

May 6, 2020 Town Council Meeting

SUPPLEMENT TO ITEM #13 Meadow Way Bridge Replacement Project

The supplement includes:

- A document prepared by staff that contains a Chronology and Project Costs, and Project Status/Summary prepared by CIC
- Additional letters from the public received after the packet.
- The two resolutions with minor changes as underlined below:
 - In the CEQA resolution:

"The Town Council ~~certifies~~ finds in accordance with CEQA guidelines that:"

- In the Project resolution:

WHEREAS, on May 6, 2020, the Town Council of the Town of Fairfax adopted Resolution 20- __ adopting the IS/MND and MMRP and ~~certifying-finding~~, in accordance with CEQA Guidelines, that the IS/MND and MMRP addresses all the impacts of the proposed Meadow Way Bridge replacement project.

Meadow Way Bridge Chronology

2009- Caltrans obligated Highway Bridge Funding (HBP) funds for Meadow Way bridge; staff believes the Town did not pursue due to the lack of funds available to meet the matching requirement.

Early 2013/Mar. 2013 – CIC reminded staff of the funds for the Meadow Way and Creek Rd. bridges and the need to pursue the re-obligation of funding for Azalea and Bridge Preventive Maintenance Program (BPMP) bridges (Marin, Spruce, Canyon).

Staff issues an RFP for design and environmental services for Meadow Way, Creek, and BPMP bridges. Five firms responded to the RFP.

Sept. 2013- Town Council approved the master agreement with CIC for the Creek Rd. and BPMP bridges. The scope of work for the Meadow Way bridge was discussed and continued to the October meeting.

Oct. 2013- Town Council approved an amendment to the master agreement with CIC to include Meadow Way bridge.

Nov. 2013- The Town conducted a resident/community workshop regarding Meadow Way.

Jan. 2014 to Sept. 2015- During this 18 month period, staff and CIC were working with Caltrans to address key issues raised by the residents:

Can the bridge be constructed of wood?

Caltrans initially decided that the bridge cannot be wooden, but indicated that we could appeal the decision to the Federal Highway Administration (FHWA), who provides the HBP funds to Caltrans to administer. The Town did appeal and FHWA agreed to allow for wooden bridge.

Can the bridge be one lane?

Staff did have numerous discussions with Caltrans regarding a single lane bridge. Caltrans agreed that the Town can stripe the bridge to be one lane, but the bridge must meet the minimal FHWA width standards for bridges.

Can the existing bridge be rehabilitated and not replaced?

Caltrans stated that the rehabilitation of the existing bridge was not deemed feasible and would not be funded. CIC did discuss the preliminary concept with Caltrans. The “Do-Nothing” option, leaving the bridge alone was also deemed infeasible, as the existing bridge would only continue to deteriorate and, as the only inlet/outlet facility to the rest of Meadow Way, its deterioration and eventual collapse or shut-down would leave the residents stranded and threaten the various utilities servicing the neighborhood that are attached to the bridge.

2015-2016- From September 2015 through 2016, CIC worked on design and we conducted another community workshop to discuss design and other issues.

During this period, CIC also considered at least two other bridge types and examined a “drop-in” bridge. The “drop-in” bridge concept was suggested by a resident, even though a specific and detailed proposal had not been given to the Town. CIC contacted the prefabricated metal bridge’s manufacturer (Excel Bridge Company, also built the pedestrian bridge next to the Marin Road Bridge in town), which the individual had contacted, for more specifics on the concept. CIC has worked with this bridge company on other projects.

A simple drop-in bridge on top of the existing bridge does not work for a multitude of reasons: 1) the existing bridge may not be able to handle the weight, 2) the existing bridge is rapidly deteriorating and is not reliable for the long-term, 3) the drop-in bridge would have to be ramped up and ramped down with an ADA slope of 5%, making the ramps about 40 feet long on each side of the bridge. This would block driveways and inhibit access to adjacent properties, 4) for reasons 1 and 2 above, the bridge needs to have its own structural support system (i.e., abutments); any new bridge at this location requires abutments, 5) the site has severe erosion and scour problems; the wingwalls are needed to protect the abutments and creek banks from erosion/scour, and 6) the site’s foundation soils are liquefiable during the Maximum Credible Earthquake (MCE), so deep foundations (drilled piles) will be necessary to prevent the bridge from catastrophic failure (i.e., collapse) during MCE.

Jan. 2017- Town Council approved the preliminary design for Meadow Way. The on-line survey conducted indicated the majority of Meadow Way residents wanted a concrete bridge. The Council authorized CIC to proceed with environmental analysis.

Jan. 2018- Staff provided an update on environmental analysis and proposed an alternative design for the retaining walls in the creek. The Council approved the change in the retaining wall design to a “half retaining wall half rip rap” to address neighborhood concerns and to be more environmentally friendly.

August 2019- Staff provided an update to the Council and reported that Caltrans approved the design change and additional funding for the revised design.

Project Costs

The total design, engineering, environmental, and communication efforts (i.e., website and emails) for Meadow Way Bridge is approximately \$1,030,000 plus \$29,000 is budgeted for CEQA costs that are not covered by the HBP grant.

The Town share of cost is 11.5% of design (\$118,000) plus \$29,000 for CEQA costs.

The estimate for final construction design is estimated to cost approximately \$310,000. The Town’s share will be approximately \$35,000-\$40,000. Total design/environment services cost is estimated between \$185,000- \$200,000.

Construction, Right-of-Way (ROW) such as temporary construction easements), and construction management costs are 100% covered by the HBP grant. Right-of-way negotiations, easements and mitigation to impacted properties is estimated to cost require another \$315,000 funding, but these are 100% federally funded and the Town has no shared obligation.

In general, bridge projects are complex and require the same design and environmental analysis as larger projects. All funding request must be reviewed and approved by Caltrans before the Town can incur expenses. For the Meadow Way bridge, we did request additional funding for public outreach and communications as well as for additional services required to address community concerns (e.g., ROW surveys and bridge design). We had to justify to Caltrans the need for every dollar above what they believed reasonable. Each time, Caltrans has agreed to the additional funding related to community concerns and scrutiny.

NOTE: These cost do not include the approximate \$90,000 the Town has spent to make temporary repair to the bridge to keep it accessible to heavy vehicles. We are waiting for the next Caltrans bridge inspection report for Meadow Way. We anticipate the Town will need to speed another \$25,000-35,000 for additional temporary repairs.

Project Status/Summary Prepared by CIC

Because of federal funds being administered through Caltrans, the project follows the rigorous federal and state standards of care for both its technical design and environmental processes. The CIC project team hired by the Town includes top professionals in various related fields to not only comply with the demands of this project, but go beyond the ordinary to deliver the most desirable bridge replacement to the community. The list of professionals includes not only innovative engineering, architectural and construction experts for a tough site; but local plant and animal biologists, including fish, bird and amphibious species experts; as well as creek hydrology, hydraulics and river sediment transport specialists.

In summary, the complexity of the site, to make the project compliant with federal and state technical and environmental constraints, and to make the project acceptable to the neighborhood, are multifold:

- The existing bridge is structurally deficient and substandard for traffic and pedestrian travel, having developed a pattern of fleeting safety behavior for travel soon after each annual repair in recent years.
- The bridge is built on a S-curve on the creek. The creek flows, however, like to go straight and cut through the westerly bridge end, especially at high stage flooding, and chip away at the west creek bank. The flows bounce back and forth in this stretch, gain higher local velocities, cause turbulence and severely scour and erode the opposite east embankment as well.
- The neighborhood desires comfort, quiet and maintenance of the natural environment. Some residents have an attachment to the existing bridge, while others want low-key but reassuring and safe public transportation amenities at this locale.
- The creek is spawning grounds and a migration route for steelhead, but no other species, threatened, endangered or otherwise, are present at this location.
- The bridge is a one-lane facility that will need to stay in service while it's being replaced. The physical site is tight and property line disputes have been abounding.
- Seismically, the site's soils are subject to liquefaction to approximately 50 feet below the roadway. Any structure, bridge or wall, would have to be on deep foundations. These are structural elements (footings) that would sit atop drilled piles that penetrate the viable soil layers below 50 feet from the top.
- The Town needs a nearly maintenance-free bridge that would last decades with minimal

additional expense to the Town.

With these challenges, it was obvious several issues needed to be kept in perspective in this project:

1. Maintaining convenience for users and residents, steady traffic flow, low impacts, high safety, as well as the acceptance of the road and bridge by the neighborhood would be important.
2. The replacement bridge would need to be constructed in stages, where traffic can utilize the existing bridge during construction.
3. Just replacing a deficient bridge will not be enough, but also addressing the two banks of the creek that are under assault by the flows and forces of erosion, supporting the bridge, will be required. Therefore, bank stability had to be addressed as well.
4. The crossing would have to be nature- and environmental-friendly and follow both state and federal environmental constraints.

After preliminary studies of various alternates for bridge replacement, including single-span crossings made of concrete, prefabricated steel or wood, the current concrete bridge option was selected by two-thirds of the neighborhood's vote. Also, for bank protection, the neighborhood selected conventional concrete walls, versus mechanically-stabilized embankments and/or "green" walls. Long-term cost and maintenance apparently played a large role in those selections by the neighborhood.

Because of the close proximity of the residences to the bridge and the tight right-of-way (ROW), the site imposes tough physical constraints for construction. From the environmental permits process point of view, it was evident the prudent assumption would be the contractor requiring a steep and narrow temporary access road to the creek from the top, while also being able to operate small cranes to lower or lift materials and equipment to and from the creek. Brief easement negotiations for the access road with the property owner, whose land extends over the bank and beyond their fence, have been positive throughout thus far. With this anticipated access road, the bridge, portions of its two abutments and two of its wingwalls will be constructed adjacent to the existing bridge first. Then, the traffic will be moved over to the new bridge, the existing bridge removed, the rest of the abutments and two short wingwalls constructed. Subsequently, in a one-night operation, the bridge is lifted (or hydraulically pushed sideways) a little over six feet to its permanent location in the middle of the ROW. This is when it can be reopened to traffic again, with the contractor concentrating on project wrap-up.

This stretch of San Anselmo Creek is wide and currently contains the maximum 100-year flows with ease. In the new project, the toe of the existing bank slopes will be kept where they are now, with the aid of bridge wingwalls and bank stability measures, so there is no additional encroachment on the creek bed. To boot, the waterway will be further opened up by removing the existing bridge's multiple supports, as well as a large, highly unstable and irregular concrete fortification at the toe of its east abutment in the creek. For this reason, the modeled 100-year creek flow elevations, up- and downstream of the site, will stay the same as now and local high velocities that cause increased erosion and scour are eliminated.

No right-of way take would be necessary for the project. Preliminary discussions with one property owner downstream of the project and away from the project, but one whose property extends to the northern edge of the bridge, have been positive. Here, either an easement or permanent dedication of a 15 to 20-foot strip of land adjacent to the new bridge for maintenance purposes is expected.

Preliminary discussions for temporary and permanent easements from at least two other property owners have also been positive. These property owners would receive benefits as a result of the project in terms of enhanced and stable embankments over to which their properties extend. There is no current formal access to the creek, except over an informal path down the creek that is steep, somewhat unsafe and an additional cause of bank erosion. In the preliminary discussions with one of the neighbors, owning the land where the temporary access road will be, agreement in principle has been reached to place a far less steep path there, specifically fortified and further stabilized with planting, at the end of the project. This agreement may be through a permanent easement for such an informal non-ADA path in perpetuity.

Environmentally, this will be one of the friendliest projects as far as various animal species are concerned. It will be constructed only during the dry season, running from July 1st to mid-November, the regulatory four and a half month non-spawning steelhead and coho salmon season. The latter species has been extirpated from the creek for nearly 30 years, but the project treats it as if it is still migrating up and down the creek during the wet season for spawning. No other plant or animal species is impacted by the project. The project will need to remove a cluster of bay trees at one quadrant and clear and grub the site from invasive plant species, including some Himalayan blackberries popular with some residents. All plants will be replaced with native plants, including California blackberry.

After the temporary access road is no longer needed, the creek bank there will be reconstructed as a revetment, consisting of large logs placed in horizontal grids, with one set of roots hanging over the edge of the waterway, the grids filled with boulders to 100 year flood level, and topped with natural soil to the top of the bank. (This is the project quadrant also targeted for the new footpath to the creek.) The revetment will be planted with willows and other native plants on top, projecting shade over the shallow pools in the creek where the log roots stick out. Not only does the project not eliminate fish-friendly pools and ponding at the site, if any, but perpetuates them in front of the revetment and throughout the site by regrading the creek bed into mini mounds and pools here. These, in combination with shade from the new plants and log roots, will be natural and friendly features for the spawning and migrating fish, lauded by Caltrans and NOAA Fisheries experts as elements contributing to a low-impact project that mitigates its effects.

There is no channelization of the creek at this site. The creek will remain wide open, with the structural elements on the edge of it being the bridge abutments and a wingwall at each of its four corners. The abutments and wingwalls have been minimized, with their foundations being buried 6 feet or deeper below the surface, topped with rock riprap for scour control, then topped by another three feet of native river bed. The resulting effect is a natural trough of river bed materials, terminating at the 50-year or so flood elevation at the walls and meandering through the site for proper fish migration..

Design and Construction Schedules, and Costs

With NEPA cleared and CEQA adoption being considered, the next project phase will include final design and ROW negotiations. This project's construction is a two-season undertaking because of its complexity and the short dry season of four and half months. CIC has proposed to Caltrans to conduct a quick study of certain extraordinary design and construction measures that may result in a one-season construction being possible. This study will be done during the next phase, once Caltrans

authorization is given. The town and CIC have planned a third public workshop later in 2020 to present the latest design, aesthetics, the results of this study and construction schedule to the neighbors and receive input.

It is anticipated this upcoming phase would take at least 12 months after Caltrans authorization, after which a period of advertisement, bidding and bid acceptance will ensue. The latter and Council's approval of the contract may take between 4-6 months. Because of these two upcoming phases, final design, ROW negotiations and bid periods, July 1, 2022 seems the most likely starting date for in-water work. Preparations and work at the street level may begin slightly earlier than July 1, 2022 and it is hoped the one-season construction would be deemed doable upon the conclusion of its investigation. If this is not the case, the site would be winterized by the contractor at the end of the first season and shut down, with work resuming by July 1st the following year to complete the rest.

The construction of the project will be 100% federally funded. The Town bears 11.5% of the cost of design and environmental studies (NEPA), as well as all of the CEQA costs, bringing the Town's total liability to about \$200,000 for the entire complex project (not including 100% of the cost of the repairs expended thus far.)

From: Kathryn Thompson <
Sent: Friday, May 01, 2020 6:24 PM
To: Michele Gardner <mgardner@townoffairfax.org>
Subject: Meadow Way Bridge Replacement

Dear Town of Fairfax,

I live at 333 Cascade Drive on the corner on Meadow Way. My home faces Meadow way and my property borders the bridge.

I am in favor of the bridge replacement ASAP. There is no EIR needed and Frank Egger is delaying this urgently needed project based on untruths.

The actual construction of the new bridge affects my property more than anyone elses and I urge you to move ahead on this without delay for the safety of us and our neighbors.

Thank you,
M. Kathryn Thompson
333 Cascade Drive

From: Steven Lyons <>
Sent: Saturday, May 02, 2020 9:39 AM
To: Michele Gardner <mgardner@townoffairfax.org>
Subject: Comment on Meadow Way bridge project

Dear Fairfax Town Council,

I am a 30+ year resident and homeowner here in Fairfax. I have been following the discussion about replacing the Meadow Way bridge and wanted to submit a comment.

I really hope the Town does the right thing and resists the NIMBY folks who would like to force an EIR. I encourage you to approve the current Meadow Way bridge project as designed. Requiring an EIR would provide no additional benefit and would cause more delays and higher costs. The project has already had all the environmental studies required. Over the past 6 years, I understand the Town has completed numerous reviews and studies to include several public comment sessions and incorporated feedback into this final design. The project includes fish habitat restoration plus native tree, shrub and vine planting all which will be a huge improvement to the existing area and wildlife. Also, the addition of rip rap to both sides of the creek, which will help slow water flow downstream. I have driven over the current rickety wooden bridge many times; it does not feel structurally sound or appear to be in good repair. I am very concerned for the safety of my Meadow Way neighbors as this bridge is their only egress in an emergency. This is a significant public safety risk to our Fairfax community and liability for the Town.

Thank you for protecting our environment *and* keeping our community safe by keeping this project moving forward.

Sincerely,

Steven Lyons

Scenic Rd., Fairfax

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LYONS.DESIGN

From: Kathy Flores <

Sent: Saturday, May 02, 2020 10:46 AM

To: Renee Goddard <rgoddard@townoffairfax.org>; Barbara Coler <bcoler@townoffairfax.org>; Stephanie Hellman <stephanie.s.hellman@gmail.com>; John Reed <jreed@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>

Cc: Michele Gardner <mgardner@townoffairfax.org>

Subject: Meadow Way Bridge

Good morning,

I submitting my comment on the Meadow Way Bridge that is up for a Town Council vote this Wednesday, 5/6/20.

Please record this email in the Town Council packet.

There are multiple reasons that a real EIR needs to be done- one of which is to look for an alternative, **less expensive** Bridge that will serve its purpose for a handful of cars that have access to about 20 homes.

The industrial looking Bridge that FF is recommending is estimated to cost \$4.7 MILLION and take 2-3yrs to complete, disrupting the lives of the residents and food chain for the wild life.

I'm sure that everyone has heard the phrase "nothing is free". There is grant money from the Feds, but FF is estimated to pay \$500.00+!

Do we have "EXTRA" money in the budget for a massive Bridge that is meant for millions of cars to drive over?

I question what else does the TC/Staff have in mind as to why this massive, invasive looking bridge needs to be constructed?

This project, as proposed, has a number of environmental negatives too. Steelhead, a listed species, are in trouble in this creek system. Northern Spotted Owls are here in our neighborhood, Yellow-Legged Frogs are present up stream, the California Gray Fox den will be bulldozed out, the blackberries that provide shelter and food for birds and critters will be gone, the consultant says permanently? Everyone knows how practically impossible it is to get rid of Blackberry bushes. What are they suggesting to use to eradicate this invasive blackberry bush?

The trail to the creek next to the bridge, currently on public property, will be blocked years for both people and wildlife. The consultant says we can cross private property to get to the creek. What happens when the home goes on the market? Does the public right of way carry over with the new homeowners ?

An EIR would require a closer look at environmental issues and require the town to look at alternatives- possibly see that a **new bridge can be built in 3 weeks and mainly at 1/2 the cost!**

Last year, part of the Bridge was replaced at a cost of \$31k. It has served its purpose for now as a functioning, safe bridge transporting cars, trucks, heavy firetrucks to where they need to go.

We (you) have time to do what is right!

Thank you,
Kathy Flores

From: Steve Katz <
Sent: Saturday, May 02, 2020 11:23 AM
To: Michele Gardner <mgardner@townoffairfax.org>
Subject: Re Meadow Way Bridge project - please include my comments

Dear Fairfax Town Council,

My name is Steve Katz; my wife Rachelle Averbach and I have lived across from Doc Edgar Park at the foot of the Cascades for nearly 30 years. We love this community and want to make sure that it stays a beautiful – and safe – neighborhood for everyone. This is why I encourage you to approve the current Meadow Way Bridge project as designed. It's time to build the bridge. It's a good design, with the right mix of protections for fish, critters, plants and trees – and it'll give our neighbors on Meadow Way the peace of mind they need, especially in these uncertain days.

Some people are saying that the planning process is still incomplete, and that a full EIR is required. We strongly disagree: Requiring an EIR would provide no additional benefit but rather cause more delays and higher costs. This project has already had all the environmental studies required.

Town staff, consultants, and leadership have done more than sufficient due diligence on this project, and have provided multiple and meaningful opportunities for significant public comment; the proposed plan in fact incorporate community feedback into this final design. This project includes fish habitat restoration plus native tree, shrub and vine planting all which will be a huge improvement to the existing area and wildlife. Also, the addition of rip rap to both sides of the creek, which will help slow water flow downstream.

I've walked down underneath the existing Meadow Way bridge and seen for myself the dangerous condition it's in. It's no wonder to me to hear that the fire department wouldn't cross it during a fire event. I am very concerned for the safety of my Meadow Way neighbors as this bridge is their only egress in an emergency. This is a significant public safety risk to our Fairfax community and liability for the Town.

Thank you for protecting our environmental resources and keeping our community safe by moving forward with this new concrete bridge project in Cascade Canyon.

Steve Katz
Cascade Drive
Fairfax CA 94930

From: Mary Jo Rice <

Sent: Saturday, May 02, 2020 4:36 PM

To: Renee Goddard <rgoddard@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>; Barbara Coler <bcoler@townoffairfax.org>; Stephanie Hellman <shellman@townoffairfax.org>; John Reed <jreed@townoffairfax.org>; Michele Gardner <mgardner@townoffairfax.org>

Subject: Meadow Way Bridge Replacement Project

Dear Town Council Members:

We are writing this afternoon to request that you reject the proposed Mitigated Negative Declaration and, instead, require an Environment Impact Report (EIR) for the proposed Meadow Way Bridge Replacement Project.

This would provide critical environmental protections for that rich riparian ecosystem, while also maintaining public access to the creek on public property. We urge you to take these actions to safeguard this treasured area. We will deeply appreciate your responsible stewardship in this matter.

Huge thanks for your all you're doing to address community needs during this COVID-19 pandemic.

Best wishes,

Mary Jo and Jim Rice

Laurel Drive

Fairfax, CA 94930

From: Elisabeth Bell < >
Sent: Saturday, May 02, 2020 5:30 PM
To: Renee Goddard <rgoddard@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>; Barbara Coler <bcoler@townoffairfax.org>; Stephanie Hellman <shellman@townoffairfax.org>; John Reed <jreed@townoffairfax.org>; Michele Gardner <mgardner@townoffairfax.org>
Subject: Meadow way bridge

Dear Fairfax Town Council,

Please continue Fairfax's admired environmental legacy. The Cascade Canyon is one of the richest environmental treasures in all of Marin. The Canyon is host to Northern Spotted Owls, Yellow-Legged Frogs, California Gray Foxes, Mountain Lions and California Black-tail Deer. However, the National Marine Fishery Service says Coho salmon are now extinct in Corte Madera Creek and her tributaries; and Steelhead are on the brink of extinction in this watershed.

San Anselmo Creek is a perennial stream. Reject the proposed Mitigated Negative Declaration that redefines San Anselmo Creek as an intermittent stream; and require a real Environmental Impact Report (EIR) for the proposed Meadow Way Bridge replacement project.

President Trump's EPA & Corps of Engineers are now dropping Federal Clean Water Act protections from intermittent streams, which means our creeks will lose Clean Water Act protections. An EIR could offer an alternative that costs less money, keeps public access to the creek on public property, uses no pesticides to remove all the blackberries, keeps the perennial creek designation, does not clear-cut all trees south of the bridge and protects native species.

Signed, _Ling shien Bell_ and Mark Bell Fairfax May 2nd 2020_____

From: Kristin Arnold <
Sent: Sunday, May 03, 2020 10:22 AM
To: Michele Gardner <mgardner@townoffairfax.org>
Subject: Meadow Way Bridge Project

Dear Fairfax Town Council,

Please approve the current Meadow Way Bridge project as designed. Requiring an EIR would provide no additional benefit, but rather cause more delays and higher costs. All the environmental issues have been studied and possible impacts addressed and mitigated.

Being raised on Meadow Way and, as civil engineers, we have seen how structurally deficient this rickety 60-year-old wooden bridge is. We are very concerned for the safety of our parents and all the Meadow Way neighbors as this bridge is their only egress in an emergency. This is a significant public safety risk to the Fairfax community and liability for the Town.

Over the past 6 years, the Town has completed numerous reviews and studies to include several public comment sessions and incorporated feedback into this final design. This project includes fish habitat restoration and native tree, shrub and vine planting all which will be a huge improvement to the existing area and wildlife. This project takes a difficult design challenge with an S turn of the creek, adding rip rap and native planting to both sides of the creek, to help slow water flow downstream.

Thank you for protecting our environmental resources and keeping our community safe by moving forward with this new concrete bridge project in Cascade Canyon.

Thank you,

Chris and Kristin Arnold, P.E.

Wreden Ave, Fairfax, CA

From: Kim Burggraf <kim.burggraf@townoffairfax.org>
Sent: Monday, May 04, 2020 5:22 AM
To: Renee Goddard <rgoddard@townoffairfax.org>; Michele Gardner <mgardner@townoffairfax.org>; John Reed <jreed@townoffairfax.org>; shellman@townoffairfax.com; Barbara Coler <bcoler@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>
Subject: Meadow Bridge EIR

Dear Fairfax Town Council,

Please continue Fairfax's admired environmental legacy. The Cascade Canyon is one of the richest environmental treasures in all of Marin. The Canyon is host to Northern Spotted Owls, Yellow-Legged Frogs, California Gray Foxes, Mountain Lions, bobcats and California Black-tail Deer. However, the National Marine Fishery Service says Coho salmon are now extinct in Corte Madera Creek and her tributaries; and Steelhead are on the brink of extinction in this watershed.

San Anselmo Creek is a perennial stream. Reject the proposed Mitigated Negative Declaration that redefines San Anselmo Creek as an intermittent stream; and require a real Environmental Impact Report (EIR) for the proposed Meadow Way Bridge replacement project.

The EPA & Corps of Engineers are now dropping Federal Clean Water Act protections from intermittent streams, which means our creeks will lose Clean Water Act protections. An EIR could offer an alternative that costs less money, keeps public access to the creek on public property, uses no pesticides to remove all the blackberries, keeps the perennial creek designation, does not clear-cut all trees south of the bridge and protects native species.

Thank you,
Kim Burggraf
Canyon Road
Fairfax, CA 94930

From: lynette carlton <i>
Sent: Monday, May 04, 2020 10:19 AM
To: Renee Goddard <rgoddard@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>; Barbara Coler <bcoler@townoffairfax.org>; Stephanie Hellman <shellman@townoffairfax.org>; John Reed <jreed@townoffairfax.org>; Michele Gardner <mgardner@townoffairfax.org>
Subject: Cascade Creek EIR

Dear Fairfax Town Council,

Please continue Fairfax's admired environmental legacy. The Cascade Canyon is one of the richest environmental treasures in all of Marin. The Canyon is host to Northern Spotted Owls, Yellow-Legged Frogs, California Gray Foxes, Mountain Lions and California Black-tail Deer. However, the National Marine Fishery Service says Coho salmon are now extinct in Corte Madera Creek and her tributaries; and Steelhead are on the brink of extinction in this watershed.

San Anselmo Creek is a perennial stream. Reject the proposed Mitigated Negative Declaration that redefines San Anselmo Creek as an intermittent stream; and require a real Environmental Impact Report (EIR) for the proposed Meadow Way Bridge replacement project.

President Trump's EPA & Corps of Engineers are now dropping Federal Clean Water Act protections from intermittent streams, which means our creeks will lose Clean Water Act protections. An EIR could offer an alternative that costs less money, keeps public access to the creek on public property, uses no pesticides to remove all the blackberries, keeps the perennial creek designation, does not clear-cut all trees south of the bridge and protects native species.

Sincerely, Lynette Carlton

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Lynette Carlton

From: Karen Chavez <
Sent: Monday, May 04, 2020 1:01 PM
To: Michele Gardner <mgardner@townoffairfax.org>
Subject: Meadow Way Bridge Replacement

Dear Fairfax Town Council,

Although I do not reside on Meadow Way (I'm an Oak Manor resident for 25 years), I have been driving over that bridge on Sunday's to walk with my Meadow Way friend for over 20 years.

Honestly I don't feel safe crossing it by car or on foot. I've heard talk about an EIR now that simply causes more delays and higher costs. I personally know my Meadow Way friends care deeply about the environment and also the safety of the residents and friends and family coming to visit the lovely neighborhood.

Bottom line is the bridge needs to be built now before someone gets hurt on the current wooden bridge that just continues to disintegrate!!!

Karen Chavez

From: Roberta Anthes <

Sent: Monday, May 04, 2020 2:15 PM

To: Renee Goddard <rgoddard@townoffairfax.org>; Stephanie Hellman <shellman@townoffairfax.org>; John Reed <jreed@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>; Barbara Coler <bcoler@townoffairfax.org>

Cc: Michele Gardner <mgardner@townoffairfax.org>

Subject: Meadow Way Bridge

Dear Council Members,

I hope you and your families are all well and safe during this tough time.

I'm writing to request that you require an Environmental Impact Report before proceeding with the plans for the Meadow Way Bridge. The project has been in the planning stages for about a decade, according to the IJ. I hope you will take the one final step that will insure the safety of the environment and wildlife surrounding the bridge.

While the Mitigated Negative Declaration suggests there will be no negative impacts, many people and groups more environmentally educated than I feel that its scope is too broad. When in doubt, take the more comprehensive step.

Thank you for considering my input.

Sincerely,

Roberta Anthes
Snowden Lane
Fairfax, CA 94930

From: PAT LESAVOY <

Sent: Monday, May 04, 2020 3:07 PM

To: Renee Goddard <rgoddard@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>; Barbara Coler <bcoler@townoffairfax.org>; Stephanie Hellman <shellman@townoffairfax.org>; John Reed <jreed@townoffairfax.org>; Michele Gardner <mgardner@townoffairfax.org>

Subject: Fairfax: Please Reject the Proposed Mitigated Negative Declaration and Require Environmental Impact Report (EIR)

Dear Fairfax Town Council and Staff,

I was fortunate to discover and buy my home in Fairfax almost 40 years ago and have been proud, reassured and grateful for our ongoing and admired healthy environmental legacy.

As others have written: The Cascade Canyon is one of the richest environmental treasures in all of Marin. The Canyon is host to Northern Spotted Owls, Yellow-Legged Frogs, California Gray Foxes, Mountain Lions and California Black-tail Deer. However, the National Marine Fishery Service says Coho salmon are now extinct in Corte Madera Creek and her tributaries; and Steelhead are on the brink of extinction in this watershed.

San Anselmo Creek is a perennial stream.

Please -- Reject the proposed Mitigated Negative Declaration that redefines San Anselmo Creek as an intermittent stream; and require a real Environmental

Impact Report (EIR) for the proposed Meadow Way Bridge replacement project.

President Trump's EPA & Corps of Engineers are now dropping Federal Clean Water Act protections from intermittent streams, which means our creeks will lose Clean Water Act protections. An EIR could offer an alternative that costs less money, keeps public access to the creek on public property, uses no pesticides to remove blackberries, keeps the perennial creek designation, does not clear-cut all trees south of the bridge and protects native species.

Signed, __Patricia G. Lesavoy, Ed..D. May 4, 2020

From: christine sansom <

Sent: Sunday, March 22, 2020 4:39 PM

To: Garrett Toy <gtoy@townoffairfax.org>; Stephanie Hellman <shellman@townoffairfax.org>; John Reed <jreed@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>; Renee Goddard <rgoddard@townoffairfax.org>

Subject: meadow way bridge replacement

Please, please, please replace our bridge! The replacement is inevitable so make it now. All studies are in place and approved, the spotted owl/ fish issues can be mitigated; there is no reason to drag this on any longer. Waiting will just cost more, the studies are dated and will have to be redone; everything at additional costs. There is no reason to wait on a project that needs be done now. Please make it happen.

Christine Sansom

Meadow Way

A proud resident for over 40 years....do the right thing!

From: Diana Perdue <

Sent: Tuesday, April 14, 2020 12:30 PM

To: Garrett Toy <gtoy@townoffairfax.org>; Renee Goddard <rgoddard@townoffairfax.org>; Stephanie Hellman <stephanie.s.hellman@gmail.com>; John Reed <jreed@townoffairfax.org>; Barbara Coler <bcoler@townoffairfax.org>

Subject: Meadow Way bridge

In keeping with the Fairfax vibe

Think this type of bridge, if replacing the current one can't be achieved as it is

Diana Perdue

Fairfax



Sent from my iPhone

From: njnahas@gmail.com <
Sent: Monday, May 04, 2020 5:21 PM
To: Michele Gardner <mgardner@townoffairfax.org>; Renee Goddard <rgoddard@townoffairfax.org>; Bruce Ackerman <backerman@townoffairfax.org>; Barbara Coler <bcoler@townoffairfax.org>; Stephanie Hellman <shellman@townoffairfax.org>; John Reed <jreed@townoffairfax.org>; stacynahas@gmail.com
Subject: Meadow Way Bridge Project

Dear Town Council,

We want to express our support for the Meadow Way bridge to move forward without further delay. We are in total disagreement with current efforts by some in the community, to further delay the project.

We care deeply for our natural environment and the animals that surround us. Many years ago now, we attended the town council meeting where the bridge designers and engineers laid out the environmental impact plan in detail and we came away with the impression they really cared not to disrupt the environment and its inhabitants. To conduct further study many years after the completed study is an unnecessary delay.

There is some discussion from those wanting to delay the project about channelization of the creek. From our recollection of the project, this is furthest from the intent of the design. Our understanding is the limited amount of concrete that will be used is essentially to shore up the creek bank where the creek bends. Having lived on the creek since 2006 and seeing strong winter flows, we believe this design feature is necessary.

We are also concerned that if the bridge was to further deteriorate we might find our neighborhood stranded in the event of a fire because fire trucks might not be able to drive over the bridge. This would mean all homeowners would lose their homeowners insurance, which would make our properties essentially worthless. Banks would not allow mortgages in that situation.

In closing, we appreciate all the time and effort by the town council, town manager and public works to move this project forward and ensure our neighborhood is safe for years to come.

We strongly ask the council to move this project forward without further delay.

Best,
Nadim and Stacy Nahas
Meadow Way

RESOLUTION 20-__

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FAIRFAX ADOPTING THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION (IS/MND) AND MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR THE PROPOSED MEADOW WAY BRIDGE REPLACEMENT PROJECT

WHEREAS, pursuant to the requirements of the California Environmental Quality Act (CEQA), the Town of Fairfax prepared an Initial Study and Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) (State Clearinghouse Number 2019129045) for the 'Meadow Way Bridge Replacement Project', pursuant to Section 15060 *et seq.* and 15070 *et seq.* of the CEQA Guidelines, to analyze and mitigate the project's potentially significant environmental impacts; and

WHEREAS, the proposed bridge replacement project over the San Anselmo Creek at Meadow Way is consistent with the applicable Town of Fairfax General Plan policies regarding land use, circulation, conservation, health and safety, and noise; and

WHEREAS, through this study, it has been determined that the project does not result in any impacts that cannot be mitigated to a less-than-significant level; and

WHEREAS, on March 4 and continued to May 6, 2020, the Town Council of the Town of Fairfax conducted a duly noticed public hearing to consider the IS/MND and MMRP for the proposed project; considered all public testimony, written and oral, presented at said hearings; and received and considered the written information and recommendation of the staff report for the March 4 and May 6, 2020 hearings related to the proposed project.

NOW, THEREFORE, the Town Council finds and resolves the following:

1. The IS/MND and MMRP and said mitigation measures contained within the same would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur; and
2. There is no substantial evidence in light of the whole record before the Town of Fairfax that the project may have a significant effect on the environment; and
3. The Town Council has read and considered the IS/MND and MMRP and the comments thereon, and has determined the IS/MND and MMRP reflect the independent judgment of the Town and were prepared in accordance with CEQA; and
4. The IS/MND and MMRP, all documents referenced in the same, and the record of proceedings on which the Town Council decision is based are located at Town Hall for the Town of Fairfax, located at 142 Bolinas Road, California, and are available for public review.

NOW, THEREFORE, based on the evidence and oral and written testimony presented

at the public meeting, and based on all the information contained in the Town Hall files on the project, the Town Council of the Town of Fairfax adopts the IS/MND and MMRP, certifying that the IS/MND and MMRP address all the impacts of the proposed 'Meadow Way Bridge Replacement Project'. The Town Council finds in accordance with CEQA guidelines that:



1. The IS/MND and MMRP were prepared in compliance with CEQA and the CEQA guidelines;
2. The Town Council has reviewed and considered the information contained in the IS/MND and MMRP prior to approving the project;
3. The IS/MND and MMRP adequately describe the project, its environmental impacts, appropriate mitigation measures; and
4. The IS/MND and MMRP reflect the independent judgment and analysis of the Town Council.

The foregoing resolution was duly introduced and adopted at a regular meeting of the Town Council of the Town of Fairfax held in said Town on the 6th day of May 2020, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

RENEE GODDARD, Mayor

ATTEST: _____
Michele Gardner, Town Clerk

RESOLUTION 20-__

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FAIRFAX APPROVING THE PROPOSED MEADOW WAY BRIDGE REPLACEMENT PROJECT

WHEREAS, the Town of Fairfax is proposing to implement the 'Meadow Way Bridge Replacement Project' located over San Anselmo Creek between Cascade Drive and Meadow Way (Assessor's Parcel Numbers 003-102-18 and 003-122-41); and

WHEREAS, Meadow Way Bridge serves as the only egress and ingress facility for nearly two dozen homes on Meadow Way across San Anselmo Creek from Cascade Drive. The bridge is labeled as Structurally Deficient by Caltrans and the site/bridge configuration has caused historic bank erosion and bridge foundation scour at the site; and

WHEREAS, the Town proposes to construct a 70-foot long single-span concrete arch replacement bridge. The replacement bridge would be 21.5-feet wide to allow safe passage for both automobiles and pedestrians. The proposed replacement bridge would also include raised reflective pavement markers at proper intervals to alert the drivers and pedestrians of the two separate travel zones. The new bridge would comply with federal and state design codes and weight limits and would do away with the deficiencies of the existing bridge; and

WHEREAS, the proposed bridge replacement project over the San Anselmo Creek at Meadow Way is consistent with the applicable Town of Fairfax General Plan policies regarding land use, circulation, conservation, health and safety, and noise; and

WHEREAS, in January 2017, the Council approved the preliminary Meadow Way bridge design and authorized staff to move forward with the environmental analysis of the project which included both NEPA and CEQA; and

WHEREAS, in January 2018, the Council received a status report on the environmental assessment phase for the Meadow Way Bridge replacement project and approved an alternative "half retaining wall-half rip-rap" design; and

WHEREAS, on March 4 and continued to May 6, 2020, the Town Council of the Town of Fairfax conducted a duly noticed public hearing to consider the project's California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) for the proposed project; considered all public testimony, written and oral, presented at the said hearings; and received and considered the written information and recommendation of the staff reports for the March 4 and May 6, 2020 hearings

related to the proposed project; and

WHEREAS, on May 6, 2020, the Town Council of the Town of Fairfax adopted Resolution 20- __ adopting the IS/MND and MMRP and finding, in accordance with CEQA Guidelines, that the IS/MND and MMRP addresses all the impacts of the proposed Meadow Way Bridge replacement project.



NOW, THEREFORE, the Town Council finds and resolves the following:

1. The project's IS/MND and MMRP were prepared and adopted in compliance with CEQA and the CEQA guidelines, and
2. Approves the Meadow Way Bridge Replacement Project as currently proposed.

The foregoing resolution was duly introduced and adopted at a regular meeting of the Town Council of the Town of Fairfax held in said Town on the 6th day of May 2020, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

RENEE GODDARD, Mayor

ATTEST: _____
Michele Gardner, Town Clerk