

July 9, 2016

To: State Water Resources Control Board

Policy Statement from the Sacramento River Delta Historical Society, regarding the proposed new intakes and the California WaterFix.

The Sacramento River Delta Historical Society, charged with preserving the history and cultural heritage of the Sacramento River Delta, believes that construction of the WaterFix Conveyance would be extremely detrimental to the Delta and would destroy parts of the historical Delta which are irreplaceable. Some of our concerns are as follows:

The small towns spaced along the Sacramento River in the Delta are legacies of California's past, each distinctive with its own character and history. The historic buildings within these towns are treasures from the past, sometimes fragile and always vulnerable. Fire is always a concern; response time is critical. Massive tunnel construction with its attendant borrow/spoil and RTM areas, holding ponds, etc. would clog transportation routes in the Delta for years to come. The Sheriff's Department has said that roadway hazards, traffic control, and interference connected to WaterFix construction could significantly increase response time of emergency vehicles. This would put buildings (and lives) at risk.

The entire town of Locke is a National Historic Landmark, built of wood with buildings close together. Recently it suffered a fire. The firefighters did an outstanding job of getting the fire under control and confining it to one building. The outcome could have been very different if they had difficulty getting there in time. This is a cause for concern in Locke and every other part of the Delta, too.

Another concern is structural damage to historic buildings located anywhere near the enormous construction zones, caused by excessive vibrations from extensive pile-driving. Old buildings would be especially vulnerable to these vibrations. The WaterFix EIR states that the damage would be "significant and unavoidable." Added to this is the damage caused by an extensive "dewatering" process, which would lead to land subsidence and further degradation of vulnerable structures.

The Sacramento River Delta Historical Society is also concerned with the loss of beautiful historic views. In the 1920's, the Victory Highway Association chose a route paralleling the Sacramento River for part of a scenic trail dedicated to the American forces who died in WWI. It remained a lovely part of the Delta's heritage. In 1969, the route along Highway 160 which the Victory Highway followed was again singled out for its beauty, designated as a California Scenic Highway. Scenic Highways must include a "scenic corridor protection program" that limits development, outdoor advertising, and earth moving. Construction lasting nine or more years would forever alter this beautiful landscape from agricultural, rural residential, riparian or riverine settings to areas involving heavy construction equipment and activities that would permanently change the scenic quality of the area. This is another "significant and unavoidable" result of the WaterFix.

I would like to quote Gregory Kondos, the renowned landscape artist who has painted many beautiful scenes of the Sacramento River. In an interview in the Delta Voice Newsletter, summer 2014, Mr. Kondos said it is a "terrible idea" to destroy the Delta he loves. "Here we have something very unique and special," he said. "Would you use Yosemite as a dump, just because it is big and deep and can hold a lot of trash? No, someone has said that's off limits, and everyone accepts that. Well, that's how people who know the Delta feel about it, too." How sad it would be if, in future years, Mr. Kondos' paintings were windows into a beautiful past that no longer existed.

Sincerely,

John B. Stutz, Vice-President  
Sacramento River Delta Historical Society  
Walnut Grove, California



*On the Sacramento River, 2000. Oil on canvas.  
24 x 36 inches. California State Library, Sacramento*

*Gregory Kondos*





# Simulations of BDCP Impact on Delta Communities

Simulation of Proposed BDCP Intake 3 under construction seen from Clarksburg Boat Ramp - Before and During Construction



Existing Conditions from Clarksburg Boat Ramp looking across river.



During Construction

The Delta Protection Commission (DPC) commissioned these visual simulations to better understand the impacts of BDCP tunnel construction on Delta communities and to communicate these impacts to the public. These simulations have been produced using information and data presented in the BDCP and DEIR/EIS and are an attempt to be as accurate as possible based on the information provided in these documents. Since DPC is not the project proponent, the project proponent is in the best position to produce the most concise simulations.

**About the Production Method:** DPC staff provided information to the project visualization specialist on site footprints, construction footprints, and cofferdam extension into the river from the BDCP and DEIR/EIS. The project visualization specialist also utilized site photographs in the simulations and superimposed computer models over the photographs. Photographs of the Freeport Water In-take construction process were also used to inform the computer models. Specific BDCP documents were reviewed in developing these simulations, including the Delta Habitat Conservation and Conveyance Program, Final Draft Version of the Conceptual Engineering Report, Modified Pipeline / Tunnel Option, Volume 1 - Conceptual Engineering Report.

**About the Artist:** David Vasquez Ed.D., is a project-visualization specialist with extensive experience working with engineering firms and public planning agencies to create 3-D computer modeling, photo simulations, and animations of proposed infrastructure projects.



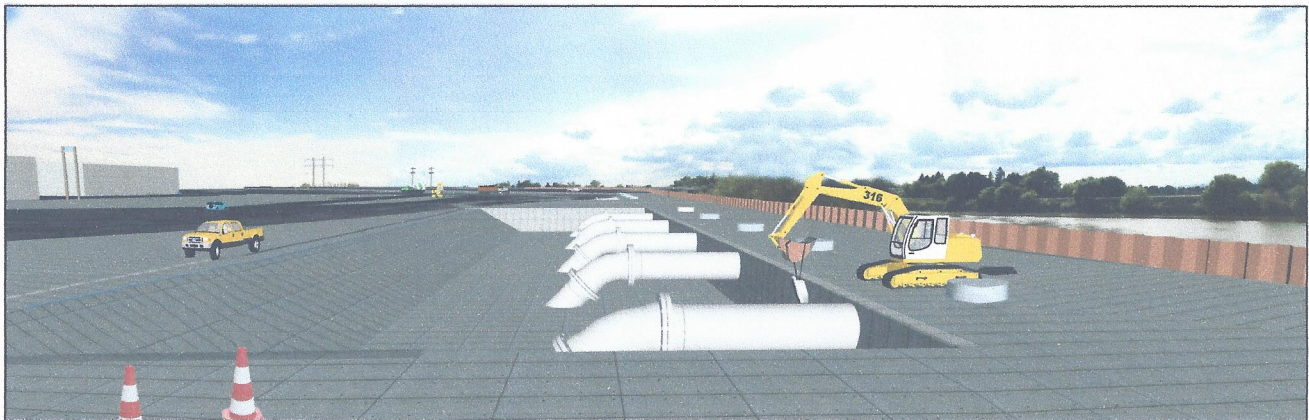


# Simulations of BDCP Impact on Delta Communities

Simulation of the Proposed BDCP Intake 3 under construction as seen from the levee road (State Highway 160) looking south toward Hood.



Existing Conditions



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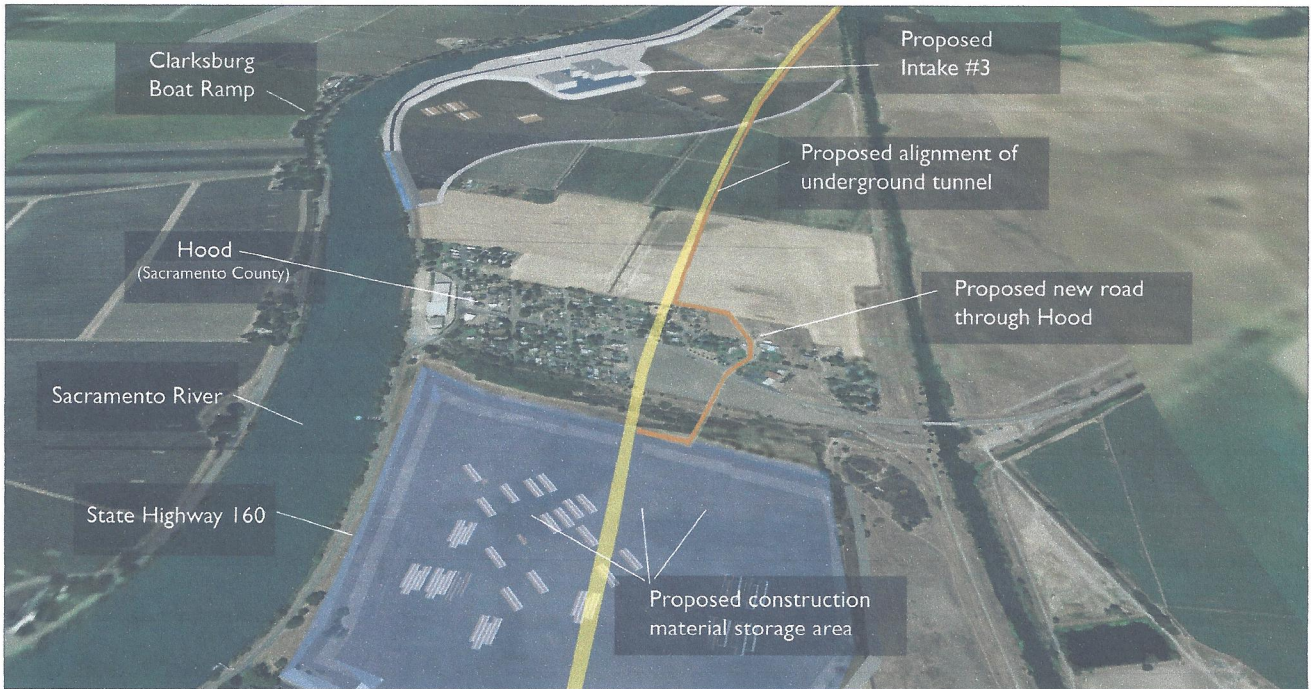


# Simulations of BDCP Impact on Delta Communities

Aerial Simulation of Proposed BDCP Intake 3 (North of Hood) and Construction Stockpiling Area (South of Hood)- Before and During Construction



Existing Conditions



During Construction

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