

From: [Garril Page](#)
To: [Elizabeth Brekhus](#); [Julie McMillan](#); [Elizabeth Robbins](#); [Beach Kuhl](#); [Rupert Russell](#)
Cc: [Joe Chinn - Town Manager](#); [Richard Simonitch](#)
Subject: Comment on Winship Bridge project
Date: Friday, February 28, 2020 3:38:22 PM

Dear Mayor Brekhus and Ross Town Councilmembers:

Comments re:

**Winship Avenue Bridge over San Anselmo Creek Bridge Replacement Project
(Bridge No. 27C0074) *Initial Study/Proposed Mitigated Negative Declaration***

I understand the comment period for the Draft MND has closed, but written comments to the Town Council members are being accepted in an effort to encourage public participation. I submit these comments on the Winship Bridge project assuming they will be received at least 48 hours prior to the rescheduled and as yet undetermined date of the appropriate Council meeting.

1. CalTrans standards may be irrelevant. The CalTrans bridge Rating system is based on current construction estimates and experience whereas standards at the time this bridge was built were quite different.

(a.) Bridge width is a concern; however, this is a neighborhood location and adaption may be more reasonable than reconstruction. Weight should be given to what residents say about access their properties rather than adoption of Caltrans' classification of "Functionally Obsolete, with a low Sufficiency Rating of 54.6, due to having a narrow travel way of 18.25-foot curb to curb".

(b.) construction methods and materials: the Lagunitas bridge had unexpected demolition costs as the structure was found to be in robust condition despite its age. Both the concrete and rebar removed from the project are available for examination today: they look as though they were new. Considering the Winship bridge to be beyond "design service" may not apply, especially if there is no documentation that the arbitrary 50 year service standard applies. Like the five John Buck Leonard bridges, Ross Town Councilmen in office when it was constructed may have had a far longer service life in mind for the Winship Bridge.

2.) creek alignment works in both directions: slowing of flood waters may protect downstream areas more than accelerated flows through a larger new opening. All aspects of hydrology and hydraulics for the opening, affected private properties, and street surfaces both up and downstream must be considered. Where there are discrepancies and inconsistencies, these should be examined, and public explanations issued. Transparency and accountability are essential: simply changing the areas flooded is not remediation. The Council should be aware of what properties have flooded under existing conditions, and comparing living memory with the assertions of out-of-town consultants' conceptual projects.

3.) Creek bed conditions must be fully documented and taken into account. Where drilling into bedrock is required, full documentation of the effects must be assessed and mitigated for all properties and structures affected, including vibration-caused aftereffects.

4.) Upstream and downstream creek bed and bank elevations, constrictions, and constraints should be part of this project. If HPB/FSTIP constraints limit consideration to the area immediately adjacent to Winship Bridge, this limitation should be remedied before any construction is approved. A narrow focus may preclude water surface changes resulting from this project that affect areas outside the APE, including those extending through the Corte Madera Creek confluence. Limiting research and reports to the immediate Winship Bridge project area is not sufficient: Ross and San Anselmo must be aware of what changes may result, beneficial and detrimental. In response to query about erosion, water quality and hydrological interruption,

Page 3-43 confirms: "With implementation of standard BMPs, no impacts would occur to Corte Madera Creek. For this reason, no further field data was collected for Corte Madera Creek and potential impacts are not discussed further."

Property owners upstream and downstream need to understand the consequences of this Council action before they are made aware through unexpected events. Caltrans may not bear the burden of transparency and accountability, but the Council must. Reliance on the Reports discussion of Corte Madera Creek watershed and subsequent information pp. 3-67 to 3.78, may be misplaced. Has the Town been indemnified?

5.) replacing a 6" sewer concrete-encased sewer pipe with a double-siphons inside a 24" pipe casing is an upgrade that cannot be accomplished without significant disruption and disturbance. Residents affected should be fully informed of loss of access, potential inconvenience, noise, pollution and longterm maintenance and access requirements for the new lines.

The description of section 2.2.2. as 24 inches being a "slightly larger casing" than the existing 6 inch encased line is grossly misleading.

The option for jack and bore replacement proposed per 2.2.2 and 2.5.3. raise questions about whether the trenched areas, the pits and the insertion of a new pipeline 10 feet below the San Anselmo creek bed, as well as possible cofferdams and any other water diversion systems that may be required have been included and appropriately determined for the CEQA compliance of this bridge replacement project?

6.) Have plans or drawings for this bridge been sought from the Historic American Engineering Record (H.A.E.R.) Collection in the Library of Congress? The John Buck Leonard Bridges are recorded there and the Winship bridge may also be recorded? If no records have been sought, the effort ought be made for both the Winship and original Lagunitas Bridges. This might help solve pertinent questions about the bridge's construction and creek bed history. Jared Huffman's office might expedite this as the National Park Service (NPS) has been involved in the H.A.E. R. Collection. Past requests to Rep Huffman have received no response, but the Council may be able elicit his aid where constituents cannot?

7.) The G.E. I.Consultants' report 2-2-1 states: " The proposed project will replace the existing bridge with a hydraulically sufficient bridge (identified as San Anselmo Creek Improvement Measure #005 under the County's Capital Improvement Plan Study, 2011) that supports the flood control and channel improvements being pursued by the Town and the Marin County Flood Control District."

Is this 2020 project relying on a 2011 Study to define what is hydraulically sufficient?

i.) Site clearing and tree removal assumes impacts on the seven Coast redwoods (DBH from

11 to 40+ inches) and Northern CA Black Walnut (DBH25-30 inches) will be temporary. I hope the Town has verified the future safety of these redwoods designated “protected tree” under the Town’s tree ordinance as well as carefully considered the impacts of the additional 15 trees to be removed from the creek banks. 3.1 Checklist for “Aesthetics” is blank and Mitigation/Impact assessment of 3.3 is one with which residents may not agree. Tree canopy defines Ross’ character and ambiance, more so than any other Marin community. Page 3.44, Figure 3-2, shows a significant area of “Permanent Impacts”.

j.) Pages 3-55 and 3-56, Section 3.9.1 should be read with care. Primary geologic hazards identified at the project site (limited though it is) are strong seismic shaking, liquefaction, erosion, and flooding. The extent to which these known, established hazards are both caused and claimed to be mitigated is critical to a large residential area. Safety, transportation, sewer and other utilities, aesthetics and property values all are affected by this project. The degree to which these are mitigable remains to be seen. Whatever this projects breaks, the Town buys the consequences.

k.) 5-6 months of traffic and life in San Anselmo and Ross will be impacted by the removal of the existing bridge structure and supporting piers with use of jack hammers and concrete cutting as well as heavy equipment, earth-movers and a crane (2.3) . How the precast new deck is to be transported, stored and placed is of equal concern. Sir Francis Drake certainly will be impacted from the immediate Winship area to past the Town of Ross’ Maintenance yard.

This project will be especially unwelcome when combined with the SFD traffic calming project, SAFRR, and San Rafael’s SMART train complications. With access to 101 impeded in all directions, I suspect many residents will be asking: is this really necessary?

Thank you for your consideration,

Sincerely,

Garril Page
San Anselmo February 28, 2020



John Crane <johncranefilms@gmail.com>

Re: Hearing Date & Time Wrong

1 message

Richard Simonitch <rsimonitch@townofross.org>

Mon, Feb 3, 2020 at 6:16 PM

To: John Crane <johncranefilms@gmail.com>

Cc: Joe Chinn - Town Manager <jchinn@townofross.org>, Linda Lopez <llopez@townofross.org>

John, we have received your additional comments at 4:58PM and they will be logged accordingly.

Thank you,

Richard Simonitch
Public Works Director/Town Engineer
Town of Ross
P.O. Box 320
Ross, CA 94957
(415) 453-1453 ext. 115

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From: John Crane <johncranefilms@gmail.com>**Sent:** Monday, February 3, 2020 4:58 PM**To:** Richard Simonitch <rsimonitch@townofross.org>; Joe Chinn - Town Manager <jchinn@townofross.org>; Linda Lopez <llopez@townofross.org>**Subject:** Hearing Date & Time Wrong

February 3, 2020

Richard Simonitch
Public Works Director/Engineer
Town of Ross Public Works Department
P.O. Box 320
Ross, CA 94957

RE: WINSHIP AVENUE BRIDGE OVER SAN ANSELMO CREEK REPLACEMENT PROJECT
(BRIDGE NO. 27C0074) INITIAL STUDY/MITIGATED NEGATIVE DECLARATION COMMENT

Dear Mr. Simonitch:

For the public record, it has just been called to my attention that the:

NOTICE OF TOWN COUNCIL HEARING AND
NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

FOR THE NEW CONSTRUCTION OF THE WINSHIP BRIDGE
6:00 P.M. THURSDAY, FEBRUARY 13, 2018

I received a notice today and it matches the earlier one I received on January 5, 2020, postmarked 02 JAN 2020. I have attached it below.

The Winship Bridge Notice of Hearing email you sent on January 13, 2020. Here is the link:
<https://files.constantcontact.com/b2138801501/1c667a8f-bd22-44dc-a37e-ee15a4793190.pdf>

This is causing confusion because you have the wrong year – 2018: and you have omitted the words “Mitigated” which is not correct. A Negative Declaration is not the same as a Mitigated Negative Declaration.

Also, you also say NOTICE OF INTENT TO ADOPT, which is deferent that NOTICE TO CONSIDER. This header is a discrepancy and expresses different intent than intended.

This is causing confusion for people. Clearly this is improper notice. And it could have reduced comments by giving an old date that residents thought had passed.

Since I am writing this at 4:50 p.m. on February, please add them to the public record for comments. I would like to know how the Town of Ross will remedy this so that people are not confused.

Thank you.

John Crane
Attachments



TOWN OF ROSS

NOTICE OF TOWN COUNCIL HEARING AND
NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION
FOR THE NEW CONSTRUCTION OF THE WINSHIP BRIDGE
6:00 P.M. THURSDAY, FEBRUARY 13, 2018

Owner:	Town of Ross
Contact:	Rich Simonitch, Public Works Director
Location:	Winship Bridge
Zoning:	R-1-B-10 (Single Family Residence, 10,000 Square Feet Min. Lot Size)
General Plan:	ML (Medium Low Density 3-6 Units/Acre)

Public hearing for the Town Council to consider Design Review to allow for the new construction of the Winship Bridge. Design Review is required to allow the new construction of the bridge to be located within 25-feet of a creek, waterway, or drainageway. The Town Council will also consider the adoption of a Negative Declaration that has been prepared pursuant to the California Environmental Quality Act.

The public hearing will be held at Ross Town Hall, 31 Sir Francis Drake Boulevard, at the corner of Sir Francis Drake Boulevard and Lagunitas Road. Copies of the Negative Declaration and the Plans are available for review during regular office hours in the Planning Department or can be accessed on the Town's website at the Frequently Requested Documents and Forms page link at www.towofross.org. The Town Council invites interested parties to submit written comments in advance of the hearing. Written comments will be received from January 3, 2020 through February 3, 2020 by 5:00PM and will be included in the Council agenda packet. Other written comments should be submitted at least 48 hours prior to the Council meeting so the Council has ample time to review the comments. A staff report will also be available at the Town web site at townofross.org on February 7, 2020. For further information, please contact Rich Simonitch, Public Works Director, at (415) 453-1453, extension 115, or rsimonitch@townofross.org.

DATE PUBLISHED: January 3, 2020

John Crane Films

415.847.5054

website: www.johncranefilms.com

email: johncranefilms@gmail.com



From: [Evan Singer](#)
To: [Richard Simonitch](#); [Heidi Scoble](#); [Michelle Singer](#)
Subject: Re: Bridge on Winship to Sir Francis Drake
Date: Sunday, February 9, 2020 4:09:11 PM

Hi Heidi, Rich,

Hope you both are well. I just wanted to confirm that the email below that I sent last year is incorporated in the comments for the upcoming meeting on Feb 13. Rich - I read your notice that said, " Other written comments should be submitted at least 48 hours prior to the Council meeting so the Council has ample time to review the comments."

It's important for all of the children in Winship Park that there is a pedestrian walkway available to them where the bridge is - in the mornings and afternoons before and after school.

Can you please ensure that the council sees the below email and reviews the request during the meeting on Feb 13. Thanks.

Any questions - please let me know.

Best,
Evan

On Sat, Mar 24, 2018 at 11:06 AM Evan Singer <evan@smartbizloans.com> wrote:

Hi Richard and Heidi,

I hope you are both having a nice weekend. My wife, Michelle, and I live at 47 Winship Avenue, and we have lived in Ross since 2001. Thank you both for your work to keep our town running efficiently and keeping it beautiful.

I understand the town is contemplating fixing and upgrading the bridge from Winship Ave to Sir Francis Drake. During the construction, could you please ensure that pedestrians are able to continue using the bridge. I would estimate that there are 50-75 children in the Winship Park area of the town that walk or ride their bikes across the bridge to get to school every day (potentially more when the weather is nicer). In fact, when Michelle was looking to get a crossing guard at the light at Bolinas a few years ago, she found that there are an average of 67 children per day crossing Sir Francis and using the Winship bridge.

Walking across Sir Francis at the beginning of Winship (where there isn't a cross walk) would be far too dangerous, and walking across Sir Francis at Barber would be too far out of the way.

Thank you so much for the consideration. If you have any questions, please don't hesitate to reach out to me.

Best,
Evan

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Evan Singer
Chief Executive Officer
SmartBiz Loans
www.smartbizloans.com
evan@smartbizloans.com
415 233 2528 (mobile)

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Evan Singer
Chief Executive Officer
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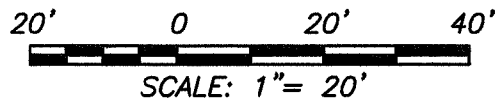
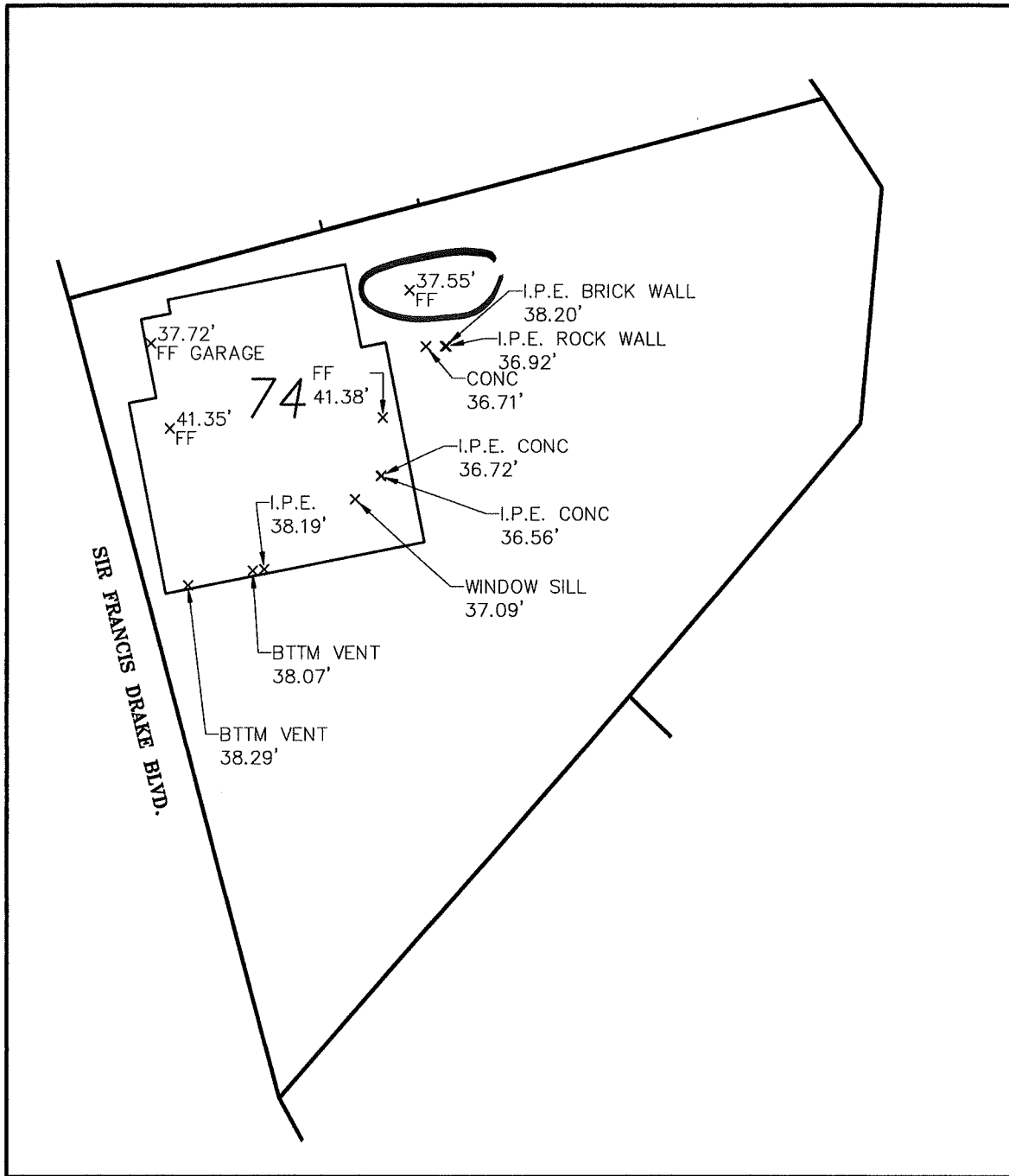
SAN ANSELMO FLOOD RISK REDUCTION PROJECT FLOOD SURVEY

74 SIR FRANCIS DRAKE BLVD.

TOWN OF ROSS

MARIN COUNTY

CALIFORNIA



Property		Elevations (Feet# NAVD88)					Applicable Impact Criterion		Preliminary Mitigation Measure(s)
Address, Town	First Finished Floor	Q25E	Q25P	Q100E	Q100P				
78 SFD, Ross	Main	39.60	37.12	36.97	38.52	38.43	1		Floodproof to Q100P (~1.6') - Replace or overlay bottom 1.6' of office perimeter with floodproof material (e.g. concrete, stucco, marine plywood). Shorten two front windows to be above Q100P AND Install floodgate in front of front door. OR Raise Structure above Q100P (~1.6') - Detach office from slab, jack-up structure, install new perimeter foundation wall.
	Office	36.63	36.55	36.70	38.09	38.22		4 Q25 New Inundation	
74 SFD, Ross		41.58	36.59	36.60	37.59	38.05	1		

37.55 ?

* Garage is considered a "habitable structure" because it is finished and structurally integral to the main residential house.

+ Water surface does not reach the FFF elevation, so water surface elevation was taken at a location nearest the surveyed location of the FFF.

0.08 feet equals one inch

From: [Doug Ryan](#)
To: [Joe Chinn - Town Manager](#); [Richard Simonitch](#); [Rice, Katie](#); [Elizabeth Brekhus](#); [Julie McMillan](#); [Beach Kuhl](#); [Elizabeth Robbins](#); [Rupert Russell](#)
Subject: Re: Winship Bridge CEQA
Date: Monday, March 2, 2020 2:42:17 PM

I am writing this email to express both my confusion and frustration with the bridge replacement project (the Winship Bridge). Previously you had sent out a notice stating public comment was ending, I believe, Feb 2, 2020. That period passed and theoretically public comment was closed. Then the Town sent out a notice that the scheduled meeting in February was being cancelled. That notice stated that the public comment period had closed, but still encouraged residents to send in comments up to 48 hours before the then as-yet unscheduled meeting (which has now been scheduled for March 13). Are those comments treated the same as comments submitted during the public comment period?

So either the public comment period closed when it was originally supposed to or it didn't. Which is it? If it didn't close, was proper notice provided that the public comment period was re-opened and proper notice given as to the scheduled public comment period final submission date? Were people who submitted public comments under a deadline informed that the deadline had changed to a flexible, at that point undefined public comment period? My understanding of a public comment period is it has a hard start and hard stop, not flexible dates, and certainly must be properly noticed.

Doug Ryan
74 Sir Francis Drake Blvd
Ross CA 94957
415.297.8402

On Fri, Jan 31, 2020 at 9:50 PM Doug Ryan <dougryan999@gmail.com> wrote:

I am voicing my concerns over the decision to avoid an environment impact report (EIR) for the Winship Bridge replacement project. I reside at 74 Sir Francis Drake Blvd in Ross and am thus an affected and aggrieved party by your acceptance of a negative declaration.

"determine whether proposed project implementation would result in potentially significant or significant impacts on the physical environment; and (2) incorporate mitigation measures into the proposed project design, as necessary, to eliminate the proposed project's potentially significant or significant project impacts or reduce them to a less-than-significant level" from the introduction of the document.

By your own words, you are increasing the throughput through the new bridge compared to the old bridge. By simple physics, one or both of the following MUST occur: water velocity immediately downstream of the bridge will increase; and/or water levels immediately downstream of the bridge will occur. Therefore, my property WILL be adversely impacted. Either increased erosion will occur over time and/or my property will be more prone to flooding than it is today due to your decision to replace the existing bridge with one that will have a higher throughput. Additionally, there is no discussion of the impacts on the bridge at Sir Francis Drake Blvd immediately adjacent to my house. Another of my concerns is whether that bridge can handle the increased throughput you propose to put through the Winship Bridge.

Per your CEQA:

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) result in substantial erosion or siltation on- or off-site;
- ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
- iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- iv) impede or redirect flood flows?

You state in the beginning you will increase the throughput capacity of the bridge. THEREFORE, in the event of a flood, a)iv) YOU WILL IMPEDE OR REDIRECT FLOOD FLOWS. There can be no waffling, misunderstanding, or not being clear here. You have decided to increase throughput capacity which will put MORE water on my property in the event of a flood. Therefore you are responsible for any negative consequences to my property, including in its entirety any loss in market value or decrease in marketability of my property. Furthermore, you state here that this project is a component of the Ross Valley Flood Reduction program. Please be advised the Board of Supervisors unanimously acknowledged in their adoption of the flood control project that my property (among others) will be negatively impacted. You are hereby noticed that is part of the public record.

Under the near-term foreseeable future projects condition, modeling results show increased water surface elevations by up to 4 inches in the floodplain area between the Winship Avenue and the downstream crossing of the Sir Francis Drake Avenue due to more floodwater in the channel. These potential cumulative effects are more fully described in **Section 3.23 “Mandatory Findings of Significance”**.

FOUR MORE INCHES of water on my property certainly has a disastrous and calamitous effect on my property. Again there can be no misunderstanding. Any damage to my property as the result of this shall be the responsibility of the Town of Ross.

For all the reasons cited above, I implore you to do the right thing and prepare a full EIR that documents the impacts to those properties affected (including mine) so that prudent and necessary mitigation measures can be identified and taken prior to the foreseeable calamity of pretending everything is fine.

Please feel free to contact me directly to further discuss.

Doug Ryan

415.297.8402

From: [Doug Ryan](#)
To: [Richard Simonitch](#)
Cc: [Davis, Hugh](#); [Joe Chinn - Town Manager](#); [Rice, Katie](#)
Subject: Re: Actual elevation of my home
Date: Tuesday, March 10, 2020 12:21:40 PM

Richard,

I am even more confused. Are you saying the fact that the elevation of my property in another survey had a material error in it does not impact the study performed by the town? I guess my property wasn't important enough for the town to actually survey the property itself to discover reality. Nevertheless, I need your confirmation that the town council has the correct and accurate information on the FFF of my property and any decisions made are made with that in mind.

Thanks

On Tue, Mar 10, 2020 at 11:46 AM Richard Simonitch <rsimonitch@townofross.org> wrote:

Doug,

Those elevations of your property are related to addressing impacts from the SAFRR project whose EIR was adopted and certified in 2018 by the County Board of Supervisors/Flood Control Board. These final elevations will be relevant when the County applies for permits to construct mitigation measures at your home, related to impacts from the SAFRR project regardless of whether the Winship Bridge is replaced or not.

So although Town staff is coordinating with the County to ensure that those mitigation measures are adhered to within the Town of Ross Municipal Code and Permitting process, the Ross Town Council is only required by CEQA to consider the mitigation measures related to impacts from the Winship Bridge project alone, since the impacts that would result from the increase in flood elevations were already considered by the 2018 SAFRR project EIR in 2018.

Richard Simonitch

Public Works Director/Town Engineer

Town of Ross

P.O. Box 320

Ross, CA 94957

(415) 453-1453 ext. 115

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From: Doug Ryan <dougryan999@gmail.com>
Sent: Tuesday, March 10, 2020 10:28 AM
To: Richard Simonitch <rsimonitch@townofross.org>
Cc: Davis, Hugh <HDavis@marincounty.org>; Joe Chinn - Town Manager <jchinn@townofross.org>; Rice, Katie <krice@marincounty.org>
Subject: Re: Actual elevation of my home

Richard,

To make sure I understand. The documents that were published for consideration by the Town did not contain the correct elevation of my house? The town was notified but what elevation was used in the calculation that is being present to the Town Council for approval (ie for the record)? I am very concerned that all these irregularities are making it impossible to follow what is actually going on and what information is used to make decisions regarding my property.

Doug

On Tue, Mar 10, 2020 at 10:10 AM Richard Simonitch <rsimonitch@townofross.org> wrote:

Doug, you are correct, thank you.

The County Flood Control District notified us of the correction last month but the older version of the memo was inadvertently included in the staff report. Joe is forwarding your email to Town Council this morning.

Richard Simonitch

Public Works Director/Town Engineer

Town of Ross

P.O. Box 320

Ross, CA 94957

(415) 453-1453 ext. 115

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From: Doug Ryan <dougryan999@gmail.com>

Sent: Monday, March 9, 2020 9:00 PM

To: Davis, Hugh <HDavis@marincounty.org>; Joe Chinn - Town Manager <jchinn@townofross.org>; Rice, Katie <krice@marincounty.org>; Richard Simonitch <rsimonitch@townofross.org>

Subject: Actual elevation of my home

Joe please distribute to the town council

Wanted to make sure you were all aware that the county has been using the wrong lower first floor elevation for my house at 74 sir Francis drake. When Hugh came out to my house last month he and I agreed the county was using the wrong data point and for some unknown reason was not using the bedroom in the lower level of my house. Hugh please confirm to Richard. Richard I noticed the staff report uses the wrong fff elevation also. Please all confirm receipt and Hugh confirm my statement regarding wrong elevation being used at my property. Time is of the essence.

Doug ryan

John C. Crane

86 Sir Francis Drake Blvd., San Anselmo, CA 94960
(415) 847-5054 | john@johncranefilms.com | www.johncranefilms.com

March 10, 2020

Richard Simonitch
Public Works Director/Engineer
Town of Ross Public Works Department
P.O. Box 320
Ross, CA 94957

Dear Mr. Simonitch,

I request a copy of the Hydraulic Reports that are referenced in the IS/MND. Per your statement on page 8 in Attachment 3: Response to Comments on and Minor Modifications to Draft IS/MND “The Hydraulic Reports that are referenced in the IS/MND are available at the Ross Town Hall or by request.”

Sincerely,

John C. Crane

John C. Crane

86 Sir Francis Drake Blvd., San Anselmo, CA 94960
(415) 847-5054 | john@johncranefilms.com | www.johncranefilms.com

March 10, 2020

Richard Simonitch
Public Works Director/Engineer
Town of Ross Public Works Department
P.O. Box 320
Ross, CA 94957

Dear Mr. Simonitch,

RE: Missing Winship Bridge CEQA Comments

After reading the responses to comments, received Friday, March 6, 2020, I discovered that some of my comments were omitted. These comments were submitted and received in the proper time frame and you confirmed receipt. I formally request that you add all of my comments to the public record for the Winship Bridge Project.

On February 3, 2020, I sent a cover letter to you with my letter to Mayor Elizabeth Brekhus and Town Council February 1, 2020 letter stated: "I would like to add this letter to Mayor Elizabeth Brekhus and Town Council my addressing my concerns for the Initial Study / Mitigated Negative Comments (IS/MND) to the record." You acknowledged receipt, and we exchanged three emails to confirm that it would go on the record including my written statement, "yes I would like it logged into the official record." Please add my letter to the record.

Moments before the comment deadline on February 3, 2020, I sent you an email informing you that there were errors in the Notice. A neighbor had complained about the confusion in this Notice and called them to my attention. You sent back confirmation saying: "John, we have received your additional comments at 4:58PM and they will be logged accordingly." (Note: typo in original).

Here are the problems with the Notice:

- It had the wrong date: You used 2018 instead of 2020. This could easily cause someone to disregard the entire Notice.
- It had the Wrong Issue: A Negative Declaration is not the same as a Mitigated Negative Declaration. The Notice omitted "Mitigated."
- And it had the wrong intent: A NOTICE OF INTENT TO ADOPT is very different than a NOTICE TO CONSIDER.

John C. Crane

86 Sir Francis Drake Blvd., San Anselmo, CA 94960
(415) 847-5054 | john@johncranefilms.com | www.johncranefilms.com

Please add all of my previous CEQA comments to the public record so that all of my rights are preserved. Both were received in the proper time frame and you confirmed receipt. Please include all attachments and this letter in the record.

Sincerely,

John C. Crane

Site Inspection Summary Memo

San Anselmo Flood Risk Reduction Project – Residential Scale Flood Risk Mitigation

Stetson Engineers Inc.

February 19, 2020

Purpose

The purpose of this memo is to document a site inspection performed by Stetson Engineers of properties that were determined to be potentially impacted by the Project and, as appropriate, describe reasonable and effective mitigation measures for those impacted structures, if any, consistent with the Final Environmental Impact Report (FEIR) for the San Anselmo Flood Risk Reduction Project (SAFRR).

Background

The Marin County Flood Control and Water Conservation District (District) Board certified the FEIR for the SAFRR Project (Project) on September 18, 2018, and a Notice of Determination was filed with the Marin County Clerk's office. The FEIR identifies several project impacts and describes mitigation measures to address those impacts. The FEIR also describes the benefits realized by the project with 635 properties in the watershed seeing reduced flood risk during the 25-year flood event.

This memo pertains to Impact 4.9-4 and Mitigation Measure 4.9-4 which relate to small, project induced increases in flooding downstream of downtown San Anselmo Avenue in the vicinity of the Winship Bridge as follows:

Impact 4.9-4: (FEIR Vol. 1, p. 2-7) Removal of the building at 634-636 San Anselmo Avenue in downtown San Anselmo would lead to small increases in inundation depths and/or small increases in the extent of flooding from San Anselmo Creek in the 25-year event and the 100-year event.

Mitigation Measure 4.9-4: Provide Flood Protection to Substantially Affected Areas: (FEIR Vol. 2, p. 2-25) For areas upstream and downstream of the Winship Bridge (between Barber Avenue and the Sir Francis Drake Bridge): The Flood Control District shall develop and implement flood barriers on properties where existing habitable structures would experience new inundation in a 25-year event. The flood barriers shall be designed based on hydraulic modeling demonstrating that the flood barriers would protect existing habitable structures on any properties upstream of the Sir Francis Drake Bridge from new inundation during the 25-year event or to any higher degree of protection required for that particular type of measure by applicable building codes. Flood barriers include but are not limited to the following measures:

- Elevation of structures above the 100-year flood elevations
- Basement removal and construction of an addition to contain utilities removed from the basement
- Wet flood proofing of structures, in which, with use of water resistant materials, floodwaters are allowed to enter a structure during a flood event
- Dry flood proofing of structures

- Berms or flood walls

The flood barriers would ensure that existing habitable structures would not be inundated by the 25-year event. Upon confirmation of permission by the property owners, the Flood Control District shall implement this measure, including implementing any measures identified in permits required from the California Department of Fish and Wildlife, Regional Water Quality Control Board, or other regulatory agencies. However, the potentially adversely affected parcels are privately owned, and the Flood Control District is not proposing to require the installation or implementation of flood barriers without the consent of the property owner(s), who may request that such measures not be implemented. In that case, this Mitigation Measure would not be implemented, and the affected parcels may experience an increased level of flood inundation in a 25-year event or larger.

The degree of flood protection provided to an individual property will vary depending on the specifics of the flood barrier selected. For most of the flood barriers, the Flood Control District shall provide protection from the 25-year event. However, pursuant to Marin County building code and associated permitting requirements, any increase in structure elevation must be to an elevation sufficient to raise the finished first floor above the elevation of the 100-year flood event. Therefore, property owners who accept that form of flood barrier would receive assistance to implement 100-year protection.

The FEIR defines the terms “increased depth” and “new inundation” as follows:

(FEIR Vol. 2, p. 2-20) “Increased Depth” means that the model results indicate that a portion of the property would flood during a 25-year flood event under existing conditions, but that it would experience a greater depth of inundation after the project is implemented. “New Inundation” means that modeling shows the property would not be affected by flooding during a 25-year flood event under existing conditions but that it would be affected if the Project were implemented.

Methods

This memo identifies properties where existing habitable structures would experience new inundation in a 25-year event or 100-year event and, where appropriate, describes reasonable and effective mitigation measures for those impacted structures, if any, consistent with Mitigation Measure 4.9-4. Stetson used the National Flood Insurance Program (NFIP) regulations to identify the impacted properties as required by the FEIR, as follows:

(FEIR, Vol. 2, p. 2-25) For purposes of the Draft EIR, the NFIP regulations were used to select the appropriate threshold defining where the impacts of increased flood risk would be significant (that is, to identify which types of existing structures should be protected from project-related increased flood risk). To clarify, the Flood Control District intends for the “first finished floor” identified in Draft EIR Impact 4.9-4 (page 4.9-56) to be the same as the “lowest floor” as defined in the NFIP.

To determine whether a particular property’s existing habitable structure(s) was impacted, Stetson evaluated the structure at its first finished floor. Applying first finished floor to determining new inundation and applying that determination to an entire structure is consistent with the FEIR (Vol. 1, Section 4.9.3.2, Approach to Analysis; and Impact 4.9-4).

Prior to the site inspection, Stetson ran the model to preliminarily identify potentially impacted properties in the vicinity of Winship Bridge. Stetson ran the model for the 25-year flood event and the 100-year flood event for existing conditions and conditions with the Project and other foreseeable flood projects in place. Stetson used the most updated designs for the Project and other foreseeable projects in the modeling. Stetson examined the model results to preliminarily identify properties with structures that would be potentially impacted by new inundation. Stetson preliminarily identified potentially impacted structures as those where the new inundation appeared to occur within footprint of the structure based on visual examination of spatial model results overlaid on an aerial photo/structure footprint map obtained from the Marin County Assessor’s Office. Stetson preliminarily identified thirteen potentially impacted properties where examination of model results revealed a potential for new inundation within the footprint of a structure. Those thirteen properties are shown in Figure 1A and 1B and are listed below:

Preliminarily Identified Properties in the Vicinity of Winship Bridge Subject to New Inundation by the SAFRR Project
Address, Town
190 SFD, S.A.
160 SFD, S.A.
56 Lincoln Park, S.A.
130 SFD, S.A.
98 SFD, S.A.
15 Barber, S.A.
86 SFD, Ross
84 SFD, Ross
20 Winship, Ross
82 SFD, Ross
42 Winship, Ross
78 SFD, Ross
74 SFD, Ross

The thirteen preliminarily identified potentially impacted properties were then surveyed. Professional licensed surveyors from Oberkamper and Associates performed the survey during September 23 and 24, 2019. Surveyors located and staked key features and elevations to identify properties where existing habitable structures would experience new inundation in a 25-year event or 100-year event:

- Top of the first finished floor (FFF)
- Water surface elevation of the 25-year flood event, existing conditions (Q25E)
- Water surface elevation of the 25-year flood event, Project and foreseeable conditions (Q25P)
- Water surface elevation of the 100-year flood event, existing conditions (Q100E)

- Water surface elevation of the 100-year flood event, Project and other foreseeable conditions (Q100P)

Stetson performed the site inspection on October 1, 2019 accompanied by District staff. During the site inspection, Stetson examined each structure to determine classification as to meeting the habitability requirement and to observe the locations and elevations of the staked Q25Es, Q25Ps, and FFFs.

Consistent with the FEIR (Vol. 1, Section 4.9.3.2, Approach to Analysis; and Impact 4.9-4), Stetson applied the following criteria to identify those properties where the project's impact would be significant, and require mitigation (habitable structures only):

- 1) If Q25E, Q25P, Q100E, and Q100P are all below the first finished floor, there would be no impact, since the project would not result in an increased risk of damage to property or loss of life.
- 2) If Q25E and/or Q100E are already above the first finished floor and either Q25P and/or Q100P would not increase the depth of flooding

OR

Q25P and/or Q100P would increase the depth of flooding but the increase would not be significant;

there would be no impact, since the project would not result in an increased risk of damage to property or loss of life.

- 3) If Q25E and/or Q100E are below the first finished floor and Q25P and/or Q100P increased the depth of flooding, but the increased flood elevation did not reach the first finished floor, the impact would be less than significant, since the project would not result in a substantial increase in the risk of damage to property or loss of life.

- 4) If Q25E and/or Q100E are below the first finished floor and Q25P and/or Q100P increased the depth of flooding such that the increased flood elevation was above the elevation of the first finished floor, the project would be considered to result in a substantial increase in the risk of damage to property or loss of life. The project's impact would be significant, and mitigation would be required.

Results

The table below summarizes the results of the survey and site inspection. The table describes the types of impacts determined in terms defined in the FEIR as described in criteria 1 – 4 listed above and provides the survey data used to support those determinations. The water surface elevations shown for the Q25E, Q25P, Q100E, and Q100P are model output for the locations of the surveyed FFFs. For properties where the modeled water surface was not high enough to reach the location of the surveyed FFF (as indicated by a "+" symbol) the water surface elevations shown are for the model output water surface nearest the location of the surveyed FFF. At these locations there was no impact because the elevations of the Q25P and/or the Q100P were lower than the elevation of the FFF. The figure on the following page shows illustrative building type diagrams depicting the structures for the properties and the general relationship between the first finished floor and the water surface elevations of the Q25E, Q25P, Q100E, and Q100P.

Residential Survey and Site Inspection Results and Preliminary Mitigation Measures

Property		Elevations (Feet# NAVD88)				Applicable Impact Criterion		Preliminary Mitigation Measure(s)	
Address, Town		First Finished Floor	Q25E	Q25P	Q100E	Q100P	No Impact		Impact
190 SFD, S.A.		46.26	44.60	44.91	45.40	45.83	1		
160 SFD, S.A.		47.88	44.27*	44.55*	45.11	45.49	1		
56 Lincoln Park, S.A.	Main	49.62	44.45*	44.75*	45.28*	45.69*	1		
	Office	45.44	44.28*	44.57*	45.13	45.51		4 Q100 New Inundation	Floodproof to Q100P (~0.1') – install floodgate on office door OR raise door threshold
130 SFD, S.A.		47.65	46.81*	46.09*	47.42*	47.12*	1		
98 SFD, S.A.		44.59	44.44	42.88*	44.79	44.58	2		
15 Barber, S.A.		48.24	43.27*	43.44*	44.15*	44.40*	1		
86 SFD, Ross		39.21	37.36*	37.75*	38.64	38.87	1		
84 SFD, Ross		39.71	37.07	37.27	38.32	38.56	1		
20 Winship, Ross		37.57*	37.37	37.63	38.49	38.80		4 Q25 New Inundation	Floodproof to Q100P (~2') – Replace or overlay bottom 2' of garage perimeter with floodproof material (e.g. concrete, stucco, marine plywood) AND Install floodgate in front of garage door.
82 SFD, Ross		40.58	37.01*	37.24*	38.35*	38.52*	1		
42 Winship, Ross		38.92	37.02*	37.25*	38.23	38.51	1		

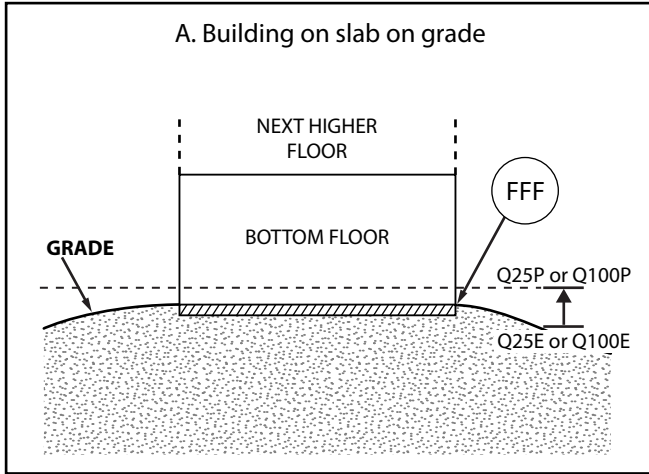
Property		Elevations (Feet# NAVD88)								
Address, Town		First Finished Floor	Q25E	Q25P	Q100E	Q100P	Applicable Impact Criterion		Preliminary Mitigation Measure(s)	
78 SFD, Ross	Main	39.60	37.12	36.97	38.52	38.43	1			
	Office	36.63	36.55	36.70	38.09	38.22		4 Q25 New Inundation	Floodproof to Q100P (~1.6') - Replace or overlay bottom 1.6' of office perimeter with floodproof material (e.g. concrete, stucco, marine plywood). Shorten two front windows to be above Q100P AND Install floodgate in front of front door. OR Raise Structure above Q100P (~1.6') – Detach office from slab, jack-up structure, install new perimeter foundation wall.	
74 SFD, Ross		37.55	36.48	36.63	37.96	38.10	2			

* Garage is considered a “habitable structure” because it is finished and structurally integral to the main residential house.

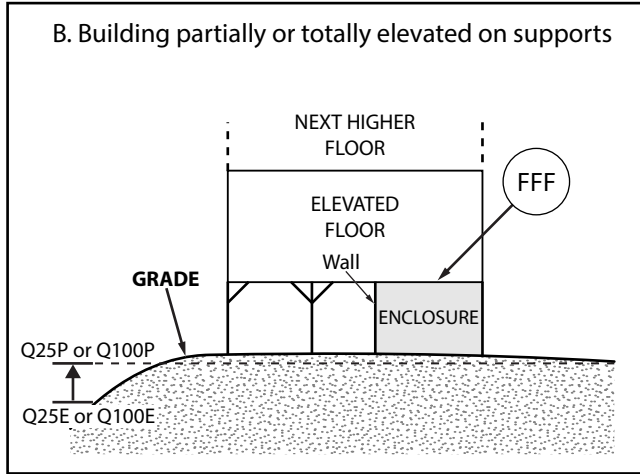
+ Water surface does not reach the FFF elevation, so water surface elevation was taken at a location nearest the surveyed location of the FFF.

0.08 feet equals one inch

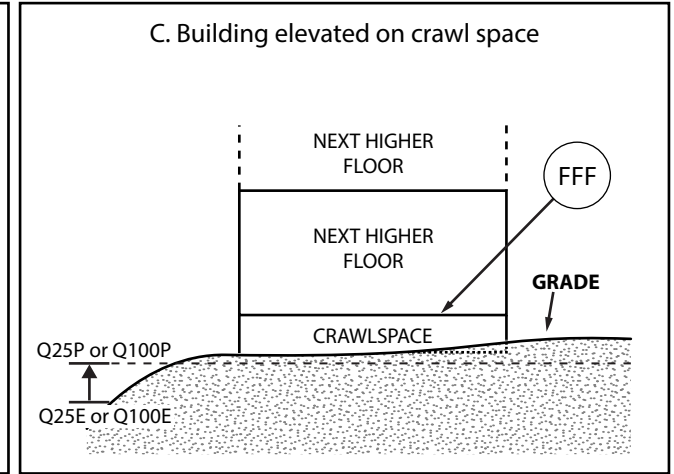
Figure 1 : Building Type Diagrams and Corresponding Applicable Properties



56 Lincoln Park (Office), San Anselmo
 20 Winship (Garage), Ross
 78 Sir Francis Drake (Office), Ross



190 Sir Francis Drake, San Anselmo
 160 Sir Francis Drake, San Anselmo
 130 Sir Francis Drake, San Anselmo
 98 Sir Francis Drake, San Anselmo
 86 Sir Francis Drake, Ross
 84 Sir Francis Drake, Ross



82 Sir Francis Drake, Ross
 42 Winship, Ross
 78 Sir Francis Drake (Main), Ross
 74 Sir Francis Drake, Ross
 15 Barber, San Anselmo