Plesko at (916) 323-0108.


Herbert Iwahiro, Chief
Local Assistance and Planning Division

RESPONSE TO COMMENTS
FROM STATE SOLID WASTE MANAGEMENT BOARD

DPR General Plans do not usually reach the level of specificity which you requested regarding the issue of solid waste management. Our responses are fairly general to your four points; these are:

(1) Solid waste is currently being collected at all areas in the Auburn Reservoir Project and Folsom Lake State Recreation Area which are open to the public. Folsom Lake State Recreation Area's highest attendance year was 1975. 225 tons of solid waste were collected that year. Solid waste consists mainly of bottles, cans, plastics, paper products, etc. Solid waste has also been collected at the Auburn Reservoir site, including abandoned automobiles.

(2) The DPR collects solid waste with its own packer (garbage truck); 50-gallon drums are used as garbage cans. Solid waste is taken to the Sacramento County sanitary landfill. Litter is picked up periodically in all visitor use land and water areas.

(3) By making garbage containers available and by picking up litter and keeping use areas clean, it is hoped that visitors will want to keep their State Park System unit clean. Rangers often talk to litterers and have the police powers to issue citations (Public Resources Code, Section 5008.7).

(4) A full scale recycling program is impractical because of the cost involved in separating solid waste.

Our Department's basic Concession Contract stipulates that:

All food and beverages (non-alcoholic) sold directly on the beaches shall be sold in disposable containers of paper or other biodegradable materials.

Soft drinks and beer and other beverages in airtight containers under pressure of carbonation and sold in the concession store shall be marked for identification. A deposit of five cents (5¢) each shall be collected for all such beverage containers sold, and refunds will be made by Concessionaire for returned containers so marked.

Concessionaire and State shall from time to time review items sold and containers or utensils used or dispensed by Concessionaire and, whenever possible, eliminate the use of non-returnable containers, plastics, etc. State reserves the right to prohibit the sale or use of non-recyclable containers or plastics. No pull-top cans or styrofoam cups or other non-biodegradable cups are to be used or sold by Concessionaire.

Memorandum

To : (1) L. Frank Goodson, Projects Coordinator
The Resources Agency

(2) Department of Parks and Recreation
P. O. Box 2390
Sacramento, CA 95811

Date : December 20, 1978

Subject: SCH 78112027: Auburn
Reservoir Project,
Preliminary General Plan

From : Department of Navigation and Ocean Development

The Department of Navigation and Ocean Development has reviewed the subject document and generally agrees in principle to the proposals as presented. We particularly concur that the development of facilities at the Salmon Falls Bridge is needed, as the area receives heavy use from recreationists seeking access to the water at that point. However, we feel that some assurance that the waterway will continue to be available for whitewater activity should be obtained before facilities are provided. Future developments (i.e., the SOFAR project) could render the facility useless to whitewater boaters.

The following are specific comments relating to the proposed plan's impact on boating:

1. Page 60 - First paragraph - Water Pollution

More detailed information should be provided on this type of regulation of fuel-burning watercraft that would be enacted. The Parks Department may not have the authority to adopt such regulation (i.e., Environmental Protection Agency preempting, and Section 660 of the Harbors and Navigation Code limiting such authority regarding equipment and operation of vessels).

2. Pages 89 - 91

The proposal for water use refers to lowering the decibel level for engine and boat noises. This is covered by Sections 654, 654.05, and 654.06 of the Harbors and Navigation Code and is not an activity that can be regulated by the Parks Department.

The "Wilderness Zone" would exclude power boats, and the "Ski Zone" would include "people-powered" boats. If the intent of this type of zoning is to avoid conflicts, then perhaps the authority to establish special use areas under Section 660 of the Harbors and Navigation Code should be considered.

3. Page 212

The proposed five miles per hour speed limit, and no wake regulations should be reconsidered. Many of the small sailboats using the lake sail at speeds greater than five miles per hour. When

(1) L. Frank Goodson
(2) Department of Parks and Recreation
Page two
December 20, 1978

a boat makes headway through the water, it makes a wake.
We recommend the wording "limited wake" be used rather
than "no wake."

4. Page 274 - Noise

There are already limitations on motorboat noise. See
comments above regarding Pages 89 - 91.


MARTY MERCADO
Director

cc: Operations Division - Larry Thomas
" " - Ben Benites
Facilities Division - Bill Satow

RESPONSE TO COMMENTS
FROM DEPARTMENT OF BOATING AND WATERWAYS
(FORMERLY NAVIGATION AND OCEAN DEVELOPMENT)

Below are responses to your four points.

(1) Section 5008 of the Public Resources Code states that designated Peace Officers in the Department of Parks and Recreation can enforce the provision of Section 267 and Chapter 5 (commencing with Section 650) of Division 3 of the Harbors and Navigation Code and the rules and regulations of the Department of Navigation and Ocean Development (now the Department of Boating and Waterways). We have no intention of initiating our own rules and regulations regarding water pollution.

(2) The Department of Parks and Recreation has no intention of enacting its own dBA regulations. We intend to enforce the regulations in the Harbors and Navigation Code.

The intent of the zoning concept is explained on pages 90 and 91. Zoning of reservoirs has been successfully carried out at other reservoirs in the state in order to protect resources and benefit the public. The zoning concept had a great deal of public support at the public workshops.

(3) This is a good comment. The confusing wording will be changed in the final text.

(4) The public at the workshops overwhelmingly supported the recommendation that boat speeds be reduced on Lake Natoma. Plan Objective No. 2 on page 208 states this. Page 212 recommends zoning the lake for a lower speed of 5 mph. Noise would be reduced, and the waterway would be safer and more enjoyable for the majority of users. The heron rookery and other wildlife would also be harrassed less.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Eldorado National Forest
100 Forni Road
Placerville, CA 95667

REPLY TO: 1950 Environmental Impact Reports

December 26, 1978

SUBJECT: Auburn Reservoir Project

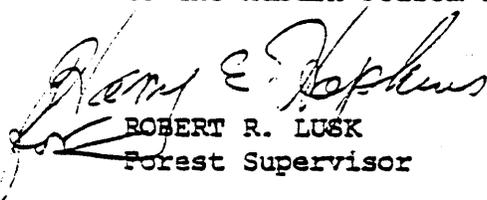


TO: Mr. James M. Doyle
CA Department of Parks and Recreation
Environmental Review Section
P.O. Box 2390
Sacramento, CA 95811

We received your letter regarding the Auburn Reservoir Project on December 18, 1978. With many key people away for the Holidays, this will not allow us sufficient time to send our comments on the Environmental Impact Report prior to the January 3 deadline.

The single copy is now being routed to Eldorado Forest Staff and the Georgetown District Ranger for review. We will try to expedite the process but it is not likely that we can consolidate our response and mail it to you before January 22. We ask your indulgence due to these circumstances.

Comments on the Preliminary General Plan will be forwarded separately to the Auburn-Folsom Planning Team as requested.


ROBERT R. LUSK
Forest Supervisor

Enclosure: Carbon copy of Dept. of Parks letter

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Eldorado National Forest
100 Forni Road
Placerville, CA 95667

REPLY TO: 1950 Environmental Impact Reports

January 22, 1979

SUBJECT: Auburn Reservoir Project



TO: Mr. James M. Doyle
Department of Parks and Recreation
Environmental Review Section
P.O. Box 2390
Sacramento, CA 95811

As requested in your letter of December 14, 1978, the Eldorado National Forest submits the following comments on the EIR for the Auburn Reservoir Project:

1. P. 245 Wildlife and Wildlife Habitat Affects

The proposed development will provide positive benefits for waterfowl. However, there appears to be no consideration for loss of natural fish habitat to be inundated. Increased overall fish production in the reservoir does not necessarily compensate for the experience of stream fishing. Provision should be made for barriers to prevent trash fish from going upstream out of the reservoir, reducing opportunity for further degradation of native fishery.

2. General

There is no discussion, nor does Table 10 chart the affects of displacement of existing mining claims within the project boundary.

3. P. 247 Fire Hazard

A potentially severe fire hazard is indiscriminate use of fire (open fires) at undeveloped sites. A suggested measure of mitigation is to restrict use of open fires to below the high water mark. Otherwise, campfires would be allowed at developed sites where protection measures are planned.

The joint fire management plan between the California Department and Forest Service should, among other requirements, provide for:

- (a) Approved methods for disposal of cleared material from the reservoir where National Forest lands are involved.
- (b) Fuelbreak locations and standards.
- (c) Definition of the cost-shares attributed to the joint agencies.
- (d) Delineation of Protection boundaries.

It is further recommended that the final fire management plan be formulated a minimum of three years prior to start of any construction activity east of the Highway 49 bridge.

4. P. 248 Transportation and Circulation

In dealing with this subject, concern and accommodation should be made for the handicapped in terms of parking space, direct access to facilities, etc. Another rather important consideration is circulation by bicycle trail.

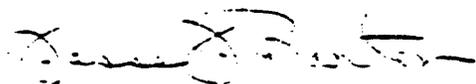
5. P. 249 Wildlife and Wildlife Habitat

Again, the EIR appears to emphasize wildlife habitat mitigation dealing with vegetative manipulation. The fisheries loss is not fully addressed, unless the broad assumption is made that mitigation is geared strictly to fish production rather than native fish habitat loss, change in species, or differences fishing in experience levels. If this biotic impact is subsequently assessed, then it probably should be summarized briefly on page 253 as well.

6. P. 127 Unresolved

This comment may be outside the scope of the EIR, but progress has bogged down between the Forest Service and Bureau of Reclamation in reaching mutual approval of a Memorandum of Understanding for operation and management of project lands on the Middle Fork. The Bureau, to this point, has failed to respond to our final draft Memorandum of 2/16/77. On October 24, 1978 phone conversation with Mr. Bob Shaeffer of the Bureau's Sacramento office (484-4354) indicated that their Director is not ready to sign, based on revisions recommended by their solicitor. Resolution, in this case, may be closer than the current pace depicts. The Eldorado National Forest will actively try to conclude these negotiations. We would also appreciate any assistance DPR might provide in your relationship with the Bureau to expedite the process.

Thank you for the opportunity to participate.



JESSE J. BARTON
Planning Officer

cc: Georgetown DR

RESPONSE TO COMMENTS
FROM EL DORADO NATIONAL FOREST

Below are responses to your six points.

(1) The scope of the General Plan for the Auburn Reservoir Project (recreation project), General Plan, and Draft EIR does not address itself to impacts caused by the Auburn Dam and Reservoir. Many of these impacts are stated in the USBR EIS of 1971.

Nevertheless, your concern about trash fish migrating upstream from the reservoir is valid. The California Department of Fish and Game says that a barrier to prevent rough fish from migrating upstream is not practical. A barrier would also prevent trout from migrating upstream. Unfortunately, the reservoir will probably worsen the situation. The Auburn Reservoir Project Recreation and Wildlife Task Force should study this problem and search for solutions.

(2) The issue of mining claims being inundated by the reservoir is also outside the scope of this plan. It is an impact caused by the building of the dam and the subsequent inundation of the land by Auburn Reservoir.

(3) DPR will coordinate a fire plan with all federal, state, and local agencies. We agree with the four requirements which you proposed.

DPR will not permit open fires above or below the high water mark. All campfires will be required to be contained in approved structures in developed use areas.

(4) Transportation and circulation for the handicapped is discussed on pages 117 and 184 for the Auburn Reservoir Project and Folsom Reservoir State Recreation Area (including Lake Natoma). These specific areas will be designed in greater detail in the working drawing and budget phases.

Bicycle trails are included in the plan also. Auburn Reservoir proposes twelve miles, the plan for Folsom Lake proposes nine new miles, and the plan for Lake Natoma includes eight new miles. A proposed bike trail will extend from Sacramento County's Jedediah Smith Bicycle Trail at Hazel Avenue below Nimbus Dam to Granite Bay on Folsom Lake.

(5) This is an impact caused by the dam and reservoir and not caused by the recreation plans. Please see the USBR's EIS of 1971.

(6) DPR will cooperate with USBR and USFS in consummating a memorandum of understanding to all agencies involved.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Tahoe National Forest
Nevada City, CA 95959

1560
December 18, 1978



Mr. James M. Doyle, Supervisor
Environmental Review Section
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle:

Thank you for your letter of November 13, 1978, enclosing a copy of the "Auburn Reservoir Project-Folsom Lake State Recreation Area, Preliminary General Plan" for review and comment.

We have confined our review and the following comments to the Auburn Reservoir Project portion as it is the only one which involves National Forest lands.

Land Use - Page 75 - The fourth item under recreation values should state that 38.3 miles of the North Fork American River is also a component of the National Wild and Scenic Rivers System.

Land Uses - Page 91 - We are in agreement with your proposal to designate the upper regions of both the Middle and North Fork arms of the reservoir as a "Wilderness Zone" for non-powered boats. We believe this will be especially helpful in the administration of the North Fork American River as a component of both the California and National Wild and Scenic Rivers Systems.

Facilities - Page 101 - The first sentence makes reference to "Foothill Divide." We believe the intent was to have this read "Foresthill Divide."

Facilities - Page 106 - Under the Colfax-Iowa Hill bridge heading, the second paragraph. Suction dredging is also an important part of the current recreational activities that take place in this section of the river.

The third sentence should be rewritten to reflect that the designation of the 38.3 miles segment of the North Fork American River as a component of the National Wild and Scenic Rivers System was by recent enactment of PL 95-625 by the President and Congress, not by U.S. Forest Service designation.

It should be clarified that only the stretch of the North Fork American River from the Tahoe National Forest boundary to Serena Creek and not the entire watershed upstream of the Colfax-Iowa Hill bridge is included in the Forest Service Rare II process.

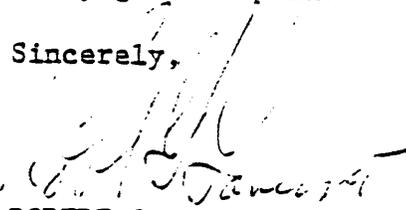
It is anticipated that the Colfax-Iowa Hill bridge area will also be used as a trail staging area for access into the lower portion of the Wild and Scenic River. Therefore, the facilities planned for this area should be coordinated with the appropriate federal and state agencies who will be administering that segment of the North Fork American River under the respective California and National Wild and Scenic River designation.

Unresolved - Page 1, 2, 7 - Penultimate paragraph - The lands at the Oxbow area (Indian Bar) should be more accurately described as National Forest lands, a portion of which are within the Placer County Power Project boundary under a Federal Energy Regulatory Commission license No. 2079.

Throughout the document references citing the Middle Fork of the American and North Fork of the American Rivers should be changed to Middle Fork American River and North Fork American River. This is the appropriate names as shown on the U.S.G.S. quads.

Thank you for the opportunity to review and comment on the preliminary general plan.

Sincerely,



ROBERT G. LANCASTER
Forest Supervisor

RESPONSE TO COMMENTS
FROM TAHOE NATIONAL FOREST

The corrections and wording changes you noted will be made on pages 75, 101, and 106. The correct name for North Fork American River and Middle Fork American River will be changed in the final text also.

Suction dredging for gold as a current activity at Colfax-Iowa Hill Bridge will be noted on page 106. Suction dredging for gold will not be permitted when the Department owns the land, because it is connected with a commercial venture and uses unauthorized equipment. Public Resources Code, Section 5001.65, states that "Commercial exploitation of resources is prohibited in State Park System units". However, panning for gold, Section 4610.10, Title 14, Administrative Code, is permitted as a "rockhounding" activity. "The goldpan is the only exception permitted to the exclusion of tools from rockhounding in the State Park System".

The proposed staging area near the Colfax-Iowa Hill Bridge will be coordinated with responsible and interested public agencies.



United States Department of the Interior
BUREAU OF RECLAMATION

MID-PACIFIC REGIONAL OFFICE
2800 COTTAGE WAY
SACRAMENTO, CALIFORNIA 95825

IN REPLY
REFER TO: MP-450
715.

JAN 16 1979

Mr. James M. Doyle
California Department of Parks and Recreation
Environmental Review Section
P.O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle:

As you requested in your December 7, 1978 letter, we have reviewed the Environmental Impact Report section of the Auburn Preliminary General Plan. In addition, we felt it necessary to review the environmental aspects of the Preliminary General Plan as well. We appreciate the later deadline for our comments of January 15, 1978 as discussed between Bob Shaffer of my staff and Ken Pierce of your staff. Our comments are as follows:

AUBURN PRELIMINARY GENERAL PLAN

1. Page 29 - Under Rare and Endangered Animal Species - Briggs (1974) is not included in the Selected References, Page 277-284.
2. Page 100 & 104 - The high water lines should be indicated with much greater care to provide effective illustrations.
3. Page 107 - 3rd paragraph from bottom. We question the statement that there is no opportunity to interconnect the city and the lake with a "park like" use area. When construction is complete, significant potential will exist using the contractor's area west of the visitors overlook and adjoining areas, on down slope to the water surface. Parking is partially completed at the reservoir (200 spaces) with additional capacity possible immediately adjacent to the existing parking facility.
4. Page 109 - Change photo title to read - "A bicycle trail across the dam will connect the City of Auburn"
5. Page 127 - 4th paragraph - It has not been decided which agency will administer the fish and wildlife mitigation program.

6. Page 136 - 3rd paragraph - More explanation is needed to satisfy the reader as to why Folsom Lake "normal" elevations will be significantly lower than current "normal" elevations.
7. Page 166 - 1st paragraph - Change unpotable water to read - "nonpotable water."
8. Page 186 - Peninsula Area - We prefer that leach systems for sewage effluent disposal only be considered as a last resort due to the Bureau of Reclamation's policy to preclude such systems at reservoir recreation areas.

ENVIRONMENTAL IMPACT ELEMENT

9. Page 243 - This page should be labeled Table 10.
10. Page 243 - Table 10 - We question the nonsignificant environmental effect on police and fire services of picnic and swimming areas at Murderers Gulch, Clementine Road car top boat launch, or picnic and car top boat launch areas at Cherokee Flat. These are all relatively remote and may need special public service attention.
11. Page 244 - Table 10 - The same comment applies to picnic areas at Oxbows and Bunch Canyon areas.
12. Page 247 - Noise - last paragraph - The standard of 86 decibels should state if this is dbA and at what distance from the noise source the measurement is taken.
13. Page 257 - Table 11 - A general overview of this table indicates that, in comparison to Table 10, the facilities at Folsom Lake generally have nonsignificant environmental effects or there is no interaction. Inasmuch as Folsom provides historical data for many facilities which will have their counterparts at Auburn, we question why the same intensity of environmental impact should not occur at Auburn. For example: Granite Bay beaches and picnic area and upgrading of existing facilities are indicated as having a nonsignificant environmental effect, or no interaction on open space. In contrast, Salt Creek at Auburn indicates that parking for the boat launch ramp has a significant environmental effect on open space. Browns Ravine (Folsom) slips and parking have no significant environmental effect from noise while Cave Marina (Auburn) has significant environmental effects from noise. We suggest that a common criteria be used for all three reservoirs. We also suggest that some indications of the environmental impact of Mooney Coves use and Granite Bay parking and access be indicated on Table 11.

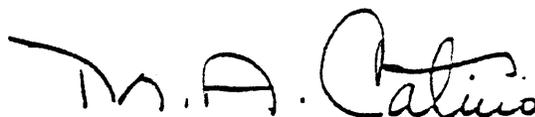
14. Page 261 - Other Mitigation - Change to read - "Planting with native species in all areas where planting is required will minimize erosion, improve aesthetics, and reduce plant materials maintenance costs."

15. Page 267 - Table 12 - The general comments made in item No. 13 apply here also.

16. Page 271 - Aesthetics - We recommend that this paragraph be changed to read - "Adequate screen planting with native plants as an integral part of careful landscaped site development and building design, coupled with revegetating scarred areas with native plants and providing a thorough and efficient maintenance program, will make recreation developments at Lake Natoma an attractive resource for public enjoyment."

We appreciate your coordination efforts with us in the review process of the plan. We recognize the high quality of expertise of those involved in its preparation and approve the plan in general. As you are aware, areas of the plan involving dual-use concepts are yet to be resolved, but will be the subject of our Auburn Recreation-Wildlife Task Force meeting which will be scheduled in early February.

Sincerely yours,

A handwritten signature in cursive script that reads "M. A. Catino". The signature is written in dark ink and is positioned above the typed name and title.

M. A. Catino
Assistant Regional Director

RESPONSE TO COMMENTS
FROM THE U.S. BUREAU OF RECLAMATION

The following comments correspond to the numbered comments made in your January 16 letter.

Auburn Preliminary General Plan:

- (1) The reference to Briggs (1974) on page 29 will be added to the list of selected references in the printing of the final plan.
- (2) Indication of high water is intended as a general and approximate reference only.
- (3) It is true that the contractor's area west of the overlook will offer a graded flat area with parking potential. However, as with the entire "City of Auburn Lakefront", which extends several miles upriver from this point, the slopes between the contractor's area and the lake surface are too steep (in this area, 25 percent) for practical recreation development, except for trails. It is for this reason that planners made the statement in question: "The City of Auburn is about 200 feet above the high water level of the proposed reservoir, and the separating zone either does not lend itself to development, or has been developed for residential purposes; consequently, the opportunity to interconnect the city and the lake with a 'park like' use area is nil." Trail connections and a trail staging area are proposed in association with the visitor center.
- (4) This change will be made in the final plan.
- (5) This clarification will be noted in the final plan.
- (6) The statement in question is: "...the lake (Folsom) will be stabilized at a level significantly lower than current 'normal' elevations during the recreation season, based on U.S. Bureau of Reclamation projections for California growth and water needs" (if Auburn Dam is built and operated as planned).

This statement is based on U.S. Bureau of Reclamation projections for reservoir operations for the year 2020 (from Plate 9, "Auburn-Folsom South Unit, American River Division, Central Valley Project, Auburn Dam, Reservoir and Powerplant, Folsom South Canal, Environmental Statement", U.S. Bureau of Reclamation, November 13, 1972).

1978 attendance figures for Folsom Lake SRA indicate that 58 percent of total annual visitation and 82 percent of the "primary recreation season" visitation (April through September) occurred during the months of May, June, July, and August. Analysis of USBR projections for management of Folsom Lake levels over an historic 33-year period, both with and without Auburn Dam, indicates the following comparisons for this peak use period:

	Percent of time lake is at or above elevation 450 feet		Percent of time lake is at or above elevation 440 feet	
	Without Auburn Dam	With Auburn Dam	Without Auburn Dam	With Auburn Dam
June 1	82	52	91	61
July 1	55	27	67	36
August 1	9	12	12	16

High pool elevation is 466 feet. We consider elevation 450 feet to be a near optimum level for recreation use. On this basis, we have concluded that, with Auburn Dam, water levels at Folsom Lake during the primary recreation season would be significantly lower than lake levels without Auburn Dam, based on USBR water level projections. As USBR recognized (page 161, "Amendment to the Final Environmental Statement and Supplement on Auburn-Folsom South Unit, American River Division, Central Valley Project--California"), "As the level of the lake recedes, recreation values in the day-use area at Granite Bay are greatly lessened because of increased distances from picnic facilities to the water surface". This would apply to all water-oriented recreation facilities. Additionally, as the lake recedes, lake surface area is also reduced, thereby increasing boat density on what becomes a "smaller" lake. It is important, also, to note that current "normal" lake levels (1956 to present) are, on the average, higher than the aforementioned USBR projections for lake levels with or without Auburn Dam.

(8) No new leach systems are proposed at the Peninsula area. The leach system mentioned is an existing system at the campground; the plan indicates that this system could continue or could be hooked up to the sewage treatment plant which may be required if proposed day-use facilities are constructed.

Environmental Impact Element:

(9) This addition will be made on the final plan.

(10-11) It is the judgment of our Operations staff that the police/fire services which they must provide for the areas in question will not be extraordinary. The Murderers Gulch area will require the greatest manpower allocation of the areas mentioned, but, within the context of Operations' police/fire responsibilities on the entire project, this area will require no significant special public service attention.

(12) Eighty-six dBA at 50 feet is the intended standard.

(13) In most cases, Table 11 reflects impacts from improvements to existing recreation use areas and not development of new use areas. The Environmental Impact Element assesses impacts of proposed actions only; it does not consider the impacts of earlier developments at Folsom Lake. Further, the introduction of additional recreation development in an area of existing development (as in many areas at Folsom Lake and Lake Natoma) can generally be said to have a less significant environmental impact than similar development would have on an undeveloped and open area (as on the Auburn project). In the example mentioned, for instance, site specific factors also influenced the assessment

of environmental impact; the boat ramp parking for Salt Creek at Auburn will have a significant effect on open space for the reason that provision for parking at this site will require extensive earth-moving in a steep canyon area. The addition of 100 slips at Browns Ravine (Folsom) will have no significant impact on noise, considering the present boat capacity on the lake is approximately 1,170 boats, and the marina at Browns Ravine presently contains over 500 boats. Development of a new marina at Auburn would have a significant impact on noise by introducing a major recreation development where none exists today. With consideration of the above and consideration of the different objectives for the type of experience to be provided at each reservoir (see pages 83, 84, 143, and 208), we submit that common criteria were used in the assessment of environmental impact at the three reservoirs.

(14) This change will be noted in the final plan.

(15) See reply to number 13.

(16) This change will be noted in the final plan.



United States Department of the Interior

IN REPLY REF

C-045
1792

BUREAU OF LAND MANAGEMENT

Folsom District Office
63 Natoma Street
Folsom, California 95630

NOV 27 1978

Mr. James M. Doyle, Supervisor
Environmental Review Section
California Department of Parks & Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle:

We have examined the General Plan and Environmental Impact Report for Auburn, Folsom and Natoma Reservoirs and wish to complement the Department for a job well done.

Our comments here will involve only the relationship which the Bureau of Land Management has with lands and activities in the proposed Auburn Reservoir area.

1. The report encompasses public domain land whose administration has not passed to the Bureau of Reclamation and over which the California Department of Parks and Recreation has no jurisdiction. If it can be demonstrated that the lands involved are necessary for development and park purposes then arrangements will have to be made with this office for transfer of jurisdiction.

2. The Colfax-Iowa Hill Bridge area will become a significant access point to the North Fork American Wild and Scenic River and thus will receive a double impact. It is currently receiving a 40 vehicle use pressure and is expected to receive more use in the future. One of the current heavy uses is motorized suction dredging for gold and we note no mention of this activity in the report. Will this use be allowed to continue in the bridge area?

We hope that plans for development and operation of this area will be coordinated between the agencies involved, namely the Bureau of Land Management, Calif. Dept. of Parks & Recreation and possibly the U.S. Forest Service. We will be glad to meet with you concerning this at any time so please contact this office.

3. The report does not clearly show that the counties of El Dorado and Placer have considered the impact of the Auburn Dam in their transportation plan.



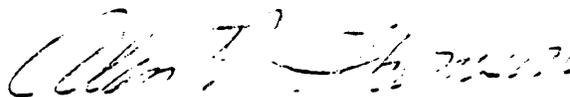
Save Energy and You Serve America!

Some of the proposed recreation use areas are now served by public roads which may be inadequate when the recreation developments become operational. The cost to upgrade and maintain roads outside the project area will no doubt fall to the affected counties and this should be a consideration at this time.

The above items may have been considered by the staff preparing the report and may not need further discussion; however we wish to point them out because of our concern for them.

Thank you for the opportunity to read the report. We also wish to offer the Department our full cooperation in its management of the project area.

Sincerely yours,



Alan P. Thomson
District Manager

RESPONSE TO COMMENTS
FROM U.S. BUREAU OF LAND MANAGEMENT

Below are responses to your comments.

(1) Refer to Auburn Unresolved, page 127, paragraph 7, as to unresolved management issues with various agencies.

(2) Colfax-Iowa Hill Bridge Area:

(a) The Placer County Historical Society has indicated that the correct historical name for this area is Mineral Bar. The correct name will be noted in the final plan.

(b) It is recognized that Mineral Bar is heavily used now and is expected to receive even greater public use pressure in the future. To protect the natural values and maintain a high quality visitor experience, it will be necessary to limit the intensity of public use in this area. The amount of vehicle parking to be provided will be the major factor in limiting this use. Our preliminary investigations indicate that the site could physically accommodate from 40- to 80-vehicle parking. More detailed site planning for recreation facilities may reveal 80 cars to be excessive for this fragile site. For this reason, the more conservative figure of 40 cars is indicated in the General Plan. The actual number of parking spaces to be provided cannot be determined until the design stage. At this time, our Department will coordinate with you on actual development proposals.

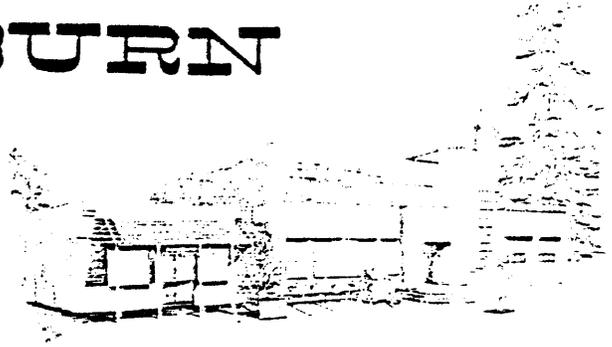
(3) We will continue to coordinate with Placer and El Dorado County Road Departments.

CITY OF AUBURN

1103 High Street

Auburn, California 95603

(916)885-5661



January 10, 1979

Mr. James Doyle
Department of Parks & Recreation
EIR Section
P. O. BOX 2390
Sacramento CA 95811

REFERENCE: Auburn Reservoir Project Preliminary
General Plan

The City of Auburn City Council has reviewed the above
project and has the following comments:

1. Security of residential areas in the City adjacent to the lake is important. This may involve fencing and patrolling.
2. Noise generated from boating must be closely monitored and changes may be necessary in designated boating areas.
3. Provide adequate police, fire and emergency services so that local agencies will have minimum involvement.
4. Additional traffic in Robie Point area is not advised.

Please incorporate these concepts in final plan considerations.

Rodney K. Haack
Planning Director
RKH/pm

RESPONSE TO COMMENTS
FROM THE CITY OF AUBURN

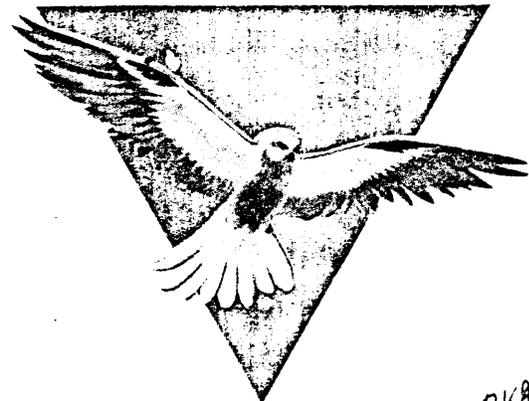
Below are responses to each of your four concerns.

(1 & 3) The Department of Parks and Recreation will be well staffed with rangers who are State Peace Officers. Rangers and other staff members are given training in first aid, fire suppression, and the unit will be equipped to handle many emergencies. The ranger staff at the Auburn Reservoir project will continue to work closely with local, state, and federal agencies in police protection and other emergency responsibilities.

Park personnel will patrol areas within the take line. The construction of fences may become necessary for visitor safety and resource protection.

(2) Noise levels measured in decibels (dBA's) will be closely monitored and enforced. dBA studies have been made at Folsom State Recreation Area and will presumably be made at the Auburn Reservoir Project.

(4) Only trail access will be available to Robie Point. Approximately fifteen picnic tables will be located on the point and will be hidden from view except from the trail. Vehicle access will not be available. Fencing may be necessary to discourage and block access from adjacent streets in the City of Auburn along the take line in the Robie Point area.



Sacramento Audubon Society

6274 Heathcliff Dr.
Carmichael
CA 95628
Jan. 3, 1979

James M. Doyle *OK*
Department of Parks and Recreation
Environmental Review Section
PO Box 2390
Sacramento, CA 95811

Dear Mr. Doyle;

Our statements below are in response to the request of your department for comments on the Environmental Impact Element of the Preliminary General Plan of the Folsom Lake State Recreation Area. First, we wish to commend both the Planning Team under the Direction of Bob Hinds and the Environmental Review Section under your supervision for a most thoughtful document. It is truly one of the most comprehensive efforts we have seen to bring together the myriad of conflicting opinions on use of park lands. Our comments therefore, are very sincere and meant to be constructive.

Sacramento Audubon of 2300 members has a vital interest in the planning and administration of Folsom Lake SRA. Our organization uses the area heavily for outings, recreation, both passive and active, and for scientific study. We helped financially and guided the study and publication of interpretive booklets such as the Plants and Animals of Folsom Lake SRA. We participated in the field with the planning team in their recent work and attended hearings on the new Preliminary General Plan. We have studied the surrounding natural landscape and made recommendations on acquisition of lands to round out the boundaries of the SRA. From all of our studies over many years we unequivocally concluded that there is one parcel that stands out as perhaps the most important addition to the SRA-- the Sweetwater Creek area. It contains probably the only year round trout creek running into Folsom Lake. It is listed in the plan as having critical riparian habitat. In addition to this, however, this proposed addition would include several ecosystems, together which constitute probably the most authentic remnant of the original landscape that existed before white man. It should also be recognized as an important Indian site because of the evidences left in the area. This is not treated in the plan.

Schools and colleges use the area for scientific field work and it gets much recreation use for hiking, picnicking, photography, landscape painting and general sightseeing. We are quite sure that Sweetwater has one or more endangered species. In addition, the

area has great value to the long range future of the SRA in the protection of a vital watershed draining into the lake. Not the least of its values is its potential to help protect the integrity of the SRA by preventing adverse developments which are not in the public interest. Indeed, Sweetwater is ideal for subdivisions and some damage is moving in that direction.

We bring you the above information on our interest in Folsom to serve as a basis of specific recommendation on the EIE and the plan. We believe that the document would become a better guide to the long range future if both in the plan and the EIE the importance of timing of future actions by the Department be brought out as the basis of determining priorities. The endangered availability of a critical parcel such as Sweetwater should probably be an overriding factor in placing it in the highest priority under acquisition in the group on page 151 of the plan and even higher priority over certain construction on existing park lands. Also this point of endangered availability should be brought out in the EIE under short and long term effects on land acquisition effects. The EIE should clearly state the damage to the project if, because of delay, certain areas are not acquired.

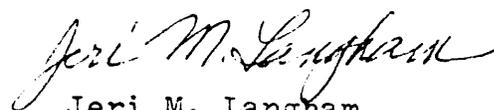
We feel that the plan could give more importance to acquisition of additional lands, especially where critical values are at stake because of encroaching adverse developments. Sweetwater is the most critical in this respect.

Sacramento Audubon along with other organizations will soon request the Department to make a detail study of Sweetwater as an addition to the SRA. Perhaps some local financial support could also be forthcoming if a high priority is given the project.

We wish to keep active in support of your objectives at Folsom and would appreciate being informed of further review of the plan.

Please send information to our representative with you on this:
Elmer Aldrich
5631 Camellia Ave.
Sacramento, CA 95819
916-456-9326

Sincerely,



Jeri M. Langham
President

cc: Robert Hines
Elmer Aldrich
Melvin Pasta
Richard Martyr

RESPONSE TO COMMENTS
FROM SACRAMENTO AUDUBON SOCIETY

We agree with all your comments about the importance of the Sweetwater Creek watershed. We feel, also, that it would be an important addition to Folsom Lake State Recreation Area. As noted on page 152, Sweetwater Creek is highest on the priority list among the potential lands abutting Folsom Lake State Recreation Area with botanical and ecological values. However, lands having higher recreational values are in a higher priority category.

There are many valid reasons why the Sweetwater Creek watershed should be acquired in the near future. In cooperation with private landowners and non-profit organizations, consideration will be given to "opportunity acquisitions", which would result in substantial benefit to the State.



california state park rangers association

December 13, 1978

Honorable Russell Cahill, Director
Department of Parks and Recreation
P. O. Box 2390
Sacramento, CA. 95811

Dear Russ:

The California State Park Rangers Association Board of Directors voted to oppose the Auburn element of the Auburn-Folsom General Development Plan. Attached is a comprehensive report from the CSPRA Environmental Issues Committee detailing the reasons for our opposition.

Thank you for your consideration on this matter of environmental importance.

Sincerely,

Denzil R. Verardo, President
1136 Denise Drive
Calistoga, CA. 94515



california state park rangers association

December 13, 1978

After investigation, study and executive vote, we oppose the continuation of construction of the Auburn Dam by the Bureau of Reclamation. We recommend re-evaluation of the California Department of Parks and Recreation contractual obligations relating to the Auburn Dam.

Our stance against construction of the Dam will not be reconsidered by our Association until the following issues are resolved:

- (1) Seismic safety studies are completed by State and Federal agencies and a unanimous position is reached assuring public safety.
- (2) The following critical environmental impact questions are answered and responsibility for negative impacts are accepted and justified by the Director of the Department of Parks and Recreation:

How are the following significant long term environmental effects of the Auburn Dam being justified?

1. The long term environmental effects and impacts upon the resources at Auburn in the form of increased fire hazard, increased noise pollution, increased erosion, increased traffic, increased air pollutant level, negative effects on the watershed, negative effects on the vegetation, scenic and aesthetic change, creation of energy consumptive recreation, decreased water quality and poor turbidity.
2. How are the long term environmental effects on the Lower American River ecosystem justified?
3. How is the loss of over 40 miles of stream/canyon ecosystems justified?
4. How is the significant long term ecological effect on the Susuin Marsh and South San Francisco Bay justified?

(3) Three questions regarding recreation need and use must also be resolved. The answers to these issues, once clarified and solidified, need to be made public, and responsibilities assumed for impending decisions by Federal and State agencies.

1. What specific instruments for recreational demand were used to evaluate need on the Auburn Dam.
2. What mitigation is proposed for the loss of the current recreational uses in the Auburn Project Area such as white water recreation, placer mining, river stream oriented recreation, rafting, fishing.



california state park rangers association

2

3. What justification is used for the creation of intensive energy consumptive recreation on a reservoir in place of low level energy recreational forms now present.
 4. In light of urban recreation needs and energy conservation practices, what justification is used for sanctioning of the the loss of urban recreation on the lower American River via low flows while creating energy intensive recreation outside of the urban area?
- (4) What justification is used for the significant re-allocation and consumption of energy in terms of materials, their conversion, transportation and utilization? At what point of operation will Auburn Dam yield returns on its energy consumption.
 - (5) Resolve between conflicting economic reports, studies and estimates actual costs incurred to this date on Auburn Dam, and resolve the conflicting reports on total construction/implementation costs. Establish what the benefit cost ratio will be based upon these elements.
 - (6) Clarify what the estimated water needs from the project are, and resolve who has the responsibility within the State and Federal governmental structure for checking the validity of these figures.
 - (7) Provide an analysis of flood control as to current conditions and compare with any additional safety provided by construction of the dam.

The California State Park Rangers Association suggest a fact-finding committee be appointed to evaluate the questions posed in this letter and to make recommendations to you on the continuation of proposed operations of recreational facilities at Auburn Dam.

Report by the Environmental Issues Committee presented to the CSPRA Board of Directors at their December, 1978 meeting.

RESPONSE TO COMMENTS
FROM THE CALIFORNIA STATE PARK RANGERS ASSOCIATION

We received your comments which are included in the report you attached from the Environmental Issues Committee of CSPRA. Below are our responses to these comments.

(1) The General Plan and Environmental Impact Report did not study the problems relating to seismic safety in relation to Auburn Dam. Environmental effects relating to the Auburn Dam and Reservoir Project are not within the parameters of the plan in this report. Please refer to the Auburn Dam Environmental Impact Study, prepared for the United States Department of the Interior, Bureau of Reclamation, by Kennedy Engineers, Royston, Hanamoto, Beck & Abey, and JARA Applied Sciences, Inc.; August 1971. Our Auburn Reservoir (recreation) project was based on the assumption that Auburn Dam will be built as planned. Please note this and other assumptions on page 75.

(2) The Department cannot take a stand or justify the dam and reservoir project, either pro or con. Please see response (1), above.

1. All the impacts mentioned will occur at Auburn Reservoir project. Mitigation measures are described on pages 247 and 248.

2, 3, & 4. See responses (1) and (2).

(3) 1. A general discussion about recreation demand is described on pages 8-11 in the report. Specific data is available at the Auburn-Folsom Team's Planning Office in Auburn. The Department of Parks and Recreation Information System (PARIS) was used. The Department's Planning Unit within the Planning Division can answer specific questions about PARIS.

2. Please see response (1).

3. One section of the reservoir (about one third of the water surface--see page 95) will be zoned for water skiing. The remainder of the water surface will be zoned for quiet boating or non-powered boating in wilderness zones. Most energy-consuming recreation will remain at Folsom Lake State Recreation Area. The zoning and size of Auburn Reservoir will not permit large numbers of high powered boats. Since there is a demand for water-skiing, it is difficult to restrict this use completely. The EIR recognizes that energy consumption as a significant effect.

4. Please see responses (1) and (2).

(4, 5, 6, & 7) These are all valid questions but cannot be answered in this response, since they are beyond the scope of the plan. Many of these questions are addressed in the report mentioned in response (1), above, or can be answered by U.S. Bureau of Reclamation.

43

December 11, 1978

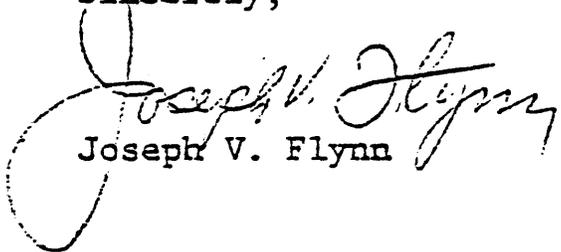
Mr. Thomas L. Stewart, Chairman
El Dorado County Board of Supervisors
330 Fair Lane
Placerville, CA 95667

Dear Mr. Stewart:

At the direction of your Board, I have reviewed the Preliminary General Plan of the Auburn Reservoir Project of the Folsom Lake State Recreation Area, dated October 1978.

Key excerpts and my comments on items of interest to El Dorado County are attached.

Sincerely,



Joseph V. Flynn

Attachment

1. Highway 49 relocation.

The adopted route and the proposed route do not meet the needs of an ideal, least cost, solution to the traveling public using Highway 49 between Pilot Hill and Auburn. Users of Highway 193 between Greenwood and Auburn would have a direct route through Cool. Approximately five miles of additional travel would be required on the proposed route on a round trip from Pilot Hill to Auburn.

2. Greenwood-Colfax Road

No mention is made nor environmental assessment made of the effect of the increased traffic generated by the construction of this road and the proposed Cherokee Flat recreation facilities on the presently inadequate Sliger Mine Road.

3. Limestone Quarry

The recreation planners are disturbed that the economic utilization of the valuable limestone deposit near Cave Valley will upset their proposed plans. Their solution is to adjust the project boundaries across the present location of Highway 49 and acquire an additional 15 acres. In addition it is proposed to prohibit any more quarrying of material if possible.

ENVIRONMENTAL IMPACT ELEMENT (P.241)

The environmental impact element of the plan fails to address the increased environmental or economic effects of the above three issues as recommended in the plan.

Routing of Highway 49 to accommodate "ideal" recreation opportunities vs. "ideal" least cost, transportation planning for both Highway 49 and Highway 193 traffic has both environmental and economic costs which should be addressed.

There are environmental and other side effects of the proposed Greenwood- Colfax Road and the proposal in regard to the Limestone mine.. These should be covered.

GENERAL

In these days of careful scrutiny of governmental expenditures, the costs of developing very limited recreation facilities at Auburn Reservoir (\$15 million initially plus \$4million later, P.119) should be carefully examined for justification.

J.V.F.

RESPONSE TO COMMENTS
FROM JOSEPH V. FLYNN

Below are responses to your comments.

(1) Highway 49 relocation: Environmental and economic costs associated with this highway relocation have been addressed by CALTRANS and the U.S. Bureau of Reclamation. The proposed alignment does not sacrifice "'ideal' least cost" for "'ideal' recreation opportunities"; the alignment maximizes recreation opportunities and is also a highly economical route. Because the realignment terminates at Cool, it is shorter than many of the more southerly alignments (toward Pilot Hill), and construction costs are lower. In addition, the proposed alignment utilizes a significant part of the existing dam construction road, thus minimizing the need for extensive new grading and avoiding major new environmental damage. The proposed route would increase the length of a round trip between Pilot Hill and Auburn only by about 1.3 mile over the distance of the adopted route.

(2) Colfax-Greenwood Road: Environmental impact of this road was included in the Bureau of Reclamation's environmental assessment documents for the Auburn Dam project. Our recreation proposals for Cherokee Flat are based on the assumption that the road will accommodate the limited recreation traffic which will be generated. The Bureau is still considering extending this proposed road all the way to Highway 193 and bypassing Sliger Mine Road altogether.

(3) Limestone Quarry: The preliminary plan does not propose to prohibit quarrying activity. The Department is concerned, however, that recreation use of the lake shore in this area will be possible. The proposed acquisition is intended only to provide adequate buffer between the project boundary and the access road to the quarry area (present Highway 49).

General: The Auburn Reservoir project is a billion-dollar project which will open 32,000 acres of land and 10,000 acres of flat water for public recreation use. The recreation value and recreation potential of this resource is significant; recreation use on project lands is presently estimated at 500,000 visitors annually. Recreation demand is expected to increase (see pages 8-11, Preliminary General Plan). The Preliminary General Plan proposes a limited approach to facility development which is in keeping with concern for government expenditures; an earlier recreation plan (1966) proposed approximately 85 percent more recreation facility development at Auburn Reservoir than today's plan.

 **U.S. Seaplane
Pilots Assoc.**

Little Ferry Seaplane Base • P.O. Box 43 • Little Ferry, N.J. 07643 (201) 440-2175

12681 Saratoga Ck. Dr., Saratoga Ca. 95070

December 28, 1978

Mr. James M. Doyle
California Department of Parks and Recreation
Environmental Review Section
P.O. Box 2390
Sacramento, Ca. 95811

Dear Mr. Doyle,

Thankyou for the opportunity to comment on the Preliminary
General Plan for Folsom Lake SRA.

My interest is with the proposal to allow seaplane landings on
Folsom Lake as identified on page 141. It should be mentioned that
seaplane landings have been permitted at Oroville Lake SRA for
several years now with no problems what-so-ever! The restrictions
on seaplane landings proposed for Folsom Lake do not exist at
Oroville Lake. One must assume that these restrictions i.e.
"no seaplane landings on weekends or holidays from April to September"
(page 148) were originated to placate the concerns of local Area
Administrators and to introduce the seaplane activity to the local
boat operators.

In this context, we support the proposal and a one year trial
period. However we hasten to add that at the end of the trial
period, this restriction should be removed. It should be apparent
that recreational seaplane operators must work to support their
hobby, just as boat owners do, and prohibiting them from enjoying
water recreation on Folsom Lake when they are normally not
working is just not fair.

One justification which may be presented is congestion on the
water during these time periods. From page 290 one can see that
today Oroville (without restrictions on seaplane use) has a
higher boat density than Folsom (20 ac/boat vs. 25 ac/boat).
This argument is just not supported by the facts! Even if the
proposed density is reached at Folsom, Congestion will exist along
the shore, but the central portion of the lake will be relatively
free of boat traffic. Seaplanes use about 3000 ft by 100 ft or
300,000 sq. ft. during takoff and landing. This is less than
5 acres! Once on the water, their space requirements are no more
than any other water vessel (boats, etc.).

I would also like to comment on the EIR on page 257 relating to
seaplane noise. Here I would take issue with the conclusion
that seaplane use would increase the noise on Folsom Lake. It

is my understanding that land planes from Phoenix Field regularly fly low over the lake. Boat noise is presently being generated on the lake as well. The addition of seaplanes to the lake environment (which are few in number) would not significantly increase the noise impact in my opinion. As a matter of fact, we expect land plane overflights to be substantially reduced as well, due to the presence of seaplanes which could assist park management in obtaining convictions of low flying land plane pilots. In view of the above, I suggest that this Environmental Impact be changed from "Significant Environmental Effect" to "Nonsignificant Environmental Effect".

Again, thank you for the opportunity to comment on this proposal.

Sincerely,

W B Windus

Walter B. Windus
West Coast Director
U.S. Seaplane Pilots Ass'n

RESPONSE TO COMMENTS
FROM U.S. SEAPLANE PILOTS ASSOCIATION

We hope that the one-year trial period for seaplanes at Folsom Lake will be successful.

Further environmental assessment has been made relative to noise pollution caused by seaplanes. Studies by the Lake County Sheriff's Department at Clear Lake have shown that seaplanes taxiing, taking off, and flying by are all within the legal dBA range. Since seaplanes will be well offshore, few in number, and within legal noise limits, the Final Environmental Impact Report regarding noise caused by seaplanes will be changed from significant to non-significant.



February 6, 1979

Department of Parks and Recreation
Mr. James M. Doyle
P. O. Box 2390
Sacramento, CA 95811

Dear Mr. Doyle,

The preliminary General Plan for the Auburn-Folsom Recreation Areas has been reviewed. I am concerned about the effects that park development in the Natomas Lake area may have on existing wildlife, particularly in the Mississippi Bar and Nimbus Flat area. Current surrounding land development has displaced nearby wildlife into the Natomas area for self protection.

There is no mention of a detailed wildlife study, identification of species in the area, nor does the plan address itself to what happens to the resident species when park development occurs. I would like a copy or reference to the supporting study made by the Department of Fish and Game in order to assure that no significant effects on wildlife will occur.

Sincerely,


Ed Dunkley
Director, Calif. Wildlife Federation

ED:sn

RESPONSE TO COMMENTS
FROM THE CALIFORNIA WILDLIFE FEDERATION

A Resource Inventory for the Auburn Project-Folsom Lake State Recreation Area has recently been printed. Copies will be available to read at the Department of Parks and Recreation Auburn Planning Office and the Department of Parks and Recreation Central File Room, 1416 Ninth Street, Room 1404-27, Sacramento, CA 94814.

Wildlife habitat will be affected by new development at Lake Natoma. The heron rookery could be especially affected. However, most of the land in the Lake Natoma area will be left in a relatively natural condition and will continue to support wildlife.

Douglas G. Peterson
5873 Muldrow Road
Sacramento, CA. 95841

February 9, 1979

Mr. James M. Doyle, Supervisor
Environmental Review Section
California Department of Parks & Recreation
P.O. Box 2390
Sacramento, CA. 95811

Dear Mr. Doyle:

I have reviewed the General Plan and Environmental Impact Report for the development of Folsom Lake State Recreation Area and the Auburn Reservoir project (October, 1978). The substantial effort which the State has devoted to this project is evident, and the proposed plan is a comprehensive and high quality document. I believe, however, that several modifications should be incorporated into the plan in order to (1) improve the project's consistency with federal, state, regional and local goals and policies regarding energy conservation and air quality, (2) significantly reduce adverse impacts of the project, (3) enhance long-term recreation enjoyment of the users and (4) substantially improve wildlife habitat values of the area. Essentially, I would like to see a plan which would provide recreation for large numbers of people without sacrificing the beauty and serenity which make the area attractive in the first place. The recommended modifications, which should be considered as supplemental mitigation measures, are attached to this letter.

Thank you for the opportunity to review your Department's preliminary planning work for this project.

Sincerely,

Douglas G. Peterson

cc: Governor Edmund G. Brown, Jr.
Senator Albert Rodda
Assemblyman Leroy Green
Mr. Huey Johnson
Mr. Russell Cahill

RECOMMENDED ADDITIONAL MITIGATION MEASURES: GENERAL PLAN AND EIR FOR FOLSOM LAKE STATE RECREATION AREA AND AUBURN RESERVOIR PROJECT

1. Only fuel efficient vehicles requiring non-leaded fuel should be used for maintenance and operation of the project.
2. A vehicular entry fee schedule with fees being inversely proportional to the number of occupants should be implemented to promote car-pooling. The following table provides an example:

<u>Occupants</u>	<u>Fees Per Vehicle</u>
1	\$2.50
2	2.00
3	1.50
4	1.00
5 or more	.50

Persons arriving at the park via public transit would pay no entry fee, and would be reimbursed their bus fee at the park entrance kiosk.

3. No private vehicles should be allowed off designated roads and parking lots, and barriers such as post-and-cable fencing should be installed to contain these vehicles. No parking lots should be located within 100 feet of the average normal summer water elevations of any project reservoir.
4. No permanent concessions should be provided within the project area, and the number of portable concessions should be carefully limited.
5. The potential restaurant overlooking Folsom Lake should not be constructed, since it represents unnecessary and undesirable physical and visual intrusion onto regional recreation lands, would duplicate a service which is already adequately provided by the private sector, and would give any future leasee an unfair competitive advantage over nearby private restaurants.
6. Design and site location criteria (size, height, color, bulk, setback, lighting, etc.) which will be developed to ensure that all permanent park structures blend and harmonize with their surrounding environment should also apply to all portable structures including concessions.
7. The State should coordinate and cooperate closely with all local government jurisdictions surrounding the project area to formulate a joint agreement to require compliance with specified design criteria which would reduce visual intrusion caused by nearby urban development. Among the criteria to be addressed in the agreement are size, height, color, bulk, setback, lighting, fencing and the prohibition of private access onto State Park property.
8. Passive, quiet, low polluting, low energy consuming uses which require minimal development and are compatible with the natural values of the project area should be more heavily emphasized. Concurrently, those recreation activities should be phased down or eliminated which would (1) conflict with federal, state, regional and local energy conservation goals and policies at a time when violations of Federal Clean Air Standards in the Sacramento Air Quality Maintenance Area are increasing annually and local governments have been mandated by Federal law to

comply with those standards by 1987, (3) generate significant noise disturbance to recreational users, nearby existing and/or future residents and wildlife, (4) trample and wear away excessive amounts of vegetation, thereby exposing soil to accelerated slope and bank erosion and reducing reservoir storage capacity, (5) disproportionately increase the potential for injury accidents as well as liability litigation against the State, (6) create unnecessary, difficult, and potentially frequent surveillance and enforcement problems, and (7) potentially endanger the economic feasibility of Sacramento County's nearby regional Prairie City OHV Park by competing for a limited number of users (particularly since the Auburn site is far more aesthetically attractive - and ecologically sensitive - than the County's park).

9. The temporary prohibition against drag boat racing at Lake Natoma should become permanent, and should apply to all project reservoirs. Boat speed limits of 5 m.p.h. at Lake Natoma and 10 m.p.h. at Auburn Reservoir should be established and enforced. At Folsom Lake, a map showing different boat speed zoning areas should be provided to all boaters, and the zoning should be enforced.
10. A boat berthing fee schedule should be adopted which encourages use of sailboats and discourages use of large powerboats at Folsom Lake and Auburn Reservoir. Separate waiting lists for berths at the Brown's Ravine Marina should be kept for sailboats and large powerboats, and priority consideration should be given to sailboat owners regardless of the date of their request. If the Brown's Ravine Marina is to be expanded, only sailboats should be allowed to berth in the added spaces. The planned second Marina at Dike 5 should not be constructed until justified by demand for sailboat berths, and no large powerboats should be allowed to berth at the marina.
11. OHV use should be prohibited within the project area.
12. Hunting should be prohibited within the project area.
13. Seaplane landings should be prohibited at project reservoirs.
14. Because of the extreme fire danger at the Auburn project, which will further increase in severity as surrounding residential development accelerates, open campfires should be prohibited. Barbecue fires should be allowed only in turfed picnic areas and smoking should be allowed only in turfed picnic areas and while boating.
15. If grading and/or dredging are to be undertaken within the tailings at Mississippi Bar, those operations should be carefully planned and monitored to ensure maximum protection of existing native trees.
16. The State Department of Parks and Recreation should consult with representatives of the California Native Plant Society and college level botany/horticulture instructors should be consulted in order to prepare a complete and accurate list of trees, shrubs, vines and groundcover which are native to the project area. These species would then be used in the native vegetation planting program which is proposed in the plan. The California Conservation Corps (322-6790) would likely be willing to propagate and deliver native plant materials to the project area upon request at no cost.
17. The U.C. Davis Department of Environmental Horticulture and other knowledgeable persons should be consulted to determine whether certain species of native trees, shrubs, vines and groundcover could be successfully grown in portions of the "bath tub ring" zones around project reservoirs. If so, these plantings should be implemented.

18. The U. C. Davis Department of Environmental Horticulture and other knowledgeable persons should be consulted to determine whether certain species of native trees, shrubs, vines, and groundcover could be successful in reducing erosion of the canyon slopes into Auburn Reservoir. If so, these plantings should be implemented.
19. The California Department of Fish and Game, the U.C. Davis Department of Environmental Horticulture and other knowledgeable persons should be consulted to determine whether the addition of certain native food/habitat plantings in marshes and other areas of the project would improve conditions for wildlife. If so, these plantings should be implemented.
20. No project facility should be implemented which could endanger the continued existence of the great blue heron rookery at Lake Natoma.
21. To reduce illegal tree cutting near campgrounds, the State should make an allotment of firewood available for sale at moderate cost to each camping family which plans to burn it.

RESPONSE TO COMMENTS
FROM DOUGLAS G. PETERSON

Our responses to your comments are not in depth because, first, they were submitted after the deadline; and, second, because some of them are beyond the scope of this plan. Below are our responses.

- (1) Non-leaded fuel is used in most State-owned vehicles. Fuel-efficient vehicles and minimal driving will be implemented as much as possible, but balanced with the operational requirements of well-maintained and safe recreation areas.
- (2) Per capita energy efficient means of transportation such as car-pooling and busses are encouraged. Your suggested fee schedule has merit and deserves further attention. The Director of the Department of Parks and Recreation is authorized to set fee schedules for the California State Park System.
- (3) We agree. Design and enforcement will realize this goal.
- (4 & 5) Concessions are necessary to serve certain public needs. We do not believe that the proposed facilities will unfairly compete with local business.
- (6) This is generally practiced.
- (7) Coordination with local governmental agencies has taken place and will continue.
- (8) We agree that low energy type of boating use will result in fewer effects on the environment and cause fewer problems in general; however, there is a demand for power boating and water-skiing that must be met.
 1. We will abide by federal and other governmental clean air standards.
 2. Comment missing.
 3. Currently dBA tests are being made on speed craft. See response to comments from Lakeridge Homeowners Association.
 - 4, 5, & 6. Other recreationists can cause some of these effects on the environment. Mitigation measures such as planting and closing certain areas to solve soil erosion, enforcing rules and regulations and laws, and having personnel with first-aid training will help solve these problems.
 7. The planned ORV site at Auburn Reservoir project will replace an area which is presently used. See page 102, Hidden Valley, in text. The proposed area will provide a recreation experience that is quite different than available at Prairie City ORV Park. We do not believe it will affect the use at Prairie City ORV Park.

- (9) The question of permanent prohibition of drag racing at Lake Natoma has not been determined. Please see our response to the California State Park Rangers Association, item (3)-3, regarding use of speed boats. All proposed zoning will be stringently enforced.
- (10) Please see opening paragraph. Fee schedules are out of the scope of this report. Sailboating is a fast growing activity, is relatively free of effects on the environment, and is encouraged. Please see response (1) to Lakeridge Homeowners Association.
- (11) This activity will be confined to a small area. See response (8)-7, above.
- (12) See response to the California Department of Fish and Game.
- (13) See response to U. S. Seaplane Pilots Association.
- (14) See response to U.S.F.S., El Dorado National Forest.
- (15) We agree. As little as possible of the natural vegetation will be disturbed.
- (16, 17, 18, & 19) These are good suggestions. We will coordinate closely with the California Department of Fish and Game, and we may very well utilize the service of the California Conservation Corps. Our landscape architects and plant ecologists, along with consultation from horticulturists and other experts, will conscientiously plan and implement the proposals as the plan suggests.
- (20) We agree. The proposed State Indian Museum, if constructed, would be built beyond a buffer zone from the heron rookery. This proposal has not been resolved. See page 237 in text.
- (21) Firewood, sometimes in the form of pressed wood, is often on sale in units operated by the California State Park System.

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(916) 743-1828

2400 WASHINGTON PLAZA
REDDING, CALIFORNIA 96001
(916) 244-6006



State Senator

RAY JOHNSON
FIRST SENATE DISTRICT

STANDING COMMITTEES
AGRICULTURE AND
WATER RESOURCES
TRANSPORTATION
PUBLIC EMPLOYMENT
AND RETIREMENT
INDUSTRIAL RELATIONS
VICE CHAIRMAN
JOINT COMMITTEES:
TO OVERSEE AGRICULTURAL
LABOR RELATIONS BOARD
FAIRS ALLOCATION AND
CLASSIFICATION
SELECT COMMITTEES:
WESTERN STATES FORESTRY
TASK FORCE
FIRE SERVICES
POLITICAL REFORM
FISH AND GAME WILDLIFE
SUBCOMMITTEES:
CALIFORNIA'S FOOD AND
AGRICULTURAL ECONOMY
CALIFORNIA'S RURAL ROADS
(CHAIRMAN)
UNDERGROUND WATER
(CHAIRMAN)

January 8, 1979

Mr. Russell Cahill, Director
Department of Parks and Recreation
1416 Ninth Street
Sacramento, Ca. 95814

Dear Mr. Cahill:

I am writing to you on behalf of the Lakeridge Homeowners' Association of Placer County, whose members own properties adjacent to Folsom Lake.

The organization is concerned about certain aspects of proposed revised plans for the use of Folsom Lake State Park, primarily those portions which would allow seaplane landings on the lake and increase the density of motorboat usage.

Mr. Robert E. Smith, president of the Lakeridge Homeowners' Association has contacted me to urge your consideration in modifying the proposals in two ways:

- (1) banning seaplane landings, and
- (2) delaying any consideration of intensifying motorboat usage until a study is conducted of noise levels and provisions are made to ensure noise control.

I am enclosing a copy of Mr. Smith's December, 1978, letter to your department.

Thank you for what I am sure will be the thoughtful consideration you and your staff give these requests.

Sincerely,

A handwritten signature in cursive script that reads "Ray Johnson".

RAY JOHNSON

RJ:mcq

Enclosure

Lakeridge Homeowners' Association
P.O. Box 252
Roseville, Ca. 95678
December 28, 1978

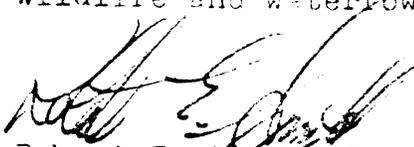
Director
Department of Parks and Recreation
Sacramento, Ca 95814

The Lakeridge Homeowners' Association, an organization composed of residents of the Lakeridge Sub-Division which borders Folsom Lake, is very concerned about certain aspects of the planned increase in use of Folsom State Park. An item of particular concern is the aggravation increased motorboat use can cause in the already major noise problems we are experiencing.

During the public meeting in Folsom on October 26, 1978 it was indicated no base line data has been collected to identify the noise levels currently being experienced on average and maximum use days. From the practical point of view, homeowners' in this area are subjected to noise levels generated by some power boats, alone or in combination with others, that are so high that conversations cannot be conducted in outside living areas of homes located several hundred feet from the lake. We, therefore, recommend that before this plan is finalized this baseline data be collected in various regions of the park on average and maximum use days. We suggest data be collected not only in the residential areas adjoining the park but also in the most heavily used beach areas, picnic areas, hiking areas and waterfowl nesting sites. We believe that once these data are collected it will be evident even present noise levels are often excessive and constitute unacceptable noise pollution in our area.

We further recommend a basic principal be adopted in the development of this plan that provides for strict and enforceable noise control on individual boats. Not only should provision be made to prevent further increases in noise levels but this noise should be reduced to levels we understand have already been officially established as environmentally acceptable for areas such as this.

It is our belief that any plan that permits increased boat density or seaplane landings on Folsom Lake and does not specifically provide for complete compliance with established noise criteria will result in deterioration of the environment through increased noise pollution. Such environmental deterioration will have a detrimental impact on all recreational users of the park, on nearby property owners and on wildlife and waterfowl for which the park provides refuges.



Robert E. Smith, President
Lakeridge Homeowners' Association

RESPONSE TO COMMENTS
FROM LAKERIDGE HOMEOWNERS ASSOCIATION

Four concerns are expressed in your letter regarding motorboat noises at Folsom Lake.

(1) Concern: Undesirable motorboat noise levels will be increased as boating densities are increased. Response: The plan provides for an increase of 460 boats "instantaneous capacity" at Folsom Lake over the next 20 years. Most of these boats (347) will be marina-berthed sailboats and small displacement rental boats with low horsepower and quieter operating engines. Another 90 boats will be generated at proposed cartop launching sites. Any motorized boats of the cartop type are also expected to be of the low horsepower category. Two proposed new launching lanes at Dike 8 will generate another 23 boats. Dike 8 has historically been a popular launching site for sailboats; consequently, not all of the new launchings at this site are likely to generate the higher horsepower boats. Through boat counts at Folsom Lake and other popular California lakes, it has been determined that only about 35 percent of marina-berthed boats and ramp-launched boats are in operation on the lake surface at any one time. Consequently, there is a potential of increasing present boat densities (boats in operation on the lake at any one time) by approximately 140 boats. Dike 8 is the only location where new facilities are proposed that will generate boats of the "ski" type with large engine displacement and high horsepower. From present use patterns, it is estimated that the proposed increase in density will generate less than ten of the higher powered class boats which will be operating on the surface of the lake at any one time.

Undesirable noise levels generated by power boats at Folsom Lake are produced by individual boat motors which exceed legal dBA ratings. The quantity of power boats operating on the lake has a much lesser effect on overall noise levels.

(2) Concern: Provide for strict and enforceable noise controls for individual boats. Response: Until recently, rangers have not had the sound metering instruments necessary to monitor boat noise and enforce existing noise regulations. Current state law sets a limit on boat noise and has established a scale of increasingly strict limits on manufacturers. Rangers now have the capability to begin to enforce these laws. As a result of this enforcement, it is anticipated that present boat noise levels at Folsom Lake will be reduced.

The Department of Parks and Recreation has the authority to enforce decibel levels for engine and boat noises as covered by Sections 654, 654.05, and 654.06 of the Harbors and Navigation Code (copy attached). The Department of Parks and Recreation does not have the authority to enforce decibel ratings for boat noises which differ (i.e., are more stringent) from the ratings set forth in the Harbors and Navigation Code.

(3) Concern: Need for measurement and analysis of present noise levels at Folsom Lake. Response: The Planning and Operations staff is seeking to conduct boat noise tests at Folsom Lake.

(4) Concern: Noise levels due to seaplane landings and possible increases in seaplane landings. Response: Further environmental assessment has been made relative to noise pollution caused by seaplanes. Studies by the Lake County Sheriff's Department at Clear Lake have shown that seaplanes taxiing, taking off, and flying by are all within the legal dBA range. Since seaplanes will be well offshore, few in number, and within legal noise limits, the Final Environmental Impact Report regarding noise caused by seaplanes will be changed from significant to non-significant.

American River Recreation Association

Association Address

P. O. Box 221
Coloma, CA 95613

December 12, 1978

Treasurer's Address

P. O. Box 1002
Columbia, CA 95310

. Auburn/Folsom Planning Team
. Department of Parks and Recreation
. Post Office Box 368
Auburn, CA 95603

Gentlemen:

The American River Recreation Association is an organization representing a variety of people and groups that conduct float trips on the South Fork of The American River of which about 2 miles is within the Folsom Lake State Recreation Area. The following are our comments on the current Preliminary General Plan. The chairman of our association will be sending additional comments.

1. We agree with your high priority for developing a parking area and raft take-out facility at the Salmon Falls Bridge. The roadway congestion is extremely hazardous and will continue to worsen. We look forward to the opportunity of giving our input when detailed plans for this project are to be prepared.

2. Because the roadway at Salmon Falls is extremely hazardous, we urge that during the interim an emergency priority should be given to designating "loading zones" along the roadway which would at least allow vehicles in the process of loading people and equipment to park on the shoulder and keep the road clear.

3. We recommend the establishment of a "wilderness zone" upriver from the Salmon Falls Bridge at least from April 1 through Labor Day. You are already proposing a similiar zone for a much larger portion of Auburn Reservoir. A wilderness zone on this portion of the South Fork would be a major improvement in the quality of river trip experiences. The proposed zone comprises less than 1% of the surface area of Folsom Lake at full pool.

4. Your Appendix B, "Boating Use Comparisons," on page 290 appears to have a significant error in the data for Folsom Lake. There is no category that includes "canoes, kayaks, and rafts. The "other" category shows 0% of the use. There are large numbers of these craft coming down the South Fork into the Park and are undoubtedly others operating elsewhere on the Lake. On page 150 of the Plan canoeing, kayaking, and rafting are identified as principal recreation activities in the Park, yet they do not appear in the data. If you divide 11,600 water surface acres

by 26 water surface acres per operating boat, you get a figure of 446 operating boats. Members of our association on summer weekends routinely see 25 canoes, kayaks, and rafts at one time operating on the Lake (25 = 5% of 446). Data we have collected indicates that during peak use periods (weekends from late May through early July) 100 canoes, kayaks, and rafts may be operating on the Lake at one time (100 = 22% of 446). On one peak day in 1975, 670 people utilized the Salmon Falls take-out area in slightly over 2 hours. It is probable that most of those people were on the Lake at one time in 160 boats. We recommend that the data in Appendix B be adjusted to account for canoes, kayaks, and rafts.

We thank you for the opportunity to present the above comments. If we can furnish any additional information, please contact us.

Sincerely,

A handwritten signature in cursive script that reads "Ken Brunges". The signature is written in dark ink and is positioned above the typed name.

Ken Brunges
Secretary/Treasurer

RESPONSE TO COMMENTS
FROM AMERICAN RIVER RECREATION ASSOCIATION

Below are responses to each of your numbered items.

(1) Funds have been transferred from the California Department of Boating and Waterways to the Department of Parks and Recreation to construct a 60-vehicle parking area north of the Salmon Falls Bridge for raft take-out. This is a minor capital outlay project which should be completed this spring (1979). A Categorical Exemption has been filed.

(2) See number (1).

(3) The Operations Division feels that there is no conflict with slow speedboats and rafters in the upper arms of Folsom Lake. These are popular fishing areas.

(4) An additional note below Appendix B, on page 290, will be added to the final text to read as follows:

Figures indicating existing conditions at Folsom Lake do not account for canoes, kayaks, and rafts. It is estimated that Maximum Instantaneous Use for boats of this type is 160 boats. Most of this use is confined to the upper extremity of the south fork arm of the lake.

Durand Stieger
4515 Charleston Drive
Carmichael, CA 95608

January 2, 1979

Honorable Russell Cahill, Director
Department of Parks and Recreation
1416 Ninth Street
Sacramento, CA 95814

Dear Mr. Cahill:

This letter is to comment on your October 1978 preliminary General Plan (including EIR) for the Auburn-Folsom project. I am writing on behalf of the thousands of people who support the retention of swimsuit-optional areas within the project area.

As your plan (page 75) correctly notes, nude bathing is one of the more popular recreation activities at the Auburn Unit. Skinny-dipping is as old and natural as man, and has long been an American tradition, although generally in more isolated locales until recent years. Partly due to the California Supreme Court holding in 1972 (Chad Smith petition; 497 Pacific Reporter, 2nd 807) that being nude is not, of itself, being lewd, and partly due to humanity's growth and the effects of increasing urbanization, nude swimming and sunbathing have become more public in the 1970's in California.

Both in this country as well as in a number of other countries of the world, where the full public (not just the more daring, in violation of laws or regulations that are unevenly enforced) is free to use swimsuit-optional areas, such public areas not only coexist peaceably with adjacent textile-only areas but generally present fewer problems. Last year my family visited a number of such areas in five European countries, where only modest signs mark the boundary between uses, and we found the above to be true there as well as at those we have visited in our own country.

I have participated in your planning process for the Auburn-Folsom project since your early questionnaires, which included questions regarding designating swimsuit-optional areas at Auburn Reservoir and/or Folsom Lake. I have attended a number of your public workshops and have only heard positive, supportive comment and recommendations approving the designating of swimsuit-optional areas. At these workshop meetings, at least several group plans specifically included a swimsuit-optional area and were accepted by the workshop audience. One of your alternative Auburn plans included a swimsuit-optional area at The Oxbows. Now, however, your plan only touches nude bathing twice: as an existing popular use (page 75) and as a significant issue (page 82). Your staff also tells me that there is no provision for any swimsuit-optional area in the plan.

It is wrong for you not to include a swimsuit-optional area in the plan. If beach area cannot be found on the slopes of Auburn, then surely some area can be designated at Folsom. Even an eventually-created warm-water lagoon at Mississippi Bar would be better than nothing.

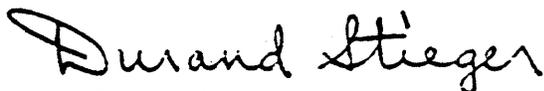
Your plan repeats with pride your emphasis on providing diversified recreation experiences ("... because people's values and needs vary greatly."), your participation of all interested or affected parties in the decision-making process, and your purpose to make available to the people the great recreational opportunities in the project area. Yet you take one of the more popular and long-existing recreation activities - nude swimming and sunbathing - and completely throw it out the window without a single word about its rejection.

Your planning issues section on Folsom land use makes no mention of swimsuit-optional consideration, yet at least one full work group recommended specifically that a swimsuit-optional area be designated at Folsom and there was no dissent when this part of the group plan was presented to the full workshop.

Your EIR wrongly shows your plan to not interact with existing recreational opportunities. How can you remove all skinny-dipping - that has been enjoyed there for countless years, that thousands of people have enjoyed there in recent years, and that you acknowledge to be a popular existing recreation activity - and then claim your plan doesn't interact with existing recreational opportunities. (Actually, in truth I know how you can do it: we're still easy to kick around.)

Please know that we exist and that some space in the project area should continue to be available to us. Don't push us further upstream, because the water is too cold, the season too short, and the accessibility too difficult. We don't generate the noise levels of powerboats and motorcycles - we are generally quiet and peaceful. Perhaps the larger hazard that you face with us is that our numbers are likely to grow. But then, who are state recreation areas for?

Sincerely,


Durand Stieger

P.S.: If you haven't already noticed, a typo switched your first two descriptors in your Table 10 key.

RESPONSE TO COMMENTS
FROM DURAND STIEGER

This is in reply to your comments. We agree that a clothing optional swimming area is a valid recreational activity. This activity is similar in nature to white water rafting, stream fishing, and other streamside activities which presently take place along the American River in the Auburn Reservoir site. These stream uses would be lost when Auburn Reservoir is filled.

Our Department has been investigating several areas at the Auburn Reservoir Project and Folsom State Recreation Area for swimsuit optional use but has not located a satisfactory site for such purposes. Primary considerations include quality of site for users, including reasonable privacy from other recreational activities, access, and adequate buffer from neighboring landowners. This use by itself would have little effect on the natural environment.

Relative to the subject of clothing optional areas, the Department has been studying the possibility of designating specific areas on some of the state beaches as swimsuit optional areas. This study has not been completed.

AUBURN STATE RECREATION AREA
(Formerly AUBURN RESERVOIR PROJECT)

AND

FOLSOM LAKE STATE RECREATION AREA

PRELIMINARY GENERAL PLAN

CORRECTIONS AND CLARIFICATIONS

FOR INCORPORATION IN FINAL PLAN

AS RECOMMENDED BY

AUBURN-FOLSOM PLANNING TEAM

Note: Items included here are of a minor nature, and do not modify the meaning of the preliminary plan.

Pages 82, 139, 141, 208--replace "significant issues" with "important issues."

LAND USE AND FACILITIES OVERVIEW -

Page 69--As next-to-last paragraph, add:

"Quantities proposed in facility development recommendations are approximate; at the site planning stage, more detailed study may determine that these recommendations should be modified. For example, site conditions or use patterns may dictate that somewhat more or somewhat less development (e.g., parking spaces) is appropriate. These adjustments must be made at the design stage, but the intent and spirit of the general plan recommendations will not be changed."

Page 82--

This is in response to an amendment on nude bathing to a resolution by the State Park and Recreation Commission in September 1979, approving the Department's General Plan for Auburn State Recreation Area. The amendment requested: "On page 82, a clarification of the existing issue of nude bathing and the Department's present policy."

Section 4322, Title 14 of the Administrative Code states that:

"No person shall appear nude while in any unit of the State Park System except in authorized areas set aside for that purpose. The word "nude" as used herein means unclothed or in such a state of undress as to expose any part or portion of the pubic or anal region or genitalia or any portion of the breast or below the areola thereof of any female."

There are no authorized areas set aside for the purpose of nude bathing at either Auburn or Folsom Lake State Recreation Areas.

PLAN CONCEPTS - FOLSOM

Page 147--Water Use, first paragraph, third sentence:

Revise "... 16 surface acres" to read: "... 17 surface acres."

Page 151--following paragraph subheaded, "Granite Bay North Access," add:

"See Drawing No. 17076, 'Folsom Lake SRA General Plan, Granite Bay North Access.'"

ACQUISITION - FOLSOM

Page 152--Add a sentence to final paragraph:

"In cooperation with private land owners and nonprofit organizations, consideration will be given to "opportunity acquisitions" that will result in substantial benefit to the state."

FACILITIES -

Page 154--

Delete "Multi-use areas"

Revise "Bicycle trail" to read:

Bicycle trail
(American River Bikeway Extension)
Existing 0, New 15, Total 15."

Revise riding and hiking trails mileage to read:

"Existing 25, New 18, Total 53."

Revise boat launch ramp lanes to read:

"New 2 lanes, Total 32 lanes."

"Land Use" title at lower left of page should be corrected to read:

"Facilities."

WESTSHORE BOAT RENTAL -

Page 158--Item #2 of Additions, add:

"(For DPR and rental operations use)."

GRANITE BAY -

Page 162--

Replace "300 vehicle" to read "Enhance."

Following section titled, "Additional Recommendations," add:
"See Drawing No. 17422, 'Folsom Lake SRA General Plan, Granite Bay Area
Beach Development.'"

SALMON FALLS BRIDGE -

Page 168--First paragraph, add sentence:

"The U. S. Army Corps of Engineers has estimated that visitor days range from 12,000 to 22,000 annually (50% individuals vs. 50% commercial rafters), with a potential of up to 37,000 annual visitor days."

BROWNS RAVINE -

Page 177--Add a final paragraph to Existing Situation just before Assumptions to read:

"The Browns Ravine Marina concession operator has expressed his viewpoint on future plan proposals (see Appendix J, page 320)."

GRANITE BAY -

Page 180--

Add asterisk on ADDITIONS/DELETIONS. At bottom of page with asterisk, indicate: "*Without north access to Granite Bay. (Add 700 cars "paved parking" to above figure with new access.)"

THE UNRESOLVED - OLD SALMON FALLS ROAD

Page 197--Add:

"Public access to the Old Salmon Falls Road is currently being challenged by local citizens, and the matter is now in litigation."

WATER USE -

Page 212--

Paragraph 2 and paragraph 4, change "no wake" to "limited wake."

Paragraph 3 should read: "The recommendation for lowering the powerboat speed limit".... etc.

ACQUISITION - NATOMA

Page 215--Add a sentence to final paragraph:

"In cooperation with private land owners and nonprofit organizations, consideration will be given to "opportunity acquisitions" that will result in substantial benefit to the state."

UNRESOLVED - NATOMA

Page 237--Add item to read:

"Certain additions are proposed at the Folsom Powerhouse on lands recently acquired by the state (see page 219). Additional land, which the state has been negotiating for, will be necessary to provide sufficient space for the parking and picnic facility expansion proposed."

EIR - FOLSOM

Page 261--Other Mitigation--Delete first paragraph and replace with:

"Planting with native species in all areas where planting is required will minimize erosion, improve aesthetics, and reduce the cost of maintaining plant material."

EIR - NATOMA

Page 271--Aesthetics--Delete paragraph and replace with:

"Adequate screen planting with native plants as an integral part of careful landscaped site development and building design, coupled with revegetating scarred areas with native plants and providing a thorough and efficient maintenance program, will make recreation developments at Lake Natoma an attractive resource for public enjoyment."

BOATING USE COMPARISONS -

Page 290--

Change Folsom Lake (Proposed) water surface acres from "15.6" to "17".

Add under existing Note item to read:

"Figures indicated do not account for canoes, kayaks, and rafts. It is estimated that maximum instantaneous use for boats of this type at Folsom Lake is 160 boats. Most of this use is confined to the upper extremity of the South Fork arm of the lake."

SUMMARY - AUBURN

Page vii, paragraph 5, change:

"Sixteen miles of scenic" to "Twenty miles of scenic"

HUNTING -

Page 58--The paragraph starting with "By adoption of this Resource Element -" should be deleted and replaced with the following:

"The Bureau of Reclamation has specifically retained the rights to allow hunting during the interim management by the Department of Parks and Recreation of the lands being acquired at Auburn Reservoir. This may be found in an amendment to the agreement between the United States Government and the state, dated December 9, 1977." (For clarification of this change, see attached memo, Tryner to Hines, dated January 25, 1979.)

COLFAX-IOWA HILL BRIDGE -

Pages 73, 84, 91, 95, 106, 120, and 244:

Change the name "Colfax-Iowa Hill Bridge" to the historically correct "Mineral Bar Bridge."

COLFAX-IOWA HILL ROAD -

Page 79:

Change the name "Colfax-Iowa Hill Road" to the recently adopted name, "Iowa Hill Road."

RECREATION VALUES -

Page 75--On fourth item, add:

"A portion of the upper North Fork American River has been proposed as a National Wild and Scenic River, and is currently being studied by the U. S. Forest Service as a wilderness."

WATER USE -

Page 91--paragraph 8, change:

"15.95" waterway miles to "20.25."

RECREATION ACTIVITIES -

Page 92--list, add:

"Jet Skiing."

HIDDEN CANYON -

Pages 95, 102, 103, and 243--change:

"Hidden Canyon" to the historically correct "Dead Horse Canyon."

Page 101--first paragraph, change:

"Foothill Divide" to "Foresthill Divide."

MINERAL BAR - (FORMERLY COLFAX-IOWA HILL BRIDGE)

Page 106—First sentence of paragraph 2: Add as current recreation use: "motorized suction gold dredging."

Page 106--Replace sentence 3 of paragraph 2 with:

"The President and Congress enacted PL 95-625, which designated 38.3 miles of the North Fork American River above Mineral Bar as a National Wild and Scenic River. And the U. S. Forest Service is currently studying the portion of North Fork American River to Serena Creek as a wilderness."

PUBLIC ACCESS -

Page 112--Add to paragraph #2:

"Subject to State Department of Parks and Recreation approval, county access trails may connect to the state trail system at presently undetermined subdivision locations bordering the project."

PRESENT OPERATIONS -

Page 123--Add paragraph:

"As of 1979, the Operations Division of the California Department of Parks and Recreation has assumed responsibilities for managing recreation lands and facilities at Lake Clementine on the North Fork American River."

Plate 4--Project Area:

Change "Colfax-Iowa Hill Bridge" to read "Mineral Bar Bridge."

THE UNRESOLVED -

Page 127--First half of sentence 2, paragraph 5, delete:

"The State Department of Fish and Game will implement this program;"

Page 127--Paragraph 7, first sentence, eliminate:

"... on the Middle Fork..."

Page 127--Paragraph 10, first sentence, change to read:

"...; this land is managed by the U. S. Forest Service, with a special use permit to the Placer County Water Agency."

Page 128--Add paragraph to read:

"The Georgetown Public Utility District is currently studying the feasibility of a regional sewage disposal facility adjacent to project lands in the Knickerbocker area. The district has expressed an interest in irrigating project lands with treated sewage effluent. The State Department of Parks and Recreation and the Bureau of Reclamation are exploring potential benefits and problems in connection with the district's proposals."

Page 242---Table 10 - Key: Square symbol should precede "No Interaction" paragraph; circle symbol should precede "Beneficial Environmental Effect" paragraph.

SELECTED REFERENCES

Page 277---Add:

"Briggs, Thomas S.

Phalangodidae from Caves in the Sierra Nevada (California) with a Redescription of the Type Genus. Occasional Paper - No. 108 of the California Academy of Sciences, San Francisco, 1974."

APPENDIXES

Add: Results of Motorboat and Motorcycle Sound Studies (letter, Swing to Hines, March 30, 1979)
Granite Bay Traffic Flow (letter, Cahill to Ferreira, February 21, 1979)
Conclusions from Auburn Recreation and Wildlife Task Force Studies on Auburn Project (letter, Horton to Araujo, September 1979)
Hunting Addendum (memo, Tryner to Hines, January 25, 1979)
Graphic -- Folsom Lake SRA Projected Lake Elevations
Graphic -- Auburn Reservoir Projected Lake Elevations
Graphic -- Folsom Lake SRA Operating Boat Density
Graphic -- Auburn Reservoir Operating Boat Density
Map -- Folsom Lake SRA, Granite Bay North Access
Map -- Folsom Lake SRA, Granite Bay Area Beach Development

A-2752D

DEPARTMENT OF HEALTH SERVICES

2 BERKELEY WAY
BERKELEY 94704
(415) 843-7900



March 30, 1979

Mr. Robert W. Hines
Project Manager, Auburn Reservoir Project
Department of Parks and Recreation
Post Office Box 368
Auburn, California 95603

Subject: Your Letter Dated 23 February, 1979

Dear Mr. Hines:

At your request, sound level measurements were conducted at Folsom Lake and in the vicinity of the proposed Auburn Reservoir on March 21 and 22, 1979 for the purpose of gaining some additional insight as to any potential adverse effects on the existing noise environment that result from motorized recreational activities associated with the Auburn Reservoir Project.

Ambient noise measurements, in the absence of any boating activity, were conducted at two sites in the residential community adjacent to Granite Bay at Folsom Lake and three sites adjacent to the proposed Auburn Reservoir. (The recorded noise data is attached.)

Ambient noise is, by definition, all of the noise normally present at a given location at a given time and is quantified in terms of the A-weighted sound levels exceeded for specific portions of the sample period (for example, the L_{10} value represents the noise level typically exceeded 10% of the time or 10^6 minutes/hour).

By virtue of the fact that these ambient measurements were conducted in the absence of boating activity and with little or no local traffic activity, they represent the lower end of the spectrum of normal noise that would occur at these locations. As ambient noise is largely a function of the level of human activity, we can expect considerably higher normal ambients to occur on weekends, particularly during the summer months and, in the case of the Auburn sites, higher ambients can be expected as residential development of the area becomes complete and population density increases.

In addition to ambient measurements, some readings were conducted in the residential community at Granite Bay of an "illegal" (excessively noisy) ski boat while it was operated in the "5 percent" area at Granite Bay. Measurements of boat pass-by noise levels at defined distances were also conducted concurrently in order to determine how much the boat noise levels exceeded the legal limit. From this latter information, some very general assumptions may be made regarding the potential lessening of annoyance in the community that would result from more vigorous enforcement of the applicable provisions of the Harbors and Navigation Code pertaining to motorboat noise.

Given the foregoing brief summary of the noise data collected, I will now address the specific points raised in your letter of 23 February, 1979.

1. Definition of what level(s) of noise (for a given land use) can be judged as "acceptable" or "unacceptable":

The Office of Noise Control has produced a Model Community Noise Control Ordinance (April 1977) which provides a quantitative method for the assessment of noise intrusions as they occur over and above the normal ambient noise levels. Section 7, "Exterior Noise Limits" of the Model Ordinance is attached.

2. Pertaining to Folsom Lake, an assessment of the validity of the following statements was requested:

- a. "Boat noise on maximum use days reaches "unacceptable" levels in adjacent residential areas (normal conversations are impossible outside these homes)."

Levels of up to 63 dBA outside were recorded in the community during the operation of a single "illegal" ski boat (14 to 18 dBA over the legal limit). Referring to Figure 1 (attached), this corresponds to a level of background noise that would interrupt normal "conversational level" voices at distances greater than about 6 feet (speaker to listener). Thus, for greater speaker-listener distances, such intrusions from boating operations would interfere with normal conversations out-of-doors. Also, it may be said that a properly silenced boat (82 - 86 dBA maximum noise level measured at 50 feet), when operated on the same portion of the lake, would not interfere with normal conversation.

Unresolved points:

- (a) We are unable to comment on the relative intrusiveness of boating operations on other portions of the lake; however, the test measurements were made at a property directly exposed to the boat while in operation (line of sight) and the distance from observer to boat was most likely as close as would normally occur.

- b. "Enforcement of existing noise statutes would eliminate the boats which are creating "unacceptable" noise levels and reduce aggregate boat noise on the lake to "acceptable" levels."

Based upon the very limited test results discussed in a. above, "legal" ski boats should produce no more than 50 - 55 dBA maximum levels at surrounding residential locations, which would be deemed "acceptable" in terms of speech disturbance potential and relative intrusion over ambient noise levels.

- c. "With enforcement of noise statutes and the reduction of boat noise to "acceptable" levels, the lake will be able to absorb the proposed increases in power boats without significantly increasing aggregate boat noise."

If we assume that "legal" motorboats will yield levels in the residential community in the range of 50 - 55 dBA, then the proposed increase in boating activity (peak density going from 26 acres/boat up to 16 acres/boat) should not create a situation wherein these maximum intrusive levels are increased. The frequency of occurrence of these maxima may, however, increase. The nature of the proposed increase in boating activity, however, suggests that with a higher density of low-powered fishing and sail boats, the higher-powered (and higher noise producing) craft will be forced to operate further away from the congested areas and hence, further away from the residential areas.

- d. "Seaplane landings on the main body of the lake will not significantly increase noise at the lake."

The anticipated level of seaplane activity at Folsom Lake (approximately two operations/month) should not significantly affect noise levels at the lake. Single event intrusiveness of a single seaplane operation could, however, be greater than that of a "legal" motorboat. In that take-offs and landings must be conducted 2000 feet or more from the shore, this will restrict such operations to the main body of the lake. Taxiing to shore would most likely be the most potentially annoying segment of seaplane operations. Noise levels from taxiing may be expected to be comparable to existing noisy ski boats.

Pertaining to the proposed Auburn Reservoir, an assessment of the validity of the following statements was requested:

- e. "Power boat use on Auburn Reservoir, by nature of boat zoning and speed restrictions and limitations on boat density, will not create unacceptable noise levels in surrounding residential areas or near-by recreation use areas within the project."

The primary area of potential boating noise impact associated with the Auburn Reservoir Project appears to be the Auburn Lake Trails development. Ambient measurements were conducted at residential home sites in this area nearest the proposed high pool level of the Auburn Reservoir (approximately 2000 feet). Ambient levels in the west end of this development (Run #2 - 3/22/79) are well above those in the eastern portion (Run #3 - 3/22/79) due to the presence of the quarry operations and the higher population density and associated level of activity.

If the assumption that only legally silenced motorboats will be operated on the Auburn Reservoir (82 - 86 dBA at 50 feet), then we can predict maximum noise levels in the Auburn Lake Trails development to be on the order of 50 - 55 dBA or less. Such levels should not constitute a serious intrusion above anticipated ambient noise levels.

- f. "Motorcycle use in the proposed location will not create unacceptable noise levels in surrounding residential areas or nearby recreation use areas within the project."

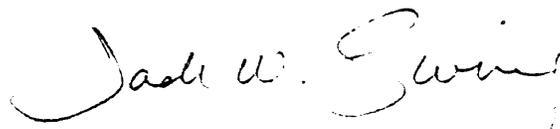
Ambient measurements were conducted across from the proposed motorcycle trails area (Run #1 - 3/22/79) at a site approximately 6000 feet from the edge of the proposed motorcycle site (this is roughly the nearest residential location to the motorcycle area). At this site, logging trucks operating on Forest Hill Divide Road (9000 - 10,000 feet away) were just audible (approximately 30 - 35 dBA). If we assume the motorcycle trails area would be restricted to legally silenced on- and off-road motorcycles (approximately 86 dBA maximum at 50 feet) and that individual motorcycles would produce noise levels comparable to logging trucks (this is a very conservative assumption), then we can predict maximum noise levels at this site from single motorcycles operating at maximum throttle at approximately 6000 feet to be approximately 35 - 40 dBA. If we assume that 10 such machines, all operating at maximum throttle at the nearest edge of the motorcycle site (highly unlikely), levels at the nearest home site may reach 50 dBA. Such levels should not constitute an unacceptable noise impact in the community. Furthermore, the nature of the proposed motorcycle area, being primarily a trails riding area with no organized racing events, should limit the potential noise generation to well below that presented in the foregoing analysis.

March 30, 1979

Final Commentary.

The noise measurements conducted over the two-day period of March 21 and 22, 1979 constitute, at best, a very cursory analysis of the potential noise problems associated with the Auburn Reservoir Project. It is suggested that additional noise measurements be conducted around Folsom Lake on a relatively active boating day(s) in order that the potential impact of increased boating activity and the possible mitigation of existing noise problems through more stringent enforcement of the Harbors and Navigation Code be assessed.

Yours truly,



Jack W. Swing, P.E.
Senior Noise Control Engineer
Office of Noise Control

JWS:dn

Attachments

CALIFORNIA
OFFICE OF NOISE CONTROL

MODEL COMMUNITY NOISE CONTROL ORDINANCE

(Revised 4/25/77)

SECTION 7

EXTERIOR NOISE LIMITS

ENFORCEMENT PHILOSOPHY: *The provisions of this section seek to address noise intrusions over and above the noise normally associated with a given location (intrusions over the ambient level). Obviously, the ambient noise varies throughout the community, depending upon proximity to highways, population density, land use, etc. Therefore, we set different standards for various segments of the community which are supposed to reflect the existing day and nighttime ambient noise levels.*

The ambient noise level is defined in terms of statistical parameters which describe the total noise occurring over any hourly time period.

A noise intrusion is then judged by comparing the aforementioned noise statistics with the noise source on, vs. these statistics with the noise source off (the ambient). Violations of the ordinance provisions may then be cited in terms of particular levels exceeded or in terms of the length of time the intrusive noise exceeded these standards. Compliance with the noise emission standards as listed herein shall constitute elimination of a noise disturbance.

7.1 MAXIMUM PERMISSIBLE SOUND LEVELS BY RECEIVING LAND USE:

- (A) The noise standards for the various categories of land use identified by the Noise Control Office(r) as presented in Table 7-1 shall, unless otherwise specifically indicated, apply to all such property within a designated zone.
- (B) No person shall operate or cause to be operated, any source of sound at any location within the incorporated (unincorporated) City (County) or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property, either incorporated or unincorporated, to exceed:

- (1) The noise standard for that land use as specified in Table 7-1 for a cumulative period of more than thirty minutes in any hour; or
 - (2) the noise standard plus 5 dB for a cumulative period of more than fifteen minutes in any hour; or
 - (3) the noise standard plus 10 dB for a cumulative period of more than five minutes in any hour; or
 - (4) the noise standard plus 15 dB for a cumulative period of more than one minute in any hour; or
 - (5) the noise standard plus 20 dB or the maximum measured ambient level, for any period of time.
- (C) If the measured ambient level differs from that permissible within any of the first four noise limit categories above, the allowable noise exposure standard shall be adjusted in 5 dB increments in each category as appropriate to encompass or reflect said ambient noise level.

In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

- (D) If the measurement location is on a boundary between two different zones, the noise level limit applicable to the lower noise zone plus 5 dB, shall apply.
- (E) If possible, the ambient noise shall be measured at the same location along the property line utilized in 7.1 (B), with the alleged offending noise source inoperative. If for any reason the alleged offending noise source cannot be shut down, the ambient noise must be estimated by performing a measurement in the same general area of the source but at a sufficient distance such that the noise from the source is at least 10 dB below the ambient in order that only the ambient level be measured. If the difference between the ambient and the noise source is 5 to 10 dB, then the level of the ambient itself can be reasonably determined by subtracting a one decibel correction to account for the contribution of the source.

Table 7-1

EXTERIOR NOISE LIMITS

(Levels Not To Be Exceeded More Than 30 Minutes In Any Hour)

Receiving Land Use Category	Time Period	Noise Level (dBA)		
		Noise Zone Classification (1)		
		Rural Suburban	Suburban	Urban
One & Two Family Residential	10 pm- 7 am	40	45	50
	7 am-10 pm	50	55	60
Multiple Dwelling Residential Public Space	10 pm- 7 am	45	50	55
	7 am-10 pm	50	55	60
Limited Commercial Some Multiple Dwellings	10 pm- 7 am		55	
	7 am-10 pm		60	
Commercial	10 pm- 7 am		60	
	7 am-10 pm		65	
Light Industrial Heavy Industrial	Any Time		70	
	Any Time		75	

(1)

The classification of different areas of the community in terms of environmental noise zones shall be determined by the Noise Control Office(r), based upon assessment of community noise survey data. Additional area classifications should be used as appropriate to reflect both lower and higher existing ambient levels than those shown. Industrial noise limits are intended primarily for use at the boundary of industrial zones rather than for noise reduction within the zone.

DISCUSSION:

It should be understood that the standards specified in Section 7.1, Table 7-1, represent levels not to be exceeded more than 30 minutes out of each hour (50% of the sample time or L_{50} levels), and that the subsequent time duration adjustments given in 7.1 (B) yield respectively; the L_{25} level (25% of the time or 15 minutes out of 60), the $L_{8.3}$ level (8.3% of the time or 5 minutes out of 60), the $L_{1.7}$ level (1.7% of the time or 1 minute out of 60), and the L_0 level (0% of the time). While manual techniques using only a sound level meter and a stop watch are available for accurate determination of these values, this type of analysis is best accomplished by means of a more sophisticated noise data analysis system involving either a graphic level recorder or a digital community noise analyzer. It should be noted, however, that in the majority of reported complaints, violation of the standards specified in 7.1 may readily be assessed, using only a sound level meter. In all cases where the intrusive noise level is at all continuous, one needs to measure the noise level and then determine how many minutes per hour it is produced. The noise source may then be shown to violate only one of the standards (L_{50} , L_{25} , $L_{8.3}$, $L_{1.7}$, or L_0) of Section 7.1. The need for the more sophisticated equipment comes when the noise source is not continuous but produces varying noise levels over the hour.

7.2 CORRECTION FOR CHARACTER OF SOUND:

In the event the alleged offensive noise, as judged by the Noise Control Officer, contains a steady, audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting, or contains music or speech conveying informational content, the standard limits set forth in Table 7-1 shall be reduced by 5 dB.

DISCUSSION:

The use of corrections for tonal content can create measurement problems. In most enforcement situations, the presence or absence of a pure tone can be determined with the ear. The first part of the definition for "pure tone" is written to accommodate this fact. In cases where it is more doubtful, the remaining part of the definition can be used to precisely define a pure tone. However, this latter definition requires the use of a 1/3 Octave Band Analyzer.

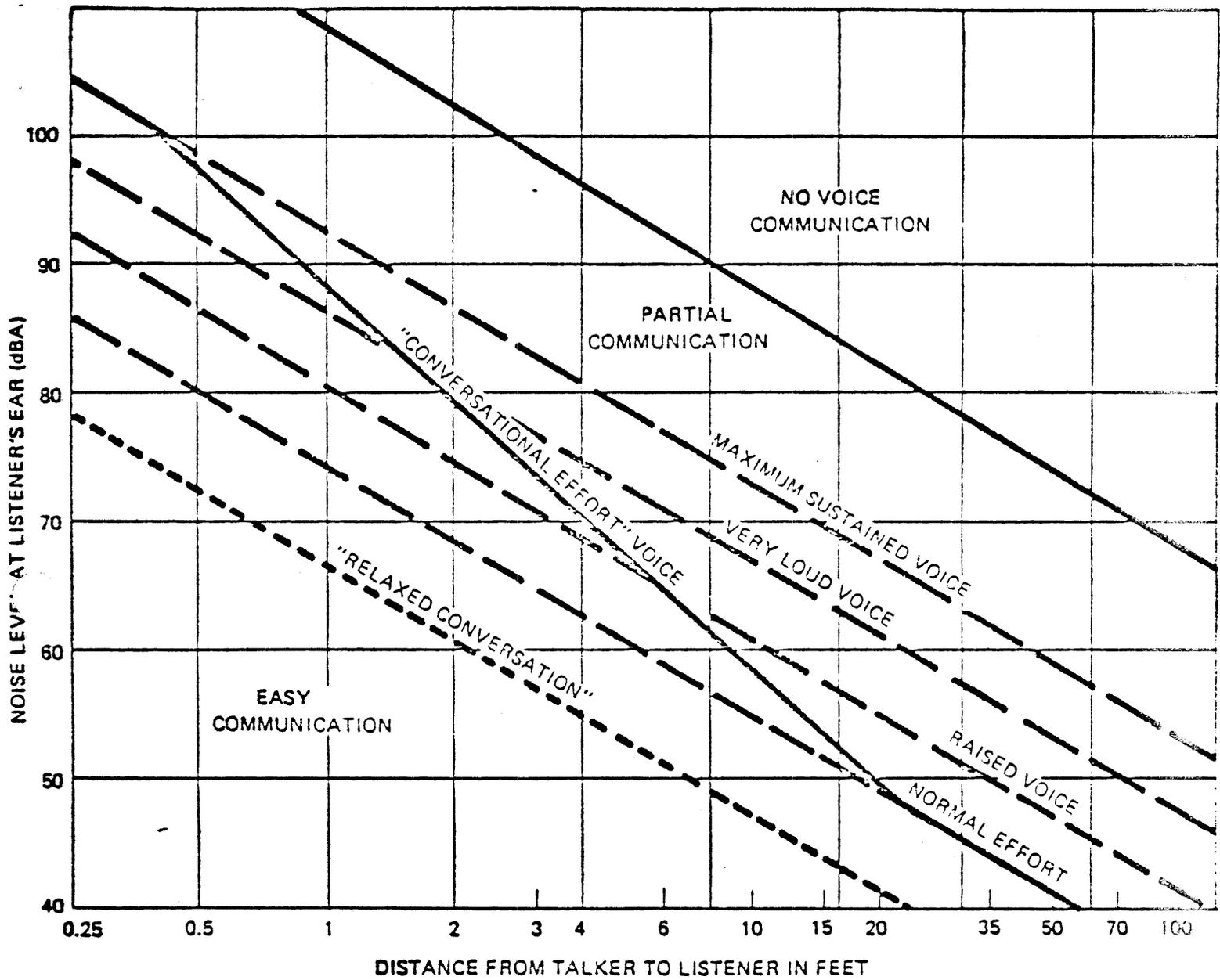


Figure 1

DISTANCE AT WHICH ORDINARY SPEECH CAN BE UNDERSTOOD
 (AS A FUNCTION OF A-WEIGHTED SOUND LEVELS OF MASKING NOISE)

COMMUNITY NOISE SURVEY DATA SHEET

Date: March 21, 1979

By: Jack W. Swing

Day: S M T W Th F S

EQUIPMENT:

Type: B & K 4426

Weighting: (A) C Flat

(Fast) / Slow / 5 per sec.

Microphone Height: 4 feet

SITE LAYOUT:

1. Cul-de-sac overlooking Granite Bay, north end of Lake-shore Drive. 7885 Sierra Drive.
2. Cul-de-sac - 7534 Mia Linda, approximately 200 feet to Douglas Boulevard.
3. Motorboat Noise Measurements; 8700 Granite Oaks Drive

WEATHER:

≈ 5-10

Wind Sp. mph Direction SE

Temp. 50-55 Rel. Hum. _____

Other Overcast

Run #	Level At Lake	Level in Community
1	100 dBA @ 100 Ft	63 dBA
2	106 dBA @ 50 Ft	59 dBA

Run	Duration	From	To	Run	Duration	From	To
1	1000 Sec	8:51	To 9:08	4			To
2	1000 Sec	9:21	To 9:38	5			To
3			To	6			To

Run	L _{max}	L _{0.1}	L ₁	L ₁₀	L ₅₀	L ₉₀	L ₉₉	L _{min}	L _{eq}
1			54.5	48.3	43.5	41.3	39.8		46.6
2			55.3	50.5	45.3	41.8	39.5		47.2
3									
4									
5									
6									

Comments: 1. Wind chimes and birds and aircraft activity (both GA and military),

No local traffic.

2. Light traffic on Douglas, no local traffic, some high altitude aircraft

COMMUNITY NOISE SURVEY DATA SHEET

Date: March 22, 1979

By: Jack W. Swing

Day: S M T W Th F S

EQUIPMENT:

Type: B & K 4426

Weighting: A C Flat

Fast / Slow / 5 per sec.

Microphone Height: 4 feet

WEATHER:

Wind Sp. 0 Direction _____

Temp. 50 - 55 Rel. Hum. _____

Other Drizzle - overcast

SITE LAYOUT:

1. Section 16 - Boole Road, on ridge overlooking Long Point.

AUBURN LAKE TRAILS (2 & 3)

2. End of Shirttail Trail - overlooking quarry operations.

3. Hidden Gold Court. (Jet aircraft overflight), no local traffic.

Run	Duration	From	To	Run	Duration	From	To
1	1000 Sec	10:08	To 10:25	4			To
2	1000 Sec	11:19	To 11:36	5			To
3	1000 Sec	11:58	To 12:15	6			To

Run	L _{max}	L _{0.1}	L ₁	L ₁₀	L ₅₀	L ₉₀	L ₉₉	L _{min}	L _{eq}
1			39.8	34.8	30	26.3	26.3		31.9
2			53.8	50.8	43.3	38.3	36.3		46.2
3			49.5	41.8	30.5	26.3	26.3		38.5
4									
5									
6									

- Comments:
- Birds, logging trucks (30-35 dBA) on Forest Hill Divide Road, across river. (Auto on Boole Road approximately 50 dBA at site.) GA aircraft flyover: 58 dBA maximum occurred after Run #1.
 - Quarry operations (approximately 1/2 mile) audible: Rock drill approximately 52-54 dBA, truck pulling out - approximately 45 dBA maximum. No local traffic.

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390
SACRAMENTO 95811

(916) 445-2358



FEB 21 1979

Honorable Alex Ferreira, Chairman
Board of Supervisor
County of Placer
175 Fulweiler Avenue
Auburn, CA 95603

Dear Chairman Ferreira:

The Placer County Board of Supervisors, I understand, is reconsidering the reservation of a Plan Line Route for the Rocklin Road extension in the Loomis Basin.

This is of concern to the State Department of Parks and Recreation (DPR) since the Board of Supervisors had, at its July 25, 1978 meeting, recommended the designation of the Plan Line and supported the concept of an alternate access to the north end of Granite Bay within Folsom Lake State Recreation Area.

This earlier action by the Board was, in my opinion, a responsible move toward meeting future transportation needs within the Loomis Basin. The action provides an advanced solution to tomorrow's problems of increased local traffic as projected in the approved Loomis Basin General Plan.

The State Department of Parks and Recreation recommends the establishment of the Rocklin Road extension Plan Line Route and the reservation of a Plan Line Route for a future limited access parkway in the vicinity of Boulder Road between Auburn-Folsom Road and the north end of Granite Bay. The Department urges the Board to weigh carefully the long-term benefits the Rocklin Road extension would provide in conjunction with an alternate access to State recreation facilities at Granite Bay. The long-term benefits, it seems, far outweigh any short-term tradeoffs.

The value of Folsom Lake State Recreation Area as a public recreation resource is often underestimated. This unit of the California State Park System provides recreation opportunities for over two-and-one-half million visitors annually. This exceeds visitation at Yosemite National Park. Folsom Lake provides significant social and economic benefits to the regional community. Granite Bay supports nearly 30 percent of all visitation to Folsom Lake State Recreation Area.

Traffic to and from recreation facilities at Granite Bay approaches 10,000 vehicles per day on major summer holidays. This traffic flow is incompatible with residential traffic in the vicinity of Douglas Boulevard between Auburn-Folsom Road and Granite Bay, and at times impedes emergency vehicle access to the residential areas. Presently, Douglas Boulevard is the only access into Granite Bay.

As an interim solution to the Douglas Boulevard traffic problem, the State, in cooperation with Placer County and the U.S. Bureau of Reclamation, has implemented several measures including the addition of a traffic lane at the entry station and signing at key locations to warn visitors when the park is full. Since the traffic lane was added and our entrance station staff was increased, there has never been a problem of traffic back-up at the park entry station. The problem of traffic congestion resulting from recreation traffic flow on Douglas Boulevard through the residential area persists; however, engineers and planning staff from both the State and Placer County recognize that a satisfactory long-term solution to the Douglas Boulevard traffic problem can best be accomplished through provision of an alternate access to Granite Bay from Auburn-Folsom Road.

Our planning staff has examined a number of possible alternate access routes to Granite Bay. As a result of residential buildup in the area over the past 20 years, only one access, in the vicinity of Boulder Road on the north end of Granite Bay, remains feasible as an alternate access. We fear that continued residential buildup in this area will soon preclude any possibility for the reservation of an alternate parkway access to Granite Bay. If a Plan Line Route for a future Rocklin Road extension and a north access to Granite Bay is not designated at this time, the opportunity will be diminished, if not lost, and the present traffic problems on Douglas Boulevard are likely to persist and, in fact, intensify as residential development continues in the area near the park.

In regard to the matter of an alternate access route on the north end of Granite Bay, I would like to clarify the position of this Department on several matters.

1. I will not support a route that will sever any developed residential areas. It appears that it is possible to provide an alternate route without adversely affecting developed properties or existing traffic circulation patterns.
2. In the selection of the alignment for an alternate access road, aesthetics and local environmental concerns should be given careful consideration. The design should be sensitive to the existing neighborhood, future development, and the needs related to a scenic parkway access. The parkway access should include adequate width for a riding and hiking trail, as well as a bicycle trail in a "buffer zone". All elements of the parkway should harmonize with the neighborhood and serve as an asset to the community.
3. To prevent the recurrence of the Douglas Boulevard type problems, the parkway corridor should be limited to park access only. This will preclude conflict with residential or emergency vehicle traffic and eliminate potential problems from "stack-up" at the park entrance.

4. Presently, the only improved beach facilities at Folsom Lake are located at Granite Bay. This Department intends to improve standards of recreation facilities at locations around the lake in a manner that will establish a better distribution and balance of use, taking some of the pressure off Granite Bay. We anticipate that the development of beach and picnic facilities at Beals Point will ease the peak traffic problems on Douglas Boulevard. The Department will continue to encourage access to the park via means other than personal auto (e.g., bus, bicycle, riding and hiking trails).
5. The Preliminary Auburn-Folsom General Plan, recently prepared by this Department, recommends, as a top priority, correction of the Douglas Boulevard traffic problem through acquisition of a north corridor to Granite Bay. Upon State Park and Recreation Commission approval of this concept at a public hearing on the Auburn-Folsom General Plan (scheduled for April of this year), I will support future budget items for acquisition of such corridor lands and parkway construction, providing the County proceeds with plans for the Rocklin Road extension. It is my hope that parkway construction would be concurrent with the eventual construction of the Rocklin Road extension.
6. At this time, this Department has no funding whatsoever for the establishment of a Plan Line Route, for the acquisition of a corridor, or for the construction of a parkway. If a Plan Line Route is to be established for the North Granite Bay access, it will have to be established at the expense of the County. Reimbursement of this expense by the State will be at the discretion of the State Legislature. As you know, I do not have the authority to guarantee State reimbursement. I will support reimbursement to the County and will include such an item in the budget which DPR will submit to the Legislature.
7. One possible additional source of funding for this access is through the U.S. Bureau of Reclamation (USBR). In 1966, the State (DPR) and USBR entered into a cost-sharing agreement for recreation lands and facilities at Folsom Lake SRA and the proposed Auburn Reservoir. With USBR and DPR approval, Federal funds under this agreement might be appropriated for a North Granite Bay access.
8. The expenditure of State or Federal funds for an alternate access can be justified only if the alternate access will function to correct existing traffic problems and not just relocate existing traffic problems. The importance of the Rocklin Road extension and a limited access parkway corridor from Auburn-Folsom Road to Granite Bay is that a new transportation corridor between I-80 and the park will be created and traffic conflicts can be prevented.

To understand better the potential for correcting the Granite Bay recreation traffic problems in the Loomis Basin, several characteristics of this traffic should be clarified.

- a. At peak use, Granite Bay traffic has reached as high as 10,000 cars a day (between 8 a.m. and 8 p.m.). This count includes cars both entering and leaving the park. All of this traffic is presently confined to the Douglas Boulevard access.
- b. High recreation traffic flows as described above occur only a few times each year, usually on Memorial Day, Fourth of July, and Labor Day weekends. Peak hours of traffic flow are from 11 a.m. to 3 p.m. During this four-hour period, an average of 1,200 vehicles enter and leave the park each hour.
- c. An approximation of the average traffic flows at Granite Bay is indicated below:

Situation	Daily Vehicle Traffic Flow (Two-Way)	Percentage Of Annual Traffic Flow
Peak Summer Holiday Use	10,000	2.5
Other Summer Weekends	5,000	6.6
Summer Weekdays	2,000	23.8
Other Seasons	700	67.1

- d. Peak recreation traffic flows do not coincide with commute traffic flows. Preliminary discussions with Placer County engineers reveal that peak recreation traffic flows are compatible with the existing and proposed road design standards for commute traffic anticipated on roads connecting with the proposed alternate north access to Granite Bay. In other words, County road standards need not be increased to accommodate recreation traffic.

- e. Seventy percent of the Granite Bay traffic is beach and picnic area oriented, and this use occurs primarily at the northerly end of Granite Bay; 30 percent of the traffic is boating oriented, and this use occurs at the southerly end of Granite Bay.
- f. The Preliminary Auburn-Folsom General Plan recommends that there be no increase in recreation facilities at Granite Bay unless an alternate access can be realized. The plan recommends that if an alternate access is implemented, a very limited increase in facilities should occur over the next twenty years. This increase would be the addition of 700 beach parking spaces which would increase present peak traffic flows from 10,000 vehicles per day to 12,000 vehicles per day. The plan recommends that any such increase in facilities be implemented only with approval from Placer County.

Any one of a number of management options could be implemented to solve the Douglas Boulevard traffic congestion problem if an alternate access to Granite Bay is provided on the north. To mention a few:

- Route all vehicle traffic through the north access (Boulder Road) and close the south access (Douglas Boulevard) to vehicle traffic.
- As above, but allow limited vehicle access over Douglas, e.g., buses, autos for passenger drop-off and pick-up, autos with seasonal pass, etc.
- Allow a percentage of total traffic flow to enter park on Douglas on a timed basis, before closing this entrance station.
- Divide traffic within Granite Bay. Access to boat launch ramps, which comprises about 30 percent of all traffic, would be through the Douglas Boulevard gate; access to beaches would be through the Boulder Road gate.

There are other possible management options as well as combinations of those mentioned above. A recreation traffic origin survey should be conducted and the ramifications of the various options should be known before any serious consideration is given to any single alternative. If members of the Placer County Board of Supervisors remain in favor of the North Granite Bay alternate access, I will direct my staff to conduct a recreation traffic origin survey at Granite Bay this summer. The information from that survey will be shared with the Placer County Department of Public Works so our two agencies can cooperatively work toward the solution of all concerns.

With the options which will be created by a north entrance to Granite Bay, I am sure that we can reach a mutually acceptable solution to the serious park traffic problem on Douglas Boulevard.

Honorable Alex Ferreira

Page 6

In summary, the California Department of Parks and Recreation supports the establishment of a Plan Line for the Rocklin Road extension, and urges Placer County to establish a Plan Line for a future parkway access between Auburn-Folsom Road and North Granite Bay through utilization of a portion of the existing County right of way on Boulder Road. It is the Department's position that this alternate access to Granite Bay provides the options necessary for a solution to the existing traffic congestion problem on Douglas Boulevard. If this option is lost now, there is no known means for solution of the problem in the foreseeable future.

Please incorporate this letter in the records of the Final Hearings to be conducted by Placer County on the Rocklin Road extension.

I pledge the full cooperation of my staff in resolving this significant mutual problem.

Sincerely yours,

Original Signed By

Russell W. Cahill
Director

D-3761C



United States Department of the Interior

BUREAU OF RECLAMATION

MID-PACIFIC REGIONAL OFFICE
2800 COTTAGE WAY
SACRAMENTO, CALIFORNIA 95825

IN REPLY
REFER TO: MP-450

715.

RECEIVED

Directors Office

SEP 11 1979

DEPT. OF PARKS & RECREATION

Ms. Victoria Araujo, Chairperson
California State Park and Recreation Commission
2801 Coventry Avenue
Bakersfield, CA 93304

Dear Ms. Araujo:

The purpose of this letter is to inform you of the conclusions of the Auburn Recreation and Wildlife Task Force (ARWTF) and to recommend that your Commission approve the Auburn Reservoir Project portion of the Preliminary General Plan, which has been scheduled for Commission consideration during the scheduled September 14, 1979 Commission meeting.

In our March 19, 1979 letter (copy attached) we explained the purpose for which we established the ARWTF and stated our intended objective (to develop an acceptable plan for optimum recreation and wildlife needs). We also stated that the Bureau of Reclamation must make the final decision on the uses of lands within the Federal takeline at Auburn.

ARWTF representatives are in general agreement that areas within the takeline at Auburn can be developed for recreation purposes as well as to mitigate for wildlife habitat losses caused by the inundation of Auburn Reservoir. The Task Force has conducted meetings during the past seven months to identify lands that would provide the greatest wildlife benefit through vegetation manipulation, while not conflicting with the Department of Parks and Recreation policies and concepts regarding recreation development. General concepts (i.e., hunting, prescribed burning) have been agreed to by all agencies with the exception of proposed non-native irrigated vegetative planting in the Knickerbocker area (see attached copy of letter dated August 3, 1979 from the Natural Heritage Section of the State Department of Parks and Recreation).

The Task Force has determined that until a decision has been made on the type and location of Auburn Dam and specific recreation site development plans are prepared, a total and acceptable "dual use"

plan cannot be formulated. The ARWTF feels confident, however, that recreation development can be implemented in conjunction with mitigation techniques to achieve the Task Force objective. Mitigation areas outside the Federal takeline is an alternative that can be explored should there be nonreconcilable areas of disagreement.

The general concepts and recommendations contained in the Auburn Reservoir Project portion of the Preliminary General Plan have been agreed to by the ARWTF. The type and location of Auburn Dam remain in question and the selection of an embankment design might well necessitate use of portions of the Knickerbocker area for earth borrow purposes. With these facts in mind, we are pleased that your Commission has "elected to hear the plan now rather than risk losing the results of all the efforts that have gone into its preparation." Although the final recreation site development and wildlife mitigation facility plans are yet to be prepared and approved, we request Commission review and approval of the Preliminary General Plan so that the planning effort may continue.

Members of my staff will be in attendance at your September 14 meeting to discuss this further at your convenience.

Sincerely yours,



H. E. Horton
Acting Regional Director

Attachments 2

Copy to: See Page 3

Memorandum

To : Mr. Robert W. Hines
Senior Landscape Architect
Auburn Folsom Team

Date : January 25, 1979

Subject : Addendum to the Auburn
Reservoir Project

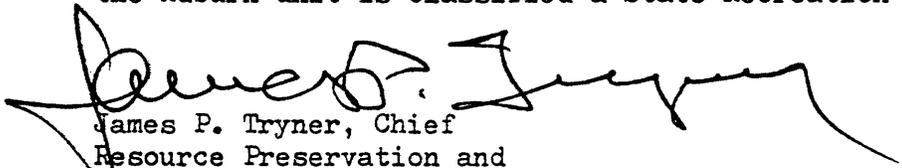
From : Department of Parks and Recreation

On page 58 of the Auburn-Reservoir-Folsom Lake State Recreation Area Report, the paragraph starting with "By adoption of this Resource Element -" should be deleted and replaced with the following:

"The Bureau of Reclamation has specifically retained the rights to allow hunting for the interim management by the Department of Parks and Recreation of the lands being acquired at Auburn Reservoir. This may be found in an amendment to the agreement between the United States Government and the State dated December 9, 1977." (copy attached)

Hunting has been allowed during the hunting seasons since December of 1977 in the portions of the area designated open to hunting. It is expected that hunting will be allowed by the Bureau of Reclamation until the dam is completed and the management of the lands is officially turned over to the State. It is estimated that it will be six or more years before this occurs.

When the State receives jurisdiction of the lands, it will be up to the Park and Recreation Commission to determine if hunting is compatible with other uses and whether it should continue or not. By this time, there should be ample information concerning hunting on the area. Hunting can be considered only if the Auburn unit is classified a State Recreation Area.



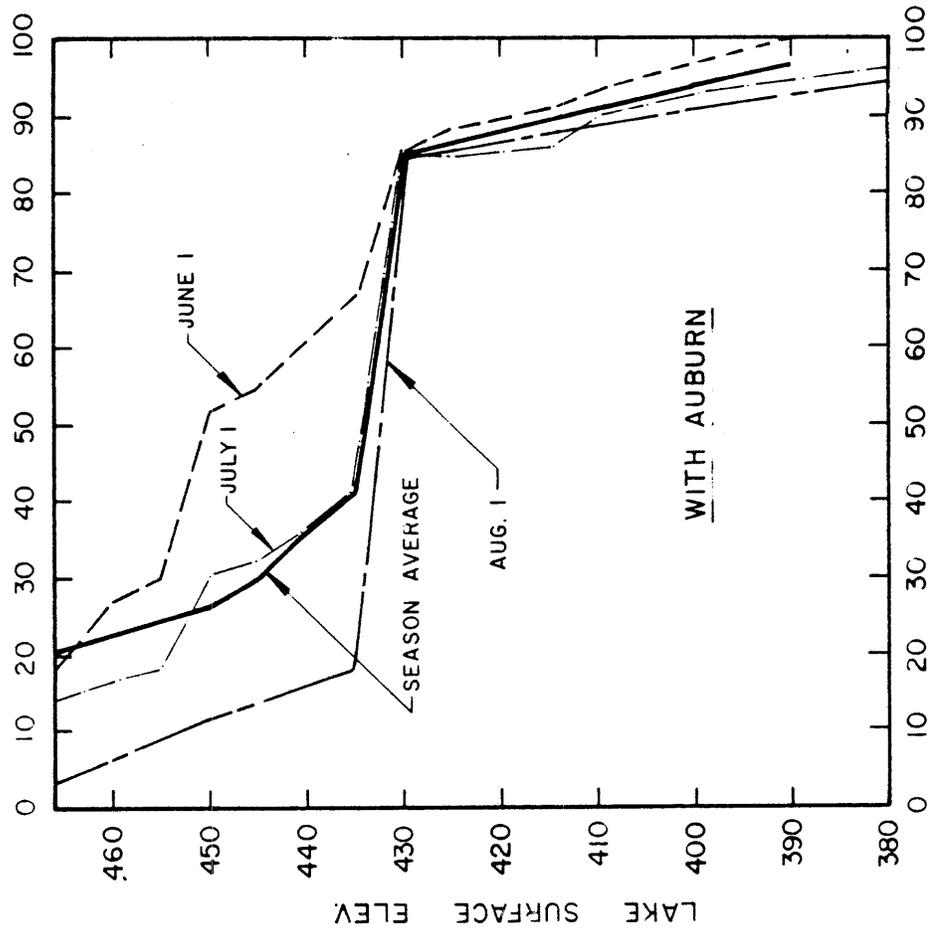
James P. Tryner, Chief
Resource Preservation and
Interpretation Division

JPT:JLH

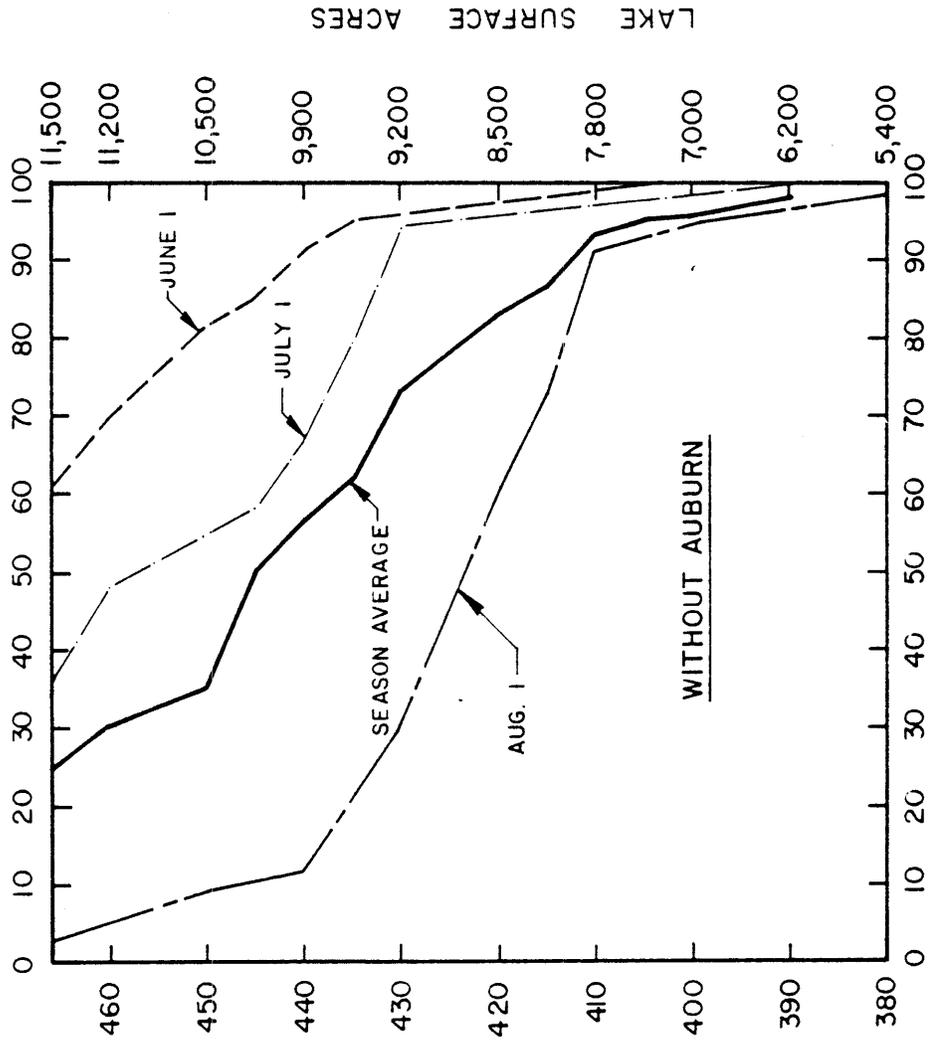
Attachment

cc: District 3 (2)
Pete Gaidula

FOLSOM LAKE SRA PROJECTED LAKE ELEVATIONS

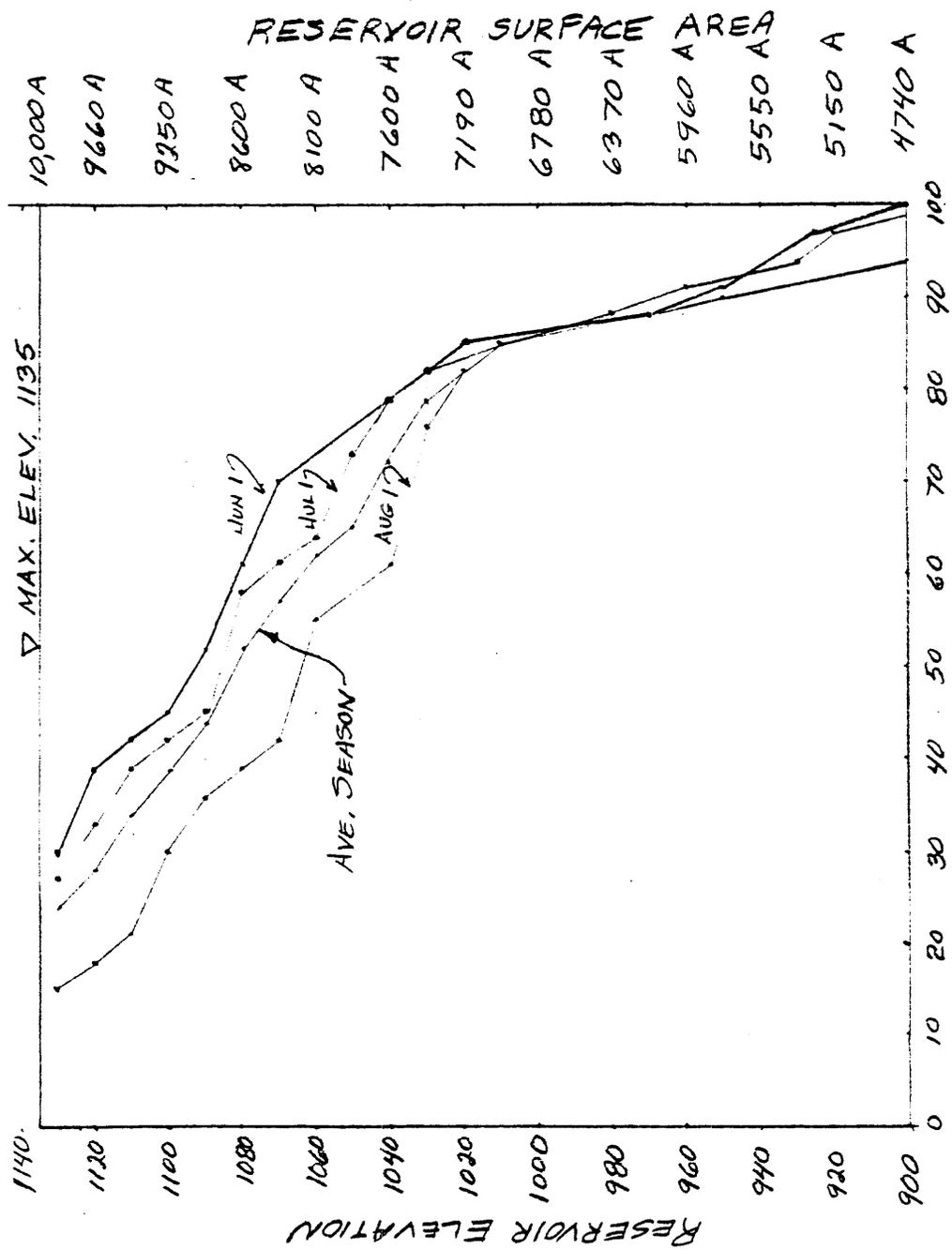


PERCENT OF TIME AT
OR ABOVE INDICATED ELEV.



PERCENT OF TIME AT
OR ABOVE INDICATED ELEV.

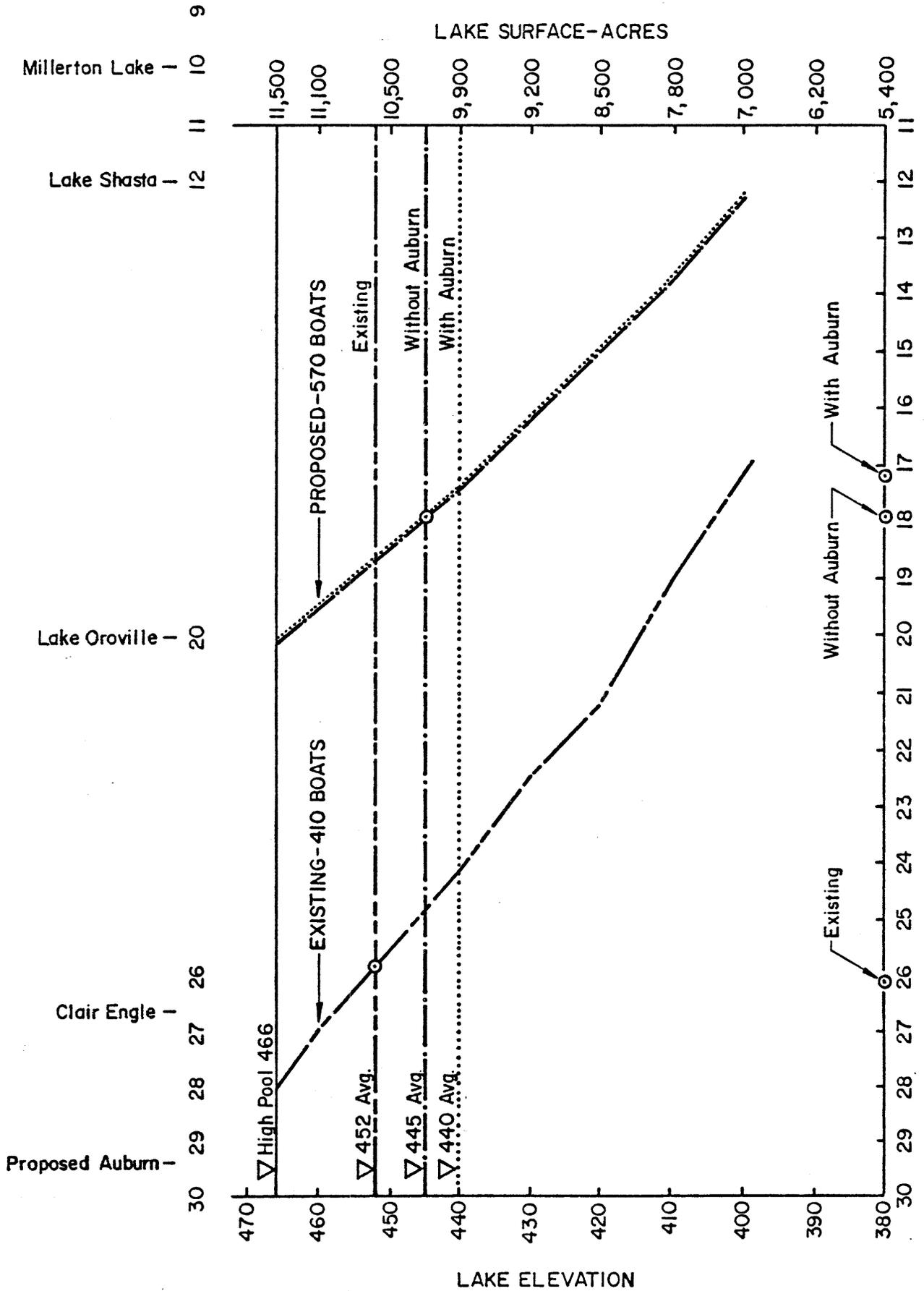
WO Auburn GP
4-12-1880-1

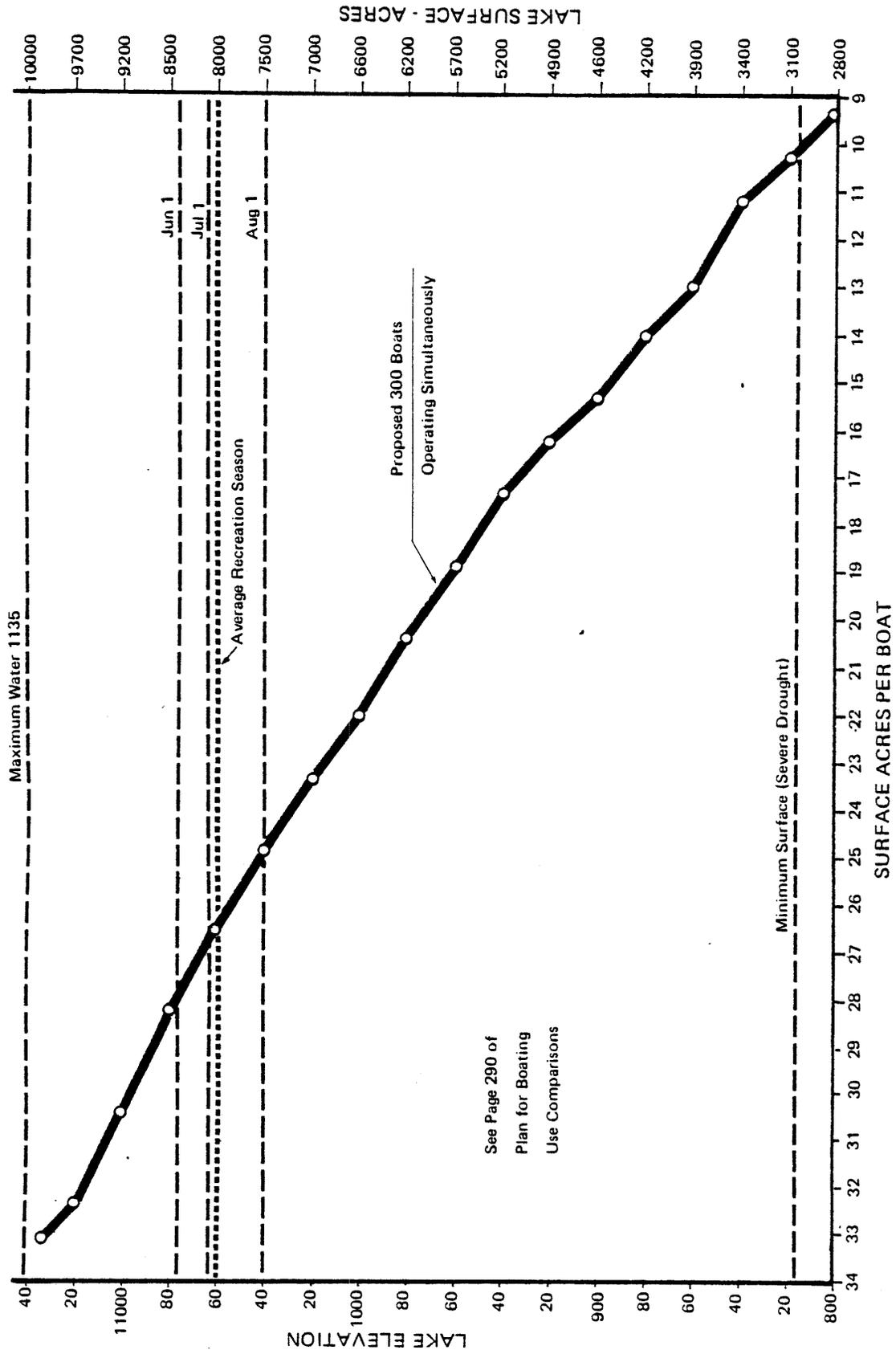


PERCENT OF TIME LAKE AT OR ABOVE INDICATED ELEVATION

AUBURN RESERVOIR PROJECTED LAKE ELEVATIONS

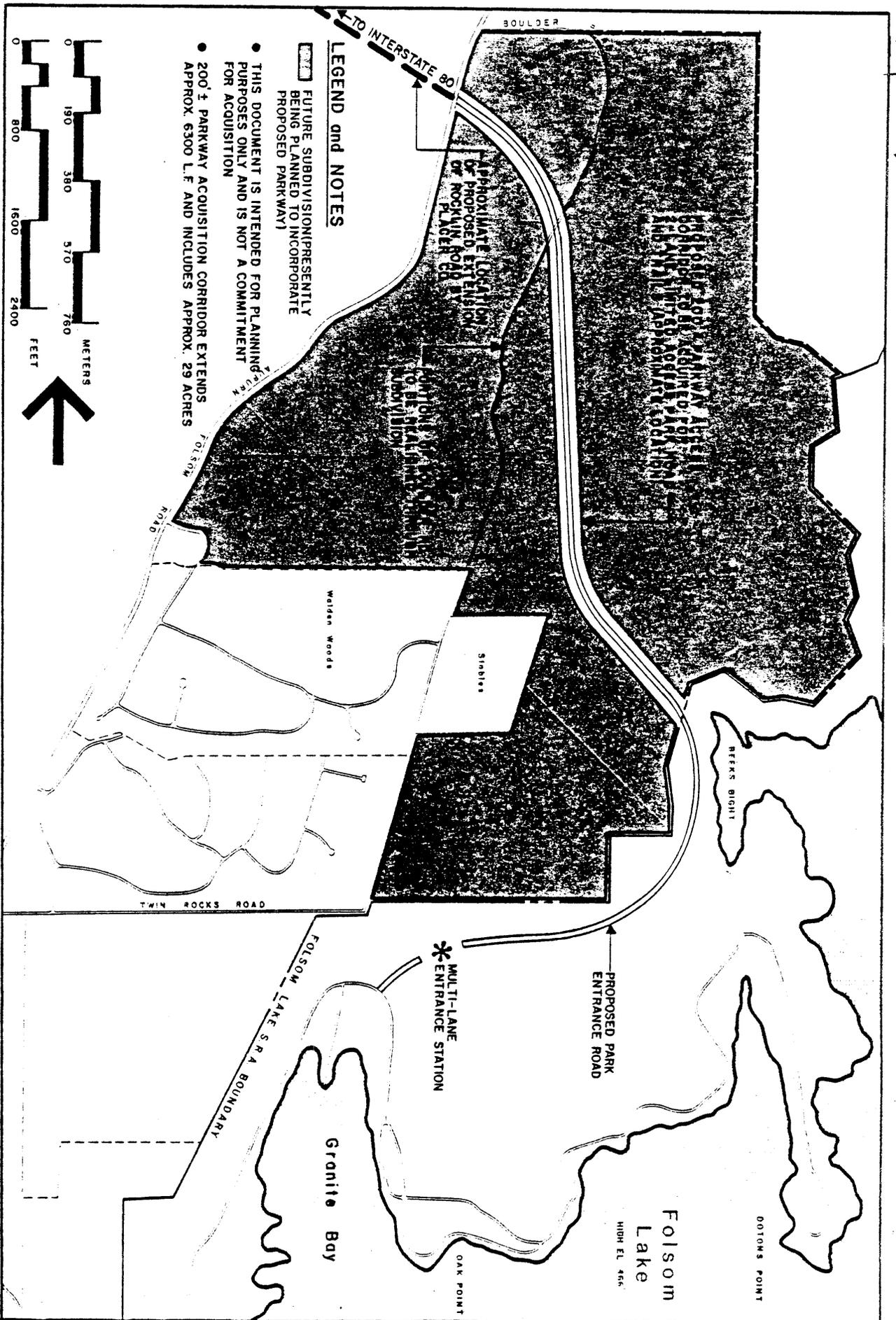
DATA BASED ON U.S.B.R. 41-69 AND 41-67 STUDIES OF A 33 YEAR PERIOD, 1922-1954





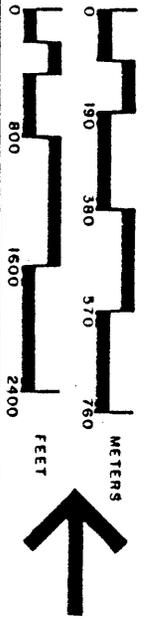
See Page 290 of
Plan for Boating
Use Comparisons

**OPERATING BOAT DENSITY
PROPOSED AUBURN RESERVOIR**

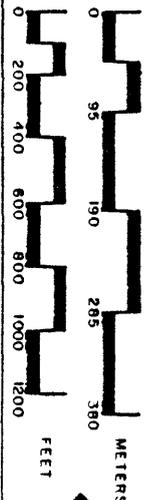
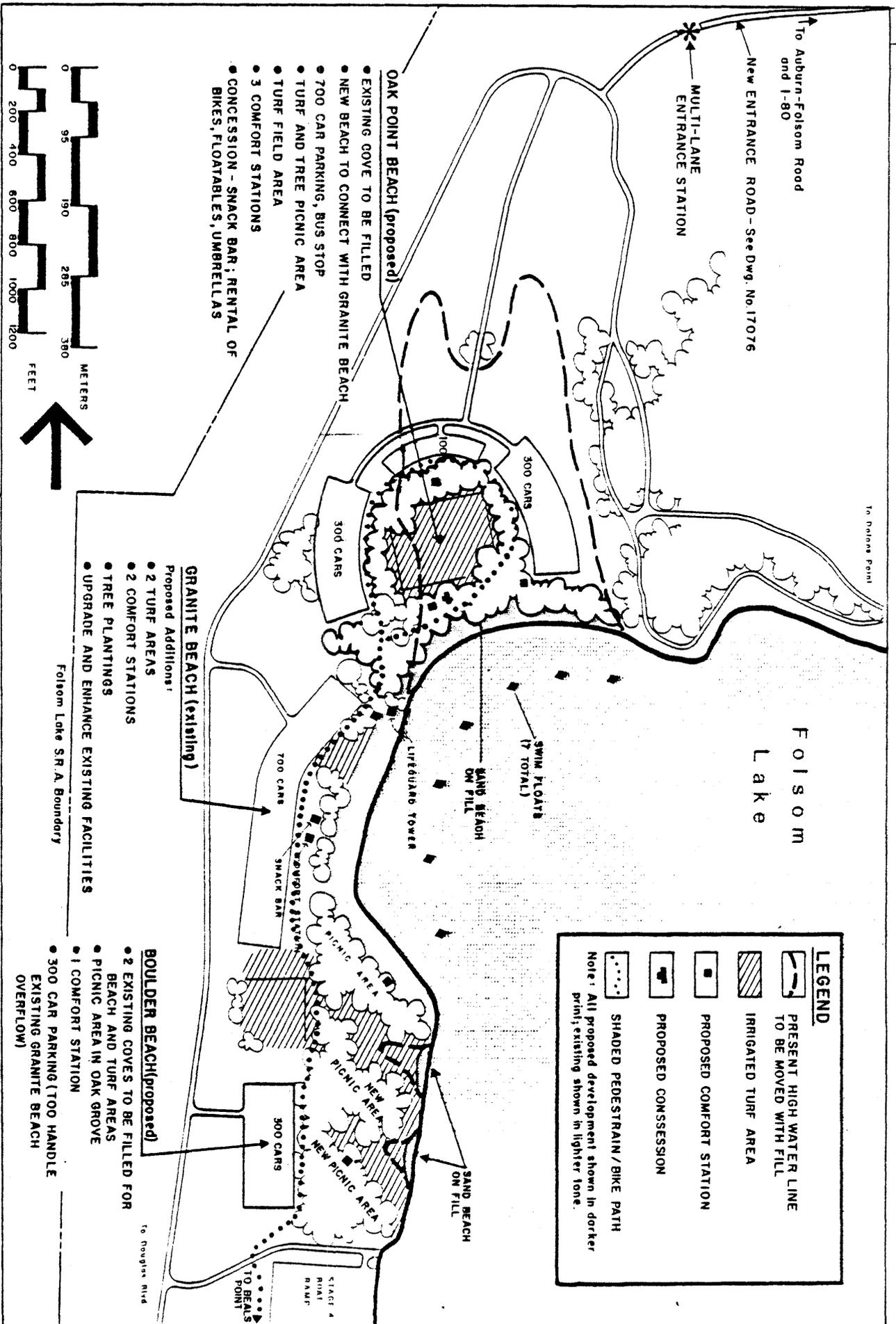


LEGEND and NOTES

-  FUTURE SUBDIVISION (PRESENTLY BEING PLANNED TO INCORPORATE PROPOSED PARKWAY)
-  THIS DOCUMENT IS INTENDED FOR PLANNING PURPOSES ONLY AND IS NOT A COMMITMENT FOR ACQUISITION
-  200' ± PARKWAY ACQUISITION CORRIDOR EXTENDS APPROX. 6300 L.F. AND INCLUDES APPROX. 29 ACRES



SHEET NO. 17076	DRAWING NO. 17076	FOLSOM LAKE S.R.A. GENERAL PLAN GRANITE BAY NORTH ACCESS	RESOURCES AGENCY OF CALIFORNIA DEPARTMENT OF PARKS AND RECREATION		DESIGNED	DATE
			APPROVED _____	DATE _____	DRAWN	CHECKED



LEGEND	
	PRESENT HIGH WATER LINE TO BE MOVED WITH FILL
	IRRIGATED TURF AREA
	PROPOSED COMFORT STATION
	PROPOSED CONCESSION
	SHADED PEDESTRAIN/BIKE PATH

Note: All proposed development shown in darker print; existing shown in lighter tone.