

From: D Slape [<mailto:rockodrs@gmail.com>]
Sent: Saturday, February 25, 2017 7:01 PM
To: Crystal Geysler <crystalgeyser@analyticalcorp.com>
Subject: Ryan Sawyer, AICP DRAFT EIR crystal Geysler

To: Ryan Sawyer, AICP
Analytical Environmental Services [AES]
1801 7th Sreet Sacramento, CA 95811
crystalgeyser@analyticalcorp.com

RE: Trucking issues/ Traffic & Safety concerns, Sewage issues

Mr. Sawyer:

Many of the Siskiyou County Planning Commission and Board of Supervisors live in Yreka, 45 miles away. Many of them do not even come up on this side of Mt. Shasta once a year: I will feel the repercussions of this project in a way that they will not, because I live, sleep, exercise and breathe on Mt. Shasta within 0.5 miles of this project. I have many concerns about how this CG project will affect my air, about the noise [am I going to be kept awake y their air conditioning at night?] and I'm worried they will suck all the water out of the aquifer and my well will go dry. I'm worried I'll then have to buy CG water, as an ironic twist of fate because no one puts in place a mitigation that makes them liable for my well going dry. Please find a way to arrange that mitigation!

Mt. Shasta symbolizes purity. Unlike Los Angles, people [tourists] come from all over the planet to be here for the purity of our environment. On a daily basis, even in winter, dozens of pilgrims, [ordinary people] are driving or walking up Mt. Shasta in search of answers and directions to apply to their complicated lives. On any day I see license plates from New Mexico, Utah, Montana, Oregon, Florida and Washington on cars going up and down the mountain. How can we claim purity of our water and environment if CG operates without mitigation and pollutes it? Please read the research on the W.A.T.E.R. website related to these issues.

The following strongly suggested mitigations will help the City and County avoid future liability for negligence or recklessness to visitors, citizens and foreseeable others when the situation is viewed with a wide angle lens.

TRUCKING RELATED ISSUES

If the CG project cannot be done with proper mitigation which requires teamwork, I recommend choosing the "No Project" option. If CG, the County of Siskiyou and the City of Mt. Shasta cannot work together with the people who live nearest to the project to mitigate their concerns and preserve out quality of life, *then the project should not happen*. Eco and spiritual tourism cannot be overlooked as the biggest driver of our economy, and the CG project without proper mitigation is a serious threat to it. I propose the following mitigations be put in place, and demand that the City and County be required to use their power and influence to make the following be a condition of CG's operation, immediately revocable without court battles and years of layering and litigation should violations occur:

Post large signs defining truck weight limits on city streets, at all exits on the freeway, and just before the plant. A moving violation should be attached, and a \$300.00 fine applied when CG trucks are found on city streets south of the plant and outside their posted route north of the entryway to the plant. The fees are fine in addition to the moving violation.

Whenever possible, CG should pay the cost of their doing business and not pass the cost to taxpayers: CG should be required to pay for large signs on the freeway and at all identified /possible entrance points. They should be required with the County and City to work cooperatively with Cal Trans. If

turning lanes, speed zones and traffic lights are added to Mt. Shasta Blvd, CG should pay for it, not taxpayers. IF they operate, they will profit in the millions: they can afford it.

It is inevitable that trucks will miss the left turn into the CG truck entrance. A place near the KOA, or the gas station--Cross Petroleum should be investigated as a place for trucks to turn around without having to enter much of the City. Whichever route is chosen for trucks who fail to turn left, signage must be posted in several places and it must be large and clear.

Operating and trucking hours be limited to daylight hours only Monday through Friday, or 7am to 6pm with no weekends.

The cost of re-surfacing the exits and freeway entrances needs to be billed to CG when Cal Trans deems the job necessary.

SEWAGE ISSUES:

As I write this letter, current and severe problems with the City sewer collection system on Mt. Shasta Boulevard is ongoing; including the area west of I-5 because of much snow and rain the past few months. ***Delay of any project using this system, until the completion of the wastewater treatment plant is ready in 2020 should be an obvious mitigation. CG plans to use this system, which is overtaxed and may be damaged irrevocably if the wet weather conditions continue. This issue needs study and mitigation. If flooding results in our sewage being dumped in the Sacramento River, with CG's contaminates, it will contaminate the entire water supply of California.***

Thank you for considering my suggestions.

*Yours truly,
Darrell Slape
PO Box 63
Mt. Shasta, CA*