

Goals, Implementation Feasibility Considerations, and Design Considerations (aka “Interests”) China Camp State Park North San Pedro Road Adaptation Planning

ROAD ADAPTATION GOALS

The purpose of road adaptation goals is to frame in everyone’s minds what the overall intents are of addressing the low-lying road. Once framed and agreed upon, these goals then stimulate ideas and serve as part of the basis to evaluate how well strategies might perform. These goals were presented, discussed, and refined at the November 30, 2018 stakeholder meeting.

Road Adaptation Goals

- **Recreation** – Maintain functionality of and access to China Camp State Park recreational resources
- **Natural resources** – Protect and enhance all natural resources of China Camp State Park, especially marsh habitats along North San Pedro Road
- **Road corridor preservation** – In the face of sea-level rise, maintain a viable corridor for vehicles traveling through and within China Camp State Park

PROCESS GOAL

One of the two overall project purposes is to build community participation ‘from the bottom up’ to begin the process of tackling the road problem. This goal was presented, discussed, and refined at the November 30, 2018 stakeholder meeting.

Process Goal

- The funded grant proposal expressed that purpose as the following **process goal**: “**Model for other adaptation planning projects** that focus on supporting and applying a “bottom up” approach to developing adaptation solutions.”

IMPLEMENTATION FEASIBILITY CONSIDERATIONS

Implementation feasibility considerations address a focused range of issues that affect how easily or difficultly any particular strategy may be to implement. These considerations are used as part of the vetting of prospective adaptation strategies, alongside project goals. These considerations were presented, discussed, and refined at the November 30, 2018 stakeholder meeting.

Implementation Feasibility Considerations

- Implementation costs (this embodies engineering considerations as well as other implementation costs such as mitigation)
- Long-term operations and maintenance requirements and costs
- Permitting ease or complexity
- Protection of natural resources and extent of potential mitigation needs
- Protection of cultural resources
- Consistency with State Parks missions of recreation and natural resource protection
- Comparative carbon footprints of adaptation strategies
- Adaptability of adaptation strategies

DESIGN CONSIDERATIONS/INTERESTS

At the November 30, 2018 stakeholder meeting, we elicited the “interests” of all the groups represented. The final meeting notes had blended some of these “interests” within the adaptation brainstorming notes. Here they are pulled out as “design considerations” or particular aspects of a reconfigured road arrangement that one or more entities would like to see included.

- Enhance level of tidal exchange between bay-side and interior marshes
- Improve ecological condition of interior marshes
- Avoid impacts to threatened and endangered species
- Enhance fire roads and trails at park
- If road relocated, maintain current roadway as non vehicular recreation pathway
- Parking will be an issue to contend with
- Protect and enhance watershed and riparian area
- Marin County Department of Public Works needs a plan that doesn’t impact budget long term
- Utilize local watershed sediment supply to extent exists and is possible
- Impacts on water quality-inland marshes and roadside parking
- Design life
- Coordination is KEY