



La Honda Creek Parking Feasibility Study
March 5, 2020
Suites of Options #1 through 5
Original emailed February 28, 2020
REVISED March 2, 2020 per B. Hooper in red text and bold on page 4

At the PAWG’s February 6, 2020 meeting, District staff presented three samples suites of options for discussion. These are combinations of both Sites under considerations and Other Options and Iterations that provide access in a different way than through a general public parking lot.

The sites under consideration are:

- A. Event Center
- B1. Sears Ranch Road Parking Area – Expansion of Existing Lot
- B2. Sears Ranch Road Parking Area – Site West of Existing Parking Area
- B3. Preserve Gate LH15
- C1. Sears Ranch Road – Former Residence Area (1 mile from the existing lot)
- C2. Sears Ranch Road – Cattle Corral – Former Residence Area (1 mile from the existing lot)
- D. Preserve Gate LH07 (West Access Gate)
- E1. Red Barn – Area Behind Ranger Residence
- E2. Red Barn – Area West and Down Slope from Red Barn
- E3. Red Barn – Shed Area below Ranger Residence

Suites #1 - 3 – these sample suites prepared by the District were provided at February 6, 2020 meeting for the PAWG’s consideration

| Project Specific Site Assessment Criterion | Sample Suite #1 | Sample Suite #2 | Sample Suite #3 |
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| | <ul style="list-style-type: none"> • D Gate LH07 <ul style="list-style-type: none"> - small lot with restroom and trailhead, interpretive signage, e.g. about creek • B1 Sears Ranch – Expansion of existing lot <ul style="list-style-type: none"> - equestrian only • E3 Red Barn – Area by shed below ranger residence <ul style="list-style-type: none"> - permit only - clear access instructions - minimally improved - interpretive sign on grazing - limit # of cars depending on day (potentially more permits issued on weekday because less traffic on Highway 84 vs weekend) | <ul style="list-style-type: none"> • D Gate LH07 <ul style="list-style-type: none"> - permit lot with no restroom • B2 Sears Ranch – Site west of existing parking area <ul style="list-style-type: none"> - equestrian parking • E1 Red Barn – Area behind ranger residence <ul style="list-style-type: none"> - docent only - clear access instructions - minimally improved | <ul style="list-style-type: none"> • C1 Sears Ranch – Former Residence <ul style="list-style-type: none"> - gravel lot • B3 Sears Ranch – Gate LH15 <ul style="list-style-type: none"> - equestrian parking • E3 – Area by shed below ranger residence <ul style="list-style-type: none"> - permit only - clear access instructions - minimally improved - interpretive sign on grazing - limit # of cars depending on day (potentially more permits issued on weekday because less traffic on Highway 84 vs weekend) |

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| Establish new public access in the central portion of La Honda Creek Open Space Preserve | <p>Considerations:</p> <ul style="list-style-type: none"> • D and E3 could provide access for hikers and bicycles • B1 could provide access for equestrians. | <p>Considerations:</p> <p>LH07 (requires replacing the bridge)</p> <ul style="list-style-type: none"> • D and E1 could provide access for hikers and bicycles • B2 could provide access for equestrians. | <p>Considerations:</p> <ul style="list-style-type: none"> • C1 could provide access 1 mile further into the Preserve. • B3 could provide access for equestrians. • E3 could provide access for hikers and bicycles |
| Design elements to reflect the rural character of the site and the Red Barn | <p>Considerations:</p> <ul style="list-style-type: none"> • D – Locate parking area in an area to minimize visibility from the highway, using vegetation as screening • B1 – Rock (instead of paving) parking area and add hitching posts. • E3 – Minimal improvements – no restroom, rock (instead of pave) parking area and access. | <p>Considerations:</p> <ul style="list-style-type: none"> • D – Locate parking area in an area to minimize visibility from the highway, using vegetation as screening • B2 – Rock (instead of pave) parking area and add hitching posts. • E1 – Minimal improvements – no restroom, rock (instead of pave) parking area and access. | <p>Considerations:</p> <ul style="list-style-type: none"> • C1 – Minimal improvements – no restroom, rock (instead of pave) parking area and access. • B3 – Rock (instead of pave) parking area and add hitching posts. • E3 – Minimal improvements – no restroom, rock (instead of pave) parking area and access. |
| Provide safe public access | <p>Considerations:</p> <ul style="list-style-type: none"> • D – Consider highway/driveway location improvements • B1 – Located on a road off Highway 84, not affected by traffic on Highway 84. • E3 – Have controlled access to and from Highway 84. | <p>Considerations:</p> <ul style="list-style-type: none"> • D – Have controlled access to and from Highway 84. • B2 – Located on a road off Highway 84, not affected by traffic on Highway 84. • E1 – Have controlled access to and from Highway 84. | <p>Considerations:</p> <ul style="list-style-type: none"> • C1 – Located on a road off Highway 84, not affected by traffic on Highway 84. • B3 – Located on a road off Highway 84, not affected by traffic on Highway 84 • E3 – Have controlled access to and from Highway 84. |
| Balance public access with grazing activities and other uses | <p>Considerations:</p> <p>Design all sites for least impact at each site</p> <ul style="list-style-type: none"> • D – Design of the trail connection. • B1 – Design of the parking area. • E3 – Design of the trail connection, parking area and access. | <p>Considerations:</p> <p>Design all sites for least impact at each site</p> <ul style="list-style-type: none"> • D – Design of the trail connection. • B2 – Design of the parking area and access. • E1 – Design of the trail connection, parking area and access. | <p>Considerations:</p> <p>Design all sites for least impact at each site</p> <ul style="list-style-type: none"> • C1 – Design of the parking area and access. • B3 – Design of the parking area and access. • E3 – Design of the trail connection, parking area and access. |
| Include amenities that facilitate environmental education | <p>Considerations:</p> <p>All can potentially accommodate interpretive features depending on the theme highlighted.</p> | <p>Considerations:</p> <p>All can potentially accommodate interpretive features depending on the theme highlighted.</p> | <p>Considerations:</p> <p>All can potentially accommodate interpretive features depending on the theme highlighted.</p> |
| Protect scenic views of and from the site | <p>Consideration –</p> <ul style="list-style-type: none"> • D – Use of vegetation – locate the lot in an area best shielded by vegetation. • B1 – Rock parking area • E3 – Designed to be hidden from highway view– could be a small lot (10 cars) closer to the shed to be out of view. | <p>Consideration –</p> <ul style="list-style-type: none"> • D – Use of vegetation – locate the lot in an area best shielded by vegetation. • B2 – Rock parking area • E1 – Far removed from highway view. Add vegetation for screening from within the Preserve. | <p>Consideration –</p> <ul style="list-style-type: none"> • C1 – Rock parking area • B3 – Rock parking area • E3 – Designed to be hidden from highway view– could be a small lot (10 cars) closer to the shed to be out of view. |

Suites #4 - 5 (NEW) – suggested by PAWG members Sandy Sommer and Barbara Hooper

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| <p>Project Specific Site Assessment Criterion</p> | <p>Sample Suite #4</p> <ul style="list-style-type: none"> • A Event Center <ul style="list-style-type: none"> - Following planning study, consider for full hiking and equestrian access using Hwy 84 tunnel. Add a restroom, picnic, and family-oriented short trail loops. Potential for dog access, pending better understanding of habitat sensitivity. • B1 Sears Ranch -Expansion of existing lot <ul style="list-style-type: none"> - Keep as is – no expansion. • B3 Sears Ranch – Gate LH15 <ul style="list-style-type: none"> - Develop as equestrian permit lot. • C1 Sears Ranch – Former Residence and/or C2 Sears Ranch Road – Cattle Corral at Former Residence Area <ul style="list-style-type: none"> - Develop the general C1/C2 area as the central staging “hub” for the La Honda Creek OSP. Extend the paved road to this point. Include: <ul style="list-style-type: none"> ○ Restroom ○ Picnic area ○ Family access with short, easy access trails ○ Education and interpretive features - Provide “spoke” trails radiating outward, including towards the Red Barn and middle preserve. • D Gate LH07 <ul style="list-style-type: none"> - Develop as small staging area with restroom and trailhead. Include family / picnic as a short trail loop in redwood groves below. Later, add interpretive signage about creek, and upgrade creek bridge to allow connection to the Red Barn area. Potential Ridge Trail staging area. • E3 – Red Barn -Area by shed below ranger residence <ul style="list-style-type: none"> - Initially, permit and docent access only, for a limited number of vehicles. Minimal improvements. Use existing driveways and gates. Provide with clear access instructions. - Initiate a feasibility study of Highway 84 speed reduction and safety modifications. If roadway speeds can be reduced to acceptably safe levels, consider area for full public access. Potential Ridge Trail staging area. | <p>Sample Suite #5</p> <ul style="list-style-type: none"> • B1 Sears Ranch–Expansion of existing OR B2 Sears Ranch–Site west of existing parking area <ul style="list-style-type: none"> - equestrian (and over-flow) parking – gravel or dirt lot - multi-use access – hikers, cyclists, equestrians, dogs on leash • E1 Red Barn–Area behind ranger residence OR E4 Red Barn–Area adjacent/north of residence <ul style="list-style-type: none"> - docent-led hikes from Red Barn via MidPen provided transportation. - interpretive sign on grazing for docent-led visits and those entering area from Allen Road and Sears Ranch Road trails - minimally improved • D Gate LH07 <ul style="list-style-type: none"> - docent-led hikes from via MidPen provided transportation. - minimally improved - interpretive signage, e.g. about creek • A Event Center <ul style="list-style-type: none"> - multi-use access – hikers, cyclists, equestrians, dogs on leash - interpretative signage about ranching, grazing, rodeo history |
| <p>Establish new public access in the central portion of La Honda Creek Open Space Preserve</p> | <p>Considerations:</p> <ul style="list-style-type: none"> • Terrain, highway, creek, and property ownership limit direct access options in central preserve area. Compromise needed. • C1/C2 offers the only realistic site for a somewhat central major preserve access and staging point. • D could provide small staging and hiking access to central preserve. With bridge repair and short trail connection, could provide workable full public access to Red Barn area. Also supports alternative Ridge Trail route. • E3 could allow permit use at Red Barn site in the near term, accommodating hikers, bicycles and a future Ridge Trail connection. The feasibility study could provide specific technical information to support decision making regarding future options beyond permit access. | <p>Considerations:</p> <ul style="list-style-type: none"> • D, E1, and E3 could provide docent-guided access to visitors and hikers • B1 and B2 could provide access for equestrians, hikers, and cyclists |

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| Design elements to reflect the rural character of the site and the Red Barn | <ul style="list-style-type: none"> • D – Locate parking area to minimize visibility from the highway, using vegetation as screening • E3 – Minimal improvements – no restroom, rock (instead of pave) parking area and use existing driveways for access. | <p>Considerations:</p> <ul style="list-style-type: none"> • B1 and B3 – rock (instead of paving) parking area and add hitching posts • D – rock (instead of paving) parking area where it is currently located; shielded from highway • E1 and E4 – minimal improvements – no restroom, rock (instead of paving) parking area • A – rock (instead of paving) parking area |
| Provide safe public access | <p>Considerations:</p> <ul style="list-style-type: none"> • A - Carefully locate driveway access based on sight lines. • B3, C1/C2 – Located on a road off Highway 84, not affected by traffic on Highway 84. • D - Carefully locate driveway access based on sight lines • E3 – Have controlled access to and from Highway 84. | <p>Considerations:</p> <ul style="list-style-type: none"> • B1 and B2 – located on a road off Highway 84, not affected by traffic on Highway 84 • E1, E4, and D – MidPen provided transportation could ensure safe ingress/egress; see Note.* • A – consider highway/driveway location access on both sides of Highway 84 |
| Balance public access with grazing activities and other uses | <p>Considerations:</p> <p>Design all sites for least impact at each site</p> <ul style="list-style-type: none"> • B3 – Design of the parking area and access. • C1 / C2 – Design of the parking area and access. Could include cattle crossing gates at road. • D – Design of the trail connection. • E3 – Design of the trail connection, parking area | <p>Considerations:</p> <p>Design all sites for least impact at each site</p> <ul style="list-style-type: none"> • B1 and B2 – design of the parking area • E1 and E4 – design of the trail connection, parking area, and access • D - design of the trail connection • A – design of the trail connection, parking area, and access |
| Include amenities that facilitate environmental education | <p>All can potentially accommodate interpretive features depending on the theme highlighted.</p> <ul style="list-style-type: none"> • D - offers unique opportunity for environmental education regarding the creek | <p>Include amenities that facilitate environmental education</p> <ul style="list-style-type: none"> • All can potentially accommodate interpretive features depending on the theme highlighted. |
| Protect scenic views of and from the site | <p>All are less visible from surroundings than existing Sears Ranch staging (B1)</p> <ul style="list-style-type: none"> • B3 – Rock equestrian parking area • C1/C2 - Location is shielded by terrain and vegetation. • D – Shielded by vegetation. • E3 – Designed to be hidden from highway view– could be a small lot closer to the shed to be out of view. | <p>Considerations:</p> <ul style="list-style-type: none"> • B1, E1, E2, D and A – rock parking area • D – current parking area is partially shielded by vegetation, more could be added • E1 and E4– far removed from highway view, add vegetation for screening from within preserve • A – shielded by vegetation |

*Barbara Hooper’s note:

“Safe ingress and egress access to D Gate LH07, E1 Red Barn, and E4 Red Barn on Highway 84 was demonstrated in our MidPen site tours on October 19, 2019 and November 16, 2019. MidPen drivers took the time to drive to Alice’s Restaurant at Skyline Blvd. to safely enter the driveways and then exited to the west to return PAWG groups to La Honda. For each of those sites, safe access is: When heading WEST on Highway 84, ENTER the driveway by making a right-hand turn. Then, EXIT the driveway, by making a right-hand turn to continue heading west on Highway 84. It is NOT safe to: ENTER the driveway when heading EAST on Highway 84; a vehicle would need to make a left-hand turn, cross the double yellow line, and cross traffic heading west. To EXIT the driveway to head EAST on Highway 84, a vehicle would need to make a left-hand turn, cross the double yellow line, and cross traffic heading west.”