

Subject: Upper Truckee River and Marsh Restoration Project
From: Anjanette Hoefer

Dear Mr. Scott Carroll,

Thank you for the opportunity to comment on the Upper Truckee River and Marsh Restoration Project DEIR/DEIS.

After reviewing the volumes of documents for the DEIR/DEIS I support Alternative 3 to restore the river channel and its connection to the floodplain. This is truly a unique opportunity to restore the current channelized river and allow the river to naturally flood the marsh.

I23-1

I do not support any recreation improves along the marsh and the currently undeveloped beach areas. The current recreation opportunities in these areas are dispersed and should stay that way. Recreation opportunities in the project study area include numerous existing developed activities for the public. Since no alternatives propose to develop parking and sanitation facilities, any recreation improvements should be limited to Cove East Beach.

I23-2

Thank you for considering these comments,

Anjanette Hoefer

I23-1 The commenter's support for Alternative 3 is noted.

As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh's east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, "Selecting a Preferred Alternative," of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative. This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

I23-2 The commenter's opposition to constructing additional recreation facilities is noted.

As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh's east side. See Section 2.1, "Selecting a Preferred Alternative," of the Final EIR/EIS/EIS for a description of the approach to selecting recreation components of the Preferred Alternative. This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

Comments on the Upper Truckee River and Marsh Restoration Project

Monday, April 8, 2013

Scott Carroll
 California Tahoe Conservancy
 1061 Third Street
 SLT, Ca. 96150

NOTE: Please withhold my address from public disclosure to the extent allowed by law.

We are residents and property owners on California Avenue in South Lake Tahoe. We live here full time and have done so at this residence since 1998. At one point during the summer of 2012 we heard about the Truckee River Project that is currently on the drawing board. At that time we did not hear any news as to the timeline for the project. Until yesterday, we were still completely unaware of this projects future and whether this was just a vision or a reality. We travel frequently in the winter and just returned home a few days ago and fortunately were notified by our anxious neighbors about the possibility of staging areas for this project to be located right here on California and Michael avenue's. We were also advised of the possibility of a truck route for removal of material (not to mention the additional traffic by employees, equipment, etc) on California Avenue for a four year term. Please tell us this is not a fact!! We are stunned at the prospect!! We are completely appalled that we were never notified of this possibility for a project of this magnitude right in our front yard. How can this be???? We certainly hope that all of the agencies involved in this project are considering the impact this would have on our quiet neighborhood and the hardships it would bare on the residence here. We observed the Cove East project a few years ago and if the trucks that will be used for this project are at all like the trucks that will be used in the upcoming project, please advise us in advance so we can sell our home and move before this begins. We will not sit in our yard and watch this type of traffic, noise and dust for some of our later years in life. There is an option to use the Venice Drive East ingress and egress for this work without the impact to those of us here in Tahoe Island Park 4. Another issue to consider is the many bicycles and pedestrians that use Michael and California Ave to stay off of and away from Tahoe Keys Blvd traffic. If you knew how many people used these narrow streets, the number of cars that park along them and the impact large trucks would have on everybodys safety, we know you would agree that these streets are not the best choice for the use you have intended. Please put yourself in our living room for a moment. When the UPS truck drives by, our windows shake. When the snowplow drives by, our whole house shakes. This is tolerable as infrequently as it occurs. Imagine now a large dump truck driving by all day, every day. This we can't imagine. How about you?

I24-1

I24-2

Please consider the commercial, Venice Drive East staging area and truck route over this quiet, residential area. Or please find a safer alternative.

We would appreciate hearing from you on what we can expect in the future in regards to this project.

Regards

Harley and Tammy Hoy

- I24-1 The commenters states that no noticing of the project was provided.
- The Project mailing list was developed by obtaining the most recent County Assessor’s information as well as contact information provided through outreach over the life of the project. The commenter’s address on the list developed for noticing. For privacy purposes the address has been withheld in this Final EIR/EIS/EIS. See responses to Comments AO2-4 and I8-6 for a discussion of the project’s history, planning context, and public outreach.
- I24-2 The commenters have concerns about construction noise associated with the use of California Avenue and Michael Avenue for staging and access.
- As shown in Exhibit 2-2 in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative does not propose construction staging areas or access points on California Avenue and Michael Avenue. See Section 3.1.3, “Construction Noise,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for further discussion of construction-related noise.

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

RECEIVED
 CALIFORNIA TAHOE CONSERVANCY

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

I am a resident and/or property owner in the Tahoe Island Park 4 subdivision. I believe the Project planning and its environmental impact report (Report) do not adequately address the following possible real impacts to me and my neighborhood:

1. Construction noise in Tahoe Island Park 4 subdivision: this is a quiet residential neighborhood. Use of California Avenue as a haul route, and CTC neighborhood lots for the California Avenue Staging site, will generate abnormal and unacceptable local noise preventing my reasonable use and enjoyment of my home and property. The Report implies this noise could occur at any time, or continuously, from 8 AM to 6:30 PM, daily, for four years. Nevertheless, the Report assesses the short-term noise impact, for all project alternatives, as Less Than Significant, No Mitigation Needed. This finding defies common sense for significant residential impact, and the locations cited in Appendix J of the Report that were analyzed for noise impact do not include any streets in the vicinity of California Avenue or its proposed staging site. I strongly disagree with this finding for this neighborhood and consider the noise impact analysis for this neighborhood inadequate since it does not include any nearby locations.
2. Traffic in Tahoe Island Park 4 subdivision: California Avenue, designated as the only haul route in this subdivision, is one of its narrowest streets. California Avenue is heavily used by residents, people walking their children and pets, pedestrians, and bicyclists. The street is too narrow for large vehicles to pass each other or turn around, or even for normal vehicles to navigate without evasive maneuvers. When cars are parked along it, it is effectively single lane. Yet the Report assesses the short-term potential for conflict between construction traffic, local traffic, pedestrians, and bicycles as Less Than Significant, No Mitigation Needed. For this neighborhood, I strongly disagree with this finding and consider the analysis it is based on to be inadequate. The finding defies common sense, does not seem to address the residential nature of the neighborhood, and the traffic impact assessment discussions in the Report cite only the AI Tahoe, Hidden Woods, and Tahoe Keys Neighborhoods, but not this neighborhood.
3. Disruption of established neighborhood values in Tahoe Island Park 4 subdivision: the proposed California Ave Staging site makes use of small undeveloped residential lots acquired by the CTC because of, and to prevent damage to, their environmental sensitivity. The neighborhood had a reasonable expectation that they would never be used by the CTC as a construction site for staging heavy equipment and fill materials. The aesthetic fundamental nature of the neighborhood would be devastated for four years by this use. This impact is not recognized or assessed in the Report. I strongly object to use of the subject CTC lots by the Project for this or other construction purposes.

I25-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
5. Increased Flood Risk in Tahoe Island Park 4 subdivision: The models cited in the Report predict no increased residential flood risk as a result of the Project. If the models prove incorrect, no assessment has been included of how expensive the damages to property owners would be or whether the lead Agencies would be responsible, and have the funds, to financially compensate the property owners
6. Neighborhood notification in Tahoe Island Park 4 subdivision: even though my neighborhood is potentially highly impacted by Project construction, I was not directly notified of the Report or public comment period. Even if agency outreach and notification satisfied the letter of the law, it certainly did not satisfy the spirit of notifying impacted parties so they could comment. Few of my neighbors are aware of the possible impacts even now, and there has been little public response to the few recent outreach meetings. I feel the notification process has been inadequate and ineffective, at least near the potential California Ave Staging site.

I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

1. No use of the CTC lots designated as California Ave Staging for any Project construction activities. It is not necessary for either environmental or practical reasons. The CTC has other alternatives that do not require disrupting this, or other, residential neighborhoods.
2. No use of California Ave as a haul route for Project construction activities.
3. No use of any streets or parcels in the Tahoe Island Park 4 subdivision as Project haul routes or staging sites.
4. Locating internal haul routes for river work on the east side of the river to the maximum extent possible to minimize impact to close-by residential neighborhoods which are primarily on the west side of the river.
5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name:

HARLEY HOY
[Signature]

Date:

4-7-13

Address:

I25-1
cont.

I25-1

The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

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I26-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
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6. Neighborhood notification in Tahoe Island Park 4 subdivision: even though my neighborhood is potentially highly impacted by Project construction, I was not directly notified of the Report or public comment period. Even if agency outreach and notification satisfied the letter of the law, it certainly did not satisfy the spirit of notifying impacted parties so they could comment. Few of my neighbors are aware of the possible impacts even now, and there has been little public response to the few recent outreach meetings. I feel the notification process has been inadequate and ineffective, at least near the potential California Ave Staging site.

I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

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4. Locating internal haul routes for river work on the east side of the river to the maximum extent possible to minimize impact to close-by residential neighborhoods which are primarily on the west side of the river.
5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name:

TAMARA HOU
Tamara Hou

Date:

4/7/13

Address:

I26-1
cont.

I26-1

The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

RECEIVED
 APR 11 2018
 CALIFORNIA TAHOE CONSERVANCY

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I27-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
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I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

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5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name:



Date:

4/6/13
4/16/13

Address:

I27-1
cont.

I27-1

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See response to Comment Letter I8 for a discussion regarding these concerns.

Letter I28

From: Mark Johnson [markyboy57@yahoo.com]
Sent: Monday, March 11, 2013 1:09 PM
To: Carroll, Scott@Tahoe
Subject: Upper Truckee Marsh restoration project

Hello, As for someone who has a residence on El Dorado Ave, I am concerned with adding bike paths on the meadow. Not because I don't want a path down at the bottom of my property, but because of the added traffic and parking on El Dorado Ave. My preference would be for leaving the Marsh as is and only to improve the channeling of the creeks to improve clarity in the lake. | I28-1
| I28-2

Thanks
Mark Johnson
700 El Dorado Ave.

- I28-1 The commenter is concerned about the traffic and parking on El Dorado Avenue associated with constructing bike paths.
- As discussed in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate infrastructure on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh’s east side. In addition, the Conservancy would continue to manage and reduce the impacts of recreational use.
- I28-2 The commenter’s support for only improving the river channels is noted.
- As discussed in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh’s east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, “Selecting a Preferred Alternative,” of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative.
- This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

RECEIVED
 CALIFORNIA TAHOE CONSERVANCY

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

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I29-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
5. Increased Flood Risk in Tahoe Island Park 4 subdivision: The models cited in the Report predict no increased residential flood risk as a result of the Project. If the models prove incorrect, no assessment has been included of how expensive the damages to property owners would be or whether the lead Agencies would be responsible, and have the funds, to financially compensate the property owners
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5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name:

GARY P. JONES

Date:

4/7/13

Address:

I29-1
cont.

I29-1

The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

Letter I30

Box 18802
South Lake Tahoe, CA. 96151
March 3, 2013



RECEIVED
MAR - 5 2013
CA TAHOE CONSERVANCY

TO WHOM IT MAY CONCERN:

Thank you for the opportunity to comment on the Upper Truckee River and Marsh Restoration Project.

I own property at 2331 Lake Tahoe Blvd on Highway 50 and the back of my property will be marsh land affected by the projects you are proposing. It is my understanding you have 4 projects you are considering. Several questions have entered my mind since receiving your letter. I understand the reasons for attempting to restore the marsh to its natural state and prevent sediment from entering the Lake. It is important for the conservation of our Lake. What is concerning me is the amount of flooding that may occur if we have heavy spring rains or heavy winter snows. The Truckee River project that occurred behind my home (which took almost 4 years to complete) flooded the marsh behind this Lake Tahoe Blvd. property. The past two years have been nearly drought years as far as water is concerned. I am concerned that "returning the marsh to its natural state" will lose control of where the water goes. If we have heavy rains or snows, it could cause flooding on Highway 50 and local businesses, not to mention overloading the drainage system in place.

I30-1

Sincerely,

Joanne Jones

- I30-1 The commenter is concerned about increased flooding from implementation of the project.
- An updated discussion of existing and potential flood hazards is provided in Section 3.1.1, “Flooding and Flood Hazards,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS.

Public Comment Form
Upper Truckee River and Marsh Restoration Project

AGENCIES: California Tahoe Conservancy, U.S. Bureau of Reclamation, Tahoe Regional Planning Agency (TRPA)

PUBLIC COMMENT PERIOD: Comments on the DEIR/DEIS/DEIS will be accepted throughout the review period in compliance with the time limits mandated by State law and TRPA. Your response should be sent at the earliest possible date, but received no later than **April 8, 2013**.

Oral and written comments, including names and home addresses of respondents, will be made available for public review. Individual respondents may request that we withhold their home address from public disclosure, which will be honored to the extent allowable by law. If you wish to have your name and/or address withheld, you must state this prominently at the beginning of your comment. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public disclosure in their entirety.

SEND COMMENTS TO: All comments will be combined and addressed in the Final EIR/EIS/EIS. It is only necessary to send comments to one agency.

Please submit comments via email to Scott.Carroll@tahoe.ca.gov.

- Subject Line: Upper Truckee River and Marsh Restoration Project
 (1) Attach comments in an MS Word document
 (2) Include commenter's U.S. Postal Service mailing address in MS Word.

Written comments can be sent to the following address:

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

COMMENTS:

Name: Jordans & Foudys
 Address: Springwood, Highland Woods SLT
 Email (optional): bobbiejordan@yahoo.com

No bikes

- a bike trail across lakefront (Benton's Beach) connecting Mt Tahoe & Keys if one could be constructed without harming Tahoe Yellow Cress I31-1

- returning flow of Upper Truckee River to its "natural state" if it is available I31-2

We don't feel a bike or pedestrian trail should be installed around head area where "cultural evidence" could be disturbed I31-3

Thank you for accepting our comments

- I31-1 The commenter’s support for a bike trail across Barton Beach if it can be constructed without affecting the yellow cress is noted.
- Potential impacts on Tahoe yellow cress are discussed in Section 3.4, “Biological Resources: Vegetation and Wildlife,” of the 2013 Draft EIR/EIS/EIS. The Preferred Alternative does not include the bridge and boardwalk.
- I31-2 The commenter’s support for restoring flows to the Truckee River is noted.
- Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, “Selecting a Preferred Alternative,” of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative. This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.
- I31-3 The commenter’s opposition of constructing a trail that would disturb cultural resources is noted.
- Potential impacts on cultural resources are discussed in Section 3.3, “Archaeological and Historic Resources,” of the 2013 Draft EIR/EIS/EIS. See response to Comment Letter AO12 for additional information.

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

I am a resident and/or property owner in the Tahoe Island Park 4 subdivision. I believe the Project planning and its environmental impact report (Report) do not adequately address the following possible real impacts to me and my neighborhood:

1. Construction noise in Tahoe Island Park 4 subdivision: this is a quiet residential neighborhood. Use of California Avenue as a haul route, and CTC neighborhood lots for the California Avenue Staging site, will generate abnormal and unacceptable local noise preventing my reasonable use and enjoyment of my home and property. The Report implies this noise could occur at any time, or continuously, from 8 AM to 6:30 PM, daily, for four years. Nevertheless, the Report assesses the short-term noise impact, for all project alternatives, as Less Than Significant, No Mitigation Needed. This finding defies common sense for significant residential impact, and the locations cited in Appendix J of the Report that were analyzed for noise impact do not include any streets in the vicinity of California Avenue or its proposed staging site. I strongly disagree with this finding for this neighborhood and consider the noise impact analysis for this neighborhood inadequate since it does not include any nearby locations.
2. Traffic in Tahoe Island Park 4 subdivision: California Avenue, designated as the only haul route in this subdivision, is one of its narrowest streets. California Avenue is heavily used by residents, people walking their children and pets, pedestrians, and bicyclists. The street is too narrow for large vehicles to pass each other or turn around, or even for normal vehicles to navigate without evasive maneuvers. When cars are parked along it, it is effectively single lane. Yet the Report assesses the short-term potential for conflict between construction traffic, local traffic, pedestrians, and bicycles as Less Than Significant, No Mitigation Needed. For this neighborhood, I strongly disagree with this finding and consider the analysis it is based on to be inadequate. The finding defies common sense, does not seem to address the residential nature of the neighborhood, and the traffic impact assessment discussions in the Report cite only the Al Tahoe, Hidden Woods, and Tahoe Keys Neighborhoods, but not this neighborhood.
3. Disruption of established neighborhood values in Tahoe Island Park 4 subdivision: the proposed California Ave Staging site makes use of small undeveloped residential lots acquired by the CTC because of, and to prevent damage to, their environmental sensitivity. The neighborhood had a reasonable expectation that they would never be used by the CTC as a construction site for staging heavy equipment and fill materials. The aesthetic fundamental nature of the neighborhood would be devastated for four years by this use. This impact is not recognized or assessed in the Report. I strongly object to use of the subject CTC lots by the Project for this or other construction purposes.

I32-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
5. Increased Flood Risk in Tahoe Island Park 4 subdivision: The models cited in the Report predict no increased residential flood risk as a result of the Project. If the models prove incorrect, no assessment has been included of how expensive the damages to property owners would be or whether the lead Agencies would be responsible, and have the funds, to financially compensate the property owners
6. Neighborhood notification in Tahoe Island Park 4 subdivision: even though my neighborhood is potentially highly impacted by Project construction, I was not directly notified of the Report or public comment period. Even if agency outreach and notification satisfied the letter of the law, it certainly did not satisfy the spirit of notifying impacted parties so they could comment. Few of my neighbors are aware of the possible impacts even now, and there has been little public response to the few recent outreach meetings. I feel the notification process has been inadequate and ineffective, at least near the potential California Ave Staging site.

132-1
cont.

I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

1. No use of the CTC lots designated as California Ave Staging for any Project construction activities. It is not necessary for either environmental or practical reasons. The CTC has other alternatives that do not require disrupting this, or other, residential neighborhoods.
2. No use of California Ave as a haul route for Project construction activities.
3. No use of any streets or parcels in the Tahoe Island Park 4 subdivision as Project haul routes or staging sites.
4. Locating internal haul routes for river work on the east side of the river to the maximum extent possible to minimize impact to close-by residential neighborhoods which are primarily on the west side of the river.
5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Scott Karpinen

Date: 4-8-13

I32-1

The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

March 20, 2013

Mr. Scott Carroll, Project Manager
California Tahoe Conservancy
1061 Third Street
South Lake Tahoe CA
96150-3475

RECEIVED
CALIFORNIA TAHOE CONSERVANCY

Subject: Upper Truckee River & Marsh Restoration and TKPOA maintenance yard roadway

Dear Mr. Carroll,

Thank you for taking input regarding the project referenced above. I have read your material and choices regarding alternatives for the restoration project. Thank you for allowing comments on your project and welcoming public opinion and concerns.

Based on review of the four alternatives presented by your office, I am respectfully requesting that alternative number 3 be selected for the project. Reasons for my request are summarized below:

1. By allowing the Truckee River to flood more to the east as shown in alternative 3, more of the former river paths and meanders will fill with flood water and the water will be spread out over more acres of grasses and other meadow vegetation.
2. Alternative 3 allows more area for the river water to flow slowing river flow velocities; therefore allowing more sediment to be removed before river water enters Lake Tahoe.
3. The Upper Truckee Marsh lies primarily east of the current river path and aerial photographs of the marsh show that the Truckee River once meandered through the east marsh area. Allowing the river to return to its former natural flow channels would allow better removal of sediment and nutrients from the Truckee River before the river water enters Lake Tahoe.
4. Alternative 3 is the best choice when consideration is given to those of us who own property on Michael Dr. north of Colorado St and Mt. Tallac Village III. All other alternatives direct flood water flow from the Truckee River toward our subdivision. Flooding is a concern for Michael Dr. and Mt. Tallac Village III property owners.

I33-1

In addition to my recommendation that alternative # 3 be selected and implemented for the Upper Truckee River and Marsh Restoration Project, I ask you to mitigate the problems caused by the roadway to the Tahoe Keys Property Owners Association (TKPOA) corporation yard storage area. During times of high water flow in and around the Mt. Tallac Village III subdivision and the homes north of Colorado St. on Michael Dr., the TKPOA yard storage road becomes a dam and flood waters back up to the west of the roadway into this area. The

I33-2

roadway caused a serious flooding problem in 1997 because of the backup of water that could not flow past the above grade roadway. The existing drainage is furnished by a small culvert that becomes blocked by brush and debris. Perhaps the TKPOA could share in the cost to install box culverts under the raised corporation yard roadway to allow flood waters to escape this area. The roadway needs to be modified or demolished now. The safety of this area's residents and guests and protection of our property make it imperative that Conservancy and TKPOA act now to help prevent flooding in the Michael Dr. area and Mt. Tallac Village III subdivision. The raised corporation yard roadway is a flood hazard for our property and must be modified or removed. The Conservancy and TKPOA have a responsibility to property owners on Michael Dr. and Mt. Tallac Village III to mitigate the flood hazard caused by the raised road and corporate storage yard.

133-2
cont.

Thank you for your consideration and for allowing me to express my support and concerns.

Thomas and Martha Keating
161 Plantation Dr.
Carson City NV 89703



Tahoe property address – 701 Michael Dr.

- I33-1 The commenters' support for Alternative 3 is noted.
- As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh's east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, "Selecting a Preferred Alternative," of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative. This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.
- I33-2 The commenters request that the project include modifications to or removal of the roadway for the TKPOA storage yard to alleviate localized drainage and flood problems.
- See response to Comment I18-2 for further discussion of the TKPOA Corporation Yard and road restoration. This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

RECEIVED

CALIFORNIA TAHOE CONSERVANCY

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

I am a resident and/or property owner in the Tahoe Island Park 4 subdivision. I believe the Project planning and its environmental impact report (Report) do not adequately address the following possible real impacts to me and my neighborhood:

1. Construction noise in Tahoe Island Park 4 subdivision: this is a quiet residential neighborhood. Use of California Avenue as a haul route, and CTC neighborhood lots for the California Avenue Staging site, will generate abnormal and unacceptable local noise preventing my reasonable use and enjoyment of my home and property. The Report implies this noise could occur at any time, or continuously, from 8 AM to 6:30 PM, daily, for four years. Nevertheless, the Report assesses the short-term noise impact, for all project alternatives, as Less Than Significant, No Mitigation Needed. This finding defies common sense for significant residential impact, and the locations cited in Appendix J of the Report that were analyzed for noise impact do not include any streets in the vicinity of California Avenue or its proposed staging site. I strongly disagree with this finding for this neighborhood and consider the noise impact analysis for this neighborhood inadequate since it does not include any nearby locations.
2. Traffic in Tahoe Island Park 4 subdivision: California Avenue, designated as the only haul route in this subdivision, is one of its narrowest streets. California Avenue is heavily used by residents, people walking their children and pets, pedestrians, and bicyclists. The street is too narrow for large vehicles to pass each other or turn around, or even for normal vehicles to navigate without evasive maneuvers. When cars are parked along it, it is effectively single lane. Yet the Report assesses the short-term potential for conflict between construction traffic, local traffic, pedestrians, and bicycles as Less Than Significant, No Mitigation Needed. For this neighborhood, I strongly disagree with this finding and consider the analysis it is based on to be inadequate. The finding defies common sense, does not seem to address the residential nature of the neighborhood, and the traffic impact assessment discussions in the Report cite only the Al Tahoe, Hidden Woods, and Tahoe Keys Neighborhoods, but not this neighborhood.
3. Disruption of established neighborhood values in Tahoe Island Park 4 subdivision: the proposed California Ave Staging site makes use of small undeveloped residential lots acquired by the CTC because of, and to prevent damage to, their environmental sensitivity. The neighborhood had a reasonable expectation that they would never be used by the CTC as a construction site for staging heavy equipment and fill materials. The aesthetic fundamental nature of the neighborhood would be devastated for four years by this use. This impact is not recognized or assessed in the Report. I strongly object to use of the subject CTC lots by the Project for this or other construction purposes.

I34-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
5. Increased Flood Risk in Tahoe Island Park 4 subdivision: The models cited in the Report predict no increased residential flood risk as a result of the Project. If the models prove incorrect, no assessment has been included of how expensive the damages to property owners would be or whether the lead Agencies would be responsible, and have the funds, to financially compensate the property owners
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I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

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5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name:

Rick Kniesee
[Signature]

Date:

4-7-13

Address:

I34-1
cont.

I34-1 The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

Page 3 – Additional comments for:

California Tahoe Conservancy
ATTN: Scott carroll
1061 Third st
South Lake Tahoe, CA 96150

Subject: Comments on Upper Truckee Rive and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

.....
As a resident and property owner in the Tahoe Island Park 4 subdivision, in addition to pages 1 and 2 attached regarding the inadequacy of addressing the previously stated possible real impacts to me and my neighborhood I'd like to add the following concerns:

More water in the Project area means more breeding ground for mosquitoes. Any increase in the mosquito population not only creates additional nuisance while trying to enjoy outdoor activities, but also directly increases the health risks associated with mosquito-borne diseases.

In the United States, Mosquitoes spread several types of encephalitis. They also transmit heart worms to cats and dogs.

We already know as it has been well documented that there have been several dead birds found in our area over the past few summers that tested positive for West Nile Virus. More mosquitoes only increase our chance of exposure for both humans as well as our beloved animals.

What plans if any are there to control the inevitable increase in mosquito population? This is not a short term problem, as it will remain a problem for as many years as there are springs and summers.

What impact will it be to tax payers? Will it be considered as part of the Grant funding? What happens if grant funding runs out in our state that is already fiscally challenged? Would mosquito abatement, if any is granted, just fade away?

I believe that river restoration might be beneficial closer down by the mouth, and I may be supportive to restricting the project to that area. However, I do not believe that the impact that the project would have directly to California Ave and other State Street residents is worth the cost that I should have to bear as a tax paying citizen - either short term or long term.

Thank you for your consideration.

Linda Kosciolk *Linda Kosciolk* dated 4/10/13

I35-1

I35-2

California Tahoe Conservancy
ATTN: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150

RECEIVED

CALIFORNIA TAHOE CONSERVANCY

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

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135-3

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
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- I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

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Respectfully submitted

Name: LINDA KOSCIOLEK Date: 4/16/13
Linda Kosciolok
 Address: 23
50

- I35-1 The commenter has concerns about increases in mosquito-borne diseases and the plans to control the mosquito population.
- See response to Comment I4-4. In addition, see Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for further discussion of mosquito control.
- I35-2 The commenter’s concern about the impact of the project on residents on California Avenue and State Street is noted.
- See response to Comment Letter I8 for a discussion regarding these concerns.
- I35-3 The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.
- See response to Comment Letter I8 for a discussion regarding these concerns.

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

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I36-1

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I did receive notification by mail, but not to the heavy impact planned for California Ave. SK

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5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name: Stan Kosciolok Date: 4/6/13
Stan Kosciolok

Address: 2

136-1
cont.

I36-1

The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.