

2/9/2020

Art's Comments on 2//2020 La Honda Creek Sample Suites of Options

Sample Suite #1

This suite comes pretty close to my best solution. Some comments:

D – Site D is the best alternative for providing parking, interpretive info and restrooms in the central area in terms of minimizing effect on the Red Barn scenic views/rural character.

B1 Sears Ranch – I think locating equestrian access here is good but I don't have a strong opinion on which B-series site to use as all appear to have advantages/disadvantages - although B3 does seem to work well for equestrians, and I like the fact that it is out of sight yet near existing parking/restroom improvements.

E3 Red Barn – E3 seems the best location for parking/interpretive uses near the Red Barn. Limited access here is a good idea but I don't have a preference between docent and permit access.

- Even limited use at this location is dependent on use of existing driveway; vehicular access next to Red Barn re-opens the central debate on public access to this site.

Sample Suite #2

Suite 2 remains a pretty good solution, although Suite 1 would remain my favorite so far.

D – Permit only access here would allow use of D/LH07 even if general vehicular entry is not as safe as desired; it's a step back from Suite#1 but it still provides parking in the central area.

- Might still want to provide restrooms here or at the E site, as users from other entry points would appreciate them, too – it's a big preserve.

B2 Sears Ranch – I think locating equestrian access here is good but I don't have a strong opinion on which B-series site to use as all appear to have advantages/disadvantages - although B3 does seem to work well for equestrians, and I like the fact that it is out of sight yet near existing parking/restroom improvements.

E1 Red Barn – Limited access here is a good idea and E1 is not a terrible location, but E3 seems a better place for improvements because it is (or can be) screened so well.

- I don't have a preference between docent and permit access.
- Even limited use at this location is dependent on use of existing driveway; vehicular access next to Red Barn re-opens the central debate on public access to this site.

Sample Suite #3

The problem with Suites #1 and #2 is their dependence on a safe vehicular access design off 84. If further design (or Caltrans) finds that to be un-doable, some version of Suite #3 is a realistic fallback. I voted a strong 5 against use of the C sites so I surprised myself by this realization – but lacking this alternative, the next logical suite would have to include more activities at the E sites, which seems to be going backwards.

C1 Sears Ranch – This site, while not my favorite due to its location within the preserve, does undeniably improve access from Sears Ranch into the central area of the preserve. As I recall, C2 is screened a bit better from view from within the preserve, and I would prefer the best-screened location.

B3 Sears Ranch – I think locating equestrian access here is good but I don't have a strong opinion on which B-series site to use; all appear to have advantages/disadvantages - although B3 does seem to work well for equestrians, and I like the fact that it is out of sight yet near existing parking/restroom improvements.

E3 Red Barn – E3 seems the best location for parking/interpretive uses near the Red Barn.

- I don't have a preference between docent and permit access.
- Even limited use at this location is dependent on use of existing ranger house driveway; vehicular access next to Red Barn re-opens the central debate on public access to this site.
- Might want to include restroom for use by users from other entries – it's a long way back to Sears Ranch.

General observations

Rock/gravel parking areas is a good idea at any of the sites.

If permit access to an E area is via the existing ranger house gate, a non-gated entry for bikes would be appreciated. This would allow west bound cyclists on 84 (and from OLH Road) to get off 84 and onto (future) preserve cycling trails at this point.

La Honda Creek Parking Feasibility Study

New Suite for PAWG Consideration – submitted by Sandy Sommer, 2/17/2020

Provide public access staging at the following locations, as described. See attached map for depiction of overall preserve system.

Site	Description
A – Event Center	Initially equestrian permit access only. 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 Road area – Existing staging area	Keep as is – no expansion.
B3 - Sears Ranch Road Area – Gate LH15	Develop as equestrian permit lot.
C1 - Sears Ranch Road – Former Residence Area AND C2 - Sears Ranch Road – Cattle Corral at Former Residence Area	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 - Preserve Gate LH07	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 – Area Near Shed Below Ranger Residence	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.



La Honda Creek Open Space Preserve

For More Information
Visit www.openspace.org
or call (650) 691-1200

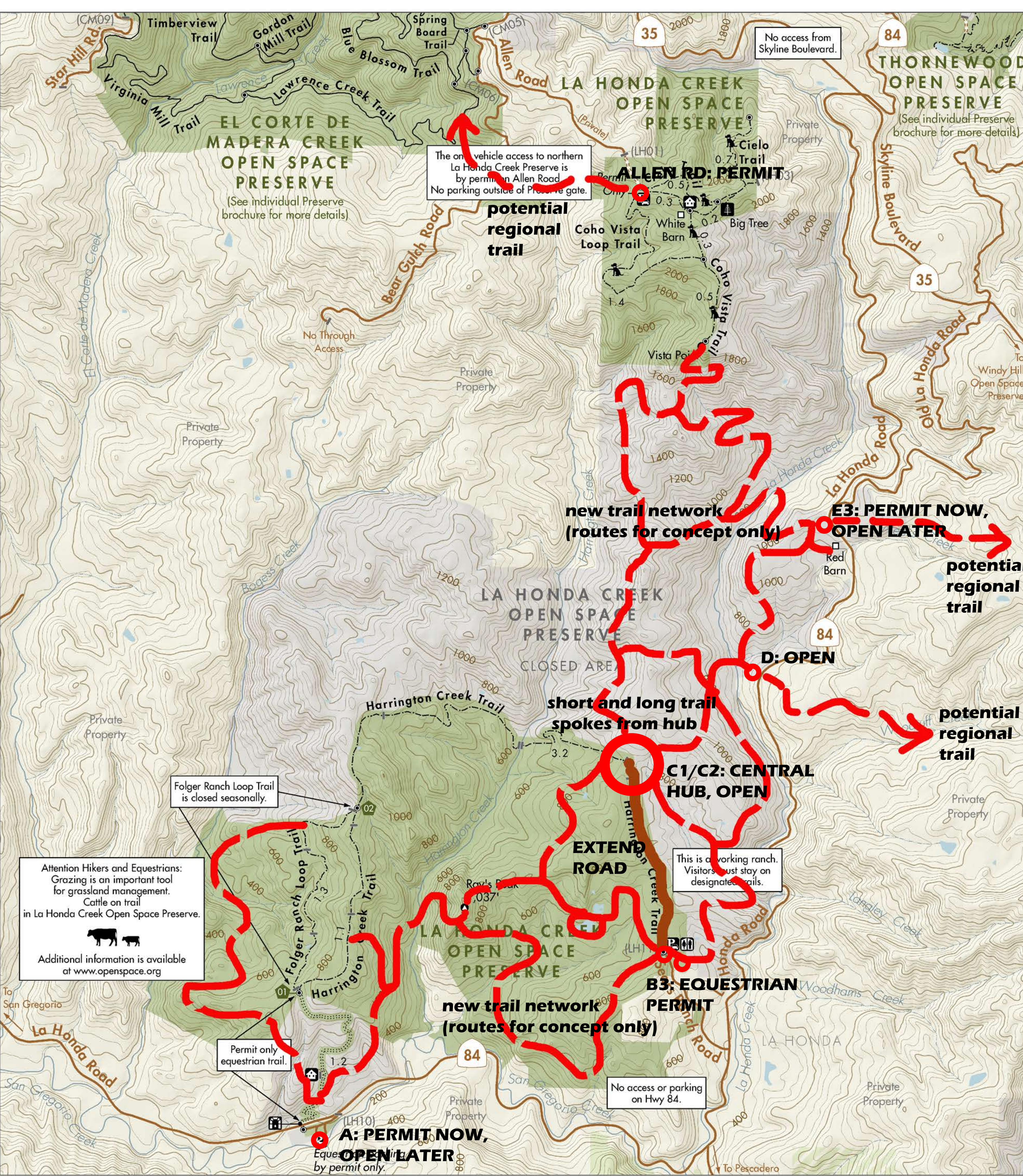
Map Legend

- Midpen Preserve
- Closed Area - No Public Access
- Other Public Land
- Other Public Land - Restricted Access
- Private or Leased Land - No Public Access
- No Public Entry in Midpen Water Areas
- Road
- Vehicle Driveway
- Equestrian Only
- Hiking, Equestrian
- Hiking, Bicycling, Equestrian
- Trail Junction
- Numbered Trail Junction
- Gate (#)
- Parking Lot
- Equestrian Parking
- Restroom
- Point of Interest
- Notable Flora
- Tunnel
- Other Public or Private Building
- Residence

- Dogs on Leash Permitted on Designated Trails
- Bicycles not permitted in this Preserve

In case of emergency, call 911 or 24-hour Ranger Dispatch at (650) 968-4411.

For your safety, and the protection of the preserves:
The preserve is open from dawn until one-half hour after sunset;
Please leave natural features, plants, and animals undisturbed;
Pack it in, pack it out- please do not litter;
Auto burglaries are increasing;
Take valuables with you and lock your vehicle.



B. Hooper – NEW Sample Suite Option – 2/27/2020

LH PAWG La Honda Creek Open Space Preserve

Sample Suite

- B1 Sears Ranch–Expansion of existing **OR** B2 Sears Ranch–Site west of existing parking area
 - 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
 - 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
 - docent-led hikes from via MidPen provided transportation.
 - minimally improved
 - interpretive signage, e.g. about creek
- A Event Center
 - multi-use access – hikers, cyclists, equestrians, dogs on leash
 - interpretative signage about ranching, grazing, rodeo history

Considerations:

1. Establish new public access in central portion
 - a. D, E1, and E3 could provide docent-guided access to visitors and hikers
 - b. B1 and B2 could provide access for equestrians, hikers, and cyclists
2. Design elements to reflect the rural character of the Red Barn
 - a. B1 and B3 – rock (instead of paving) parking area and add hitching posts
 - b. D – rock (instead of paving) parking area where it is currently located; shielded from highway
 - c. E1 and E4 – minimal improvements – no restroom, rock (instead of paving) parking area
 - d. A – rock (instead of paving) parking area
3. Provide safe public access
 - a. B1 and B2 – located on a road off Highway 84, not affected by traffic on Highway 84
 - b. E1, E4, and D – MidPen provided transportation could ensure safe ingress/egress; see Note.*
 - c. A – consider highway/driveway location access on both sides of Highway 84
4. Balance public access with grazing activities and other uses
 - a. Design all sites for least impact at each site
 - i. B1 and B2 – design of the parking area
 - ii. E1 and E4 – design of the trail connection, parking area, and access
 - iii. D - design of the trail connection
 - iv. A – design of the trail connection, parking area, and access
5. Include amenities that facilitate environmental education
 - a. All can potentially accommodate interpretive features depending on the theme highlighted.

***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.