

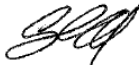


Midpeninsula Regional  
Open Space District

# Memorandum

DATE: November 12, 2014

MEMO TO: MROSD Board of Directors

THROUGH: Stephen E. Abbors, General Manager 

FROM: Gretchen Laustsen, Planner II

SUBJECT: Prospect Road Parking Lot Safety Structure, Fremont Older Open Space Preserve

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## SUMMARY

The Board approved, as part of the FY2014-15 Action Plan, moving forward with designing and permitting public safety improvements for the Prospect Road Parking Lot. A qualified landscape architect consultant is needed to assist staff with design and permitting of a canopy structure to protect Preserve visitors and vehicles from errant golf balls entering the parking lot from the adjacent Saratoga County Club golf course. Funds for these services are available within the approved FY2014-15 budget. The purpose of this update is to apprise the Board of Directors of the overall project and the recently released Request for Proposal for a qualified landscape architect consultant's services.

## BACKGROUND

### Problem Description

According to the District's Visitor Estimate Survey Project (conducted from 2007- 2010) Fremont Older OSP is the second most popular District Preserve. Due to limited land availability, site terrain and configuration, and adjacent land uses, this Preserve lacks a formally developed parking lot for Preserve visitors. Parking is available in a Regnart Road pullout at Gate FO03 (approximately 4 spaces) and at an informal lot at the end of the public portion of Prospect Road (approximately 24 spaces). The informal lot is located next to the fifth hole green of the Saratoga Country Club and golf balls are known to land in the lot and have caused damage to Preserve visitor's vehicles and pose potential safety risks to visitors (see Exhibit A).

### Exploration of Alternatives

In the mid-1990s, the District began studying options for increasing the Preserve's parking capacity to accommodate the high visitor use. In February 1996, a neighborhood workshop was held to discuss enlarging or reconfiguring the informal lot. Neighbors expressed concerns about the potential impacts from expanding the lot on their use of Prospect Road to access the adjacent private residences. Saratoga Country Club was concerned that expanding the lot could lead to increased conflict between parked vehicles and the adjoining green.

In response to these concerns, District staff undertook a study of alternative parking lot sites. The objective of the study was to identify a site that would accommodate approximately 50

parking spaces. Phase 1 of the study reviewed all existing undeveloped sites around the border and in the interior of the Preserve. Eleven sites were examined and nine sites were eliminated due to terrain, expense or ownership. Only two sites were determined to warrant additional consideration: a surplus Saratoga Country Club site east of the ranger residence, and the ranger residence site.

Phase 2 further evaluated those two sites and also considered the expansion of the existing informal lot. This study compared various factors of each site, including the cost, access, and Preserve impacts of implementing the various alternatives. The potential expansion of the existing lot scored the highest. The results of the study were presented to the Board in November 1998 (R-98-136) at which time the Board directed staff to pursue the expansion of the informal lot.

### Legal Issues

In September 2004, Saratoga Country Club sued the District over the operation of the informal lot. The Club sought declaratory and injunctive relief, abatement of the nuisance, and monetary damages. In March 2006, the District and the Club signed a Tolling Agreement to allow time for the parties to attempt to settle the matter. The lawsuit was dismissed with prejudice in July of 2006. The parties continued, however, to cooperatively attempt to resolve the matter, and jointly engaged Jakaby Engineering to evaluate the preliminary feasibility of constructing a new parking lot on the surplus Saratoga Country Club site that is located across the intermittent Prospect Creek from the existing informal lot, as evaluated in the 1998 study.

Access to the lot would have been from Prospect Road, approximately 500 feet beyond the informal lot. The proposed 34 space lot would have included two ADA accessible spaces and a restroom. Visitors would have accessed the Cora Older Trail trailhead via a multi-use trail and 80-foot long bridge. Given the site's proximity to the fourth hole fairway, there was a potential for golf balls to enter the proposed parking lot, where a protective barrier would be needed to protect vehicles and visitors from the potential safety risks. A net approximately 40 feet high and 200 feet long would be required to mitigate the site's exposure to golf balls. The preliminary cost estimate for the new parking lot and associated site improvements, developed in 2007, was \$925,000, including contingency funds for construction.

The Jakaby study concluded that construction of the parking lot was feasible from geologic, geotechnical, and engineering standpoints. However, there was major uncertainty regarding potential County or City requirements for site access. The County of Santa Clara's standard would require a 24-foot wide graded road bed to accommodate an 18-foot wide paved traffic lane and 3-foot wide shoulders. Widening Prospect Road to this standard would be extremely costly and potentially infeasible due to the steep side slopes. As an alternative, Jakaby proposed the installation of six turnouts, which would require approval from the City of Saratoga, the County of Santa Clara, or potentially both.

### **Solution**

Given the cost and permit uncertainties associated with construction of the new lot, staff researched measures to protect the existing informal lot from golf balls. The fifth hole green that is adjacent to the lot is a very short green designed with a significant elevation drop between the fifth hole teeing area and putting green. This requires players to hit the ball almost straight in the air so that the ball will land and stick without bouncing away from the hole. The District engaged Tanner Consulting Group (TCG) to provide golf ball trajectory analyses and preliminary design

recommendations for a net to mitigate the golf ball hazard at the informal lot as an alternative solution to relocating the informal lot.

Based on golf ball trajectory studies of the adjacent fifth hole green, TCG provided netting recommendations to protect the District’s informal lot from errant golf balls. Recommendations included several vertical net alternatives, with 2008 estimates ranging from \$60,000 to \$120,000 and a horizontal canopy alternative, with estimates ranging from \$60,000 to \$100,000. The studies conclude that while it is feasible for a vertical net to contain golf balls driven from the fifth hole tee, a horizontal barrier or canopy would provide the greatest protection of the informal lot.

The following table describes the pros and cons of each structure.

	<b>Horizontal Structure (preferred)</b>	<b>Vertical Structure</b>
<b>Pros</b>	<ul style="list-style-type: none"> <li>▪ Greater protection for Preserve visitors</li> <li>▪ Ease of maintenance due to lower structure height</li> </ul>	<ul style="list-style-type: none"> <li>▪ No height restriction for vehicles entering parking lot</li> </ul>
<b>Cons</b>	<ul style="list-style-type: none"> <li>▪ Height restriction for vehicles with bicycles on roof racks</li> <li>▪ Tree removal required</li> <li>▪ On-going tree maintenance</li> </ul>	<ul style="list-style-type: none"> <li>▪ Potential for some golf balls to enter parking lot</li> <li>▪ Difficult maintenance due to height</li> <li>▪ Tree removal required</li> <li>▪ On-going tree maintenance</li> </ul>

Discussions with the Club continued with the shared goal to minimize the probability that errant golf balls land in the informal lot. In 2011, the Club modified the layout of the fifth hole by moving the hole approximately 20 feet away from the informal lot, reducing, but not eliminating golf balls from entering the lot. To acknowledge the Club’s effort to reduce safety risks, the District stated its intent to implement a safety measure, like the canopy structure, to protect the existing parking. The Club originally requested that the canopy structure be set five feet from the existing chain-link fence that separates the lot and the green. To confirm the property boundary line, the District hired Ifland Survey to conduct a survey of the informal lot. The survey found that the existing chain-link fence between the lot and the green is not on the property line, but is entirely on District property (see Exhibit B). District and Club staff have met to discuss this new information and it is expected that the Club will agree to the District building a canopy structure as close to the existing fence as feasible (without relocating the fence) to maximize the protection of the visitors and parked cars at the District lot. The District continues to pursue the canopy solution and will be releasing a Request for Proposals to complete design plans and obtain permits for the new canopy.

**Next Steps**



A Request for Proposal was released to solicit a qualified landscape architect consultant to assist with the design, permitting and construction oversight of the canopy safety structure. This contract is expected to be over \$25,000 and will be brought to the Board for approval. Permitting and construction is estimated to occur in FY2015-16. If the design concept of the canopy safety structure changes significantly from what has been proposed, the revised design will be presented to the Planning and Natural Resources Committee before a construction contract is brought to the full Board.



Path: G:\Projects\Fremont\_Older\Parking\_Lot\Safety\_Structure\_Site\_Map.mxd  
Created By: mchilids



### Exhibit A: Prospect Road Staging Area, Fremont Older Open Space Preserve

-  MROSD Preserve
-  Prospect Road Staging Area

This map was used by G. Lausten for the October 21, 2014 PNR Committee Meeting.

Midpeninsula Regional Open Space District (MROSD)



October, 2014  
Feet 0 50 100

While the District strives to use the best available digital data, this data does not represent a legal survey and is merely a graphic illustration of geographic features.



# Exhibit B: Prospect Road Topographic Survey



## Legend

- MONUMENT FOUND AS NOTED
  - ( ) INDICATES RECORD DATA
  - △ SURVEY CONTROL POINT
  - ↑ STREET SIGNAGE
  - ☆ LIGHT STANDARD
  - CLF CHAIN LINK FENCE
  - XXXXXXXXXX FENCE
  - BOUNDARY
  - - - - - RIGHT-OF-WAY
- ALL DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.

## Benchmark

THE ELEVATIONS SHOWN ON THIS SURVEY ARE BASED ON NAVD83 DATUM, GEOID09

## Basis of Bearings

THE BASIS OF BEARINGS FOR THIS SURVEY IS IN STATE PLANE COORDINATE SYSTEM, CALIFORNIA COORDINATE SYSTEM, ZONE 3, NAD83 (2007), EPOCH 2007.000

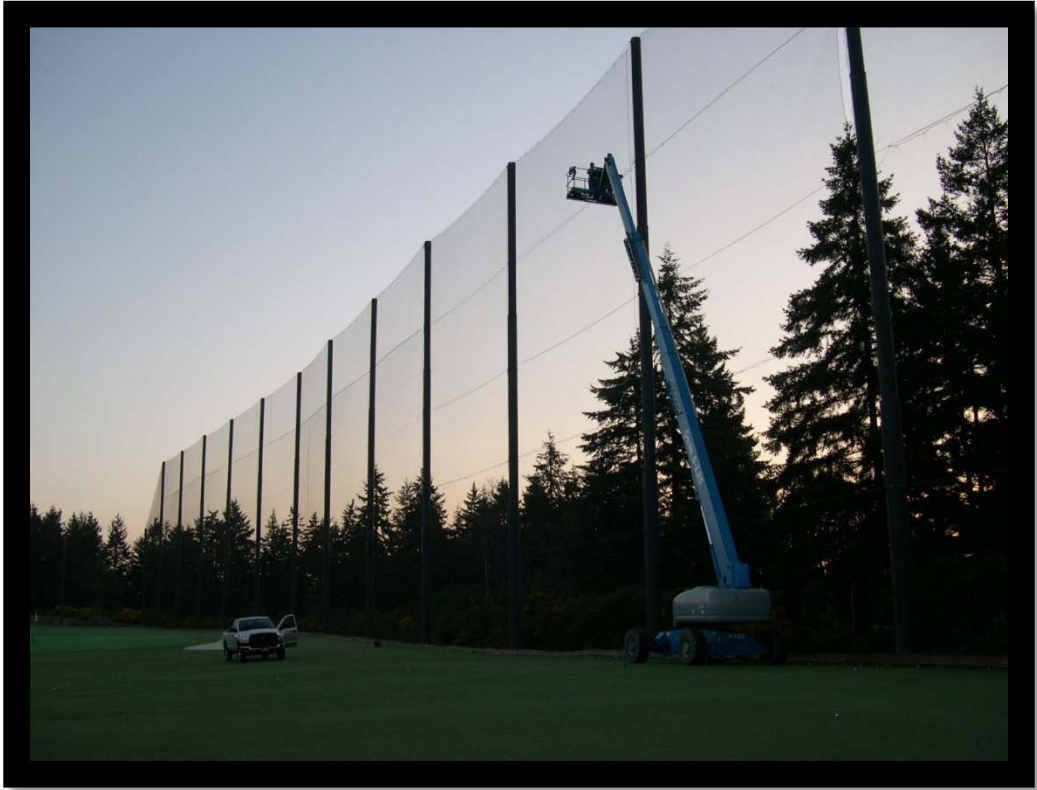
## Note:

SEE SHEET TWO(2) FOR TREE CANOPY DETAIL

<b>IFLAND SURVEY</b> Surveying - Mapping - GPS 300 Palomares Street, Suite 42-108, Santa Cruz, CA 95060 Tel 831.426.7947 Fax 831.426.6266	REVISIONS APPROVED 
<b>Staging Area - Topographic Survey</b> <b>Fremont Older Open Space Preserve</b> Saratoga, California	
APN 366-29-020 DATE 8/25/11 SCALE 1" = 10' DRAWN pdr	SHEET <b>1</b> OF 2 SHEETS
JOB NO. G11061	



<http://www.fabritecstructures.com/portfolio-ut-dallas-brain-health.html#ad-image-1>



<http://www.judgenetting.com/projects?page=3>