

## 3.12 Recreation

### 3.12.1 Introduction

This section presents and discusses the potential for the project to adversely impact recreational facilities and activities in the project area. This section provides an overview of the environmental and regulatory setting that applies to recreational resources within the project area and presents and discusses potential project impacts and appropriate mitigation measures, as necessary.

### 3.12.2 Scoping Comments

Comments related to recreation impacts were received during the public scoping process. These comments and the location where they are addressed in the recreation analysis are provided in Table 3.12-1.

**Table 3.12-1 Recreation Scoping Comments**

Agency/Entity	Comment	Location in Recreation Section that Comment is Addressed
Michael Wanger	Will the pedestrian path between (a) the Flood Control access at the end of Locust Avenue and (b) the Kentfield Hospital Bridge be preserved?	Section 3.12.6, Impact 3.12-1
Michael Wanger	Will the foot path on the south side of the creek, which currently runs downstream from the Stadium Way footbridge, connect to the downstream section of the path as it does now? This is a major access way.	Section 3.12.6, Impact 3.12-1
Jeff Abend	Bike path is a critical artery for many people in the area. How will the bike path be impacted? Will it be closed at all?	Section 3.12.6, Impact 3.12-1
Marta Osterloh	What are the plans for recreational opportunity?	Section 3.12.6, Impact 3.12-1
Garril Page	Ross is distinguished by its trees: the high canopy overlays the town, creating a unique character immediately evident on entering Ross' shaded streets. FAP is Ross' urban forest, adjacent to a major arterial, yet a peaceful and relatively serene oasis on even the hottest days.	Section 3.12.6, Impact 3.12-3

### 3.12.3 Environmental Setting

#### Regional Setting

The project includes improvements to Corte Madera Creek within the Town of Ross and unincorporated Kentfield within Marin County.

The project is located within the Corte Madera Creek watershed, in which a varied range of recreational opportunities is available, including hiking, biking, picnicking, wildlife viewing,

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sightseeing, field sports, and other public enjoyment opportunities. Recreational resources within the watershed serve Marin County and the greater Bay Area.

There are dozens of public parks in the watershed, including neighborhood parks, community parks and school playgrounds as well as over 5,700 acres of open space managed by the Marin County Open Space District and Marin Municipal Water District.

The Marin County Parks Department supports recreational opportunities at 34 open space preserves, four regional parks, and 27 community park facilities; three paved multi-use paths; a system of fire-protection roads and trails; recreational programs; environmental education programs; and volunteer programs. Parks in Marin County receive over two million visitors annually (Marin County Parks and Open Space Department, 2008).

### **Project Setting**

Table 3.12-2 presents a list of parks and recreational facilities within these areas. Figure 3.12-1 shows the locations of the major parks, open space, and recreational facilities.

### **Town of Ross (Units 4 and 3)**

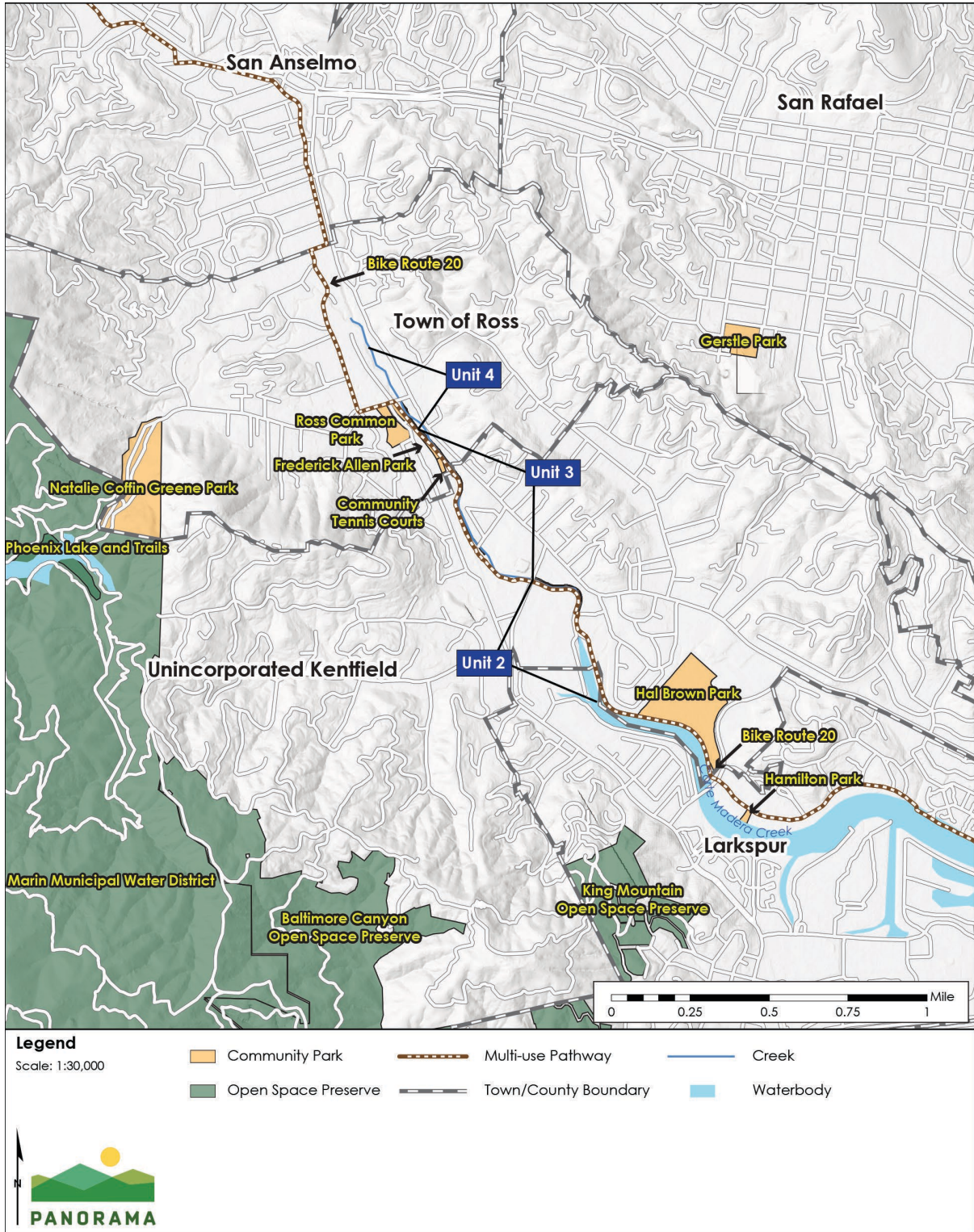
#### *Parks*

Recreational facilities in the Town of Ross in the immediate vicinity of Units 4 and 3 are shown in Figure 3.12-2. Frederick Allen Park is located within the project area at the upper end of Unit 3. Frederick Allen Park is a linear park, located just south of the post office, owned and maintained by the Town of Ross. Within the project area, Frederick Allen Park contains trees, a pedestrian pathway, and benches for seating. Tennis courts, managed by the Town of Ross, are located within Frederick Allen Park on the right bank of the creek. Frederick Allen Park is used by bicyclists and walkers traveling along Bike Route 20. Corte Madera Creek is within a concrete channel adjacent to the park and is separated from the park by a fence that generally screens views of the concrete channel from the park.

Ross Common Park is a 5-acre park with open space and recreational fields. Ross Common Park is located approximately 150 feet west of Corte Madera Creek. The Town of Ross conducts numerous community events throughout the year within Ross Common Park.

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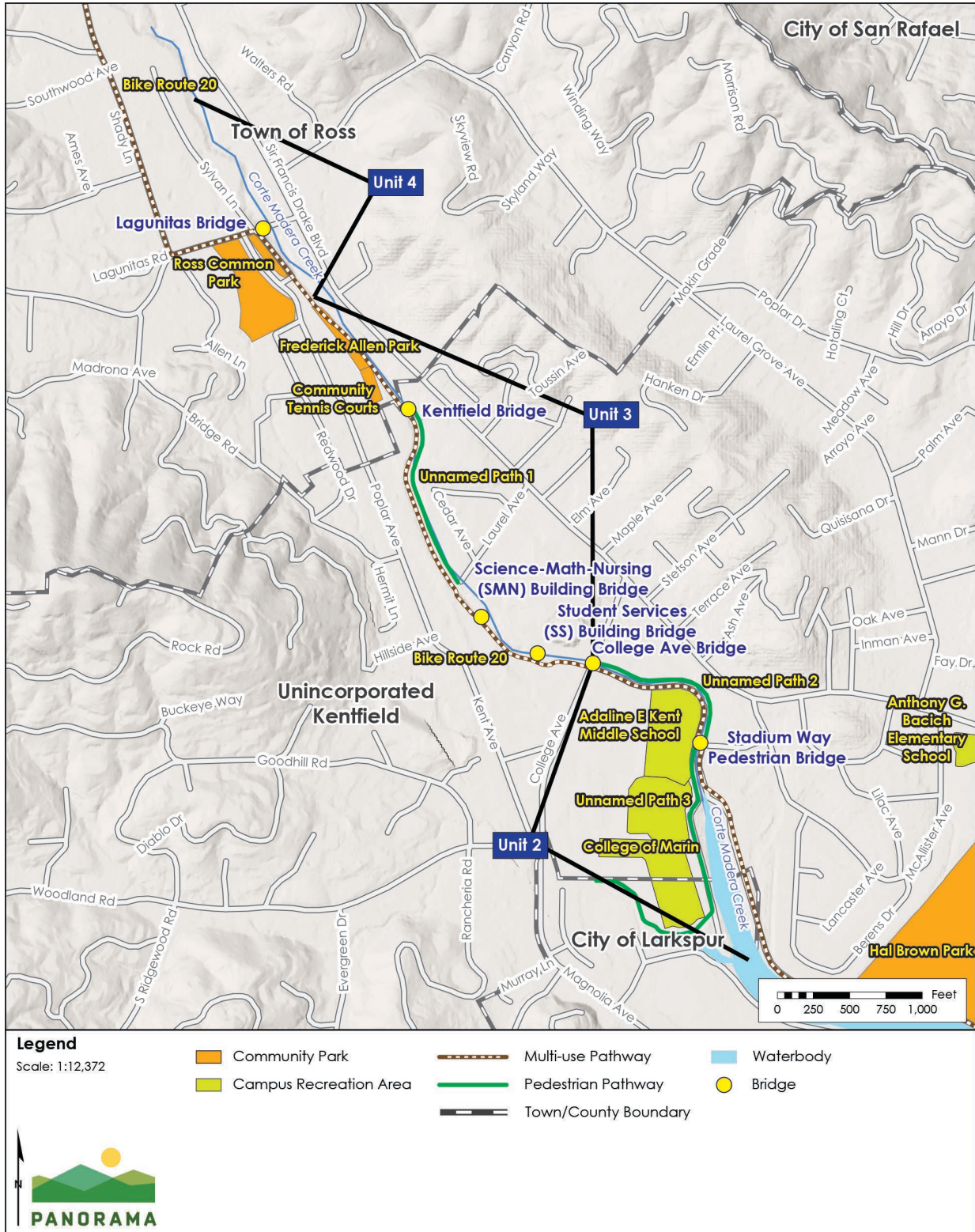
Figure 3.12-1 Recreational Facilities



Sources: (Tele Atlas North America, Inc. 2019, GHD 2020, USGS 2019, GHD 2020, Prunuske Chatham, Inc. 2020, Local, State and Federal Government Agencies and Special Districts in Marin County California 2017, Local Governments in Marin County, California 2019, US Geological Survey 2013)

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Figure 3.12-2 Parks and Recreational Facilities in the Project Area



Sources: (Tele Atlas North America, Inc. 2019, GHD 2020, USGS 2019, GHD 2020, Prunuske Chatham, Inc. 2020, Golden Gate National Parks Conservancy 2018, Local, State and Federal Government Agencies and Special Districts in Marin County California 2017, Local Governments in Marin County, California 2019)

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**Table 3.12-2 Parks and Recreational Facilities Located near the Town of Ross and Kentfield Area**

Name of Park or Facility	Park Type	Managing Agency
Baltimore Canyon Open Space Preserve	Open space preserve	County Open Space District
Bike Route 20	Multi-use pathway	County Parks
Frederick Allen Park	Community park	Town of Ross
Gerstle Park	Community park	City of San Rafael
Hal Brown Park	Community park	County Parks
Hamilton Park	Community park	City of Larkspur
King Mountain Preserve	Open space preserve	County Open Space District
Marin Municipal Water District open space	Open space preserve	Marin Municipal Water District
Natalie Coffin Greene Park	Community park	Town of Ross
Phoenix Lake and Trails	Open space preserve	Marin Municipal Water District
Ross Common Park	Community park	Town of Ross
Community tennis courts	Tennis courts	Town of Ross

*Sources: (Marin County Parks and Open Space Department, 2008; ESA, 2018)*

#### ***Bicycle and Pedestrian Paths***

Bike Route 20 (also known as Corte Madera Creek Pathway) is located adjacent to Frederick Allen Park and the Corte Madera Creek channel within the Town of Ross. Bike Route 20 is a biking and pedestrian pathway that runs from Larkspur Ferry Terminal to the Town of Fairfax (Marin County Bicycle Coalition, 2008). The segment of Bike Route 20 adjacent to Frederick Allen Park in the project area consists of an off-street paved multi-use path. Bike Route 20 transitions from an off-street multi-use path to an on-street bikeway adjacent to Unit 4.

#### **Unincorporated Kentfield (Units 3 and 2)**

##### ***Parks***

Hal Brown Park is located approximately 0.25 mile south of the terminus of Unit 2, directly adjacent to the left bank of Corte Madera Creek. The park is a 27-acre community park and includes walking paths along Corte Madera Creek, picnic tables, a playground, an amphitheater, and large turf fields.

##### ***Bicycle and Pedestrian Paths***

Bike Route 20 consists of an off-street paved multi-use path adjacent to Units 2 and 3. Bike Route 20 is located on the right bank of Corte Madera Creek from the Town of Ross through Kentfield. Bike Route 20 crosses over Corte Madera Creek to the left bank at the Stadium Way pedestrian bridge and continues along the left bank as an off-street paved multi-use path to Bon

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Air Road. Bike Route 20 within Units 2 and 3 is heavily trafficked by pedestrians and bicyclists, including commuters.

Several unofficial pedestrian paths are located adjacent to Corte Madera Creek, opposite Bike Route 20. While the unofficial pedestrian paths are not publicly maintained recreational facilities, they are used by the local community for walking and running and are therefore considered as recreational resources in the area. The unnamed pedestrian paths are shown on Figure 3.12-2. An unnamed pedestrian path is located between Kentfield Hospital and the terminus of Laurel Avenue (unnamed path #1) and also between the southwest intersection of College Avenue and the creek and the Stadium Way Pedestrian Bridge (unnamed path #2). An additional unnamed trail begins on the left bank of the Stadium Way Pedestrian Bridge and continues south where it loops south of the College of Marin football field and veers north to the parking area (unnamed path #3). While these are not official paths, they are utilized by pedestrians.

### *Public Education Recreational Areas*

The Adaline E Kent Middle School and the College of Marin include recreational areas located adjacent to the right bank of Corte Madera Creek in the community of Kentfield. The middle school has a school playground, including basketball courts. The College of Marin has soccer fields, a running track, tennis courts, and volleyball courts.

### **3.12.4 Regulatory Setting**

The following laws, statutes, regulations, codes, and policies would apply to the project.

#### **Federal Regulations**

No federal laws or regulations for recreation are applicable to the project.

#### **State Regulations**

No state laws or regulations for recreation are applicable to the project.

#### **Regional and Local Regulations**

##### **Marin Countywide Plan**

The following goals and policies in the Marin Countywide Plan are relevant to the project (Marin County , 2007).

**Goal PK-1: A High-Quality Parks and Recreation System.** Provide park and recreation facilities and programs to meet the various needs of all county residents.

*Policy PK-1.1: Conduct and Coordinate Park Planning.* Develop park and recreation facilities and programs to provide active recreation, passive enjoyment, and protection of natural resources as a complement to local, state, and national parks and open space in Marin County.

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***Policy PK-1.2: Consider User Needs, Impacts, and Costs.*** Plan and develop any needed new park and recreation facilities and programs to meet the desires of the community and protect environmental resources.

***Policy PK-1.3: Protect Park Resources from Impacts of Climate Change.*** Identify strategies to protect park resources from the effects of climate change, such as violent weather, plant loss, or change due to moisture and temperature changes and sea level rise.

### **Town of Ross General Plan**

The following recreational goals, policies, and action in the Town of Ross General Plan are relevant to the project (Town of Ross, 2007).

#### **Goal 1: An Abundance of Green and Healthy Natural Systems**

#### **Goal 8: A Beautiful, Safe and Close-Knit Community**

***Policy 8.4 Downtown and Ross Common.*** Maintain the Town-owned Ross Common areas linked to uses and activities at Ross School, and linked to the Town’s downtown area as the central recreation, gathering and local shopping area of Ross. Maintain the downtown area as an attractive, pedestrian-friendly, small retail/business area. Encourage smaller-scale housing units mixed with commercial uses.

***Policy 8.6 Gathering Places.*** Encourage and enhance community gathering places such as downtown, the Ross Common and the post office. Support the activities of Ross Recreation, Ross School, and the Marin Art & Garden Center.

***Action 8.A Prepare a Downtown Area Plan.*** Develop a plan for the Downtown area as a “Special Planning Area” (see Land Use Plan) to include the Downtown commercial area, parking area through the post office to Lagunitas Avenue, and Ross Common. The plan would include: (1) street design improvements;(2) parking; (3) potential uses, including opportunities for limited housing; (4) design guidelines; (5) pedestrian and bicycle access—including access to Frederick Allen Park and Kentfield Rehabilitation Hospital; and, (6) outdoor gathering areas.

### **Kentfield/Greenbrae Community Plan**

A major goal of the Kentfield/Greenbrae Community Plan is to preserve the physical and cultural characteristics of the major institution uses in the Kentfield/Greenbrae Community Plan, which includes open space parks.

The project is located within Subarea H Public Facilities of the Kentfield/Greenbrae Community Plan. The following conservation development standards in the Kentfield/Greenbrae

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Community Plan, Subarea H, are relevant to recreation (Kentfield/Greenbrae Community Planning Group and Marin County Planning Department, 1987):

6. The vacant land east of Stadium Way bordered by McAllister Avenue and the Corte Madera Creek Channel should be considered for use as a community park. The portion of the upland south of the fenced ecology area is a seasonal wetland with large stands of pickleweed. This entire area should be protected in public open space with no destruction of wetlands or the vegetation bordering the creek. Passive community use (benches, etc.) should be confined to the grassy area adjacent to the bike path and people use of the densely vegetated area should be confined to walking the existing paths that meander through the trees. This area borders the left bank of the creek in Unit 2.

### 3.12.5 Impact Assessment Methodology

#### Significance Criteria

Consistent with State CEQA Guidelines Appendix G (Environmental Checklist) and Marin County Environmental Review Guidelines, the project would have a significant impact if it would:

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Given the specific location and design of the project, impacts are analyzed in this section relative to the following additional threshold, which is not listed in Appendix G:

- c. Affect existing recreational opportunities.

#### Approach to Impact Analysis

The following analysis discusses the potentially significant impacts of the project on recreation. This section includes an analysis of potential short-term (construction) and long-term (operation) impacts of the project. Impact evaluations are assessed based on the existing conditions described earlier in this section. Mitigation measures are identified, as necessary, to reduce significant impacts.



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### 3.12.6 Impact Discussion

#### Impacts Analyzed

<b>Impact 3.12-1: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</b>	<b>Significance Determination</b>
	<b>Construction: Less than Significant</b>
	<b>Operation and Maintenance: Less than Significant</b>

#### Construction

Construction of the project would be short term (less than seven months) and would not induce population growth and associated increase in the use of existing parks or other recreational facilities such that physical deterioration of the facilities would occur or be accelerated.

Construction of the project would involve the temporary closure of Frederick Allen Park, the segment of Bike Route 20 adjacent to Frederick Allen Park, and unnamed paths #1, #2, and #3 during construction of project components. These impacts are discussed in detail below.

#### *Unit 4 Fish Ladder Removal and Grading*

No recreational facilities are located within the project area of disturbance in Unit 4; therefore, no recreational facilities would be affected by project construction in Unit 4.

#### *Unit 3 Frederick Allen Park*

Some temporary impacts would occur to Bike Route 20 during construction as portions of the paths would be used for construction access. The Bike Route 20 segment within Frederick Allen Park would be temporarily closed during project construction, for a period of approximately seven months. Where the pathway is closed within Frederick Allen Park, a detour would be established to divert bicyclists onto Kent/Poplar Avenue from the College of Marin parking lot to Ross Common, as shown on Figure 3.12-2. The tennis courts and pedestrian access to the tennis courts at Frederick Allen Park would remain open throughout the duration of construction. While construction would temporarily remove portions of the pathway available to the public, users could utilize the detoured route. Path usage is expected to remain the same during construction. Temporary closures of the pathway are not expected to shift existing recreational use of the pathway to other nearby recreational facilities. Access along Bike Route 20 through Frederick Allen park would be restored to the realigned pathway once construction of Frederick Allen Park is complete.

The project involves removal of the concrete channel and widening of the channel within Frederick Allen Park. Temporary closure of the park for a period of approximately seven months would make the park unavailable to the public. Under existing conditions, Bike Route 20 through the park is heavily trafficked. While there are benches within the park, many users are pedestrians and bicyclists passing through on Bike Route 20 who do not linger in the park. Temporary closure of the park is not expected to result in higher use of nearby recreational facilities to a level that could cause physical deterioration of those facilities. Bicyclists and pedestrians using Bike Route 20 would be able to use the detoured route instead

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of the pathway, and access to the tennis courts south of the park would be maintained. Following construction, Frederick Allen Park would reopen to the public.

#### ***Units 3 and 2 Floodwall Segments and Stormwater Pump Station***

Temporary impacts would occur along unnamed and unofficial paths #1 and #2 during construction as portions of the path would be closed during construction of the floodwalls and for construction access. Users would be able to use the majority of Bike Route 20 and a detour route during construction closures of the unnamed paths #1 and #2, and access along Corte Madera Creek is expected to be maintained during construction. Temporary closure of unnamed path #1 and #2 would shift the existing recreational use of the path to Bike Route 20 and the associated detour route; however, due to the temporary closure, unofficial nature of the paths, and the lower number of users in comparison to Bike Route 20, any temporary increase in the use of Bike Route 20 would be negligible. The increase in use would not cause substantial physical deterioration of Bike Route 20, and impacts would be less than significant.

#### ***Unit 2 Lower College of Marin Concrete Channel Removal***

A portion of unnamed and unofficial path #3 located within the construction work area would be closed during the six-week construction period for the concrete channel removal in lower Corte Madera Creek. Users would be able to use Bike Route 20 during construction.

The shift in users from unnamed path #3 to Bike Route 20 would not be substantial given that these paths are unofficial and do not see a high volume of users. The minimal potential increase in use of Bike Route 20 as a result of the six-week construction closure of unofficial path #3 would not cause substantial physical deterioration of Bike Route 20; therefore, the construction impact from Unit 2 concrete channel removal on recreational facilities would be less than significant.

#### **Operation and Maintenance**

The proposed project would upgrade existing flood-control infrastructure to reduce the risk of flooding along Corte Madera Creek, which is not a land use that would draw people to the area or increase the use and associated physical deterioration of recreational facilities. The proposed project would not create any permanent employment and is not expected to induce population growth that would in turn increase the use of the existing parks or other recreational facilities such that physical deterioration of the facilities would occur or be accelerated. Impacts from increased use of existing facilities would be less than significant. The analysis below is focused on the changes to the existing recreational facilities that would occur as a result of the project and the potential for those modifications to cause physical deterioration of recreational amenities.

#### ***Unit 4 Fish Ladder Removal and Grading***

No recreational facilities are located within Unit 4; therefore, no recreational facilities would be affected by project operation in Unit 4.

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### *Unit 3 Frederick Allen Park*

Project elements within Frederick Allen Park include the removal of the existing concrete channel and construction of a new, wider earthen channel and floodplain, habitat enhancement through planting of riparian vegetation, and access steps from the pathway to the creek bank for passive recreation. The changes to the park are not expected to substantially increase use of the park because Bike Route 20, the focal point of the park, is an existing pathway. Access via Bike Route 20 would be restored, and usage is expected to be similar to existing conditions. The use of Frederick Allen Park would change following construction to allow recreationists to have increased viewing and access to the creek. The environmental impact of the new access to the creek is discussed under Impact 3.12-2 below. The realigned Bike Route 20 multi-use path through Frederick Allen Park would abut the top of the channel and floodplain. A new split-rail fence would be installed at the top of the bank, and signage would be placed along the pathway to educate the public about the project and stream as well as habitat improvements and reduce encroachment into the new riparian habitat areas along the creek. The fencing and educational signage would reduce travel into areas that would cause physical deterioration of the park; therefore, the impact from physical deterioration would be less than significant.

### *Units 3 and 2 Floodwalls and Stormwater Pump Station*

As described in the Project Description, the floodwall would be built on top of the existing concrete channel wall or set back from the existing wall. If the floodwall is set back from the existing wall, it would be sited on the east side of unnamed and unofficial paths #1 and #2 and would not affect access along the path. Access along both paths would be maintained during project operation, and the number of users of the paths would be similar to existing conditions. Substantial physical deterioration to unnamed paths #1 and #2 would not occur.

### *Unit 2 Lower College of Marin Concrete Channel Removal*

Access along unnamed path #3 would be restored once the concrete channel removal construction is complete. A new informal path segment would be constructed on the right side of the creek to replace the segment of unnamed path #3 affected by the concrete-channel-removal construction. The new path segment would connect to the existing unnamed path #3 located south of the concrete-channel-removal work area, restoring access along unnamed path #3. Access would be maintained during project operations, and the number of path users would be similar to existing conditions. Substantial physical deterioration to unnamed path #3 would not occur.

**Mitigation:** None required.

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<b>Impact 3.12-2: The project would include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.</b>	<b>Significance Determination</b>
	<b>Construction: Less than Significant</b>
	<b>Operation and Maintenance: Less than Significant</b>

#### Overview

The fish-ladder removal and grading in Unit 4, new floodwall segments, and stormwater pump station in Unit 3 would not include recreational facilities or require the construction or expansion of recreational facilities that would have an adverse effect on the environment, and there would be no impact from construction or operation and maintenance of these facilities. The Frederick Allen Park and lower College of Marin concrete-removal project components include modifications to existing recreational facilities and recreational access. The impact of these recreational facilities is discussed below.

#### Construction

Construction of the project is not expected to induce substantial population growth that would in turn generate new recreational demand, requiring the construction or expansion of recreational facilities.

#### *Unit 3 Frederick Allen Park*

The project would include construction of new and relocated recreation elements within Frederick Allen Park, including new access to the creek and relocation and realignment of Bike Route 20. These changes to recreational elements within Frederick Allen Park could have adverse physical effects on the environment. These features are a part of the overall project, and impacts associated with implementing these features are analyzed throughout this document. The impacts that would result during construction of the realigned Bike Route 20 and the new creek access include tree removal and potential erosion from the grading and earth disturbance. Implementation of the planting plan included in Appendix B and compliance with the Construction General Permit through preparation of a project-specific Stormwater Pollution Prevention Plan would reduce impacts from the realigned pathway and new recreational elements in the park. Impacts from construction of recreational features at Frederick Allen Park would be less than significant.

#### *Lower College of Marin Concrete Channel Removal*

The project would include construction of an informal recreational path segment on the right side of the creek within a disturbed area on the College of Marin property to replace the segment of unnamed path #3 affected by the concrete-channel-removal construction. The new path segment would connect to the existing unnamed path #3 located south of the concrete-channel-removal work area. The new informal path segment would be located in a disturbed area, and the construction of the new path would not have significant impacts on the environment. The impact would be less than significant.

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### **Operation and Maintenance**

As discussed above, the project is not expected to induce substantial population growth that would in turn generate new recreational demand, requiring the construction or expansion of recreational facilities.

#### ***Unit 3 Frederick Allen Park***

The project would involve improvements to Frederick Allen Park, including a new pedestrian pathway and adjacent tree planting for shade, relocation of the existing Bike Route 20 along the western edge of the park, and resting areas with seating and signage. These improvements are not expected to substantially change the use of the park from existing conditions, as recreationalists would continue to use the pathway and benches within the park similar to existing conditions.

Improvements also include installation of rocks, a split-rail fence to prevent encroachment into riparian habitats during the plant establishment period, and an opening in the split-rail fence that would allow for pedestrians to access the natural creek channel via an informal path. This improvement constitutes a new recreational feature as access to the bank of the creek does not currently exist. Allowing access to the creek bank could result in potential impacts to vegetation along the creek bed and to the water quality of the creek. The project would include installation of educational signage to support public education about streamflow processes and riparian corridors. Signs would also be installed to ask people to “keep out of restoration areas” during the plant establishment period. Due to the installation of fencing and educational signage, the impacts of the new informal path providing recreational access to Corte Madera Creek would be less than significant.

#### ***Unit 2 Lower College of Marin Concrete Channel Removal***

The project would include construction of an informal recreational path segment on the right side of the creek within a disturbed area on the College of Marin property in Unit 2. Use of the new path is not expected to result in adverse physical effect on the environment because it would be replacing a segment of the existing unnamed path #3 that would be removed by the concrete channel removal project element. The new path would connect to an unaffected segment of unnamed path #3 located downstream of the concrete channel removal work area. The new path would be located outside of the restored channel and would have beneficial effects on the environment by reducing the risk that recreationists create their own footpaths within the newly restored habitats, which could cause erosion. The new informal footpath would not have an adverse physical effect on the environment, and impacts would be less than significant.

**Mitigation:** None required.

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<p><b>Impact 3.12-3: The project could affect existing recreational opportunities.</b></p>	<b>Significance Determination</b>
	<b>Construction: Less than Significant with Mitigation</b>
	<b>Operation and Maintenance: Less than Significant with Mitigation</b>

#### **Construction**

Construction of the project would involve the temporary closure of Frederick Allen Park, the segment of Bike Route 20 adjacent to Frederick Allen Park, and unnamed paths #1, #2, and #3 during construction of project components. Temporary closure of these recreational facilities during construction are discussed in Impact 3.12-1.

#### ***Frederick Allen Park***

Access to the tennis courts at Frederick Allen Park would be maintained throughout the construction period. The recreational experience at the tennis courts would be affected by noise and dust during construction; however, the tennis courts would remain open for recreational use and the impact on the recreational opportunity would be less than significant.

Closure of Frederick Allen Park north of tennis courts and the segment of Bike Route 20 adjacent to Frederick Allen Park would be a temporary loss of recreational opportunity for up to seven months. The temporary impact on recreational opportunity due to closure of a segment of Bike Route 20 would be significant because Bike Route 20 is a significantly used recreational resource for the community. **Mitigation Measure 3.13-1: Traffic Management** requires use of flaggers to safely detour and redirect bicycle and pedestrian traffic around the construction area to safely connect access to Bike Route 20 around the work area. Mitigation Measure 3.13-1 also requires advance notification about the construction activities and impact on the Bike Route 20 multi-use pathway. Because the mitigation measure would provide safe detours for recreationists which would allow recreationists to continue to use Bike Route 20, and there are sufficient park spaces available for recreational use during the construction period, the impact on recreational opportunities during construction would be less than significant with mitigation.

#### ***Unnamed Paths***

The project would require temporary closure of unnamed paths #1, #2, and #3 during construction of floodwalls. The closures would last a few weeks. As described in Impact 3.12-1, access would be restored once construction is complete. Due to the limited and unofficial use of the unnamed paths and the ability to redirect recreational use to the official pathway at Bike Route 20, the impacts to recreational opportunity from temporary closure of unnamed paths #1, #2, and #3 during construction would be less than significant.

#### **Operation and Maintenance**

The analysis below focuses on the changes to the existing recreational facilities that would occur as a result of the project and the potential for those modifications to affect existing recreational opportunities.

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### *Unit 4 Fish Ladder Removal and Grading*

No recreational facilities are located within Unit 4; therefore, no recreational opportunities would be affected by project operation in Unit 4.

### *Unit 3 Frederick Allen Park*

The project would involve changes to Frederick Allen Park, including removal of the existing concrete channel and construction of a new, wider earthen channel and floodplain, realignment of Bike Route 20, planting of riparian vegetation, and addition of rocks from Bike Route 20 down to the creek bank for passive recreation. The proposed rocks creating new access to the creek bank would create a new recreational opportunity by providing access to the creek, which does not currently exist. The new access to the creek and educational opportunities afforded through increased creek and habitat viewing would have a beneficial impact on the recreational experience in Frederick Allen Park.

Following construction, Bike Route 20 would be realigned along the edge of the park and at the top of the newly constructed creek channel. The multi-use pathway would drop gradually in elevation from the tennis courts to the widest area of the channel meander and rise gently back to the area adjacent to the connection with Unit 4. The realigned pathway would be designed to meet Americans with Disabilities Act requirements and the minor change in grade (less than 5 percent) along the pathway would not affect public access most of the year. The change in elevation of the pathway and removal of the concrete floodwall on the creek side of the pathway would result in increased flooding of the pathway as discussed in Section 3.9 Hydrology and Water Quality. The increased flooding would affect commuter and recreationist access to the pathway during flooding when the park is closed to protect public safety. The closure of the park due to flooding would not be routine and would only occur during major storm events when people are much less likely to be bicycle riding or recreating due to extreme weather conditions. Bicyclists and pedestrians would also have access to sidewalks and bike lanes on adjacent streets and other recreational areas outside the floodplain during the short periods when Frederick Allen Park is closed due to flooding. Because of the very infrequent and short duration of temporary park closures due to flooding and because recreationists are less likely to use outdoor recreational areas during extreme weather events, the impact from increased flooding in Frederick Allen Park would be less than significant.

The project construction would involve removal of trees within Frederick Allen Park, and the project includes planting of riparian vegetation within the park to account for this tree removal and for habitat enhancement. However, there would be a loss of vegetation cover and shade in the years immediately following construction and before the tree canopy is fully established. The tree canopy and associated shade on Bike Route 20 would be reduced for approximately 10 years following construction. The planting plan includes planting of larger trees to provide some immediate shade for those seated at the benches and walking along the pathway, especially during the summer; however, there would still be a reduction in shade during the first 10 years following construction compared to existing conditions. The reduced shade would affect the recreational experience of the park until the tree canopy has re-established and the park would be shaded similar to existing conditions. The impact on the recreational experience

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would be most severe for elderly recreationists that use Frederick Allen Park due to protection from the sun and proximity to elderly care centers. The impact on the recreational opportunity from the reduction in shade during the first 10 years after revegetation would be significant. The District would implement **Mitigation Measure 3.1-3: Large Tree Planting** and **Mitigation Measure 3.12-3: Temporary Shade Structures** to reduce the effect from reduction in shade while trees establish post-construction. Mitigation Measure 3.1-3 includes planting with larger box trees to provide more shade following landscaping. Mitigation Measure 3.12-3 includes installation of temporary shade structures along the pathway to provide additional temporary shade during the plant establishment period. The shade structures would be designed and placed in coordination with the Town of Ross to locate shade at locations that best suit the community and select shade structures that fit within the landscape visual context of Frederick Allen Park. Due to planting of larger trees and installation of temporary shade structures, the impact on the recreational opportunity from temporary reduction in shade would be less than significant with mitigation.

### *Units 3 and 2 Floodwalls and Stormwater Pump Station*

As described in Impact 3.12-1, unnamed paths #1 and #2 would be unaffected by operation of the floodwalls and stormwater pump station in Units 3 and 2; therefore, no recreational opportunities would be affected, and there would be no impact.

### *Unit 2 Lower College of Marin Concrete Channel Removal*

As described in Impact 3.12-1, a new recreational path would be constructed to replace a segment of the existing unnamed path #3 that would be removed during the concrete-channel removal. Access along the realigned unnamed path #3 would be maintained, and the recreational opportunity would remain during project operation; therefore, the impact would be less than significant.

**Mitigation:** Implement Mitigation Measure 3.1-3: Large Tree Planting; Mitigation Measure 3.12-3: Temporary Shade Structures; and Mitigation Measure 3.13-1: Traffic Management.

**Mitigation Measure 3.12-3: Temporary Shade Structures.** The District shall coordinate with the Town of Ross to select the type and location for installation of temporary shade structures in Frederick Allen Park. The temporary shade structures shall be located along the edge of the Bike Route 20 multi-use path and at seating areas as needed to provide shade during the vegetation establishment period. The temporary shade structures shall be removed when the tree canopy has sufficiently established to provide afternoon shade of the pathway and as determined through coordination with the Town of Ross. The District will submit a draft plan for the shade structures to the Town of Ross no less than 60 days prior to construction.

**Significance after Mitigation:** Traffic management mitigation would reduce the impact on recreational opportunities during construction to a less-than-significant level because recreational access on Bike Route 20 would be rerouted using detours. Mitigation measures for larger tree planting and shade structures would reduce the impact from



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temporary loss of shade to a less-than-significant level because the larger trees and shade structures would replace the recreational opportunity for individuals seeking shaded recreation.

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