

ATHERTON CHANNEL RESTORATION, PARKWAY, PEDESTRIAN BRIDGE AND
RIPARIAN INTERPRETIVE AREA

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1. PROJECT APPLICATION

2. PROJECT SUMMARY

The proposed project will remove the concrete lining on the southeast bank of the Atherton Channel between the Holbrook-Palmer Park south entrance and the Caltrain railroad tracks. A volume of earth will be excavated along the southeast bank to provide a gradual slope suitable for riparian vegetation to be added with an interpretive access path.

The access path within the interpretive area will be decomposed granite. The riparian area will be fenced and the interpretive access path will be gated so it can be closed in the winter when floodwaters will occasionally inundate the area. The existing asphalt parkway at the top of bank will be relocated to the new top of bank.

Native plant species, plants and trees, will be used to restore the reach to its original riparian condition, and provide erosion control for the soil on the bank. The volume excavated will provide additional flood storage for the Atherton Channel, reducing the potential for flooding downstream.

The low flow channel will remain concrete lined to prevent erosion and sediment transport into the San Francisco Bay. The northwest bank will remain concrete lined to protect the bank and support Watkins Avenue.

The proposed project will also construct a prefabricated steel bridge with a wood timber plank deck crossing the Atherton Channel approximately 100 feet east of the Caltrain railroad tracks south of Watkins Avenue. The bridge will span from the Watkins Avenue right of way into Holbrook-Palmer Park.

On the park side of the bridge, an asphalt trail will be constructed to connect the bridge to the existing recreational parkway within the park. On the Watkins Avenue side, a new paved trail supported by an interlocking block retaining wall will be constructed parallel to the channel to cross the railroad tracks and connect with an unpaved pathway on the west side of the tracks.

3. PROJECT PROPOSAL NARRATIVE

A. Statutory Conditions

CONDITION 1: RECREATION

The Atherton Channel Restoration, Parkway, Pedestrian Bridge and Riparian Interpretive Area will become an integral part of the Holbrook-Palmer Park recreational trail system. The park trail system is currently used by walkers, joggers, “stroller striders” (an exercise program for new mothers with their babies in their strollers) and dog walkers. The trail system includes an extensive PAR course. The proposed interpretive area will provide an additional venue, with gradient for more exercise, for strollers. It will also be a secluded but secure corner of the park for picnics and contemplation of nature.

The pedestrian bridge and trail connections will provide a direct safe access point for pedestrians from the west side of town to enter the park without driving there using the existing vehicle access bridges over the channel (the current normal mode). The trail connections also provide passage over the Caltrain tracks without walking in the roadway, currently the only way to cross the tracks. A large number of mothers and nannies with strollers use the park, and providing safer access is a key.

- a. The specific recreational goal of this project is to provide an additional unpaved trail segment to add interest and diversity to the strolling and jogging experience in the park. The pedestrian bridge provides direct pedestrian access to encourage more park users to walk into the park instead of driving.
- b. The project will provide a riparian habitat interpretive area for the users of the park trail system. This area will provide for viewing of native riparian vegetation, and hopefully animals who will adopt the habitat. Viewing will be possible from the relocated parkway, from the proposed pedestrian bridge and from the interpretive access path.
- c. The parkway, access path and pedestrian bridge will be constructed to AASHTO and State of California standards for pedestrian paths and bridges. The paths will be six feet wide with cross slope for drainage, and the bridge will be 8 feet wide with adequate structural capacity meeting AASHTO criteria.
- d. The relocated parkway will be constructed of asphalt in order to provide an all-weather surface around the circumference of the park sufficient for wheeled users, such as stroller and wheelchairs. The interpretive access path will be constructed of permeable decomposed granite, which will be hard and durable for all users during the dry season, and closed to use during the wet season when it is soft.

100% of the proposed trail system will be ADA accessible. All parkways, access paths and bridges included in the project will meet the Americans with Disabilities Act (ADA) criteria for maximum grade (5%) and horizontal clearance (36 inches) for handicapped access.

- e. Holbrook-Palmer Park has a four-tiered conflict resolution process. The first tier is the Park Program Manager, who works to mediate any conflicts. Most conflicts are resolved at this tier. The second tier is the Park Director, who provides a more formal dispute resolution procedure. The third tier is the Park and Recreation Commission when an official resolution is necessary. The fourth and final tier is an appeal of the park and Recreation Commission resolution to the City Council.
- f. If this project does not occur, the project site will remain in its current unrestored condition until such time as funds become available to construct the project.

CONDITION 2: HABITAT

The primary impetus of this project is to begin to restore the Atherton Channel to its original riparian condition, while maintaining its flood prevention capabilities. The largest cost element of the project is the extensive riparian plantings to revegetate the area with appropriate species of plants for a healthy environment and habitat for native animal species.

The restoration will also provide vegetation that will trap sediment being transported downstream in the channel, causing deposition and renewal of the soil strata in the riparian zone and reducing the sediment load being carried to the San Francisco Bay, providing one more increment of a systemic water quality enhancement program being carried out by the Town of Atherton.

- a. The project will restore approximately 0.5 acres of riparian habitat along 500 linear feet of the Atherton Channel stream bank. The project will also construct 500 linear feet of interpretive access pathway within the riparian restoration zone.
- b. This project area is currently paved, either by the concrete channel lining or the adjacent asphalt parkway. The asphalt parkway will be relocated away from the channel to provide space for the riparian restoration. The concrete lining and asphalt path will be removed and the area will be excavated to appropriate elevation and grade for successful riparian planting.
- c. This project will create a riparian corridor through the entire length of the project, providing gradually sloping and terraced zones for a variety of riparian species. The riparian planting will trap sediments, reducing sediment transport in the channel. The excavated area will also create a floodplain, providing additional flood storage within the channel and reducing the potential for downstream flooding.

The revegetation in the various slopes and terraces will provide erosion control, trees to provide shade and habitat for a variety of native species. Low-lying ground cover plants will provide low flow erosion control, with sturdy tree root structure providing stability to prevent bank erosion during the occasional high winter flows.

- d. The slopes and terraces of this project will be designed to be riparian, but not wetland. All areas will be sloped for adequate drainage to avoid pooling and stagnant water where mosquitoes can breed. The low flow channel will remain concrete lined to avoid the creation of eddy pools and continue the through flow of irrigation runoff during the hot summer months, the predominant mosquito breeding season.

- e. The project will use decomposed granite instead of asphalt for the interpretive access path within the riparian zone. The permeable material will integrate well with the riparian planting, but will provide a stable walking surface during the summer months when it will remain dry.

Concrete block will be used for the small retaining walls to support the trail connections along Watkins Avenue from the pedestrian bridge across the Caltrain tracks. These blocks will have a natural finish, such as split faced, and color along the exposed surface to allow them to appear more natural while still providing their important structural function.

- f. The project area will be fenced and provided with two gates to be closed during rain events when the area will be flooded. This will prevent park users from entering the area when there is the potential for harm, either to the user or to the riparian area. In addition, routine maintenance of the riparian area and plantings will be conducted by regular park maintenance staff after each flood event to maintain the health of the riparian zone.
- g. There is currently no threat to the habitat in this area. The project is within and adjacent to dedicated park property that cannot be used for other purposes.
- h. This project will create a habitat that currently does not exist, i.e., it was removed when the channel was concrete lined in the 1960s. If this project does not occur, the habitat will not be recreated.

CONDITION 3: FLOOD MANAGEMENT

One particular goal of this project is to provide channel flood storage by creating a volume of flood storage within the channel. The area in unincorporated San Mateo County and in Menlo Park downstream of the project along the Atherton Channel is prone to flooding. There are two reasons; one being the low elevation of the properties adjacent to the San Francisco Bay, and the other being the limited capacity of the Bayshore Canal where the Atherton Channel outlets. The Bayshore Canal carries Atherton Channel flows to the Bay, but also carries pumped discharge from several drainage areas within the County, Menlo Park and Redwood City.

- a. By providing additional flood storage below the top of bank elevation, the project will reduce the potential for flooding downstream.
- b. The creation of additional storage is the primary flood management strategy of the Town of Atherton. Every new home that is constructed must include sufficient storage to return the runoff from the property to the original pre-construction runoff. Town street drainage projects are also designed to include retention, wither in roadside swales or in oversized storm drain pipes. The Holbrook-Palmer Park frontage is a unique area for the Town to provide additional flood storage in an environmentally beneficial manner.
- c. The project will become an integral part of the Atherton Channel Drainage District's facilities for flood control. In the past, the District's sole flood control was to get the water out of town as fast as possible. This was accomplished by concrete lining the channel. With the current change in focus, both by the Town of Atherton and the Regional Water Quality

Control Board, hydrmodification within the watershed is now the accepted method to reduce flooding potential. The project will integrate with and supplement other flood storage and runoff reduction projects currently underway within the Atherton Channel watershed.

- d. The Atherton Channel Drainage District is fully on board with the flood management and protection goals of this project. No State or federal agencies are currently involved, primarily because they are concerning themselves with existing natural streams, whereas the Atherton Channel has been fully lined for decades. The Regional Water Quality Control Board, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game have all expressed interest and approval with the concept of restoration of the riparian habitat to replace the lined channels in the Atherton Channel Drainage District watershed.
- e. This project will be a model within the Atherton Channel Drainage District for an environmentally sensitive method of achieving both flood management and riparian restoration. It is anticipated that the beneficial properties of this project, and the exposure it will receive by its location within the Town's largest park, will encourage property owners along the channel to seek riparian restoration as the preferred solution to their riparian frontage.
- f. This project will create flood storage that currently does not exist. Without this project, this additional flood protection will not be created, delaying the increased flood protection for downstream properties.

CONDITON 4: CONVERSION TO RIVER PARKWAYS

While this property is not a blighted urban stream as in some neighborhoods, because it is adjacent to Holbrook-Palmer Park, it is also not using the stream frontage in a beneficial manner. Currently the park screens the channel from view by fencing and border planting. This project will bring the stream into the park, and make it one of the amenities for users of the park.

- a. Currently the property is occupied by a concrete (gunite) lined drainage channel and an asphalt walking path. The lined channel provides rapid rainfall runoff discharge. The walking path is a part of the Holbrook-Palmer Park recreational trail system.
- b. By converting the lined channel into a riparian habitat zone, and incorporating a interpretive access path, the neglected portion of the channel will be converted into a park amenity. The existing asphalt walking path will be relocated farther into the park to create space for the restored riparian area. This path will be much more interesting because it will overlook the upgraded project area.
- c. While the current use is a part of he recreational life of the community, it does not incorporate the stream into that recreational life. The project will integrate the stream frontage into recreational life of users of the park. It will also provide a much more interesting view to the park from users of Watkins Avenue, not only pedestrians, but bicyclists and even motorists.
- d. The site is not currently occupied. No relocation is required.

- e. This project will be the first riparian restoration project attempted by the Town of Atherton. We anticipate that this project will spark a movement towards more environmentally friendly conversion of Atherton Channel riparian frontage to river parkways, or at least to riparian restoration.

CONDITION 5: CONSERVATION AND INTERPRETIVE ENHANCEMENTS

The primary impetus behind this project was to provide an interpretive area within Holbrook-Palmer Park to enhance public awareness of the stream that currently runs through Town primarily hidden behind fences and channeled by concrete. The landscape architects that prepared the Landscape Master Plan for the park, and the public who attended the design charettes, valued this amenity very highly.

- a. This project will include a riparian interpretive area, served by an access path from the park's main recreational trail. The path will run through the riparian zone for an up-close view of the habitat. Benches within the interpretive area will provide seating for contemplation of the amenity. In addition, the pedestrian bridge will provide a bird's-eye view of the riparian zone.
- b. Signs will be placed at both entrances to the interpretive area to entice users to enter and experience the area. Informational placards will be placed on the pedestrian bridge describing the elements of the riparian zone. Within the interpretive area, placards will describe the significance of the restoration.
- c. The project is directly adjacent to the stream to be restored, however, the project itself will be the primary subject of the interpretive area. The placard descriptions will tell how the project occurred, what the project consists of, the goals of the project, and encouragement to expand the project into other areas of the Town. Details of the riparian habitat planting will also be described so that users will obtain information allowing them to reproduce the project on their own properties.
- d. Currently there are no riparian habitat interpretive areas within the Town of Atherton. Through almost the entire Town, the channel is concrete lined. At the top of the watershed, the creek is unlined, but is entirely on private property with no public access. This project provides the only opportunity for a public access interpretive area within the Town of Atherton.
- e. Future actions will be primarily by private property owners, including institutions such as Menlo College which is a riparian property owner. Hopefully this project will spur private owners to provide additional interpretive amenities for their own use, which will then provide riparian benefits to everyone.

B. Statewide Resource Priorities

1. Collaboration with agencies and other interested parties

- a. This project is a joint effort of the Town of Atherton, The Atherton Channel Drainage District, the Holbrook-Palmer Park Foundation, and the Atherton Dames (a private fundraising entity). The Town of Atherton operates Holbrook-Palmer Park and conducts all capital improvement projects for the park. The Park and Recreation Commission is an arm of the Town government charged with operation and maintenance of the park. The Town is also the operational entity for the Atherton Channel Drainage District. The District is an assessment district that levies assessments on properties benefited by the channel. The funds are used for maintenance and capital improvements to the channel. The Holbrook-Palmer Park Foundation is a non-profit entity that oversees the expenditure of donated funds on capital improvements within the park. The Atherton Dames is the fundraising arm of the private support for the park, conducting events to raise funds for capital improvements.

For this project, the Atherton Dames conducts an annual Kitchen Tour to raise funds for park improvements. This year, the tour is dedicated to raising funds for this project. The Foundation has earmarked those proceeds, up to the \$26,200 match required for the federal grant, for this project. The Town will design, construct and maintain the project, using both park maintenance funds (Town general fund) for the portion within the park and Atherton channel Drainage District funds for the portion within the channel right of way.

- b. In the process of preparing the Landscape Master Plan for Holbrook-Palmer Park, the community participated in a series of design charettes and public meetings, including a joint City Council/Park and Recreation Commission meeting, to develop the elements of the master plan. This project received high marks to be a high priority project

2. Economic Benefit

This section is not applicable to this project.

3. Use of Recycled or Reclaimed Water, Recycled Materials and/or Energy Efficiency

- a. During the plant establishment period, and during dry summer months if needed, park irrigation will be used. Park irrigation uses well water from a 180 foot deep well. Recycled or reclaimed water is currently not available at this site.
- b. The project will use recycled plant material when it is available. It is standard procedure at Holbrook-Palmer Park to use plant materials from Atherton estates when those estates are re-landscaped. If native plant materials suitable for riparian habitat become available, they will be used for the project. Exotic plants will not be used.
- c. Energy efficiency is not applicable to this project. No energy will be used except in the construction of the project.

C. Access and Location

1. The public will access the project site from Holbrook-Palmer Park, a public park. They will also be able to access the project from Watkins Avenue via the proposed pedestrian bridge and trail connections.
2. The project, along with all of Holbrook-Palmer Park, serves a densely populated suburban area. It serves not only all of Atherton, but portions of Menlo Park, Redwood City and unincorporated San Mateo County. As a local park, it does not have any regional or statewide service area.
3. This project links the park trails to public transportation. This project provides a trail crossing of the Caltrain tracks, effectively providing access to Dinklespiel Station Lane, the principal access route to the Atherton Caltrain Station. The station is not accessible from the park side of the tracks.

Also on Dinklespiel Station lane are the parking areas of the Caltrain Station and of the Atherton Civic Center. These parking areas will be usable by park trail users when the parking areas within the park fill during park events, and during heavy use of the athletic venues.

East of the park is Middlefield Road, one of the principal north-south bicycle routes in San Mateo County. Through Atherton, Middlefield Road has dedicated bicycle lanes that comply with State standards. This project will provide a bicycle linkage between these bicycle lanes, Holbrook-Palmer Park, the Caltrain Station and El Camino Real (another major north-south bicycle route). Bicycles will be able to enter the park at its east end, ride the scenic and safe park trails, and exit the park at its west end, finally crossing the Caltrain tracks without crossing traffic. This amenity will undoubtedly make this route a preferred bicycle route due to its safe and scenic nature.

4. Parking is available within Holbrook-Palmer Park as well as at the civic center complex mentioned above. The park is open from dawn to dusk. There are no user fees. The project area will be closed during periods of intense rainfall to prevent facility users from encountering floodwaters, which flow through the site with significant velocity.
5. As a part of the public process mentioned above, I had extensive discussions with groups of residents interested in the project.
6. All of the participants involved in the development of this project consider that an interpretive viewing area will not conflict with the ecological benefits of riparian planting. The idea is that, by making the interpretive area a part of the park, park maintenance personnel will become responsible for the maintenance and well-being of the plants introduced by this project.

D. Project Readiness

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1. As described in the project schedule, as soon as the funding is secured for this project, a landscape architect will be hired to complete the design details and the project will be prepared for bidding.
 2. Cost were estimated based on industry standards for the various costs. Landscaping costs were prepared by the landscape architect for the master plan. Other costs were obtained from recent Town projects and private development projects in the area. This procedure of using the most recent data available, with escalation based on historic values, assures that the estimated cost will be sufficient to successfully construct the project.
 3. There are no toxins on this property. It has been a Town park for many decades, and no toxins have had the opportunity to be introduced. To toxic reports have been done, nor are nay necessary for the successful completion of this project.
 4. There are no impediments to this project. There are no utilities or other underground facilities on the project site other than small park drainage pipes, which can be easily accommodated.
 5. Acquisitions - not applicable.
 6. Development Projects:
 - Preliminary plans - currently only conceptual plans have been prepared.
 - CEQA - this project is categorically exempt.
 - Commitment from project partners and contractors - all funding commitments have been met. There are no other commitments.
 - Planting palette and landscape designs - currently only conceptual plans have been prepared.
 - Land access/tenure agreements - the Town owns all property in fee, no agreements are needed.
 - Applicable permits - permits will be required from the RWQCB and the USACOE. Because this is a lined section of channel, these permits are under nationwide permit that requires only 60 to 90 days for completed and approved permits.
 - Required reviews by other agencies - other than the permits mentioned above, no other agency is required to review the plans for this project.
 - Project renderings - conceptual renderings were prepared as a part of the Landscape Master Plan.
 - Architectural/engineering designs - currently only conceptual plans have been prepared.
 - Mitigation requirements - no mitigation will be required for this project.
 7. There are no other factors that have nay potential to delay this project.
- E. Organizational Capacity and Sustainability
1. As a municipality, the Town of Atherton administers state and federal grants for public works and park projects on a regular basis. In addition, the project manager has additional experience as a consultant engineer administering projects with multiple grant funding sources, and previously worked as a grant overseer for a transportation agency which provided grants to municipalities.

2. The Town of Atherton has a dedicated staff of professionals in both the Public Works Department, Building Department and the Parks Department. Engineers in the Public Works Department are fully capable of developing the plans and specifications for construction of this parkway and bridge project, overseeing the landscape architect's contract and overseeing its construction. Engineers in the Building Department have expertise in the structural inspection of the installation of bridges. The City Engineer has developed and constructed several projects of similar or larger magnitude for creek restorations, trails and bridges in an urban environment. Public Works and Parks staff have experience maintaining trails, landscaping and bridges throughout Atherton.
3. The Atherton Channel Drainage District has been maintaining the Atherton Channel since the District was created and the initial erosion control projects were constructed in the early 1960s. The District has easements for the channel through this segment, allowing it to perform routine maintenance. District (Town) staff will be educated to recognize the beneficial species and the exotic, such that ongoing maintenance can properly care for the project. The Town Public Works Department performs an annual creek walk for the entire Atherton Channel annually in the early Summer to prepare the creek for winter rains. Any project repairs needed are conducted in the late Summer and Fall.

Staff of the Parks Department currently operate and maintain the existing trails within Holbrook-Palmer Park. The Town has an agreement with the County Sheriff's office for community service sentences to be conducted in the park, maintaining the trails and grounds of the park. In addition, various other volunteer groups provide maintenance activities on an informal basis. The Town also sponsors periodic barbecues at the park where residents and other volunteers assist with spreading mulch ("pitching chips" we call it) along the borders of the trails throughout the park.

4. Because Holbrook-Palmer park facilities are well used, and residents and other users take pride in their park, vandalism has not been a problem except on rare occasions. When it does happen it is usually graffiti, and Park staff are equipped to paint over with matching colors. The project will be protected for deterioration by routine maintenance. The pathway will be regraded and additional material added each year to replace any that gets washed away by extremely high flows. Likewise, any plants that do not survive will be replaced on a routine basis. The bridge will receive regular inspections and routine maintenance of the steel (painting) and wood decking (replacement of deteriorated timbers).
5. Conservation Easements does not apply to this project.

F. Community and Regional Impacts

1. Land Use Planning and Community Involvement

- a. Current river frontage is a lined concrete channel with fencing, screening vegetation and a walking trail separated and screened from the channel.
- b. The Town of Atherton has 22 acres of park. This project is included within the current park and will not add any park area.

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- c. The City Planner, the local land use authority, was involved in the preparation of environmental clearance for the project.
- d. The project will have no Land Use impact on the local community.
- e. Potential conflicts between conflicting users, which is not anticipated, will be addressed by the Towns conflict resolutions procedure, described above.
- f. There has been no opposition to the project. Public interest groups have expressed nothing but support for this project.
- g. The progress of the project will be updated regularly in Town publications, including the quarterly Town newsletter, the Athertonian. The City Council will be updated weekly during project development and construction, and the Park and Recreation Commission will be updated monthly at their regular meeting.
- h. The Town of Atherton will construct and maintain the project. Some volunteer groups may adopt portions of the project for landscape maintenance, but the Town's Park Department will have ultimate responsibility to assure the project is maintained.

2. Public Health

- a. The project is likely to give residents an incentive, due to improved access, to access the park without driving there. By creating a more attractive fitness experience, the project is likely to attract more users to active fitness regimens. No surveys are planned .
- b. The interpretive area included in this project is intended to be visited by local elementary school students, as well as casual users of the park, to learn more about riparian habitat.
- c. The parkway is a part of Holbrook-Palmer Park.
- d. The project, as well as the park and the adjacent roadway are within the jurisdiction of the Town of Atherton Police Department. The project will be directly visible for drive-by patrolling by police cruisers on Watkins Avenue.
- e. This project is anticipated to reduce the use of automobiles to access the park, thus reducing air pollution and auto emissions. A pre-school is within the park, and the pedestrian bridge and trail linkages will provide an alternative to the automobile for parents to take their children to school.
- f. The entrances to the riparian interpretive area will be signed to induce users to visit. The pedestrian bridge and trail linkages will be evident to motorists once they are complete, enticing them to walk to the park in order to use and see the bridge and the riparian area.

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- g. Other public health benefits - by reducing the sediment load into the San Francisco Bay, the health of marine life will be enhanced, thereby benefiting public health. While this increment is very small, if you put enough pennies together, pretty soon you get a dollar.

3. Environmental Justice

This project does not have any Environmental Justice issues. However, residents from nearby lower income communities are free to, and often do, use the park.

4. Youth Employment

Not Applicable.

G. Other Sources of Funds

1. State of California - Resources Agency - Department of Parks & Recreation
Recreational Trails Program under the Transportation Equity Act of the 21st Century:
\$104,800 Federal Grant = 16.6% of Total Project
Grant award recommended, approval pending completion National Environmental Policy Act (NEPA) documentation (completed), completion of National Historic Preservation Act of 1966 process and documentation (in process, Sonoma State review received), and listing on the Transportation Improvement Plan (TIP) by the Metropolitan Transportation Commission (in process).

Atherton Dames/Holbrook-Palmer Park Foundation

Proceeds from Kitchen Tour dedicated to parkway:
\$26,200 Cash Contribution = 4.15% of Total Project
Funds committed.

2. Disadvantaged Community - not applicable

H. Water Quality and Watershed Protection

While this project is not implemented pursuant to an approved Watershed Plan, it does provide water quality and watershed protection benefits as described previously.

B. PROOF OF ENVIRONMENTAL COMPLIANCE

C. PROJECT LOCATION MAP

D. ASSESSOR'S PARCEL MAP

E. SITE PLANS

F. OPERATIONS & MAINTENANCE

The Town of Atherton will maintain and operate the project.

G. STEWARDSHIP PLAN

This section is not applicable.

H. FLOOD AGENCY CONCURRENCE

This Section is not applicable.

I. COST ESTIMATE

J. PROJECT TIMELINE

Because the channel restoration portion of this project is currently unfunded, the implementation schedule is dependent on availability of additional funding. Once funding is available, the project will be budgeted to begin design. Based on funding becoming available and budgeted on July 1, 2006, the following schedule would be followed:

July 19, 2006 – City Council approves design Request for Proposals (RFP) for advertisement

July 24 to August 24, 2006 – RFP advertisement period

August 24, 2006 – RFP due date

September 20, 2006 – City Council Awards Contract for Design

January 9, 2007 – Design Complete

January 17, 2007 – City Council approves project for advertisement

January 19 to March 7, 2007 – Advertisement period

March 7, 2007 – Bid date

March 21, 2007 – City Council Awards Contract

April 2, 2007 – Begin Construction

June 29, 2007 – Construction Complete

July 2, 2007 - Open to the Public

If funding is available on a different date, all dates would shift accordingly.

K. PHOTOGRAPHS

Atherton Channel Restoration, Parkway, Pedestrian Bridge And Riparian Interpretive Area



PROJECT LOCATION – SITE OF NATURAL CHANNEL RESTORATION AND RIPARIAN INTERPRETIVE AREA (LOOKING EAST) - PARKWAY WILL BE ON THE RIGHT



PROJECT LOCATION - SITE OF CHANNEL RESTORATION AND RIPARIAN INTERPRETIVE AREA (LOOKING EAST) - PEDESTRIAN BRIDGE IN FRONT

Atherton Channel Restoration, Parkway, Pedestrian Bridge And Riparian Interpretive Area



PROJECT LOCATION- SITE OF PARKWAY CONNECTION AND PEDESTRIAN BRIDGE (LOOKING SOUTHEAST)



PROJECT LOCATION - SITE OF PARKWAY CONNECTION CROSSING CALTRAIN RAILROAD TRACKS (LOOKING EAST)

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PROJECT LOCATION - BEGINNING OF CHANNEL RESTORATION AND PARKWAY AND SITE OF PEDESTRIAN BRIDGE (LOOKING SOUTH)



PROJECT LOCATION - SITE OF CHANNEL RESTORATION AND PEDESTRIAN BRIDGE (LOOKING WEST)

**L. SIGNED AUTHORIZING RESOLUTION FROM GOVERNING
BODY**

M.LAND ACQUISITIONS FORM

This Section is not applicable.

N. LEGAL DESCRIPTION OF PROPERTY

Lots 5 and 6 as designated on the map entitled "Map of Villa Lots at Fair Oaks," which map was filed in the Office of the Recorder of the County of San Mateo, State of California, April 29, 1868, in Volume "C" of Maps at page 31 and a copy thereof entered in Volume 1 of Maps at page 87,

Excepting therefrom so much thereof as may lie within the bounds of Watkins Avenue as same was conveyed by Charles Holbrook et al to the County of San Mateo by deed dated November 15, 1913 and recorded January 4, 1915 in Volume 237 of Deeds at page 351, Records of San Mateo County, California.

O.RESTRICTIONS/ENCUMBRANCES

The conditions are pages 8 and 9 of the court order shown under Adequate Land Tenure heading.

P. USGS 1:24,000 SCALE QUAD MAP

Q.EVIDENCE OF WILLING SELLER

This Section is not applicable.

R. ADEQUATE LAND TENURE

See attached copy of court order validating bequest of property to the Town of Atherton.

S. OTHER SOURCES OF FUNDS

State of California - Resources Agency - Department of Parks & Recreation

Recreational Trails Program under the Transportation Equity Act of the 21st Century:

\$104,800 Federal Grant = 16.6% of Total Project

Grant award recommended, approval pending completion National Environmental Policy Act (NEPA) documentation (completed), completion of National Historic Preservation Act of 1966 process and documentation (in process, Sonoma State review received), and listing on the Transportation Improvement Plan (TIP) by the Metropolitan Transportation Commission (in process).

Atherton Dames/Holbrook-Palmer Park Foundation

Proceeds from Kitchen Tour dedicated to parkway:

\$26,200 Cash Contribution = 4.15% of Total Project

Funds committed.

T. LOCAL SUPPORT

This Section is not applicable.

U. ELIGIBILITY FOR NONPROFIT APPLICANTS

This Section is not applicable.

V. DISADVANTAGED COMMUNITY

This Section is not applicable.