

ISSUE

Inconsistent use of the legal name for the road identified by Solano County Public Works hearing in 1985 as “Snug Harbor Drive”

DESCRIPTION

Based on recorded documentation, the roadway referred to as Snug Harbor Drive was officially changed to that name via a Solano County Public Works public hearing whereby the road name was assigned, and all parcel mail addresses on the peninsula were revised to Snug Harbor Drive. Within the resort grounds, the road names of Marina View Circle, Starboard and Port Lanes were also recognized, with mail addresses assigned for Snug Harbor Drive, Marina View Circle and Starboard Lane.

However, since that time, documentation shows that Solano County reported the road name as “Hidden Harbor Road” in the late 1980’s, and then “Port Lane” for FEMA and/or US Censes and/or USGS mapping purposes in 2007. Starting in 2006, resort received complaints from customers using gps, because both the road name *and the island name* were incorrectly labeled or identified by various gps or online mapping services. Resort owner has repeatedly contacted the various mapping services, who eventually make corrections; however the corrections later revert back to “Port Lane” because the official government maps, FEMA the most recent one, uses Port Lane. In addition. Until just a few weeks ago, Solano County online map used “Port Lane” also. [Http://solanocounty.com](http://solanocounty.com) now appears to recognize the name “Snug Harbor Drive” but not Port Lane, so there are still conflicts between online map services and Solano Maps.

The confusion of the road name causes loss of income for resort because persons intending to stay at the resort can not find it, or if they do eventually find it, they are very frustrated because they traveled out of their way. Their vacation starts off negative and may impact their opinion of not just the resort but the entire Delta region as well. In addition, the difficulty in locating any of the parcels along Snug Harbor Drive using traditional online mapping services reduces the value of all the parcels because when someone tries to sell the parcel, possible buyers can’t even find the home for sale. It does not make sense for the county to intentionally be taking actions to devalue Solano County real property, unless it is the county’s intent to purchase property for other use.

This situation can not be resolved until Solano County itself consistently recognizes the correct name for the road and notifies other governmental agencies and at least Google & TeleAtlas that they are using incorrect road names.

DOCUMENTATION

FEMA maps from 1990’s & 1009; Google, TeleAtlas & MapQuest; 1985 Public Works hearing documents; SC Assessor Parcels records of addresses; SC current online map; Google review. [Http://ryerisland.com](http://ryerisland.com) for general information and <http://ryerisland.com/shr-sc.htm> for the documents related to this specific issue.

RESOLUTION

1. Determine the correct name for the road
2. Assign addresses to all road parcels, if road name is other than Snug Harbor Drive.
3. County to notify all governmental agencies dealing with mapping and/or road names of the correct road name, and provide an official letter from county to NSS to use in notifying online mapping or GIS services. County to immediately initiate and complete correction process with FEMA and USGS mapping departments.

ISSUE

Road ownership, recorded 1961 map, tax assessment and exact location: Snug Harbor Drive

DESCRIPTION

According to recorded deed descriptions, county map of survey from 1961 forward, SC Public hearing in 1985 and a November 2007 meeting with SC surveyor Stan Schram, SC Counsel Jim Laughlin, several SC planners, SHD neighbors, and resort owner, the road leading to resort is confirmed to be owned by the resort company. It is unclear to SHR management how SC Tax Assessor is computing valuation for real property tax purposes, and it has been assumed all along the tax assessed included the 40 foot wide road called Snug Harbor Drive, and resort management has assumed responsibility for road maintenance since the day the resort property was purchased in April 1997. [Http://solanocounty.com](http://solanocounty.com) shows a portion of the 1961 recorded map but not all of it, particularly the parcel owned by the resort. Previously, the online county records DID display the resort parcel as shown on the 1961 survey map of record. This change appears to have happened in 2007 or 2008. Why?

To avoid any future issues regarding road ownership, SHR management would like to receive written documentation from the SC assessors office describing the total acreage taxed, and a map indicating the location of that acreage, which should include the entire length of Snug Harbor Drive or the "40' private road" per the 1961 survey map. If assessment as to roadway has been reduced due to the recorded road use easements held by other land owners along Snug Harbor Drive, the SC tax assessor statement of process of valuation should acknowledge this, but still assess real property taxes against resort owners, as resort traffic is responsible for at least half of the annual traffic on the road. It is understood that any map provided by the Tax Assessor's office for the purpose of this request is an estimate of location, and not a final survey as to exact numbers or acres. An example of the type of tax assessment calculation SHR management requests is attached for reference.

If, for some reason, SC tax assessor is *not* charging real property taxes on the value of the 40' private road called Snug Harbor Drive, for the entire length of the road out to Ryer Road East, SHR management would like to meet with assessor and county counsel to discuss the reasons for this decision by the county, and how to correct tax records to include road assessment in the future.

DOCUMENTATION

1961 recorded survey map; real property tax assessments; 1985 SC Public hearing regarding renaming of SHD; Solano County parcel maps now showing online.

<http://ryerisland.com/shr-sc.htm> for the documents related to this specific issue.

RESOLUTION

SHR management requests confirmation in writing from SC tax assessors office that tax assessment *includes* the entire length of the road owned by resort per survey map from 1961, and per deed descriptions. If assessment as to roadway has been reduced due to the easements owned by other land owners along Snug Harbor Drive, SC tax assessor statement of process of valuation should state this, but still acknowledge *recognition of road ownership*. *SHR requests a written explanation of why the second portion of the 1961 recorded map of survey is no longer showing online and requests that the full 1961 referenced map show online. If Solano County is aware of any challenge by any government agency to resort property boundaries per the 1961 referenced map, please so advise SHR management.*

ISSUE

Ryer Island: Name and incorrect DRMS report

DESCRIPTION

Beginning in 2005, reports and online mapping started mixing up Delta area island names. Delta islands that were incorrectly mapped included both Ryer Islands in Solano County, Grand, Sutter and Tyler Islands in Sacramento County. In 2006, DWR provided Delta island flood, failure or inundation history to a consultant (URS/Benjamin & Assoc.) Who then developed maps and raw data tables for use by scientists and agencies developing reports related to the Bay Delta Conservation Plan (BDCP), Delta Risk Management Strategy (DRMS) and Delta Vision(DV).

Specifically, DRMS Phase 1 Final, Section 13, reports incorrect information regarding Ryer Island. The maps and tables report Ryer Island as having flooded "3-5" times in the last 100 years, using 2005 as the base year. DRMS says Ryer Island flooded in 1904, 1907, and 1986. Ryer Island did NOT flood in 1986, and a DWR representative has acknowledged this and is supposedly contacting the consultant (URS) to have the report corrected. At most, given the DRMS specific time frame, Ryer Island flooding would be "1". This change in island inundation data affects the mean average for flood, which in turn affects island flood risk factors and seismic risk factors. In other words, as to Ryer Island, DRMS is wrong.

Since Ryer Island is a large Delta island located in Solano County, I assume the county would like to be aware of this ongoing situation, as I have not seen a published correction to DRMS Phase 1 Final as of 11-17-09. Incorrect Ryer Island data negatively affects land values, which in turn negatively affects overall Solano County value for use and real property taxation purposes.

In addition, there are other "final" documents that incorrectly list the location of one or both Ryer Islands located in Solano County. Even the cover page map of the "Delta Vision" report is incorrect, despite repeated requests for map corrections prior to the final report getting published.

Note that Ryer Island physical location was showing on Google and other online GPS incorrectly in 2005-2008, but the island name has been corrected, at least as of 11-17-09.

DOCUMENTATION

Email confirmation from DWR; sections of DRMS, Section 13; DRMS island inundation chart; DV cover map; video presentation slide by Jeffrey Mount, a lead scientist for PPIC and BDCP reports [Http://ryerisland.com](http://ryerisland.com) for general information and <http://ryerisland.com/shr-sc.htm> for the documents related to this specific issue.

RESOLUTION

It would be greatly appreciated if Solano County survey office would also contact appropriate governmental agencies, like FloodSafe with DWR, DRMS, BDCP, USBR and the U.S. Secretary of the Interior, to notify of the incorrect data regarding Ryer Island, so that the resulting negative assessments of the island will stop being propagated.

ISSUE

Missing maps and reports: "Martin's Island" or the Snug Harbor peninsula

DESCRIPTION

In 2007 and 2008, NSS reviewed deeds and maps at the Solano County Recorders office. However, the map or maps from the map from the original recording of land ownership by W. Blake in the late 1800's, and subsequent referenced maps were not available at the recorders office. The oldest map for SHR lands available in the recorders office or on file was the 1961 record of survey, I believe. When Solano County revised the AP numbers sometime between 2005 and 2007, there seems to have been created a conflict of AP reference numbers. The best way to explain this is to view the maps found at 177-06, 06, 07, 08 and 09, I believe. The problem is that the parcel map for resort property does not come up when the ap# of 177-06-06 is used, and it DID come up under the former AP#.

In 2009 NSS contacted State Land Commission to request review of the records, maps and files of the resort property. When NSS went to the SLC office to make copies, it was discovered by state personnel that the historical maps were "missing" and there was no indication as to who took the maps and data. I am interested in looking at all historical maps for the land, particularly from the time period between 1850 to 1961, and would appreciate the opportunity to see any maps held or owned by Solano County. The reason I am interested in this issue is because the BDCP indicates there may be a change to the levee location along Ryer Road East, where resort property attaches to the county road, and I want to understand the past process of converting the land to a peninsula from an island, in case this issue comes up. I also want to verify that Solano County records indicate the area where the roadway connects is part of resort parcel, and NOT owned by State Lands Commission, or the state, to avoid any future claims by State Lands similar to the claims they made against Hidden Harbor in the past.

DOCUMENTATION

Map copies showing online and historical maps-to be reviewed at meeting.
[Http://ryerisland.com](http://ryerisland.com) for general information and <http://ryerisland.com/shr-sc.htm> for the documents related to this specific issue.

RESOLUTION

Please provide copies or access to make copies of all historical maps and recording data for the subject parcel which may still be listed in county records as "Martin's Island", and the current book and page # are 177-06, maps 06, 07 and 08. Please advise if Solano County does NOT recognize land ownership of SHR as reflected in the 1961 survey map of record.

ISSUE

There has been an increase of incidents of high water events onto Snug Harbor lands since 1993. Does the county have a responsibility to protect its citizens and property from actions by other government agencies when such actions *cause* flood or high water on private property?

DESCRIPTION

Upon review of historical data regarding water levels on Steamboat Slough, which in turn affect all persons living, working or enjoying Snug Harbor, (not just at the resort) SHR management found the following to be true:

1. The resort and home parcels started being developed by 1945, as evidenced by surveys, deed recordings and other county maps. A survey of record dated 1961 shows the peninsula very close to what it physically appears today. The earliest Solano County Use permit and map for the resort property (that I have) is dated 1959.
2. From 1945 to 1993, there were four times when the peninsula experienced "high water" or flood events: 1955, 1963, 1973 and the big flood of 1986. High water is when excess water in the slough rises at high tide so much so that water comes onto the land, but tends to go away when the tide goes down. The water simply rises, like filling a bathtub, as opposed to waters rushing by like in a flash flood. Four floods or high water events in 48 years indicates an average of once per every 12 years. Only the 1986 left water on the land for an extended period of time, according to neighbors.
3. In 1993 the Delta Cross Channel started to be closed in winter months for the benefit of fisheries or other Delta studies, per USBR records. In addition, the state was no longer allowing or doing maintenance dredging of the sloughs, so Steamboat Slough capacity for carrying excess water has slowly diminished.
4. From 1993 to 1997, a period of 14 years, Snug Harbor peninsula, or the lowest portions thereof, experienced high water events five times, which averages to high water once every 2.8 years. Those event years were 1997(x2), 1998, 2003, 2006. Other areas of the Delta flooded also some of those times, but not all times, indicating excess flow only in Steamboat Slough, Cache Slough-Yolo Bypass, or a combination of both.
5. I reviewed the measured water flow of the Sacramento River to the Yolo Bypass for the years from 1956 to 2007, because both of those rivers affect flows of Steamboat Slough. It appears on a normal day, outflow of the Sacramento River is at least double to triple of the Yolo Bypass. However, I noticed a striking pattern, in that whenever Yolo Bypass flows were substantially higher than Sacramento River flows, water WOULD back up into Steamboat Slough, hence giving us the "rising bathtub water" effect rather than a traditional flood scenario where water is rushing one direction-out!. It also appeared that when the Delta Cross Channel gates are closed, thereby diverting runoff down the Sacramento River, it also somehow impacts backup onto Steamboat Slough. For example, in all of the below cases, the DDC was closed:
 - A. February 20, 1986 the outflow of the Yolo Bypass was 449,301 and the outflow of the Sacramento was 113,000.
 - B. January 3, 1997 the outflow of the Yolo Bypass was 395,140 and the outflow of the Sacramento was 113,000.
 - C. February 8, 1998 the outflow of the Yolo Bypass was 193,521 and the outflow of the Sacramento was 86,800
 - D. December 31, 2005 the outflow of the Yolo Bypass was 182,644 and the outflow of the Sacramento was 75,378. In addition there was a release of flow into CSMR (Consumnes) at about four times its normal rate or 22,966, which added to the hydrology of the area on the east side of the Delta Cross Channel.
 - E. February 28, 2004 the outflow of the Yolo Bypass was 105,288 and the outflow of the Sacramento was 73,800.
 - F. January 1, 2006 the outflow of the Yolo Bypass was 287,422 while the outflow of the Sacramento was 63,548. Water levels stayed high on Steamboat Slough for a full week as the Yolo Bypass inundation over 100,000 continued.
6. During flood years like 1986, many other areas of the Delta also experienced record flood levels, which one would call "an act of God or nature". However, the other recent high water events at Snug Harbor were not necessarily mirrored in other parts of the Delta, indicating the events were more likely "an act of man" - that is, flooding event created by manipulation of gates and weirs for other purposes unrelated to the welfare of Snug Harbor.
6. Even though resort has been upgraded over the years to withstand incidents of high water or flood, the increase of incidents has cost resort for cleanup and also loss of income when resort can not allow guests onsite.

DOCUMENTATION

DWR-DAYFLOW data; USBR DCC operations; F&G, USBR DCC operations & fish studies; DWR & USBR island inundation history; local neighbor written records

[Http://ryerisland.com](http://ryerisland.com) for general information and <http://ryerisland.com/shr-sc.htm> for the

RESOLUTION

SHR believes Solano County should be aware of this pattern, and make reasonable effort to protect its citizens and landowners on Snug Harbor when other governmental agencies make plans for increasing inundation of Yolo Bypass, and/or closure of the Delta Cross Channel gates for whatever purpose. Resort, SHD land owners and county should receive funds to mitigate for the loss of income, as well as costs of cleanup, each time actions of other agencies results in an artificial incident of flood or high water on the Snug Harbor peninsula.

ISSUE

County General Plan Update compared to SHR use permits, compared to state & federal agencies/regulations, compared to BDCP North Delta Restoration proposals

DESCRIPTION

Over the last 10+ years, SHR management has noticed that there seems to be confusion as to allowed uses and/or jurisdictional authority for some aspects of SHR uses. The table below summarizes SHR understanding of the allowed uses for the resort property under the current use permit, under the new Solano County General Plan update and under BDCP North Delta draft proposal for the area. Please review the below and advise if, to county knowledge, any items are incorrect or if there are other uses missing:

Specific Use	SHR SC Use Permit	SC GP	ST & FED Agencies	BDCP
Marina-Covered & open berths	Yes C-75, O-45	Yes	State Lands Comm &	
Incl live-aboard	Yes	Yes	USACE	
Boat launch	Yes	Yes	"	
Gas dock	Yes	Yes	* Y-S AQM	
85 sites: 8 MH, 77 RV & Tent	Yes	Yes	HCD	
Includes people living onsite	Yes	Yes	Yes	
Office/store	Yes	Yes		
Use Mobile homes as rentals	Yes	Yes		
Rent out RVs-park models	Yes	Yes	Yes	
Groups & events	Yes	Yes		
Restaurant	not currently	Yes		
RV or boat sales	Yes	Yes		
RV or boat repairs	Yes	Yes		
Parking & storage for customers	Yes	Yes		
3 wells; 2 for drinking/chlorinated	Yes	Yes	DWR	
7 septic systems	Yes	Yes		
Electrical panels & hookups	Yes	Yes	HCD/USACE	
Road sign-Ryer Road East	Yes	Yes	Rec 501	
Snug Harbor Drive & gates	Yes	Yes	HCD	

DOCUMENTATION

SHR has permits for the above uses. HCD is understood to be the agency of jurisdiction for the activities and improvements on the land, because it is a recognized Mobile home and RV park and jurisdiction was transferred from Solano to HCD at sometime in the past. SHR can provide proof of permits for all work done under HCD for improvement of the RV park grounds and installation of the mobile homes and mobile office, upon request of SC. SHR can provide documentation for the infrastructure items, like electrical, wells and septic, roadway improvements, dock repairs, etc.

RESOLUTION

If there are any current uses of SHR that do NOT comply with current Solano County use permit, in the opinion of Solano County, please provide an explanation and documentation to SHR so the conflict or issue can be resolved. In addition, if Solano County does NOT recognize the jurisdiction of HCD for the RV & Mobile home park aspects of the resort, please so advise SHR owners, and provide documentation verifying when Solano County took back jurisdiction of this issue.

ISSUE

Roadway labeling on Ryer Island and other areas of the Delta

DESCRIPTION

Roadway signs leading to the Rio Vista Ferry and to Snug Harbor are misleading. Depending on which sign you view, the same ferry is referred to as “Real McCoy”, “Rio Vista Ferry”, “Cache Slough Ferry” and “Ryer Island Ferry”. It would be very helpful if Solano County would insist that CalTrans use a single consistent name for the ferry, to avoid confusing the general public.

In addition, when the ferry is closed, travelers must find an alternative route to Ryer Island. Caltrans has removed many larger road signs along Hwy 160, and in particular the sign at 160 and Courtland Road, west side of the Sacramento River. Even though the specific location is out of Solano County jurisdiction, it would assist travelers with Ryer Island as their destination to see a large easily readable road sign at Courtland and Hwy 160, indicating a left or right turn onto Courtland Road, which would then lead them to the bridge across Miner’s Slough onto Ryer Island. Once across Miner’s Slough Bridge, a permanent sign directing travelers to go left to Snug Harbor would save travel time and unnecessary use of gas, as it is about 7 miles shorter route to go left.

Finally, at the junction of Snug Harbor Drive and Ryer Road East, the county could substantially increase the safety of night time travelers in this area by installing a single street light on Ryer Road East, or even three lights, one leading to the turnoff from each direction.

DOCUMENTATION

Photos of Ferry signs; Photo of Courtland Road sign, road map
Http://ryerisland.com for general information and <http://ryerisland.com/shr-sc.htm> for the documents related to this specific issue.

RESOLUTION

SHR requests the assistance of Solano County public works or other personnel to request Caltrans and/or County upgrades to existing road signs, and to request that Caltrans use one consistent ferry name to avoid future confusion for travelers.