



PLANNING AND NATURAL RESOURCES COMMITTEE

R-25-126
October 21, 2025

AGENDA ITEM 2

AGENDA ITEM

Beatty Parking Area and Trail Connections Project at Sierra Azul Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

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Based on new information and progress made to date in moving forward the Alma Bridge Road Newt Passage Project (Newt Passage Project), and the realities of its projected implementation schedule, review and forward to the Board of Directors for their consideration one of the following options for implementation of the Beatty Parking Area and Trail Connections Project (Beatty Project):

- Original Option 2 (*previously affirmed by the Planning and Natural Resources Committee*): Implement the Beatty parking area and trail improvements in phases, beginning with a small, seasonal, permit-only parking area on the Beatty Property, and proceeding with other phases once the Newt Passage Project improvements are implemented by Santa Clara County Roads as a separate project. In addition, contribute funding to complete the final design and construction of a specific portion (Zone 2a) of the Alma Bridge Road Newt Passage Project, which fronts the Beatty property.
- Revised Option 2 (*based upon additional information requested by the Planning and Natural Resources Committee*): Implement the Beatty parking area and trail improvements in phases, beginning with a trail connection and improvements to Santa Clara County Park's Miller Point Parking Area. Consider expanding parking on the Beatty Property if/when parking demand exceeds the Miller Point parking capacity and attempt to time the implementation with the County-led Newt Passage Project. In addition, contribute funding to complete the final design and construction of a different portion (subset of Zone 1 – higher priority zone) of the Alma Bridge Road Newt Passage Project, which is north of the Beatty property.

SUMMARY

The goal of the Beatty Project, located off Alma Bridge Road, is to provide a public staging/parking area and connecting trail to the Priest Rock Trail in Sierra Azul Open Space Preserve. As scoped, this project meets two separate commitments: (1) a conservation easement condition made to Santa Clara County (County) affecting the underlying property that requires the trail connection, and (2) a Measure AA commitment to provide public access in the Cathedral Oaks area of Sierra Azul Open Space Preserve.

The Planning & Natural Resources Committee (PNR) reviewed several implementation options for the Beatty Project in April, 2025. The Committee recommended forwarding Option 2 for full Board consideration, which includes implementing the Beatty parking area and trail improvements in phases and contributing funding to complete the final design and construction of a specific portion of the separate Alma Bridge Road New Passage Project that fronts the Beatty property. PNR also directed staff to revisit the potential of sharing Santa Clara County's Miller Point Parking Area, and to explore the potential for implementing a portion of the Newt Passage Project in the highest priority zone. Staff followed PNR's requests and now return with an additional option for PNR consideration.

BACKGROUND

In 2008, the District purchased the Beatty Trust property as an addition to the Preserve. The County contributed \$950,000 (R-08-14), or 50% of the purchase price. In exchange, the County received a conservation easement over the property that specifies a District commitment to build a trail connection linking Lexington Reservoir County Park with Sierra Azul Open Space Preserve via the Priest Rock Trail within 15 years of the easement recording (March 11, 2008). The County granted a subsequent five-year extension to the District to complete the trail connection by April 18, 2028.

The property is located on the easterly side of Alma Bridge Road and Lexington Reservoir, approximately two miles east of the Alma Bridge Road exit from Highway 17. It is surrounded by Lexington Reservoir County Park to the north, west, south and partially to the east. Lexington Reservoir County Park property is owned by Santa Clara Valley Water District (Valley Water) and operated by Santa Clara County Parks (County Parks). County Parks also operates the Miller Point parking lot and picnic grounds located across Alma Bridge Road. San Jose Water Company land borders a portion of the property on the east (Attachment 1).

The site is characterized by gently sloping terrain, oak woodlands, and meadows, and can be accessed via District Preserve Gates SA40, 41, and 42, as well as a remnant road cut and gate across from Miller Point. Several existing structures (including the Beatty House) and two wells are present on the site, along with remnant road cuts and relatively level grassland areas (Attachment 2). Existing biological, historic, and cultural resources are predominately located in the southern portion of the larger property and include two unnamed drainages that flow to Lexington Reservoir, bat roosting habitat associated with the Beatty House structure, and woodrat nests in various locations around the property (Attachment 3).

Within this region, the District has been working collaboratively with partners to form a continuous greenbelt of permanently preserved open space by linking District lands with other public parklands. As part of this work, the District also contributes to regional trail connectivity, including the Bay Area Ridge Trail (Ridge Trail), which is a multiuse trail for hiking, biking and horseback riding. The Project aims to provide a key staging area for visitors accessing the Ridge Trail via the Priest Rock Trail and to connect to other trails within the Preserve and/or head northwest toward the future Highway 17 trail crossing (managed as a separate project) to access trails west of Highway 17.

During the 2012 vision planning process, the public identified the Cathedral Oaks area as a priority for public access, now identified as Vision Plan Priority Action #22. The parking area and trail project is also part of Measure AA Portfolio #22 (Sierra Azul: Cathedral Oaks Public

Access and Conservation Projects), which includes: “*Develop multi-use trail... Develop parking... Install trailside amenities.*” The parking area was originally envisioned to include approximately 20 to 30 vehicle spaces, 4 to 6 horse trailer spaces, and a vault toilet.

The District first began working on the conceptual design of the Beatty Parking Area and Trails Connection Project in 2019. However, this project has been deferred numerous times to evaluate public concerns raised regarding newt mortality on the adjacent public roadway known as Alma Bridge Road, which is the accessway necessary to reach the Beatty Property. For a complete chronology of events, please refer to the report section titled *Prior Board and Committee Review*.

Since 2021, the District has taken numerous steps to understand the newt mortality issue along Alma Bridge Road by working with project partners, including the County and Peninsula Open Space Trust (POST), to conduct a multi-year newt mortality study. This study found the need for and informed the development of a Feasibility Study and Alternatives Analysis / Basis of Design for roadway improvements to provide safe wildlife crossings along priority crossing zones. This work resulted in a separate wildlife crossing project titled Alma Bridge Road Newt Passage Project.

In 2024, informed by new findings and recommendations coming from the Alma Bridge Newt Passage Project, the District rescoped the previous conceptual design plans for the Beatty Parking Area. In doing so, the District identified several implementation options for the Beatty Parking Area and Trails Project that were presented to the PNR in April 2025. These options included Phased Implementation (Option 1), Phased Implementation and a Funding Contribution to complete Newt Passage Project Improvements along the section of roadway fronting the Beatty Property (Option 2), and Continued Deferral of the Project (Option 3).

DISCUSSION

Of the options presented at the April 29, 2025 PNR meeting, Option 2 was selected by the Committee to forward on for full Board consideration with modifications, as described below:

Option 2: Phased Implementation and Funding Contribution to complete Newt Passage Project Improvements along the section of roadway (Zone 2a) fronting the Beatty Property

Option 2 would implement the Beatty Parking Area and Trail Connections Project in phases, beginning with a small, seasonal permit-only parking area (Attachment 4) while the District and partners work to secure funding for the implementation of public roadway improvements under the Alma Bridge Road Newt Passage Project. Under Option 2, the parking area and trail connection would be closed during the newt migration season to protect migrating newts until the newt passage improvements are implemented along the public roadway. Moreover, during the initial phase, the permit-only parking would be small in size (number of spaces to be confirmed at a future date) with minimal site improvements and be largely composed of gravel where feasible to minimize the level of site disturbance. Full build out of the Beatty parking area (Phase II – may include equestrian trailer parking) would not commence until the adjacent newt passage improvements along the roadway are constructed.

Pending forthcoming updates to the technical studies for the project, this approach may also include the following conceptual plan refinements, which would enhance the user experience and

align the project with the District's established *Staging/Parking Area and Trailhead Design Guidelines* to further promote ecologically sensitive public access to the preserve:

- **Access & Siting:** Consistent with recommendations from the Newt Passage Project, the driveway for the Beatty Parking Area would shift northward, directly across from the Miller Point lot, to reduce the vehicle distance traveled along Alma Bridge Road. The new driveway alignment would lead directly to an adjacent relatively flat grassy area that requires minimal grading to establish the permit parking area. By locating the driveway and parking to the north, visitor use is shifted away from other biological resources (bats, drainages, woodrats) as well as historic and cultural resources (Beatty House) found on the property for their added resource protection. A preliminary line-of-sight analysis for the new driveway indicates that there is an adequate line of sight and turning radius for vehicle ingress and egress from Alma Bridge Road.
- **Site-Specific Design Features for Newts:** The project would incorporate site-specific design features for the protection of newts within District lands that are compatible with and similar to the proposed newt passage improvements proposed along the adjacent public roadway. These features are anticipated to include a low vertical barrier around the perimeter of the parking lot and newt passages below the driveway and parking area to allow newts to safely move through or around the project area.
- **Additional Site Programming & Amenities:** By utilizing the relatively flat, grassy area of the site, the parking area is anticipated to accommodate both standard vehicles (Phase I) and equestrian trailer parking (Phase II), as well as basic amenities to enhance the preserve visitor experience, such as an overlook, staging/gathering area, and interpretive signage that describes the cultural, historic, and/or biological resources of the site and region, including California newts.
- **New Trail Alignment:** In shifting the parking area northward, a revised trail alignment has been identified that creates new opportunities for visitors to experience the various habitats and vistas of the Beatty property on an approximately two-mile-long trail segment before accessing the remainder of the preserve via the Priest Rock Trail (Attachment 5). It may also be feasible to create a secondary, shorter loop trail experience via the Priest Rock Trail with the addition of a half mile trail segment, providing another way for visitors to experience the Preserve. Note: regardless of the trail alignment, the trail improvements require an encroachment permit through Valley Water land and would utilize an existing easement across San Jose Water Company lands.

In addition, Option 2 also includes a funding contribution by the District towards the final design and implementation of roadway improvements along the section of Alma Bridge Road that fronts the Beatty Property, referred to as Zone 2a (Attachment 6). Although Zone 2a is a lower priority zone for the Newt Passage Project, the early implementation of these roadway improvements can be pursued as a pilot project, with post-construction monitoring results providing important species-specific data regarding the use and passage preferences of California newts that can better inform the design of other roadway segment improvements. This information can increase the effectiveness of the more extensive and costly roadway improvements, which are currently based more on data of other amphibian species due to a lack of sufficient data specific to newts. The updated design and construction cost estimate for the Zone 2a roadway improvements is \$950,000.

Option 2 allows the District to move forward with the Beatty Project with specific protective measures on District lands to account for newt migration patterns while also kick-starting a segment of the Newt Passage Project improvements. The Zone 2a improvements can bring in additional critical data and findings to inform the design for the remaining roadway improvements identified in the Newt Passage Project. The District has previously allocated significant investments in time and funding to the Newt Passage Project to better understand the newt mortality issue and has helped to identify potential solutions to protect the local newt population. A funding contribution to complete the Zone 2a roadway improvements aligns with the District's prior actions and with the goal of protecting local native species populations.

Additional Committee-Requested Information

At the April 2025 Committee meeting, the PNR requested additional information to help confirm the preferred option, including the potential for sharing the County's Miller Point Parking Area and to reevaluate shifting the funding contribution for the Newt Passage Project improvements to a roadway section within the highest priority zone (Zone 1).

Shared Use of the Miller Point Parking Area

The PNR requested to revisit the potential for District visitors to use the County's Miller Point Parking Area to access the preserve. This adjacent facility is owned by Valley Water, operated by Santa Clara County Parks Department, and located along the Santa Clara County Roads and Airports Department (County Roads) right-of-way. In response, staff developed the following framework for a potential partnership with the County to share the use, capital improvements and management of the Miller Point lot:

- **Construct New Trail Connection, to be seasonally closed:** The District would build a new trail connection from Miller Point to the Priest Rock Trail and Sierra Azul Open Space Preserve, providing enhanced public access and recreation opportunities for both the District and County Parks visitors. These improvements would fulfill the District's standing commitment to the County for building a trail connection. The trail would be seasonally closed during the winter to minimize potential impacts to newts during their annual migration to and from Lexington Reservoir. The District would also implement a new pedestrian crossing and any other warranted safety measures on Alma Bridge Road to connect the trail to Miller Point lot, which would become a County Roads facility since it will be located within the County's right-of-way.
- **Shared Use of Miller Point Lot:** Once the new trail is established, County Parks would allow District preserve visitors to park at Miller Point to access the new trail and preserve. This arrangement would roll over year-over-year and is not anticipated to require any change in the management of Miller Point lot under the County Parks agreement with Valley Water. County Parks would continue collecting fees from all visitors, and is open to exploring an in-lieu fee from the District to offset this revenue if desired. However, any such program requires Board of Supervisors approval. Management of the lot by the District could also be considered, however, a seasonal closure of the lot is not supported by County Parks due to the need to maintain the current level of service to park constituents.

The District would also continue to explore opportunities to provide additional parking on the Beatty property if parking demand at Miller Point consistently exceeds capacity after the shared use of the lot is implemented. Any additional parking that is deemed to be necessary on the Beatty property may be implemented in parallel with the adjacent, County-led newt passage improvements along Alma Bridge Road.

- **Improve Existing Parking Area:** In exchange for the use of the Miller Point lot by preserve visitors, the District would implement one-time, targeted parking improvements to facilitate shared use of the lot. These improvements could include one-time repaving and restriping. Other potential improvements include ADA parking enhancements and the installation of an automatic gate. These improvements would be selected in coordination with the County to be consistent with their agreement with Valley Water and implemented according to County design and construction standards, including the proposed pedestrian crosswalk across Alma Bridge Road. These one-time improvements would be memorialized through a Letter of Agreement signed by the County Parks Director and the District's General Manager without triggering an amendment to the County Parks agreement with Valley Water. In addition, the District would consider installing additional trailhead amenities on the Beatty property that can be accessed via the new trail connection, such as a new vault toilet restroom (to offset the need for increased maintenance of the existing portable restroom at Miller Point) and interpretive features to celebrate the cultural and natural resources of the area.

County Parks, County Roads, and Valley Water have indicated that they are open to this proposal, though the specific improvements to be implemented at Miller Point are still to be determined. The County also stipulated that the capital improvements would need to be implemented at no cost to the County, and that the construction occur in the fewest number of phases possible to minimize impacts and provide the most benefit at the earliest stages possible.

Reallocate Funding Contribution for Newt Passage Project Improvements

The PNR also requested to explore the potential for reallocating the proposed funding contribution for the Newt Passage Project towards the highest priority zone (Zone 1) instead of the roadway portion that fronts the Beatty Property (Zone 2a). In response, staff have coordinated with the Newt Passage Project team to develop and evaluate preliminary options for a 'Small Scale First Phase (SSFP)' of the project in Zone 1. Due to complexities associated with the surrounding topography and habitats and the associated costs, it is not feasible for this SSFP to be a full pilot project/study for the project, but it is still expected to help test the efficacy of the proposed passage structures and incrementally reduce newt mortality until the overall project can be built.

All the preliminary options were deemed to be feasible to implement and would include the installation of wildlife fencing and a series of newt passage structures under the roadway (Attachment 7). These improvements would be located in the Limekiln Gulch portion of Zone 1 where 'extremely high' newt mortality has been documented to occur. The SSFP would require approximately 1-2 years and approximately \$1.5 million to design and construct, and staff have begun outreach to potential funding partners to supplement the District's contribution to the SSFP.

Revised Option 2: Phased Implementation and Funding Contribution to complete Newt Passage Project Improvements along the section of roadway (Zone 1) to the north of the Beatty Property

Given the additional information and findings, staff have developed a Revised Option 2 for consideration by the Committee. This Revised Option 2 would implement the Beatty Parking Area and Trail Connections Project in phases, and begin with the trail connection and improvements to the Miller Point Parking Area. If parking demand exceeds the parking capacity of Miller Point, the District would reevaluate the consideration for a separate parking area on the Beatty Property and may be able to time this work with completion of the County-led Newt Passage Project improvements (Attachment 8). In addition, the District's funding contribution towards an initial element of the Newt Passage Project would be reallocated to the highest priority roadway zone (Zone 1).

FISCAL IMPACT

There is no immediate fiscal impact associated with the recommendation. PNR is reviewing, providing feedback, and considering forwarding a preferred option for the Beatty Parking Area and Trail Connections project to the full Board. The District currently has sufficient funding to complete the Beatty Project and to support initial improvements for the Newt Passage Project along Alma Bridge Road. The remainder of the Newt Passage Project will predominantly need to be funded by grants, private fund raising, and/or County or other partner funding.

The following table summarizes the estimated one-time costs associated with each option:

Option	Ballpark Design & Construction Cost	Funding Source
Option 2	Phase 1 – Seasonal Lot & Trail Connection: 1.4M Phase 2 – Expanded All-Season Lot: 1.6M Zone 2a Road Improvements: 950k* Midpen Contribution: 3.5M – 3.65M <u>Outside Funding Needed: 0.45M – 0.3M</u> Total Costs: 3.95M	Measure AA Capital Measure AA Capital General Fund Capital & External Funding
Revised Option 2	Phase 1 - Miller Point Improvements: 500k** Phase 1 – Trail Connection & Amenities: 800k Phase 2 – New All-Season Lot: 2.5M*** Portion of Zone 1 Road Improvements: 1.5M* Midpen Contribution: 4.3M – 4.45M <u>Outside Funding Needed: 1M – 0.85M</u> Total Costs: 5.3M	General Fund Capital Measure AA Capital Measure AA Capital General Fund Capital & External Funding

* Midpen will contribute 500-650k to this line item. Additional funding will need to be secured through grants, private fundraising, and/or contributions from the County or other project partners.

**Improvements to be determined. For the purposes of this estimate it is assumed that improvements will be limited to repaving and restriping and other targeted improvements such as ADA enhancements or an automatic gate.

***A new all-season lot on the Beatty property may be implemented if parking demand at Miller Point consistently exceeds capacity.

If Revised Option 2 is pursued, County Parks would continue collecting fees from all visitors to the Miller Point lot, or would consider accepting an in-lieu fee from the District to offset this revenue. The possible in-lieu fee is yet to be determined.

The following table outlines that there are sufficient funds in the Measure AA Portfolio 22 Sierra Azul—Cathedral Oaks Public Access and Conservation Projects allocation to cover the cost of any of the options above. It also outlines the Measure AA Portfolio 22 allocation, projected life of project expenditures and projected portfolio balance remaining.

MAA22 Sierra Azul—Cathedral Oaks Public Access and Conservation Projects Portfolio Allocation:	
Portfolio Allocation:	\$6,714,000
Grant Income (through FY29):	\$517,701
Total Portfolio Allocation:	\$7,231,701
Projected Expenditures (Life of Project):	
22-001 Hendrys Creek Property Land Restoration	(\$513,343)
22-003 Freudenburg Land Purchase	(\$540,587)
22-004 Beatty Parking Area and Trail Connections*	(3,189,021) to (3,489,021)
22-005 Beatty House Removal	(\$48,621)
22-006 San Jose Water Lands	(\$720,178)
Total Projected Expenditures:	(\$5,011,750) to (\$5,311,750)
Proposed Portfolio Amount Remaining:	\$2,219,952 to \$1,919,952

*Revised project estimates include MAA eligible work and previous year's actuals. Differs from adopted FY26-FY28 Capital Improvement and Action Plan projections.

PRIOR BOARD AND COMMITTEE REVIEW

8/28/2019	Board Meeting: Board awarded a multi-year contract with LSA Associates, Inc., for environmental review services. Agenda Packet: 20190828 - Agenda Packet - Board of Directors (BOD) Meeting Minutes: 20190828 - Minutes - Board of Directors (BOD)
1/14/2020	PNR Meeting #1: PNR visited the property to familiarize themselves with the site, its opportunities and constraints, and Project scope. PNR provided early feedback on program elements, such as the preferred access driveways, where to place parking, and how many equestrian trailer parking spaces to minimally provide, and asked staff to explore the possibility of partnering

	with County Parks on the use of their Miller Point parking lot. PNR also requested information regarding ongoing newt mortality on Alma Bridge Road based on concerns received from the Audubon Society. Agenda Packet: 20200114 - Agenda Packet - Planning and Natural Resources (PNR) Meeting Minutes: 20200114 - Minutes - Planning and Natural Resources (PNR)
8/4/2020	PNR Meeting #2: PNR reviewed a reduced Project program/scope that scaled down the project to a small, 7 to 8-space seasonal permit lot. The permit lot and connecting trail would be closed during the rainy season when newts are known to seasonally migrate to and from Lexington Reservoir to breed. PNR recommended deferral of project to allow time for analysis of the newt population. Agenda Packet: 20200804 - Agenda Packet - Planning and Natural Resources (PNR) Meeting Minutes: 20200804 - Minutes - Planning and Natural Resources (PNR)
9/23/2020	FYI Memo to Board: Summarized the outcomes of the August 4, 2020 PNR meeting. PNR advised the General Manager to defer the Project until the District and stakeholders complete a population and mortality study (newt study) for the California newts (<i>Taricha torosa</i>) and rough-skinned newts (<i>Taricha granulosa</i>) (R-20-104). In response to the memorandum, the Board requested to bring this item forward for full Board consideration. Agenda Packet: 20200923 - Agenda Packet - Board of Directors (BOD) Meeting Minutes: 20200923 - Minutes - Board of Directors (BOD)
1/13/2021	Board Meeting: The Board received a presentation on the Beatty Parking Area and Trail Connections Project Options and voted to defer the Project until completion of a newt study to incorporate its findings. Upon deferral of the project, District staff worked with the County to extend the agreement that required the District to construct the trail connection from the property to the Priest Rock Trail. This amended agreement now obligates the District to complete the trail connection by April 18, 2028. 5-2-0 Agenda Packet: 20210113 - Agenda Packet - Board of Directors (BOD) Meeting Minutes: 20210113 - Minutes - Board of Directors (BOD)

4/29/2025	PNR Meeting #3: Informed by new findings and recommendations from the Newt Passage Project, PNR reviewed several updated options for the Beatty Parking Area project, including a phased approach that would begin with a seasonal permit lot and funding to complete a portion of the adjacent Newt Passage Project that fronts the property. PNR forwarded this option to the Board and directed staff to return with additional information regarding the potential for shared use of the Miller Point Parking Area with County Parks and alternate locations for the initial newt passage improvements. Agenda Packet: 20250429 - Agenda Packet - Planning and Natural Resources (PNR) Meeting Minutes: 20250429 - Minutes - Planning and Natural Resources (PNR)
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PUBLIC NOTICE

Public notice was provided as required by the Brown Act. In addition, Sierra Azul interested parties, agency partners, trail and environmental groups, and neighboring private properties along Alma Bridge Road were notified of the public meeting.

CEQA COMPLIANCE

CEQA review for the Beatty Project will be performed after Board selection of an option that will provide the basis of the CEQA project description and subsequent completion of schematic site designs and related technical studies. Pursuant to Section 21080.56 of the California Public Resources Code, improvements associated with the Alma Bridge Road Newt Project are a separate project evaluated under CEQA and are eligible for coverage under a Statutory Exemption for Restoration Projects (SERP). The SERP document is currently under review by the California Department of Fish and Wildlife, and once approved, would allow expedited implementation of the improvements to Alma Bridge Road.

NEXT STEPS

If PNR forwards Option 2 or Revised Option 2 to the Board of Directors, staff will present that option to the Board for approval. If approved by the Board, staff will then continue to refine the project scope and the conceptual site plan for Phase I of the project.

In addition, staff will proceed with updating the technical studies for the project, which will inform the upcoming design development and environmental review process. Due to the amount of time that has passed since the project was initiated and changes to the geographic extent of the parking area and trail alignment, it is anticipated that most of these original technical studies for the project will need to be updated (botanical survey, Aquatic Resources Delineation, Tree Survey, and Biological Resources Assessment, Phase II Environmental Assessment (ESA) and an Transportation Analysis).

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

Milestones	Tentative Schedule*
Technical Studies & Design Development	Q4 FY26 – Q2 FY27
Environmental Review & Board Approval of Project	Q3 FY27 – Q3 FY28
Final Design, Permitting, Bidding & Construction	Q3 FY28 – Q2 FY30

*Tentative schedule may require an additional limited extension to the County conservation easement condition that obligates the District to construct the trail connection to the Priest Rock Trail.

Attachments

1. Beatty Property Site Map
2. Beatty Property Setting & Topography
3. Beatty Property Existing Resources
4. Beatty Property Conceptual Diagram, Option 2
5. Beatty Property Conceptual Trail Alignments
6. Alma Bridge Road Newt Passage Project Priority Zones
7. Alma Bridge Road Newt Passage Project, Small Scale First Phase Diagram
8. Beatty Property Conceptual Diagram, Revised Option 2

Responsible Manager:

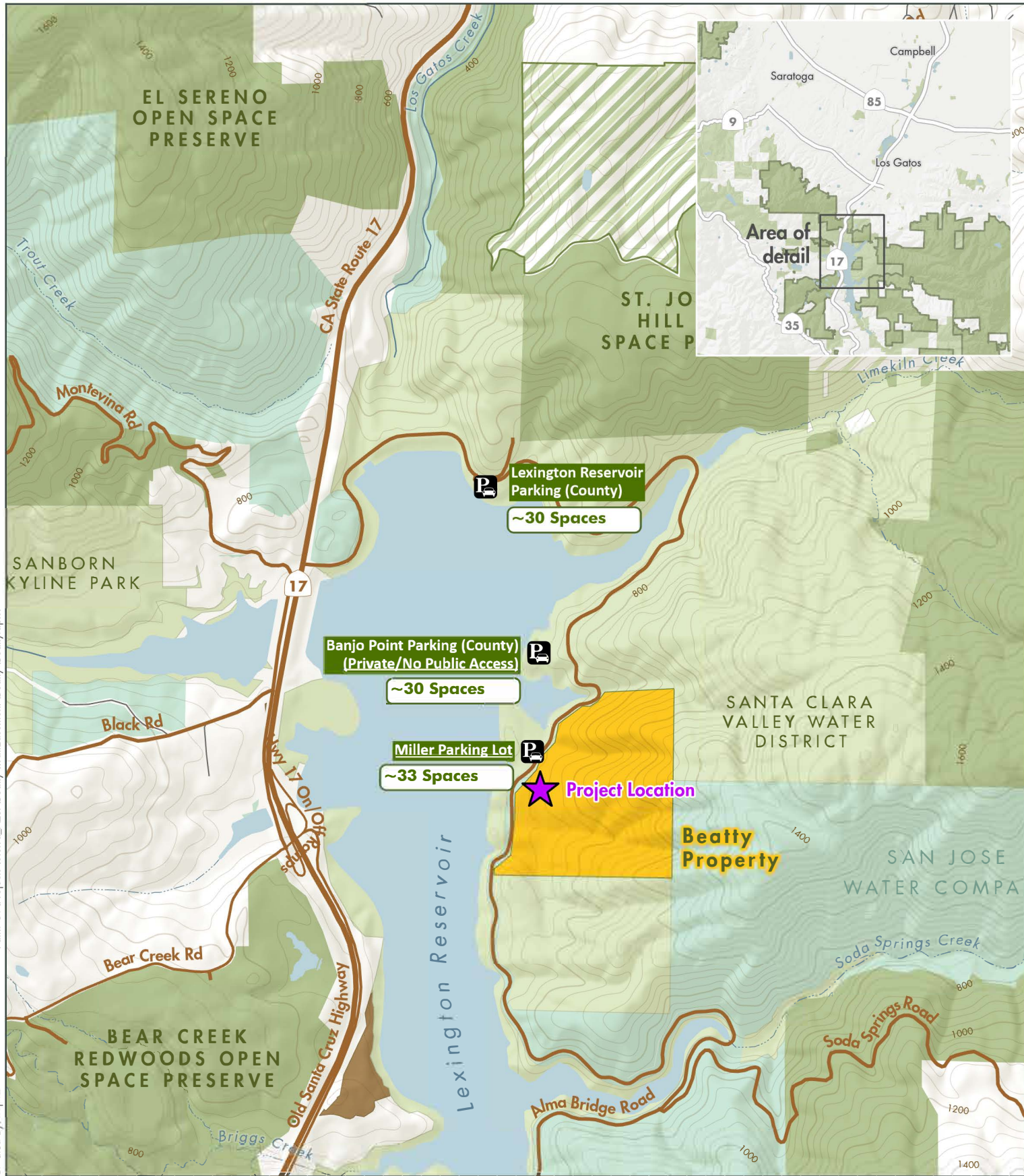
Susanna Chan, Assistant General Manager

Prepared by / Staff contact:

Mark Brandi, Senior Capital Project Manager, Engineering & Construction

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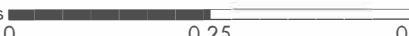


Beatty Property

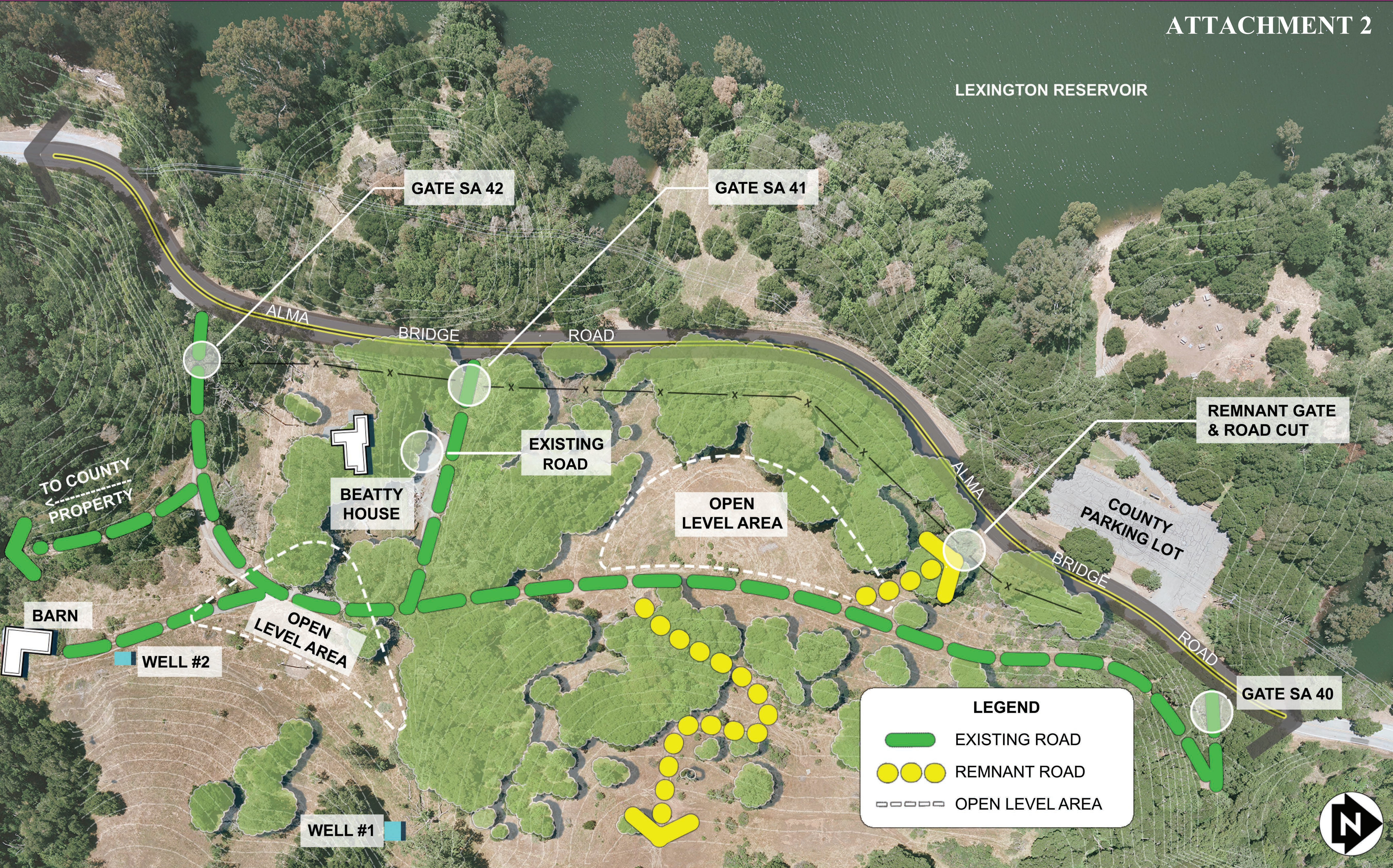
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|---|------------------------|---|---------------------|
|  | Midpen preserves |  | Watershed land |
|  | Other protected lands |  | Other public agency |
|  | Former Beatty Property | | |

Midpeninsula Regional
Open Space District
(Midpen)
4/23/2025



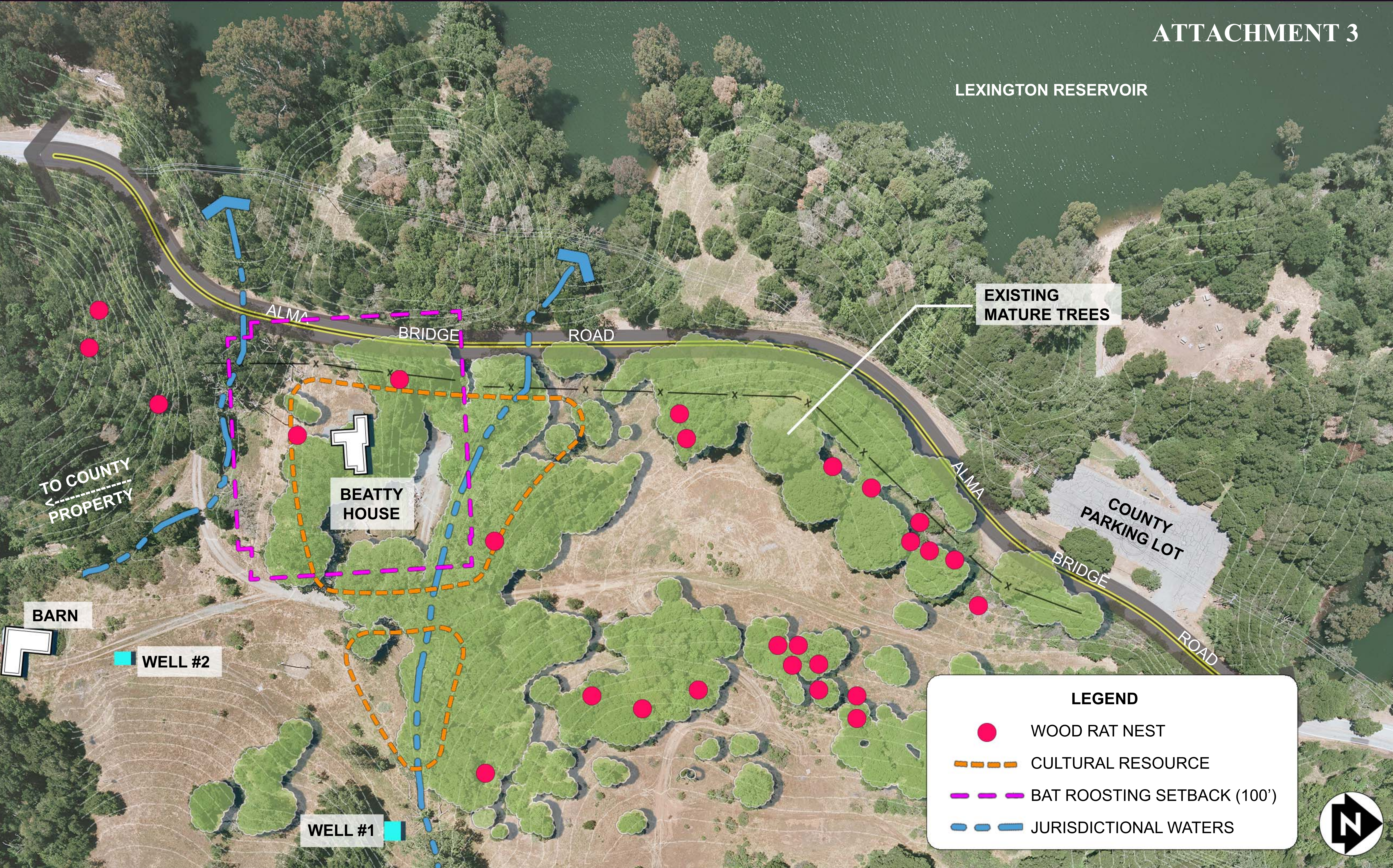
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While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.



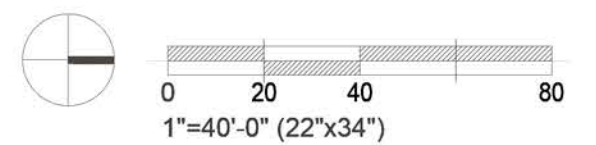
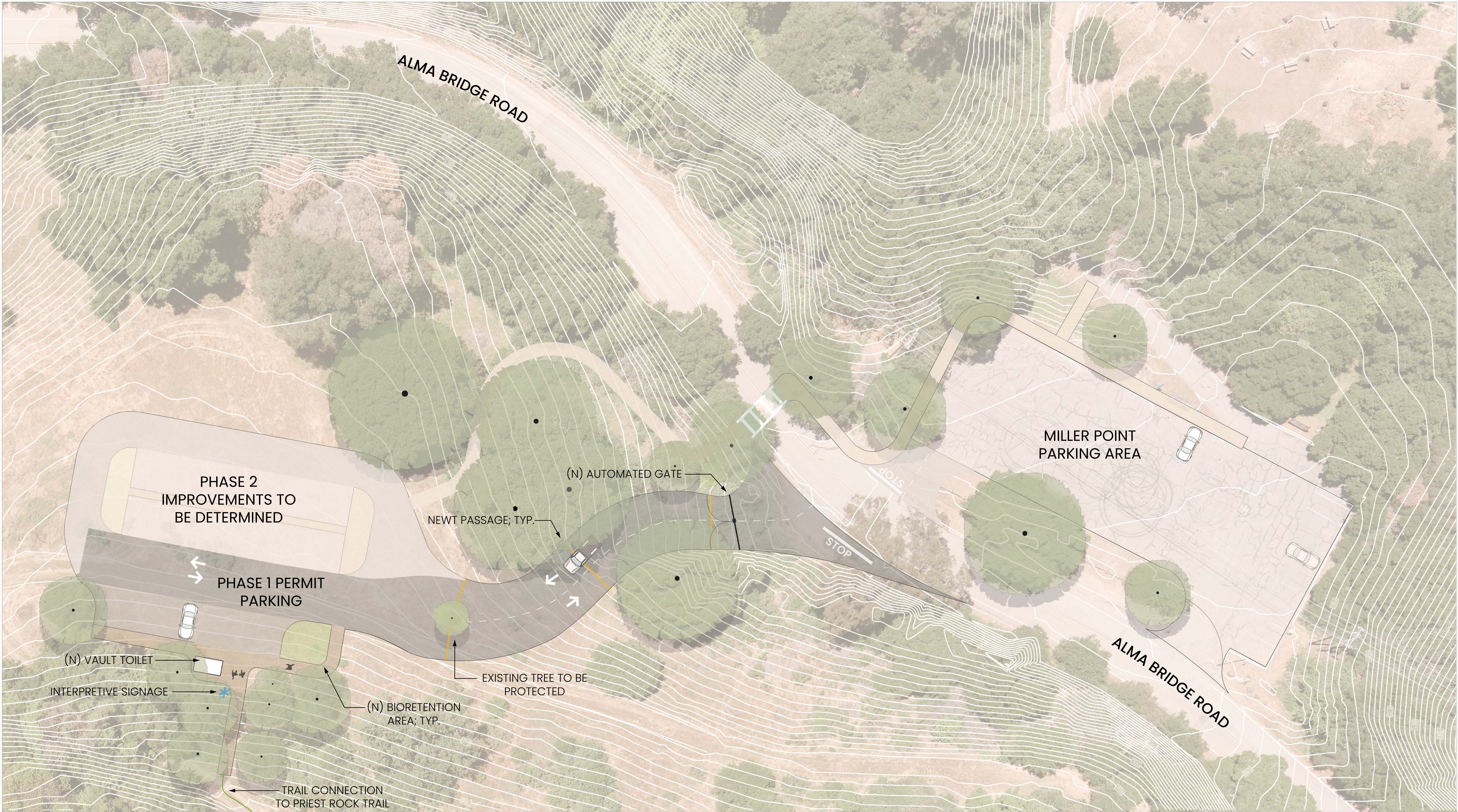
BEATTY PARKING AREA

SETTING + TOPOGRAPHY



BEATTY PARKING AREA

ENVIRONMENTAL RESOURCES



MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

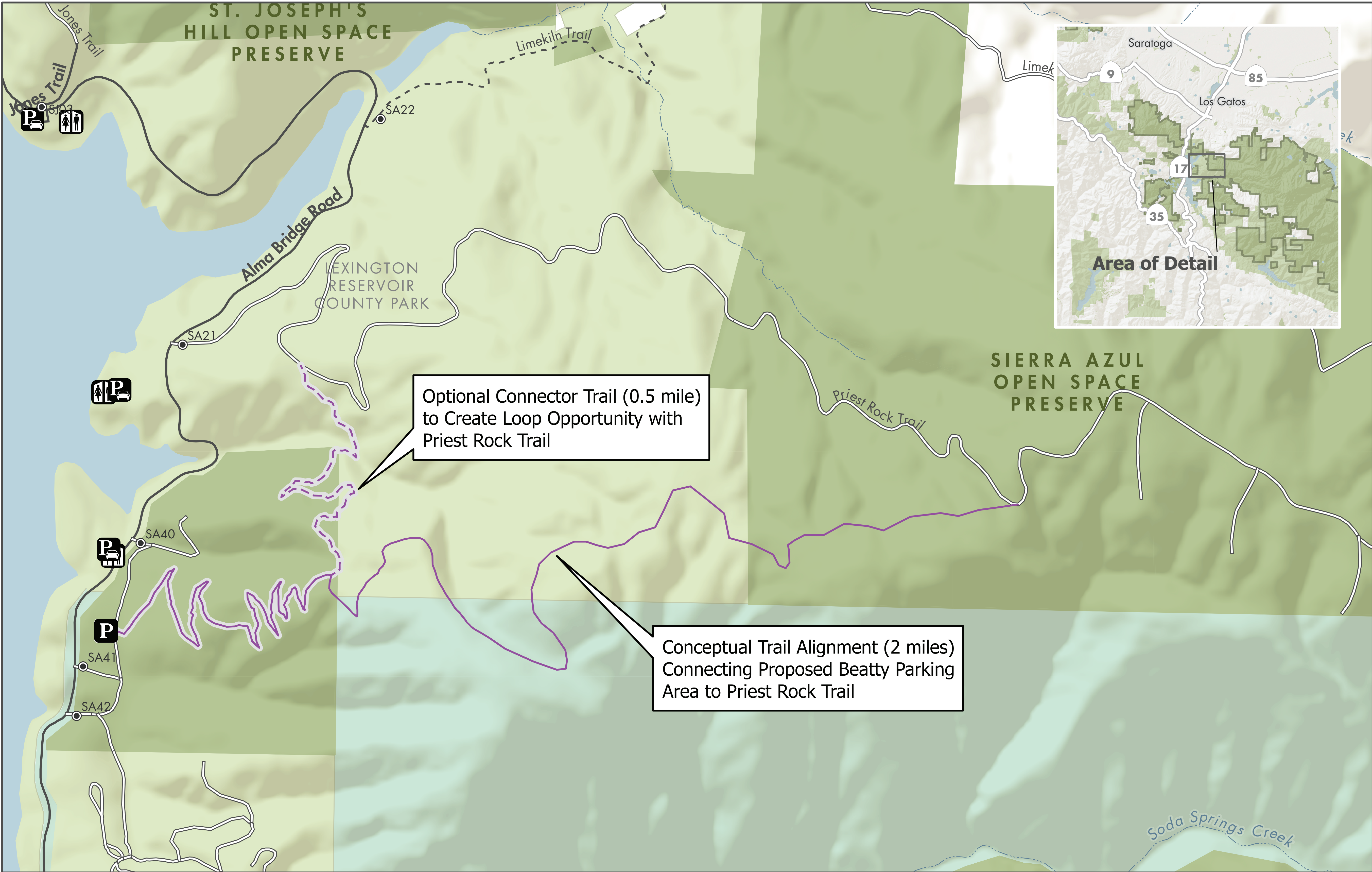
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BEATTY PARKING AREA OPTION 2

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Attachment 5 - Beatty Property Conceptual Trail Alignments

- | | |
|---|--|
|  Midpen preserves |  Conceptual Trail Alignment - Four-foot width |
|  Santa Clara County Parks & Valley Water Lands |  Optional Connector Trail - Four-foot width |
|  San Jose Water Company Land |  Alignment Shared with PNR Committee in 2020 |

Midpeninsula Regional
Open Space District
(Midpen)
4/24/2025



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

Note: This attachment has been extracted from the *Alma Bridge Road Newt Passage Project Feasibility Analysis* report (AECOM, 2023). The figure numbers referenced below do not apply to this Committee/Board Report.

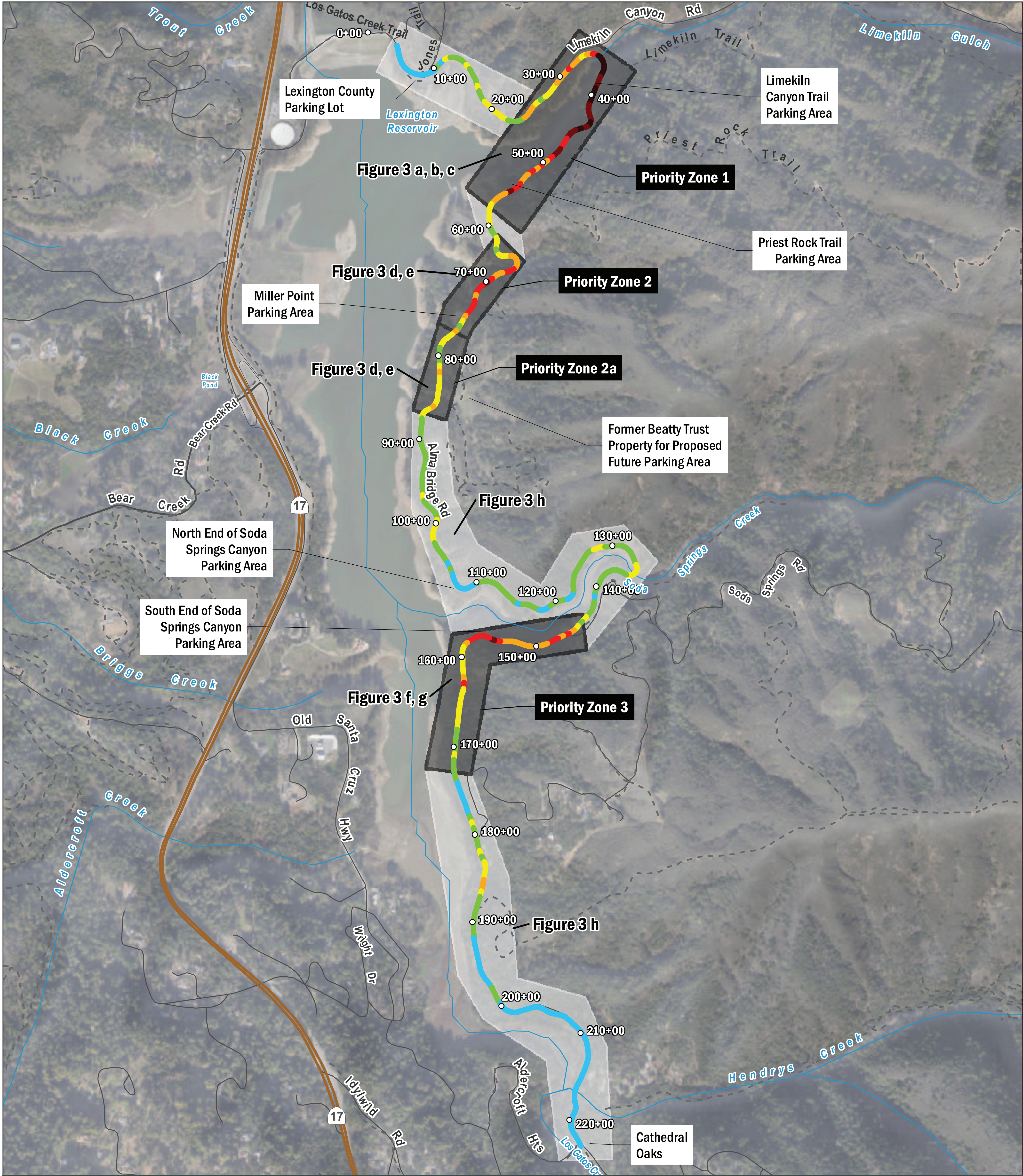


Figure 2: Priority and Secondary Zones

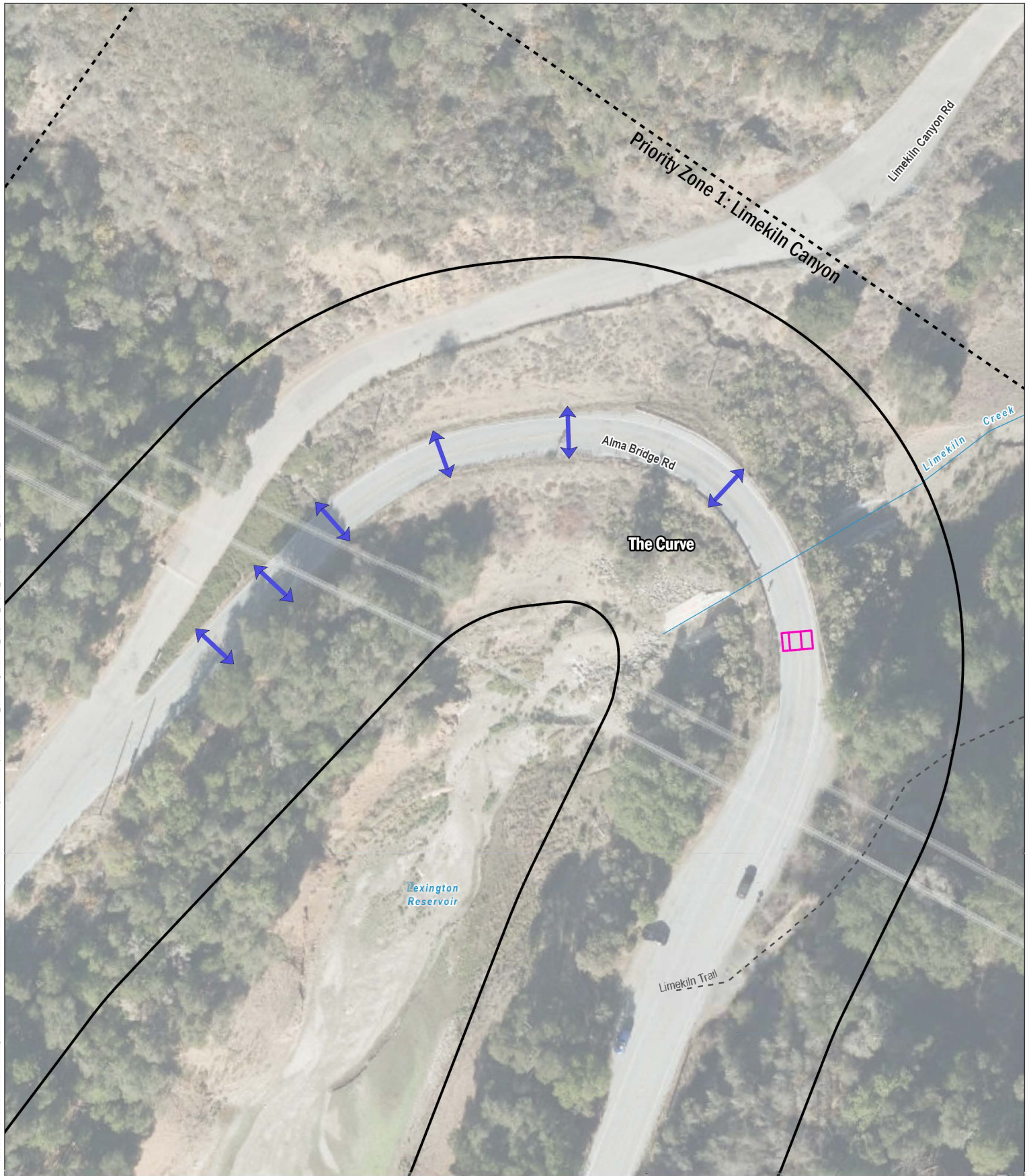
- Existing Trail Priority Zone Newt Mortality (USGS) Medium High
- Secondary Zone Extremely High Medium
- Very High Low
- High Very Low

Midpeninsula Regional
Open Space District
(Midpen)
3/29/2023



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



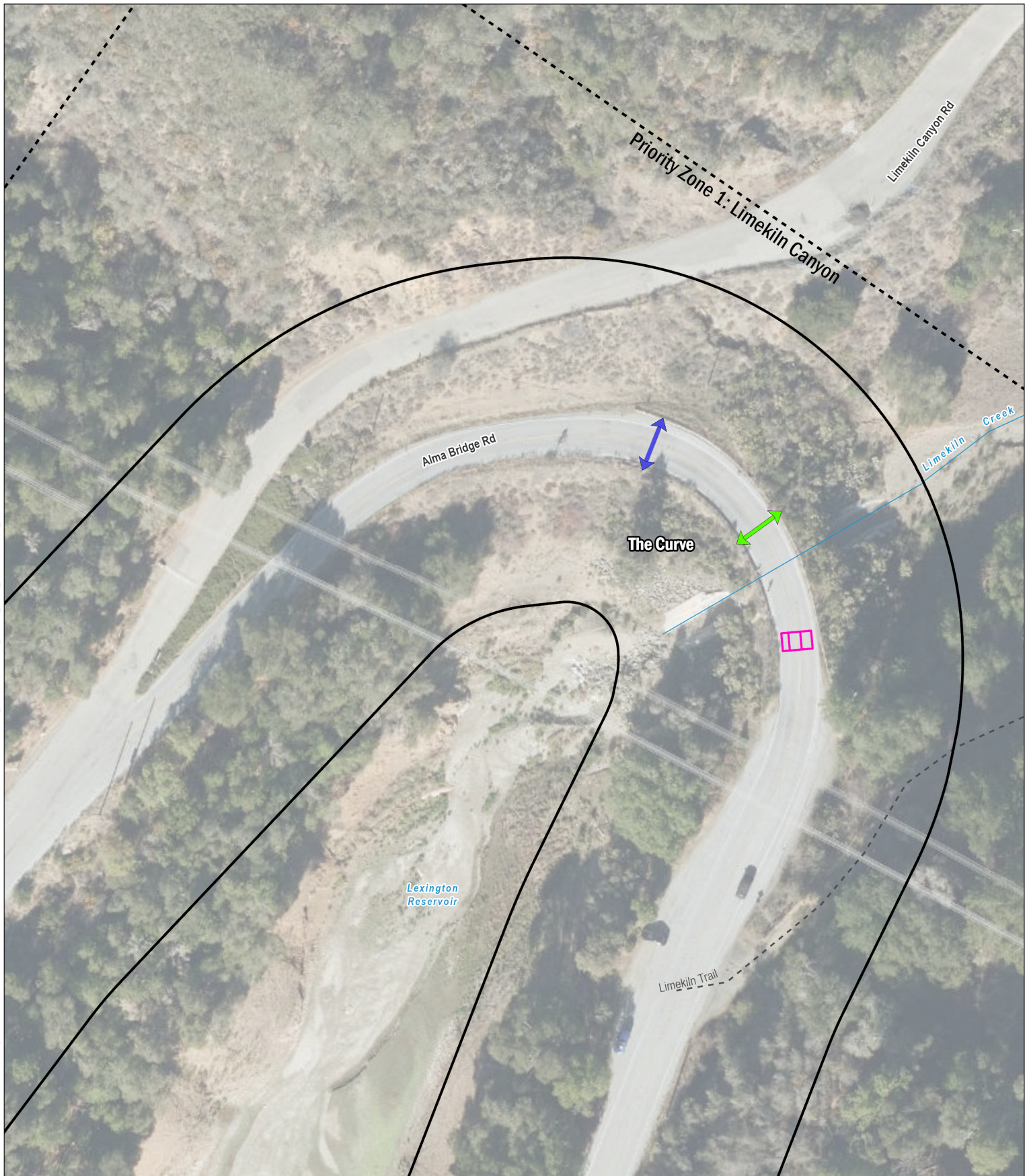
Small-Scale First Phase Study - Option 1

- Biological Study Area
- Modified Cattle Grate
- Priority Zone
- Type 5 Micro-Passage

Midpeninsula Regional
Open Space District
(Midpen)
8/19/2025



Feet
0 25 50



AECOM Oakland CA 8/19/2025 USER: sally.shafford PATH: \\na.aecomnet.com\l\AMER\Oakland-USO\401\DCS\Projects\GIS\Projects\60687332_AlmaBridgeRoad\02_Maps\02_Report_Maps\SFP\figure_Options_SFP.aprx

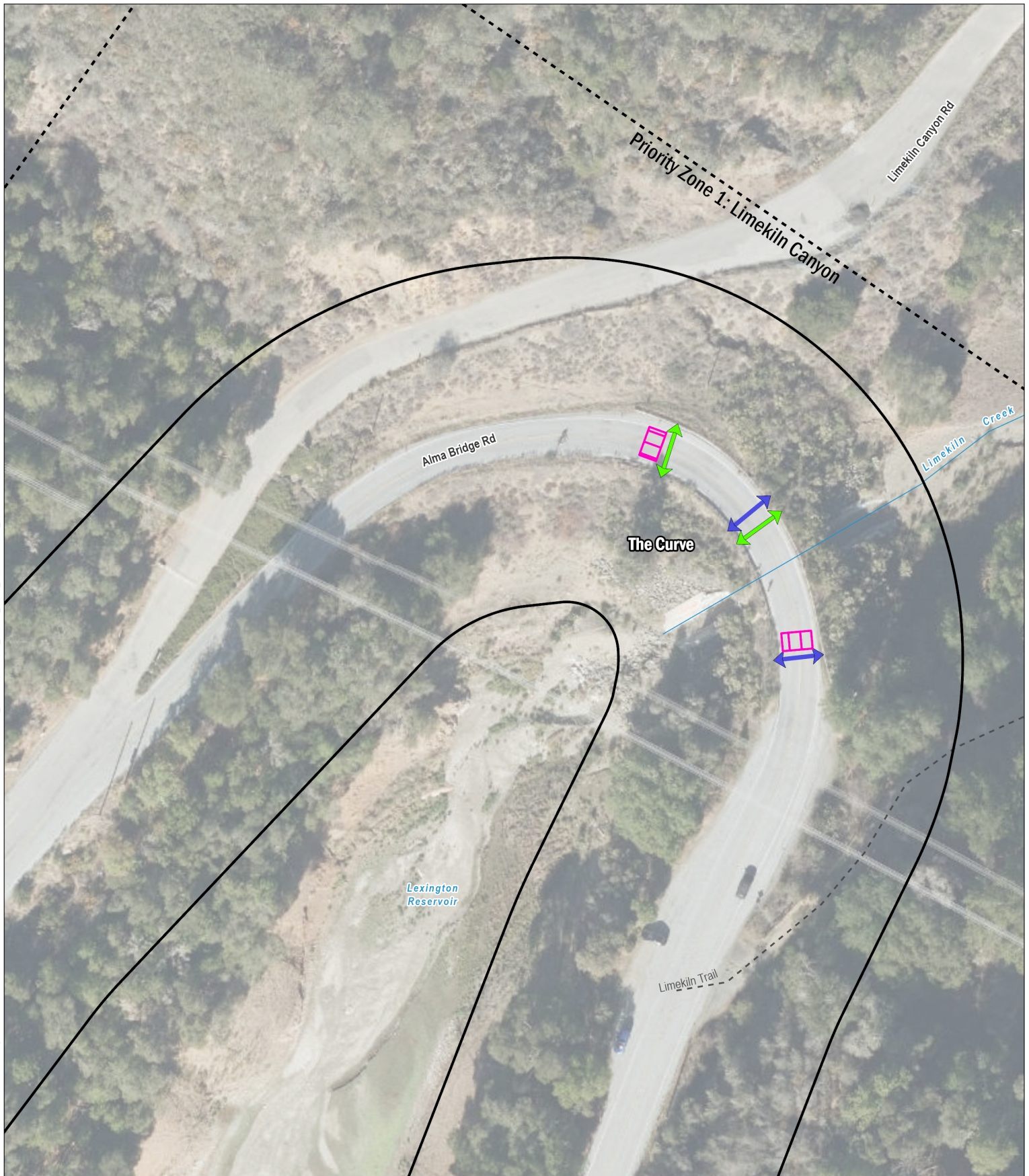
Small-Scale First Phase Study - Option 2

-  Biological Study Area
-  Modified Cattle Grate
-  Priority Zone
-  Type 4 Pre-Cast Box Culvert
-  Type 5 Micro-Passage

Midpeninsula Regional
Open Space District
(Midpen)
8/19/2025



Feet
0 25 50

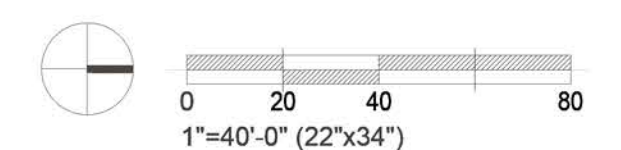


Small-Scale First Phase Study - Option 3

- Biological Study Area
- Modified Cattle Grate
- Priority Zone
- Type 4 Pre-Cast Box Culvert
- Type 5 Micro-Passage

Midpeninsula Regional
Open Space District
(Midpen)
8/19/2025





MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

SCALE: 1"=40'-0"

DATE: 10/07/2025

BEATTY PARKING AREA REVISED OPTION 2