



Midpeninsula Regional
Open Space District

R-23-33
Meeting 23-09
March 22, 2023

AGENDA ITEM 6

AGENDA ITEM

Approval of Refinements to the Bear Creek Stables Capital Maintenance and Repair Project to Address Use Permit Conditions

GENERAL MANAGER'S RECOMMENDATIONS *den*

1. Receive an update on the Bear Creek Stables Use Permit process that will facilitate Santa Clara County approvals for the Capital Maintenance and Repair Project.
2. Approve refinements to the Bear Creek Stables Capital Maintenance and Repair Project to address Use Permit Conditions.

SUMMARY

On June 9, 2021, the Midpeninsula Regional Open Space District (District) Board of Directors (Board) received an update on the Bear Creek Stables Project, including the legal non-conforming use status and challenges therein, and affirmed the Use Permit permitting approach to facilitate Santa Clara County (County) permit approvals for the Bear Creek Stables Capital Maintenance and Repair Project. Since that time, staff have prepared the Use Permit application and worked on the second round of incomplete comments with the County.

Staff is currently at a decision point on how to meet the County Fire Marshal's requirements for a commercial fire suppression system. The baseline fire suppression system needed to meet current fire code is estimated to exceed the project budget by approximately \$770,000. The County Fire Marshal does allow for an applicant to demonstrate compliance with the fire code through alternate means and methods, known as the [Application for Use of Alternate Materials, Methods of Construction, or Modification of Code](#) (AMMR). The AMMR is the appropriate tool to meet the intent of the fire code, and in this case, lessen the budget overages. Staff have developed an AMMR proposal that includes replacing two ancillary barn structures previously planned for retention with one, new, fire-resistant barn. It is estimated that this would reduce the budget increase to \$440,000. The General Manager recommends approval of the proposed revisions to the Capital Maintenance and Repair Project plans to meet the intent of the fire code utilizing the AMMR process. The General Manager also requests flexibility to instead remove only one barn and retain and repair the second barn if new hidden costs emerge that make this alternative option more cost-effective both in the short- and long-term.

BACKGROUND

In 2000, the District acquired a 260-acre property as an addition to Bear Creek Redwoods Open Space Preserve (Preserve) in unincorporated Santa Clara County. This acquisition included an

equestrian stable (Stables) that has been in continuous operation since the 1940s. The Stables has operated under a legal, non-conforming use designation since 1975. A ‘non-conforming use’ refers to a use that was legally established according to prior zoning and building laws, but does not conform to current zoning and building requirements ([§ 4.50 of the Santa Clara County Zoning Ordinance](#)). Such operations may only become formally authorized through a discretionary land use approval with a Use Permit. The Stables is allowed to board up to 72 horses under the legal non-conforming use designation.

On January 25, 2017, the Board approved the Bear Creek Redwoods Preserve Plan (Preserve Plan). The Preserve Plan designates the Stables for continued equestrian use and identifies numerous actions for the Stables, including infrastructure improvements, hillside erosion control and revegetation, and public access enhancements. Cost estimates for the Bear Creek Stables Site Design included in the Preserve Plan increased significantly during design development and permitting consultation due to the need for extensive site engineering. Since that time, the Board has received several updates and adjusted the Project scope and permitting process as follows:

April 25, 2019 (R-19-53): The Board considered five Project options (Preserve Plan Site Plan, Maintenance and Repairs, Close Stables, Sell or Lease, Relocate) and directed staff to move forward with the Capital Maintenance and Repair Plan to maintain current equestrian programming under the legal, non-conforming status and implement key repairs and incorporate Americans with Disabilities Act (ADA) requirements. The estimated cost of repairs at that time was \$4M - \$4.4M. Please refer to Attachment 1: Capital Maintenance and Repair Plan.

March 25, 2020 (R-20-34): The Board received an update on the Stables Project, plan development, permitting requirements, schedule, and cost estimates. At this meeting the Board allocated an additional \$1.223M of interest income from Measure AA bond proceeds to close the anticipated funding gap for the Project.

June 9, 2021 (R-21-74): The Board received an update on the Stables Project and major challenges in securing County permits for the repair work given the property’s legal non-conforming status that would:

- Set annual limits to the amount of repair work that could be made on existing structures.
- Prohibit the relocation of paddocks (effectively reducing the number of boarded horses) following the removal of select paddocks to accommodate a new septic leach field.
- Prohibit the issuance of a temporary construction operation permit.
- Add project costs to address permit conditions and building code upgrades related to the unpermitted structures.

Staff subsequently presented the option of first securing a Use Permit for the Stables to formalize the use and facilitate County permits for the repair work. The following key advantages and disadvantages of this approach were discussed:

Advantages of Applying for a Use Permit

- Provides a holistic approach to permitting a suite of improvements and activities.
- Provides an opportunity to work with the County to define phased improvements and corresponding permit conditions.
- Brings the Stables in compliance with the County’s Zoning Ordinance and therefore eliminates Zoning Ordinance limitations associated with non-conforming uses.

- Supports a phased approach to implement site improvements and repairs. Phased work would be described in the Conditions of Approval.
- Provides a mechanism to complete minor routine repairs.
- Allows for future expansion of public uses; during future lease negotiations, tenants would be able to propose expanded programming as part of a sustainable business model.
- Due to past closures of equestrian facilities within the County, and the Board of Supervisors' interest in maintaining the remaining boarding facilities, the County would work closely with the District in developing permit conditions that meet District goals for the Stables site plan.

Disadvantages of Applying for a Use Permit

- The Use Permit process opens up the entire operations of the Stables to public review, additional comments, and critique submitted to the County as they review the Use Permit application.
- Requires discretionary approval from the County Planning Commission with an uncertainty of new requirements and/or restrictions that do not currently exist under the legal non-conforming use status; some of these new requirements and/or restrictions may be imposed in response to public comments about the operations.
- May require additional time and consultant services to address comments from the County and/or public, potentially delaying the Project schedule and increasing costs. Delays and additional costs would also result if the Use Permit process triggered the need for new expanded site work such as upgrades to the driveway and/or parking.

Based on the information presented, the Board affirmed the Use Permit approach to facilitate County permit approvals for the repair work.

DISCUSSION

Current Permitting Efforts

Since the June 09, 2021, Board meeting, staff have been working with the County on the Use Permit application, including the following key milestones:

- October 4, 2021 – Staff submitted the Use Permit application.
- November 14, 2021 – The County provided an incomplete letter without detailed Fire Marshal comments that required additional consultations with the Fire Marshal Office.
- June 28, 2022 – The County provided the Fire Marshal's detailed comments in conjunction with the 11/14/21 incomplete letter.
- August 4, 2022 – Staff responded to the incomplete letter and resubmitted the Use Permit application.
- September 2, 2022 – The County issued a second incomplete letter, which included detailed fire suppression system requirements, requested clarifications to the storm water questionnaire, and required more information on the onsite wastewater treatment system (OWTS).

Staff have been working internally and with the design consultants to respond to the second incomplete letter, and most notably the Fire Marshal conditions, which pose significant budget implications depending on how they are met.

The Fire Marshal identified the condition of widening the driveway to 22 feet with an additional 2-foot shoulder on each side, which is not a new requirement for the project. This condition was received and analyzed in 2017 as part of the larger Stables Site Plan. Due to the associated significant cost and impact on the natural resources, staff at that time negotiated a minimum reduced roadway width of 16 feet in the most constrained locations. It is estimated that to widen the driveway to 26 feet will require the removal of at least 30 riparian trees, and installation of 350 feet of six- to eight-foot tall retaining walls. The cost increase to meet the 26-foot-wide driveway condition is estimated at \$575,000. The cost to increase the driveway to the 16-foot minimum is estimated at \$400,000. County staff informally approved the reduction in width during 2017 discussions related to the Preserve Plan site plan implementation. This reduction will need to be renegotiated for the Capital Maintenance and Repair Plan given the time that has elapsed since the informal approval and the resulting change in County staffing, potential change in County policy interpretation and permit review of the current project scope.

The Fire Marshal also identified the condition of installing fire sprinklers on all structures that receive a building permit. Building permits are required for all new structures, and repairs to existing structures built after 1947, that are larger than or equal to 120 square feet. The Fire Marshal does allow for a fire sprinkler exemption if the structure meets the defined exception of an agricultural building with one of the following conditions:

- If the use *does not* present an unusually high fire risk, the structure does not exceed 5,000 square feet and/or is less than 25 feet in height, and is detached and 50 feet away from other structures;
- If the use *does* present an unusually high fire risk, the structure does not exceed 3,000 square feet and/or is less than 25 feet in height and is detached and 50 feet away from other structures.

The restroom and caretaker residence are new structures and do not meet the code exceptions and therefore require sprinklers. This is consistent with what was proposed for these structures in the Use Permit application and associated construction estimate. The Main Barn is an unpermitted structure, built in 1916. Because of its age, it does not require a building permit and therefore does not require sprinklers. The Hay Barn and Breezeway Barn are both unpermitted structures, with undocumented ages. Neither barn qualifies for the code exception because they are within 50 feet of each other. Therefore, both barns require sprinklers. Given their unconventional construction type, both barns require significant structural upgrades and strengthening to meet current building code and support the weight of a sprinkler system if both barns were retained. The cost increase to meet the current building code and provide a sprinkler system is approximately \$62,000 for the Breezeway Barn and \$58,000 for the Hay Barn. If one of the barns were removed, the remaining barn would qualify for the agricultural building exception and would therefore not require fire sprinklers.

The Fire Marshal also identified a commercial permit condition for water storage to feed the hydrant and fire sprinklers. This condition requires the water storage to be sized to meet the greater of either the sprinkler water demand or fire hydrant flow demand. Currently, because the Breezeway Barn and Hay Barn are within 50 feet of each other, the greatest demand is for the fire sprinkler system to the Hay Barn, which requires 33,000 gallons of water storage, and a small booster pump. The cost increase to meet this condition is approximately \$75,000. If the Breezeway Barn were removed, the fire hydrant then becomes the greatest demand and would require a reduced water storage of 15,000 gallons with no booster pump. The cost increase to meet this condition would be reduced from \$75,000 to \$40,000.

Comparison of Options to Address Fire Marshall Conditions

To meet the intent of the fire code, the project can either provide the baseline fire suppression system or propose and negotiate alternate means and methods through the AMMR. Two options are provided below (see also summary table on page 6).

Baseline Option: The baseline fire suppression system is the most stringent interpretation of the applicable codes, and would include the following components:

- 26-foot driveway width (22-foot + 2-foot shoulders on each side)
- Retain and add sprinklers to the Breezeway Barn
- Retain and add sprinklers to the Hay Barn
- 33,000-gallon water tank storage + small booster pump
- (1) Standard fire hydrant

Advantages

- Meets fire code requirements
- Provides the widest access drive
- Does not require additional AMMR negotiations

Disadvantages

- Driveway widening poses the largest habitat impact with significant grading and riparian tree removal.
- Significant cost increase.
- Potential for additional code requirements and associated costs and time-delays related to securing building permits for the Breezeway Barn and Hay Barn given their condition, location, and unpermitted status.
- The cost to repair the Breezeway Barn and Hay Barn is expected to exceed the cost to replace each structure.

Recommended AMMR Option: Through the AMMR process, the following fire suppression components are proposed as an alternative means of meeting the intent of the fire code while best protecting the natural resources and reducing added project costs. Staff met with the boarders, and the general public on March 15, 2023, and generally received support for these items. Please refer to Attachment 2 for a summary of feedback received to date on this subject.

- 16-foot minimum driveway width (up to 20-foot wide where space allows)
- Remove and replace the Breezeway Barn and Hay Barn with one, fire-resistant barn, equivalent in size and amenities. Please refer to Attachment 3 for design goals for the replacement barn.
- Minimum 15,000-gallon water tank storage
- (1) Standard fire hydrant

Advantages

- Most economical option
- Removal of the Breezeway Barn and Hay Barn reduces building permit challenges, and improves site circulation and emergency access
- Removal of the Breezeway Barn improves the shape of the lower arena (removes building encroachment into the arena)
- Replacement of the Breezeway Barn and Hay Barn with one new barn equivalent in size meets the long-term Site Plan goals

- The replacement barn can be constructed using fire-resistant materials

Disadvantages

- Requires additional Use Permit negotiations with the County Fire Marshal, with no guarantee of acceptance (however, informal discussions are promising)
- The AMMR process will require additional time to secure all permits.

Below is a summary of the baseline option compared to the AMMR option in table format:

	Baseline Option		AMMR Option
Driveway Width	22' wide + 2' shoulders = 26'		16' wide min. up to 20' wide
Breezeway Barn	Sprinklers	Bldg. permit	Demolish & replace with one new barn equivalent in size and amenities
Hay Barn	Sprinklers	Bldg. permit	
Water Tank	33,000 gallon + booster pump		Minimum 15,000-gallon
Cost Increase	\$770,000		\$440,000

If the AMMR option is selected by the Board, staff will further negotiate the elements of the AMMR Option with the County Fire Marshal. Should the AMMR proposal not be accepted by the County or should new, unknown costs emerge, the General Manager requests flexibility to modify the scope to instead only remove the Breezeway Barn and retain and repair the Hay Barn.

It is also important to note that the County has identified additional conditions not discussed in this report that are expected to have minor cost increases. These include additional geotechnical analysis of the OWTs encroachment to cuts and steep slopes greater than 50%, additional hydrogeologic reports for adjacent drainage swales, and additional vehicular controls at Bear Creek Road during construction. Furthermore, County Zoning Ordinance requires more parking spaces than are feasible at the site. The District is seeking a parking exemption under the zoning ordinance that applies to sites which have historically not provided off-street parking consistent with current requirements. These conditions are still being considered by the County and are not represented in the construction estimates discussed in this report.

Project Schedule Update

The AMMR timeline is still being defined, and staff estimate it would take three months with the County Fire Marshal's Office. Preparation of the Use Permit re-submittal would happen concurrently. Once the AMMR is complete (assuming this option is approved by the Board), the Use Permit application and required submittals would be finalized and re-submitted for approval. Once submitted, the County requires six to nine months to process an application. During this time, the District's design team would finalize construction documents based on the County's comments provided during plan review and prepare them for the bidding process. Separately and running slightly after the Use Permit process begins, the District would also submit permit applications to secure the necessary building permits. Construction would begin once all permits are secured. The following table outlines a tentative Project schedule based on this approach.

Milestones	Tentative Schedule
AMMR	Summer 2023
Obtain approved Use Permit	Winter 2023
Finalize Construction Documents	Winter 2023
Building Permits	Spring 2024
Bidding Process	Spring 2024
Board of Directors – Award of Construction Contract	Summer 2024
Initiate Construction	Fall 2024

FISCAL IMPACT

The FY23 adopted budget includes \$1,704,954 for the Bear Creek Stables Project MAA21-004. In June 2021 (R-21-74), the total project cost was presented at \$4.5M to \$5M, which was within the approved Project budget. Staff now anticipates the cost to increase based on current market rates, escalation, and the additional conditions and components required through the Use Permit process. The project will require additional design consultant costs and construction costs. The magnitude of costs is still being developed, based on the fire suppression system and amount of structural upgrades required to garner building permits for the existing buildings. The cost order of magnitude increase for design and construction could be \$440,000 to \$770,000.

Bear Creek Stables Project MAA21-004	Prior Year Actuals	FY23 Adopted	FY24 Projected	FY25 Projected	Estimated Future Years	TOTAL
District Funded (Fund 30):	\$834,245	\$1,704,954	\$1,545,263	\$0	\$0	\$4,084,462
Fund 40 Allocation:	\$0	\$0	\$1,250,000	\$0	\$0	\$1,250,000
Interest Income:	\$0	\$0	\$1,223,530	\$0	\$0	\$1,223,530
Total Budget:	\$834,245	\$1,704,954	\$4,018,793	\$0	\$0	\$6,557,992
Spent-to-Date (as of 03/8/23):	(\$834,245)	(\$26,874)	\$0	\$0	\$0	(\$861,119)
Encumbrances:	\$0	(\$5,634)	\$0	\$0	\$0	(\$5,634)
Gordon N. Ball Bid Alternate including Continency*:	\$0	\$0	(\$273,700)	\$0	\$0	(\$273,700)
Budget Remaining (Proposed):	\$0	\$1,672,446	\$3,745,093	\$0	\$0	\$5,417,539

*Gordon N. Ball Bid Alternate going to the board as part of the Award of Contract to Gordon N Ball, Inc. for Construction of the Bear Creek Redwoods Phase II MAA21-011 Project at the same 3/22/23 Board meeting

The following table outlines the Measure AA Portfolio 21 Bear Creek Redwoods — Public Recreation and Interpretive Projects allocation, costs-to-date, projected future project expenditures and projected portfolio balance remaining.

MAA21 Bear Creek Redwoods — Public Recreation and Interpretive Projects Portfolio Allocation:	\$17,478,000
Grant Income (through FY26):	\$4,952,197
Interest Income Allocation:	\$2,709,530

Fund 40 Allocation:	\$1,250,000
Total Portfolio Allocation:	\$26,389,727
Life-to-Date Spent (as of 3/8/23):	(\$15,621,668)
Encumbrances:	(\$187,118)
Remaining FY23 Project Budgets:	(\$2,945,787)
Future MAA21 project costs (projected through FY26):	(\$7,318,170)
Total Portfolio Expenditures:	(\$26,072,743)
Portfolio Balance Remaining (Proposed):	\$316,984

The following table outlines the Measure AA Portfolio 21 allocation, projected life of project expenditures and projected portfolio balance remaining.

MAA21 Bear Creek Redwoods — Public Recreation and Interpretive Projects Portfolio Allocation:	\$17,478,000
Grant Income (through FY26):	\$4,952,197
Interest Income Allocation:	\$2,709,530
Fund 40 Allocation:	\$1,250,000
Total Portfolio Allocation:	\$26,389,727
Projected Project Expenditures (life of project):	
21-001 Moody Gulch Fence & Gate Improvements	(\$847)
21-004 Bear Creek Stables Project	(\$6,557,991)
21-005 Bear Creek Redwoods Public Access	(\$5,548,003)
21-006 Bear Creek Redwoods - Alma College Cultural Landscape Rehabilitation	(\$5,806,879)
21-007 Bear Creek Redwoods Preserve Plan Invasive Weed Treatment	(\$1,411,153)
21-008 Bear Creek Redwoods Ponds Restoration and Water Rights	(\$681,517)
21-009 Bear Creek Redwoods Webb Creek Bridge	(\$487,492)
21-010 Bear Creek Redwoods Landfill Characterization and Remediation	(\$420,777)
21-011 Phase II Trail Improvements, Bear Creek Redwoods OSP	(\$5,067,168)
21-012 Bear Creek Redwood Tree Restoration	(\$90,915)
Total Portfolio Expenditures:	(\$26,072,743)
Portfolio Balance Remaining (Proposed):	\$316,984

BOARD AND COMMITTEE REVIEW

Since the approval of the Preserve Plan, this Project previously came before the full Board at the following public meetings:

- **January 25, 2017:** The Board adopted a resolution certifying the Final Environmental Impact Report, adopting the Findings of Fact and Statement of Overriding Considerations, approving a Mitigation Monitoring and Reporting Plan, and approving the Bear Creek Redwoods Preserve Plan. ([R-17-15](#), [meeting minutes](#))
- **April 25, 2019:** The Board considered various project options for the Stables and directed staff to move forward with Deferred Maintenance Repairs at the Stables in the near-term and the Preserve Plan Site Design as a long-term solution. ([R-19-53](#), [meeting minutes](#))
- **September 25, 2019:** Board FYI memorandum for revised scope and fee for design consultant, John Northmore Roberts & Associates. ([FYI Memo](#))

- **October 9, 2019:** The Board directed the General Manager to refrain from pursuing a public-private fundraising endeavor and focus on implementing Deferred Maintenance Repairs. ([R-19-131](#), [meeting minutes](#))
- **April 8, 2020:** The Board directed the General Manager to allocate \$1.223M of the available Interest on Measure AA Proceeds to close the known funding gap to implement the Stables Project. ([R-20-34](#), [meeting minutes](#))
- **June 09, 2021:** The Board received an update on the Bear Creek Stables Project, including legal non-conforming permitting status and challenges therein, and affirmed the Use Permit permitting approach. ([R-21-74](#), [meeting minutes](#))

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. In addition, Bear Creek Stables interested parties (including boarder) were notified of the public meeting and a notice was also posted at the Stables location.

CEQA COMPLIANCE

The Bear Creek Redwoods Preserve Plan Environmental Impact Report (EIR) analyzed the Stables Site Plan. The Board certified the Final EIR on January 25, 2017. The EIR evaluated project elements associated with the repair plan. Implementation of the repair plan would not result in new significant effects or a substantial increase in the severity of previously identified significant effects; therefore, no additional environmental review is necessary.

Pending Board direction, staff would prepare a revised Use Permit application that requires documentation of the prior CEQA compliance obtained for the Preserve Plan, which analyzed the Project. No additional environmental review is required.

NEXT STEPS

If the Board supports the proposed refinements to the Capital Maintenance and Repair Project, staff will proceed with preparing an AMMR for County approval prior to revising and re-submitting the Use Permit application.

Attachments:

1. Capital Maintenance and Repair Plan
2. March 15, 2023 Stakeholder Workshop Feedback Summary
3. New Hay Barn Design Goals

Responsible Department Head:

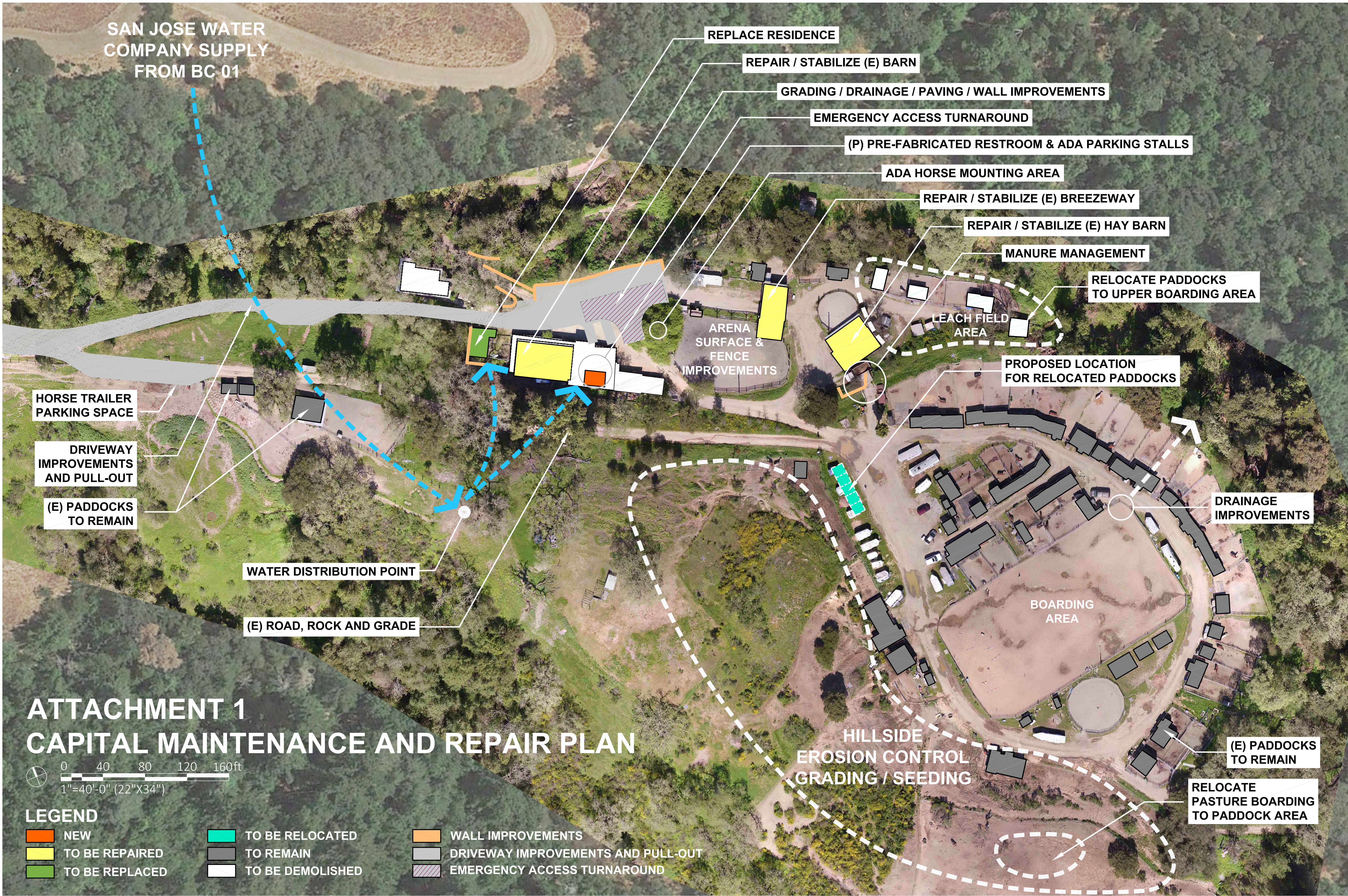
Jason Lin, Engineering & Construction Department Manager

Prepared by:

Scott Reeves, Senior Capital Project Manager, Engineering & Construction Department
Gretchen Laustsen, Senior Planner, Planning Department

Staff Contact:

Scott Reeves, Senior Capital Project Manager, Engineering & Construction Department



Stakeholder Feedback

Attachment 2: Stakeholder feedback from
March 15, 2023 Virtual Meeting

Stakeholder Feedback Notes:

- Removal of breezeway may be opportunity to improve lower arena – priority for users.
- Breezeway barn was previously part of a covered arena. Could Midpen consider making a portion of the arena covered?
- Drainage should be improved at the lower arena. - All scenarios.
- Ensure ease of access for delivery of hay.
- Breezeway barn has additional uses that should be provided elsewhere on site.
 - Single paddock and misc storage in two box stalls.
- Water system, including water pressure, will need to be improved.
- Main barn is used for tack storage currently. Up to operator on how main barn is used after repairs.



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Scott Reeves

From: Friends of Bear Creek Stables <friendsofbearcreekstables@gmail.com>
Sent: Monday, March 13, 2023 2:40 PM
To: Omar Smith; Gretchen Laustsen; Scott Reeves; Nancy Cole
Subject: Bear Creek Stables Stakeholder Meetings-Input on Breezeway Structure Removal Option

EXTERNAL

Thank you for inviting our input on the proposed Breezeway structure removal at Bear Creek Stables as a potential way to meet County guidelines for emergency response/fire suppression access to the Stables. We plan to attend the stakeholder meetings, weather permitting, but are enclosing a written comment in case the storm restricts access to the sessions.

The FBCS has no objection to the removal of the Breezeway structure in the lower visitor area at Bear Creek Stables to enable a more cost effective solution to meet County fire suppression access/use permit requirements. However, we are requesting that the footprint of the existing arena (currently encroached by the Breezeway structure) be improved with a standardized rectangular alignment enclosed with safe arena fencing. This arena is an essential component of the visitor experience of public programs at the stables, including riding camps, educational workshops, and as a gathering place for horse interactions. Additionally, where permitted, the inclusion of an accessory equipment/overflow hay shed is requested within the facility use area to provide additional storage for the stables operations.

Warm regards,

Nancy Cole
President
Friends of Bear Creek Stables



Midpeninsula Regional
Open Space District

ATTACHMENT 3: DESIGN GOALS, BEAR CREEK STABLES NEW BARN

The replacement barn for the Breezeway and Hay Barns will have the following design goals:

1. The barn will match the rustic character, natural color palette, and historical style of the stables site. It will blend in with both the existing architecture and the natural habitat.
 - a. Traditional barn design features will be considered, including:
 - i. Cupola
 - ii. Weathervane
 - iii. Gabled roof
 - iv. Clerestory or two-tiered roof line
2. The barn will be designed with high fire-resistant materials consistent with County Fire Marshal and Wildland Urban Interface requirements. Likely it will be a metal structure with textures, architectural detailing, and colors to enhance aesthetics.
3. Minimizing design, permitting, and installation costs is a goal; the building may be pre-fabricated.
4. The barn will be designed to minimize fire suppression infrastructure such as fire sprinklers.
5. The amenities and functions of the Breezeway and Hay Barns will be included in the new barn, unless they can be accommodated elsewhere on site, including:
 - a. Feed storage for the site operator
 - b. Work bench / small maintenance area
 - c. Small storage area
 - d. Two box stalls for equestrian care / management
6. The barn will be consistent with the Bear Creek Redwoods Preserve Plan. The barn location will consider and enhance site operations such as hay delivery and emergency access,

7. Here are example images of prefabricated barns meeting these design goals.





Note: Some barns shown in these representative images are larger than the replacement barn will be or contain additional amenities beyond what will be provided. They are intended to convey aesthetic character only.