



Midpeninsula Regional
Open Space District

R-26-79
Meeting 26-16
June 10, 2026

SPECIAL MEETING AGENDA ITEM 1

AGENDA ITEM

Selection of design alternative for the Kennedy Trailhead Parking Area Improvement Project in Sierra Azul Open Space Preserve

GENERAL MANAGER’S RECOMMENDATION

Review and accept one of the conceptual design alternatives forwarded by the Planning & Natural Resources Committee for the Kennedy Trailhead Parking Area Improvement Project.

COMMITTEE

MEMBERS

- Action Plan & Budget
- Legislative, Funding & Public Affairs
- Planning & Natural Resources
- Real Property
- Ad-Hoc Committee

- Ward 1 – Craig Gleason
- Ward 2 – Yoriko Kishimoto
- Ward 3 – Jed Cyr
- Ward 4 – Curt Riffle
- Ward 5 – Karen Holman
- Ward 6 – Margaret MacNiven
- Ward 7 – Zoe Kersteen-Tucker

COMMITTEE ACTION

Date: April 27, 2026

Action: Forward both design alternatives to the full Board of Directors for review and approval along with the Planning & Natural Resources Committee’s recommendation for Option 1.

Item: Presentation of the design alternatives for the Kennedy Trailhead Parking Area Improvement Project in Sierra Azul Open Space Preserve

COMMENTS

The Kennedy Trailhead Parking Area Improvement Project (Project) intends to enhance Americans with Disabilities Act (ADA) accessibility and increase parking capacity in the Kennedy-Limekiln area of the Sierra Azul Open Space Preserve (Preserve). Currently, the Kennedy Trailhead has two (2) unmarked standard parking spaces, and one (1) ADA parking space – for a total of three dedicated Preserve parking spaces. The 40-Year Vision Plan for the Midpeninsula Regional Open Space District (District), as approved by the Board of Directors (Board) in 2014, includes Priority #53: *Expand access in the Kennedy-Limekiln Area of Sierra Azul*, with the specific goals to “expand parking at Kennedy Road trailhead” and “address neighborhood parking concerns”. In 2019, the Board adopted the ADA Self-Evaluation and

Transition Plan (ADA Transition Plan), which identified barriers for removal in the existing parking, path of travel, and restroom at the Kennedy Trailhead.

The project site is the existing Kennedy Trailhead located adjacent to Kennedy Road in Los Gatos, CA (Attachment A). The trailhead has three unimproved parking spaces, one of which is marked for ADA use. There is a small, relatively flat area with a small remnant orchard next to the trailhead. The project site is naturally screened from Kennedy Road with a row of mature oak trees. Because there are limited access points into the Preserve, the Kennedy Trailhead is very popular (Attachment B). According to trail counter data collected in 2023 from February to December, the Kennedy Trailhead welcomes an average of 68+ visitors per day during the week and an average of 140+ visitors per day on weekends. However, there have been as many as 330+ visitors documented on weekends and 200+ visitors on weekdays. Due to the limited amount of existing parking, most visitors park along Top of the Hill Road or park in unauthorized locations on Kennedy Road (Attachment C).

On April 27, 2026, staff presented two Kennedy Trailhead Parking Area design options to the Planning and Natural Resources Committee (PNR). Both options expand parking, address American with Disabilities Act (ADA) barriers, and can accommodate trailhead amenities, including a vault restroom, signboards, seating, and interpretive elements. The main differences between the two options are the quantity of parking spaces, type of vehicular circulation in each option, approximate footprint, and the amount of tree removal required. Portions of both options will require Town of Los Gatos approval for the proposed improvements within the Kennedy Road right-of-way. Below is a complete description of each option followed by a narrative and visual (moon chart) comparison.

OPTION 1 - Preferred by PNR (Attachment D) – Total Project Cost Estimate: \$1,400,000

- 18 parking spaces, including one (1) van accessible ADA space
- Approximate improvement footprint: 8,530 SF
- Removal of approximately 5 trees
- Utilizes two-way circulation (requires interior turnaround)

OPTION 2 (Attachment E) – Total Project Cost Estimate: \$1,500,000

- 13 parking spaces, including one (1) van accessible ADA space
- Loop drive aisle (no interior turnaround required)
- Approximate improvement footprint: 8,900 SF
- Removal of approximately 7 trees
- Utilizes one-way circulation

Option 1 offers a more cost-effective design while maximizing parking capacity with 18 spaces. It also has a smaller environmental impact, requiring the removal of only five trees and a slightly smaller improvement footprint. However, these advantages come with usability drawbacks: the two-way circulation and need for a vehicle turnaround space is less intuitive and may create inefficiencies for visitors, especially during peak use.

Option 2 prioritizes user experience and traffic flow. The one-way loop circulation eliminates the need for turning around, making it more intuitive for visitors. This design is generally easier to navigate and may reduce congestion. The tradeoffs include a slightly higher cost, fewer

parking spaces (13 total), the removal of additional trees (seven in total) and a larger project footprint.

Option	Fulfills 2012 Vision Plan Goals	Fulfills ADA Transition Plan Goals	Ease of Circulation	Parking Availability	Cost Effectiveness	*Natural Resource Protection
Option 1 (18 Parking Spaces)						
Option 2 (13 Parking Spaces)						

*Natural Resource Protection refers to the comparative level of existing tree retention/removal and grading footprint

The PNR voted to forward both conceptual design options to the full Board of Directors, with a preference for Option 1 because this option would maximize the capacity of the parking lot at a lower estimated cost.

The following table provides more detail on PNR’s comments and staff responses.

Table 1. PNR Comments and Staff Responses

PNR Comments	Staff Responses
<i>Provide additional details regarding future entry points into the Preserve</i>	<i>In addition to the proposed improvements at the Kennedy Trailhead, the District is pursuing a separate access project at the Beatty Property adjacent to Lexington Reservoir. This separate project will create a new trail connection into the Preserve that will ultimately connect to the Kennedy Trail. In addition, the District is considering future access to the adjacent Rancho De Guadalupe area of the preserve, which is currently closed to the public; a long-term opportunity to be a major outdoor recreation resource for the South Bay. (see Attachment B). Both access projects are also Vision Plan/Measure AA projects.</i>
<i>Provide additional details regarding access for fire and other emergency responses</i>	<i>Emergency vehicle access to Kennedy Trail is supported in both design options. This ongoing use of the trailhead will be accommodated by designating a no parking area at the end of the parking lot with drop-down or removable bollards to reach the adjacent drivable trail that would connect to the parking area. This “no parking area” would serve as the entry point from Kennedy Road for emergency vehicles to access Kennedy Trail and other interior road-width trails for emergency response. A traditional emergency vehicle turnaround is not anticipated to be required due to the limited length of the driveway/access road off Kennedy Road (see Attachments D and E).</i>

<p><i>Provide additional details regarding existing aquatic resources adjacent to the project area</i></p>	<p><i>A potentially jurisdictional drainage feature has been identified adjacent to the proposed parking area. This drainage is located at the eastern end of the site and is a relic erosional feature from prior use of the site as an orchard. District Natural Resources staff have recommended a 30-foot setback / buffer from this feature and do not anticipate impacts from site development if permeable surfacing or bioretention basins are utilized to slow and treat runoff (see Attachments D and E).</i></p>
<p><i>Provide additional details regarding parking surfacing options</i></p>	<p><i>The final surfacing for the proposed driveway and parking area will be determined during the design development process. Concrete surfacing will be required for the ADA parking stalls and path of travel, and asphalt is anticipated to be required for the driveway entrance due to wear and tear. It is anticipated that the remainder of the parking area can be surfaced with gravel or other natural surfacing to align with the rustic character of the site and District design guidelines. However, compacted gravel is still considered an impervious surface, therefore, bioretention would be required if site soil conditions allow. Another potential option that can be considered for the site is permeable concrete, which would avoid or reduce the need for bioretention (see Attachments D and E).</i></p>
<p><i>Provide additional detail regarding potential transit demand management (TDM) strategies at the site</i></p>	<p><i>Both design options currently include a proposed bike rack at the trailhead. This bike rack can be sized to accommodate up to ten (10) bicycles. Additional TDM strategies can be explored during the design development process. However, parking counters and parking availability signs are not recommended based on the small size of the proposed parking area. (see Attachments D and E).</i></p>

NEXT STEPS

Once a conceptual design plan is selection by the Board, staff would proceed with the technical studies for the project to inform the design development and environmental review process. The table below provides a tentative project schedule and key milestones for the project:

Milestones	Tentative Schedule
Board Review of Conceptual Designs	Q4 FY26
Technical Studies, Design Development, Initiate Environmental Review	FY27
Complete Environmental Review, Final Design, Permitting	FY28
Construction	FY29

ATTACHMENTS

Committee reports and draft minutes will be attached rather than linked.

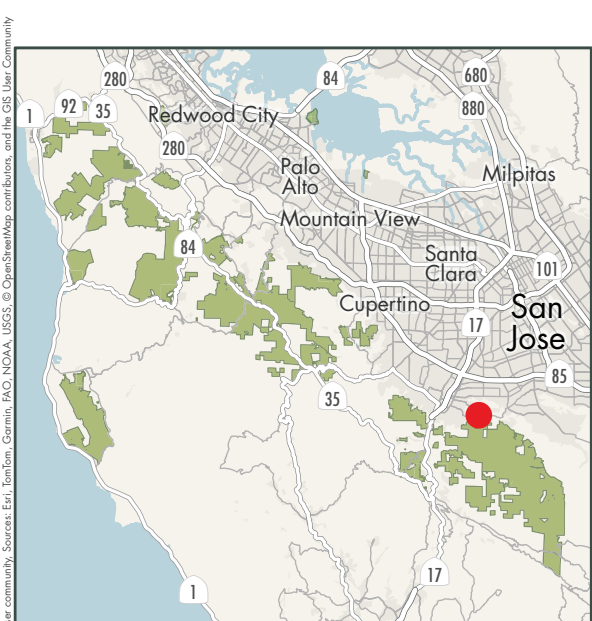
- A. Kennedy Parking Area Site Map
- B. Sierra Azul OSP Existing Trailheads
- C. Existing Adjacent Parking Conditions
- D. Conceptual Plan Option 1
- E. Conceptual Plan Option 2

F. April 27, 2026, Draft Committee Minutes

G. April 27, 2026, Planning and Natural Resources Committee Report R-26-5

Prepared by/contact person:

Ayden Sabharwal, Capital Project Manager I, Engineering and Construction



Kennedy Trailhead

Parking Location

Roadside

Restroom

Present

Project Location

Sign Board

Present

Trail

Paved Road

Unpaved Seasonal Road

District Boundary

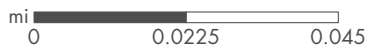
District Boundary

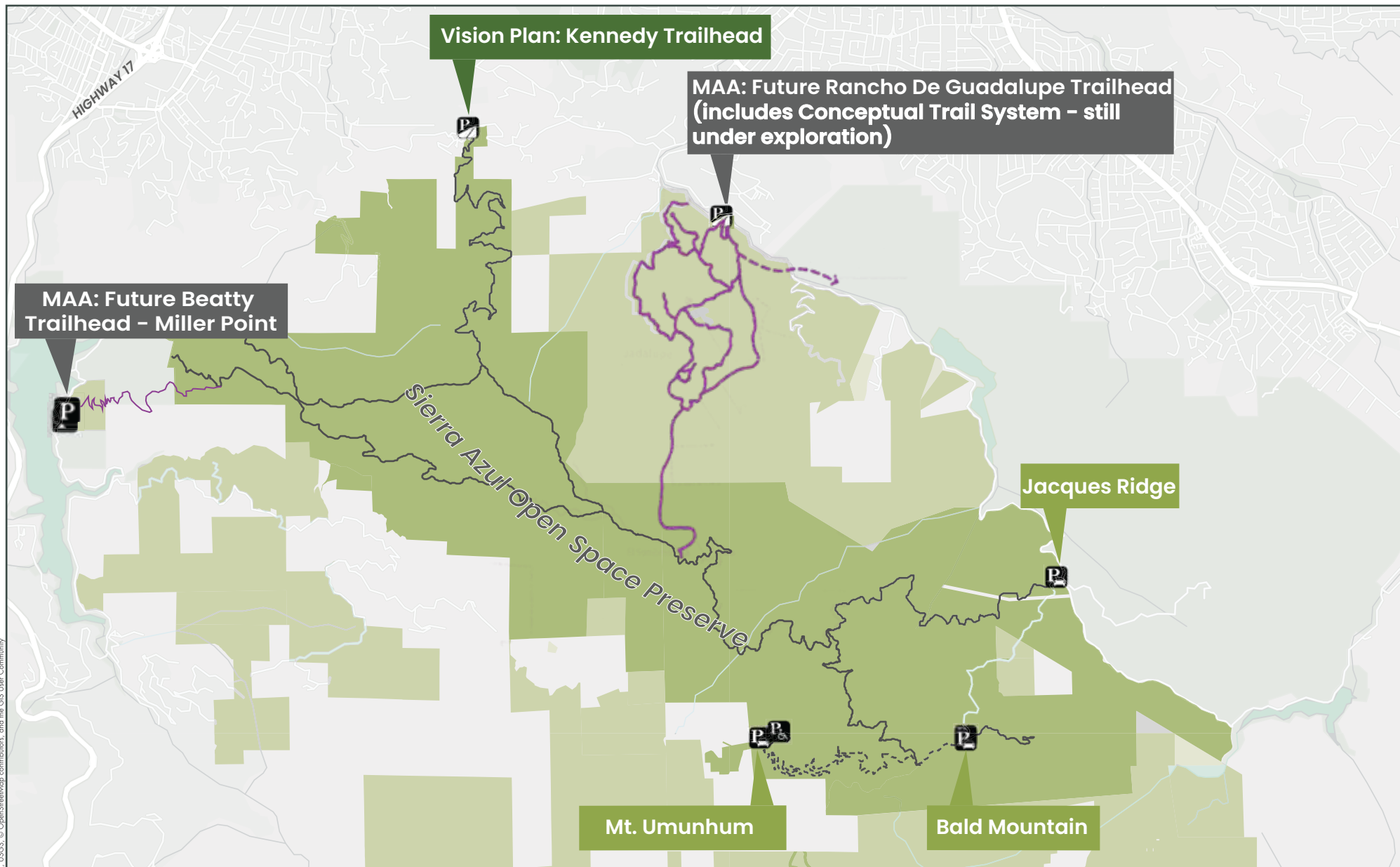
County Boundary

Parcel

Preserve Boundary

Midpeninsula Regional
Open Space District
4/7/2026





Sierra Azul OSP Access Points

Parking Location

- Lot
- Roadside
- Accessible

Parking Lot / Trailhead

Trail

- Unpaved Seasonal Road
- Trail
- Planned/Conceptual Future Trail

Preserve Access (PA)

- Open
- Closed District Land
- Other Public Land

Midpeninsula Regional
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4/22/2026



Data Source(s): Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



1 Vehicles Parked on Top of the Hill Road

Sun. 4/19/2026



2 Vehicles Parked Along Kennedy Road

Sun. 4/19/2026



3 View of Top of the Hill Road from Kennedy Trailhead

SUN. 4/19/2026

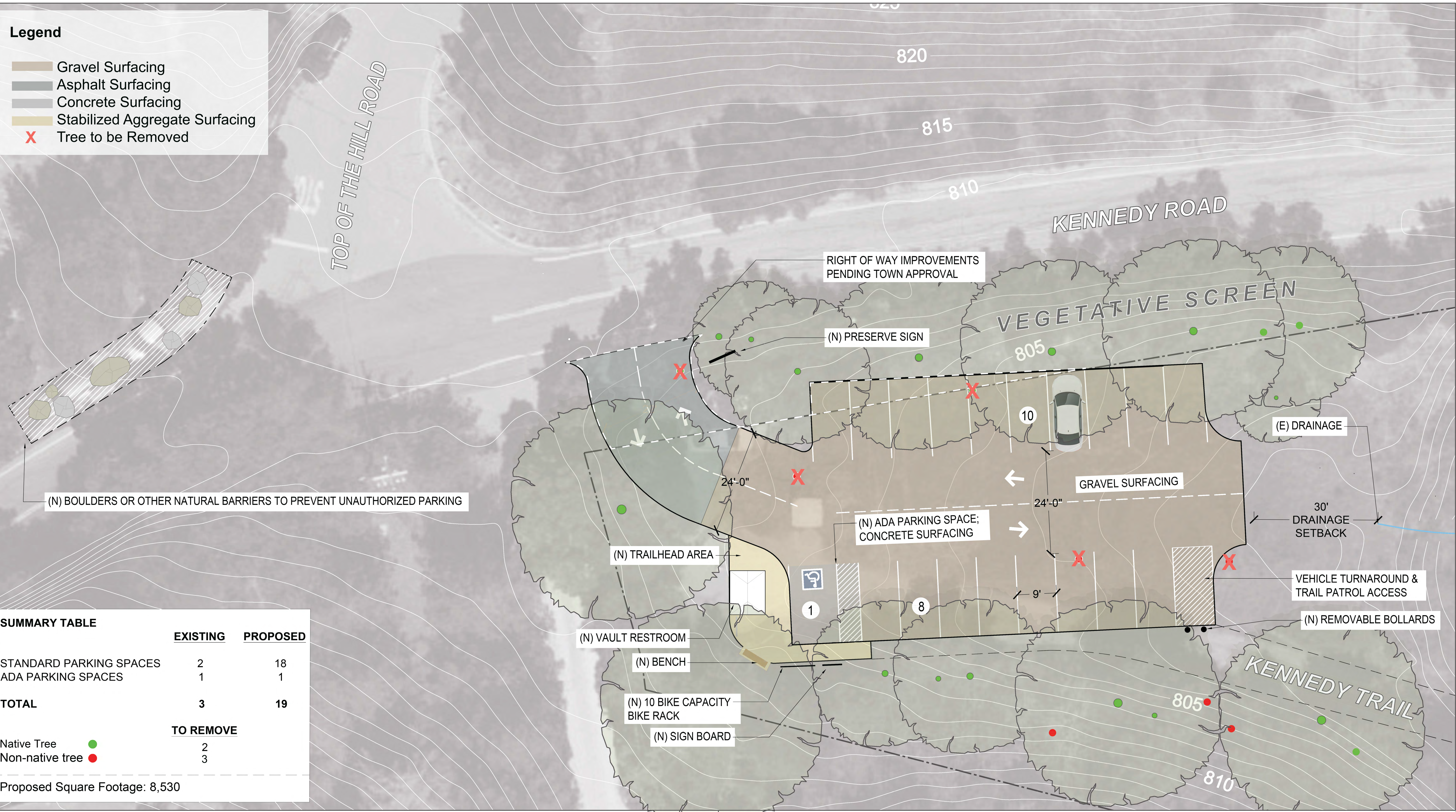


4 Vehicles Parked on Top of the Hill Road

Fri. 7/1/2025

Legend

- Gravel Surfacing
- Asphalt Surfacing
- Concrete Surfacing
- Stabilized Aggregate Surfacing
- X Tree to be Removed

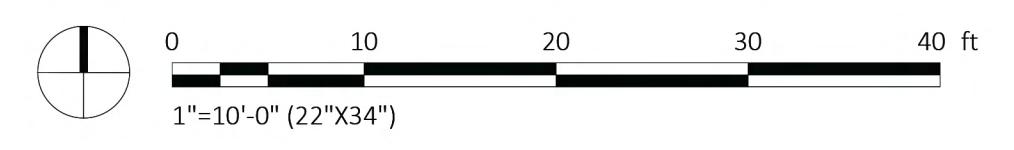


SUMMARY TABLE

	EXISTING	PROPOSED
STANDARD PARKING SPACES	2	18
ADA PARKING SPACES	1	1
TOTAL	3	19
	TO REMOVE	
Native Tree ●	2	
Non-native tree ●	3	

Proposed Square Footage: 8,530

Note: Unpaved areas within the limit of grading will be landscaped with native seeding after construction.



Legend

- Gravel Surfacing
- Asphalt Surfacing
- Concrete Surfacing
- Stabilized Aggregate Surfacing
- X Tree to be Removed

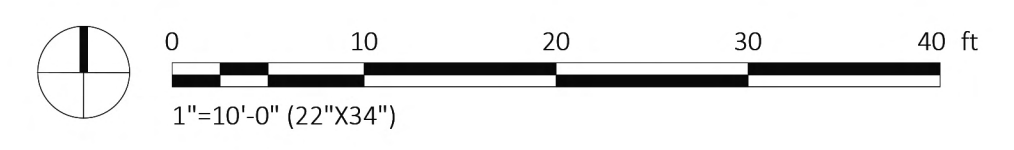


SUMMARY TABLE

	EXISTING	PROPOSED
STANDARD PARKING SPACES	2	13
ADA PARKING SPACES	1	1
TOTAL	3	14
TO REMOVE		
Native Tree ●	4	
Non-native tree ●	3	

Proposed Square Footage: 8,900

Note: Unpaved areas within the limit of grading will be landscaped with native seeding after construction.





Midpeninsula Regional
Open Space District

**MIDPENINSULA REGIONAL OPEN SPACE DISTRICT
PLANNING AND NATURAL RESOURCES COMMITTEE**

Administrative Office
5050 El Camino Real
Los Altos, CA 94022

Monday, April 27, 2026

DRAFT MINUTES

CALL TO ORDER

Chair Riffle called the meeting of the Planning and Natural Resources Committee to order at 2:01 p.m.

ROLL CALL

Members present: Zoe Kersteen-Tucker (voting alternate), Curt Riffle

Members absent: Jed Cyr and Yoriko Kishimoto

Staff present: General Manager Ana Ruiz, General Counsel Hilary Stevenson, Assistant General Manager Susanna Chan, Assistant General Manager Brian Malone, Chief Financial Officer Stefan Jaskulak, District Clerk/Assistant to the General Manager Maria Soria, Executive Assistant/Deputy District Clerk Shaylynn Nelson, Senior Resource Management Specialist Karine Tokatlian, Planner II Mattea Ottoboni, Senior Capital Project Manager Mark Brandi, Capital Project Manager I Ayden Sabharwal, Area Superintendent Brad Pennington, Senior Resource Management Specialist David Liefert

ORAL COMMUNICATIONS

Deputy District Clerk Shaylynn Nelson reported there were no public speakers for this item.

COMMITTEE BUSINESS

1. Approve the March 31, 2026 Planning and Natural Resources Committee Meeting Minutes.

Public comment opened.

**Planning and Natural Resources Committee
April 27, 2026**

Ms. Nelson reported there were no public speakers for this item.

Public comment closed.

Chair Riffle requested a correction of the draft minutes on the second page, fourth paragraph of agenda item two, which states, “Chair Riffle inquired whether the District could consider ways to inform the public that there is additional parking a few miles down the road at the Windy Hill Portola Road lot.” He explained the additional parking is not on Portola Road but rather on Sears Ranch Road.

Motion: Director Kersteen-Tucker moved, and Chair Riffle seconded the motion to approve the March 31, 2026 Planning and Natural Resources Committee meeting minutes.

ROLL CALL VOTE: 2-0-0 (Director Cyr absent)

2. Sensitive Species Protection Planning for Bayfront Preserves (R-26-57)

Senior Resource Management Specialist Karine Tokatlian and Planner II Mattea Ottoboni presented. Assistant General Manager Brian Malone and General Manager Ana Ruiz assisted with answering questions.

Director Cyr joined the meeting at 2:16 p.m.

Director Kersteen-Tucker expressed regret that on-the-ground work would not begin until 2028, and suggested staff perform interim work while waiting to be CEQA certified.

Ms. Tokatlian stated staff can explore options for habitat or preserve management that benefits species protection and reduces predator activity, but that staff would need to be confident about the necessary level of CEQA or environmental coverage.

Chair Riffle suggested incorporating volunteers to assist in the interim and possibly long-term implementation actions.

Ms. Ottoboni confirmed that staff can explore promoting volunteer habitat enhancement support to get people involved.

Ms. Tokatlian explained there may be an opportunity to have a volunteer presence with educational materials to inform visitors using the trails, increase outreach efforts, and convey to the community how best to protect these species.

Director Kersteen-Tucker suggested there may be an opportunity to collaborate with District partners on a regional basis.

Public comment period opened.

Ms. Nelson reported there were no public speakers for this item.

Public comment period closed.

**Planning and Natural Resources Committee
April 27, 2026**

Chair Riffle requested that staff include the presentation slides in the FYI that will be presented to the Board of Directors (Board).

Motion: Director Kersteen-Tucker moved, and Director Cyr seconded the motion to provide feedback on the development of a Sensitive Species Protection Program for Bayfront Preserves, and provide concurrence that the Sensitive Species Protection Program as described is sufficient for staff to release a Request for Proposals to select a consultant for this work. An award of contract would subsequently be brought to the full Board of Directors for review and consideration.

ROLL CALL VOTE: 3-0-0

3. Design Alternatives for the Kennedy Trailhead Parking Area Improvement Project in Sierra Azul Open Space Preserve (R-26-58)

Senior Capital Project Manager Mark Brandi and Capital Project Manager I Ayden Sabharwal presented. Assistant General Manager Brian Malone, General Manager Ana Ruiz, Area Superintendent Brad Pennington, and Senior Resource Management Specialist David Leifert assisted with answering questions.

Director Kersteen-Tucker inquired about the feasibility of creating an exit separate from the entrance with option 1.

Mr. Brandi stated the possibility could be considered further but staff's preliminary finding was that it may be infeasible due to environmental impacts, particularly to oak trees susceptible to impact within their root zone, and because of the significant grading that would be required for a separate exit.

Ms. Ruiz further explained that there is a wetland setback that needs to be maintained.

Mr. Brandi added that the eastern side of the site is complex in terms of the number of constraints, including the wetland, which may have a 30-foot setback required by the resource agencies with jurisdiction over the wetland.

Chair Riffle requested that the committee provide their feedback on option 1 versus option 2 so that the full Board has the Committee's feedback, and to also consider whether to forward both options, one of the options, or neither option to the Board.

Director Kersteen-Tucker, supported by Chair Riffle, suggested identifying the location for a bike rack on the site plan as part of the transportation demand management strategies. She further suggested identifying the capacity of the bike rack.

Mr. Brandi stated staff will review the demand for bicycle parking and potentially revisit the traffic study associated with the project to gain a better sense of demand.

Director Kersteen-Tucker encouraged more bike parking.

Planning and Natural Resources Committee
April 27, 2026

Chair Riffle commented that, unlike the Fremont Older parking lot, he is leaning towards maximizing the number of parking spaces and not having full circulation of traffic flow. He requested additional information on the trade-off.

Mr. Brandi explained staff is constantly evaluating full circulation in and out of sites, and every site is unique. He stated that although Kennedy and Fremont Older are both highly constrained in terms of the ability to have full circulation of vehicles, the community feedback for this project suggests there is a priority for alleviating roadside parking and overflow issues, and therefore to maximize the number of parking stalls provided. He noted that this project would not solve the overflow parking issue in the neighborhood, however, it would be a step towards alleviating the pressure on the neighborhood.

Public comment period opened.

Ms. Nelson reported there were no public speakers for this item.

Public comment period closed.

Director Cyr recommended forwarding both options to the full Board for their consideration. He noted his preference is for Option 2 and identified increased circulation as a higher priority.

Director Kersteen-Tucker also recommended forwarding both options to the full Board and expressed a preference for Option 1. She noted that although she likes the improved circulation of Option 2, Option 1 has five extra parking spaces, in addition to the bike parking. She also expressed appreciation that fewer trees would need to be removed with Option 1.

Chair Riffle expressed a preference for Option 1 to maximize parking capacity. He recommended forwarding both options to the Board for consideration. He commented that he believes the District needs to maximize access to relieve the roadside parking pressure on the top of the hill and on Kennedy Road. He expressed a preference for extending the duration of the online survey to allow for additional public feedback and said he would defer to staff. He also noted that he had heard comments questioning why the District would provide ADA access if the trail is too difficult and stated it is the District's responsibility to provide ADA access. He highlighted that eventually the District will have an entrance in the Rancho de Guadalupe area and suggested letting people know that this other entrance is part of the District's long-term plan.

Mr. Brandi stated staff will be sure to highlight that in the presentation to the Board.

Director Kersteen-Tucker requested that the staff report to the Board include future entry points into the preserve, a key to the two options so the Board understands exactly what everything is, and to add where staff believes bike parking could be located. She further requested staff to add their initial ideas for the bike parking capacity, more information regarding fire emergency access, and a description of the wetland and how it might dictate the type of surfacing chosen for the area.

Motion: Director Kersteen-Tucker moved, and Director Cyr seconded the motion to forward both design alternatives to the full Board of Directors for review and approval along with the Committee's recommendation for Option 1.

**Planning and Natural Resources Committee
April 27, 2026**

ROLL CALL VOTE: 3-0-0

Chair Riffle asked for staff to recommend to the Board to visit the site prior to the item being presented. He noted that staff would not need to be present.

ADJOURNMENT

Chair Riffle adjourned the meeting of the Planning and Natural Resources Committee at 4:07 p.m.

Maria Soria, MMC
District Clerk



Midpeninsula Regional
Open Space District

PLANNING AND NATURAL RESOURCES COMMITTEE

R-26-58
April 27, 2026

AGENDA ITEM 3

AGENDA ITEM

Design Alternatives for the Kennedy Trailhead Parking Area Improvement Project in Sierra Azul Older Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

1. Receive a presentation and provide feedback on design alternatives for the Kennedy Trailhead Parking Area Improvement Project.
2. Forward one or both design alternatives to the full Board of Directors for review and approval.

SUMMARY

The Kennedy Trailhead Parking Area Improvement Project (Project) intends to enhance Americans with Disabilities Act (ADA) accessibility and increase parking capacity in the Kennedy-Limekiln area of the Sierra Azul Open Space Preserve (Preserve). Currently, the Kennedy Trailhead has two unmarked standard parking spaces, and one ADA parking space. The trailhead also has a portable restroom and trailhead signboards. The 40-Year Vision Plan for the Midpeninsula Regional Open Space District (District), as approved by the Board of Directors (Board) in 2014, includes Priority #53: *Expand access in the Kennedy-Limekiln Area of Sierra Azul*, with the specific goals to “expand parking at Kennedy Road trailhead” and “address neighborhood parking concerns”. In 2019, the Board adopted the ADA Self-Evaluation and Transition Plan (ADA Transition Plan), which identified barriers for removal in the existing parking, path of travel, and restroom at the Kennedy Trailhead.

District staff completed robust public outreach and preliminary technical studies to prepare two parking design alternatives for consideration to enhance access in the Kennedy-Limekiln Area of Sierra Azul by increasing parking capacity and address the ADA barriers identified in the ADA Transition Plan. Both options consider site amenities such as trailhead seating, improved signage, new restroom facilities, and bike racks.

The purpose of this meeting is for the Planning and Natural Resources Committee (PNR) to review and provide feedback on the design options and consider forwarding one or both alternatives to the full Board for approval.

PROJECT BACKGROUND

The project site is the existing Kennedy Trailhead located adjacent to Kennedy Road in Los Gatos, CA (Attachment 1). The trailhead has three unimproved parking spaces, one of which is marked for ADA use. There is a small, relatively flat area with a small remnant orchard next to the trailhead. The project site is naturally screened from Kennedy Road with a row of mature oak trees. Because there are limited access points into the Preserve, the Kennedy Trailhead is very popular (Attachment 2). According to trail counter data collected in 2023 from February to December, the Kennedy Trailhead welcomes an average of 68+ visitors per day during the week and an average of 140+ visitors per day on weekends. However, there have been as many as 330+ visitors documented on weekends and 200+ visitors on weekdays. Due to the limited amount of existing parking, most visitors park along Top of the Hill Road or park in unauthorized locations on Kennedy Road (Attachment 3).

In 2021, the project was added to the Capital Improvement and Action Plan (CIAP) as an ADA barrier removal project and did not include an expansion to parking. At that time, staff completed initial technical studies, including a traffic report, geotechnical investigation, cultural resource evaluation, and botanical surveys. Staff also engaged with the public at an Open House to discuss improvements at the Kennedy Trailhead, presenting the project scope and the intention to remove two parking spaces in order to establish one (1) standard ADA van-accessible parking stall and a path of travel to the restroom and trailhead sign boards that meet ADA and California Building Code (CBC) requirements.

Upon being presented this information, the public expressed strong concerns about how removing parking to accommodate ADA facilities would exacerbate the limited parking and contribute to more congestion on the adjacent streets. After receiving public feedback, the project was deferred until it could be adequately resourced for an increased scope of work that could address the broader parking capacity issue.

DISCUSSION

Staff re-initiated the project in 2026 by evaluating the opportunities and constraints of expanding parking at the site. The site opportunities include:

- Adequate line of sight distances at the existing driveway.
- Sufficient flat area for a small expansion of parking; and
- Mature vegetation to partially screen the improvements from view.

Site constraints include:

- Numerous adjacent private properties.
- Jurisdictional drainages that require a setback; and
- Existing trees within the expansion area.

Public Engagement

Open House

On Saturday, March 21, 2026, the District held an Open House and Intercept Survey at the Kennedy Trailhead. The event was staffed by members of the Engineering & Construction, Planning, Public Affairs, and Visitor Services Departments. A Town of Los Gatos Peace Officer was present to provide support. The event was attended by approximately 25 visitors, including many neighbors living within walking distance of the trailhead. Staff provided a brief overview of the project program and the existing conditions. Most of the event was reserved for attendees to share their opinions and ask questions. Several themes were discussed:

- Attendees voiced a desire to minimize the project's visual impact on the surrounding neighborhood. Attendees emphasized the importance of vegetative screening between the site and Top of the Hill Road and requested that restroom facilities not be visible from neighboring properties.
- Questions were raised about which trees would need to be removed, with the desire for any required removals be limited to non-native species where feasible.
- Some attendees questioned whether a two-stall restroom was necessary. Staff clarified that the District's standard practice is to install a single, two-stall vault toilet, as the most economical solution to meet current and future visitation needs.
- Attendees expressed a preference for a gravel lot over a paved surface, favoring a rustic aesthetic for the site.
- Attendees requested clear signage to ensure visitors are aware of trail conditions and difficulty levels before entering the Preserve.
- Attendees also stated that peak usage on Top of the Hill Road can reach upwards of 70 parked cars and expressed interest in coordinating with the Town of Los Gatos on restricting on-street parking.
- Attendees expressed concerns that the improvements could bring unwanted after-hours activities to the trailhead, and asked if there would be sufficient surveillance and enforcement of District ordinances.

Overall, the project was met with support from both neighbors and preserve visitors. Many members of the public cited parking congestion as a recurring problem and expressed support for the proposed improvements. Attendees generally recognized the benefit of providing increased parking capacity and saw the project as a positive step forward.

Online Survey

An online survey was also released on March 17, 2026, and will close on April 27, 2026. The following data was gathered from March 17, 2026, to April 6, 2026. Information received after April 6 will be provided to the PNR at the committee meeting. The survey received over 100 responses from a broad range of trail users, 75% of whom do not live within walking distance of the trailhead.

- The vast majority of respondents do not live within walking distance. 75% said No, 21% said Yes, and 4% noted nuanced situations (e.g., biking distance, or walkable but unsafe due to lack of sidewalks).
- Visits are spread across a range of frequencies, with infrequent-to-moderate use being most common. 33% visit once every few months, 22% multiple times per month, 20% once a week, 8% rarely, 8% once a year, and 4% daily.

- Respondents reached the trailhead roughly equally by car and bike. 39% drive alone, 34% bike, 16% carpool, and 8% walk.
- Visit frequency varied from daily users to occasional visitors.
- Approximately 36% of respondents reported experiencing issues at the trailhead, with insufficient parking cited as the primary concern — several noted that overflow onto Top of the Hill Road creates difficult conditions for both drivers and cyclists.
- When asked about desired amenities, increased parking capacity and formal restroom facilities were the most selected improvements, often chosen together. Among all respondents: 58% supported increased parking capacity and 55% supported new restrooms

General feedback was broadly supportive of the project, with many respondents welcoming upgrades comparable to those at other District trailheads such as Mount Umunhum. A minority opposed expanded parking, citing concerns about increased traffic on Kennedy Road and potential overcrowding of the trail. Beyond the core project scope, a notable number of respondents advocated for purpose-built mountain bike trails, and several raised design preferences for a low-impact, rustic aesthetic with vegetative screening and security measures such as after-hours gating to ensure the parking area cannot be entered once the preserve closes.

Design Alternatives

Following the opportunities and constraints evaluation and the public engagement work, staff developed two conceptual designs to achieve the goals described in the ADA Transition Plan and Vision Plan. Both options expand parking, address ADA barriers, and can accommodate trailhead amenities, including vault restroom, signboards, seating, and interpretive elements. The main differences are the quantity of parking spaces, type of vehicular circulation in each option, approximate footprint, and the amount of tree removal required. Portions of both options will require Town of Los Gatos approval for the proposed improvements in the Kennedy Road right-of-way. Below is a complete description of each option followed by a narrative and visual (moon chart) comparison.

OPTION 1 (Attachment 4) – Total Project Cost Estimate: \$1,400,000

- 18 parking spaces, including one (1) van accessible ADA space
- Approximate improvement footprint: 8,530 SF
- Approximately 4 trees proposed for removal
- Utilizes two-way circulation

OPTION 2 (Attachment 5) – Total Project Cost Estimate: \$1,500,000

- 13 parking spaces, including one (1) van accessible ADA space
- Loop drive aisle (no turnaround required)
- Approximate improvement footprint: 8,900 SF
- Approximately 9 trees proposed for removal
- Utilizes one-way circulation

Option 1 offers a more cost-effective design while maximizing parking capacity with 18 spaces. It also has a smaller environmental impact, requiring the removal of only four trees and a slightly smaller improvement footprint. However, these advantages come with usability drawbacks: the

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two-way circulation and need for a vehicle turnaround space is less intuitive and may create inefficiencies for visitors, especially during peak use.

Option 2 prioritizes user experience and traffic flow. The one-way loop circulation eliminates the need for turning around, making it more intuitive for visitors. This design is generally easier to navigate and may reduce congestion. The tradeoffs include a slightly higher cost, fewer parking spaces (13 total), and a greater environmental impact due to the removal of nine trees and a larger project footprint.

Option	Fulfills 2012 Vision Plan Goals	Fulfills ADA Transition Plan Goals	Ease of Circulation	Parking Availability	Cost Effectiveness	*Natural Resource Protection
Option 1 (18 Parking Spaces)						
Option 2 (13 Parking Spaces)						

*Natural Resource Protection refers to the comparative level of existing tree retention/removal and grading footprint

FISCAL IMPACT

There is no immediate fiscal impact associated with the recommendation. PNR provides feedback and is considering forwarding one or both design alternatives to the full Board. The Kennedy Trailhead Parking Area Improvement project was previously under Project 35006 but is now changing to Vision Plan Portfolio 53 (VP53-003), which will be reflected in the upcoming quarterly adjustment. Funding for design development and environmental review will be recommended as part of the annual Budget and Action Plan process.

As shown in the table below, the high-end construction estimate for Option 2 fits within current projections.

VP53-003 Kennedy Trailhead Parking Area Improvement	Prior Year Actuals	FY26 Amended	FY27 Projected	FY28 Projected	Estimated Future Years	TOTAL
District Funded (Fund 40):	\$23,856	\$45,000*	\$290,000	\$155,000	\$2,960,500	\$3,474,356
Total Budget:	\$23,856	\$45,000	\$290,000	\$155,000	\$2,960,500	\$3,474,356
Spent-to-Date (as of 04/06/26):	(\$23,856)	(\$6,845)				(\$30,700)
Encumbrances:		(\$4,655)				(\$4,655)
Estimated Construction Costs:					(\$1,500,000)	(\$1,500,000)
Budget Remaining (Proposed):	\$0	\$33,500	\$290,000	\$155,000	\$1,460,500	\$1,939,000

**Includes upcoming quarterly adjustments and most current future projections which will be included in the upcoming FY27 budget and action plan*

This recommended action is not funded by Measure AA.

PRIOR BOARD AND COMMITTEE REVIEW

None.

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. In addition, Sierra Azul interested parties and neighboring private properties adjacent to the trailhead were notified of the public meeting.

CEQA COMPLIANCE

Formulation of design alternatives will not result in any physical change to the environment. Additionally, it is exempt from environmental review pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. PNR’s recommendation for full Board consideration of design alternatives will not result in any physical facilities or improvements to be constructed at the time of the recommendation. CEQA review will be performed after Board approval of the project description, and subsequent completion of design development and related technical studies for any site improvements.

NEXT STEPS

The General Manager will forward PNR’s recommendation(s) to the full Board for consideration in Summer 2026. If the recommended conceptual design plan is approved, staff will proceed with the technical studies for the project, which will then inform the design development and environmental review process.

The table below provides a tentative project schedule and key milestones for the project:

Milestones	Tentative Schedule
Board Review of Conceptual Design	Q4 FY26
Technical Studies, Design Development, Initiate Environmental Review	FY27
Complete Environmental Review, Final Design, Permitting	FY28
Construction	FY29

Attachment(s)

1. Kennedy Parking Area Site Map
2. Sierra Azul OSP Existing Trailheads
3. Existing Adjacent Parking Conditions
4. Conceptual Plan Option 1
5. Conceptual Plan Option 2

Responsible Manager:
Scott Reeves, Engineering & Construction Department Manager

Prepared by / Contact Person:
Ayden Sabharwal, Capital Project Manager I, Engineering & Construction



Kennedy Trailhead

Parking Location



Roadside

Restroom



Present



Project Location

Sign Board



Present

Trail



Paved Road

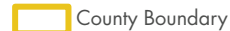


Unpaved Seasonal Road

District Boundary



District Boundary



County Boundary



Parcel

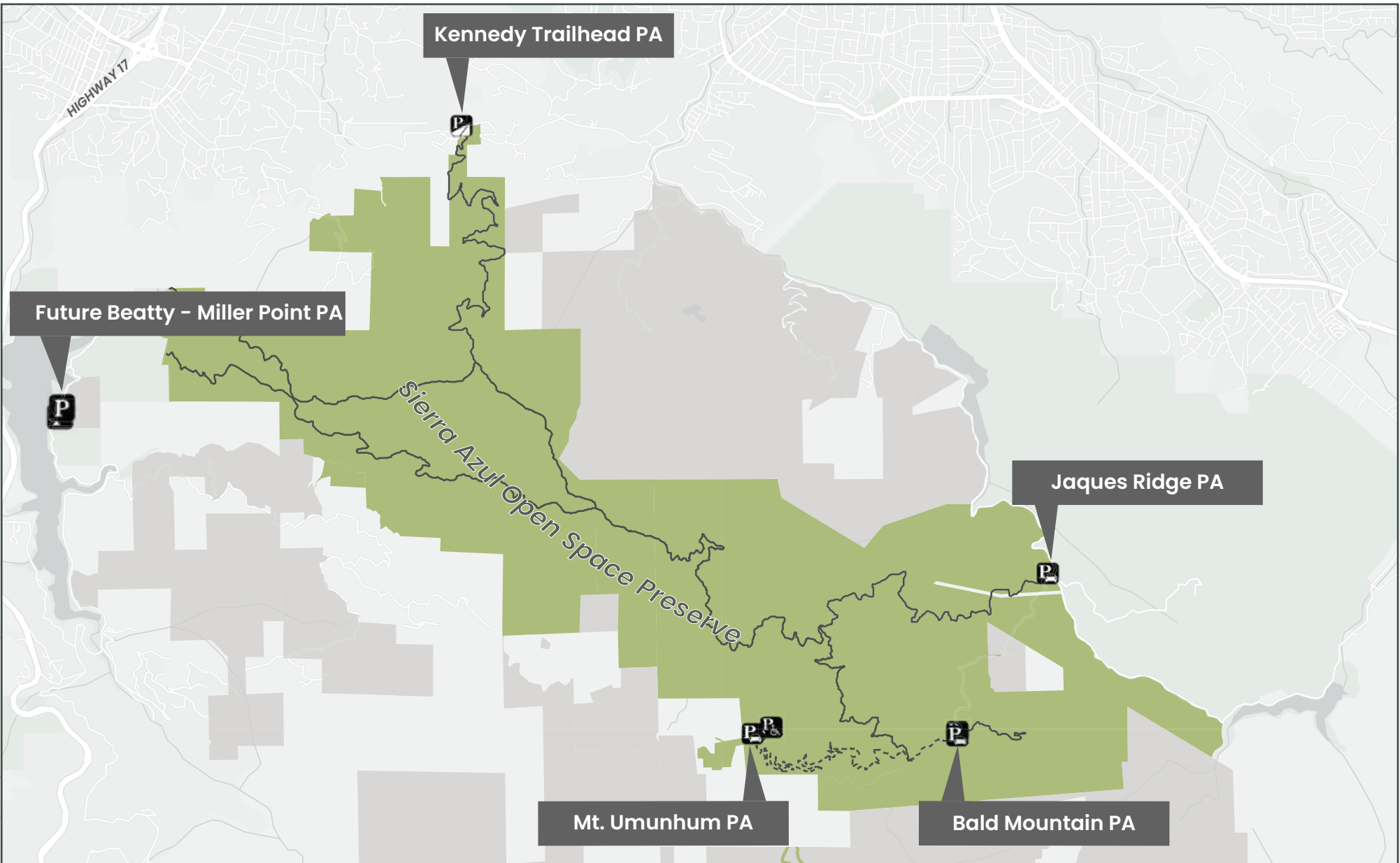


Preserve Boundary

Midpeninsula Regional
Open Space District
4/7/2026



Data Source(s): Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatasystem, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community. Sources: Esri, TomTom, Garmin, PACO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Sierra Azul OSP Access Points

Parking Location

- Lot
- Roadside
- Accessible



- Trail**
- Unpaved Seasonal Road
- Trail

Preserve Access (PA)

- Open
- Closed

Midpeninsula Regional
Open Space District
4/22/2026



Data Source(s): Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

1 Vehicles Parked on Top of the Hill Road



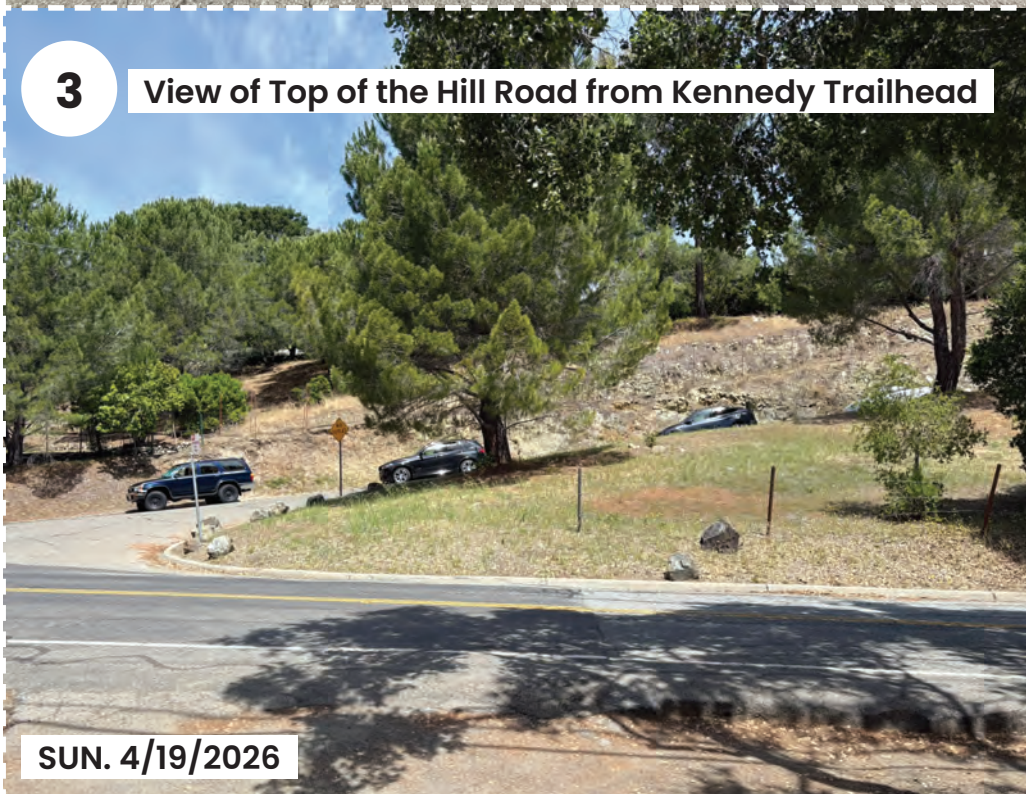
Sun. 4/19/2026

2 Vehicles Parked Along Kennedy Road



Sun. 4/19/2026

3 View of Top of the Hill Road from Kennedy Trailhead

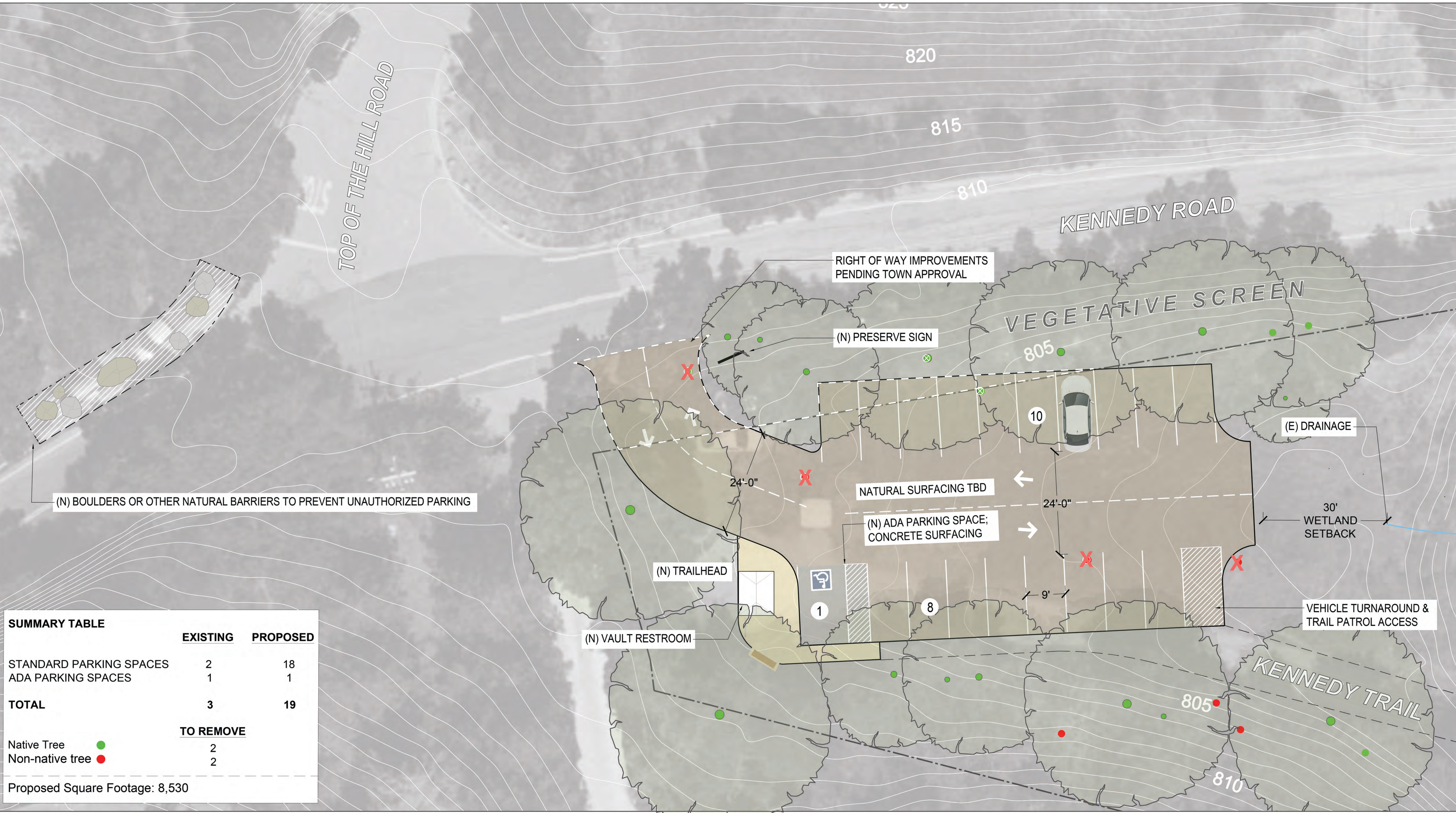


SUN. 4/19/2026

4 Vehicles Parked on Top of the Hill Road



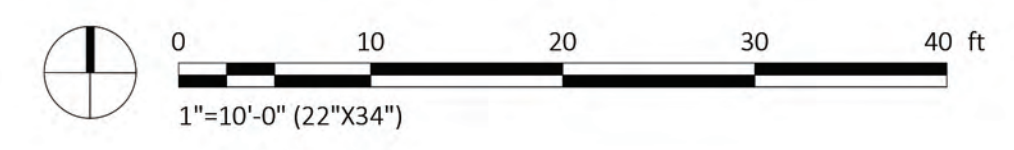
Fri. 7/1/2025



SUMMARY TABLE

	EXISTING	PROPOSED
STANDARD PARKING SPACES	2	18
ADA PARKING SPACES	1	1
TOTAL	3	19
	TO REMOVE	
Native Tree ●	2	
Non-native tree ●	2	

Proposed Square Footage: 8,530





SUMMARY TABLE

	EXISTING	PROPOSED
STANDARD PARKING SPACES	2	13
ADA PARKING SPACES	1	1
TOTAL	3	14
TO REMOVE		
Native Tree	6	
Non-native tree	3	

Proposed Square Footage: 8,900

