

MONTEREY COUNTY PLANNING COMMISSION

Meeting: October 31, 2012 Time: 10:30 A.M.	Agenda Item No.: 3
Project Description: Continued public hearing from September 12, 2012 to consider a Combined Development Permit (formerly PLN080052) consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River Dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of protected trees.	
Project Location: San Clemente Dam Region, at the confluence of the Carmel River (River Mile 18.5) and San Clemente Creek, approximately 15 miles southeast of the City of Carmel-by-the-Sea and 3.7 miles southeast of Carmel Valley Village.	APNs: 417-051-004-000; 417-051-005-000; 417-051-001-000; 417-251-002-000-M
Planning File Number: PLN110373	Owner: California American Water Agent: URS Corporation
Planning Area: Greater Monterey Peninsula Area Plan and Cachagua Area Plan	Flagged and staked: No
Zoning Designation: PG/160 [Permanent Grazing, with a minimum building site of 160 acres] and RC/1000 [Resource Conservation with a maximum gross density of one unit/1,000 acres]	
CEQA Action: Final EIR/EIS; two Final Supplemental EIRs; and an additional Supplemental EIR (to be prepared) for proposed site access modifications.	
Department: RMA - Planning Department	

RECOMMENDATION:

Staff recommends that the Planning Commission consider a presentation regarding an alternative primary access route for dam construction, receive public input on the alternative access concept and continue the public hearing to March 13, 2013 to allow for the preparation of an additional Supplemental EIR by the California Department of Water Resources on the new access concept.

STATUS REPORT:

On September 12, 2012, the Monterey County Planning Commission held a duly noticed public hearing to consider the San Clemente Dam Removal and Carmel River Reroute project. After receiving public testimony about the project, the Planning Commission directed the project team (Cal Am, Coastal Conservancy and National Oceanic and Atmospheric Administration's National Marine Fisheries Service) to better inform the Cachagua community about the effects of the primary access route being proposed, directed staff to return with additional information and continued the public hearing to October 31, 2012. A summary of Planning Commission direction and the additional information requested is provided in Section 2.0 of **Exhibit B** and **Exhibit J**. Subsequently, the project team conducted two public workshops in the Cachagua community on September 25, 2012. Based on input and questions received at these public meetings (refer to Section 3.0 of **Exhibit B**), the project team decided to consider alternative access routes for the proposed project. A new alternative access route, which will require additional vetting in terms of planning, engineering design, and environmental review is described in Section 6.2 of **Exhibit B**. See **Exhibit K** for maps showing the access route alternatives, including the new alternative access route.

Because additional environmental analysis of the access route alternative is required, staff is recommending that the public hearing be continued to March 13, 2012 to allow time for additional environmental review. Staff proposes to return on March 13, 2013 when that environmental review is projected to be completed.

PROJECT BACKGROUND:

The San Clemente Dam is a 106-foot high concrete arch dam located approximately 18.5 miles from the Pacific Ocean on Carmel River, approximately 15 miles southeast of the City of Carmel-by-the-Sea and 3.7 miles southeast of Carmel Valley Village. The confluence of the Carmel River and San Clemente Creek is located just upstream of the dam. When the dam was constructed in 1921, it had a reservoir storage capacity of approximately 1,425 acre-feet. Today the reservoir has been filled by more than 2.5 million cubic yards of sediment, leaving a reservoir storage capacity of approximately 70 acre-feet. California American Water (CAW) owns and operates the dam. The dam no longer serves a useful purpose now that water is no longer diverted from upstream of the dam.

The California Department of Water Resources (CDWR) issued a safety order for the dam structure early in the 1990s, determining that San Clemente Dam could potentially fail in the event of either a major earthquake or flood. In 2006, CDWR released a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Clemente Dam Seismic Safety Project that evaluated five alternatives for addressing dam safety issues, including CAW's then-preferred approach of Dam Strengthening, as well as an alternative that would remove the San Clemente Dam and reroute the Carmel River (Alternative 3).

Strengthening the dam would resolve the public safety issues, but would not address other issues related to the dam such as impaired access for steelhead to 25 miles of upstream spawning and rearing habitat, disruption of sediment transport to the lower river and Carmel River beach, and ecological discontinuity of aquatic and riparian habitats. Removing the dam would resolve these issues and provide significant benefits to both steelhead and California red-legged frog. For these reasons, the California State Coastal Conservancy (as a lead for the State of California), National Oceanic and Atmospheric Administration's National Marine Fisheries Service, and the Planning and Conservation League Foundation worked with CAW to develop a feasible approach to cooperatively implement Alternative 3. In January 2008, CDWR certified the 2008 Final EIR/EIS, and in February 2008, CDWR indicated that the dam safety issue could be addressed through implementation of Alternative 3. The County of Monterey is a responsible agency for the project under CEQA.

After selection of Alternative 3, CAW identified several necessary changes to Alternative 3. CDWR, as a lead agency, evaluated the proposed changes, and determined that a supplement to the Final EIR (SEIR) needed to be prepared. The Draft SEIR No. 1, prepared by CDWR, describes the revised project features and analyzes potential impacts associated with changes to the project and to proposed mitigation. The Draft SEIR No. 1 was released on April 24, 2012 for a 45-day public review period. The Final SEIR No. 1 was certified in July 2012.

The Old Carmel River Dam is located approximately 1,800 feet downstream of the San Clemente Dam on a bend of the Carmel River. Each of the project alternatives evaluated in the 2008 Final EIR/EIS included constructing a notch in the Old Carmel River Dam, with the exception of the no-project alternative. To improve fish passage and restore the Carmel River to a more natural state, CAW now proposes to completely remove the Old Carmel River Dam, rather than notch this dam as described and analyzed in the 2008 Final EIR/EIS. DWR did not address removal of the Old Carmel River Dam in the April 2012 SEIR. Therefore, a Second Draft SEIR (SEIR No. 2) was prepared by the California Coastal Conservancy to specifically address impacts related to removal of Old Carmel River Dam. The Draft SEIR No. 2 was

released on June 14, 2012 for a 45-day review period. The Final SEIR No. 2 was certified in August 2012.

On September 6, 2011, the project was initially reviewed by the Carmel Valley Land Use Advisory Committee (LUAC). The LUAC members asked questions regarding project design details and requested a site visit before making a recommendation on the project. A joint site visit with the Planning Commission was held on May 23, 2012. The project was reviewed again by the LUAC on June 18 and July 2, 2012. Issues discussed at the LUAC meetings included potential downstream flooding, sedimentation transport, use of San Clemente Drive for construction access, the timing of the Cachagua Road closures, the location of park and ride lots for construction workers and California American Water's local-hire practices. On a 4-1-2-0 vote, the LUAC supported the project as proposed (see **Exhibit E**, Minutes of July 2, 2012 meeting).

See Project Discussion in **Exhibit B** for an in-depth discussion of the proposed project.

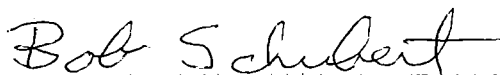
OTHER AGENCY INVOLVEMENT: The following agencies and departments reviewed this project:

- √ RMA - Public Works Department
- √ Environmental Health Bureau
- √ Water Resources Agency
- √ Cachagua Fire Protection District
- RMA - Building Department
- California Department of Fish and Game
- National Marine Fisheries Service
- United States Fish and Wildlife Service

Agencies that submitted comments are noted with a check mark ("√"). Conditions recommended by the RMA – Public Works Department, the Environmental Health Bureau, the Water Resources Agency, and the RMA – Planning Department have been incorporated into the Condition Compliance/Mitigation Monitoring and Reporting Plan attached to the draft resolution (**Exhibit C**).

The Carmel Valley Land Use Advisory Committee (LUAC) reviewed the project on September 6, 2011, June 18, 2012, and July 2, 2012. A joint site visit with the Planning Commission was held on May 23, 2012. LUAC recommended support of the project as proposed on a 4-1-2-0 vote.

Note: The decision on this project is appealable to the Board of Supervisors.



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October 24, 2012

cc: Front Counter Copy; Planning Commission; Cachagua Fire Protection District; Public Works Department; Parks Department; Environmental Health Bureau; Water Resources Agency; Wanda Hickman, Planning Services Manager; Bob Schubert, Project Planner; Jeff Szytel, Owner's Representative; John Chamberlain, Agent; Seth Gentzler, URS

Corporation; Trish Chapman, California Coastal Conservancy; Laura Engeman, California Coastal Conservancy; Joyce Ambrosius, National Oceanic & Atmospheric Administration; Megan Jones, Rincon Consultants; Henry Gowan; Kathleen Lee; Denise Duffy; Roberta Chappell; Brock Guruniazzi; Charles Page; Robert Reid; Louis Ramirez; Steve Woolpert; Doug Gardner; Greg Martin, Matt Belleli, Steven Stanley, Melinda Friday, Louise Bishop, Joseph Demarig, Jack Galante, Tony Scardina, The Open Monterey Project; LandWatch; Planning File PLN110373

- Attachments:
- Exhibit A Project Data Sheet
 - Exhibit B Project Discussion
 - Exhibit C Vicinity Map
 - Exhibit D Carmel Valley Land Use Advisory Committee Minutes of July 2, 2012 Meeting (Distributed previously in July 2012)
 - Exhibit E Project Application (Distributed in packet for July 25, 2012 Workshop to Planning Commissioners only, on CD)
 - Exhibit F Supplemental Application Materials (Distributed in packet for September 12, 2012 Hearing)
 - Exhibit G 2008 Final EIR/EIS (CDWR, distributed on August 29, 2012 to Planning Commissioners only, on CD)
 - Exhibit H July 2012 Final SEIR No. 1 (CDWR, distributed on August 29, 2012 to Planning Commissioners only, on CD)
 - Exhibit I August 2012 Final SEIR No. 2 (California Coastal Conservancy, distributed on August 29, 2012 to Planning Commissioners only, on CD)
 - Exhibit J Summary of Planning Commission Direction Regarding Additional Information (September 12, 2012)
 - Exhibit K Maps Showing Access Route Alternatives
 - Exhibit L Questions Raised at Public Outreach Meetings on September 25, 2012
 - Exhibit M Public Comments submitted following September 12, 2012 Planning Commission meeting

Exhibit A

Project Data Sheet

EXHIBIT A

Project Information for PLN110373

Project Information:

Project Name:	CALIFORNIA-AMERICAN WATER CO (SAN CLEMENTE DAM REMOVAL)		
Location:	SAN CLEMENTE DAM REGION		
Permit Type:	Combined Development Permit		
Environmental Status:	EIR	Final Action Deadline (884):	9/12/2013
Existing Structures (sf):	0	Coverage Allowed:	N/A
Proposed Structures (sf):	0	Coverage Proposed:	N/A
Total Sq. Ft.:	0	Height Allowed:	N/A
Tree Removal:	1,318	Height Proposed:	N/A
Water Source:	CARMEL RIVER AND SAN CLEMENTE CREE	FAR Allowed:	N/A
Water Purveyor:	N/A	FAR Proposed:	N/A
Sewage Disposal (method):	SEPTIC	Lot Size:	925
Sewer District:	N/A	Grading (cubic yds.):	1200000

Parcel Information:

Primary APN:	417-051-005-000	Seismic Hazard Zone:	VI,UNDETERMINED,IV
Applicable Plan:	Greater Monterey Peninsula, Cachagua Area Plai	Erosion Hazard Zone:	Low,High,Moderate
Advisory Committee:	Cachagua Advisory Committee	Fire Hazard Zone:	High,Very High
Zoning:	PG/160,RC/1000,RC/B-5/2054 AC MIN	Flood Hazard Zone:	A,X (shaded),AE
Land Use Designation:	Rivers and Water Bodies,Public/Quasi-Public	Archaeological Sensitivity:	high
Coastal Zone:		Viewshed:	
Fire District:	Cachagua FPD,Monterey County Regional FF	Special Setbacks on Parcel:	

Reports on Project Parcel:

Soils Report #:	
Biological Report #:	
Geologic Report #:	
Forest Management Rpt. #:	LIB120294
Archaeological Report #:	LIB120293
Traffic Report #:	

Exhibit B

Project Discussion

EXHIBIT B PROJECT DISCUSSION

1.0 Project Description

California American Water (CAW) has applied for a Combined Development Permit consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of protected trees (see **Exhibit E**, Project Application). The project area is approximately 80 acres.

The project involves rerouting the Carmel River into San Clemente Creek at a location approximately 3,000 feet upstream of the dam, bypassing the majority of accumulated sediment in the Carmel River. The bypass will be excavated through the drainage divide between the Carmel River and San Clemente Creek. Upstream of the reroute channel, the Upper Carmel River will be excavated and restored to transition to existing channel grades upstream. The new combined flow reach between the Reroute Channel and the present dam location will be restored with focus on steelhead passage. Upstream of the combined flow reach, the Upper San Clemente Creek will also be excavated and restored to transition to existing channel grades upstream. The accumulated sediment in the San Clemente Creek will be excavated and relocated to the abandoned Carmel River arm, and the sediment in the abandoned Carmel River arm will be stabilized in place to form a sediment stockpile. A diversion dike will be constructed to divert the Carmel River flow into the San Clemente Creek drainage through the reroute channel, and to prevent flow from entering the upstream end of the abandoned reservoir. The proposed project, as initially presented to the Planning Commission on September 12, 2012, also includes road improvements on the construction access route along Cachagua Road and the Jeep Trail.

The duration of construction is estimated to be approximately 40 months, to occur over four or five construction seasons. When all project elements are in place, both the San Clemente Dam and the Old Camel River Dam will be removed. Habitat restoration and re-vegetation will be performed for the Upper Carmel River reach, reroute channel and slopes, combined flow reach, diversion dike, stabilized sediment slope and the sediment stockpile. The restoration will include transitioning to the limit of construction and/or existing undisturbed vegetation. After project completion, CAW intends to convey the property around the San Clemente Dam to the Bureau of Land Management.

1.2 Previously Proposed Construction Access

The two major roads that provide access to the project are San Clemente Drive from the north and Tassajara Road through Cachagua Road from the southeast. The 2008 Final EIR/EIS prepared by the Department of Water Resources identified the latter as the primary construction access route. From Cachagua Road, access was proposed to continue on an existing dirt road (referred to as the Jeep Trail) to a section of road that would be constructed, referred to as the Reservoir Access Road (see Item 2.1, Site Access Map, in Section 2 of **Exhibit E**, Project Application). The existing Jeep Trail is an access road owned and maintained by the Monterey Peninsula Regional Parks District and extends from Cachagua Road, winding through the hillsides adjacent to the site. A portion of the Jeep Trail is located on a Conservation and Scenic Easement that was deeded to Monterey County. The route taken depends on the type of construction vehicles accessing the site, with personal vehicles and small trucks using San Clemente Drive, construction personnel and highway-legal dump trucks using Cachagua Road,

and larger heavy vehicles for heavy equipment mobilization using Tassajara Road to the Southern arm of Cachagua Road.

Several small staging areas would be created along the Jeep Trail and the Reservoir Access Road for stockpiling materials, vehicles and equipment during construction. The staging area at the intersection of Cachagua Road and the Jeep Trail would be used for offloading equipment from large tractor-trailers, and assembling the equipment prior to transport to the site.

The previously proposed construction access route would require several improvements to Cachagua Road, as the section of Cachagua Road to the south of the intersection with the Jeep Trail has five curves that would be difficult for tractor-trailers pulling lowboys to negotiate. The five curves would require widening to allow passage of the larger construction vehicles. This section of Cachagua Road has a load-restricted one-lane bridge that would need improvements to handle construction equipment loads.

At the September 12, 2012 Planning Commission meeting, a question came up regarding the need for 18 foot wide clearance for construction traffic. The applicant has indicated that 18 foot wide clearance is not needed on the public roads (i.e., Carmel Valley Road, Cachagua Road and Tassajara Road). However, once the construction equipment is unloaded and assembled, 18 foot wide clearance (i.e., 12 foot wide roadway with 3 foot shoulders) is needed.

2.0 Planning Commission Direction

At the hearing on September 12, 2012, the Planning Commission directed the project team to better inform the Cachagua community regarding construction access, including an explanation of why access was being proposed using Tassajara Road and Cachagua Road rather than San Clemente Drive. Commissioners also requested further analysis of impacts to both residents and businesses within the Cachagua community and comparison of impacts of the proposed route and alternative route through the Sleepy Hollow subdivision. A list of the information requested by the Planning Commission is summarized in **Exhibit J**.

3.0 Input Received at Public Meetings

In response to Planning Commission direction (refer to Section 2.0 above), the applicant conducted two public outreach meetings at the Cachagua General Store on September 25, 2012. Two duplicate sessions were held at 12:00 PM and 6:00 PM. At each meeting, the applicant team provided a project overview and details of the project's proposed use of Cachagua Road and Tassajara Road, discussing construction traffic impacts and route alternatives. The meetings included a Q&A session for community members to ask questions and communicate their concerns. Approximately 60 to 80 Cachagua residents attended each of the meetings. County Planning Department and Public Works staff were also in attendance. The questions that were raised at the public outreach meetings are summarized in **Exhibit L**.

The project team also met with representatives of several wineries in Cachagua on September 25, 2012. Eight wineries were represented at the meeting.

A second set of public outreach meetings was scheduled for October 11, 2012. These meetings were intended as a follow-up to the questions and comments at the September 25, 2012 meetings and to provide an overview of any additional mitigation measures to be incorporated into the

project. However, the project team rescheduled these meetings for October 24, 2012 to provide additional time to consider an alternative access route in response to the public comments.

4.0 Description of the New Construction Access Route under Consideration

The new construction access route under consideration (hereafter the “Hybrid Access Approach”) consists of using the Jeep Trail access route for the first year of construction and the Tularcitos-High Road access route for the second and third year of construction. The Jeep Trail would be improved (but not widened) by resurfacing with aggregate base and implementing drainage improvements, and the Reservoir Access Road would be constructed. Public road improvements to Cachagua Road would still be required, which includes turn radius and sight-line improvements. A temporary strengthening of Bridge 529 may also be required.

The Tularcitos-High Road access route would consist of a new road constructed off of Carmel Valley Road, approximately 750 feet west of the intersection of Carmel Valley Road and San Clemente Drive. The new road would start at Carmel Valley Road, cross Tularcitos Creek with a new permanent bridge spanning the channel, construct a short segment of new road, and then connect to the existing Filter Plant Road. This route would be developed as a permanent access road to the Carmel Valley Filter Plant, Sleepy Hollow Steelhead Rearing Facility, and lands to be transferred to BLM. After completion of the road, the portion of San Clemente Road that runs through Sleepy Hollow would no longer be used by CAW except for emergencies.

The access route would follow the existing Carmel Valley Filter Plant road for approximately one mile before connecting with San Clemente Drive on CAW’s property. The Filter Plant Road would be widened to 18 feet wide with a 12 foot road surface. The beginning portion of this road would be paved to reduce dust impacts on the Sleepy Hollow community and provide a longer-lasting access road. At its connection with the Filter Plant Road, San Clemente Drive is a one-lane unpaved service road that averages 11 to 12 feet wide. This road would also be widened to 18 feet.

At the split of the High Road and Low Road, the construction access route would turn south to follow the High Road. A second permanent bridge would be constructed over the Carmel River at this location (Sleepy Hollow Ford). The High Road would be widened from 12 to 18 feet with a 12 foot road surface of base rock. The High Road ends at the dam’s left abutment.

From the dam abutment, a third bridge would be constructed over the reservoir to the peninsula separating the Carmel River from San Clemente Creek. The National Marine Fisheries Service has indicated a bridge would need to be only temporary in order to obtain their approval. The bridge would be removed at the end of the design-build contractor’s 5 year post-project maintenance period. Finally, a new spur road would need to be built from the tip of the peninsula approximately 3,000 feet upstream to the main construction area.

For the first year of construction, which includes building of the diversion system and geotechnical testing, Cachagua Road, the Jeep Trail, and the Reservoir Access Road would be used. This route would only be used for construction access during the first year of construction but would also provide all-weather access to the project site for construction monitoring, maintenance, and emergency repairs. The Tularcitos-High Road Access Route would be constructed during the first year of construction. Once complete, the Tularcitos-High Road access route would be used for the remainder of construction and for the first five years of post-

construction monitoring and maintenance. Once the temporary bridge is removed, Cachagua Road to the Jeep Trail to the Reservoir Access Road would serve as all year access for continued monitoring and maintenance.

The project team has indicated that if the Jeep Trail were not used during the first year of construction, this would add approximately one year to the construction period. The project team has indicated that this is not a feasible alternative due to the additional construction costs and delays.

This Hybrid Access Approach is an expanded version of the “Tularcitos Access Route” considered in the 2008 Final EIR/EIS (for the Proponent’s Proposed Project of dam strengthening) and the previously proposed access route analyzed in the Final SEIR No. 1 and Final SEIR No. 2. Additional environmental analysis would be required for the Hybrid Access Approach.

5.0 Other Project Issues

In addition to the selection of the proposed construction access route and local traffic disruptions, other key project issues include proof of access easements; parking for construction workers; removal of protected trees; grading; and impacts to sensitive habitats. These issues were described in the August 25, 2012 and September 12, 2012 staff reports. Because the project is being revised, additional analysis of these issues will be required. This analysis will be presented at a subsequent public hearing.

6.0 CEQA

6.1 Prior CEQA Review

To date, the proposed project has been analyzed in three separate CEQA documents, and mitigation measures that apply to the project are contained in two separate MMRPs. Table 1 provides a timeline of prior environmental review, including dates of document certifications, and describes the scope and content of each document. Site visits and previous LUAC and Planning Commission meetings are also included.

Table 1. Timeline

Date	Document/Activity	Scope and Content
1998	Draft EIR	Analyzed seismic retrofit of the San Clemente Dam, using San Clemente Drive to access the site.
2000	Recirculated Draft EIR	Revised the 1998 Draft EIR to eliminate San Clemente Drive as the primary access and look at alternative access routes. This EIR was never certified.
April 2006	Draft EIR/EIS	Analyzed the “proponent’s proposed project” (dam strengthening) and four alternatives. The current project (dam removal) was analyzed as Alternative 3. Issue areas included: Geology and Soils, Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Air Quality, Greenhouse Gas Emissions, Noise, Traffic and Circulation, Cultural Resources, Visual Resources (Aesthetics), Recreation, Land Use, and Environmental Justice.
January 2008	Final EIR/EIS	Same as Draft EIR/EIS with the addition of Responses to Comments.
February 2008	Selection of Alternative 3	The California State Coastal Conservancy, National Oceanic and Atmospheric Administration’s National Marine Fisheries Service

Table 1. Timeline

Date	Document/Activity	Scope and Content
		(NMFS), and the Planning and Conservation League Foundation worked with Cal Am to develop a feasible approach to cooperatively implement Alternative 3.
March 2011	Notice of Determination (NOD) and MMRP	NOD filed with the State Clearinghouse (SCH) identifying Alternative 3 as the preferred alternative. MMRP for Alternative 3 received by CDWR.
September 6, 2011	Carmel Valley LUAC Meeting	LUAC members asked questions regarding project design details and requested a site visit before making a recommendation on the project.
February 15, 2012	Site Visit	Attended by the applicant team, U.S. Army Corps of Engineers, Regional Water Quality Control Board, CDFG, and County staff.
April 2012	Draft SEIR No. 1	Analyzed changes proposed to Alternative 3, including an increase in removal of accumulated sediment; construction of staging areas; utilization of Tassajara Road and Cachagua Road, and use of a new screening plant, among other changes. The Draft SEIR No. 1 included all issue areas contained in Final EIR/EIS except Hydrology and Water Resources, Land Use, and Environmental Justice. The SEIR added the issue of Greenhouse Gas Emissions. The Draft SEIR No. 1 included nine new impacts not included in the Final EIR/EIS: WI-14 (Increased Traffic on Cachagua/Jeep Trail), WI-15 (Nighttime Work and Associated Lighting), AQ-1a (Screening Plant Operations), AQ-3a (Project Generated Traffic – Additional Truck Trips), Alternative 3 GHG emissions (no issue number given), TC-8 (Delays to Emergency Vehicles), VQ-5a (Changes to Viewsheds near or on the Jeep Trail), VQ-6 (Light and Glare from Nighttime Construction Activities), and REC-5 (Delays for Motorists Travelling to Los Padres National Forest).
April 18, 2012	Application Filed	The applicant submitted an application for a Combined Development Permit to the Monterey County RMA Planning Department.
May 23, 2012	Site Visit	Attended by members of the Carmel Valley LUAC, Planning Commission, and County staff.
June 2012	Draft SEIR No. 2	Analyzed removal of the OCRD and associated fish ladder, which was not analyzed in either the Final EIR/EIS or Draft SEIR No. 1. The Draft SEIR No. 2 included the following issue areas: Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Air Quality, Greenhouse Gas Emissions, Noise, Traffic and Circulation, and Cultural Resources. The Draft SEIR No. 2 identified one new impact not included in the Final EIR/EIS or Draft SEIR No. 1: TC-9 (Removal of OCRD Bridge). Two new mitigation measures were also identified: WQ-12a and FI-14a.
June 18 and July 2, 2012	Carmel Valley LUAC Meetings	Issues discussed included potential downstream flooding, sedimentation transport, use of San Clemente Drive for construction access, the timing of the Cachagua Road closures, the location of park and ride lots for construction workers and California American Water's local-hire practices. On a 4-1-2-0 vote, the LUAC supported the project as proposed.
July 11, 2012	Construction Access Alternatives Site Visit	Attended by members of the design teams, the California Coastal Conservancy, County staff and members of the public.
July 25, 2012	Monterey County Planning Commission Workshop	Planning Commission held workshop to receive staff presentation on the proposed Combined Development Permit for the Carmel River Reroute and Dam Removal Project.

Table 1. Timeline

Date	Document/Activity	Scope and Content
July 27, 2012	Final SEIR No. 1, NOD, and MMRP	Responses to Comments on the Draft SEIR No. 1. Associated MMRP included all mitigation applicable to the project from both the Final EIR/EIS and SEIR No. 1. This includes 71 measures in the following issue areas: Geology and Soils, Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Air Quality, Greenhouse Gas Emissions, Noise, Traffic and Circulation, Cultural Resources, Visual Resources (Aesthetics), and Recreation.
August 8, 2012	SEIR No. 2 NOD	NOD for OCRD Removal filed with SCH.
August 22, 2012	Final SEIR No. 2 and Draft MMRP	Responses to Comments on the Draft SEIR No. 2. MMRP includes only two new mitigation measures identified in the Final SEIR No. 2: WQ-12a and FI-14a.
August 30, 2012	Meeting with Cachagua Road neighbors	The applicant and County staff (Planning and Public Works) met with nine neighbors that live along Cachagua Road and discussed their concerns regarding traffic impacts on Cachagua Road during construction.
September 12, 2012	Monterey County Planning Commission Hearing	Planning Commission considered the project as previously proposed, directed the applicant to address community concerns and continued the public hearing to October 31, 2012.
September 25, 2012	Cachagua Community Meetings	The project team held two public outreach meetings at the Cachagua General Store on September 25, 2012. The intent of the meetings was to provide a project overview and discuss construction traffic impacts and route alternatives. In addition the project team met with representatives of 8 wineries in Cachagua.
October 2012	Alternative Access Route Analysis	Based on the public input received at the September 25, 2012 outreach meetings, the project team reconsidered alternative access to the sites.
October 24, 2012	Cachagua Community Meetings	A second set of public outreach meetings is scheduled to present and receive comments on the Tularcitos-High Road Access Route.
October 31, 2012	Monterey County Planning Commission Hearing	Continued public hearing to receive presentation on an alternative primary access route.

Based on the analysis contained in the 2008 Final EIR/EIS, Final SEIR No. 1, and Final SEIR No. 2, the proposed project would result in 13 significant and unavoidable environmental impacts. These include:

- *Issue WQ-9 (Reservoir Drawdown)*
- *Issue AQ-1 (Dam Site Activities)¹*
- *Issue AQ-1a (Screening Plant Operations)*
- *Issue NO-1 (Dam Site Activities)²*
- *Issue NO-2 (Access Road Upgrades)*
- *Issue NO-3 (Project-Generated Traffic)*
- *Issue TC-1 (Road Segment Traffic Operations)*
- *Issue CR-4 (CR-4a in SEIR No. 2) (Demolition or Alteration to Historic Properties)*
- *Issue VQ-2 (Changes to Viewsheds from Residences Adjacent to SCD)*
- *Issue VQ-5a (Changes to Viewsheds near or on the Jeep Trail)*
- *Issue VQ-6 (Light and Glare from Nighttime Construction Activities)*
- *Issue REC-2 (Disruption of Use of Jeep Trail to Stone Cabin)*
- *Issue REC-5 (Delays for Motorists Travelling to Los Padres National Forest)*

¹ Issue AQ-1a in the SEIR No. 2

² Issue NO-1a in the SEIR No. 2.

The Lead Agency for the 2008 Final EIR/EIS and SEIR No. 1 was CDWR. The Lead Agency for the SEIR No. 2 was the California Coastal Conservancy. Monterey County is a Responsible Agency for the project under CEQA. Additional CEQA analysis would be required for the Hybrid Access Approach.

6.2 Prior CEQA Review of Access Alternatives

In 1998, a Draft EIR was prepared for seismic retrofit of the San Clemente Dam. The proposed access route in this EIR was San Clemente Drive through the Sleepy Hollow Subdivision. Based on comments received from the Sleepy Hollow Homeowners Association (HOA), the EIR was revised and recirculated in 2000 to consider different alternatives to using San Clemente Drive for project access. This recirculated DEIR briefly analyzed a Tularcitos Access Route (“Alternative Access 1”), however, this EIR was never certified.

The 2008 Final EIR/EIS examined two different access options – one for the Proponent’s Proposed Project (Dam Strengthening) and one for the alternatives. For the Proponent’s Proposed Project (Dam Strengthening), the analyzed access route included a new access from Carmel Valley Road (the “Tularcitos Access Route”). For the alternatives to dam strengthening (including the currently proposed project of dam removal and re-route of the Carmel River), the proposed access route was Cachagua Road to the Jeep Trail to the Reservoir Access Road. The 2008 Final EIR/EIS did not analyze San Clemente Drive as primary access to the project.

Both the Final SEIR No. 1 and Final SEIR No. 2 analyzed access using Cachagua Road or Tassajara Road to the southern arm of Cachagua Road, and then to the Jeep Trail to the Reservoir Access Road. Neither SEIR analyzed any component of the New Tularcitos Access Route now being considered.

The new proposal is a “hybrid” approach, which would use Cachagua Road to the Jeep Trail to the Reservoir Access Road for the first year of construction and the newly constructed Tularcitos Access Route for the remainder of project construction.

It should be noted that, while discussion at the September 12, 2012 Planning Commission hearing focused on San Clemente Drive as a potential alternative to the previously proposed access route (of Cachagua/Tassajara Roads, Jeep Trail, and Reservoir Access Road), San Clemente Drive has never truly been vetted as an alternative. Although the 1998 Draft EIR analyzed San Clemente Drive as the primary access for a dam strengthening project, this access was removed from consideration in the Recirculated Draft EIR prepared in 2000. Neither the 1998 or 2000 EIRs were certified. The 2008 Final EIR/EIS and 2012 Final SEIRs did not consider San Clemente Drive as a primary access route. It is the County’s understanding that the Sleepy Hollow HOA and their attorneys will not consent to the San Clemente Drive route through Sleepy Hollow, and that due to substantial public controversy and legal infeasibility, consideration of this route for primary access was abandoned.

6.3 Future CEQA Review

Based on the County’s current understanding of the Hybrid Access Approach, staff recommends that a Supplemental EIR be prepared. It appears that the new access route constitutes a substantial change that would require revisions of the previous EIR (2008 Final EIR/EIS plus the Final SEIR No. 1 and No. 2). Based on the use of both the Tularcitos Route analyzed in 2008 and

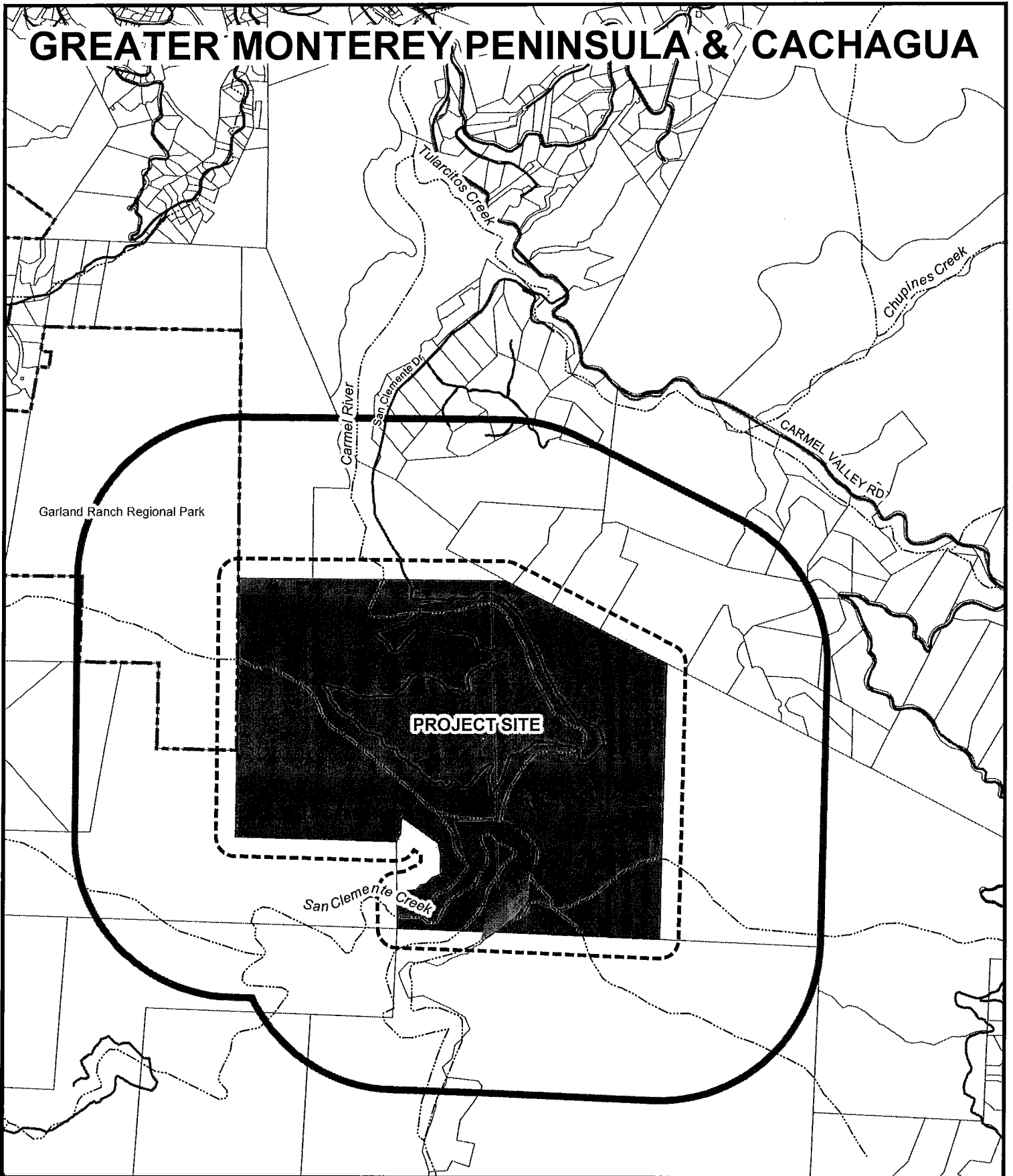
the Cachagua/Jeep Trail route analyzed in 2012, cumulative effects of the new "hybrid" route could result in substantial increases in the severity of previously identified significant effects. In addition, construction of the southernmost bridge, which has not been analyzed, could result in potentially significant effects. Additionally, given the amount of public interest in the project, the analysis of this new route should be circulated for public review.

The California Department of Water Resources will act as lead agency for the third Supplemental EIR. Monterey County will be a responsible agency for the Supplemental EIR under CEQA. Based on the anticipated schedule for the preparation of the third Supplemental EIR, the earliest the project would be ready for consideration by the Planning Commission is March 13, 2013. If the additional environmental review is not completed by that date, staff would give the Planning Commission an update on March 13, 2013 and recommend that the public hearing be continued to a later date.

Exhibit C

Vicinity Map

GREATER MONTEREY PENINSULA & CACHAGUA

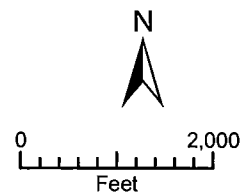


APPLICANT: CAL-AM WATER CO (SAN CLEMENTE DAM REMOVAL)

APN: 417-051-004-000 & 417-051-005-000

FILE # PLN110373

Water 2500' Limit 300' Limit City Limits



PLANNER: SCHUBERT

Exhibit D

Carmel Valley Land Use Advisory
Committee Minutes of July 2, 2012 Meeting
(Distributed previously in July 2012)

Exhibit E

Project Application
(Distributed in packet for July 25, 2012
Workshop to Planning Commissioners only,
on CD)

Exhibit F

Supplemental Application Materials
(Distributed in packet for September 12,
2012 Hearing)

Exhibit G

2008 Final EIR/EIS (CDWR, distributed on
August 29, 2012 to Planning Commissioners
only, on CD)

Exhibit H

July 2012 Final SEIR No. 1 (CDWR,
distributed on August 29, 2012 to Planning
Commissioners only, on CD)

Exhibit I

August 2012 Final SEIR No. 2 (California Coastal Conservancy, distributed on August 29, 2012 to Planning Commissioners only, on CD)

Exhibit J

Summary of Planning Commission Direction Regarding Additional Information (September 12, 2012)

**PLANNING COMMISSION DIRECTION REGARDING
ADDITIONAL INFORMATION (SEPTEMBER 12, 2012)**

- Additional analysis of impacts to residents and businesses (including vintners and the tennis camp)
 - Description of how the project would impact residents and businesses financially
 - Analysis of whether the route through Cachagua disproportionately impacts a the rural community
 - Description of how the use of area roads would impact the local community, including the number of people impacted
 - Consideration of how trucks carrying wine grapes or other important deliveries to/from the community would be accommodated
- Access road decision process
 - Explanation of whether access utilizing San Clemente Drive and the High Road would be feasible
 - Comparison of environmental impacts of Cachagua route versus Sleep Hollow route
- Condemnation of private property
 - Provide details regarding the use private property that is required for the project, and whether eminent domain will be considered
 - Ensure that private property owners impacted by the project are well informed
 - Describe where and how those negotiations will be carried out
- Access road width
 - Confirmation that the entire access route (including Carmel Valley Road, Cachagua Road, and Tassajara Roads) is 18 feet wide
 - Provide a list of construction equipment and the road width requirements for transport of equipment to site (to assess whether 18 foot wide clearance is required)
- Emergency services
 - Coordinate with emergency service providers, including CDF, Sheriff, and CHP and provide a better understanding of emergency service operations
 - Generate a plan for how emergencies will be handled during construction
 - Ensure that traffic-related conditions (particularly those related to communication) will be enforceable
- Localized maps
 - Generate maps showing all roads and communities in the area in relation to proposed improvements and access
- Provide mechanism for ensuring enforceable outcomes from public meetings during construction.

Exhibit K

Maps Showing Access Route Alternatives

URS Oakland, CA - C. Statham - Path: \\S2F\proj\GIS\data\Project\San_Clemente_Dam_Removal\Maps\NewAccessRoad.mxd

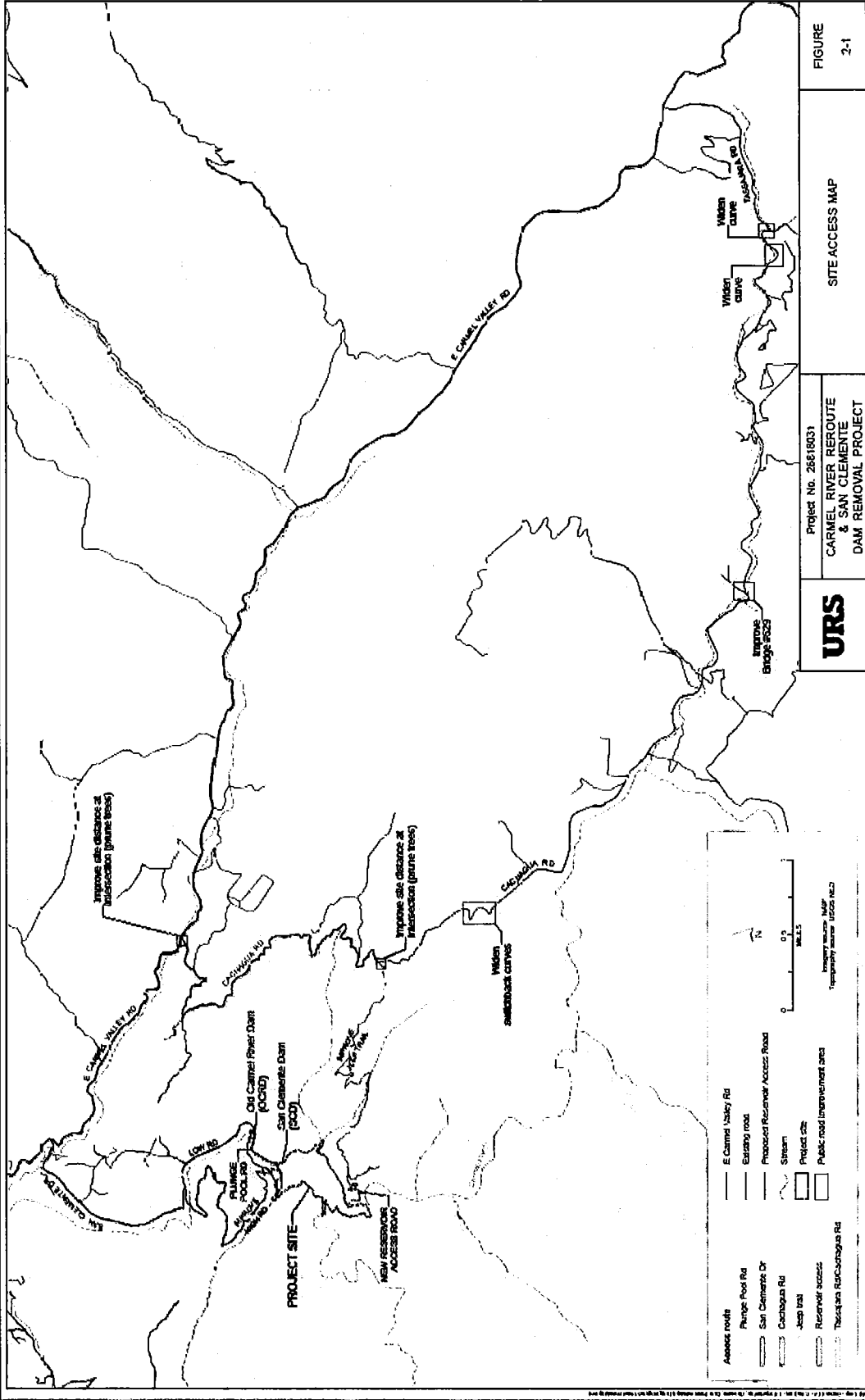


CARMEL RIVER REROUTE AND
 SAN CLEMENTE DAM REMOVAL
 MONTEREY COUNTY, CA

DATE OF PREPARATION: 10/16/2012
 DATE OF SUBMISSION: 10/16/2012
 URS PROJECT NO. 26818107

FIGURE 2
 TULARCITOS - HIGH ROAD
 CONSTRUCTION ACCESS ROUTE

Jeep Trail and Sleepy Hollow Access Routes



PROJECT DESIGN AND ENGINEERING



Exhibit L

Questions Raised at Public Outreach
Meetings on September 25, 2012

Carmel River Reroute and San Clemente Dam Removal Project
 Access Road Improvements
 Responses to Cachagua Meeting Questions (9/25/2012)
 9/27/12

NO.	CATEGORY	QUESTION(S)
1	BLM Land	Will residents have access to the donated 900 + acres or park district land via jeep trail?
2	Bridge 529	Further discuss bridge enlargement on Tassajara Rd.
3	Bridge 529	Diameter of bridge supports
4	Bridges	Definitions of bridges used on high road - one is an onsite bridge = culvert or multi-plate bridge.
5	Bridges	Are you doing anything to the bridge at Tassajara Road and Cachagua Road?
6	Bridges	Why can't you get bridges like they used on US1 after El Nino (Low cost and easy)?
7	Bridges	Will the bridge at Tassajara and Cachagua have work on it?
8	Bridges	The chart says that each route has one bridge, which bridges are those?
9	Comment	No construction traffic on Cachagua Road.
10	Comment	Delivery trucks - UPS Fed Ex - furniture /appliances- deliveries 4 years! Building materials/cement trucks.
11	Comment	It would seem you decision has been influenced by the people in Sleepy Hollow with political connections and high powered lawyers. As your access to the dam for 83 years has been through Sleepy Hollow.
12	Comment	I live at mile 3.7 from C.V road and have 2 small grandchildren and their mother and daughters live with me. I have great concern as to their safety traveling to and from school in the Village at the same time your personnel will be on the Cachagua Road.
13	Comment	We are an ecosystem of 2,000 people. You are impacting us for 5 years. We didn't buy homes at the foot of the dam.
14	Comment	San Clemente Dam is upstream from SC Road.
15	Comment	We do not want construction traffic route through Tassajara Cachagua Road - route it through Sleepy Hollow / San Clemente Road.
16	Comment	At the Jeep Trail there have been slides historically.
17	Comment	We moved out here because this is a rural area. We don't want to be a modern place, we don't want wide roads.
18	Comment	We want to be notified via US Mail.
19	Comment	The steelhead are more important than the residents.

20	Comment	We believe you were paid to do it this way. We feel that you're stubborn, we don't want to go into litigation but we'll do it. Nobody will win.
21	Comment	Monterey County newspaper doesn't come out here. We are a unique community.
22	Comment	Tassajara road is 15 miles, lots of cars and trucks. Not only Cachagua rd. affected, not 1 bridge but 4.
23	Comment	I want to point out that you only compared the Jeep Trail distance to HR distance but not to the entire loop.
24	Contact Information	When a contractor is in violation where can we complain and make sure he is fined or the permit pulled?
25	Contact Information	Who do we sue when one of us dies as a result of this extra traffic?
26	Emergency	Emergencies / fines hazards?
27	Emergency	What if there is a major fire like in 2008?
28	Emergency	More sheriffs between 9-3?
29	Emergency	We who live here know that when we have some emergency that we cannot wait for emergency vehicles and need to take own cars to ER. How will this be dealt with?
30	Emergency	If there is a fire in SC Dam, won't trucks use SC drive? They have in the past. Why do other trucks have to come all the way out here? This is not environmentally respectful!
31	Environmental Impacts	Won't environmental remediation be required regardless of route? Because downstream impacts would be likely from such a large project.
32	Environmental Impacts	How about the extra carbon and ozone?
33	Environmental Impacts	Have you considered Specifying the use of biodiesel to reduce air quality impacts?
34	Environmental Impacts	Everywhere you're doing construction Jeep Trail, Cachagua Road, Cachagua and Tassajara etc. you will need a lot of water. Have you evaluated the environmental impact of drawing water from the Carmel River? Where is the water coming from?
35	Environmental Impacts	What is the impact on air quality?
36	Environmental Impacts	What about the noise? Is this a quiet job?
37	Environmental Impacts	What are the noise and dust mitigations for the Jeep Trail? Where are they getting the water? There are no wells in that property, there is no water there, I owned that property. Are mitigations detailed in the EIR? Send them to me.
38	Jeep Trail	What are the dust / noise plans for the Jeep Trail?
39	Maps	Why is Sky Ranch Estates not designated as a subdivision on the map mailed to us last week?
40	Maps	Why is your map not labeled clearly?

41	Maps	Why aren't fire maps used as reference for a complete picture of the Cachagua Community?
42	Maps	No mileage indication in the map, showing that it is an additional 20 miles to use Tassajara.
43	Maps	Why is your map not labeled clearly? There is no mileage on the map, no total miles. Why aren't you showing the houses and private roads. I don't see us in those maps. Use the fire maps,
44	Operational	Where can meeting visual materials be seen at our convenience?
45	Operational	Why were the residents here kept in the dark until this month about use of Cachagua Road?
46	Operational	What contractors will be doing the local road work?
47	Operational	Why did you neglect to have meetings such as this one today prior to going to the county for the permit?
48	Operational	Is this property currently a natural conservancy?
49	Operational	When was the public comment period?
50	Operational	Where was the public comment period advertised?
51	Operational	Why were we so ill informed?
52	Operational	Who are the 4 contractors that are giving bids?
53	Operational	Workers are they local?
54	Operational	How is collision insurance handled?
55	Operational	Will there be a financial penalty to the contractor if the road closure extended beyond the ten week window for construction?
56	Operational	It is interesting that when you want to convince us a road is too long to build, you give its length in feet i.e. high road requires 3,000 feet of new road instead of saying a half mile. Yet where you want to de emphasize the size of a number like truck trips you do so by such methods as counting a round trip as 1 trip. Can you please stop this tactic as it is not accurate, it is a spin? We are not dumb.
57	Operational	The statistical shell game you (whomever wrote the ppt presentation) played with vehicles as opposed to trips coming through our community is/was insulting. How much more statistical nonsense do you plan on feeding Cachagua?
58	Operational	Will these questions and answers be on your website?
59	Operational	How will those of us who will have many extra miles to travel to get to town (CV, Salinas, Monterey, etc.) and back be compensated for our gas, vehicle maintenance, tires, etc.?
60	Operational	Who in the community are you working with?
61	Operational	I didn't hear of this meeting, you didn't send me a notice. You are being forced to have these meetings.

62	Operational	Where did you put the notices [for the EIR]?
63	Operational	When was it noticed? When did public comment finish?
64	Operational	Will there be a financial penalty if road closures extend beyond 10 weeks?
65	Operational	Where are we with the planning commission?
66	Operational	How will people with no internet access be notified of road closures?
67	Operational	When was the EIR done?
68	Park and Ride	Will the Park and Ride be at the Jeep Trail? If so, why?
69	Park and Ride	Where will the park and ride locations be? -80 cars is the final number?
70	Project	If you reroute the river stabilize the silt and there is no water pressure behind the dam, why remove it?
71	Project	Why can't you use smaller equipment?
72	Project	Why was the conveyor belt system eliminated as an option?
73	Project	Why not used the original plan to move the material by ramp without using the roads?
74	Project	How long will this project go on and impact us start to finish?
75	Project	Will CAW equipment be left on site without being demobilized to minimize equipment mobilization trips?
76	Project	What will happen to this project during a large flood?
77	Project	What is the cost for strengthening the dam in place?
78	Project	Why not just reroute the river and leave the dam there - cover it with dirt and plant trees and grass on it - turn it into an attraction since there will be roads to it?
79	Project	Where will all the stuff (concrete, etc.) be dumped after it is removed?
80	Project	How will the Dam be broken up?
81	Project	Why should those of us on private wells be obliged to share cost that is CAW's responsibility?
82	Project	What is the purpose of the pipe shown in the photo of the low road? Will it be removed? Is it on the ground or lifted on the air?
83	Project	Are you bringing the concrete and steel from the site out?
84	Project	Why can't we take the tractor trailers that are 18 ft. wide on the high road and off load the vehicles closer to the site? Can you walk them down?
85	Project	The fire in '99 was in Sept-Oct-Nov? So that could push the project out?

86	Project	Where is all the debris from the excavation of the new access road going to go? How are you going to move it? Where will it go? Over the bank? Will it go out?
87	Project	Something is missing; there was no analysis of using machinery that can fit through? The dam was built in 1921. An early assumption was made to use supersized machinery that is causing all this impact. Why not using smaller machinery?
88	Project	How long will it impact us, start to finish?
89	Project	Why don't you leave the dam there?
90	Project	Wouldn't it be cheaper to just build a fish ladder?
91	Project	Strengthening the dam in place, did you consider it, why did it change, how long will it take? It is cheaper, why did it change?
92	Real Estate	How will homeowners be compensated for our inability to sell our homes for 5 years?
93	Real Estate	Since we have no dependency on CAW will we be compensated for our inconvenience and temporary loss of property value?
94	Real Estate	What affect on house/real estate values?
95	Real Estate	Do you have to acquire private property to widen the road?
96	Road Closure	9 to 3 define.
97	Road Closure	Closure vs. Stoppage.
98	Road Closure	Is N. Cachagua closed during road construction? How long?
99	Road Closure	Traffic stop at 3 mile marker Cachagua Road?
100	Road Closure	What does closing road actually mean for normal comings and goings deliveries, service people, friends etc.
101	Road Closure	Please elaborate on road closures.
102	Road Closure	Will there be closures on the Jeep trail for the residents there?
103	Road Closure	Closing road means what for friends, delivery people, etc. So what do we tell to people? That they can't come to visit?
104	Road Closure	Will it ever be closed off on both sides?
105	Road Condition	Why 18' / 12'
106	Road Condition	Culvert between store and Nason Road is falling apart are you going to replace it?
107	Road Condition	Who is cleaning up after the mess?
108	Road Condition	Are there Tassajara Road Improvements?
109	Road Condition	What about the rest of Carmel Valley Road improvements (Sleepy Hollow turn and Cliff or Los Tulares Cliff)?
110	Road Condition	Will CAW restore Cachagua, Tassajara, and Carmel Valley Road once the job is done?

111	Road Condition	Did you know Cachagua Rd. is not 18 feet in many places?
112	Road Condition	Upper Cachagua - sharp hairpin turns, why are they not noted?
113	Road Condition	Will post construction road repair be full layer asphalt or just chip and seal? Will road be maintained throughout project?
114	Road Condition	At the commissioner's meeting you were asked if the routes are 18 ft. and that is not true. It is 14 ft. at some points.
115	Road Condition	What improvements will be made in the rest of CV Rd? What are the markings on CV Rd for?
116	Road Condition	Will the county make improvements before you start the project?
117	Road Condition	Will roads be maintained during the project?
118	Route Alternatives	3% people consideration.
119	Route Alternatives	In the comparison slide between Jeep Road and High Road the road improvement footage is relatively minor yet acreage "disturbed" is substantial - how is this so?
120	Route Alternatives	Why not have all construction traffic go through Sleepy Hollow?
121	Route Alternatives	Is the cost of labor, fuel, wear and tear on roads and equipment of the 20 miles further distance described in the budget in detail over the 4 year period?
122	Route Alternatives	Higher number of residents impacted by routing Tassajara/Cachagua Road compared to Sleepy Hollow San Clemente Drive why take this route?
123	Route Alternatives	Why Cachagua and not Sleepy Hollow?
124	Route Alternatives	Why not go through Sleepy Hollow?
125	Route Alternatives	How many people and businesses on the high road and the low road would be impacted if you had chosen either of those routes?
126	Route Alternatives	Why not the shorter distance through Sleepy Hollow not used?
127	Route Alternatives	Why was Sleepy Hollow Given a pass?
128	Route Alternatives	Where is the EIR's in the systematic comparison of each dam removal alternative including each traffic alternative?
129	Route Alternatives	You mention that some things were not cost effective i.e. removing sediment where can we find specific information about how much extra it costs to use the scenic route (Tassajara/Cachagua)?

130	Route Alternatives	The cost of the project as represented only deals with the Jeep Trail from Cachagua Rd. down and Sleepy Hollow (San Clemente Drive) up. It does not include extra fuel, man hours, and equipment maintenance over the extra 40 mile round trip up two major hills. Lets compare apples to apples here.
131	Route Alternatives	Over the life of the project the extra cost in fuel from Sleepy Hollow Access vs. Cachagua access will be an additional 1 m to 2 million dollars - why do we not use Sleepy Hollow access?
132	Route Alternatives	Your SEIR contains lots of letters from Sleepy Hollow residents attorney to you in 2011 is that the reason you revisited the access to the work?
133	Route Alternatives	It seems like you all are in a big hurry to get this done so you're not taking the time to do it in the least environmentally damaging way or the least costly way or the way that has the lowest impact on human beings. What's the rush? Why not take the time to accurately analyze the alternatives and do it right?
134	Route Alternatives	What is the additional distance from Sleepy Hollow to the site?
135	Route Alternatives	You mentioned flooding on the low road as a reason not to use it. Did you consider that Cachagua and Tassajara roads flood too? Last flood was 97-98.
136	Route Alternatives	Consider a road north of Stone Pine, South of San Clemente Road come in the bottom connect with S.C Road away from Home Owners.
137	Route Alternatives	Since you are missing so much pertinent information: well impact, total costs of jeep trail including outer road repairs, total areas of disturbance, total tree removal, incomplete emergency plans, and no mention of land commandeering at low cost - how can you scientifically and environmentally and financially support this plan?
138	Route Alternatives	What about the ecological value of people - 2,000 people?
139	Route Alternatives	It's a lot easier to anticipate and handle the impacts on a population of 20 Sleepy Hollow than on a population of 2,000 Cachagua - isn't it? Explain why this hasn't been a factor in the evaluation of possible routes, why it wasn't a factor in any EIR?
140	Route Alternatives	Curious about environmental impact assessment?
141	Route Alternatives	1920 Dam built with Sleepy Hollow drive. Old machinery and trucks were used to make "state of art" dam. 1.25 mile access. Yet today we need 20 mile access make a case for that.

142	Route Alternatives	Let me get this straight - you did not include the cost of gas, labor, etc. when evaluating a route that adds 750,000 miles to the project and takes four times as long as going in San Clemente Drive? How can you come to a reasonable conclusion without that number?
143	Route Alternatives	How many residents are there in Cachagua?
144	Route Alternatives	How many residents in Sleepy Hollow?
145	Route Alternatives	Relative incomes reconciled per presidents 1994 executive order for environmental justice?
146	Route Alternatives	Since CAW does have an easement through Sleepy Hollow would it not be more cost effective, with less environmental impact to go through Sleepy Hollow rather than Tassajara and Cachagua Roads?
147	Route Alternatives	Why is traffic associated with the dam removal being routed along Cachagua Road and not Sleepy Hollow?
148	Route Alternatives	Are the proposed routes to be voted upon?
149	Route Alternatives	The road improvement footage is. 2.8 acres vs. 7.3 acres, why is it so great?
150	Route Alternatives	The environmental impact study does not include Cachagua road and CV Road comparisons?
151	Route Alternatives	We want a comparison with numbers of residents and number of low income residents.
152	Route Alternatives	No comparison of jeep trail vs. high road; it's not in the EIR, How did you decide the route then? Seems hodge podge, it was not evaluated systematically.
153	Route Alternatives	Where can we find information about how much it costs to use each road?
154	Route Alternatives	With all this new information that you have, will you put it the EIR, Is there a possibility to change the route again?
155	Route Alternatives	How many miles is each route (JT vs. High Rd.)?
156	Route Alternatives	What is the cost comparison including extra time and labor?
157	Route Alternatives	If you use the Jeep Trail will you not use the high road? How are you going to access the dam, from the front or the back?
158	Route Alternatives	Are you taking into account the extra cars that will have to come around Tassajara because Cachagua Rd. will be closed? Did you add those to the estimates?
159	Route Alternatives	Why don't you have more information if you have been working on this since 2008?
160	Route Alternatives	Are the expenses of road repairs built into your budget?

161	Route Alternatives	We've been told that Sleepy Hollow got their attorneys in the project from the beginning and that's why you're not using that route. Why did Sleepy Hollow hire attorneys? Why did they write the EIR? Why didn't we get one?
162	Safety	What about kids on roads, bikes, horses what about the safety?
163	Safety	What about horses, bikes, kids on the road?
164	Sleepy Hollow Agreement	Why are you not discussing the agreement signed by CAW and Sleepy Hollow HOA?
165	Sleepy Hollow Agreement	What is the nature of the agreement that was signed the day before the planning commission meeting between CAW and Sleepy Hollow HOA?
166	Sleepy Hollow Agreement	CAW has negotiated a private deal with Sleepy Hollow Regarding construction traffic...are you going to make that agreement public?
167	Sleepy Hollow Agreement	CAW has negotiated some kind of private deal with Sleepy Hollow regarding construction traffic. Are you going to make that agreement public?
168	Sleepy Hollow Agreement	Is the agreement between The Applicant and the Sleepy Hollow community going to be made public? If the actual agreement cannot be made public, can the substance of the agreement be disclosed?
169	Sleepy Hollow Agreement	Does Cal Am have an easement on SH?
170	Steelhead	What happens to our steelhead runs during this project?
171	Traffic	Traffic control
172	Traffic	Is 80 cars the actual number?
173	Traffic	How are you going to get these through Los Tulares (The Bucket) area?
174	Traffic	How are we to get to work and home at any hour of any day in a timely way.
175	Traffic	Will you prohibit the use of Jake brakes on big trucks?
176	Traffic	Will we be given priority on the road?
177	Traffic	What about people who have to go to work between 9 and 3 pm daily?
178	Traffic	Tassajara guest season goes may through mid September. During guest season approximately 6000 people will come and go on Tassajara Rd. via Carmel Valley Rd. How will our guests get to us, and how will Tassajara be recompensed for loss of income?
179	Traffic	You mention 16 trucks a day at peak period. Does that mean 16 trucks going one way or also a return, meaning 32 trucks?
180	Traffic	Which routes are the D8 coming down?
181	Traffic	How will the transports turn around?

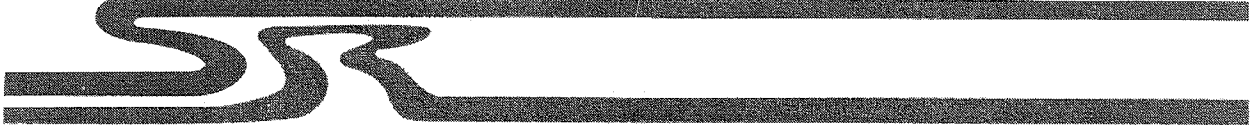
182	Traffic	Will off loading equipment shut down Cachagua Road?
183	Traffic	What will be the traffic on Carmel Valley Road?
184	Traffic	We are all upset at having to bear the full brunt of construction impacts are you going to try to shift any of the construction traffic from Cachagua Rd. back to San Clemente Drive? Yes or No?
185	Traffic	You have heard how upset all of us are at having to bear the full brunt of the construction activity and what the commissioners said at the hearing, are you going to try to shift any of the construction traffic from Cachagua/Tassajara to San Clemente Drive?
186	Traffic	Are you planning to restrict the use of Jake Brakes on Tractor Trailers to lower noise impact?
187	Traffic	Rumor has it that there will be 40-70 trucks a day making round trips - that's a bunch of traffic on our narrow already dangerous roads in Cachagua - Is there any truth to this rumor?
188	Traffic	Will there be signage on CV and Cachagua road to alert and slow people down?
189	Traffic	How will you address "pullover" spots for trucks?
190	Traffic	Is the Applicant willing to consider the routing of any additional construction-related traffic to San Clemente Drive, or does the Agreement preclude this?
191	Traffic	Would the Applicant consider bringing heavy equipment in and out via Cachagua/Tassajara only once---at the start and at the completion of the project--instead of doing so every year? This would have a dramatic affect on the project impacts to our community.
192	Traffic	How do I get to work? Not 9-5?
193	Traffic	Can the construction traffic happen over night instead of during the day from 9-3?
194	Traffic	Is it possible to reduce the number of trips by leaving and storing some of the vehicles on site or in the area?
195	Traffic	What about school buses?
196	Traffic	I drive to work and home at about 8:15 am and 5:30 pm along Cachagua road how will construction traffic impact my commute?
197	Traffic	What is the proposed route for construction traffic along Cachagua Road?
198	Traffic	How is 1 traffic coordinator adequate for 2,000 residents?
199	Traffic	How will people who don't have internet access find out the truck schedule?

200	Traffic	Where will the trucks go after they leave the Cachagua area - through Carmel valley village?
201	Traffic	Is there a provision to eliminate non resident traffic from using Parrot Ranch Road as a short cut between Tassajara and Cachagua Roads?
202	Traffic	Will we get stickers? Local ID?
203	Traffic	You're going to close the road for five hours when the trucks turn around, where are they going to turn around? For how many years will this go on?
204	Traffic	Why don't you move the trucks at night?
205	Traffic	How many of the 600 cars that travel on the road regularly weigh that many tons? Do you have hourly traffic statistics?
206	Traffic	How do you restrict the 9-3 traffic of the trucks?
207	Traffic	Is it 10 weeks continually? Does that mean that no one can come on the road?
208	Traffic	So, you'll have 32 trucks in 6 hours? Is a truck coming down every 10 minutes?
209	Traffic	It is off the public road, in a staging area in the Jeep Trail.
210	Traffic	Where in the EIR is there a systematic comparison of each project and impacts of traffic?
211	Traffic	Trucks on Cachagua Rd. Where do they go after that, do they go to Carmel or Laureles?
212	Traffic	How long will that widening take? It seems like a 2 month project. Is the 10 week estimate for each one?
213	Traffic	Can the 9-3 schedule change if things are moving slowly?
214	Traffic	Will the trucks come in through the Village?
215	Traffic	What size truck are we talking about when we say 30 or 40 trucks?
216	Traffic	So at 3 p.m. they can be driving back or does that mean that they can't be in the road from 3 p.m. on? Only in Cachagua or also in CV?
217	Traffic	How many lines will the traffic coordinator have?
218	Traffic	Will 10 wheelers come around those hairpins on Cachagua Road?
219	Tree Removal	What happened to the 1500 trees to be cut down?
220	Tree Removal	Which and how many trees on CVR and Tassajara RD?
221	Tree Removal	How many trees will be removed on Cachagua and Tassajara Rd?
222	Tree Removal	How can the removal of any living tree be considered an improvement?
223	Tree Removal	Where are the trees that are going to be cut down?
224	Tree Removal	How many trees will be removed along Cachagua?
225	Tularcitos Mutual Water Company	Can you guarantee no impact to the Tularcitos Mutual Water Company?

226	Tularcitos Mutual Water Company	How will you plan to address existing water wells that serve communities if damaged or destroyed?
227	Tularcitos Mutual Water Company	We have a water system there, I am perplexed because you're leaving out essentials, I don't see that on the map?

Exhibit M

Public Comments submitted following
September 12, 2012 Planning Commission
meeting



September 13, 2012

Monterey County Planning Commission
Bob Schubert, Planner
168 West Alisal Street, Salinas, CA

Dear Mr. Schubert

The Sky Ranch Property Association is a large community of Monterey County taxpayers and voters who live on a 400 acre, 36 parcel agricultural sub division situated adjacent to the upcoming dam projects upper access road. The ongoing impact of this project will negatively affect the quality of our lives for years to come.

Current information suggests that all environmental impact studies are already done and nearly approved. The second EIR evaluation concludes repeatedly in many categories of impact that there will be many “significant” negative “impacts” on our lives that are “unavoidable”. Those that are described as being mitigated are based on assumptions that appear achievable on paper but in truth are far more challenging and dangerous in actual execution. The daily dangers of commuting and the delays created for emergency vehicles is a grim fact of life for every resident who lives here already. The proposed addition of heavy equipment traffic and extra working and service worker vehicles could create the opportunity for a fatal reality of tragic magnitude if there’s a fire or major traffic problem that blocks this notoriously difficult winding narrow mountain road.

Since there has been little or no direct communication with the Sky Ranch Community, the necessary steps for including our concerns in this evaluation process have been poorly handled or entirely absent. This lack of community input has led to an incomplete picture that has limited the Planning Department’s ability to carry out its essential administrative responsibilities for the public good.

The key issues we would like addressed include: the choice to use Tassajara Road and Cachagua Road as primary access for entry and exit to the dam site Road, when more direct access is available off Carmel Valley Road at San Clemente road. In addition, this plan calls for extensive reengineering and reconstruction of our roads and immediate environment that create a variety of dangerously unacceptable conditions that contaminate our living conditions with excessive noise, air and light pollution, as well as fire and vehicular safety issues and a potential destructive impact to our water company’s water source.

We would hope that the next phase of this process will rectify what has been overlooked.
Thank You,

David Schiffman,
SRPOA President

Schubert, Bob J. x5183

From: Sue Spence-Sharpe [suswords@yahoo.com]

Sent: Wednesday, September 12, 2012 6:09 AM

To: Capoadamn@yahoo.com

Cc: Schubert, Bob J. x5183

Subject: San Clemente Dam Removal

TWIMC:

I am a homeowner in the Cachagua area of Carmel Valley. I recently received notification about the removal of the San Clemente Dam and the expected impact that project will have on this area.

Earlier this year I got a notice concerning this dam and thought nothing of it because the dam is several miles from where I live and is accessible by San Clemente Drive in the Sleepy Hollow area near the village. Now I find out that the dam removal team WILL impact Cachagua by using the Cachagua/Tassajara Road area to access the dam. Apparently, the Cachagua area will be subjected to road closures, some bridge reconstruction, and much heavy equipment traveling through for about four years. As a homeowner and parent my concerns are the safety of our narrow roads with increased traffic, how the school buses will be affected, and why San Clemente Road (20 miles closer to the dam) can not be used.

My work schedule prevents me from attending the Public Hearing today, but I would like my concerns addressed. I trust the Cachagua Area Property Owners Association members attending will bring up these issues.

Thank You,
Sue Spence-Sharpe
37149 Nason Rd.
Carmel Valley, CA 93924
831-659-1230

September 18, 2012

To: Planning Commission, Monterey County

Re: San Clemente Dam Removal/Carmel River reroute project

My name is Jerald King. I came to Cachagua Valley in March, 1969. It was a very sleepy place. The Cachagua store was smaller then. There was a sign to save Cachagua from flooding by California American Water Company. I didn't understand it at the time but on October 1, 1971 I moved to Cachagua Valley and the place I moved to was exactly where they had intended to put the dam.

There is a nice meadow about a hundred feet above the river that was flat and covered with big valley oaks spaced nicely apart. There is a deep cut in the meadow that has been trying to heal since California American Water Co. started excavation on the dam without any approval whatsoever. It would have flooded the whole Cachagua Valley past the store and then some.

Before the Los Padres Dam was built in 1949, the Carmel River had salmon. They had the courtesy of building a fish ladder when they made the San Clemente Dam. The steelhead remained for a while because they still had their Cachagua Creek spawning area and the river between the dams that runs all year.

When I rode my horse down the road to the dam in 1972, the dam was completely silted up then. There was water but not very deep and it went back upstream for quite a way. From what I know of silt, it packs hard. It doesn't hold water as it falls to the bottom.

California American Water Co. has caused many delays due to roadwork for leaks and new pipe, etc. This will be the mother of all delays lasting four years or more. I am pretty sure this whole thing is unnecessary. It has never been an issue until the Sleepy Hollow subdivision became what it is now.

As planned, the extra 23 miles is 6 ½ times the distance as the San Clemente Road. Due to the two very long and steep hills on the way to the planned jeep trail, it will take much longer than 6 ½ times more fuel and man hours. The extra cost in fuel and worker time alone would be enough to enrage current Cal-Am customers if they only knew about it. It seems the article on the front page of the Herald had a map that put Cachagua just outside Carmel Valley Village and Sleep Hollow not there. They have told no one that when you get to the bottom of the jeep trail they still have to make their way to the dam. That was a jeep trail to the headwaters of the dam.

The jeep trail crosses the property that Norman Miller put into scenic easement back in the 1970's. He also owned the wide ridgeline looking down on the river from where the Cachagua Rd. starts down toward Carmel Valley. If the park dept. had the jeep trail where did they get it? What right do they have to give our land away to a private corporation? Just who has such authority that was not elected

by anyone to anything? This dam removal would not be seen by most people if it were done by way of Sleepy Hollow Rd. If it is done by way of the Cachagua Rd., it will make a scar that will be seen forever like the failed airstrip across the valley (Dormandy Ranch) you can see from the Cachagua Rd.

There is also mention of development on 25% slopes. What kind of development are we talking about? More upscale houses overlooking the river? Where do we get the room on the road for that? Wouldn't that look like they were getting road work at ratepayers expense to remove the dam but also to come up with the access to the property the water company owns already?

Why weren't the residents better notified about the scope of the project and the effect it will have on all of us? Why does this corporation think it is OK to trample the civil rights of an entire community to protect a few people from an inconvenience? Allowing these people to build right under a 90 year old dam was an extreme act of negligence. It should not be a burden to the communities of Cachagua and Jamesburg. We neither benefit from nor are threatened by either of the dams. None of us are serviced by Cal-Am. It should not be our concern nor should we be threatened with such a bizarre scheme as to go around through our place instead of the three miles up the road that the dam was originally built from.

There is at least one instance of using eminent domain to take a neighbor's land. Also another instance of another neighbor having her well threatened. How can a company that has not been able to provide water for their customers very well come out here and threaten someone's private water system?

Why can't they use eminent domain for access to Sleep Hollow? The water company says they don't have access through because it is a private road. Why do they think they have access through our parkland? It was not meant to be made 18' wide and will look really ugly on the mountainside.

The last point I would like to make is about proscriptive easement. It takes 5 years to establish proscriptive easement and Cal-Am has been using that road for at least 40 years that I personally know of.

Thank you for your time and I hope you will consider the rerouting of this project. Even going through Sleepy Hollow this whole project is going to impact the entire communities of Carmel Valley Village, Cachagua, Jamesburg, Tassajara Zen Center, Arroyo Seco and those coming from Santa Lucia Highlands with grapes and the vineyard workers coming from Greenfield and King City. As I stated earlier, this whole project is probably unnecessary but no one seems to be able to say it.

Sincerely,

Jerald King, 831 659-2631

Novo, Mike x5192

From: Boyd, Arlene P. 759-6642
Sent: Thursday, September 27, 2012 1:34 PM
To: 100-BoS Everyone
Cc: Bauman, Lew x5113; McKee, Charles J; Reimann, Kathryn x5358; Novo, Mike x5192; Allen, Carol x5178
Subject: FW: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

FYI

Arlene Boyd

*Senior Secretary
Clerk of the Board of Supervisors
County of Monterey
168 W. Alisal St., 1st Floor
Salinas, CA 93901
(831) 755-5066
FAX (831) 755-5888*

From: Sarah Haussermann [mailto:chomeuse@yahoo.com]
Sent: Wednesday, September 26, 2012 3:59 PM
To: 112-Clerk of the Board Everyone
Subject: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

Please distribute this letter to all five Monterey County supervisors.

21700 Parrot Ranch Rd
Carmel Valley, CA 93924

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter
PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads. Put those trucks on San Clemente Drive where they belong.

Thank you,

Sarah Haussermann

From: Marnie Sperry [mailto:marniesperry@gmail.com]
Sent: Thursday, September 27, 2012 4:34 PM
To: 112-Clerk of the Board Everyone
Subject: Cachagua Road, Carmel Valley, CA

MARNIE SPERRY

17461 Cachagua Road

Carmel Valley, CA 93924

September 27, 2012

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter

PO Box 1728

Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads. Put those trucks on San Clemente Drive where they belong.

Thank you,

Marnie Sperry

Nicole & Jason Rodda
34981 Sky Ranch Rd.
Carmel Valley, CA 93924

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter
PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. We feel that the removal of the San Clemente Dam using the route through The Cachagua Valley using Tassajara and Carmel Valley Rd. is extremely unsafe for passenger vehicles using the same road. I travel with my two children twice daily to school and back on these roads and over the past 12 years of living in Sky Ranch Estates have had numerous close calls with large trucks due to the fact that they simply do not fit on these roads!!! There is barely enough room for two passenger cars to pass each other safely! If this route is to be used the entire road would have to be widened for it to be at all safe. At the Cachagua road turnoff off of Carmel Valley Rd. there is even a sign posted noting that large trucks are advised not to use Cachagua Rd.!

We also feel that using the current proposed route is unnecessarily damaging to the environment. Wouldn't the route through Sleepy Hollow use extremely less fuel and save a huge carbon footprint? The answer is yes! When I think of all of the tires, fuel and general wear and tear on the road, pilot vehicles and trucks involved with this long dangerous route I cringe! Not to mention that the logistics involved with routing a huge amount of large trucks through narrow winding roads over a four year period is simply ludicrous! The people in charge of making this decision obviously have never had to drive these roads and have not had to deal with how large trucks have to sweep into the opposite lane, cutting corners, to make the corners and then avoid passenger cars that may be coming in the opposite direction. I can't count how many times I have had to literally stop in the middle of the road to let a truck make a corner or have almost been hit by a large truck cutting a corner because they do not fit on this road, anywhere! Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads and put those trucks on San Clemente Drive where they belong!

Best Regards,

Nicole & Jason Rodda

From: Steven Stanley [mailto:stan@redshift.com]
Sent: Friday, September 28, 2012 2:14 PM
To: 112-Clerk of the Board Everyone
Subject: Fwd: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

Steven Stanley 17380 Cachagua Rd. CV. Ca. 93924

Begin forwarded message: Please help to redistribute the traffic to an equitable proportion. Thanks...Steve

From: Sarah Haussermann <chomeuse@yahoo.com<mailto:chomeuse@yahoo.com>>
Date: September 26, 2012 5:26:12 PM PDT
To: Undisclosed Recipients <chomeuse@yahoo.com<mailto:chomeuse@yahoo.com>>
Subject: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

Howdy folks, it was great to see you at the meetings yesterday and/or at the hearing on Sep 12. I'm your neighbor who collected names and emails; I live on Parrot Ranch Rd by Bernardus.

Potter's office said the most effective way to sway the supes was to get as MANY people as possible to email the supes - all of them not just Potter - and he said to use the format in my forwarded message below. You can copy it if you like, just be sure to put your name and street address on it. Email to: cob@co.monterey.ca.us<mailto:cob@co.monterey.ca.us> the clerk of the board of supervisors. Clerk will pass your message to all the supes. "Say whatever you like," Potter's office said, "be passionate if you're feeling it, just make sure you ask for exactly what you want: those trucks completely off Cachagua Road and Tassajara Road and back onto San Clemente Drive." Potter's phone is 647-7755.

Thanks all,
Sarah (659-8456)

--- On Wed, 9/26/12, Sarah Haussermann
<chomeuse@yahoo.com<mailto:chomeuse@yahoo.com>> wrote:

From: Sarah Haussermann <chomeuse@yahoo.com<mailto:chomeuse@yahoo.com>>
Subject: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads
To: cob@co.monterey.ca.us<mailto:cob@co.monterey.ca.us>
Date: Wednesday, September 26, 2012, 3:59 PM
Please distribute this letter to all five Monterey County supervisors.

address here]

CA 93924

[your street
Carmel Valley,

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter
PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads. Put those trucks on San Clemente Drive where they belong.

Thank you,

[your name]

From: Steven Stanley [mailto:stan@redshift.com]

Sent: Friday, September 28, 2012 2:14 PM

To: 112-Clerk of the Board Everyone

Subject: Fwd: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

Steven Stanley 17380 Cachagua Rd. CV. Ca. 93924

Begin forwarded message: Please help to redistribute the traffic to an equitable proportion.

Thanks...Steve

From: Sarah Haussermann <chomeuse@yahoo.com>

Date: September 26, 2012 5:26:12 PM PDT

To: Undisclosed Recipients <chomeuse@yahoo.com>

Subject: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

Howdy folks, it was great to see you at the meetings yesterday and/or at the hearing on Sep 12.

I'm your neighbor who collected names and emails; I live on Parrot Ranch Rd by Bernardus.

Potter's office said the most effective way to sway the supes was to get as MANY people as possible to email the supes - all of them not just Potter - and he said to use the format in my forwarded message below. You can copy it if you like, just be sure to put your name and street address on it. Email to: cob@co.monterey.ca.us the clerk of the board of supervisors. Clerk will pass your message to all the supes. "Say whatever you like," Potter's office said, "be passionate if you're feeling it, just make sure you ask for exactly what you want: those trucks completely off Cachagua Road and Tassajara Road and back onto San Clemente Drive." Potter's phone is 647-7755.

Thanks all,

Sarah (659-8456)

--- On **Wed, 9/26/12**, Sarah Haussermann <chomeuse@yahoo.com> wrote:

From: Sarah Haussermann <chomeuse@yahoo.com>

Subject: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

To: cob@co.monterey.ca.us

Date: Wednesday, September 26, 2012, 3:59 PM

Please distribute this letter to all five Monterey County supervisors.

[your street address here]
Carmel Valley, CA 93924

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter
PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. Please get ALL of Cal Am's San-Clemente-Dam-removal

construction trucks off Cachagua and Tassajara Roads. Put those trucks on San Clemente Drive where they belong.

Thank you,

[your name]

From: Nicole F Rodda [mailto:roddas@razzolink.com]
Sent: Friday, September 28, 2012 1:49 PM
To: 112-Clerk of the Board Everyone
Subject: San Clemente Dam Removal
Importance: High

Please distribute the following letter to all five Monterey County supervisors:

Nicole & Jason Rodda
34981 Sky Ranch Rd.
Carmel Valley, CA 93924

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter
PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. We feel that the removal of the San Clemente Dam using the route through The Cachagua Valley using Tassajara and Carmel Valley Rd. is extremely unsafe for passenger vehicles using the same road. I travel with my two children twice daily to school and back on these roads and over the past 12 years of living in Sky Ranch Estates have had numerous close calls with large trucks due to the fact that they simply do not fit on these roads!!! There is barely enough room for two passenger cars to pass each other safely! If this route is to be used the entire road would have to be widened for it to be at all safe. At the Cachagua road turnoff off of Carmel Valley Rd. there is even a sign posted noting that large trucks are advised not to use Cachagua Rd.!

We also feel that using the current proposed route is unnecessarily damaging to the environment. Wouldn't the route through Sleepy Hollow use extremely less fuel and save a huge carbon footprint? The answer is yes! When I think of all of the tires, fuel and general wear and tear on the road, pilot vehicles and trucks involved with this long dangerous route I cringe! Not to mention that the logistics involved with routing a huge amount of large trucks through

narrow winding roads over a four year period is simply ludicrous! The people in charge of making this decision obviously have never had to drive these roads and have not had to deal with how large trucks have to sweep into the opposite lane, cutting corners, to make the corners and then avoid passenger cars that may be coming in the opposite direction. I can't count how many times I have had to literally stop in the middle of the road to let a truck make a corner or have almost been hit by a large truck cutting a corner because they do not fit on this road, anywhere! Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads and put those trucks on San Clemente Drive where they belong!

Best Regards,

Nicole & Jason Rodda

Schubert, Bob J. x5183

From: Flores, Bryan x7755

Sent: Monday, October 01, 2012 4:50 PM

To: Lee, Kathleen M. 647-7755

Cc: Schubert, Bob J. x5183

Subject: Sky Ranch water concern re: road widening for dam removal project

Gwen Urgo, 659-1807, called today to express her concern with the road widening that will need to be done prior to the dam removal. She is a 35 year resident at Sky Ranch and stated that one of their water systems is near the proposed road widening and is fearful of water contamination. She also wanted to voice her concern over the potential damage trucks will have on CVR. Gwen has a home business boarding dogs and stated that the proposed road closures will directly impact her business and cause her to lose income.

Thanks,
Bryan

From: Ben Barrera [benbarrera373@msn.com]
Sent: Tuesday, October 02, 2012 8:33 PM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Fwd: San Clemente Dam Removal

Clerk of the Board of Supervisors.

Please distribute this letter to all county supervisors: Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter.
From: Ben and Cate Barrera, 37302 Tassajara Rd, Carmel Valley, CA 93924 -HP 659-2998

We have been residences at the above address for 12 years. We are against the re-routing of the San Clemente Dam removal for the many reasons you must have heard about from our neighbors. We would like to emphasize one main reason we are in opposition - "cost".

The Cal Am consultants have made a point that their primary reason for choosing the new longer route is a cost savings of almost \$3,000,000. This, they emphasize, is major and they are being responsible to the taxpayers and rate payers that would be burdened with the additional cost if they took any of the alternate routes they have studied.

The sum of \$3,000,000 is substantial but as you have heard the consultants have admitted not all costs that could be attributed to the longer route are in the total. We would venture the cost of maintaining the longer route roads for 3 to 5 years in itself would far exceed the \$3,000,000. If even one bridge has to be repaired or replaced or if one more curve has to be straighten the \$3,000,000 would be exhausted immediately. Those cost were not included anticipated or disclosed.

What additional costs, "hard costs", have not been included? Has the added insurance cost for the longer and more traffic intensive route been considered - we doubt it would be the same cost as a much shorter less traffic intensive route? Has the added fuel costs and maintenance costs on the equipment been added as the contractors would surely anticipate these costs in their higher bids? How about the yet to be determined cost of turn outs, flag men, tree removal and right a ways costs or even reimbursements for business lose to Cachuaga wineries? How many more costs are not included?

Logically and intellectually one would easily assume the \$3,000,000 the consultants and Cal Am feel they are saving us would be immediately evaporated and one would conclude the new route is much more expensive. We do not know what these cost are today because the consultants and Cal Am did not address them in their EIR in detail and in most cases not at all or were apparently even considered.

If the route is based mainly on cost savings as has been stressed by Cal Am then the shorter original route would be where the savings and benefit for all the Cal Am rate payers rests.

We ask that you postpone your decision until all costs are clearly disclosed and accounted for. It would be negligent to approve a project on "cost" without full disclosure of all costs items. These disclosures must be in

front of you and all the citizens that are being asked to ultimately pay for the additional costs created by the extended route.

Sincerely,

Ben and Cate Barrera

Novo, Mike x5192

From: Boyd, Arlene P. 759-6642
Sent: Thursday, September 27, 2012 4:42 PM
To: 100-BoS Everyone
Cc: Bauman, Lew x5113; McKee, Charles J; Reimann, Kathryn x5358; Novo, Mike x5192; Allen, Carol x5178
Subject: FW: Cachagua Road, Carmel Valley, CA

fyi

Arlene Boyd

*Senior Secretary
Clerk of the Board of Supervisors
County of Monterey
168 W. Alisal St., 1st Floor
Salinas, CA 93901
(831) 755-5066
FAX (831) 755-5888*

From: Marnie Sperry [mailto:marniesperry@gmail.com]
Sent: Thursday, September 27, 2012 4:34 PM
To: 112-Clerk of the Board Everyone
Subject: Cachagua Road, Carmel Valley, CA

MARNIE SPERRY
17461 Cachagua Road
Carmel Valley, CA 93924

September 27, 2012

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter
PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads. Put those trucks on San Clemente Drive where they belong.

Thank you,

Marnie Sperry

09/27/2012

Novo, Mike x5192

From: Boyd, Arlene P. 759-6642
Sent: Thursday, September 27, 2012 3:27 PM
To: 100-BoS Everyone
Cc: Bauman, Lew x5113; McKee, Charles J; Reimann, Kathryn x5358; Novo, Mike x5192; Allen, Carol x5178
Subject: FW: San Clemente Dam Removal Traffic

FYI

Arlene Boyd
Senior Secretary
Clerk of the Board of Supervisors
County of Monterey
168 W. Alisal St., 1st Floor
Salinas, CA 93901
(831) 755-5066
FAX (831) 755-5888

-----Original Message-----

From: Diane Miller [mailto:ironwoodhill@q.com]
Sent: Thursday, September 27, 2012 2:36 PM
To: 112-Clerk of the Board Everyone
Subject: San Clemente Dam Removal Traffic

Dear Clerk of the Monterey County Board of Supervisors:

Please distribute this letter to all five Monterey County supervisors.

38350 Laurel Springs Rd
Carmel Valley, CA 93924

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads. Put those trucks on San Clemente Drive where they belong.

Thank you,

Diane Miller

From: Margaret Butterfield [mailto:artink@earthlink.net]

Sent: Monday, October 08, 2012 11:49 AM

To: 112-Clerk of the Board Everyone

Subject: San Clemente Dam Removal Project

Please distribute this letter to all five Monterey County supervisors:
Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter
PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

"Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads. Put those trucks on San Clemente Drive where they belong."

That is the sentiment expressed by most of my neighbors; folks who have children who commute to school and jobs they commute to every day. Folks who are tired of seeing Carmel Valley Road in mid-valley repaired annually while east of the Village we rotate tires and get another wheel-alignment. Hard-working folks that feel they are not being heard and are not getting a fair shake.

I attended the Board of Supervisors meeting on September 12 and the Cal Am presentation at the Cachagua Store on September 25 regarding the San Clemente Dam Removal Project.

As I understand it there are about 25 households in the Sleepy Hollow neighborhood compared to 1000 plus households in Cachagua. The inconvenience, and it is considerable for everyone either way, is better borne by those few people who are potentially affected by devastating damage to life and homes if the San Clemente Dam fails and who will benefit most directly from it's rehabilitation. Cal Am services the homes in Sleepy Hollow and has historical access to the dam on the same road that built it. Cachagua has no business with Cal Am and is not immediately affected by the dam. When the Basin Complex firefighters needed a place to camp and refuel, when fire engines and bulldozers needed access, Cachagua cooperated. It's time for the residents of Sleepy Hollow to share responsibility for their community. Anything less than 50/50 participation is unacceptable. (It would go a long way toward this goal to have the permit limit mobilizations/demobilizations by half.)

Enough people agree the dam should be removed to qualify for consensus. Not enough people agree about who should bear the cost in practical inconvenience and potential hazard.
Let the majority rule, not special interests.

Thank you for your time,

Margaret Butterfield
& Charlie Craddock
10 Trampa Canyon Road
Carmel Valley, CA 93924

From: nancy cahalan [mailto:nan@redshift.com]
Sent: Saturday, October 06, 2012 8:21 PM
To: 112-Clerk of the Board Everyone
Subject: Fwd: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

To Whom it May concern,

I would very much like to see construction traffic routed through Sleepy Hollow. I am concerned it poses an unnecessary risk to my family and neighbors.

Thank you for your time and consideration on this important matter.

Nancy-Cahalan-Stanley
17380 Cachagua Rd Carmel Valley, Ca. 93924

Begin forwarded message:

From: Sarah Haussermann <chomeuse@yahoo.com>
Date: September 26, 2012 5:26:12 PM PDT
To: Undisclosed Recipients <chomeuse@yahoo.com>
Subject: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

Howdy folks, it was great to see you at the meetings yesterday and/or at the hearing on Sep 12. I'm your neighbor who collected names and emails; I live on Parrot Ranch Rd by Bernardus.

Potter's office said the most effective way to sway the supes was to get as MANY people as possible to email the supes - all of them not just Potter - and he said to use the format in my forwarded message below. You can copy it if you like, just be sure to put your name and street address on it. Email to: cob@co.monterey.ca.us the clerk of the board of supervisors. Clerk will pass your message to all the supes. "Say whatever you like," Potter's office said, "be passionate if you're feeling it, just make sure you ask for exactly what you want: those trucks completely off Cachagua Road and Tassajara Road and back onto San Clemente Drive." Potter's phone is 647-7755.

Thanks all,
Sarah (659-8456)

--- On **Wed, 9/26/12**, Sarah Haussermann <chomeuse@yahoo.com> wrote:

From: Sarah Haussermann <chomeuse@yahoo.com>
Subject: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads
To: cob@co.monterey.ca.us
Date: Wednesday, September 26, 2012, 3:59 PM

Please distribute this letter to all five Monterey County supervisors.

[your street address here]
Carmel Valley, CA 93924

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, David Potter

PO Box 1728
Salinas, CA 93902

Dear Supervisors Armenta, Calcagno, Salinas, Parker, and Potter,

My Cachagua neighbors and I need your help. Please get ALL of Cal Am's San-Clemente-Dam-removal construction trucks off Cachagua and Tassajara Roads. Put those trucks on San Clemente Drive where they belong.

Thank you,

[your name]

Novo, Mike x5192

From: Auplace@aol.com
Sent: Friday, October 05, 2012 10:30 AM
To: 112-Clerk of the Board Everyone; Novo, Mike x5192
Cc: chomeuse@yahoo.com; susan.fischer73@gmail.com
Subject: Fwd: please note: errors in Herald editorial that I distributed

I am a resident of Cachagua. I am quite dismayed at the actions regarding the route that the vehicles necessary to the removal of the San Clemente Dam will take in my neighborhood. Unfortunately I do not live in a gated community, but dutifully pay my taxes so that all of you have the means to properly investigate, make proper decisions, and take the right actions to serve as stewards of our communities welfare, both present and long term. As mentioned below, I strongly advise that this project be postponed until we the residents of Cachagua have received another review and that the EIR has justified the study between the Sleepy Hollow route and the Cachagua access. Safety should be one of the paramount objectives of your study. Of course the dollars that can be saved using the Sleepy Hollow Egress would save the Cal-am users a good deal. I am not a president of Granite Rock, (one of the companies bidding for this project), nor the lawyer living in Sleepy Hollow who fought for the action to bypass the Sleepy Hollow. I do need your help, I rely on your wisdom and experience that brought you to the position in which you serve. This is an election year, but there will always be another and another. Please take stock of your resources and support the residents of The Cachagua community in their fight against the route and project that Cal-am has presented, stumbled thru, at the same time trying to railroad their plans at our objection

R.Brian Fischer

From: chomeuse@yahoo.com
 To: chomeuse@yahoo.com
 Sent: 10/4/2012 9:32:46 P.M. Central Daylight Time
 Subj: please note: errors in Herald editorial that I distributed

Please note I made an error in my calculations: The extra cost is \$105 per Cal Am customer, \$4.2 million extra overall, and more than a quarter of a million extra miles driven. I've sent the corrections to The Herald and hope they make it in time for publication. A big thanks to Kelly O'Brien for drawing my attention to the error.

Below is the corrected text:

Right Project, Wrong Route

San Clemente Dam is being removed in the name of the environment. I support the removal of the dam. I do not support sending dam-removal construction traffic on the longest, most dangerous, most costly route, where it will impact 2,000 working-class and low-income people instead of 50 in the upper class - and where it will have the most significant environmental impact.

Yet that is what Cal Am plans to do. If you are a Cal Am customer, you

ought to know what's going on, because you will foot the bill: \$105 extra, for each of you.

Cal Am dam-removal trucks will start their day in Salinas and drive the direct way to Carmel Valley Village. Here, though, use of the direct route will end.

Instead of turning onto San Clemente Drive, trucks will travel a circuitous and dangerous 20-mile route (East Carmel Valley Rd/Tassajara Rd/Cachagua Rd) that loops around to the back of the dam: the "scenic route."

To make this work, existing roads will be extensively modified, and a miles-long new road will be built through scenic slopes. Thousands of oak trees will be hacked down to make that happen.

Cal Am admits it has not calculated the cost of fuel and labor for sending trucks on the extra 40-mile round trip.

So cost was not a factor in the decision-making process.

Nor was time a factor. It takes 2 hours one way on the scenic route to the dam, versus 30 minutes one way on the direct route.

Thankfully, when there's a fire at the dam, fire trucks use the direct route.

Given the mystifying lack of Cal Am cost figures, and my own background in finance and the environmental industry, I ran the numbers myself. Here's what I came up with: you, the Cal Am customer, are paying an estimated \$4.2 million extra (\$105 each) to send dam-removal construction traffic on the scenic route for 4-plus years.

Cal Am vehicles will drive more than one quarter of a million extra, unneeded miles on this route.

Waste of this magnitude is unnecessary when there's a direct route to the dam that has always worked just fine. Since 1921, in fact, when San Clemente Drive was used to build the dam, that road has been the water company's exclusive means to access the dam. And all types of vehicles have traveled that road. This includes large construction equipment: in 1972 heavy machinery was trucked in via San Clemente Drive to build an airstrip upstream of the dam.

What's more, San Clemente Dam has been heavily silted for 65 years, and officials have been publicly mulling solutions to that problem since long before anyone started building houses on San Clemente Drive, around 25 years ago. Folks who bought those houses were aware of - and could reasonably expect their road would be used to solve - this

problem.

Presently, about 50 residents live around San Clemente Drive in the gated subdivision called Sleepy Hollow, on the direct route to the dam. About 2,000 people live in Cachagua, nowhere near the dam.

You'd think those numbers might have been a factor examined in the EIR and its supplements, but they weren't. Not just 50 vs. 2,000, but 50 rich white people vs. 2,000 not-so-rich, not-so-white people.

Dam-removal traffic will affect everyone's daily lives in Cachagua. We are a remote community, and Tassajara Rd and Cachagua Rd are our only means of ingress and egress. With so many people and businesses (wineries, Tassajara Hot Springs, contractors, etc.) out here - plus being the northern access for the Los Padres Forest - there's just no way to mitigate all the problems we'll have.

Years of road work and construction traffic will have too great of an impact on our time, our wallets, our level of stress, and our safety.

Over the next few weeks, in its attempts to push this wasteful route through our area, Cal Am will negotiate with large businesses in Cachagua to compensate them for their financial losses due to this project. But us middle-class folks and the low-income members of the Cachagua community: Cal Am emphatically stated at a recent meeting that, no, our extra financial burdens will not be compensated.

Since you, the Cal Am ratepayer, are paying for this dam-removal project, you ought to know that financial compensation for large businesses along the route is an as-yet-uncalculated cost that will be passed along to you. You might also want to know that there are no large businesses in Sleepy Hollow.

Drive the scenic route for yourself so you know the facts. Often only one lane's width, the route is miles of blind hairpin curves and potholes, through forests and over hills, shared with many bicycles. It is already dangerous. Putting numerous trucks on it, going both directions, is unacceptably hazardous - far beyond any risk associated with San Clemente Drive, which is much shorter, and has vastly less traffic.

I have read the EIR and its supplements. Nowhere in any document is there a side by side comparison of the environmental impact or cost of sending all construction traffic on San Clemente Drive for dam removal and river re-route vs. the scenic route. This fact was admitted in Cal Am's meetings with Cachagua residents on September 25, 2012:

There's no comparison of emissions. No comparison of the impact on streams. No comparison of the number of trees to be removed or their age and species. No comparison of the fossil fuels consumed. No comparison of the impact on 50 people vs. 2,000 people. No

comparison of the cost. No comparison of the relative safety.

Yet, if the Monterey County Planning Commission gives Cal Am the green light on October 31, Cal Am has its shovels ready and Cachagua Road could be closed and this whole project could be underway as soon as November 1.

If this kind of illogical and unjust decision making makes you as angry as it makes me, email the 5 Monterey County Supervisors at cob@co.monterey.ca.us. Copy the 10 Monterey County Planning Commissioners at novom@co.monterey.ca.us. Those county officials have the power to order accurate side by side comparison of the two routes - such a study has yet to be done - so a sensible, informed decision can be made. They also have the power to insist that Cal Am's San-Clemente-Dam-removal traffic use San Clemente Drive, the road the water company has been using since 1921.

Novo, Mike x5192

From: nancy cahalan [nan@redshift.com]
Sent: Saturday, October 06, 2012 8:24 PM
To: Novo, Mike x5192
Subject: Fwd: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

Begin forwarded message:

From: nancy cahalan <nan@redshift.com>
Date: October 6, 2012 8:20:52 PM PDT
To: cob@co.monterey.ca.us
Subject: Fwd: get Cal Am dam-removal construction traffic off Tassajara and Cachagua Roads

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Nancy-Cahalan-Stanley
17380 Cachagua Rd Carmel Valley, Ca. 93924

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Date: September 26, 2012 5:26:12 PM PDT
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[your street address here]
Carmel Valley, CA 93924

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David Potter
PO Box 1728
Salinas, CA 93902

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My Cachagua neighbors and I need your help. Please get ALL of Cal
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and Tassajara Roads. Put those trucks on San Clemente Drive
where they belong.

Thank you,

[your name]

Schubert, Bob J. x5183

From: sally king [sjking2011@att.net]
Sent: Wednesday, October 10, 2012 11:30 AM
To: 112-Clerk of the Board Everyone
Cc: Sarah Haussermann; Flarity Swanston; Schubert, Bob J. x5183; sallyking2@wildblue.net; Don Morgan; jack@galantevineyards.com; palhona@mac.com
Subject: San Clemente dam removal and Carmel River reroute project.

From: Jerald E. King
 21145 Cachagua Rd.
 Carmel Valley, CA 93924
 831 659-2631

To: Supervisors Armenta, Calcagno, Salinas, Parker and Potter,

I am a 40+ year resident of the Cachagua Valley and visited the dam headwaters on my horse, down the jeep trail back in 1972. The dam was silted up then all the way to the stone cabin. The jeep trail did not go to the dam but upstream quite a bit.

I know you have already heard from so many people so I won't go into the fact that the proposed route is six and one half times farther up two major hills, etc. The Carmel Valley Rd. from Sleepy Hollow Rd. to the Tassajara Rd. goes along the Tularcitos Creek which empties into the Carmel River below the San Clemente dam. The Tassajara Rd. goes along a small creek that empties into the Cachagua Creek and the Cachagua Rd. goes along the Cachagua Creek that empties into the Carmel River upstream from San Clemente dam. One fuel truck accident over the four year period could wipe out the whole steelhead run in the Carmel River.

What I would like to address is the deceptive tactic that the water company(Cal- Am) took in informing the public and the planning commission that the Cachagua route was shorter. The measure that was used was from the beginning of the jeep trail at the Cachagua Rd. down to the headwaters of the dam. The measure through Sleepy Hollow was from the Carmel Valley Rd. to the dam. Of course it appeared to be shorter because they somehow left out the other 20 (twenty) miles from Sleepy Hollow Rd. to the jeep trail on the Cachagua Rd. The Cal-Am representatives appeared surprised that they left that out when confronted with the fact.

There is another little deception I am having a real hard time with and that is the fact that Sleepy Hollow Association had this agreement with the water company for so long before most of us in the Cachagua/Jamesburg area even knew about it. We are talking five years here.

I want to make this letter short so you won't tire of reading it. Please use your common sense about this. If they only use the Sleepy Hollow Rd. it will make life in the Carmel Valley area difficult as it will tie up three miles of the Carmel Valley Rd. past Carmel Valley Village. All of this stuff has to come over the Laureles Grade which is a major route from Carmel Valley to Salinas. The alternative route is 20 miles more going through Carmel. By going the extra 20 miles through Cachagua there will be 11 miles of the Carmel Valley Rd. tied up, plus two miles of the Tassajara Rd. and the whole ten miles of the Cachagua Rd. This will adversely affect vineyard workers from Soledad, King City and Greenfield areas, grape hauling from the Santa Lucia Highlands where many of the local wineries grow grapes, all of the residents of the Cachagua/ Jamesburg areas and tourists, bicycle riders and all that enjoy visiting vineyards, the forest and their neighbors. It will be hard to go to the store or any appointment we may have in town.

The claim that the water company does not have legal right of way is false. Company trucks have used that road open and conspicuously for over 40 years that I personally know of. That is called prescriptive easement. There is a treatment plant up there and the dam was built up that road. Upstream from the dams (San Clemente and Los Padres) no one gets water from Cal-Am. Why should we bear the brunt of the dam removal when it does not benefit us in any way? The water company has somehow been given land that was put into scenic easement (Williamson Act) decades ago. Who authorized that? By what authority? I do not see a legal right of way there. The water company representatives act like this is a done deal. Is it? A greater majority of your constituents will be affected by going the longer route. Please cause them to reconsider the route.

Thank you for your time.
Jerald King

Novo, Mike x5192

From: Robert E Montgomery [remontgomery@paulweiss.com]

Sent: Friday, October 12, 2012 8:43 AM

To: 112-Clerk of the Board Everyone

Cc: Novo, Mike x5192; mheditor@montereyherald.com

Subject: Dam Removal

Dear Supervisors,

Having just read the Guest commentary in today's Herald I want to add my voice to that of Ms Haussermann. If her facts are substantially correct, you owe it to the residents of Cachagua and Cal Am's ratepayers (of whom I am one) to reconsider the choice of routes to be used by San Clemente Dam removal construction equipment. If the author's facts are wrong, you owe the public a prompt and detailed rebuttal. Do your duty!

Robert Montgomery
Pebble Beach

Robert E. Montgomery | Of Counsel (Retired Partner)
Paul, Weiss, Rifkind, Wharton & Garrison LLP
remontgomery@paulweiss.com | www.paulweiss.com

This message is intended only for the use of the Addressee and may contain information that is privileged and confidential. If you are not the intended recipient, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please erase all copies of the message and its attachments and notify us immediately.

Schubert, Bob J. x5183

From: Jean Rasch [jeanrasch@gmail.com]
Sent: Friday, October 12, 2012 7:56 AM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Dam

Route dam removal traffic efficiently and economically. Sleepy Hollow will tolerate what's fair. Jean Rasch

Sent from my iPhone

Schubert, Bob J. x5183

From: Helga Fellay [puma2012@comcast.net]
Sent: Friday, October 12, 2012 8:56 AM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Removal of San Clemente Dam

We feel outraged that millions of ratepayer dollars will be wasted, the environment degraded and 2,000 poor people's life turned upsidedown to accommodate the wishes of 50 wealthy homeowners. If you wish to do this, at least don't pass the cost of your follies and prejudices on to us, the ratepayers. Shame on you!

Helga and James Fellay
15 Paso Hondo
Carmel Valley, CA 93924
831 659 5116
puma2012@comcast.net

Schubert, Bob J. x5183

From: Robert E Montgomery [remontgomery@paulweiss.com]
Sent: Friday, October 12, 2012 8:43 AM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192; mheditor@montereyherald.com
Subject: Dam Removal

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Robert Montgomery
Pebble Beach

Robert E. Montgomery | Of Counsel (Retired Partner)
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10 October 2012

Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker, and David Potter
and all 10 planning commissioners
P.O. Box 1728
Salinas, CA 93902

**Re: San Clemente Dam route: Please distribute immediately to all five
Monterey County Supervisors and all 10 Planning Commissioners**

We are writing as residents and homeowners of a property and house at 37503 Tassajara Road, Carmel Valley, California to protest the decision to remove San Clemente Dam by routing traffic up Carmel Valley Road via Tassajara and Cachagua Roads rather than via San Clemente Drive. To be clear, it is not removal of the dam that we contest, but the decision to reroute the construction traffic by secret agreement with a wealthy community and instead inflicting a much more profound and dangerous hardship on a larger but less wealthy, more rural, more diverse, and more remote community. This decision is poorly justified, poorly researched, and bolstered by inaccurate data that fail to reflect the hardships, environmental damage, increased costs to the public, and injustices this change in route will impose. As ecologists and faculty and ecological researchers at a major university we speak with the expertise acknowledged by our positions, and with 25 and 34 years, respectively, as professionals in the fields of ecology and natural resources. As residents of Carmel Valley, we are deeply concerned.

Along with a great many members of our rural community of upper Carmel Valley/Cachagua/Jamesburg, we plan to join a collective legal action to contest this plan. The grounds for this action are: 1) failure on the part of CAL AM to properly notify the community of upper Carmel Valley and Jamesburg in time to fairly explore their concerns, 2) failure to base the logistical case for rerouting on valid data; the plan relies on inaccuracies and missing data for the Cachagua/Jamesburg area; this leads to errors both in assessing impacts and in calculating costs of the two options, 3) inaccuracies (missing data and data inconsistencies) in assessment of the biological impacts of the two options, 4) failure to make transparent the potential conflict of interest in which a resident of Sleepy Hollow is the President/CEO of a construction firm that has a short-listed bid to take down San Clemente Dam while at the same time CAL AM arrived at a secret agreement with the Sleepy Hollow community to reroute the project, and 5) failure to take into consideration the environmental justice concerns of levying a much greater hardship at a higher cost on the already stressed (by traffic, dangerous roads, and distance), more diverse, economically challenged, and far more rural community of Cachagua/Jamesburg. Cachagua/Jamesburg includes a large number of low income residents. The rerouting ignores the impacts on this community in favor of the concerns of relatively few people (approx. 50) living in an extremely wealthy and less remote community that if subject to dam traffic

would experience much severe impacts. Our detailed comments on each of these concerns follow:

1) Failure to notify: This is straightforward in that the Tassajara portion of the proposed new route was added last minute, at the end of spring 2012. Residents who received written notice (by mail) of this addition were the exact same residents who received notice of the old route. In other words, no one on the new route received notice by mail. The landowners on Cachagua Rd. whose property is being taken were not notified. A tiny ad in *The Herald* was apparently published as "notice" for the upper CV/Cachagua/Jamesburg community. Out of 2000 people in the Cachagua/Jamesburg area, only 40 subscribed to *The Herald* at the time. *The Herald* is no longer in circulation out in the upper valley, nor are *The Pine Cone* and *The Californian*, other newspapers where ads were posted. Further, there has been no attempt to reach out to the Spanish-speaking community in Cachagua/Jamesburg.

2) Failure to base the case for rerouting on valid data: No serious attempt has been made to fairly assess the relative costs or impacts of the two alternative routes to the dam. This includes: no comparison of emissions, no comparison of relative impacts on fossil fuels consumed, and no comparison of impacts on 50 vs. 2,000 people. The report lacks data on road width, utility poles, driveways, fire safety, costs of road construction, or extent of rural hardship. Further, authentic alternatives are not considered, e.g. use of Bailey Bridges in conjunction with the Sleepy Hollow route. Perhaps most disturbingly, there has been no comparison of the relative dangers and safety of the two routes for residents. There is certainly a much larger chance of community members being killed on the road in the longer, more tortuous route into the upper valley.

3) Inaccuracies in assessment of the biological impacts: Nowhere in the EIR is there a side by side comparison of the environmental impacts or costs of sending all construction traffic on San Clemente Drive for dam removal and river rerouting vs. the much longer and more environmentally sensitive route up Carmel Valley/Tassajara/Cachagua Road combined with building of a new road through the wilderness. This omission was acknowledged by CalAm in recent meetings with Cachagua residents, but the problem remains. Specifically, there has been no comparison of the relative impacts of the two routings on water courses (the existence of some are not even acknowledged, e.g. Conejo Creek) or residents' wells, nor has there been a reasonable comparison of the number of trees that will need to be removed (data disparities here include use of aerial photos to count trees in Sleepy Hollow and an ad hoc count in the upper valley). As ecologists, we are concerned because all trees are not alike. Age and species of tree matters to determining how critical a habitat is for conservation of biological communities. The upper valley has a high concentration of valley oaks and blue oaks, critical oak woodland species that are not regenerating, whereas Sleepy Hollow has mainly coast live oaks, which remain abundant and regenerate easily. Further, the upper valley is important habitat for red-legged frogs and California

Tiger Salamanders, both of which are federally listed species. Red-legged frogs and genetically pure populations of California tiger salamanders do not occur in the vicinity of Sleepy Hollow, where instead one finds non-native Bull Frogs and introduced tiger salamanders. Clearly the biological costs in the upper valley far exceed what would be experienced via the Sleepy Hollow route.

4) Failure to make transparent a potential conflict of interest: Nowhere has there been appropriate oversight regarding the potential conflict of interest between the President/CEO of Granite Construction, who is a resident of Sleepy Hollow, and Granite Construction's role as one of the short-listed bidders and potential construction agents in the dam removal.

5) Failure to consider the environmental justice issue of paying a higher cost to inflict hardship on a diverse, poor community in order to favor the concerns of a wealthy one. The California committee on access to justice acknowledges lack of access to legal help to be one of the key problems facing rural communities. It is evident that lack of access to legal help is not an issue for Sleepy Hollow residents. Further Cachagua/Jamesburg residents are behind Sleepy Hollow in several other metrics, including income level, access to health care, access to education. Areas like the Cachagua region have been identified as populations in need. The community is diverse ethnically/economically and faces extreme hardships in terms of access to work. These challenges are especially exacerbated to travel distance, which is not an issue for Sleepy Hollow. Upper Carmel Valley/Cachagua/Jamesburg residents live up to one hour further by car from town than Sleepy Hollow residents do. Increasing the hardship of traveling to work for Cachagua/Jamesburg residents could easily result in removal of children from the school system and further loss of employment for adults and teens.

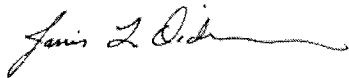
6) Additional considerations. The decision to reroute dam removal traffic affects a community that did not have the San Clemente dam on its radar, rather than asking a community that developed in the vicinity of the dam with full knowledge of the possibilities that they would have to pay a cost. San Clemente Dam has been heavily silted for 65 years, and officials have been publicly considering solutions to that problem since long before houses were first built on San Clemente Drive (about 25 years ago). Owners of those houses were aware of - and could reasonably expect that their road would be used to access the dam for future construction projects. To protect 50 residents who live around San Clemente Drive in the gated subdivision called Sleepy Hollow, which is by far the shortest and most direct route to the dam, about 2,000 people in the upper valley will suffer serious impacts, despite living nowhere near the dam.

As people who love and revere the environment of Carmel Valley and have worked to understand its wealth of biodiversity our entire careers, we ask you to reject this project based on the problems with rerouting traffic into the upper valley. We also suggest that the legal actions that follow if the project is routed

via the upper valley will not serve anyone well. CAL AM must make a choice between speaking truth to power and using the legacy easements they have to conduct this work through Sleepy Hollow versus fighting a wide range of legal claims, including environmental justice claims (and potential future lawsuits regarding conflict of interest) from a community unfairly asked to solve problem that is not in their backyard and whose concerns go far beyond the issues of experiencing noise and traffic in their backyards to problems with livelihood, education, and safety. The hardships the Sleepy Hollow community would face are nothing compared to the dangers and loss that would be inflicted on a much larger, more diverse, and less affluent community in the upper valley, a community whose children already travel a full hour to school on a treacherous road and for whom this project could easily add 2 hours to work and school days. The environmental costs of moving through a heavily manicured community do not compare to those that would be suffered within the wilderness of the upper valley. By all considerations this decision to reroute is not based on sound logic or economics or fair comparisons of community impacts.

We urge you to consider requiring CAL AM to route San-Clemente-Dam-removal traffic via San Clemente Drive, the road the water company has been using since 1921. As a secondary option, we urge you to require an accurate side-by-side impact report, which we are certain will demonstrate that San Clemente Drive is the cheaper, less impact-intensive option and open this comparison up for close scrutiny.

With best regards,

A handwritten signature in cursive script, appearing to read "Janis L. Dickinson". The signature is written in black ink and is positioned above the typed name.

Janis L. Dickinson
Signing also with permission for husband, Walter D. Koenig

Novo, Mike x5192

From: harvey40@comcast.net
Sent: Friday, October 12, 2012 9:28 AM
To: 112-Clerk of the Board Everyone; Novo, Mike x5192
Subject: San Clemente Dam Routes

Friday

October 12, 2012

To: Members of the Monterey County Supervisors and Members the Monterey County Planning Commission

Dear Sirs;

Recent articles in The Herald newspaper have drawn attention to proposed routes for truck traffic involved in the San Clemente Dam removal. It seems prudent that common sense prevail in these hard pressed economic times and that all your efforts are used to rule on the most economic and safest choices for the public in this matter.

Anyone who has driven the longer so called scenic route would attest that this is a dangerous route for normal car traffic . Large heavy loaded trucks navigating these roads daily absolutely makes no sense when an alternate route is available. Putting additional heavy truck traffic on the scenic route is a risk for the truck drivers and the resident drivers who use the roads for daily commute needs.

Therefore I ask that you approve the shortest and safest route for this task (the San Clemente Drive) and do not approve the longer, more costly and more dangerous (East Carmel Valley Road, Tassajara Road and Cachagua Road) routes (for some reason) proposed by Cal Am Water.

Sincerely,
Mr. Neil Harvey
Resident City of Monterey

Novo, Mike x5192

From: Helga Fellay [puma2012@comcast.net]
Sent: Friday, October 12, 2012 8:56 AM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Removal of San Clemente Dam

We feel outraged that millions of ratepayer dollars will be wasted, the environment degraded and 2,000 poor people's life turned upsidedown to accommodate the wishes of 50 wealthy homeowners. If you wish to do this, at least don't pass the cost of your follies and prejudices on to us, the ratepayers. Shame on you!

Helga and James Fellay
15 Paso Hondo
Carmel Valley, CA 93924
831 659 5116
puma2012@comcast.net

Novo, Mike x5192

From: Alex Stewart [akstew@sbcglobal.net]

Sent: Friday, October 12, 2012 3:01 PM

To: 112-Clerk of the Board Everyone

Cc: Novo, Mike x5192

Subject: Dam Removal Route Ridiculous

County Supervisors and Monterey County Planning Commission:

Please reconsider the route that will be used for removing the San Clemente Dam.

It makes no sense environmentally or economically to use the longer route, when the direct San Clemente Drive route has used since the Dam's inception. The proposed route is a nightmare in my Honda, let alone LARGE trucks, and I always cringe when I visit friends out there.

How about some Common Sense?

Thank you-
Alex Stewart
145 Hilo Ave.
Marina, CA 93933

Novo, Mike x5192

From: Don Pepperdene [donpepperdene@sbcglobal.net]
Sent: Friday, October 12, 2012 4:15 PM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Sarah Haussermann commentary

Believe 50% of what you read and almost nothing of what you read! But if you only accepted 5% of the commentary as true, why would we allow this to go forward as described? Hopefully, there will be a review and a response on what appears a poorly planned, poorly thought out and hair brained scheme.

Please do not allow this to go forward as described/planned without factual and prudent justification for this plan. Why does everything that has to do with water around here smell fishy, when we're also running out of fish?

Novo, Mike x5192

From: LBTHORNLEY@comcast.net
Sent: Friday, October 12, 2012 4:33 PM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Waste 100% on San Clemente Dam

Opinion page in the Herald on San Clemente Dam by Sarah Haussermann really struck a sorrow note with me. Such a waste of our resources that it turns my stomach up-side-down. San Clemente Drive is the right drive for this dam removal as it was for it's construction. Please act appropriately using common sense.
Lawrence Thornley

Novo, Mike x5192

From: Rick Monroe [rwmonroe@mbay.net]
Sent: Friday, October 12, 2012 1:40 PM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: San Clemente Dam - Do NOT give the Ok to Start!

Please do NOT give the green light on this illogical and unjust project.

This will destroy Carmel Valley and cost all of us way too much money.

Richard Monroe

Owner

Professional Liability Insurance Services

13766 Center St., Suite 29

Carmel Valley, CA 93924

831-659-3333 Office

831-659-3241 Fax

PLIS@Mbay.net - eMail

rwmonroe@mbay.net - personal

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Novo, Mike x5192

From: joaniewood@comcast.net
Sent: Friday, October 12, 2012 10:10 AM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Removal of the San Clemente Dam

Members of the Board of Supervisors and Planning Commission,

Please do not approve Cal Am's proposed circuitous route through Cachagua in Carmel Valley for the removal of the San Clemente Dam. This proposal would levy added costs to all of us rate payers for the added fuel, labor, tree removal, and time. It is clearly the intent of Cal Am to unfairly cater to a small number of residents in an exclusive area instead of what is the expedient, safe, and logical way to reach the job site. To allow the current proposal to go forward would be an affront to the integrity of our community and demonstrate a lack of leadership.

Sincerely,

Joan Wood

Novo, Mike x5192

From: Jeffrey B. Knorr [jbknorr@comcast.net]
Sent: Friday, October 12, 2012 9:42 AM
To: 112-Clerk of the Board Everyone; 100-District 5 (831) 647-7755; 100-District 1 (831) 647-7991; 100-District 4 (831) 883-7570; 100-District 2 (831) 755-5022; 100-District 3 (831) 385-8333
Cc: Novo, Mike x5192
Subject: San Clemente Dam Removal
Attachments: 2012-10-12 Sarah_Haussermann_Dam_removal_route_running_up_the_cost.pdf

Dear Supervisors,

The attached Guest Editorial by Sarah Haussermann (10/12/2012 Monterey County Herald) raises a very good question and I hope you will read it. Why will trucks be routed an extra 34 miles (round trip) over road that must be improved to accommodate them when a much more direct, already improved road is available? To the other arguments, including the very significant economic argument against use of this longer route, I would add the following: If one assumes this will take an extra hour from an 8 hour day, the loss of productivity (12.5%) will extend the time required to complete the work by a factor of 1.14 and this additional exposure to truck traffic impacts everyone along the route these trucks will take from Salinas over the Los Laureles Grade and through Carmel Valley Village to the work site. I suspect in reality the productive hours available in the work day is even less than 8 and my estimate of the increase in the project duration is even worse.

Please give serious consideration to reversing this seemingly ridiculous decision to use the longer truck route for removal of San Clemente Dam. This project will have a major impact on a significant number of people and should be accomplished in the most efficient and cost effective manner possible.

Jeffrey B. Knorr
126 White Oaks Lane
Carmel Valley, CA 93924

P.S. I live one block off the truck route through Carmel Valley Village.

Sarah Haussermann: Dam removal route running up the cost

By SARAH HAUSSERMANN Guest commentary Monterey County Herald

Posted:

MontereyHerald.com

San Clemente Dam is being removed in the name of the environment.

I support the removal. I do not support sending dam-removal construction traffic on the longest, most dangerous, most costly route, where it will impact 2,000 working-class and low-income people instead of 50 in the upper class, and where it will have the most significant environmental impact.

Yet that is what Cal Am plans to do. If you are a Cal Am customer, you ought to know what's going on, because you will foot the bill: \$105 extra each year for each household.

Cal Am dam-removal trucks will start their day in Salinas and drive the direct way to Carmel Valley Village. But instead of taking the direct route, onto San Clemente Drive, trucks will travel a circuitous and dangerous 20-mile route along East Carmel Valley Road, Tassajara Road and Cachagua Road, looping around to the back of the dam.

To make the "scenic route" work, existing roads will be extensively modified and a miles-long road will be built through scenic slopes. Thousands of oak trees will be hacked down to make that happen.

Cal Am has not calculated the cost of fuel and labor for sending trucks on the extra 40-mile round trip. So cost was not a factor in the decision-making process.

Nor was time a factor. The "scenic route" takes two hours. The direct route takes 30 minutes.

Given the mystifying lack of Cal Am cost figures and my own background in finance and the environmental industry, I ran the numbers for myself. Here's what I came up with: Cal Am customers will pay an estimated \$4.2 million extra to send dam-removal construction traffic on the scenic route for four years. Cal Am vehicles will drive more than a quarter of a million extra, unneeded miles.

Since 1921, when San Clemente Drive was used as part of the dam construction project, it has been the water company's exclusive means to access the dam. All types of vehicles have traveled that road. This includes large construction equipment. In 1972, heavy machinery was trucked in via San Clemente Drive to build an airstrip upstream of the dam.

San Clemente Dam has been heavily silted for 65 years and officials have been publicly mulling solutions to that problem since long before anyone started building houses on San Clemente Drive, about 25 years ago. Folks who bought those houses were aware of and could reasonably expect their road would be used to solve this problem.

About 50 residents live around San Clemente Drive in the gated subdivision called Sleepy Hollow, on the direct route to the dam. About 2,000 people live in Cachagua, along the scenic route, but nowhere near the dam.

You would think all this might have been factored into the environmental impact study, but it wasn't. Of course, it's 50 rich white people and 2,000 not-so-rich, not-so-white people.

Dam-removal traffic will affect everyone's daily lives in Cachagua. We are a remote community and Tassajara and Cachagua roads are our only means of ingress and egress. With so many people and businesses (wineries,

Tassajara Hot Springs, contractors, etc.) out here, there is just no way to mitigate all the problems we'll have. Years of road work and construction traffic will have great impact on our time, our wallets, our level of stress and our safety.

In the next few weeks, Cal Am will negotiate with large businesses in Cachagua to compensate them for their financial losses, another uncalculated cost to be passed to ratepayers. But Cal Am stated emphatically at a recent meeting that us middle-class and low-income folks will not be compensated for our additional financial burden.

Drive the scenic route for yourself. It is often only one lane. It is miles of blind hairpin curves and potholes and is shared with bicycles. San Clemente Drive, which is much shorter, has vastly less traffic.

I have read the EIR and its supplements. Nowhere is there a side-by-side comparison of the environmental impact or costs of using the alternate routes. There is no comparison of emissions or the impact on streams. No comparison of the number or type of trees to be removed. No comparison of the fossil fuels consumed. No comparison of the relative safety. Yet if the Monterey County Planning Commission gives Cal Am the green light on Oct. 31, Cal Am has its shovels ready and this project could be under way as soon as Nov. 1.

If this kind of illogical and unjust decision-making makes you as angry as it makes me, email the supervisors at cob@co.monterey.ca.us. Copy the 10 Monterey County planning commissioners at novom@co.monterey.ca.us.

Sarah Haussermann recently retired from a 25-year career in business and education that included five years as a financial analyst and three years in the environmental industry. She has lived in Cachagua for 15 years.

Novo, Mike x5192

From: Stephen Brorsen [SBrorsen@mbayaq.org]

Sent: Friday, October 12, 2012 11:04 AM

To: Novo, Mike x5192

Subject: San Clemente Dam Project

Dear Monterey County Planners,

I have owned a home on Cachagua Road for over four years. I have been a resident of Monterey County since 1974. I am in favor of removing the dam, although the impact on our community of 2,000 folks is unacceptable. Cachagua Road is narrow and winding. I have weekly close calls driving to and from work. In the four years I have lived here I have witnessed numerous nasty accidents on these roads, one of which resulted in three fatalities. With the addition of construction traffic, these roads will be much more dangerous. There WILL BE accidents. Also, why should 2,000 people sacrifice their quality of life for three years when a much shorter, more direct, and safer route would impact maybe 50 households. Our community is together on this. Please respect our quiet community.

Steve Brorsen

Stephen Brorsen

Senior Aquarist

P 831-648-7940 Toll-free x4819 then 549



Monterey Bay Aquarium

886 Cannery Row, Monterey, CA 93940

www.montereybayaquarium.org

Our mission is to inspire conservation of the oceans.

Novo, Mike x5192

From: CAROL DAVIS [cvjademom@gmail.com]

Sent: Friday, October 12, 2012 2:21 PM

To: 112-Clerk of the Board Everyone

Cc: Novo, Mike x5192

Subject: Cachagua Dam Removal TRAFFIC

I absolutely, positively OPPOSE that you allow your traffic the use of the already pathetic Carmel Valey Road route through Cachagua to move your large construction equipment for the San Clemente Dam removal project!!

I personally have traveled the Carmel Valley Road for decades and can attest that in recent years the road has become worse and worse, with no visible maintenance. The CV Road now is already full of pot holes and needs repair just for the usual traffic, not to mention the road shoulders are filled with rock and debris due to lack of maintenance. I now work in the village and have driven over 77,000 miles the past 6 years just to work and back, so I know what I am talking about.

To think that you will impact the lives of so many hard working families who live in Cachagua just to spare the rich few in Sleepy Hollow is insane! And you are also talking about compensating "large businesses in Cachagua" to compensate them for their financial losses? Someone with a brain needs to look at the numbers; you'd be better off to compensate the few in Sleepy Hollow for their permission, than to spend so much on the excess travel (road & bridge reapirs, gasoline expense, tree removal, etc.) and paying off Cachagua businesses. Who are they anyway? Wineries? What about us hard working little guys?

Please do NOT give the green light on this illogical and unjust project.

This will destroy Carmel Valley and cost all of us way too much money.

Most sincerely,

Carol Davis

93924-1253

Schubert, Bob J. x5183

From: Tom Pelikan [tpelikan@redshift.com]
Sent: Friday, October 12, 2012 10:41 AM
To: 112-Clerk of the Board Everyone
Cc: novom@co.monterey.ca.gov
Subject: damm removal route: please reevaluate & use San Clemente Drive

Once again the few rich with their smart lawyers win at the expense of the rest of us.
At the very least the Sleepy Hollow residents should pay for the differential costs.
thanks, Tom Pelikan

Sent from my iPad

Schubert, Bob J. x5183

From: Stephen Brorsen [SBrorsen@mbayaq.org]
Sent: Friday, October 12, 2012 10:50 AM
To: 112-Clerk of the Board Everyone
Subject: San Clemente Dam Project

Dear Supervisors,

I have owned a home on Cachagua Road for over four years. I have been a resident of Monterey County since 1974 and have voted in every election. I am in favor of removing the dam, although the impact on our community of 2,000 folks is unacceptable. Cachagua road is narrow and winding. I have weekly close calls driving to and from work. With the addition of construction traffic, that road will be much more dangerous. There WILL BE accidents. Also, why should 2,000 people sacrifice their quality of life when a much shorter, more direct, safer route would impact maybe 50 households. Our community is together on this. Please respect our quiet community.

Steve Brorsen

Stephen Brorsen
Senior Aquarist
P 831-648-7940

Toll-free x4819 then 549



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886 Cannery Row, Monterey, CA 93940

www.montereybayaquarium.org

Our mission is to inspire conservation of the oceans.

Schubert, Bob J. x5183

From: Rick Monroe [rwmonroe@mbay.net]
Sent: Friday, October 12, 2012 1:40 PM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: San Clemente Dam - Do NOT give the Ok to Start!

Please do NOT give the green light on this illogical and unjust project.

This will destroy Carmel Valley and cost all of us way too much money.

Richard Monroe
Owner
Professional Liability Insurance Services
13766 Center St., Suite 29
Carmel Valley, CA 93924

831-659-3333 Office
831-659-3241 Fax
PLIS@Mbay.net - eMail
rwmonroe@mbay.net - personal

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Schubert, Bob J. x5183

From: Claudia Ward [claudiajo@redshift.com]

Sent: Friday, October 12, 2012 2:16 PM

To: 112-Clerk of the Board Everyone

Cc: Novo, Mike x5192

Subject: Cal Am Dam work

To the Monterey County Board of Supervisors:

I have been reading about Cal Am's plans to dredge the San Clemente Dam. It is about time. But considering that Cal Am has managed to convince the Public Utilities Commission to allow Cal Am let the local rate payers pay for the project, at least it should be incumbent upon them to do it in the most cost effective way.

Judging by the current plan to use a more expensive, more disruptive, more time consuming and more illogical route demonstrates a "*We don't give a damn*" attitude towards the local populace and speaks of favoritism towards a small elite group.

I think the people of Cachagua are rightfully furious with this state of affairs. This is an opportunity for the Board of Supervisors to stand up and demonstrate their loyalty to the citizenry of the county by refusing to let Cal Am get away with this blatant disregard for a fair, logical *and less expensive* route to the dam area.

It seems hard to believe that any of the supervisors would even think twice to vote for the current Cal Am plan it is so blatantly non-sensical and illogical.

Sincerely,
Claudia Ward
Monterey

Schubert, Bob J. x5183

From: Carol Th Davis [codyscvmom@aol.com]
Sent: Friday, October 12, 2012 2:36 PM
To: 112-Clerk of the Board Everyone
Subject: novom@co.monterey.ca.us

I absolutely, positively OPPOSE that you allow your traffic the use of the already pathetic Carmel Valey Road route through Cachagua to move your large construction equipment for the San Clemente Dam removal project!!

I personally have traveled the Carmel Valley Road for decades and can attest that in recent years the road has become worse and worse, with no visible maintenance. The CV Road now is already full of pot holes and needs repair just for the usual traffic, not to mention the road shoulders are filled with rock and debris due to lack of maintenance. I now work in the village and have driven over 77,000 miles the past 6 years just to work and back, so I know what I am talking about.

To think that you will impact the lives of so many hard working families who live in Cachagua just to spare the rich few in Sleepy Hollow is insane! And you are also talking about compensating "large businesses in Cachagua" to compensate them for their financial losses? Someone with a brain needs to look at the numbers; you'd be better off to compensate the few in Sleepy Hollow for their permission, than to spend so much on the excess travel (road & bridge reapiers, gasoline expense, tree removal, etc.) and paying off Cachagua businesses. Who are they anyway? Wineries? What about us hard working little guys?

Please do NOT give the green light on this illogical and unjust project.

This will destroy Carmel Valley and cost all of us way too much money.

Most sincerely,

Carol Davis
93924-1253

Schubert, Bob J. x5183

From: harvey40@comcast.net
Sent: Friday, October 12, 2012 9:28 AM
To: 112-Clerk of the Board Everyone; Novo, Mike x5192
Subject: San Clemente Dam Routes

Friday October 12,

2012

To: Members of the Monterey County Supervisors and Members the Monterey County Planning Commission

Dear Sirs;

Recent articles in The Herald newspaper have drawn attention to proposed routes for truck traffic involved in the San Clemente Dam removal. It seems prudent that comon sense prevail in these hard pressed economic times and that all your efforts are used to rule on the most economic and safest choices for the public in this matter.

Anyone who has driven the longer so called scenic route would attest that this is a dangerous route for normal car traffic . Large heavy loaded trucks navigating these roads daily absolutely makes no sense when an alternate route is available. Putting additional heavy truck traffic on the scenic route is a risk for the truck drivers and the resident drivers who use the roads for daily commute needs.

Therefore I ask that you approve the shortest and safest route for this task (the San Clemente Drive) and do not approve the longer, more costly and more dangerous (East Carmel Valley Road, Tassajara Road and Cachagua Road) routes (for some reason) proposed by Cal Am Water.

Sincerely,
Mr. Neil Harvey
Resident City of Monterey

10/15/2012

Schubert, Bob J. x5183

From: Jeffrey B. Knorr [jbknorr@comcast.net]
Sent: Friday, October 12, 2012 9:42 AM
To: 112-Clerk of the Board Everyone; 100-District 5 (831) 647-7755; 100-District 1 (831) 647-7991; 100-District 4 (831) 883-7570; 100-District 2 (831) 755-5022; 100-District 3 (831) 385-8333
Cc: Novo, Mike x5192
Subject: San Clemente Dam Removal
Attachments: 2012-10-12 Sarah_Haussermann_Dam_removal_route_running_up_the_cost.pdf

Dear Supervisors,

The attached Guest Editorial by Sarah Haussermann (10/12/2012 Monterey County Herald) raises a very good question and I hope you will read it. Why will trucks be routed an extra 34 miles (round trip) over road that must be improved to accommodate them when a much more direct, already improved road is available? To the other arguments, including the very significant economic argument against use of this longer route, I would add the following: If one assumes this will take an extra hour from an 8 hour day, the loss of productivity (12.5%) will extend the time required to complete the work by a factor of 1.14 and this additional exposure to truck traffic impacts everyone along the route these trucks will take from Salinas over the Los Laureles Grade and through Carmel Valley Village to the work site. I suspect in reality the productive hours available in the work day is even less than 8 and my estimate of the increase in the project duration is even worse.

Please give serious consideration to reversing this seemingly ridiculous decision to use the longer truck route for removal of San Clemente Dam. This project will have a major impact on a significant number of people and should be accomplished in the most efficient and cost effective manner possible.

Jeffrey B. Knorr
126 White Oaks Lane
Carmel Valley, CA 93924

P.S. I live one block off the truck route through Carmel Valley Village.

From: Al Larsen [nail-pounder@sbcglobal.net]
Sent: Saturday, October 13, 2012 4:55 PM
To: Novo, Mike x5192
Subject: Proposed alternate haul route for San Clemente Dam

Please stop the lunacy of Cal-Am's proposal to use an alternate route for hauling the San Clemente Dam debris. Cal Am could care less that the alternate hauling route will cost because they know the PUC will allow them to recoup their costs with higher water bills to the ratepayers.

The route through Sleepy Hollow has always been the main access to San Clemente Dam way before the subdivision was ever built. The decision to do anything should always be based on what it does for the greater good. To allow this would be saying you are putting the needs for 50 residences over the 2000 residents that are along or have to use the same road as the alternate route. This is also saying that you would be putting the needs of a small amount of people-50 households- over the 40,000+ Cal-Am customers who have to pay the bill. This is ludicrous! Also there is the impact on the ecosystem of building a new road into the back of the dam as well as widening areas of the Cachagua and Tassajara roads.

Please use some common sense and tell the 50 residents of Sleepy Hollow they made their decision to build there knowing what the road was used for, live with it. The inconvenience will not last forever, only the time it takes to remove the dam. We, the ratepayers will be paying for it for years to come. With the cost of a new water supply, along with all the other costs Cal Am keeps coming up with, our water bills will be horrendous with out the added cost of an alternate haul route. Please do not approve the alternate haul route.

Allan Larsen
26005 Dougherty Place
Carmel, CA 93923
(831) 625-1237

cc: Monterey County Board of Supervisors

Schubert, Bob J. x5183

From: Berit Andersen [beritaf@aol.com]

Sent: Saturday, October 13, 2012 11:30 PM

To: Schubert, Bob J. x5183; ljarpist@gmail.com; capoadamn@yahoo.com; mwecker@casmelcomputers.com; roddas@redshift.com; roddas@razzolink.com; mwecker@redshift.com; susanschiffman@earthlink.net; hopman3@peoplepc.com; gcduri@nps.edu; jscraig@gmail.com; rboat1@live.com; larryhmittchell@g.mail.com; craigbua@aol.com; GEFurey@aol.com; malini404@aol.com; ridgrest@aol.com; stevepark@razzolinl.com; beritaf@aol.com; cachaguapat@yahoo.com; jszytel@wsc-inc.com

Subject: Objection to the Tassajara-Cachagua Route for removal of the San Clemente Dam

Attn: Mr. Bob Schubert,
Planning Commissioner,
Planning Department,
Monterey County Resource Management Agency

As a Cachagua Valley resident, I support removing the San Clemente Dam. However, I do not support sending dam removal construction traffic 34 miles further than the direct 6 mile route to the dam through Sleepy Hollow. I object to the new incomplete and misleading EIR generated by CalAm, which fails to account for all cost variables.

I do not accept the recommendations submitted by CalAm's consultant, Mr. Jeff Szytel (jszytel@wsc-inc.com (of Water Systems Consulting in San Luis Obispo), who insists that the Tassajara-Cachagua route "makes the most sense, offers the safest access, the least environmental impact and is the most cost effective."

It is up to the Monterey County Resource Management Agency Planning Department (Mr. Bob Schubert, Planning Commissioner, schubertbj@co.monterey.ca.us) to request and to evaluate a well designed environmental impact study. I expect this Agency will make sure any decision on which route to use will be the result of an objective evaluation of the alternative routes, where the environmental impact on the communities alongside the two routes--and the impact on rate-payers--is carefully evaluated.

CalAm needs to generate a well designed environmental impact study that allows for a well documented cost-impact-comparison analysis between the cost-and-impact of using the Sleepy Hollow route versus the Tassajara-Cachagua Road route. This study needs to account for all the critical variables and the different costs need to be shown in detail—over the entire four year period, to include:

1. Cost variables that must be included in the EIR:

- a. The cost of labor, fuel, wear and tear on roads and equipment;
- b. The cost of fixing/strengthening roads, bridges and new turn-outs along the 40 mile route;
- c. The cost of maintenance over the two routes;
- d. The cost of easement or the cost of buying private property;
- e. The cost of additional collisions-and-injuries over the longer, more dangerous route;
- f. The cost of financially compensating Cachagua wineries and other businesses;
- g. The resultant cost or rate increase passed on to CalAm customers.

2. Impact on the communities alongside the two routes.

- a. On the the Sleepy Hollow direct route, a 6-mile round trip, about 50 residents will be impacted.
- b. On the Tassajara-Cachagua scenic route, a 40-mile round trip, about 2,000 residents plus numerous wineries and the Tassajara Hot Springs Vacation Retreat—all will be impacted.

In conclusion, it is hard to imagine that adding a 34 mile deviation to the more direct San Clemente Drive route, via Sleepy Hollow, results in cost savings or a lower environmental impact.

CalAm's illogical and careless decision-making process is in full display. They do not care what the final cost will be—the rate payers will absorb the cost and CalAm's profits can only increase with increased costs. It is up to the the Planning Commissioner to protect CalAm's rate payers, to enforce savings and the safety for the Cachagua community.

Mr. Schubert, please request a valid EIR!

Sincerely
Berit K. Andersen
17451 Via Cielo,
Carmel Valley, CA 93924

Schubert, Bob J. x5183

From: Lynda Jardine [ljharpist@gmail.com]
Sent: Sunday, October 14, 2012 9:32 AM
To: ca17smima@mail.house.gov
Subject: Cachagua Residents against San Clemente Dam Project road plan

Dear Representative Sam Farr,

As your name is on the well publicized list of supporters of the San Clemente Dam Removal Project, you should know that they have requested permits with many omitted facts and hidden costs not included in their budget. Their misrepresentations will have devastating effects on the 1600 + residents of Cachagua. They will pass on millions of dollars of additional costs to Cal Am customers' water bills.

I am a resident of Cachagua, one of many who at the eleventh hour, became aware of Cal Am's plan to reroute the heavy equipment construction traffic for the dam removal from Sleepy Hollow to Tassajara and Cachagua Roads.

Taking the longer, 40 mile round trip route via Tassajara and Cachagua Roads to the Dam versus the direct route through Sleepy Hollow will add millions of dollars in cost to the project. No projection of this massive expense appears in their cost analyses. It will impact 1600 residents of Cachagua as opposed to 50 in Sleepy Hollow.

Their plan to remove hundreds of trees along their proposed route, widen areas for turnouts to accommodate their massive equipment laden tractor trucks and trailers will permanently disfigure the rural environment which we who live here call home. They are trying to sell it to the community as "road improvement".

At the first meeting for "concerned community members" at the General Store in Cachagua on September 25, 2012, project manager Trish Chapman claimed that everything technically required was done to post public notices, etc. In fact, their efforts to notify the community during the public comment period was so minimal, the community was left completely in the dark.

At that meeting, barely a month ago, we found out the scope of their projected plan, and the extent of disruption of our daily lives for the next 4 to 5 years. We were told that we would be able to leave and return to our homes--drive on Cachagua and Tassajara Roads before 9:00am and after 3:00pm. For up to 5 years. Members of the community were finally able to ask many questions, for which there were no answers.

As our Representative I hope you will do something to protect the interests of all of us-- local residents and Cal Am customers, from this corporation's deceptive, ambitious plan. On the surface it looks like such a good idea. But the methods they are using to achieve their goals will damage the environment and community at large, while Cal Am stands only to make profits.

Respectfully,
Lynda Sperry Jardine
17461 Cachagua Road
Carmel Valley, California 93924

10/15/2012

From: joe sortais [jwsort@sbcglobal.net]
Sent: Sunday, October 14, 2012 12:16 PM
To: Novo, Mike x5192
Subject: Keep San Clemente Dam Trucks Out of Cachagua

Please provide copies of this letter to all of the Planning Commissioners

We are concerned Carmel Valley residents, who are strongly opposed to the detour of the San Clemente dam construction traffic to upper Carmel Valley and Cachagua.

We support the removal of the dam, but the proposal to detour this traffic approximately forty miles away from the existing logical route on San Clemente Drive, and out to Cachagua Road, would cause extreme difficulties for over 1600 residents of upper Carmel Valley and Cachagua, remove excessive numbers of old growth oak trees on Cachagua and the Jeep Rd, and impact the wineries and other businesses and the jobs in Cachagua. Cal-Am's EIR and cost analysis of the alternative routes is grossly inadequate. Nowhere is there a complete accurate analysis of the true costs of the additional estimated three quarters of a million miles extra of additional trucking, additional manpower time to send all of these trucks on this long detour, maintenance for the trucks, additional fuel, pollution, etc.

Cachagua Rd. is narrow, long and extremely winding. Sending all of these heavy construction trucks detouring over either the Eastern or Northern Cachagua routes for four years will inevitably cause additional accidents. The potential litigation exposure for the County for this reason alone should give any public official concern. In addition there are the issues of a faulty EIR, inadequate cost analysis, pollution, and environmental justice for the moderate income residents of Cachagua.

Apparently the primary motivation for this bizarre proposal is just to avoid inconveniencing 21 wealthy residences along the existing San Clemente Drive access to the dam, who bought or constructed their houses knowing that San Clemente drive is the route to San Clemente Dam. This road was used both to construct the dam, periodically deliver additional heavy equipment, and maintain it for over 90 years, and logically should be improved to support the deconstruction.

Please get this project off Carmel Valley and Cachagua Roads and back on the direct route of San Clemente Drive where it belongs.

Thank you

Joe and Mary Lou Sortais
35370 Sky Ranch Road
Carmel Valley, Ca 93924

Schubert, Bob J. x5183

From: Duri, Gian (Gianni) (CIV) [gcduri@nps.edu]
Sent: Sunday, October 14, 2012 9:16 PM
To: Schubert, Bob J. x5183; Novo, Mike x5192
Subject: Planning Commissioner needs to rain in the cost of San Clemente Dam removal

Attn: Mr. Bob Schubert,
Planning Commissioner,
Planning Department,
Monterey County Resource Management Agency

As a CalAm rate payer, I object to CalAm's cavalier attitude about adding cost to its customers.

I refer you to Ms. Sarah Haussermann's insightful article, "Dam Removal route running up the cost" (Friday, 12 October, editorial page), where she points out that CalAm seems ready to route the San Clemente Dam removal traffic over a 40-mile round-about route, via Tassajara-Cachagua Roads, rather than over a more direct 6-mile route, via Sleepy Hollow Roads.

I appeal to you as the Monterey Planning Commissioner to protect rate payers' interests and to choose a dam removal route that is environmentally safe way as well as financially responsible.

Respectfully,

Gian C. Duri
1122 Divisadero Street,
Pacific Grove, CA 93950

From: Duri, Gian (Gianni) (CIV)
Sent: Sunday, October 14, 2012 9:00 PM
To: 'mheditor@montereyherald.com'
Subject: Planning Commissioner needs to rain in the cost of San Clemente Dam removal

I commend Ms. Sarah Haussermann for her insightful article, "Dam Removal route running up the cost" (Friday, 12 October, editorial page), where she points out that CalAm seems ready to route the San Clemente Dam removal traffic over a 40-mile round-about route, via Tassajara-Cachagua Roads, rather than over a more direct 6-mile route, via Sleepy Hollow Roads.

According to Ms. Haussermann's reading of CalAm's environmental impact report, CalAm did not provide a valid cost analysis over the two routes and over the four-five years needed for the dam removal project. By adding unnecessary cost to this project, CalAm's rate payers end up with a larger bill, while CalAm's stockholders get a larger profit

As a CalAm rate payer, I object to CalAm's cavalier attitude about adding cost to its customers. I appeal to the Monterey Planning Commissioner to protect rate payers' interests and to choose a dam removal route that is environmentally safe way as well as financially responsible.

Gian C. Duri
1122 Divisadero Street,
Pacific Grove, CA 93950

The Monterey Herald, Friday, 12 October, 2012

Dam removal route running up the cost

By SARAH HAUSSERMANN

Guest commentary

San Clemente Dam is being removed in the name of the environment.

I support the removal. I do not support sending dam-removal construction traffic on the longest, most dangerous, most costly route, where it will impact 2,000 working-class and low-income people instead of 50 in the upper class, and where it will have the most significant environmental impact.

Yet that is what Cal Am plans to do. If you are a Cal Am customer, you ought to know what's going on, because you will foot the bill: \$105 extra each year for each household.

Cal Am dam-removal trucks will start their day in Salinas and drive the direct way to Carmel Valley Village. But instead of taking the direct route, onto San Clemente Drive, trucks will travel a circuitous and dangerous 20-mile route along East Carmel Valley Road, Tassajara Road and Cachagua Road, looping around to the back of the dam.

To make the "scenic route" work, existing roads will be extensively modified and a miles-long road will be built through scenic slopes. Thousands of oak trees will be hacked down to make that happen.

Cal Am has not calculated the cost of fuel and labor for sending trucks on the extra 40-mile round trip. So cost was not a factor in the decision-making process.

Nor was time a factor. The "scenic route" takes two hours. The direct route takes 30 minutes.

Given the mystifying lack of Cal Am cost figures and my own background in finance and the environmental industry, I ran the numbers for myself. Here's what I came up with: Cal Am customers will pay an estimated \$4.2 million extra to send dam-removal construction traffic on the scenic route for four years. Cal Am vehicles will drive more than a quarter of a million extra, unneeded miles.

Since 1921, when San Clemente Drive was used as part of the dam construction project, it has been the water company's exclusive means to access the dam. All types of vehicles have traveled that road. This includes large construction equipment. In 1972, heavy machinery was trucked in via San Clemente Drive to build an airstrip upstream of the dam.

San Clemente Dam has been heavily silted for 65 years and officials have been publicly mulling solutions to that problem since long before anyone started building houses on San Clemente Drive, about 25 years ago. Folks who bought those houses were aware of and could reasonably expect their road would be used to solve this problem.

About 50 residents live around San Clemente Drive in the gated subdivision called Sleepy Hollow, on the direct route to the dam. About 2,000 people live in Cachagua, along the scenic route, but nowhere near the dam.

You would think all this might have been factored into the environmental impact study, but it wasn't. Of course, it's 50 rich white people and 2,000 not-so-rich, not-so-white people.

Dam-removal traffic will affect everyone's daily lives in Cachagua. We are a remote community and Tassajara and Cachagua roads are our only means of ingress and egress. With so many people and businesses (wineries, Tassajara Hot Springs, contractors, etc.) out here, there is just no way to mitigate all the problems we'll have. Years of road work and construction traffic will have great impact on our time, our wallets, our level of stress and our safety.

In the next few weeks, Cal Am will negotiate with large businesses in Cachagua to compensate them for their financial losses, another uncalculated cost to be passed to ratepayers. But Cal Am stated emphatically at a recent meeting that us middle-class and low-income folks will not be compensated for our additional financial burden.

Drive the scenic route for yourself. It is often only one lane. It is miles of blind hairpin curves and potholes and is shared with bicycles. San Clemente Drive, which is much shorter, has vastly less traffic.

I have read the EIR and its supplements. Nowhere is there a side-by-side comparison of the environmental impact or costs of using the alternate routes. There is no comparison of emissions or the impact on streams. No comparison of the number or type of trees to be removed. No comparison of the fossil fuels consumed. No comparison of the relative safety. Yet if the Monterey County Planning Commission gives Cal Am the green light on Oct. 31, Cal Am has its shovels ready and this project could be under way as soon as Nov. 1.

If this kind of illogical and unjust decision-making makes you as angry as it makes me, email the supervisors at cob@co.monterey.ca.us. Copy the 10 Monterey County planning commissioners at novom@co.monterey.ca.us.

Sarah Haussermann recently retired from a 25-year career in business and education that included five years as a financial analyst and three years in the environmental industry. She has lived in Cachagua for 15 years.

Schubert, Bob J. x5183

From: Abbie Beane [abbiebeane@gmail.com]

Sent: Monday, October 15, 2012 2:58 PM

To: Schubert, Bob J. x5183

Subject: SC Dam Removal

Hi Bob,

I am a board member of the Carmel River Watershed Conservancy and wanted to express my support of the Carmel River reroute and San Clemente Dam removal project. Although there may be short-term compromises, the long-term result will be a healthier future for the Carmel River Watershed.

Thanks again,
Abbie Beane

--
Abbie L. Beane

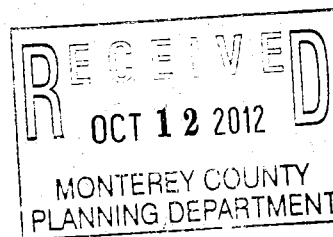
10/15/2012

From: "Kathleen D. Davis" <quilterdee@gmail.com>
Date: October 15, 2012, 11:21:00 AM PDT
To: 112-Clerk of the Board Everyone <112-ClerkoftheBoardEveryone@co.monterey.ca.us>
Cc: "Novo, Mike x5192" <novom@co.monterey.ca.us>
Subject: **San Clemente Dam Removal**

Dear Sirs/Mesdames,

George McKechnie, my husband, and I are emphatically against using the three routes, East Carmel Valley Road, Tassajara Road and Cachagua Road for the many huge trucks necessary to move the debris created with the dam removal project. Since there already exists a less circuitous route through Sleep Hollow, it makes financial and environmental sense to use that route.

Kathleen Dee Davis
George E. McKechnie
1338 Lincoln Ave.
Pacific Grove, CA



monterey peninsula regional park district

60 Garden Court, Suite 325 • Monterey, California 93940-5341

BOARD OF DIRECTORS

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Sur, southern Pebble Beach

General Manager
James M. Sulentic
jsulentic@mprpd.org

October 8, 2012

Ms. Amy Roberts
Chair
Monterey County Planning Commission
168 W. Alisal Street
Salinas, CA 93901

RE: San Clemente Preserve.

Dear Ms. Roberts,

It has come to the attention of the Monterey Peninsula Regional Park District (MPRPD) that the Planning Commission raised a number of good questions relating the District's San Clemente Preserve and the short and long term public benefits associated with the use of a portion of the old ranch road, referred in most of the San Clemente Dam Removal Project (Project) planning documents as the "Jeep Trail", for temporary construction access. I will defer to the project partners and planners who conducted the due diligence as to why the Jeep Trail was selected as the preferred alternative. I will focus my comments on the District's rationale that lead to our support for the temporary use of the Jeep Trail.

Agreement for Grant of Temporary Access and Construction Easements for the Carmel River Reroute and San Clemente Dam Removal Project (Agreement).—When it was determined, and demonstrated to the Project's key stakeholders in addition to MPRPD, that the Jeep Trail was the most ecologically sensitive and practical route for project access, California American Water and MPRPD entered into negotiations. The resulting Agreement provides accountability and compliance with conditions documented in the conservation easement and conveyance agreement (see below), and on a schedule and in a manner benefiting the environment, the public we serve, as well as the donors (Lost Compadres property owners).

The Agreement was negotiated and written with habitat restoration, public access and safety as key long-term outcomes. Below is a summary of the resulting benefits envisaged by MPRPD:

- **Habitat restoration**

- Reengineer and rebuild the Jeep Trail to restore natural hydrological patterns and reduce or eliminate soil erosion and habitat degradation. At the end of the Project the Jeep Trail will provide the property owners, MPRPD and emergency services providers a safe road accessible year-around. In its current condition and configuration the Jeep Trail is inaccessible most of the winter months.
- Ranch roads and their shoulders are common invasion corridors, and sources of invasive plants. This is particularly true along the Jeep Trail today. The Agreement includes an extensive native vegetation rehabilitation plan in conjunction with road repairs. At the Project's end native grasslands, woodlands, chaparral and coastal scrub will be restored to a condition detailed in the Agreement and to the satisfaction of MPRPD.

- **Future permitted public access and enjoyment**

- The Agreement provides both the funding and sufficient time for MPRPD to develop a management and public access plan, and to complete all needed community and partner input requirements, as well as other conditions required for county approval. The District recognizes the critical role community input plays in developing an effective plan. We are committed to a thoughtful and participatory public process.
- The Agreement provides both the funding and sufficient time to plan and implement most of the components of critical public-serving infrastructure such as restrooms, benches and picnic tables, and interpretive signage.
- Plans are to accommodate public parking and picnic sites in some of the areas designated for construction staging during the proposed Project. All other staging areas will be rehabilitated to the condition documented in the habitat restoration plan included as an exhibit in the Agreement.

- **Safety**

- Project-related reengineering and resurfacing of the Jeep Trail will result in an all-weather trail tread suitable for future permitted pedestrian use and enjoyment.
- The vehicle road base which will allow year-around emergency vehicle and land owner access. Currently, vehicle access on the Jeep Trail is generally limited to non-winter months. These improvements will be of particular value during fire season.


Ms. Amy Roberts
Monterey County Planning Commission
October 8, 2012
Page 3

Consistency with conservation easement and conveyance agreement.— As you know, MPRPD received the San Clemente property as a contribution from the “Lost Compadres” property owners in 2003. The property was accepted subject to a conservation held by the County of Monterey and other conditions described in a conveyance agreement. Among the conditions specified in the conveyance agreement where:

- Development of a long-term management plan for the property addressing public access and use, road and trail maintenance, fire prevention and other plan elements common to parks and open space;
- Cooperation with land donors in the management plan process;
- Securing a Monterey County Use Permit for public access and use, and
- Maintenance of the access road (“Jeep Trail”).

Monterey Peninsula Regional Park District takes their obligation defined in the conveyance agreement and conservation easement seriously and is committed to honoring these agreements now and in the future. We welcome any questions you may have about the San Clemente Preserve and look forward to working with County of Monterey Planning staff and the community in a collaborative process.

Sincerely,



James M. Sulentic
General Manager

cc: Board of Directors

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 8:32 AM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J
Cc: Novo, Mike x5192
Subject: FW: San Clemente Dam Removal

*Denise Hancock, Board Clerk
Monterey County
Clerk of the Board of Supervisors
168 W. Alisal St., 1st Floor
Salinas, CA 93901
831-755-5066
<http://www.in.co.monterey.ca.us/cob/>*

heading10

From: joe sortais [mailto:jwsort@sbcglobal.net]
Sent: Saturday, October 13, 2012 11:50 PM
To: 112-Clerk of the Board Everyone
Subject: San Clemente Dam Removal

Please provide copies of this letter to all of the Board of Supervisors and to the Planning Commissioners

We are concerned Carmel Valley residents, who are strongly opposed to the detour of the San Clemente dam construction traffic to upper Carmel Valley and Cachagua.

We support the removal of the dam, but the proposal to detour this traffic approximately fourty miles away from the existing logical route on San Clemente Drive, and out to Cachagua Road, would cause extreme difficulties for over 1600 residents of upper Carmel Valley and Cachagua, remove excessive numbers of old growth oak trees on Cachagua and the Jeep Rd, and impact the wineries and other businesses and the jobs in Cachagua. Cal-Am's EIR and cost analysis of the alternative routes is grossly inadequate. Nowhere is there a complete accurate analysis of the true costs of the additional estimated three quarters of a million miles extra of additional trucking, additional manpower time to send all of these trucks on this long detour, maintenance for the trucks, additional fuel, pollution, etc.

Cachagua Rd. is narrow, long and extremely winding. Sending all of these heavy construction trucks detouring over either the Eastern or Northern Cachagua routes

for four years will inevitably cause additional accidents. The potential litigation exposure for the County for this reason alone should give any public official concern. In addition there are the issues of a faulty EIR, inadequate cost analysis, pollution, and environmental justice for the moderate income residents of Cachagua.

Apparently the primary motivation for this bizarre proposal is just to avoid inconveniencing 21 wealthy residences along the existing San Clemente Drive access to the dam, who bought or constructed their houses knowing that San Clemente drive is the route to San Clemente Dam. This road was used both to construct the dam, periodically deliver additional heavy equipment, and maintain it for over 90 years, and logically should be improved to support the deconstruction.

Please get this project off Carmel Valley and Cachagua Roads and back on the direct route of San Clemente Drive where it belongs.

Thank you

Joe and Mary Lou Sortais
35370 Sky Ranch Road
Carmel Valley, Ca 93924

As a concerned Cachagua Valley resident I am extremely concerned with the decisions made by California American Water and the Coastal Conservancy, specifically their insistence that removal of the San Clemente Dam is the only option and that routing major construction traffic on North and South Cachagua and Tassajara Roads is the less expensive and more prudent decision. There are major omissions in their research and, therefore, major flaws in the data upon which they based their decisions

Cal Am's cost comparison analysis of the two routes compared only the distance of the Jeep trail from Cachagua road to the dam site verses San Clemente Drive to the dam site, omitting the additional 17 miles - 34 miles round trip required of the Southern Cachagua route to reach the jeep trail head and approximately 5.8 miles - 11.6 miles round trip required for the Northern Cachagua route. Even these numbers are deceiving as the windiness of the roads makes the trips longer in time. Then you must factor in the additional man hours, vehicle fuel, maintenance and related costs associated. When you multiply that by the huge number of vehicles, the additional cost

is major.

Tree removal was also compared in the same manner, omitting the trees that would need to be removed on Cachagua road if the projected “improvements” were made. As for these “improvements” to Cachagua road, it was stated in the meeting with the Planning Commission that, except for two hair pin turns, the road is 18’ feet wide. When challenged at the meeting in Cachagua, the Cal Am representative then stated that all they needed was 12’.

Never mind the contradiction, what about traffic coming the other way? There are not enough pull outs to accommodate it. In addition, one of those hair pin turns cradles the wells for the Tularcitos Mutual Water Company, another fact initially completely overlooked by the project planners. There is yet to be a comprehensive plan for protection and guaranteed safety of those wells.

The major issue, however, is the incredibly negative impact on the lives of the residents of Carmel Valley and Cachagua. Four to five years of road closures and heavy traffic, air and noise pollution and their resulting health hazards represent cruel and unusual punishment to people who have consciously chosen a bucolic country life style.

What are people with respiratory and other illnesses to do during this time? Rerouting people an additional 34 miles per day will cause undue financial pressure as well as major scheduling challenges in their necessary coming and going – not for a day, not for a month, but for four or five years.

Please do not let this happen to the 1,600 plus residents in Cachagua. If the dam must be removed and, based on the initial EIR, I’m not so sure that it is so, then please readdress the San Clemente Drive alternative. The route there passes 12 houses only. Where is this humane or fair?

Please do not allow San Clemente Dam / Carmel Dam removal construction traffic to so negatively impact our Cachagua roads and threaten our safety, health and life style.

Thank you,
Susan Schiffman

Right Project, Wrong Route

San Clemente Dam is being removed in the name of the environment. I support the removal of the dam.

10/17/2012

I do not support sending dam-removal construction traffic on the longest, most dangerous, most costly route, where it will impact 2,000 working-class and low-income people instead of 50 in the upper class - and where it will have the most significant environmental impact.

Yet that is what Cal Am plans to do. If you are a Cal Am customer, you ought to know what's going on, because you will foot the bill: \$250 extra, for each of you.

Cal Am dam-removal trucks will start their day in Salinas and drive the direct way to Carmel Valley Village. Here, though, use of the direct route will end.

Instead of turning onto San Clemente Drive, trucks will travel a circuitous and dangerous 20-mile route (East Carmel Valley Rd/Tassajara Rd/Cachagua Rd) that loops around to the back of the dam: the "scenic route."

To make this work, existing roads will be extensively modified, and a miles-long new road will be built through scenic slopes. Thousands of oak trees will be hacked down to make that happen.

Cal Am admits it has not calculated the cost of fuel and labor for sending trucks on the extra 40-mile round trip.

So cost was not a factor in the decision-making process.

Nor was time a factor. It takes 2 hours one way on the scenic route to the dam, versus 30 minutes one way on the direct route.

Thankfully, when there's a fire at the dam, fire trucks use the direct route.

Given the mystifying lack of Cal Am cost figures, and my own background in finance and the environmental industry, I ran the numbers myself. Here's what I came up with: you, the Cal Am customer, are paying an estimated \$8 million to \$10 million extra (\$250 each) to send dam-removal construction traffic on the scenic route for 4-plus years.

Cal Am vehicles will drive approximately three-quarters of a million extra, unneeded miles on this route.

Waste of this magnitude is unnecessary when there's a direct route to the dam that has always worked just fine. Since 1921, in fact, when San Clemente Drive was used to build the dam, that road has been the water company's exclusive means to access the dam.

And all types of vehicles have traveled that road. This includes large construction equipment: in 1972 heavy machinery was trucked in via San Clemente Drive to build an airstrip upstream of the dam.

What's more, San Clemente Dam has been heavily silted for 65 years, and officials have been publicly mulling solutions to that problem since long before anyone started building houses on San Clemente Drive, around 25 years ago. Folks who bought those houses were aware of - and could reasonably expect their road would be used to solve - this problem.

Presently, about 50 residents live around San Clemente Drive in the gated subdivision called Sleepy Hollow, on the direct route to the dam. About 2,000 people live in Cachagua, nowhere near the dam.

You'd think those numbers might have been a factor examined in the EIR and its supplements, but they weren't. Not just 50 vs. 2,000, but 50 rich white people vs. 2,000 not-so-rich, not-so-white people.

Dam-removal traffic will affect everyone's daily lives in Cachagua. We are a remote community, and Tassajara Rd and Cachagua Rd are our only means of ingress and egress. With so many people and businesses (wineries, Tassajara Hot Springs, contractors, etc.) out here - plus being the northern access for the Los Padres Forest - there's just no way to mitigate all the problems we'll have.

Years of road work and construction traffic will have too great of an impact on our time, our wallets, our level of stress, and our safety.

Over the next few weeks, in its attempts to push this wasteful route through our area, Cal Am will negotiate with large businesses in Cachagua to compensate them for their financial losses due to this project. But us middle-class folks and the low-income members of the Cachagua community: Cal Am emphatically stated at a recent meeting that, no, our extra financial burdens will not be compensated.

Since you, the Cal Am ratepayer, are paying for this dam-removal project, you ought to know that financial compensation for large businesses along the route is an as-yet-uncalculated cost that will be passed along to you. You might also want to know that there are no large businesses in Sleepy Hollow.

Drive the scenic route for yourself so you know the facts. Often only one lane's width, the route is miles of blind hairpin curves and potholes, through forests and over hills, shared with many bicycles. It is already dangerous. Putting numerous trucks on it, going both directions, is unacceptably hazardous - far beyond any risk associated with San Clemente Drive, which is much shorter, and has vastly less traffic.

I have read the EIR and its supplements. Nowhere in any document is there a side by side comparison of the environmental impact or cost of sending all construction traffic on San Clemente Drive for dam removal and river re-route vs. the scenic route. This fact was admitted in Cal Am's meetings with Cachagua residents on September 25, 2012:

There's no comparison of emissions. No comparison of the impact on streams. No comparison of the number of trees to be removed or their age and species. No comparison of the fossil fuels consumed. No comparison of the impact on 50 people vs. 2,000 people. No comparison of the cost. No comparison of the relative safety.

Yet, if the Monterey County Planning Commission gives Cal Am the green light on October 31, Cal Am has its shovels ready and Cachagua Road could be closed and this whole project could be underway as soon as November 1.

If this kind of illogical and unjust decision making makes you as angry as it makes me, email the 5 Monterey County Supervisors at cob@co.monterey.ca.us. Copy the 10 Monterey County Planning Commissioners at novom@co.monterey.ca.us. Those county officials have the power to order accurate side by side comparison of the two routes - such a study has yet to be done - so a sensible, informed decision can be made. They also have the power to insist that Cal Am's San-Clemente-Dam-removal traffic use San Clemente Drive, the road the water company has been using since 1921.

[Sarah Haussermann recently retired from a 25-year career in business and education that included 5 years as a financial analyst and 3 years in the environmental industry. Born in Carmel, she has lived in

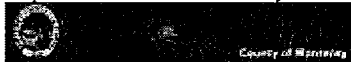
Cachagua for 15 years.]

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 8:32 AM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J
Cc: Novo, Mike x5192
Subject: FW: Proposed alternate haul road for San Clement Dam

I am forwarding eight comments received from 10-13 through 10-16

*Denise Hancock, Board Clerk
Monterey County
Clerk of the Board of Supervisors
168 W. Alisal St., 1st Floor
Salinas, CA 93901
831-755-5066
<http://www.in.co.monterey.ca.us/cob/>*



From: Al Larsen [mailto:nail-pounder@sbcglobal.net]
Sent: Saturday, October 13, 2012 4:59 PM
To: 112-Clerk of the Board Everyone
Subject: Proposed alternate haul road for San Clement Dam

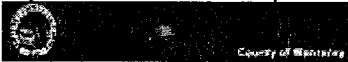
Please stop the lunacy of Cal-Am's proposal to use an alternate route for hauling the San Clemente Dam debris. Cal Am could care less that the alternate hauling route will cost because they know the PUC will allow them to recoup their costs with higher water bills to the ratepayers. The route through Sleepy Hollow has always been the main access to San Clemente Dam way before the subdivision was ever built. The decision to do anything should always be based on what it does for the greater good. To allow this would be saying you are putting the needs for 50 residences over the 2000 residents that are along or have to use the same road as the alternate route. This is also saying that you would be putting the needs of a small amount of people-50 households- over the 40,000+ Cal-Am customers who have to pay the bill. This is ludicrous! Also there is the impact on the ecosystem of building a new road into the back of the dam as well as widening areas of the Cachagua and Tassajara roads. Please use some common sense and tell the 50 residents of Sleepy Hollow they made their decision to build there knowing what the road was used for, live with it. The inconvenience will not last forever, only the time it takes to remove the dam. We, the ratepayers will be paying for it for years to come. With the cost of a new water supply, along with all the other costs Cal Am keeps coming up with, our water bills will be horrendous with out the added cost of an alternate haul route. Please do not approve the alternate haul route.

Allan Larsen
26005 Dougherty Place
Carmel, CA 93923
(831) 625-1237
cc: Monterey County Planning Commission

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 8:33 AM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J
Cc: Novo, Mike x5192
Subject: FW: dam removal route

*Denise Hancock, Board Clerk
Monterey County
Clerk of the Board of Supervisors
168 W. Alisal St., 1st Floor
Salinas, CA 93901
831-755-5066
<http://www.in.co.monterey.ca.us/cob/>*



From: Nancy Zimmerman [mailto:pgnanz@yahoo.com]
Sent: Sunday, October 14, 2012 11:42 AM
To: 112-Clerk of the Board Everyone
Subject: dam removal route

To our Monterey County planning commissioners:
Referring to the letter in the Herald written by Sarah Haussermann on Friday, Oct. 12th., it certainly makes you planning commisssioners look very foolish if you would even consider the longer more expense route of removing the San Clemente Dam materials. I certainly hope you will do the right thing and go for the less expensive route that affects the least people.

Sincerely,
Nancy Zimmerman
Pacific Grove, CA

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 8:32 AM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J
Cc: Novo, Mike x5192
Subject: FW: No to San Clemente Dam/Carmel Dam removal via Cachagua-Tassajara Roads

*Denise Hancock, Board Clerk
 Monterey County
 Clerk of the Board of Supervisors
 168 W. Alisal St., 1st Floor
 Salinas, CA 93901
 831-755-5066
<http://www.in.co.monterey.ca.us/cob/>*

 heading10

From: Berit Andersen [mailto:beritaf@aol.com]
Sent: Sunday, October 14, 2012 12:08 AM
To: 112-Clerk of the Board Everyone
Subject: No to San Clemente Dam/Carmel Dam removal via Cachagua-Tassajara Roads

Clerk of the Board of Supervisors,
 Please distribute to all county supervisors: Fernando Armenta, Lou Caclcagno, Simon Salinas, Jane Parker, David Potter.

From: Berit K. Andersen, 17451 Via Cielo, Carmel Valley, CA 93924

As a Cachagua Valley resident and property owner, I support removing the San Clemente Dam. However, I do not support sending dam removal construction traffic 34 miles further than the direct 6 mile route to the dam through Sleepy Hollow. I object to the new incomplete and misleading EIR generated by CalAm, which fails to account for all cost variables.

I do not accept the recommendations submitted by CalAm's consultant, Mr. Jeff Szytel (jszytel@wsc-inc.com) (of Water Systems Consulting in San Luis Obispo), who insists that the Tassajara-Cachagua route "makes the most sense, offers the safest access, the least environmental impact and is the most cost effective."

It is up to the Monterey County Resource Management Agency Planning Department (Mr. Bob Schubert, Planning Commissioner, schubertbi@co.monterey.ca.us) to request and to evaluate a well designed environmental impact study. I expect this Agency will make sure any decision on which route to use will be the result of an objective evaluation of the alternative routes, where the environmental impact on the communities alongside the two routes--and the impact on rate-payers--is carefully evaluated.

CalAm needs to generate a well designed environmental impact study that allows for a well documented cost-impact-comparison analysis between the cost-and-impact of using the Sleepy Hallow route versus the Tassajara-Cachagua Road route. This study needs to account for all the critical variables and the different costs need to be shown in detail—over the entire four year period, to include:

1. Cost variables that must be included in the EIR:
 - a. The cost of labor, fuel, wear and tear on roads and equipment;
 - b. The cost of fixing/strengthening roads, bridges and new turn-outs along the 40 mile route;
 - c. The cost of maintenance over the two routes;
 - d. The cost of easement or the cost of buying private property;
 - e. The cost of additional collisions-and-injuries over the longer, more dangerous route;
 - f. The cost of financially compensating Cachagua wineries and other businesses;

g. The resultant cost or rate increase passed on to CalAm customers.

2. Impact on the communities alongside the two routes.

a. On the the Sleepy Hollow direct route, a 6-mile round trip, about 50 residents will be impacted.

b. On the Tassajara-Cachagua scenic route, a 40-mile round trip, about 2,000 residents plus numerous wineries and the Tassajara Hot Springs Vacation Retreat—all will be impacted.

In conclusion, it is hard to imagine that adding a 34 mile deviation to the more direct San Clemente Drive route, via Sleepy Hollow, results in cost savings or a lower environmental impact.

CalAm's illogical and careless decision-making process is in full display. They do not care what the final cost will be—the rate payers will absorb the cost and CalAm's profits can only increase with increased costs. It is up to the the Planning Commissioner to protect CalAm's rate payers, to enforce savings and the safety for the Cachagua community. Mr. Schubert, please request a valid EIR!

Sincerely
Berit K. Andersen
17451 Via Cielo,
Carmel Valley, CA 93924

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 8:33 AM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J; Novo, Mike x5192
Subject: FW: Planning Commissioner needs to rain in the cost of San Clemente Dam removal

*Denise Hancock, Board Clerk
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 heading10

From: Duri, Gian (Gianni) (CIV) [mailto:gcduri@nps.edu]
Sent: Sunday, October 14, 2012 9:36 PM
To: 112-Clerk of the Board Everyone
Subject: FW: Planning Commissioner needs to rain in the cost of San Clemente Dam removal

Clerk of the Board of Supervisors,
Please distribute to all county supervisors: Fernando Armenta, Lou Cacchagno, Simon Salinas, Jane Parker, David Potter.

From: Gian C. Duri, 1122 Divisadero Street, Pacific Grove, CA 93950

As a CalAm rate payer, I object to CalAm's cavalier attitude about adding cost to its customers by adding a 36-mile deviation to the operational traffic of removing the San Clemente Dam via the Tassajara-Cachagua Roads, rather than over a more direct 6-mile route, via Sleepy Hollow Roads.

I appeal to you as Board of Supervisors to ensure the Monterey Planning Commissioner knows he is expected to protect us, the rate payers.

Respectfully,

Gian C. Duri
1122 Divisadero Street,
Pacific Grove, CA 93950

From: Duri, Gian (Gianni) (CIV)
Sent: Sunday, October 14, 2012 9:16 PM
To: 'schubertbj@co.monterey.ca.us'; 'novom@co.monterey.ca.us'
Subject: Planning Commissioner needs to rain in the cost of San Clemente Dam removal

Attn: Mr. Bob Schubert,
Planning Commissioner,
Planning Department,
Monterey County Resource Management Agency

As a CalAm rate payer, I object to CalAm's cavalier attitude about adding cost to its customers.

I refer you to Ms. Sarah Haussermann's insightful article, "Dam Removal route running up the cost" (Friday, 12 October, editorial page), where she points out that CalAm seems ready to route the San Clemente Dam removal traffic over a 40-mile round-about route, via Tassajara-Cachagua Roads, rather

10/17/2012

than over a more direct 6-mile route, via Sleepy Hollow Roads.

I appeal to you as the Monterey Planning Commissioner to protect rate payers' interests and to choose a dam removal route that is environmentally safe way as well as financially responsible.

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Pacific Grove, CA 93950

From: Duri, Gian (Gianni) (CIV)
Sent: Sunday, October 14, 2012 9:00 PM
To: 'mheditor@montereyherald.com'
Subject: Planning Commissioner needs to rain in the cost of San Clemente Dam removal

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According to Ms. Haussermann's reading of CalAm's environmental impact report, CalAm did not provide a valid cost analysis over the two routes and over the four-five years needed for the dam removal project. By adding unnecessary cost to this project, CalAm's rate payers end up with a larger bill, while CalAm's stockholders get a larger profit

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Gian C. Duri
1122 Divisadero Street,
Pacific Grove, CA 93950

The Monterey Herald, Friday, 12 October, 2012

Dam removal route running up the cost

By SARAH HAUSSERMANN

Guest commentary

San Clemente Dam is being removed in the name of the environment.

I support the removal. I do not support sending dam-removal construction traffic on the longest, most dangerous, most costly route, where it will impact 2,000 working-class and low-income people instead of 50 in the upper class, and where it will have the most significant environmental impact.

Yet that is what Cal Am plans to do. If you are a Cal Am customer, you ought to know what's going on, because you will foot the bill: \$105 extra each year for each household.

Cal Am dam-removal trucks will start their day in Salinas and drive the direct way to Carmel Valley Village. But instead of taking the direct route, onto San Clemente Drive, trucks will travel a circuitous and dangerous 20-mile route along East Carmel Valley Road, Tassajara Road and Cachagua Road, looping around to the back of the dam.

To make the "scenic route" work, existing roads will be extensively modified and a miles-long

road will be built through scenic slopes. Thousands of oak trees will be hacked down to make that happen.

Cal Am has not calculated the cost of fuel and labor for sending trucks on the extra 40-mile round trip. So cost was not a factor in the decision-making process.

Nor was time a factor. The "scenic route" takes two hours. The direct route takes 30 minutes.

Given the mystifying lack of Cal Am cost figures and my own background in finance and the environmental industry, I ran the numbers for myself. Here's what I came up with: Cal Am customers will pay an estimated \$4.2 million extra to send dam-removal construction traffic on the scenic route for four years. Cal Am vehicles will drive more than a quarter of a million extra, unneeded miles.

Since 1921, when San Clemente Drive was used as part of the dam construction project, it has been the water company's exclusive means to access the dam. All types of vehicles have traveled that road. This includes large construction equipment. In 1972, heavy machinery was trucked in via San Clemente Drive to build an airstrip upstream of the dam.

San Clemente Dam has been heavily silted for 65 years and officials have been publicly mulling solutions to that problem since long before anyone started building houses on San Clemente Drive, about 25 years ago. Folks who bought those houses were aware of and could reasonably expect their road would be used to solve this problem.

About 50 residents live around San Clemente Drive in the gated subdivision called Sleepy Hollow, on the direct route to the dam. About 2,000 people live in Cachagua, along the scenic route, but nowhere near the dam.

You would think all this might have been factored into the environmental impact study, but it wasn't. Of course, it's 50 rich white people and 2,000 not-so-rich, not-so-white people.

Dam-removal traffic will affect everyone's daily lives in Cachagua. We are a remote community and Tassajara and Cachagua roads are our only means of ingress and egress. With so many people and businesses (wineries, Tassajara Hot Springs, contractors, etc.) out here, there is just no way to mitigate all the problems we'll have. Years of road work and construction traffic will have great impact on our time, our wallets, our level of stress and our safety.

In the next few weeks, Cal Am will negotiate with large businesses in Cachagua to compensate them for their financial losses, another uncalculated cost to be passed to ratepayers. But Cal Am stated emphatically at a recent meeting that us middle-class and low-income folks will not be compensated for our additional financial burden.

Drive the scenic route for yourself. It is often only one lane. It is miles of blind hairpin curves and potholes and is shared with bicycles. San Clemente Drive, which is much shorter, has vastly less traffic.

I have read the EIR and its supplements. Nowhere is there a side-by-side comparison of the environmental impact or costs of using the alternate routes. There is no comparison of emissions or the impact on streams. No comparison of the number or type of trees to be removed. No comparison of the fossil fuels consumed. No comparison of the relative safety. Yet if the Monterey County Planning Commission gives Cal Am the green light on Oct. 31, Cal

Am has its shovels ready and this project could be under way as soon as Nov. 1.

If this kind of illogical and unjust decision-making makes you as angry as it makes me, email the supervisors at cob@co.monterey.ca.us. Copy the 10 Monterey County planning commissioners at novom@co.monterey.ca.us.

Sarah Haussermann recently retired from a 25-year career in business and education that included five years as a financial analyst and three years in the environmental industry. She has lived in Cachagua for 15 years.

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 8:33 AM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J; Novo, Mike x5192
Subject: FW: dam removal route up the coast

*Denise Hancock, Board Clerk
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heading10

From: Alana Myles [mailto:alanamyles@yahoo.com]
Sent: Tuesday, October 16, 2012 9:58 AM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: dam removal route up the coast

Dear Supervisors,

I, like Robert Montgomery in his letter to the Herald printed October 12, 2012, am very concerned and disturbed if the information in the article by Sarah Haussermann (The Herald , Friday, October 12, 2012) is correct. The article states trucks carrying loads of debris from San Clemente Dam will follow a 2 hour, circuitous, and dangerous route, costing Cal Am ratepayers an estimated \$4.2 million extra, rather than following a less costly 30 minute drive through an area occupied by 50 well-to-do families. I strongly urge your board to promptly and publicly affirm or rebut the information in Ms. Haussermann's report.

I thank you for your attention regarding this matter.

Respectfully,

Alana Myles

Del Rey Oaks, Ca.

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Gian C. Duri
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The Monterey Herald, Friday, 12 October, 2012

Dam removal route running up the cost

By SARAH HAUSSERMANN

Guest commentary

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Sarah Haussermann recently retired from a 25-year career in business and education that included five years as a financial analyst and three years in the environmental industry. She has lived in Cachagua for 15 years.

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 8:34 AM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J; Novo, Mike x5192
Subject: FW: Dam removal traffic plan

Denise Hancock, Board Clerk
Monterey County
Clerk of the Board of Supervisors
168 W. Alisal St., 1st Floor
Salinas, CA 93901
831-755-5066
<http://www.in.co.monterey.ca.us/cob/>

-----Original Message-----

From: Elizabeth Gill Brown [mailto:bethgillbrown@gmail.com]
Sent: Tuesday, October 16, 2012 11:18 AM
To: 112-Clerk of the Board Everyone
Subject: Dam removal traffic plan

Please make Cal-Am present a cost accounting (detailed) comparing the dam removal using the road past Sleepy Hollow and the costs using the Cachagua Road.

The lives of many people and the environment are going to be affected horribly over a long period of time. Cal-Am has certainly never been known for its openness in dealing with the public. The citizens of Monterey County deserve real oversight on the part of the Board of Supervisors.

Sincerely yours,

Elizabeth Gill Brown

Novo, Mike x5192

From: Alana Myles [alanamyles@yahoo.com]

Sent: Tuesday, October 16, 2012 9:58 AM

To: 112-Clerk of the Board Everyone

Cc: Novo, Mike x5192

Subject: dam removal route up the coast

Dear Supervisors,

I, like Robert Montgomery in his letter to the Herald printed October 12, 2012, am very concerned and disturbed if the information in the article by Sarah Haussermann (The Herald , Friday, October 12, 2012) is correct. The article states trucks carrying loads of debris from San Clemente Dam will follow a 2 hour, circuitous, and dangerous route, costing Cal Am ratepayers an estimated \$4.2 million extra, rather than following a less costly 30 minute drive through an area occupied by 50 well-to-do families. I strongly urge your board to promptly and publicly affirm or rebut the information in Ms. Haussermann's report.

I thank you for your attention regarding this matter.

Respectfully,


Alana Myles

Del Rey Oaks, Ca.

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From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 8:39 AM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J; Novo, Mike x5192
Subject: FW: Dam Debris Removal Route

*Denise Hancock, Board Clerk
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 heading10

From: Matthew Pasztalanec [mailto:ismfp@aol.com]
Sent: Tuesday, October 16, 2012 5:36 PM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Dam Debris Removal Route

Dear Members of the BOS:

The DIRECT route for rmoving the debris from the San Clemente Dam should be used. We agree with all the points made by Sarah Haussermann in the recent Monterey Herald article. It just makes good sense.

Mr. & Mrs M.F Pasztalanec
22600 Gallant Fox Road
Monterey, Ca. 93940
831 373 3885

From: Matthew Pasztalaniec <ismfp@aol.com>
Date: October 16, 2012, 5:36:27 PM PDT
To: 112-Clerk of the Board Everyone <112-ClerkoftheBoardEveryone@co.monterey.ca.us>
Cc: "Novo, Mike x5192" <novom@co.monterey.ca.us>
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Mr. & Mrs M.F Pasztalanec
22600 Gallant Fox Road
Monterey, Ca. 93940
831 373 3885

Novo, Mike x5192

From: Susan O'Connell [vicepresident@sfzc.org]
Sent: Wednesday, October 17, 2012 3:15 PM
To: 100-District 1 (831) 647-7991; 100-District 2 (831) 755-5022; 100-District 3 (831) 385-8333; 100-District 4 (831) 883-7570; 100-District 5 (831) 647-7755; Novo, Mike x5192; Mendez, Jose; Rochester, Don; Paul Getzelman; Roberts, Amy D.; Vandevere, Keith; Padilla, Cosme; Hert, Luther; Martha Diehl
Subject: Response to plans for dam removal

Dear Monterey County Supervisors,

As a member of the Board of the San Francisco Zen Center, of which Tassajara Hot Springs / Zen Mountain Center is a part, I am writing regarding the San Clemente Dam Removal project.

While I am very pleased to hear about the many benefits of the project, and support the dam removal and watershed restoration, I was deeply disappointed by the lack of outreach and communication with the area residents and businesses who will be impacted by this lengthy construction project. I appreciate the efforts that are currently being made, and am requesting additional mitigations to address the impact on traffic, business, the environment, and public safety. Our hope is to work together with all concerned parties to make this project happen in a way that minimizes the impact of the four-plus years of construction.

Tassajara will be impacted primarily during our guest season, which runs from the end of April through mid-September. 6000 guests visit Tassajara every summer, and many of them also patronize restaurants and hotels in the Monterey area. Tassajara itself contributes over \$60,000 yearly in hotel taxes to Monterey County.

Tassajara and San Francisco Zen Center have deep commitments to environmental stewardship, and we are concerned about the impact on the land during the course of construction. The truck traffic will have a significant impact on the roads, which are already in very poor condition. Finally, the Basin Complex Fire four years ago is a powerful reminder of the public safety issues related to accessibility.

I am asking that you institute the following mitigations to the Use Permit for Cal Am during the entire construction project in order to minimize the impact on the local communities and the environment.

1. Repair Carmel Valley Rd., Cachagua Rd., and Tassajara Rd. prior to construction, and after each season of construction. At the end of construction, the roads should be repaired

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or repaved such that they are in better condition than they were prior to construction.

2. Pullouts should be at regular intervals, in good repair, and sized to accommodate large trucks and heavy equipment. Repair and pave all pullouts and bypasses on Carmel Valley Rd. and Cachagua Rd., enlarging as necessary. Create new pullouts as necessary. Require that drivers use pullouts.
3. Do not make Cachagua Rd. one-way, except at times when flaggers are used.
4. Traffic on Tassajara/South Cachagua Rd. will impact guests coming to Tassajara during our guest season (late April through mid-September), particularly for meeting the daily 10:30 a.m. shuttle that will take them from Jamesburg into Tassajara. According to the proposed plans, peak periods will be April-May and Oct.-Nov., so if all goes as planned, the affected period would be about five weeks (late April through May). Our preference is that during our guest season all truck traffic, esp. movement of heavy equipment, would be done at night (e.g., 10 p.m. to 4 a.m.). If this is not feasible, we ask that truck deliveries on Tassajara/South Cachagua Rd. be restricted to Mondays, Tuesdays, and Wednesdays from 11:00 a.m. to 3 p.m. This will enable our guests to be able to meet the 10:30 shuttle, and to accommodate the larger number of guests who come over the weekends, when we have both morning and afternoon shuttles.
5. Minimize the impact on the environment, particularly tree removal and caring for streams.
6. Maintain clear and regular communication with area residents and businesses, and have a designated contact person in each company or agency involved. Continue to work with the local communities to resolve issues as they arise.

Thank you for your efforts to work with the residents and business who are most impacted by the construction. I look forward to working with you now and in coming years.

--

Warmly,
Susan O'Connell
Vice President
San Francisco Zen Center
300 Page St.
San Francisco, CA 94102
[415 354-0352](tel:4153540352) (office)
[415 298-0833](tel:4152980833) (cel)
vicepresident@sfzc.org
www.sfzc.org

Novo, Mike x5192

From: Joyce Franzman [jeaf2003@pacbell.net]

Sent: Wednesday, October 17, 2012 3:00 PM

To: 112-Clerk of the Board Everyone

Cc: Novo, Mike x5192

Subject: Dam Removal Route

I would like to let you know that I support the editorial that Sarah Haussermann wrote recently in the Herald about the route that the construction vehicles will be taking in removing the San Clemente Dam. (Via East Carmel Valley Road, Tassajara Road, and Cachagua Road instead of the direct route onto San Clemente Drive.)

It seems the rich are getting their way again in this county, with no regard for the environment, again.

Please reconsider.

Joyce Franzman
Royal Oaks, CA

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 3:05 PM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J; Novo, Mike x5192
Subject: FW: Dam Removal Route

*Denise Hancock, Board Clerk
Monterey County
Clerk of the Board of Supervisors
168 W. Alisal St., 1st Floor
Salinas, CA 93901
831-755-5066
<http://www.in.co.monterey.ca.us/cob/>*



From: Joyce Franzman [mailto:jeaf2003@pacbell.net]
Sent: Wednesday, October 17, 2012 3:00 PM
To: 112-Clerk of the Board Everyone
Cc: Novo, Mike x5192
Subject: Dam Removal Route

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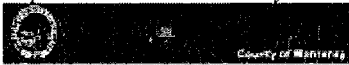
Please reconsider.

Joyce Franzman
Royal Oaks, CA

Novo, Mike x5192

From: Hancock, Denise 796-3077
Sent: Wednesday, October 17, 2012 12:55 PM
To: 100-BoS Everyone; Bauman, Lew x5113; McKee, Charles J; Novo, Mike x5192
Subject: FW: Heavy equipment traffic route

*Denise Hancock, Board Clerk
Monterey County
Clerk of the Board of Supervisors
168 W. Alisal St., 1st Floor
Salinas, CA 93901
831-755-5066
<http://www.in.co.monterey.ca.us/cob/>*



From: Mary Sholl [mailto:marysholl@yahoo.com]
Sent: Wednesday, October 17, 2012 12:31 PM
To: 112-Clerk of the Board Everyone; Novo, Mike x5192
Subject: Heavy equipment traffic route

Why are you doing this?

Please get involved, speak out regarding the county's plan to move heavy equipment traffic through Cachagua Road rather than the much shorter route through San Clemente Drive! Voice your opinion by e mailing to: cob@co.monterey.ca.us and to supervisors at novom@co.monterey.ca.us PLEASE!!!!

Novo, Mike x5192

From: Linda Galijan [zmcdirector@sfzc.org] on behalf of tassdirector [zmcdirector@sfzc.org]
Sent: Wednesday, October 17, 2012 11:48 AM
To: 100-District 1 (831) 647-7991; 100-District 2 (831) 755-5022; 100-District 3 (831) 385-8333; 100-District 4 (831) 883-7570; 100-District 5 (831) 647-7755; Novo, Mike x5192; Mendez, Jose; Rochester, Don; 'Paul Getzelman'; Roberts, Amy D.; Vandevere, Keith; Salazar, Aurelio Jr.; Padilla, Cosme; Brown, Jay; Hert, Luther; 'Martha Diehl'
Subject: Tassajara's Request for Mitigations on San Clemente Dam Removal Project
Attachments: Letter from Tassajara to Supervisors re Dam Project Mitigations.pdf

Dear Monterey County Supervisors,
 Tassajara Hot Springs / Zen Mountain Center has some significant concerns about the traffic, environmental, and public safety impacts of the San Clemente Dam Removal project. A letter detailing our request for mitigations, with 39 signatures of our staff and residents, is attached to this message. For your convenience, I have inserted the text of the letter below.

I will be attending the October 24 Cachagua community meeting and the October 31 Planning Commission meeting. I look forward to hearing new developments regarding the dam removal project, and having the opportunity to express our concerns and requests in person. We fully support this important watershed restoration project, and hope that we can all work together to create viable solutions for all concerned.

Thank you very much for your consideration.

Sincerely,
 Rev. Linda Galijan, Ph.D.
 Director, Tassajara Zen Mountain Center

(text of attached letter)

Dear Monterey County Supervisors,

We are writing regarding the San Clemente Dam Removal project. While we are very pleased to hear about the many benefits of the project, and support the dam removal and watershed restoration, we were deeply disappointed by the lack of outreach and communication with the area residents and businesses who will be impacted by this lengthy construction project. We appreciate the efforts that are currently being made, and are requesting additional mitigations to address the impact on traffic, business, the environment, and public safety. Our hope is to work together with all concerned parties to make this project happen in a way that minimizes the impact of the four-plus years of construction.

Tassajara Hot Springs/Zen Mountain Center will be impacted primarily during our guest season, which runs from the end of April through mid-September. 6000 guests visit Tassajara every summer, and many of them also patronize restaurants and hotels in the Monterey area. Tassajara itself contributes over \$60,000 yearly in hotel taxes to Monterey County.

Tassajara and San Francisco Zen Center, of which Tassajara is a part, have deep commitments to environmental stewardship, and we are concerned about the impact on the land during the course of construction. The truck traffic will have a significant impact on the roads, which are already in very poor condition. Finally, the Basin Complex Fire four years ago is a powerful reminder of the public safety issues related to accessibility.

We are asking that you institute the following mitigations to the Use Permit for Cal Am during

the entire construction project in order to minimize the impact on the local communities and the environment.

1. Repair Carmel Valley Rd., Cachagua Rd., and Tassajara Rd. prior to construction, and after each season of construction. At the end of construction, the roads should be repaired or repaved such that they are in better condition than they were prior to construction.
2. Pullouts should be at regular intervals, in good repair, and sized to accommodate large trucks and heavy equipment. Repair and pave all pullouts and bypasses on Carmel Valley Rd. and Cachagua Rd., enlarging as necessary. Create new pullouts as necessary. Require that drivers use pullouts.
3. Do not make Cachagua Rd. one-way, except at times when flaggers are used.
4. Traffic on Tassajara/South Cachagua Rd. will impact guests coming to Tassajara during our guest season (late April through mid-September), particularly for meeting the daily 10:30 a.m. shuttle that will take them from Jamesburg into Tassajara. According to the proposed plans, peak periods will be April-May and Oct.-Nov., so if all goes as planned, the affected period would be about five weeks (late April through May). Our preference is that during our guest season all truck traffic, esp. movement of heavy equipment, would be done at night (e.g., 10 p.m. to 4 a.m.). If this is not feasible, we ask that truck deliveries on Tassajara/South Cachagua Rd. be restricted to Mondays, Tuesdays, and Wednesdays from 11:00 a.m. to 3 p.m. This will enable our guests to be able to meet the 10:30 shuttle, and to accommodate the larger number of guests who come over the weekends, when we have both morning and afternoon shuttles.
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6. Maintain clear and regular communication with area residents and businesses, and have a designated contact person in each company or agency involved. Continue to work with the local communities to resolve issues as they arise.

Thank you for your efforts to work with the residents and business who are most impacted by the construction. We look forward to working with you now and in coming years.

Sincerely,

The Staff and Residents of Tassajara Zen Mountain Center (39 signatures follow in attachment)



October 16, 2012

Dear Monterey County Supervisors,

We are writing regarding the San Clemente Dam Removal project. While we are very pleased to hear about the many benefits of the project, and support the dam removal and watershed restoration, we were deeply disappointed by the lack of outreach and communication with the area residents and businesses who will be impacted by this lengthy construction project. We appreciate the efforts that are currently being made, and are requesting additional mitigations to address the impact on traffic, business, the environment, and public safety. Our hope is to work together with all concerned parties to make this project happen in a way that minimizes the impact of the four-plus years of construction.

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Carmel Valley Rd. and Cachagua Rd., enlarging as necessary Create new pullouts as necessary. Require that drivers use pullouts.

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Thank you for your efforts to work with the residents and business who are most impacted by the construction. We look forward to working with you now and in coming years.

Sincerely,

The Staff and Residents of Tassajara Zen Mountain Center

<u>Linda Galijan, Director</u>	<u>JGF</u>
<u>EM</u>	<u>Aut</u>
<u>Grant Hutchinson</u>	<u>Donis</u>
<u>Reen Perkins</u>	<u>Shelly</u>
<u>John Burdian</u>	<u>Lesley Hardy</u>

Theresa Fewest

Heather Lee

Gail Caspell

John Hale

Gerlie James

Barton Stone

~~John~~ Hill

Abigail Crabtree

Alison Pitt

~~William Adams~~

Steve Smith

Sam Williams

Eric Hill

Dr. Remick

~~Michael Warner~~

Eric Wain

Elizabeth Fung

Math (M. J.)

Lucilia Rodriguez

Devin Patel

~~T. R.~~

Sam Ayer

Andrew S. Daniels

Cony Mullett

Ryan De

~~John Hill~~
Whit St. Smith

Key Jansin

Orange

Novo, Mike x5192

From: Reb Assistant [rebassistant@sfzc.org]

Sent: Thursday, October 18, 2012 11:16 AM

To: 100-District 1 (831) 647-7991; 100-District 2 (831) 755-5022; 100-District 3 (831) 385-8333; 100-District 4 (831) 883-7570; 100-District 5 (831) 647-7755; Novo, Mike x5192; Mendez, Jose; Rochester, Don; Paul Getzelman; Roberts, Amy D.; Vandever, Keith; Salazar, Aurelio Jr.; Padilla, Cosme; Hert, Luther; Martha Diehl

Subject: San Clemente Dam Removal project

Dear Monterey County Supervisors,

As a member of the San Francisco Zen Center, of which Tassajara Hot Springs / Zen Mountain Center is a part, I am writing regarding the San Clemente Dam Removal project.

While I am very pleased to hear about the many benefits of the project, and support the dam removal and watershed restoration, I was deeply disappointed by the lack of outreach and communication with the area residents and businesses who will be impacted by this lengthy construction project. I appreciate the efforts that are currently being made, and am requesting additional mitigation to address the impact on traffic, business, the environment, and public safety. Our hope is to work together with all concerned parties to make this project happen in a way that minimizes the impact of the four-plus years of construction.

Tassajara will be impacted primarily during our guest season, which runs from the end of April through mid-September. 6000 guests visit Tassajara every summer, and many of them also patronize restaurants and hotels in the Monterey area. Tassajara itself contributes over \$60,000 yearly in hotel taxes to Monterey County.

Tassajara and San Francisco Zen Center have deep commitments to environmental stewardship, and we are concerned about the impact on the land during the course of construction. The truck traffic will have a significant impact on the roads, which are already in very poor condition. Finally, the Basin Complex Fire four years ago is a powerful reminder of the public safety issues related to accessibility.

I am asking that you institute the following mitigation to the Use Permit for Cal Am during the entire construction project in order to minimize the impact on the local communities and the environment.

1. Repair Carmel Valley Rd., Cachagua Rd., and Tassajara Rd. prior to construction, and

10/18/2012

after each season of construction. At the end of construction, the roads should be repaired or repaved such that they are in better condition than they were prior to construction.

2. Pullouts should be at regular intervals, in good repair, and sized to accommodate large trucks and heavy equipment. Repair and pave all pullouts and bypasses on Carmel Valley Rd. and Cachagua Rd., enlarging as necessary. Create new pullouts as necessary. Require that drivers use pullouts.
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Thank you for your efforts to work with the residents and business who are most impacted by the construction. We look forward to working with you now and in coming years.

Sincerely,

-
Anna Thorn
Assistant to Tenshin Reb Anderson
Phone 415 389 5436

From: Qayyum Johnson <farm@sfzc.org>
Date: October 20, 2012, 8:41:57 PM EDT
To: "100-District 1 (831) 647-7991" <district1@co.monterey.ca.us>, "100-District 2 (831) 755-5022" <district2@co.monterey.ca.us>, "100-District 3 (831) 385-8333" <district3@co.monterey.ca.us>, "100-District 4 (831) 883-7570" <district4@co.monterey.ca.us>, "100-District 5 (831) 647-7755" <district5@co.monterey.ca.us>, "Novo, Mike x5192" <novom@co.monterey.ca.us>, "Mendez, Jose" <MendezJ@co.monterey.ca.us>, "Rochester, Don" <RochesterD@co.monterey.ca.us>, Paul Getzelman <GetzelmanP@co.monterey.ca.us>, "Roberts, Amy D." <RobertsAD@co.monterey.ca.us>, "Vandevere, Keith" <VandevereK@co.monterey.ca.us>, "Padilla, Cosme" <PadillaC1@co.monterey.ca.us>, Jay Brown <BrownJ@co.monterey.ca.us>, "Hert, Luther" <HertL1@co.monterey.ca.us>, Martha Diehl <mvdiehl@mindspring.com>
Subject: dam removal feedback

Dear Monterey County Supervisors,

As a member of the Board of the San Francisco Zen Center, of which Tassajara Hot Springs / Zen Mountain Center is a part, I am writing regarding the San Clemente Dam Removal project.

While I am very pleased to hear about the many benefits of the project, and support the dam removal and watershed restoration, I was deeply disappointed by the lack of outreach and communication with the area residents and businesses who will be impacted by this lengthy construction project. I appreciate the efforts that are currently being made, and am requesting additional mitigations to address the impact on traffic, business, the environment, and public safety. Our hope is to work together with all concerned parties to make this project happen in a way that minimizes the impact of the four-plus years of construction.

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Thank you for your efforts to work with the residents and business who are most impacted by the construction. I look forward to working with you now and in coming years.

Sincerely,

Qayyum Johnson
Manager
Green Gulch Farm Farm
San Francisco Zen Center

Schubert, Bob J. x5183

From: Ben Barrera [benbarrera373@msn.com]
Sent: Monday, October 22, 2012 1:55 PM
To: Schubert, Bob J. x5183
Cc: Sarah Haussermann; Ted and Fidela Schneider; Cate Barrera; Susan Schiffman
Subject: San Clemente Dam Comments for staff and Commissioners

Mr. Schubert,

The damage to the Tassajara and Cachauga area will all be done by the construction of the Jeep Road, it's that simple. The Jeep Rd is not necessary and a waste in all respects. I want to address 3 points only here.

1- Cal Am says the Jeep Rd is necessary because "time is of the essences" and the dam might be damaged by an earthquake if they delay. The closest earthquake fault to the San Clemente Dam is the Cachauga Fault which has not not been active for 1,600,000 years. The next closest fault is the Turalcitos Fault (not active either) then follows the Reliz Fault in the E. Salinas Valley area, the most currently active and that hasn't been active in 130,000 years. "Active faults" require activity less then 35,000 years (USGS) from last eruption. One could say this is the "mushroom cloud" being promoted by Cal Am to scare citizens. I would assume the CDWR uses the USGS information for their assessments of gravity. This earthquake information can be found here:

<http://earthquake.usgs.gov>

2- Why does Cal Am require 18 ft of road way on their own property when it's obvious a 12 ft clearance would suffice. Their road is not a public access road and Cal Am and their contractors could route/coordinate/schedule construction traffic without consideration for the lower Carmel Valley citizens. If a logical route is found that avoids Sleepy Hollow and meets with the San Clemente Road then only authorized traffic could use the road thus solving the on coming traffic concerns, dangers, costs and delays. The costs for the construction of the Jeep Road could be allocated to this new route with most of the construction on Cal Am lands - their land, their road.

On the other hand eighteen feet of road on a public highway (which Tassajara and Cachauga roads seldom offer) is not safe but a deadly hazard when you consider the type of large vehicle traffic foreseen. Even a legal size truck, 8.5 ft wide, takes 12.44 ft radius for that truck to make a 30 degree curve and (A) there are 14 curves of over 30 degrees on the first 5 miles of the Tassajara and Cachauga Road route; (B) On coming traffic meeting a truck on a "blind" 30 degree curve will have less the 4 feet between a rock wall and the truck.; (C)There are 5 curves in that distance that exceed 90 degrees in which case that same truck needs 18.9 feet to make the turn (wider then the road) and no space for on coming traffic. If you double trailer that same truck the radius would obviously increase drastically. You can verify that on the site listed below.

http://onlinemanuals.txdot.gov/txdotmanuals/rdw/minimum_designs_truck_bus_turns.htm

3-Environmental damage was not disclosed. The first 5 miles of Cachauga Road from the Tassajara Road intersection follows the Cachauga Creek. This section is in a deep narrow valley. The effect of heavy equipment for construction of the roadway, the dump trucks and heavy machinery traffic to build the Jeep Road, which Cal Am anticipates at 60 trips per day or as needed, would be environmentally devastating to this narrow valley due to pollution, noise and vibration. If a study of this issue was made by Cal Am it has not been disclosed and it needs to be.

You are aware the Supplemental EIR submitted by Cal Am with the longer route was not properly studied or disclosed to the public. This also was apparently due to the "Mushroom Cloud" fear and "just didn't have time to do a proper study". I ask (and I am sure most of us here in the lower Carmel Valley area ask) you and your staff take this concerns I have and require either a proper EIR from Cal Am or have your department do it's own detailed and unbiased review that can be disclosed to the public.

If the project has to be delayed for a year to correctly approach the dam demolition and to avoid a disastrous environmental damage to the Tassajara and Cachauga area and it's people by eliminating the Jeep Road then that wait would be a small price to pay. In addition the cost savings by the elimination of the Jeep Road would make any delay of this nature economically rewarding to Cal Am (if that were a real consideration) and for the rate and tax payers.

Thanks for your assistance. Please forward this memo to the County Commissioners reviewing this matter.

Ben Barrera
37302 Tassajara Rd.
Carmel Valley, CA 93924

Schubert, Bob J. x5183

From: Lisa [LHoivik@comcast.net]

Sent: Monday, October 22, 2012 2:55 PM

To: Schubert, Bob J. x5183

Cc: 112-Clerk of the Board Everyone

Subject: San Clemente Dam Removal - please distribute to planning commissioners and supervisors

113 Linda Vista Place
Monterey, CA 93940
October 22, 2012

Ann Roberts, Chair
Monterey County Planning Commission
168 West Alisal St., 2nd floor
Salinas, CA 93901

Subject: San Clemente Dam Removal

Dear Chair Roberts and Members of the Commission,

Let's be clear. There is no road from San Clemente dam to Cachagua. For Cal-Am to send even one truck from the dam to Cachagua Rd. requires the building of a new road. This road will be 4 miles long and cost more than \$4 million. Over 1,000 oak trees will be cut down. The up-stream spawning grounds of the steelhead will be endangered...these are the very steelhead that dam removal is purported to benefit. Most importantly, building that wasteful, unnecessary connecting road endangers the lives of the two thousand residents of Cachagua and the thousands of business people and tourists who depend on the road. Why? Because Cachagua Rd. is an extremely dangerous, winding forest road. I invite you to drive it and see for yourself. There are dozens and dozens of blind corners and blind driveway exits. The roads are extremely narrow, much less than standard width. Even standard size trucks and cars need to move into oncoming traffic. There are no shoulders, no guard rails, no pullouts for trucks. And there are many steep ravines. There are even many accidents caused by those familiar with the roads. You can well imagine the safety hazards by adding additional truck traffic to this road. And it is not necessary. The decision to use this dangerous route makes no sense at all. Three mile long San Clemente Dr. has been used since 1921 to build and service the dam. The 50 residents of Sleepy Hollow are clustered in a one mile strip along this road. Also, Cal-Am has said there may be other direct routes that could be used. Well, Cal-Am, use one of them! But don't build a costly (\$105 + per rate payer) new road to connect to an already dangerous, circuitous route.

Sincerely,

Lisa Hoivik

10/22/2012

From: Lisa [mailto:LHoivik@comcast.net]
Sent: Monday, October 22, 2012 2:55 PM
To: Schubert, Bob J. x5183
Cc: 112-Clerk of the Board Everyone
Subject: San Clemente Dam Removal - please distribute to planning commissioners and supervisors

113 Linda Vista Place
Monterey, CA 93940
October 22, 2012

Ann Roberts, Chair
Monterey County Planning Commission
168 West Alisal St., 2nd floor
Salinas, CA 93901

Subject: San Clemente Dam Removal

Dear Chair Roberts and Members of the Commission,

Let's be clear. There is no road from San Clemente dam to Cachagua. For Cal-Am to send even one truck from the dam to Cachagua Rd. requires the building of a new road. This road will be 4 miles long and cost more than \$4 million. Over 1,000 oak trees will be cut down. The up-stream spawning grounds of the steelhead will be endangered...these are the very steelhead that dam removal is purported to benefit. Most importantly, building that wasteful, unnecessary connecting road endangers the lives of the two thousand residents of Cachagua and the thousands of business people and tourists who depend on the road. Why? Because Cachagua Rd. is an extremely dangerous, winding forest road. I invite you to drive it and see for yourself. There are dozens and dozens of blind corners and blind driveway exits. The roads are extremely narrow, much less than standard width. Even standard size trucks and cars need to move into oncoming traffic. There are no shoulders, no guard rails, no pullouts for trucks. And there are many steep ravines. There are even many accidents caused by those familiar with the roads. You can well imagine the safety hazards by adding additional truck traffic to this road. And it is not necessary. The decision to use this dangerous route makes no sense at all. Three mile long San Clemente Dr. has been used since 1921 to build and service the dam. The 50 residents of Sleepy Hollow are clustered in a one mile strip along this road. Also, Cal-Am has said there may be other direct routes that could be used. Well, Cal-Am, use one of them! But don't build a costly (\$105 + per rate payer) new road to connect to an already dangerous, circuitous route.

Sincerely,

Lisa Hoivik

Novo, Mike x5192

From: Linda Galijan [zmcdirector@sfzc.org] on behalf of tassdirector [zmcdirector@sfzc.org]
Sent: Wednesday, October 17, 2012 11:48 AM
To: 100-District 1 (831) 647-7991; 100-District 2 (831) 755-5022; 100-District 3 (831) 385-8333; 100-District 4 (831) 883-7570; 100-District 5 (831) 647-7755; Novo, Mike x5192; Mendez, Jose; Rochester, Don; 'Paul Getzelman'; Roberts, Amy D.; Vandevere, Keith; Salazar, Aurelio Jr.; Padilla, Cosme; Brown, Jay; Hert, Luther; 'Martha Diehl'
Subject: Tassajara's Request for Mitigations on San Clemente Dam Removal Project
Attachments: Letter from Tassajara to Supervisors re Dam Project Mitigations.pdf

Dear Monterey County Supervisors,
Tassajara Hot Springs / Zen Mountain Center has some significant concerns about the traffic, environmental, and public safety impacts of the San Clemente Dam Removal project. A letter detailing our request for mitigations, with 39 signatures of our staff and residents, is attached to this message. For your convenience, I have inserted the text of the letter below.

I will be attending the October 24 Cachagua community meeting and the October 31 Planning Commission meeting. I look forward to hearing new developments regarding the dam removal project, and having the opportunity to express our concerns and requests in person. We fully support this important watershed restoration project, and hope that we can all work together to create viable solutions for all concerned.

Thank you very much for your consideration.

Sincerely,
Rev. Linda Galijan, Ph.D.
Director, Tassajara Zen Mountain Center

(text of attached letter)

Dear Monterey County Supervisors,

We are writing regarding the San Clemente Dam Removal project. While we are very pleased to hear about the many benefits of the project, and support the dam removal and watershed restoration, we were deeply disappointed by the lack of outreach and communication with the area residents and businesses who will be impacted by this lengthy construction project. We appreciate the efforts that are currently being made, and are requesting additional mitigations to address the impact on traffic, business, the environment, and public safety. Our hope is to work together with all concerned parties to make this project happen in a way that minimizes the impact of the four-plus years of construction.

Tassajara Hot Springs/Zen Mountain Center will be impacted primarily during our guest season, which runs from the end of April through mid-September. 6000 guests visit Tassajara every summer, and many of them also patronize restaurants and hotels in the Monterey area. Tassajara itself contributes over \$60,000 yearly in hotel taxes to Monterey County.

Tassajara and San Francisco Zen Center, of which Tassajara is a part, have deep commitments to environmental stewardship, and we are concerned about the impact on the land during the course of construction. The truck traffic will have a significant impact on the roads, which are already in very poor condition. Finally, the Basin Complex Fire four years ago is a powerful reminder of the public safety issues related to accessibility.

We are asking that you institute the following mitigations to the Use Permit for Cal Am during

10/17/2012

the entire construction project in order to minimize the impact on the local communities and the environment.

1. Repair Carmel Valley Rd., Cachagua Rd., and Tassajara Rd. prior to construction, and after each season of construction. At the end of construction, the roads should be repaired or repaved such that they are in better condition than they were prior to construction.
2. Pullouts should be at regular intervals, in good repair, and sized to accommodate large trucks and heavy equipment. Repair and pave all pullouts and bypasses on Carmel Valley Rd. and Cachagua Rd., enlarging as necessary. Create new pullouts as necessary. Require that drivers use pullouts.
3. Do not make Cachagua Rd. one-way, except at times when flaggers are used.
4. Traffic on Tassajara/South Cachagua Rd. will impact guests coming to Tassajara during our guest season (late April through mid-September), particularly for meeting the daily 10:30 a.m. shuttle that will take them from Jamesburg into Tassajara. According to the proposed plans, peak periods will be April-May and Oct.-Nov., so if all goes as planned, the affected period would be about five weeks (late April through May). Our preference is that during our guest season all truck traffic, esp. movement of heavy equipment, would be done at night (e.g., 10 p.m. to 4 a.m.). If this is not feasible, we ask that truck deliveries on Tassajara/South Cachagua Rd. be restricted to Mondays, Tuesdays, and Wednesdays from 11:00 a.m. to 3 p.m. This will enable our guests to be able to meet the 10:30 shuttle, and to accommodate the larger number of guests who come over the weekends, when we have both morning and afternoon shuttles.
5. Minimize the impact on the environment, particularly tree removal and caring for streams.
6. Maintain clear and regular communication with area residents and businesses, and have a designated contact person in each company or agency involved. Continue to work with the local communities to resolve issues as they arise.

Thank you for your efforts to work with the residents and business who are most impacted by the construction. We look forward to working with you now and in coming years.

Sincerely,

The Staff and Residents of Tassajara Zen Mountain Center (39 signatures follow in attachment)



October 16, 2012

Dear Monterey County Supervisors,

We are writing regarding the San Clemente Dam Removal project. While we are very pleased to hear about the many benefits of the project, and support the dam removal and watershed restoration, we were deeply disappointed by the lack of outreach and communication with the area residents and businesses who will be impacted by this lengthy construction project. We appreciate the efforts that are currently being made, and are requesting additional mitigations to address the impact on traffic, business, the environment, and public safety. Our hope is to work together with all concerned parties to make this project happen in a way that minimizes the impact of the four-plus years of construction.

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We are asking that you institute the following mitigations to the Use Permit for Cal Am during the entire construction project in order to minimize the impact on the local communities and the environment.

1. Repair Carmel Valley Rd., Cachagua Rd., and Tassajara Rd. prior to construction, and after each season of construction. At the end of construction, the roads should be repaired or repaved such that they are in better condition than they were prior to construction.
2. Pullouts should be at regular intervals, in good repair, and sized to accommodate large trucks and heavy equipment. Repair and pave all pullouts and bypasses on

www.sfzc.org

Tassajara Zen Mountain Center 39171 Tassajara Road Carmel Valley, California 93924 415-865-1899

From: Charles F. Swanston [mailto:charlesfswanston@cs.com]
Sent: Monday, October 22, 2012 4:03 PM
To: 112-Clerk of the Board Everyone
Cc: chomeuse@yahoo.com; tedandfidela@yahoo.com; susanschiffman@earthlink.net
Subject: Letter to County Board of Supervisor in regard to San Clemente Dam Removal & Carmel River Reroute Project

October 21, 2012

Clerk of the Board of Supervisors

Please forward this letter to all county supervisors: Fernando Armenta, Lou Calcagno, Simon Salinas, Jane Parker & Dave Potter.

As a Cachagua community resident I strongly object to the California American Water/Coastal Conservancy traffic plan to utilize the Carmel Valley Road to upper/lower Cachagua Roads, Tassajara Road, jeep trail as the ingress/egress route for construction trucks and equipment to the San Clemente Dam and Carmel Dam removing sites.

The most expedient traffic route is obvious. San Clemente Drive is a much shorter route to the San Clemente Dam and the Carmel Dam. Upper and lower San Clemente Roads can be improved and utilized, as they were to build the dam in 1921, to provide access to the two dam sites.

Irreversible environmental damage to Cachagua Valley and degradation to our resident's country life style is being treated as collateral damage and seems irrelevant to the planners of the project.

To many of us valley residents, there seems to be only one reason for routing construction traffic through Cachagua Valley.

And, that is to prevent imposing on the affluent residents located in the routing construction through Sleepy Hollow on San Clemente Drive. Even though far fewer Sleepy Hollow residents would be impacted by the project than would be Cachagua Valley residents. Sleepy Hollow has twenty one homes and approximately ninety residents, compared to 437 mailing addresses and 1,600 plus residents in Cachagua Valley.

I do need your help, and rely on your wisdom and experience that brought you to the position in which you serve.

Compared to the much shorter San Clemente Drive/Sleepy Hollow route, the proposed Cachagua Valley route from San Clemente Drive/Carmel Valley Road to the Jeep Trail head is an additional seventeen miles one way, thirty four miles round trip, plus the additional miles on the jeep trail to reach the two dam sites.

Cal Am's cost comparison analysis of the two routes compared only the distance of the Jeep trail from Cachagua Road to the dam site versus the San Clemente Drive to the dam site, omitting the additional seventeen miles - thirty four miles round trip required of the Cachagua route to reach the jeep trail head. Also omitted in the cost comparison were the additional man hours, vehicle fuel, maintenance and related costs associated with the Cachagua route to reach the Jeep trail head.

With these major omissions, the planners rationalized the San Clemente Drive route to the dam site to be the more cost effective route and thus justified routing the traffic to Cachagua Valley.

Hey, when do we wake up and begin to smell the roses???

It would be absolutely gross negligence and a major shame on the part of Cal Am Water Company and the Monterey County bureaucratic agencies involved to allow this environmental degradation and imposition take place in our most sacred and loved community here in the Cachagua Valley.

I am providing some additional information about our concerns, derived from a recent Monterey Herald article, that one of our residents, Sarah Haussermann, inquired with Bob Schubert, Senior Planning Project Director of Monterey County Planning Commissioners Office.

After reading the Monterey Herald article, Sarah Haussermann called Bob Schubert, Senior Planning Director, hoping to get clarification. As said in the article, if the Tularcitos-High Road route is approved it "could carry most heavy construction equipment." Yet "smaller vehicles would still use Cachagua Road." When asked if "Cachagua Road" meant Tassajara Road as well, Mr. Schubert didn't know.

When asked the size of the vehicles using our roads, Mr. Schubert didn't know. Also, the article states, "the [Cachagua] route wouldn't require major road improvements and disruptions." When asked what improvements would be necessary, Mr. Schubert didn't know. "The jeep trail is a major road improvement that will still be happening", Mr. Schubert said.

In addition, Sarah was told that, while they get the Tularcitos-High Road ready, all dam traffic would travel on "Cachagua Road." The traffic would last for one year, according to Mr. Schubert. When asked why bringing traffic out here was necessary, Mr. Schubert answered that they had lost one year already and didn't want to wait to get started. He also said, once the project is complete, they would need to use the Jeep trail for monitoring, rather than the Tularcitos route. They plan to pull out the temporary bridge they will place on the Tularcitos route, rendering it useless at project's end.

Also, illustrating our concerns about traffic accidents, there was a multi-vehicle accident Monday in front of Search Ranch on Tassajara Rd. (CA Highway Patrol report # 2012-10-066.) A Monterey Peninsula Regional Water Management District pickup truck was involved. Three water vehicles were in convoy - a minivan, pickup, and Subaru - when they encountered a recycling truck headed the opposite direction. Two of the vehicles pulled over. The third - the water management district truck - did not stop in time and plowed into the back of the Subaru.

Additional information that came to Sarah is that the fault line that is being used as a primary reason to take down the Dam has not been active for 1,000,000 years and this fact is known by the project leaders.

So therefore, I am asking the following questions for you folks at the County Supervisors and Planning Commissioners Office to answer:

- When will we know if the Tularcitos-high road is an option?**

- If it is, why would you still have to disrupt the lives of the Cachagua community with Dam traffic?
- What is the rush? Why can't the project be postponed until the Tularcitos-high road is finished?
- What "improvements" are you still planning for Cachagua road?
- During the "year" of project traffic out here, will both Tassajara and Cachagua Roads be used?
- Why take down more a thousand trees to build the jeep trail?
- How much does it cost to build the Jeep Trail, modify our roads and send traffic out through Cachagua for a year?
- Why is that cost necessary when the Tularcitos-high road can handle all sizes and types of project traffic?
- How long will it take to build the Tularcitos-high road?
- How long will it take to build the jeep trail?
- Why should we believe traffic out here would only last for a year?
- Why can't you leave the temporary bridge in place and negate the need to use the jeep trail?
- If water folks can't get a minivan, a pickup, and a Subaru onto our roads without incident, what is going to happen with large vehicles and greater amounts of traffic?
- Why is jeopardizing our safety necessary when the earthquake fault under the dam is inactive?

Let us please come to our senses with a moral obligation to do what is in the best interest for the environment and the community of the Cachagua Valley residents.

Respectfully Yours,
Charles "Flaherty" Swanston

charlesfswanston@cs.com
Cachagua Road, Carmel Valley, CA 93924

Off: 831-659-5420, Fax: 831-659-5320 & Cell: 831-238-4579

From: Lisa [mailto:LHoivik@comcast.net]
Sent: Monday, October 22, 2012 2:55 PM
To: Schubert, Bob J. x5183
Cc: 112-Clerk of the Board Everyone
Subject: San Clemente Dam Removal - please distribute to planning commissioners and supervisors

113 Linda Vista Place
Monterey, CA 93940
October 22, 2012

Ann Roberts, Chair
Monterey County Planning Commission
168 West Alisal St., 2nd floor
Salinas, CA 93901

Subject: San Clemente Dam Removal

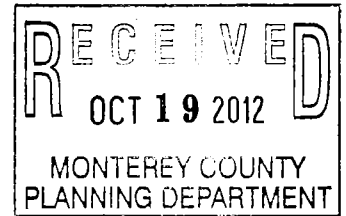
Dear Chair Roberts and Members of the Commission,

Let's be clear. There is no road from San Clemente dam to Cachagua. For Cal-Am to send even one truck from the dam to Cachagua Rd. requires the building of a new road. This road will be 4 miles long and cost more than \$4 million. Over 1,000 oak trees will be cut down. The up-stream spawning grounds of the steelhead will endangered...these are the very steelhead that dam removal is purported to benefit. Most importantly, building that wasteful, unnecessary connecting road endangers the lives of the two thousand residents of Cachagua and the thousands of business people and tourists who depend on the road. Why? Because Cachagua Rd. is an extremely dangerous, winding forest road. I invite you to drive it and see for yourself. There are dozens and dozens of blind corners and blind driveway exits. The roads are extremely narrow, much less than standard width. Even standard size trucks and cars need to move into oncoming traffic. There are no shoulders, no guard rails, no pullouts for trucks. And there are many steep ravines. There are even many accidents caused by those familiar with the roads. You can well imagine the safety hazards by adding additional truck traffic to this road. And it is not necessary. The decision to use this dangerous route makes no sense at all. Three mile long San Clemente Dr. has been used since 1921 to build and service the dam. The 50 residents of Sleepy Hollow are clustered in a one mile strip along this road. Also, Cal-Am has said there may be other direct routes that could be used. Well, Cal-Am, use one of them! But don't build a costly (\$105 + per rate payer) new road to connect to an already dangerous, circuitous route.

Sincerely,

Lisa Hoivik

Jeanne Mileti
P.O. Box 1458
Carmel Valley, CA 93924
(831) 659-5470



October 17, 2012

Monterey County Planning Commission
168 W. Alisal, 2nd Floor
Salinas, CA 93901

Commissioners:

I am writing you regarding the planned removal of the San Clemente Dam on the Carmel River, and the impact the project will have on the remote community of Cachagua. First off, I feel the project is an admirable one. Being no stranger to the policies and politics of the Carmel River through my professional life, I think this is one of the more positive moves I have seen on behalf of Cal Am, and I thoroughly support it. That being said, I do understand why the most improved of the public roads has been chosen for access to the proposed project site.

I have been a resident of the Cachagua area for approximately 30 years, and I have watched a new generation of commuter move into Cachagua (for whatever personal reasons they may have). The reality is, Cachagua is not a convenient place to live – and no amount of wishing can make it so. I am forced to share the road with commuters who treat Cachagua, Tassajara, and Cachagua roads like it is Highway 17 through the Santa Cruz mountains. They have little to no regard for other drivers, wildlife, cyclists, pedestrians, or equestrians. I can't help but embrace the coming dam de-construction traffic, because I feel it will slow down some of these self-centered individuals.

The protests you are hearing from the Cachagua residents are, for the most part, based upon one reality – it is a personal inconvenience to them. So what? If they wanted a convenient place to live they shouldn't have moved into my neighborhood – they should have stayed in town. There is no one in Cachagua that will be more inconvenienced than my immediate neighborhood. We are directly south of the third point of construction on the road (the second hairpin that will be improved). We will have to go way out of our way to get into town, unlike the residents from Tassajara, who will at least be re-routed in the general direction they are going. Will it be a personal inconvenience to me? Yes, but so what – I'll adjust my schedule. I applaud Cal Am for their diligence in trying to set the road closures for times when the least amount of traffic is present.

I think you should listen carefully to what these people use as arguments – I believe, when all of the “grabbed from thin air” economics, rhetoric about “imminent danger,” and grandstanding is done, you will realize this is all about just one thing and one thing only – **their very own personal inconvenience** – and I don't believe that should be a valid argument against this project.

Sincerely,

A handwritten signature in cursive script that reads "Jeanne Mileti".

Jeanne Mileti

From: BERG FARMS [mailto:bergfarms@hughes.net]
Sent: Tuesday, October 23, 2012 12:54 PM
To: 112-Clerk of the Board Everyone
Subject: Cal-Am dam removal project

Dear Supervisors:

I am writing re: the Cal-Am dam removal project. I attended the first meeting at the Cachagua General Store. At that meeting, I heard no mention of an alternative Tularcitos - high road route, that now has come out following numerous public comment. At that meeting I was also surprised at how many other residents had no knowledge of the traffic/road impacts of this project to our community. It strikes me that there has been a total subterfuge with regards to communicating these impacts to our community. It seems this subterfuge has been committed by the Cal-Am Water Co., the Monterey Planning Dept, and the Monterey County Supervisors. How else could this dam removal project permit process go on for so long without anybody in our community knowing about it??

It is apparent to me, as a Project Engineer for 20 years, the Cal-Am project team did not execute well in the planning and communication of this project. Due to this apparent subterfuge, there is now a total distrust of the people involved in this project, and the cost of this distrust to Cal-Am will be high. This cost will manifest itself in legal wrangling, increased planning and permitting, and increased timeline.

At this point, it would probably be more cost effective for Cal-Am to:

1. require the contractor to mobilize their equipment on site one time and keep it there for the duration of the project to minimize the traffic impacts to the adjacent communities.

and

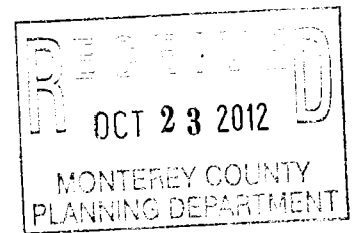
2. utilize the Tularcitos - high road route to minimize impacts.

In closing, I would recommend that anyone who is involved in the planning/approval of this project should drive the proposed routes and, in so doing, realize the futility of routing heavy (or even light) construction traffic through the Cachagua community. The excessively winding roads with numerous blind spots and pot holes in the worst locations simply does not allow for this increased traffic loading. The potential driving accident liability exposure to Cal-Am, it's contractors, and to Monterey County government is enormous.

Sincerely,

John Berg

21700 Parrot Ranch Rd.
Carmel Valley, CA 93924
October 22, 2012



Ann Roberts, Chair
Monterey County Planning Commission
168 West Alisal St., 2nd floor
Salinas, CA 93901

Subject: San Clemente Dam removal project traffic
Additional attachments: map showing direct route (in pink), Cachagua route (in yellow)

Esteemed Members of the Monterey County Planning Commission:

Thank you for giving us citizens of Cachagua your time and consideration. We are grateful that you continued the San Clemente Dam removal project at the Sept 12, 2012 hearing.

Cal Am has at least two viable and direct routes to San Clemente Dam from which to choose: San Clemente Drive and the "Tularcitos/High Road." Both routes could accommodate all types and sizes of project traffic in a safe and controlled manner. Both routes are direct (i.e. the shortest and fastest routes to the dam), so they are the cheapest, safest, and least environmentally harmful means to accomplish the task.

Yet Cal Am continues to tack Cachagua Road onto every traffic route it proposes. And there is no road to the dam in Cachagua. Cal Am has to build one (the jeep trail). It will cost a minimum of \$4 million just to build that road, even if Cal Am only sends one car along it. Additional traffic will of course cost more than \$4 million: Each year of project traffic adds at least one million dollars to the cost. And more than a thousand trees have to be cut down in order to build that road.

And, most importantly, sending any amount of project traffic on Cachagua Road endangers the safety of thousands more people. Needlessly. (Later in this letter I share data to support that statement, based on a study my neighbors and I did of Cachagua and Tassajara Roads.)

Cal Am has demonstrated that, left to its own devices, it will not do this project the most efficient way, the safest way, the way that effects the least people, that costs least, and harms the environment least. None of these criteria appear to matter to Cal Am.

As a Monterey County taxpayer and resident of Cachagua, these criteria matter to me. And, thankfully, ultimately, it's not up to Cal Am. It's up to you good people who have been appointed to the Monterey County Planning Commission. We citizens of Monterey County rely on you to look out for our best interests. And the following criteria should be the exact criteria by which Monterey County decides which traffic route Cal Am should use: human safety, human impact, cost, environmental harm.

Cachagua residents number approximately 2,000, and we have thousands and thousands of visitors each year. Tassajara Hot Springs alone hosts 6,000 visitors a summer. Plus we have our wineries and small

businesses. And our roads are the northern entry for the Los Padres Forest. These roads - Tassajara Road and Cachagua Road - are extremely dangerous already.

Sending Cal Am road-building equipment out here on our roads, sending any other dam-removal traffic: this idea is not only wasteful of money, it is wasteful of human lives. Having driven our roads for 15 years, I am disgusted that using these roads has even been proposed.

Members of the Planning Commission, our safety is in your hands. I, and the thousands of other good people who use Cachagua and Tassajara Roads ask you: Please insist that dam removal traffic not travel along any part of Cachagua Road or Tassajara Road.

Should you not insist upon this, our Cachagua community will face a non-mitigable and unacceptably hazardous situation.

Were our roads standard width, up-to-code, straight roads on level terrain with good visibility and room to avoid collisions, project traffic wouldn't be a problem.

But our roads are not standard width, not up to code, not straight, not level, and they have limited to no visibility and no room to avoid collisions.

On Monday, Oct 15, at 10 AM, there was an accident on Cal Am's proposed Cachagua traffic route. (CHP report 2012 - 10- 066) This accident happened during what would be dam-removal project hours. This fact is not unusual. We have a lot of accidents on our roads; they happen at all hours of the day. Many go unreported. But this one was reported because there was an injury, and a government vehicle was involved. Specifically, a Monterey Regional Water Management District pickup had an accident on Tassajara Rd., ¼ mile south of the intersection of Tassajara and Carmel Valley Roads.

The MRWMD pickup was traveling in convoy with a minivan and a Subaru. The convoy encountered a recycling truck headed the opposite direction in one of the more than 50 blind, narrow spots on the proposed project route through Cachagua where 2 vehicles cannot pass. The minivan and Subaru braked to a stop to avoid hitting the recycling truck. Unable to see the road ahead where the first two vehicles had stopped (due to a blind corner), the MRWMD pickup crashed into the back of the Subaru.

This unfortunate accident is important to cite for two reasons. It illustrates how dangerous our roads are (this is one of many accidents that have occurred on our roads since we last came to your chambers on Sept 12, 2012). It also illustrates that water folks can't even bring a minivan, a passenger vehicle, and a pickup onto our roads without incident.

And this is not surprising. Because no one gets through our roads unscathed. Even folks who live here and have been driving these roads for years have accidents out here. Statistically, it's just bound to happen.

Tassajara Road and Cachagua Road are paved forest roads, curvy in extreme, with numerous blind corners, most of which a standard size 30 ft truck cannot navigate without crossing into opposing traffic. They are far less than standard width, not up to code (without shoulders or guardrails), steep and

mountainous, along precipitous ravines, with trees, telephone poles, and embankments abutting the roadway, and only 3 truck-size pullouts in 11.7 miles.

You cannot drive any section of Tassajara or Cachagua Road with one hand - that's how curvy it is. Even motorcyclists - not known for their cautious nature - avoid these roads because they are too dangerous.

Specific facts:

Of the 11.7 miles of Tassajara and Cachagua Roads Cal Am plans to use for this project, about 9-10 miles are less than 18 feet wide.

And of those 9-10 miles, many segments are as narrow as 14, 15, 16, or 17 feet. Several are only 13 feet.

(For comparison, roads you know: Highway 68, where it is only a two lane road, is 36 feet wide, minimum; Carmel Valley Road by Garland Ranch is two lanes and 36 feet wide, minimum.)

Those 11.7 miles of Cachagua and Tassajara Road contain more than 50 blind turns - that's an average of a sharp turn every quarter mile.

And at least 40 of those 50 blind turns require a standard-sized 30 ft truck to cross into the path of oncoming traffic. Even standard automobiles must cross into the path of oncoming traffic on many of our turns. For pickup trucks, that number grows.

In addition to blind corners limiting visibility, there are other factors limiting visibility: changes in elevation and terrain too numerous to count, encroaching trees and telephone poles too numerous to count, and narrow stretches that aren't even on a sharp curve. There are no straightaways on this 11.7 miles. Visibility on our roads is always limited at best, and there is no visibility much of the time.

Every quarter mile on our roads, you will encounter a dangerous situation if another vehicle happens to be sharing the road with you (or a wild animal, fallen rock, or fallen tree). Over 11.7 miles, that's a lot of danger.

And all this with no shoulders, only 3 pullouts, and only one 40 ft guardrail in 11.7 miles.

Yet more than 50% of the 11.7 miles are lined by steep ravines and embankments. So there is no margin for error.

What's more, our 11.7 miles contain 74 driveways, of which 90% are multi-family drives. Eleven of those driveways house 50 or more people. And all of Tassajara Rd. that lies south of Parrot Ranch Rd. is itself a driveway that houses hundreds of people and empties onto the 11.7 miles. (Tassajara Rd. is the only means of egress for those hundreds of souls so it effectively is a driveway).

Of those 74 driveways, 50 have limited or no visibility.

On straight, level terrain with good visibility and only a handful of houses, over a short distance, narrow roads can and do work well for major construction projects. Because it is easy to control traffic in a safe manner over short distances with few variables. And the wait time for a truck to traverse a short

distance is brief. San Clemente Drive is such a place: houses there are few, and they are clumped in less than a mile of road. The "Tularcitos" proposed route is such a place as well, because it has no driveways.

Cachagua's 11.7 miles of crooked and blind narrow roads that contain 74 driveways housing 2,000 people: this situation cannot be safely controlled for construction traffic. It is a non-mitigable and unacceptably dangerous hazard.

Each time a standard-sized truck enters the 11.7 miles I refer to, those 11.7 miles effectively become a one-way street.

At project speeds (15 mph speed limit), it will take a truck about 45 minutes to enter at Tassajara Rd and proceed to the "jeep trail." At project speeds, it will take a truck about 20 minutes to enter at Cachagua Rd and proceed to the "jeep trail." On the 20 minute route, there are no pullouts. On the 45-minute route, there are three, two of which block egress for 50-90 people.

How is it logical, safe, or just to lock 2,000 people in their driveways for upwards of 45 minutes? And how is it even possible to control 74 driveways (plus Tassajara Rd) on 11.7 miles of road -- 74 flagmen? 74 railroad crossing gates?

How is it possible to communicate with drivers over that 11.7 miles? Cell phones don't work along more than 80% of the roadway. AT&T is the only carrier that provides service out here, and due to the mountainous terrain, it is extremely limited service.

What happens in emergencies when immediate egress is necessary? How about when the whole community needs immediate egress, such as in a fire? What happens when truck accidents block both roads (Tassajara and Cachagua) simultaneously, as happened during the fire of 2008?

More to the point, how do you control ingress and egress of 74 driveways and Tassajara Rd, the 2,000 people who live there, and all the businesses (wineries, Tassajara, etc.) and visitors to our area (Los Padres Forest for example) for a project like this? The answer is simple: you can't.

Government fire and emergency personnel couldn't even adequately control this situation during the 2008 fires, when there was a genuine emergency on our hands, and people had good reason to obey rules and pay attention. You can guarantee that a discretionary project like this one, which will last a lot longer, will have a much lower compliance rate. And thus more accidents.

I can't say at what point one crosses the line from mitigable to non-mitigable danger. I suspect one would need a PhD in Statistics and Sociology, plus a traffic engineering degree, to answer that question. But I can say for certain - with only a bachelor's degree, common sense, and 15 years intimate knowledge of these roads and our population: Cachagua and Tassajara are non-mitigably dangerous roads.

I urge each of you to come drive our roads and see for yourself. There is no reason, short of an actual emergency, to add any amount of truck traffic, even standard size truck traffic, to our roads. Tearing down San Clemente Dam is not an actual emergency.

The fault under the San Clemente reservoir - the Cachagua fault - hasn't ruptured in more than 1.5 million years. It is not an active fault.

The Department of Water Resources Division of Dam Safety guidelines state that a fault has to have ruptured within the past 35,000 years in order to be considered active - some of the most stringent standards in the nation.

By those standards, the Tularcitos fault is also not active.

And San Clemente Dam has withstood numerous ruptures of the more-distant San Andreas fault, including the significant 1989 Loma Prieta Quake, when the dam was just as silted up as it is now.

There is no imminent threat of collapse.

With no imminent threat, more than 50% of the "acceptable and unavoidable risks" in the EIR and supplements for this project vanish.

In fact, the true reason for the urgency of this dam project, as admitted by project leaders, is that funding grants expire at the end of 2012.

And the true reason for this dam-removal project itself was stated by Trish Chapman of the California Coastal Commission in a meeting with Cachagua residents on Sept 25, 2012: San Clemente Dam is being removed as a test case so that future dams, such as the dam on the Klamath River, can be removed.

And the Carmel River is being rerouted for steelhead migration - also a worthwhile goal that I support.

While the removal of dams is a worthwhile goal - and one that I support - I do not support removing any dam in a way that endangers more people than necessary, that costs more money than necessary, and that damages the environment more than necessary.

This project is a discretionary project - a worthwhile one, but discretionary nonetheless. And care should be taken to do it the right way.

And I take issue with project proponents' wildly exaggerating the threat of collapse, as if it were imminent. With earthquake faults that are not active, and a dam that has been fully silted for years and stood firm, the threat of collapse is not imminent.

The threat to the population downstream if there is a collapse has also been exaggerated, and that bothers me too.

It has been stated in project documents that mud flows could only, at most, effect the residents of Camp Stefani. At the same time, it has been stated publicly by the lead agencies that 1,500 people are at risk from this dam's collapse. There are about 50 people living in Camp Stefani. Where are these 1,500 people at risk? There's no water in the dam to flood anyone. Mud is the only thing that will cause an impact.

In fact, there are not 1,500 people in danger.

Since we as a community have the time to logically and sensibly consider this challenge, there is no rush. It's time for community leaders and the County of Monterey to put their thinking caps on and move this project along sensibly, safely, and logically.

Even if the facts I have presented do not sway you, even if you believe a collapse is imminent, why endanger thousands more people in the process? Why kill more than 1000 more oak trees in the process? Why risk contaminating the river upstream of the dam through contamination of its tributaries from spills and accidents that are bound to happen? Why spend a minimum of \$4 million extra to build a new road the dam in Cachagua? Why does there need to be a long-distance route to the dam when every bit of project traffic can travel the short route? It makes absolutely no sense.

There's another hidden cost to related to use of Cachagua Road: lawsuits resulting from accidents due to project traffic. Statistically speaking, because our roads are so dangerous, we are guaranteed there will be accidents. As a resident of Cachagua, I can assure you that, for each accident, county will get sued. And the cost of those suits will run into the tens of millions of dollars each.

It is my understanding that Monterey County will have to pay those costs, because Cal Am negotiated that up front. As a taxpayer, I don't want to be exposed to that extra cost, when there are two much-safer alternatives: San Clemente Drive or the Tularcitos route.

From what I have observed of Cal Am's decision-making process - I have read the EIR and supplements for this project and listened to public statements by project lead agencies - it seems project traffic decisions, and project decisions in general, have often not been based on science nor logical, just decision-making. They have often been more of a sales job by proponents so zealous for a dam to come down that they've lost sight of the very reason we take down a dam.

Dams are torn down to improve an ecosystem and make it more safe and healthy. Yet the way this project has been managed - project traffic in particular - it seems the goal is to make as many ecosystems as possible less safe and less healthy in the process. And to make as much money for Cal Am as possible - on the backs of ratepayers and taxpayers. This is absurd.

I keep restating how much longer and more costly the use of Cachagua Road is. Please look at the map I have provided and see for yourself. You can also see that there is no road to the dam in Cachagua.

Also note that the land through which the new road to the dam in Cachagua will need to be built - called by project proponents "the jeep trail" - is scenic conservation easement land. That land was conveyed to the Monterey Peninsula Regional Park District under the condition it remain "as is." Building a new 4 mile road and knocking down trees in the process isn't "as is."

So Cal Am and the Park District are potentially exposed to a lawsuit over this matter - another hidden cost.

Like every other person who owns property in Monterey County, I fund the Park District. I don't want to pay more Park District fees every year because folks weren't sensible enough to use that land as legally specified.

Further, going forward with this “jeep trail” road puts Cal Am ratepayers who are property owners in double jeopardy. They’ll get lawsuit costs passed along by both Cal Am and the Park District. Ouch.

If my county wants to do an experimental dam takedown, fine. If my county wants to reroute the Carmel River for steelhead, fine. I’m okay with both those things. Just don’t endanger my Cachagua community in the process. We are nowhere near the dam, and we are not even beneficiaries of the dam. The dam serves Cal Am customers. We are not Cal Am customers.

Which brings up another salient point: the safety of our water supply in Cachagua. Scores of wells line Tassajara Road and Cachagua Road. That’s our drinking water. No one from the project even notified the Monterey County health department’s well regulators so they might look into the risk factors to our water from this project. Yet those risks are numerous. And as yet un-analyzed.

For example, there’s the risk of an accident related to project traffic spilling hazardous materials into our creeks - not analyzed at all. Despite the fact that our creeks are steelhead habitat and feed the Carmel River upstream of the dam. The creeks that line our roads, in fact, comprise a huge part of the vaunted 25 miles of extra steelhead habitat the river re-route is supposed to create, for goodness sakes. And no one thought to look at that likely eventuality? It’s so hypocritical, and it so exposes the true motivations for this project as base ones, not higher ones. Seems to me it’s all about money and egos.

How about the fact that Conejo Creek, which runs along Tassajara Road, is not named or analyzed in any project document? Or the fact that Cachagua Creek was only minimally studied? Or the fact that the design for modifying bridge #529 on Cachagua Road is going to interrupt the flow of Cachagua Creek in such a way that it will erode both sides of the bridge’s base in a short time and need replacement?

How about other aspects of project traffic in Cachagua that were never analyzed - the devastating financial consequences to our community? These consequences will surely run well into the millions of dollars. Home values will tank, houses will not sell. Businesses will lose revenue. Workers will spend more on gas and time. Even getting to childcare or visiting family and friends will cost us more.

What about all the costs that Cal Am has lied about or hidden? Why hasn’t Cal Am opened the books so the folks who are paying for this project - Cal Am customers - can see the true costs? Why did Cal Am lie and say it only costs \$2 million to \$3 million to send traffic out to Cachagua on their current plan? In fact, they understated the cost of the current plan by at least \$4 million because they didn’t even calculate gas and labor, vehicle wear and tear, flagmen, catering and porta-potties and the like, for the extra route. Nor the cost of construction on our existing roads. \$4 million is actually a very conservative estimate of the amount by which Cal Am understated its costs out here.

Why wasn’t the hazardous nature of the roads out here - East Carmel Valley Rd, Cachagua Road, and Tassajara Road - analyzed? Why weren’t those roads measured to make sure vehicles could fit safely without being in the way of oncoming traffic? Why wasn’t visibility on those roads evaluated? Or the placement of telephone poles? The position of trees? The overhanging wires? The lack of guardrails and shoulders? Vehicles regularly careen over the edges of the roads out here and land in our creeks or on

the slopes above the creek beds - why wasn't that studied? Why didn't anyone note the lack of truck-sized pullouts on our roads?

The aforementioned cost and safety facts prove a point: Monterey County cannot trust Cal Am to do what is in the best interests of its citizens. Or of its fish, for that matter.

Cal Am didn't even consider Bailey bridges on this project. They cost about \$100,000, including installation. Of course you know as well as I that Cal Am makes a profit on this stuff and it is not in their best interests to keep costs down. But it sure is in the best interests of your constituents, the citizens of Monterey County.

Other things not studied but critical: the Cachagua traffic route's disproportionate effect on low income and minority people; the Cachagua traffic route's disproportionate impact on thousands more people.

Things inadequately studied yet presented as reasons to use the Cachagua traffic route: trees to be removed. Trees to be removed on the San Clemente route were counted from aerial photographs, while trees to be removed on the Cachagua route and jeep trail were counted via a ground-based survey. That's an apples to oranges comparison. It's not sound science. "Trees removed" surveys should also tell us about the species, age, size, and location of the trees, but on this project so far, they don't. Project documents should also be clear on how many, where, and what species of trees need to be "trimmed."

I'd like to know: Why was there no side by side comparison of alternate traffic routes for this project?

Why is Cachagua tacked onto every route, when a direct route can handle all traffic?

Why weren't folks who live on the project route properly noticed by mail of CEQA proceedings? Why weren't folks whose property will be taken noticed properly by mail of CEQA proceedings?

How can things proceed in such a reckless, insensible, unjust fashion? Things need to change for the better.

Lack of logic, reason, and analysis is putting thousands of lives unnecessarily at risk. Cal Am is hiding that risk. Cal Am is hiding the extra costs that Peninsula customers will have to pay.

And I am disgusted.

The 2,000 good people of Cachagua - of which I am one - are not expendable.

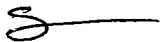
Cachagua and Tassajara Roads are unsafe at any price. As a community we have nothing to gain from this risk - we aren't even Cal Am customers - and everything to lose.

Esteemed members of the Monterey County Planning Commission: do the right thing here. Tell Cal Am to evaluate and select a direct route to the dam - one direct route only. They don't need more than one traffic route. And they sure as heck don't need this indirect one in Cachagua, where there is no road to the dam.

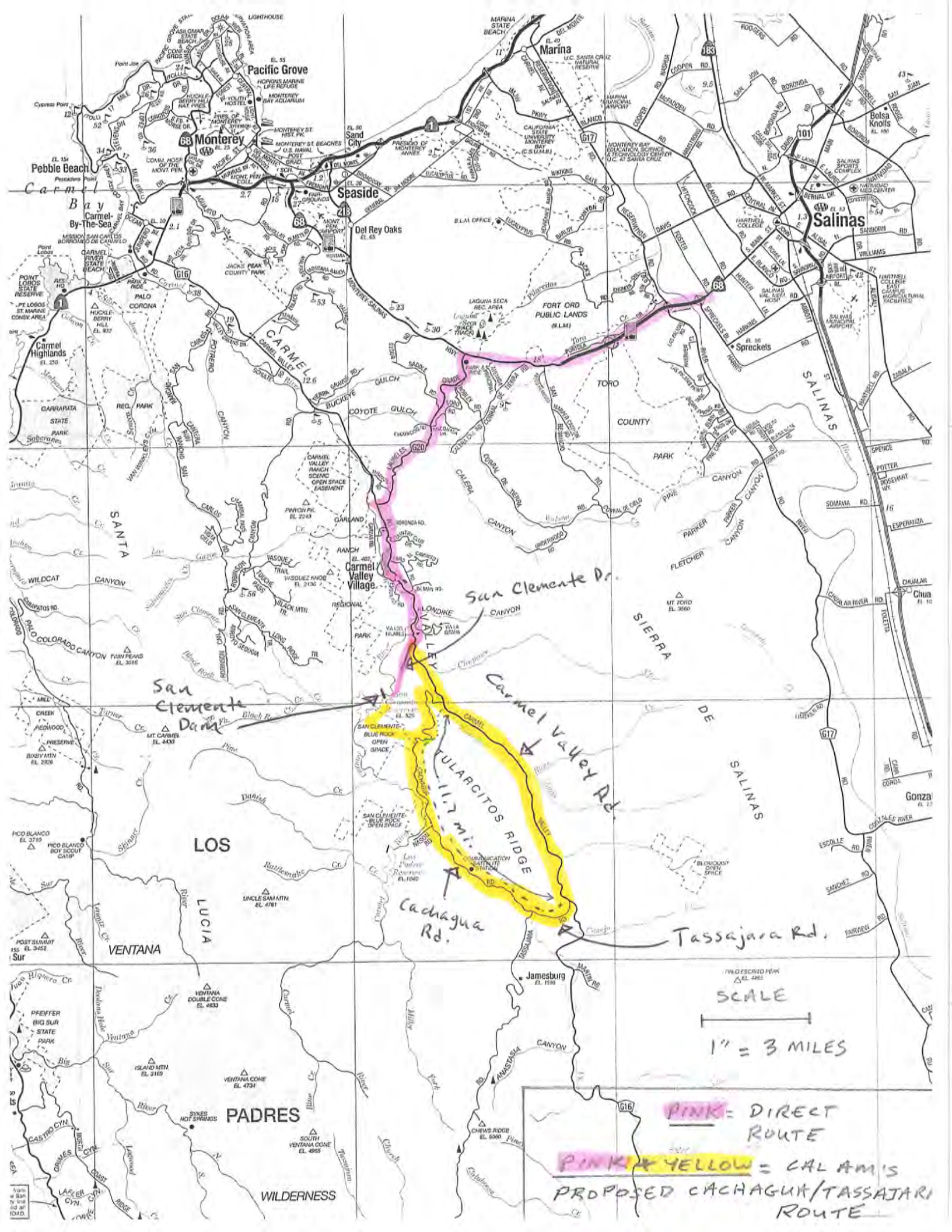
I submit that none of the esteemed members of the planning commission, after driving our roads, would feel comfortable letting their kids or grandkids drive on them. With project traffic, they wouldn't allow it, period. And I am certain the majority of folks wouldn't want to drive our roads themselves, even without project traffic.

Please think about that as you advise Cal Am on Oct 31. Also, please consider coming out to drive for yourself the whole project loop out here. Think of this letter as your invitation. Because I and the other members of my community expect nothing less. You all have been appointed to a position that carries with it the responsibility of ensuring the safety of Monterey County residents. You have a fiduciary duty to us citizens. That's a big burden. We respect you for taking it on. We also demand that you take it seriously.

Thank you for your help,


Sarah Haussermann

831-659-8456



Monterey, Pacific Grove, Seaside, Salinas, Carmel Valley Village, San Clemente Canyon, Tularcitos Ridge, Cachagua Rd., Tassajara Rd.

Santa Lucia, Sierra de Salinas, Tularcitos Ridge, Carmel Valley Ridge

San Clemente Dam, Cachagua Rd., Tassajara Rd.

SCALE
 1" = 3 MILES

PINK = DIRECT ROUTE
 PINK + YELLOW = CAL AM'S PROPOSED CACHAGUA/TASSAJARI ROUTE



LETTER OF TRANSMITTAL

MONTEREY COUNTY RESOURCE MANAGEMENT AGENCY

- BUILDING SERVICES DEPARTMENT
- PLANNING DEPARTMENT

TO: CAROL ALLEN DATE: 10/23/12

FROM: Fidela Schneider PHONE #: 659-3186

Cachagua Property Owners Association

Property Address: #7 TRUMPET CANYON ROAD CARMEL VALLEY CA 93924

Assessor's Parcel Number: _____ Permit Number: PLN110373

Name of Property Owner: _____

Email of Property Owner: _____

Purpose of Submittal: _____

(Note: list the items attached/addressed in the submittal)

DROPPING OFF A DRAFT REPORT ON SAFETY HAZARDS
OF CACHAGUA ROAD - TASSAJARA ROAD
SAN CLEMENTE DAM REMOVAL TRUCK ROUTE

PHOTO SECTION NOT INCLUDED IN THIS DRAFT
Cachagua - Tassajara Property Owners Association

Comments/Instructions: _____

PLEASE DISTRIBUTE TO ALL 10 PLANNING COMMISSIONERS
AND TO BOB SCURBEST



Received By: _____

Data Entry Complete: _____

Date: _____

Initials: _____

revised 03/03/2008

Draft Report



Safety Hazards

**Cachagua Road -Tassajara Road
San Clemente Dam Removal Truck Route**

21Oct2012

Cachagua - Tassajara Property Owners Assoc.

PREFACE

On October 15, 2012 a **Monterey Peninsula Municipal Water Management** truck caused an injury accident* south bound on Tassajara Road, involving three vehicles, and a Waste Management Recycling truck. The Recycling truck is approximate in width to the trucks proposed by Cal-Am Water for the Dam Removal Project. A few years earlier a car and a school bus, at this very same spot were involved in an accident. These two incidents are mentioned because they perfectly illustrate the two main safety hazards of the Cachagua-Tassajara route, the width of the road and the turning angles inherent to large vehicles. The road at this point is 16'6" wide with a telephone pole 12 inches from the edge of the pavement. We have found of the many curves on this route some 37 cause the truck to cross over into on coming traffic. At over 50 other location large trucks, because of their width, have to cross over into on coming traffic. This will expose the 2000 residents of this community to almost 100 locations of injury and possible death. The balance of the report is a summary that delineates a few of these locations by map and photos.

The first duty of any government is to protect its citizens.

Cachagua-Tassajara– Carmel Valley Road Loop

Safety Hazard Survey

This survey of potentially hazardous locations on the Cachagua/Tassajara/Carmel Valley Road loop was to be presented at the November meeting of the Planning Commission when considering its use as a San Clemente Dam removal trucking route. However during the survey it became so evident that the safety of the 2000 residents that live in the area would be put in such evident danger of injury or death, that no reasonable person would continue to consider it as a viable route. Therefore we are submitting it in its draft form.

Not all hazards have been noted on the loop map.

The two major hazards on this route are road width and large truck turning radius:

1. Please note Graphic #1. All vehicle sizes are from the CHP or Caltrans manuals.
As one can see even on a straight road the shoulder would have to be use to pass on-coming traffic safely. It appears about one half of Cachagua Road is less than 18 feet wide. Major portions of the road have no shoulder or trees within one foot of the pavement edge. Graphic #2 demonstrates what the inference looks like where the road is 14'6". One might say this in not a problem on a straight road, you can see the truck coming. At this point the mom in the SUV with two kids in the back may have to back-up a mountain road as much as a quarter mile to find a shoulder to pull in too, while hoping no truck is coming her way.
2. Large truck turning radius, please note pages from Caltrans Highway manual section 404.5 and Graphic number #3. Even a 30 degree turn puts a short truck into on-coming traffic. Please also note the annotated maps and photos of many turns with the note BLIND CORNER. The reason for this notation is trucks have to cross-over the center of the road to start a turn **on the blind side of the turn.**
3. Annotated Maps section maps and photos.

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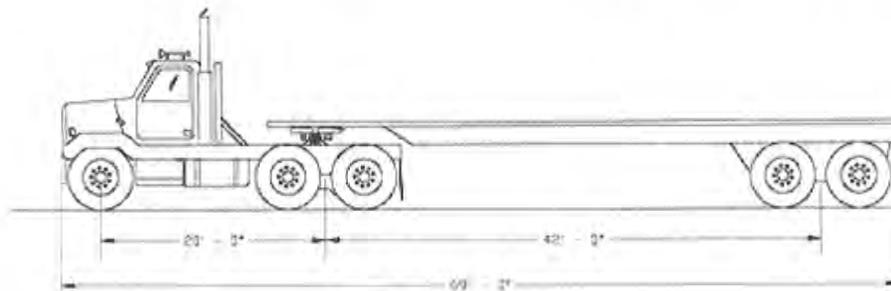
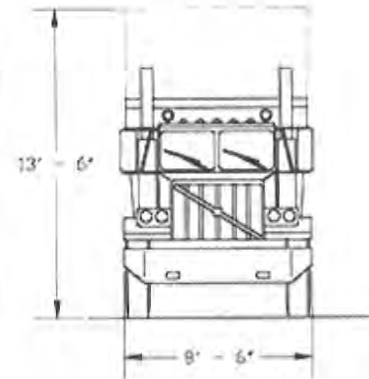
You are here: [Trucking](#) » [News](#) » [Turning Radius Info On Eighteen Wheelers](#)

Turning Radius Info On Eighteen Wheelers

Turning Radius Guidelines for Trucks

The truck shown is a standard truck used by CXT Incorporated. The information below will help you determine if your building will make it to your site (special arrangements MUST be made for Double Cascadian and Double Cascadian with Chase).

Standard height of building on the truck is 13'6". If you have low power line, bridges, tree limbs, etc. please call the Logistics Coordinator at for special arrangements. Standard widths change on each building. Please refer to building dimensions for widths.



Turning Radius

If your road has tight corners use these steps to help determine if we can access your site with a standard truck.

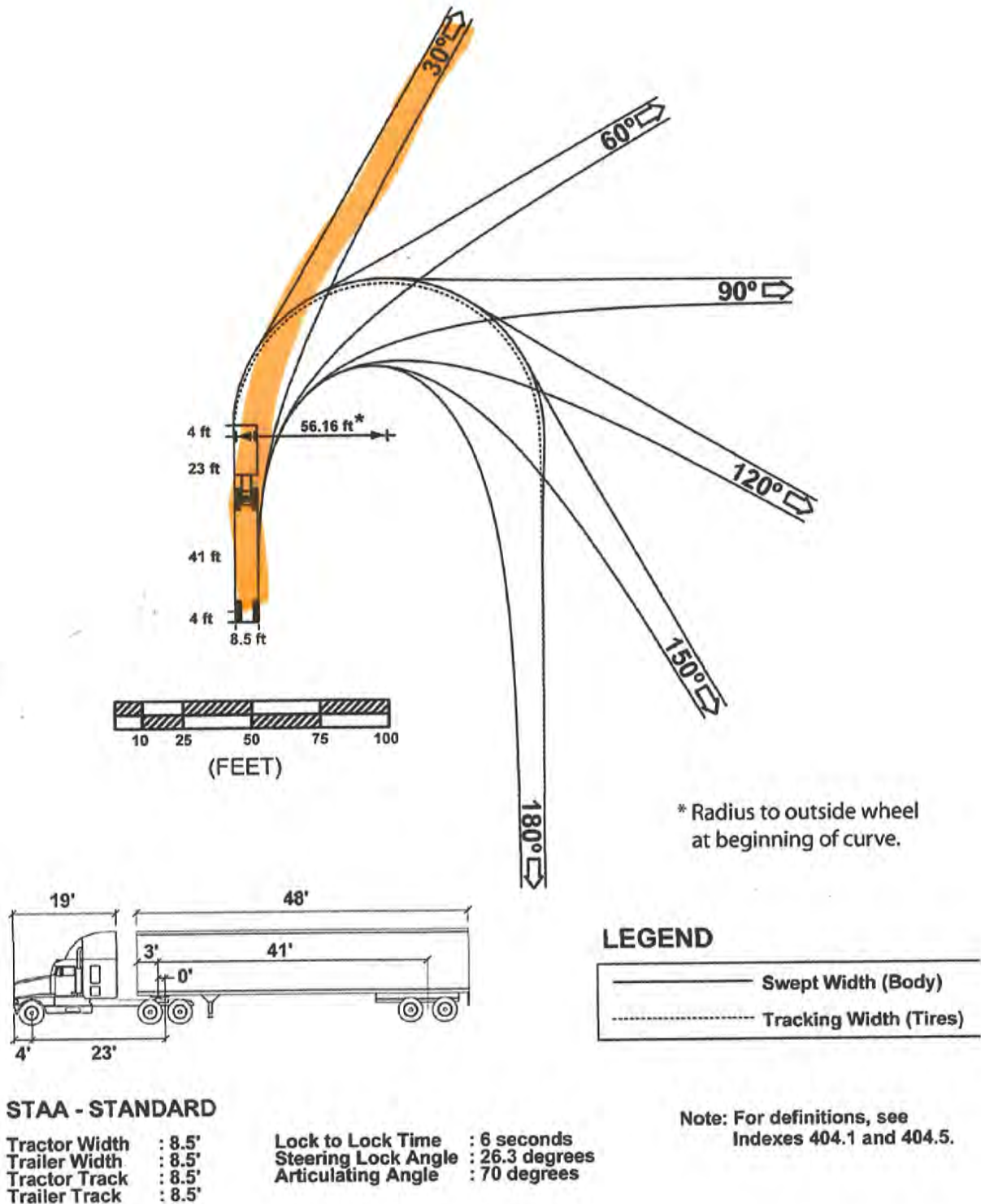
Step 1 – Determine angle of the corners and road width requirements.
If the angle falls between two of the angles listed, use the larger angle.

Step 2 – Measure road width.

If your road width is equal to or greater than the width listed on the chart, the truck will be able to reach your site.

If your road width is less than the dimension listed on the chart please call the Logistics Coordinator at for special arrangements.

Figure 404.5A
STAA Design Vehicle
56-Foot Radius



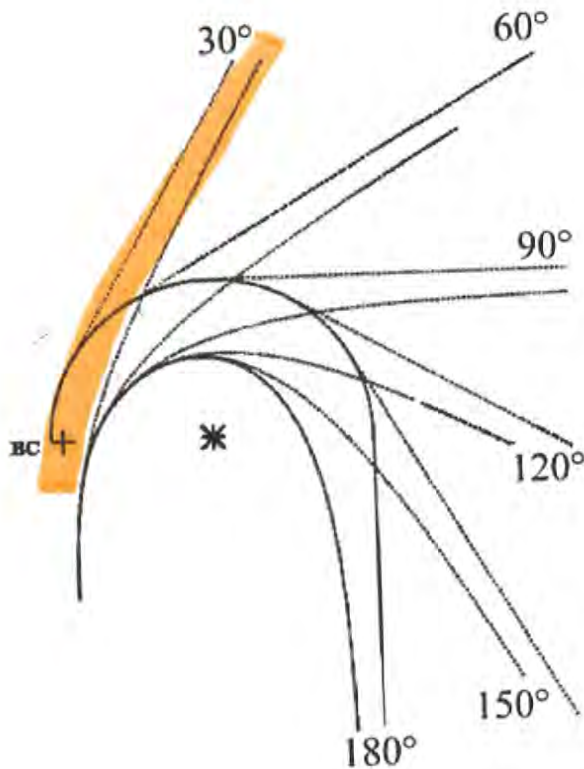
This information was developed through the CalTrans Design Manual. If there is any doubt please call CXT for assistance.

Turning Radius Chart

Maximum Angle Minimum Road Width Minimum Road Width Requirements

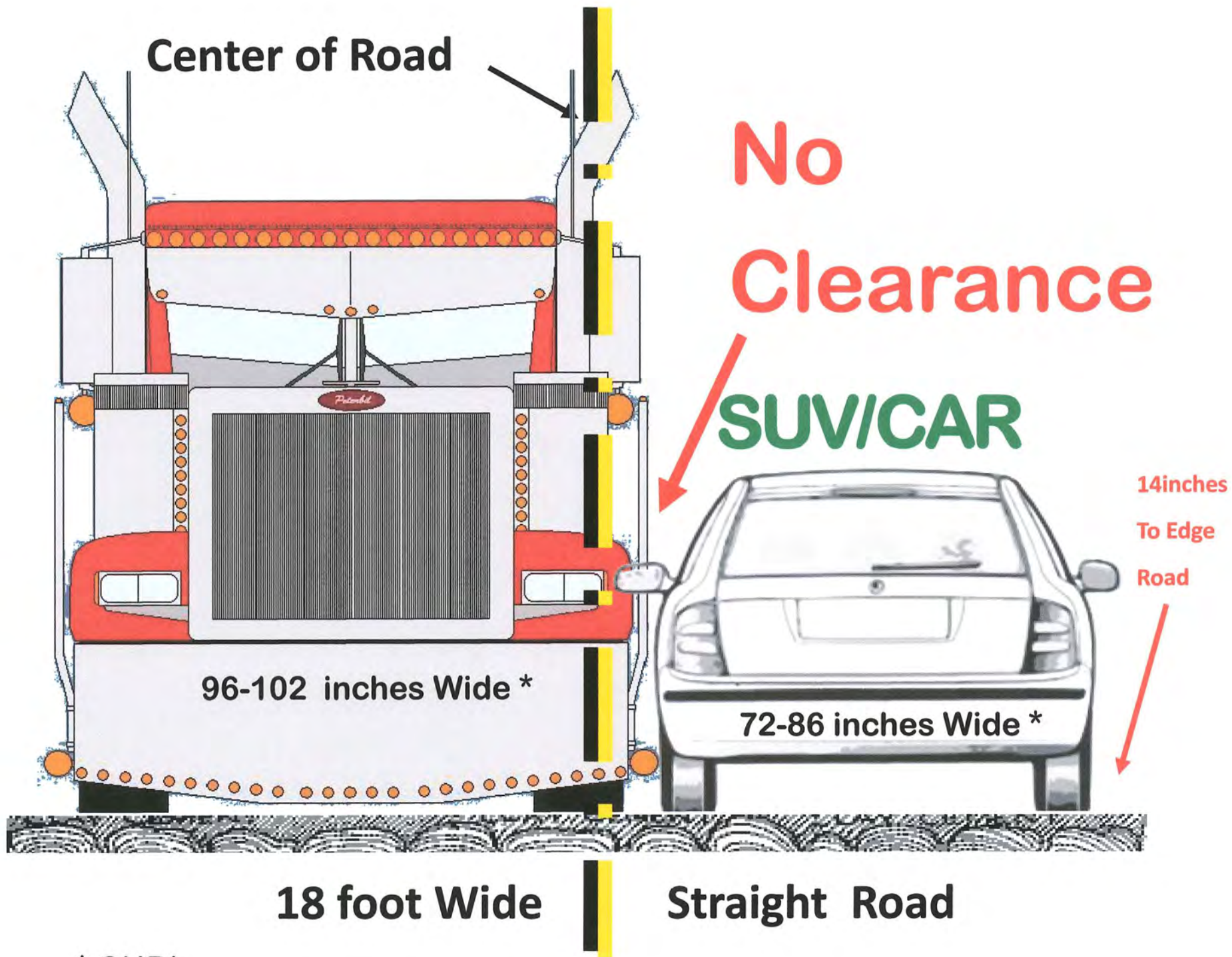
30°	16' 6"
60°	24' 6"
90°	27' 0"
120°	27' 0"
150°	35' 0"
180°	33' 0"

STAA Semitrailer Wheel Tracks
18 m Radius



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{ 7 comments... read them below or [add one](#) }



Center of Road

No Clearance

SUV/CAR

14 inches To Edge Road

96-102 inches Wide *

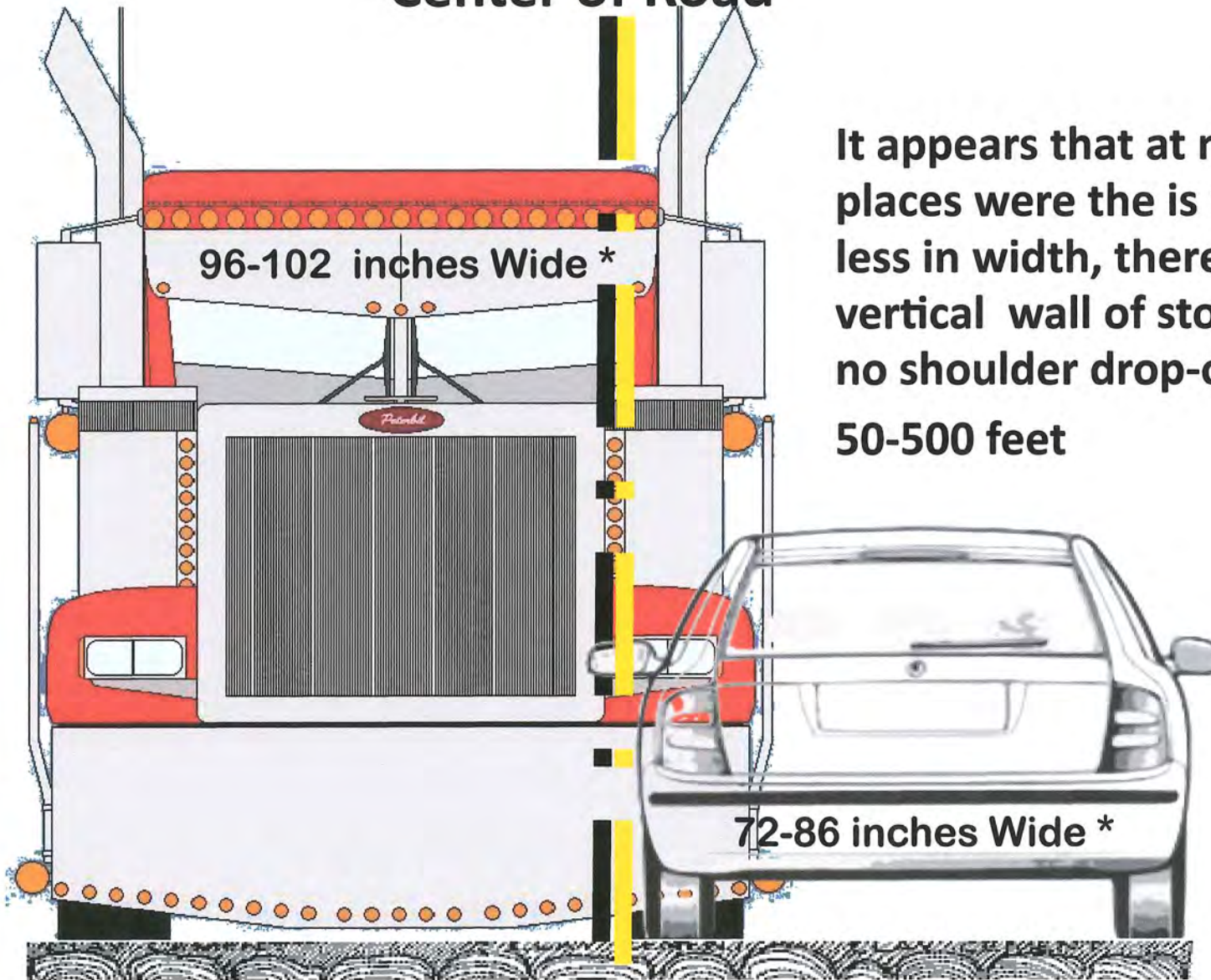
72-86 inches Wide *

18 foot Wide

Straight Road

* CHP/

Center of Road

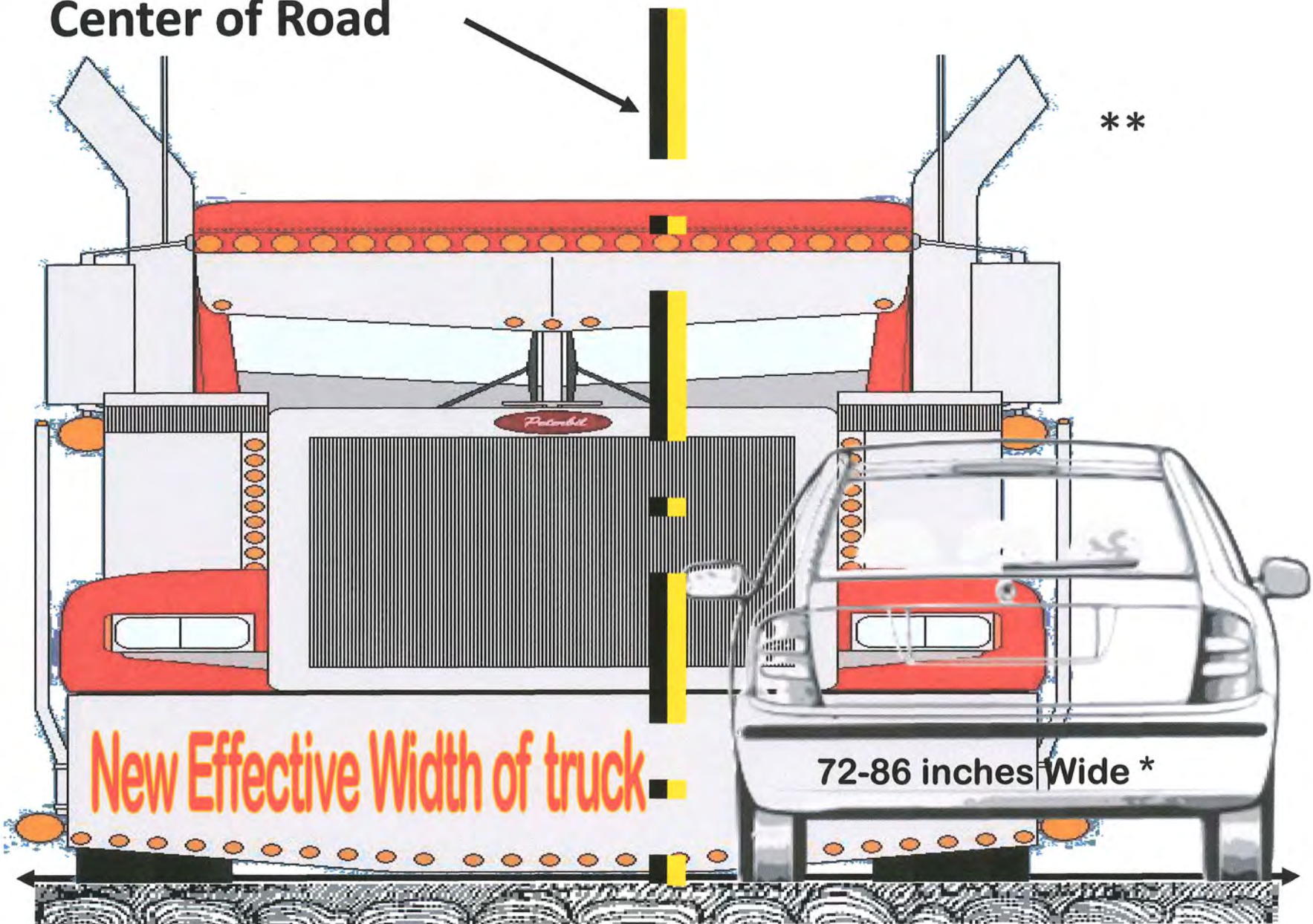


It appears that at most places where the road is 15 ft or less in width, there is a vertical wall of stone or a no shoulder drop-off of 50-500 feet

14'6" foot Wide Straight Road

* CHP/CALTrans numbers

Center of Road



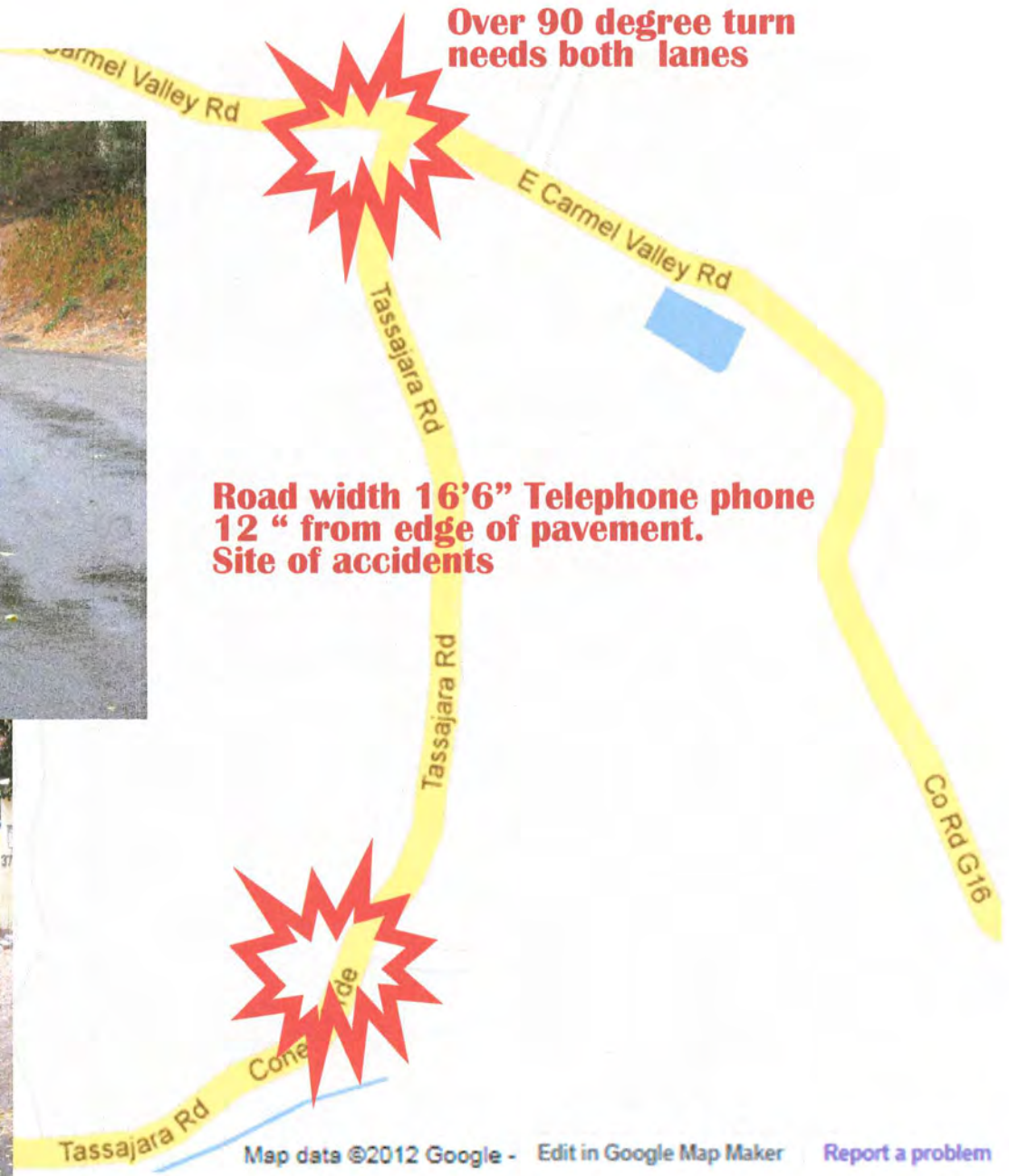
New Effective Width of truck

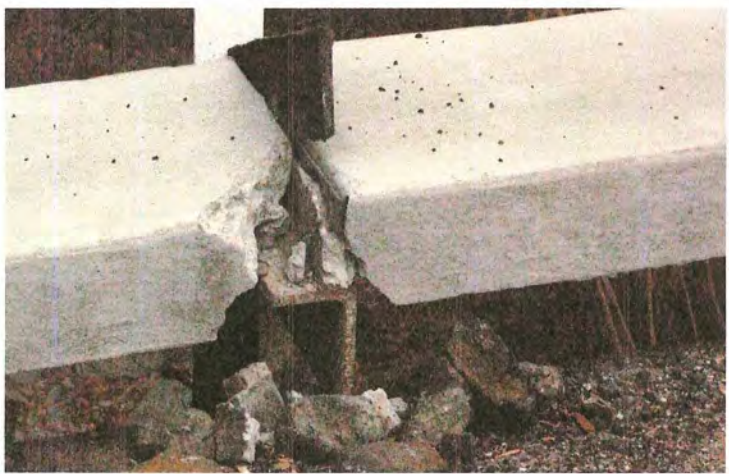
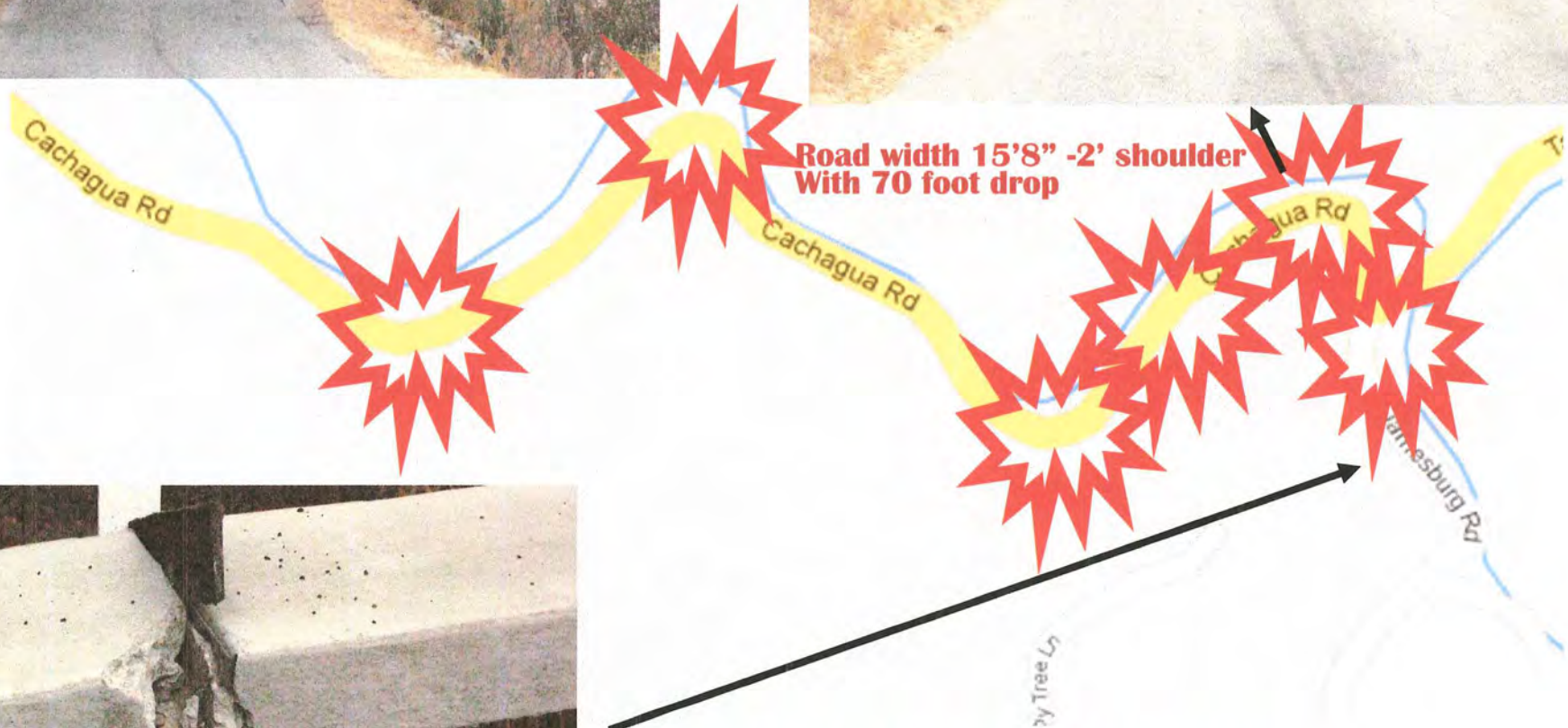
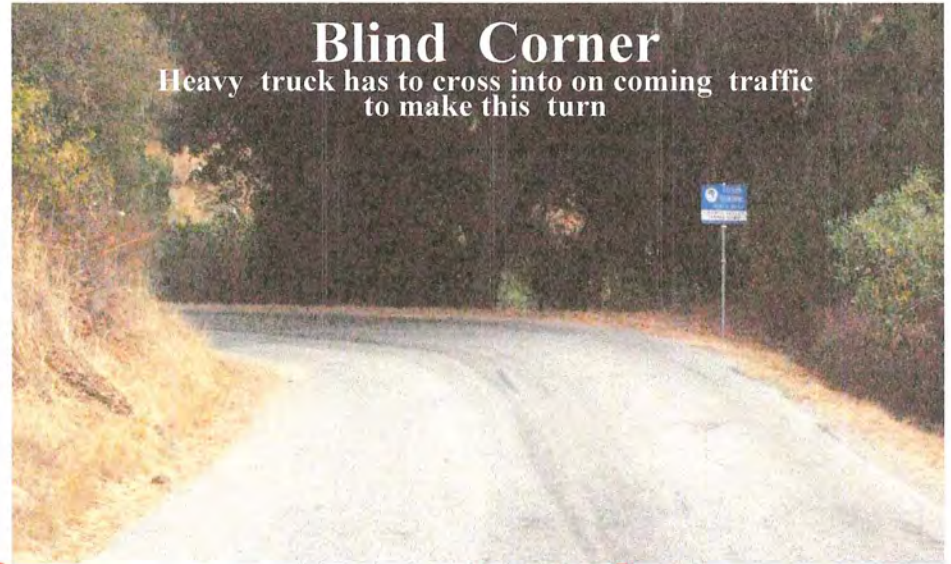
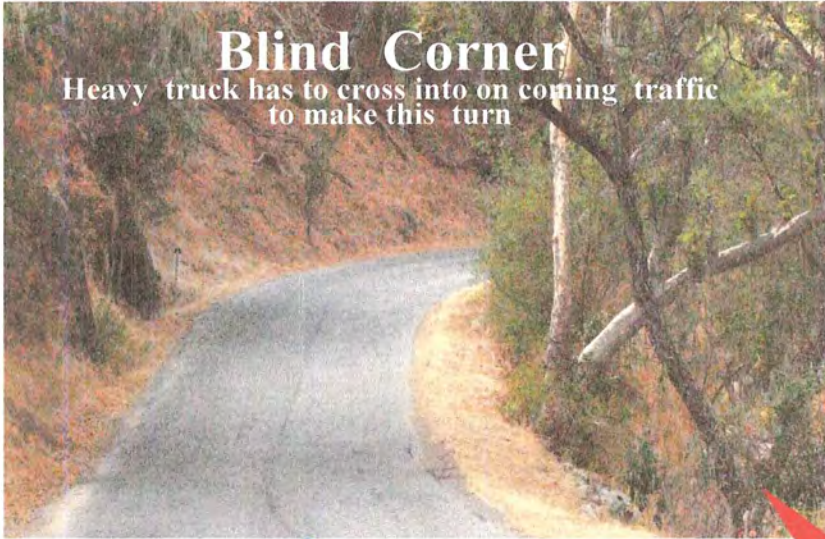
72-86 inches Wide *

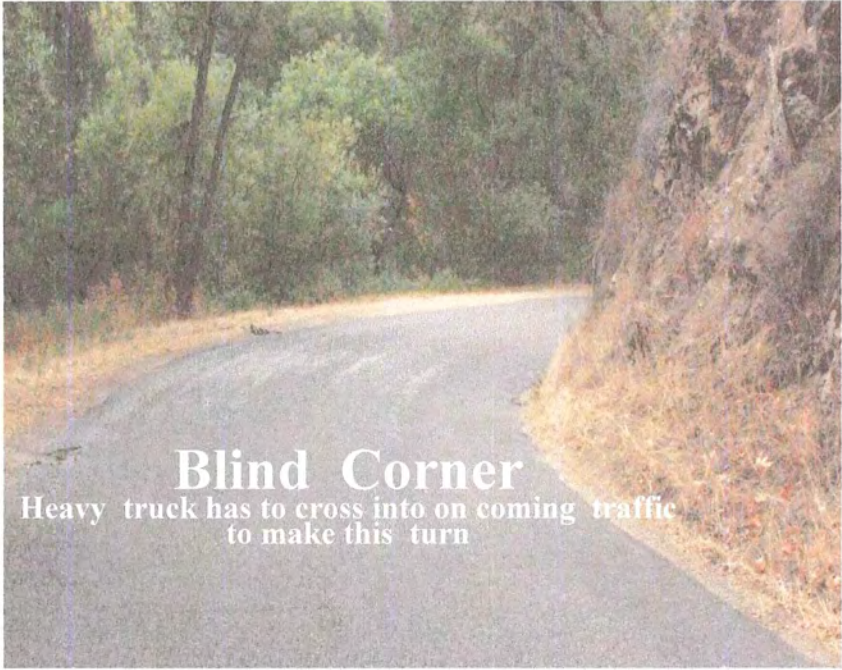
18 foot Wide Road 30 degree turn

*CHP/CalTrans numbers

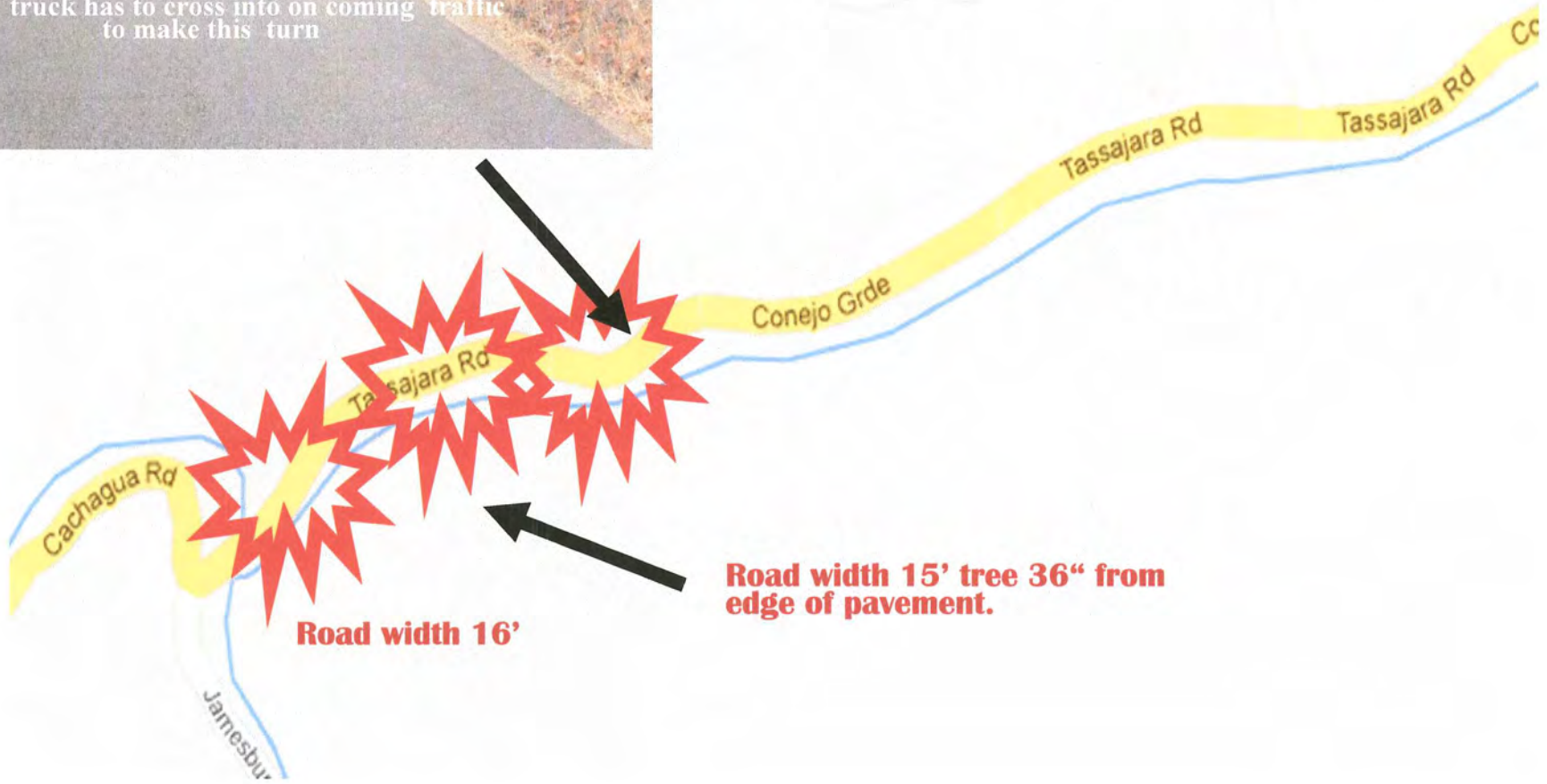
**CalTrans Turning Radius Guidelines







Blind Corner
Heavy truck has to cross into on coming traffic to make this turn



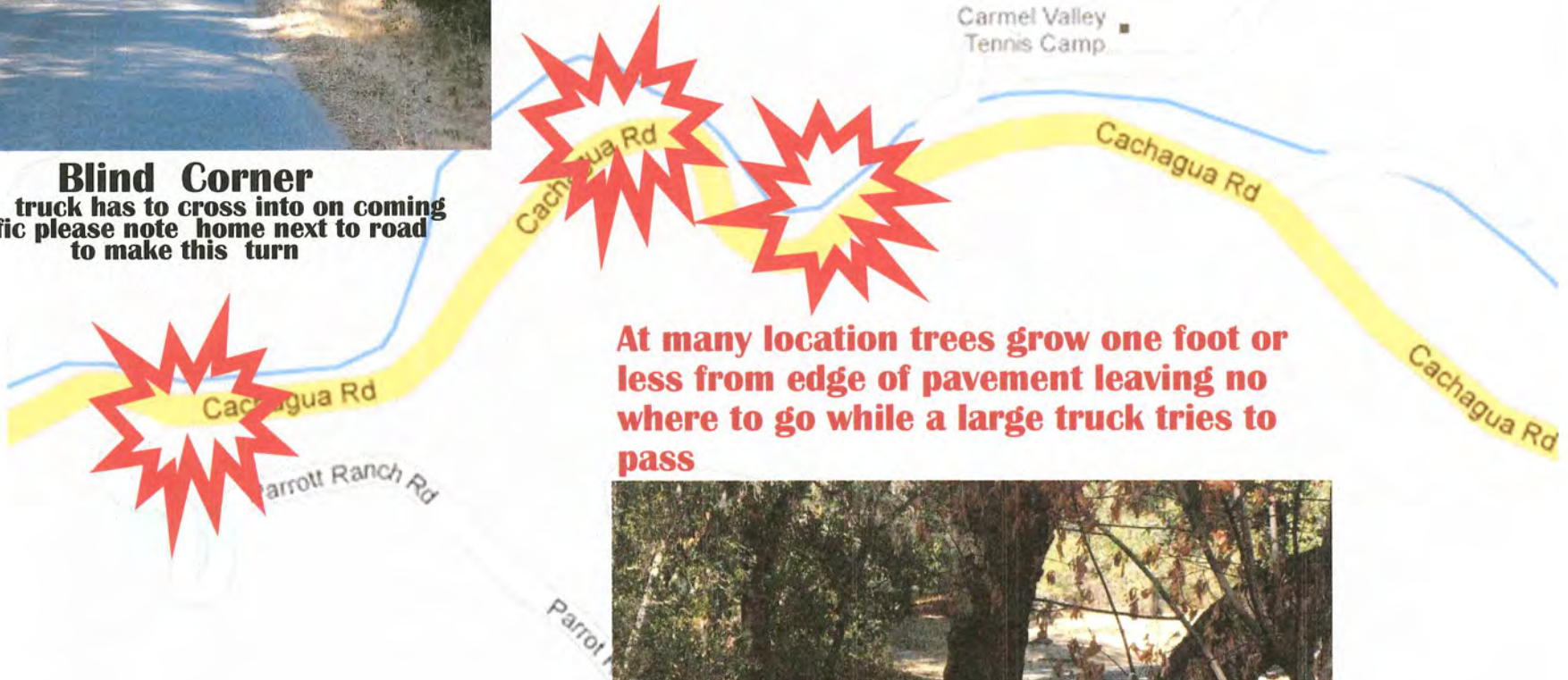
Road width 16'

Road width 15' tree 36" from edge of pavement.



Blind Corner

Heavy truck has to cross into on coming
Traffic please note home next to road
to make this turn



At many location trees grow one foot or
less from edge of pavement leaving no
where to go while a large truck tries to
pass





Please note location of trucks on the road, they consistently drive the middle of the road

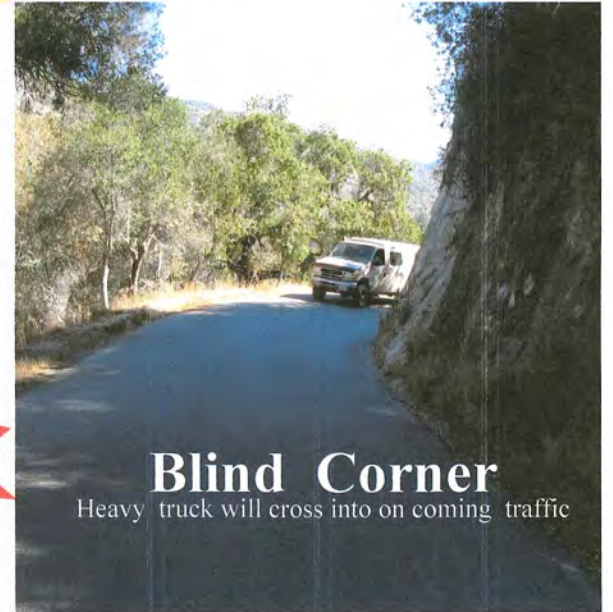
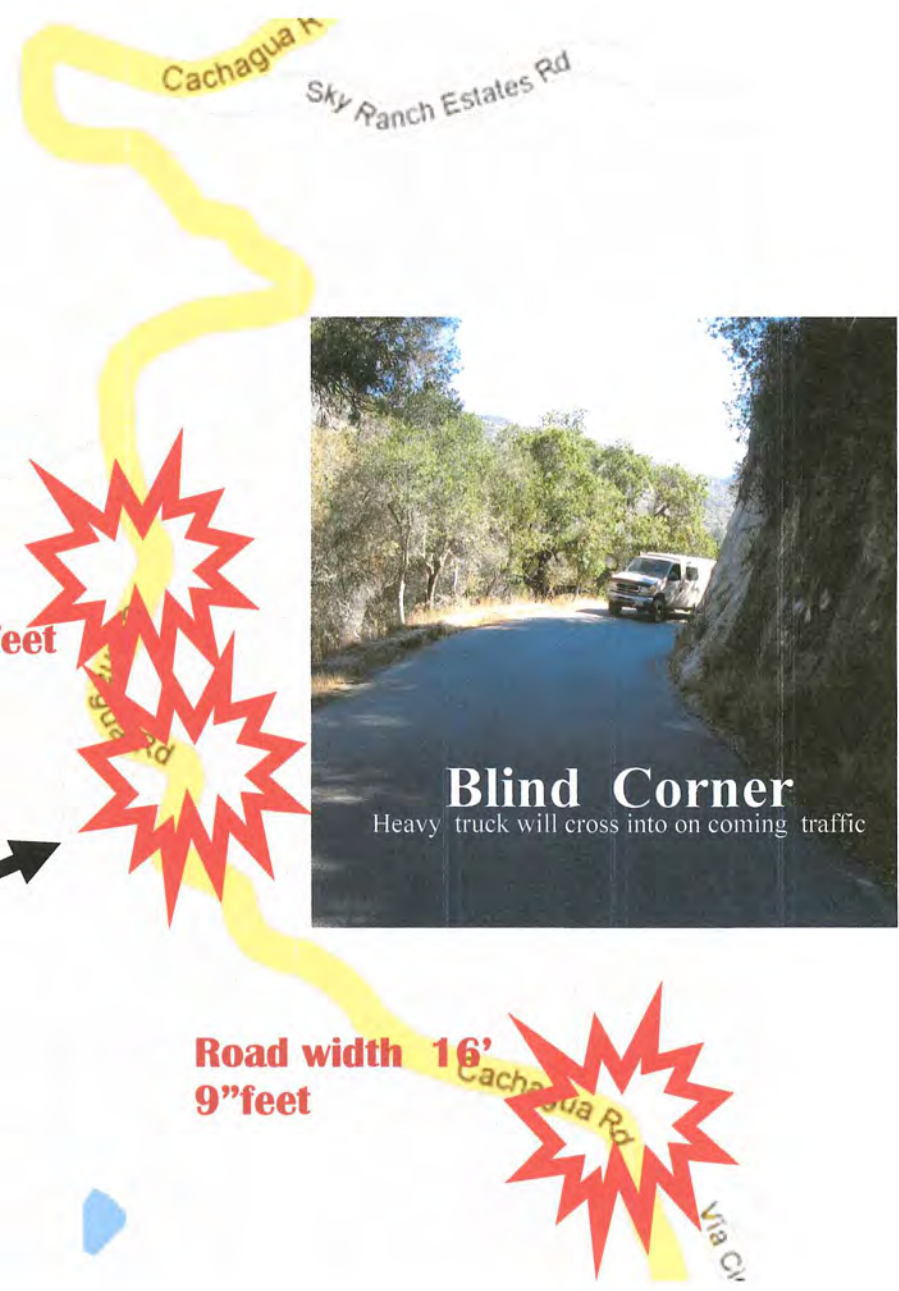


Even a medium size truck is over the center of the road.





Road width 17 feet or less



Blind Corner

Heavy truck will cross into on coming traffic

Road width 16' 9" feet





Blind Corner

Heavy truck will cross into on coming traffic



**Cachagua Rd at this point is 14'6"
With NO shoulder on either side!
Please note graphic on truck and
car width**



Road width 16' 9"



Blind Corner

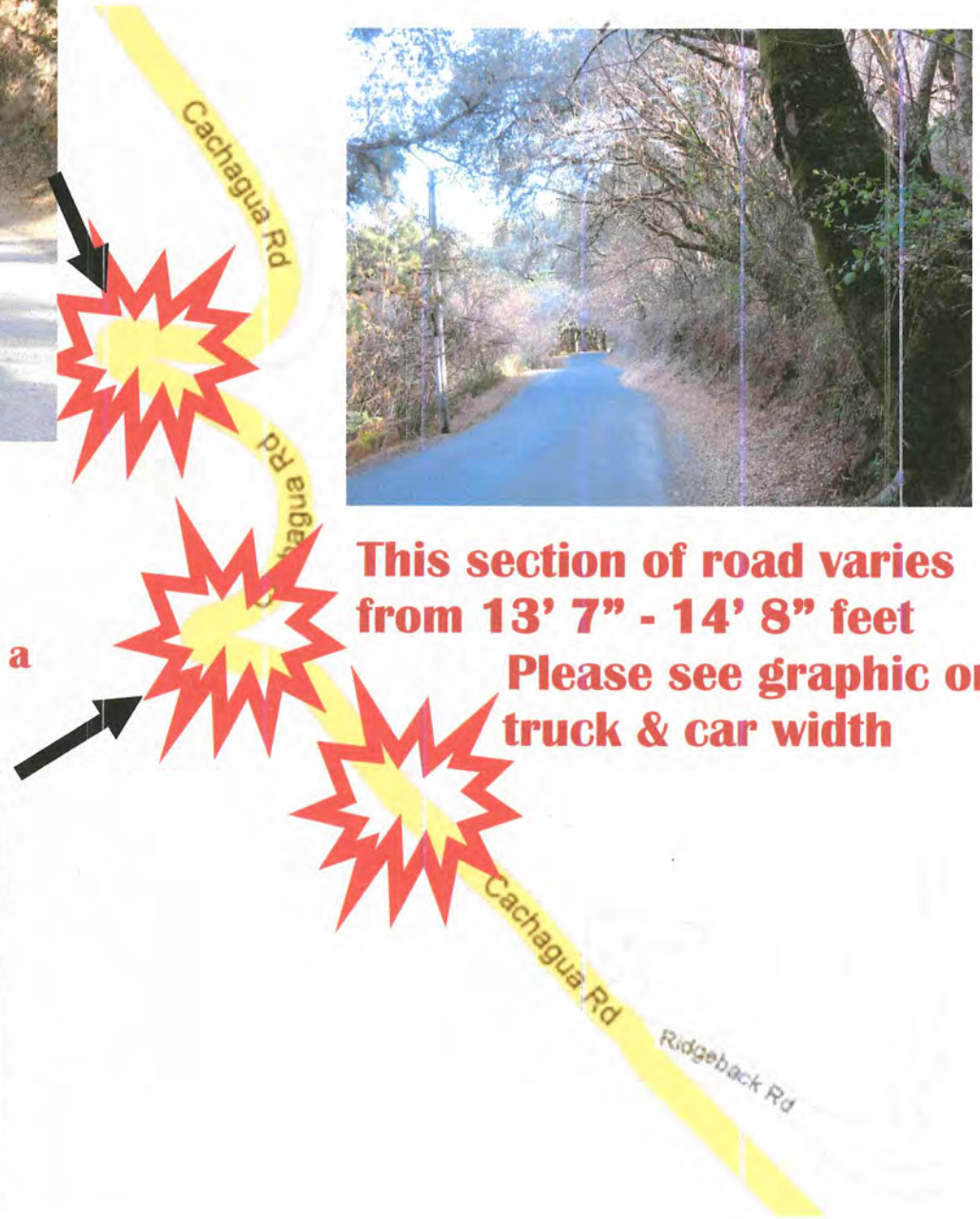
Heavy truck will cross into on coming traffic



Via Cieľ



Two very tight turns , proposed project is to widen road to 40 feet to allow truck to even make these turns, that is the approx. width of a 3 lane highway



**This section of road varies from 13' 7" - 14' 8" feet
Please see graphic on truck & car width**

Allen, Carol x5178

From: Sarah Haussermann [chomeuse@yahoo.com]
Sent: Wednesday, October 24, 2012 12:02 PM
To: Lee, Kathleen M. 647-7755; 112-Clerk of the Board Everyone; Schubert, Bob J. x5183; Allen, Carol x5178
Subject: San Clemente Dam removal (please distribute to all Monterey County Planning Commissioners and Supervisors)

Kathleen, Members of the Planning Commission, and Supervisors:

My heart goes out to Dave and his family. They have my deepest sympathy. And thank you for your prompt response to Mr Fischer's letter.

An accident occurred Oct 15, 2012, on the San Clemente Dam removal project's proposed Cachagua route, and during the hours that Cal Am traffic would be on that route - 10 AM on a Monday.

CHP report 2012-10-066, 10 AM, Monday, Oct 15: A Monterey Regional Water Management District pickup truck collided with a Subaru while in convoy with that Subaru and a minivan on Tassajara Rd, 1/4 mile south of Carmel Valley Rd.

The three vehicles in the water convoy, heading south, encountered a recycling truck, heading north, in one of the more than 40 places on Tassajara and Cachagua Roads where there is a blind corner and two vehicles cannot pass. The two lead vehicles - minivan and Subaru - braked to avoid the recycling truck. The Water District pickup didn't brake, and it hit the Subaru; unfortunately a passenger was injured.

This is a matter of public record. Unfortunate accidents like these happen daily out here - many go unreported.

Thank you for asking what is not acceptable to the Cachagua community. I will tell you: more of these accidents. We get a lot of them already; any amount of Cal Am dam project traffic will add more. That is an un-mitigable fact. And that is not acceptable to us.

Cal Am will never persuade us that using our roads is acceptable. We have measured our roads and evaluated their lack of visibility, lack of safe passage for project sized traffic, lack of margin for error, and abundance of driveways. We know our roads and terrain are not fit for project traffic. We have submitted statistics for you, in Tom Gano's presentation and also my letter to the planning commission, both of which you received Oct 24, delivered by Fidela Schneider.

What we want: We want no Cal Am traffic on our roads. We want the jeep trail to remain "as is" in perpetuity, just as was specified in the conveyance agreement to the Monterey Peninsula Regional Parks District.

In support of what we want, we have submitted the results of our studies. Should our studies alone not be sufficient to convince planners that our roads and terrain are not safe for this project at any cost, we'd like the county (or Cal Am) to come out and do its own survey, just like ours.

That survey must include measuring the width of every inch of the ENTIRE 11.7 miles of Cachagua Road and Tassajara Road to see where it's safe for two project-size vehicles to pass. It also must include evaluating (the lack of) guardrails and shoulders, specific places where trucks cannot pass without crossing into oncoming traffic, (lack of) visibility due to turns and terrain and encroaching features (a detailed contour map of the pavement and surrounding terrain will be necessary, as well as photographs of places with limited visibility), turning radiuses required for trucks of project size and how those figures support whether a truck can pass safely through each turn without crossing into oncoming traffic (there are more than 50 turns - no part of our roads is straight), location of encroaching trees and telephone poles and overhanging wires and branches, location of terrain features along the edge of the road including ravines and other downslopes and trees and embankments and other upslopes, and a careful count and measurement of the (lack of) truck-sized pullouts. This study must also evaluate the current state of the pavement and of embankment sloughing over that 11.7 miles. And, finally, this

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study must include counting every driveway along that 11.7 miles (including Tassajara Rd south of Cachagua Rd, Nason Rd, Jensen Camp, fire dept - everything) and getting an accurate count of the souls who live in - and therefore use - each driveway.

We know what the results of this study will spell out. Because we've done such a study ourselves. We wish others would have done this before tacking Cachagua Road onto this project. Because they've wasted a lot of time and money, having not performed that study. Our roads and terrain are not suitable for any amount of project traffic - they are unacceptably dangerous. Not only dangerous, but with so many multi-family driveways and people, there are too many variables to be controlled.

Our roads are especially unacceptable in light of the fact that:

- neither of the two seismic faults near the dam (Cachagua and Tularcitos) are active
- the dam has been heavily silted since the 1940s and held firm through large quakes on the distant San Andreas fault since then
- so no lives are in imminent danger downstream of the dam
- there is a direct route to the dam that is safe and controllable, and can accommodate all sizes and types of project traffic
- in light of the above fact - all sizes and types of traffic can use the direct route - using more than one route to the dam is unnecessary, so impacting any extra bit of the environment, human or otherwise, beyond that direct route is also unnecessary and wasteful

Cal Am should use one direct, safe, controllable route to the dam. That's the cheapest, safest, fastest, least environmentally harmful solution. Our unsafe, uncontrollable, much-longer, time-wasting route does not belong in Cal Am's plans.

I'd like to personally invite not just Dave (when he has time) but all the supervisors and planning commissioners out to drive the 11.7 miles of Cachagua and Tassajara Road so they might understand why we are opposed to Cal Am coming out here. One hair-raising drive is all it takes to see what we already know, and what the facts support: our roads and terrain are unsafe. No amount of money or other measures can mitigate that, short of plowing down the mountains, straightening all curves, and turning all 11.7 miles into a 40 foot road.

Please take my invitation seriously. It is not made lightly.

See our road for what it is: a haphazardly paved, insanely dangerous forest road that runs through a rural and mountainous (and gorgeous) residential neighborhood.

We expect our elected supervisors and appointed planning commissioners to protect us and take our safety concerns seriously. Protecting citizens is their most important duty.

Sarah Haussermann

--- On Wed, 10/17/12, Lee, Kathleen M. 647-7755 <leekm@co.monterey.ca.us> wrote:

From: Lee, Kathleen M. 647-7755 <leekm@co.monterey.ca.us>
 Subject: RE: email from Potter's chief of staff
 To: "Auplace@aol.com" <Auplace@aol.com>
 Cc: "chomeuse@yahoo.com" <chomeuse@yahoo.com>, "susan.fischer73@gmail.com" <susan.fischer73@gmail.com>
 Date: Wednesday, October 17, 2012, 8:22 PM

Thank you for your letter about the upcoming Cachagua meetings. Like the earlier meetings in September, we will be at both of these meetings and it is my sincere hope that Dave will be able to attend as well. His mother was just diagnosed with terminal bone cancer and honestly, we are taking his schedule day by day to make sure that he can be there with her when she passes.

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We have been working on this project for some time and greatly depend on community leaders to communicate about what is important, acceptable and not acceptable to the residents of Cachagua. We will be listening closely to this type of feedback now and certainly at the meetings on October 24th. If there is specific information that we can request through the project team that would be beneficial to the community to hear at the October 24th meetings, please let me know and I am happy to request that in advance of the meeting.

Kathleen Lee
Chief of Staff for
Supervisor Dave Potter
(831) 647-7755

From: Auplace@aol.com [mailto:Auplace@aol.com]
Sent: Tuesday, October 16, 2012 5:43 PM
To: Lee, Kathleen M. 647-7755
Cc: chomeuse@yahoo.com ; susan.fischer73@gmail.com
Subject: Fwd: email from Potter's chief of staff

Dear Kathleen Lee,

Thanks for the encouraging words you made regarding the issues facing the Cachagua community. I too live in the community, and you have one of my e-mails to the Board of Supervisors and the County Commissioners. Realizing that your actions are very important to our community, I would like to extend an invitation to Mr. Potter to attend one of the Cachagua meetings at the General store on October 24th at 1:00 and 6:00 pm. This meeting could serve as a fact finding mission, where he might place his finger on the pulse of the community. I would think his appearance would serve as a positive visible sign of his intentions in this election year.

Regards,
R.Brian Fischer

10/24/2012

maryberrey1007@cs.com

Subject: Letter to all members of the Monterey County Planning Commissioners Office in regard to San Clemente Dam Removal and Carmel River Reroute Project

October 24, 2012

**Carol Allen
Senior Secretary of Monterey County Planning Commissioners Office**

Re: October 31st Agenda, San Clemente Dam Removal & Carmel River Reroute Project

Please forward this letter to all members on the Board of Monterey County Planning Commissioners.

As a Cachagua community resident I strongly object to the California Amercian Water/Coastal Conservancy traffic plan to utilize the Carmel Valley Road to upper/lower Cachagua Roads, Tassajara Road, jeep trail as the ingress/egress route for construction trucks and equipment to the San Clemente Dam and Carmel Dam removing sites.

The most expedient traffic route is obvious. San Clemente Drive is a much shorter route to the San Clemente Dam and the Carmel Dam. Upper and lower San Clemente Roads can be improved and utilized, as they were to build the dam in 1921, to provide access to the two dam sites.

Irreversible environmental damage to Cachagua Valley and degradation to our resident's country life style is being treated as collateral damage and seems irrelevant to the planners of the project.

To many of us valley residents, there seems to be only one reason for routing construction traffic through Cachagua Valley.

And, that is to prevent imposing on the affluent residents located in the routing construction through Sleepy Hollow on San Clemente Drive. Even though far fewer Sleep Hollow residents would be impacted by the project than would be Cachagua Valley residents. Sleepy Hollow has twenty one homes and approximately ninety residents, compared to 437 mailing addresses and 1,600 plus residents in Cachagua Valley.

I do need your help, and rely on your wisdom and experience that brought you to the position in which you serve.

Compared to the much shorter San Clemente Drive/Sleepy Hollow route, the proposed Cachagua Valley route from San Clemente Drive/Carmel Valley Road to the Jeep Trail head is an additional seventeen miles one way, thirty four miles round trip, plus the additional miles on the jeep trail to reach the two dam sites.

Cal Am's cost comparison analysis of the two routes compared only the distance of the Jeep trail from Cachagua Road to the dam site versus the San Clemente Drive to the dam site, omitting the additional seventeen miles - thirty four miles round trip required of the Cachagua route to reach the jeep trail head. Also omitted in the cost comparison were the additional man hours, vehicle fuel, maintenance and related costs associated with the Cachagua route to reach the Jeep trail head.

With these major omissions, the planners rationalized the San Clemente Drive route to the dam site to be the more cost effective route and thus justified routing the traffic to Cachagua Valley.

Hey, when do we wake up and begin to smell the roses???

It would be absolutely gross negligence and a major shame on the part of Cal Am Water Company and the Monterey County bureaucratic agencies involved to allow this environmental degradation and imposition take place in our most sacred and loved community here in the Cachagua Valley.

I am providing some additional information about our concerns, derived from a recent Monterey Herald article, that one of our residents, Sarah Haussermann, inquired with Bob Schubert, Senior Planning Project Director of Monterey County Planning Commissioners Office.

After reading the Monterey Herald article, Sarah Haussermann called Bob Schubert, Senior Planning Director, hoping to get clarification. As said in the article, if the Tularcitos-High Road route is approved it "could carry most heavy construction equipment." Yet "smaller vehicles would still use Cachagua Road." When asked if "Cachagua Road" meant Tassajara Road as well, Mr. Schubert didn't know.

When asked the size of the vehicles using our roads, Mr. Schubert didn't know. Also, the article states, "the [Cachagua] route wouldn't require major road improvements and disruptions." When asked what improvements would be necessary, Mr. Schubert didn't know. "The jeep trail is a major road improvement that will still be happening", Mr. Schubert said.

In addition, Sarah was told that, while they get the Tularcitos-High Road ready, all dam traffic would travel on "Cachagua Road." The traffic would last for one year, according to Mr. Schubert. When asked why bringing traffic out here was necessary, Mr. Schubert answered that they had lost one year already and didn't want to wait to get started. He also said, once the project is complete, they would need to use the Jeep trail for monitoring, rather than the Tularcitos route. They plan to pull out the temporary bridge they will place on the Tularcitos route, rendering it useless at project's end.

Also, illustrating our concerns about traffic accidents, there was a multi-vehicle accident Monday in front of Search Ranch on Tassajara Rd. (CA Highway Patrol report # 2012-10-066.) A Monterey Peninsula Regional Water Management District pickup truck was involved. Three water vehicles were in convoy - a minivan, pickup, and Subaru - when they encountered a recycling truck headed the opposite direction. Two of the vehicles pulled over. The third - the water management district truck - did not stop in time and plowed into the back of the Subaru.

Additional information that came to Sarah is that the fault line that is being used as a primary reason to take down the Dam has not been active for 1,000,000 years and this fact is known by the project leaders.

So therefore, I am asking the following questions for you folks at the County Supervisors and Planning Commissioners Office to answer:

- When will we know if the Tularcitos-high road is an option?

- **If it is, why would you still have to disrupt the lives of the Cachagua community with Dam traffic?**
- **What is the rush? Why can't the project be postponed until the Tularcitos-high road is finished?**
- **What "improvements" are you still planning for Cachagua road?**
- **During the "year" of project traffic out here, will both Tassajara and Cachagua Roads be used?**
- **Why take down more a thousand trees to build the jeep trail?**
- **How much does it cost to build the Jeep Trail, modify our roads and send traffic out through Cachagua for a year?**
- **Why is that cost necessary when the Tularcitos-high road can handle all sizes and types of project traffic?**
- **How long will it take to build the Tularcitos-high road?**
- **How long will it take to build the jeep trail?**
- **Why should we believe traffic out here would only last for a year?**
- **Why can't you leave the temporary bridge in place and negate the need to use the jeep trail?**
- **If water folks can't get a minivan, a pickup, and a Subaru onto our roads without incident, what is going to happen with large vehicles and greater amounts of traffic?**
- **Why is jeopardizing our safety necessary when the earthquake fault under the dam is inactive?**

Let us please come to our senses with a moral obligation to do what is in the best interest for the environment and the community of the Cachagua Valley residents.

**Respectfully Yours,
Mary Berrey**

maryberrey1007@cs.com

**Cachagua Road, Carmel Valley, CA 93924
831-601-0898**