



Midpeninsula Regional
Open Space District

PLANNING AND NATURAL RESOURCES COMMITTEE

R-25-139
November 4, 2025

AGENDA ITEM 3

AGENDA ITEM

Prospect Road Parking Area Improvement Options for Fremont Older Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

Select one of the following proposed options to enhance the visitor experience at the existing parking area off Prospect Road at Fremont Older Open Space Preserve to subsequently forward on to the Board of Directors for their consideration:

- Option 1: enhance ADA parking and trailhead amenities. This option maintains the existing open parking layout, enhances accessibility, and provides new public amenities.
- Option 2: formalize the parking configuration through asphalt and permeable pavement and striping, establish defined circulation routes, and enhance ADA parking and trailhead amenities. This option defines the parking layout and number of parking spaces, enhances accessibility, and provides new public amenities.

SUMMARY

The original goal of the Fremont Older Parking Area Improvements Project (Project) has been to enhance ADA accessibility to meet the ADA Transition Plan commitments at Fremont Older Open Space Preserve (Fremont Older OSP, Preserve). In evaluating the planned improvements for the site, other possible goals were identified, including the potential for improved parking organization and circulation to clearly establish parking stalls and drive aisles. As a result, two options for site improvements have been prepared, with both options incorporating the necessary ADA accessibility improvements plus new trailhead amenities. Option 1 enhances ADA parking and trailhead amenities and maintains the existing open parking layout. Option 2 expands the improvements by formalizing the available number of parking spaces and the circulations routes. The purpose of this meeting is for the Planning and Natural Resources Committee (PNR) to review and forward one of the options to the Board of Directors (Board) for consideration, taking into account the difference in cost and the benefits and trade-offs of each option. There are sufficient funds in the current fiscal year budget to move the project forward into design development and initiate environmental review. Funds for future year design, permitting and construction costs will be recommended in subsequent fiscal year budgets as a part of the annual Budget and Action Plan process.

DISCUSSION

Fremont Older OSP is the second most popular District Preserve and includes a well-used parking area located adjacent to the Saratoga Country Club and its fifth hole green. Preserve parking is available in a flat area at the end of the public portion of Prospect Road adjacent to Prospect Creek (see Attachment 1: Site Map). Beyond the parking area, Prospect Road acts both as a trail that connects to the larger preserve trail network and as a driveway to access three residential inholdings.

On May 15, 2019, the Board of Directors (Board) approved the Final ADA Self-Evaluation and Transition Plan Update (ADA Transition Plan), which establishes an action plan to remove programmatic and physical barriers that limit accessibility. One of the action items listed under the ADA Transition Plan calls for ADA accessible parking improvements at Fremont Older OSP to clearly delineate ADA parking according to existing codes and standards.

Currently, the Prospect Road parking area is unpaved with no striping, resulting in wide range of total parked cars from 19 to 26, depending on how tightly and creatively people park. As the only onsite parking area for the preserve, parking demand at this site regularly exceeds capacity. This demand, coupled with the lack of delineated parking stalls and a clear circulation route can lead to (1) car queuing as people wait for a space to open, (2) creative and tight “over” parking that either partially blocks other cars and/or drive aisles, and/or (3) inefficient “under” parking that absorbs too much space and reduces the available capacity. The District has both observed and received public comments that the irregular parking results in the need for complex maneuvering as the passage and turning radii become compromised, leading to visitor and neighbor frustrations.

Due to these ongoing parking and circulation issues, District staff expanded its view of the ADA accessibility project to also explore options for improving the parking organization and circulation. In doing so, staff developed two conceptual design plan options for consideration by the PNR Committee as follows:

OPTION 1 – Total Project Cost Estimate: \$670,000

Option 1 specifically focuses on enhanced ADA parking and additional trailhead amenities as follows (see Attachment 2):

- Enhances ADA Parking & Access with one (1) van-accessible ADA parking space located directly adjacent to the trailhead and restroom that meets current ADA codes and standards. The ADA parking will be protected from errant golf balls by adding a vertical or horizontal extension to the existing net canopy structure on the south side of the road. Once the new ADA parking space is established the existing ADA parking area at the site will then be converted to two (2) new standard parking spaces.
- Additional Trailhead Amenities that may include the following (subject to permit approval): a new vault toilet restroom, pedestrian crosswalk, seating, and a bike rack adjacent to the start of the Cora Older Trail. Due to the existing topography on the north side of Prospect Road, a low retaining wall is anticipated to be required to allow for these amenities and for the ADA parking space.

OPTION 2 – Total Project Cost Estimate: \$1,490,000

Option 2 expands upon Option 1 by also including improvements to the parking configuration, layout, and vehicular circulation as follows (see Attachment 3):

- Enhances ADA Parking & Access with one (1) van-accessible ADA parking space located directly adjacent to the trailhead and restroom that meets current ADA codes and standards. The ADA parking will be protected from errant golf balls by adding a vertical or horizontal extension to the existing net canopy structure on the south side of the road.
- Additional Trailhead Amenities that may include the following (subject to permit approval): a new vault toilet restroom, pedestrian crosswalk, seating, and a bike rack adjacent to the start of the Cora Older Trail. Due to the existing topography on the north side of Prospect Road, a low retaining wall is anticipated to be required to allow for these amenities and for the ADA parking space.
- Defines Circulation Routes as a one-way, counterclockwise path of travel for vehicles entering and existing the lot to improve vehicular circulation. This designated path of travel will allow residents who live beyond the trailhead to continue bypassing the lot in both directions on Prospect Road.
- Establishes a Defined Parking Capacity of 22 standard parking spaces, 1 ADA parking space, and two authorized personnel parking spaces (e.g., maintenance and patrol vehicles).
- Resurfacing & Stormwater Treatment, including asphalt pavement within the drive aisle and permeable pavement within the parking stalls. The use of permeable pavement as well as bioretention areas will allow stormwater runoff to percolate into the ground to improve water quality within the adjacent creek.

The Planning and Natural Resources Committee (PNR) is asked to review and forward one of these conceptual plan options, with any adjustments from the Committee, to the Board of Directors for their consideration.

FISCAL IMPACT

There is no immediate fiscal impact associated with the recommendation. PNR is considering forwarding a recommendation to the full Board. The current FY26 budget includes \$120,000 for the Fremont Older Parking Area Improvements project (35030) and is sufficient to move the Conceptual Design Plan forward into design development and to initiate environmental review. Funds in FY27 to complete design, permitting and construction will be recommended in future fiscal year budgets as a part of the annual Budget and Action Plan process.

Option 1:

If Option 1 is selected, the total project cost (design and construction) is estimated to be \$670,000.

Fremont Older Parking Area Improvements (35030)	Prior Year Actuals	FY26 Adopted	FY27 Projected	TOTAL
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Total Budget District Funded (Fund 40 – General Fund Capital):	\$0	\$120,000	\$1,075,000	\$1,195,000
Spent-to-Date (as of 08/21/25):	\$0	\$0	\$0	\$0
Encumbrances:	\$0	\$0	\$0	\$0
Estimated Planning & Design Costs:	\$0	(\$120,000)	\$0	(\$120,000)
Estimated Construction Costs:	\$0	\$0	(\$550,000)	(\$550,000)
Budget Remaining (Projected):	\$0	\$0	\$525,000	\$525,000

Option 2:

If Option 2 is selected, total project costs (design and construction) are estimated to be \$1,490,000.

Fremont Older Parking Area Improvements (35030)	Prior Year Actuals	FY26 Adopted	FY27 Projected	TOTAL
Total Budget District Funded (Fund 40 – General Fund Capital):	\$0	\$120,000	\$1,075,000	\$1,195,000
Spent-to-Date (as of 08/21/25):	\$0	\$0	\$0	\$0
Encumbrances:	\$0	\$0	\$0	\$0
Estimated Planning & Design Costs:	\$0	(\$120,000)	(\$70,000)	(\$190,000)
Estimated Construction Costs:	\$0	\$0	(\$1,300,000)	(\$1,300,000)
Budget Remaining (Projected):	\$0	\$0	(\$295,000)	(\$295,000)

This recommended action is not funded by Measure AA.

PRIOR BOARD AND COMMITTEE REVIEW

None

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. In addition, Fremont Older interested parties, neighboring private properties, and preserve tenants were notified of the public meeting.

CEQA COMPLIANCE

The Project is currently exempt pursuant to CEQA Guidelines Section 15262, Feasibility and Planning Studies. PNR's recommendation for full Board consideration will not result in any physical facilities or improvements proposed to be constructed at the time of the recommendation. CEQA review will be performed after Board approval of the project and subsequent completion of design development and related technical studies for any site improvements.

NEXT STEPS

The General Manager will forward PNR's selection of a recommended option to the full Board for consideration in early 2026. If the recommended conceptual design plan is approved, staff

will proceed with the technical studies for the project, which will then inform the design development and environmental review process.

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

Milestones	Tentative Schedule
Board Review of Conceptual Design	Q3 FY26
Technical Studies & Design Development	Q3 FY26 – Q1 FY27
Environmental Review & Board Approval of Project	Q1 FY27 – Q2 FY27
Final Design, Permitting, Bidding & Initiation of Construction	Q2 FY27 – Q4 FY27

Attachment(s)

1. Fremont Older Parking Area Site Map
2. Conceptual Plan Option 1
3. Conceptual Plan Option 2

Responsible Manager:

Susanna Chan, Assistant General Manager

Prepared by / Contact Person:

Mark Brandi, Senior Capital Project Manager, Engineering & Construction

Path: G:\Projects\Fremont_Older\Parking_Lot\Safety_Structure_Site_Map.mxd
Created By: mchilids



Prospect Road Staging Area, Fremont Older Open Space Preserve

-  MROSD Preserve
-  Prospect Road Staging Area

This map was used by G.Lausten
for the October 21, 2014
PNR Committee Meeting.

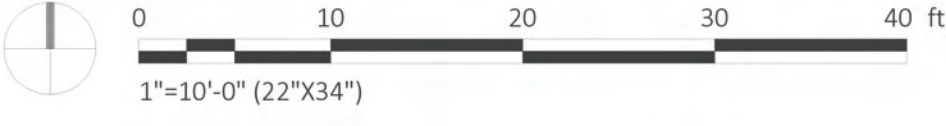
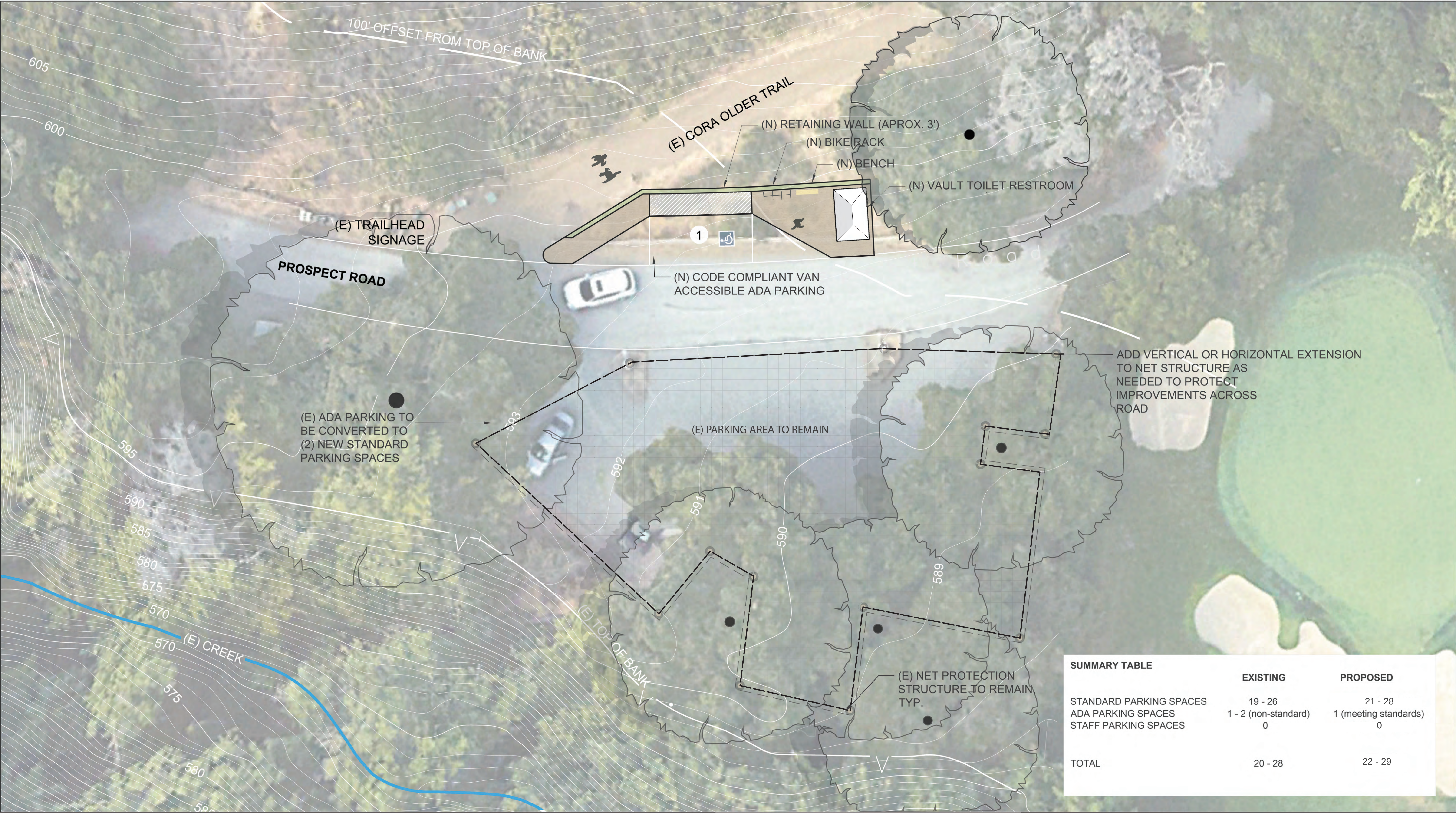
Midpeninsula Regional
Open Space District
(MROSD)



Feet
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October, 2014



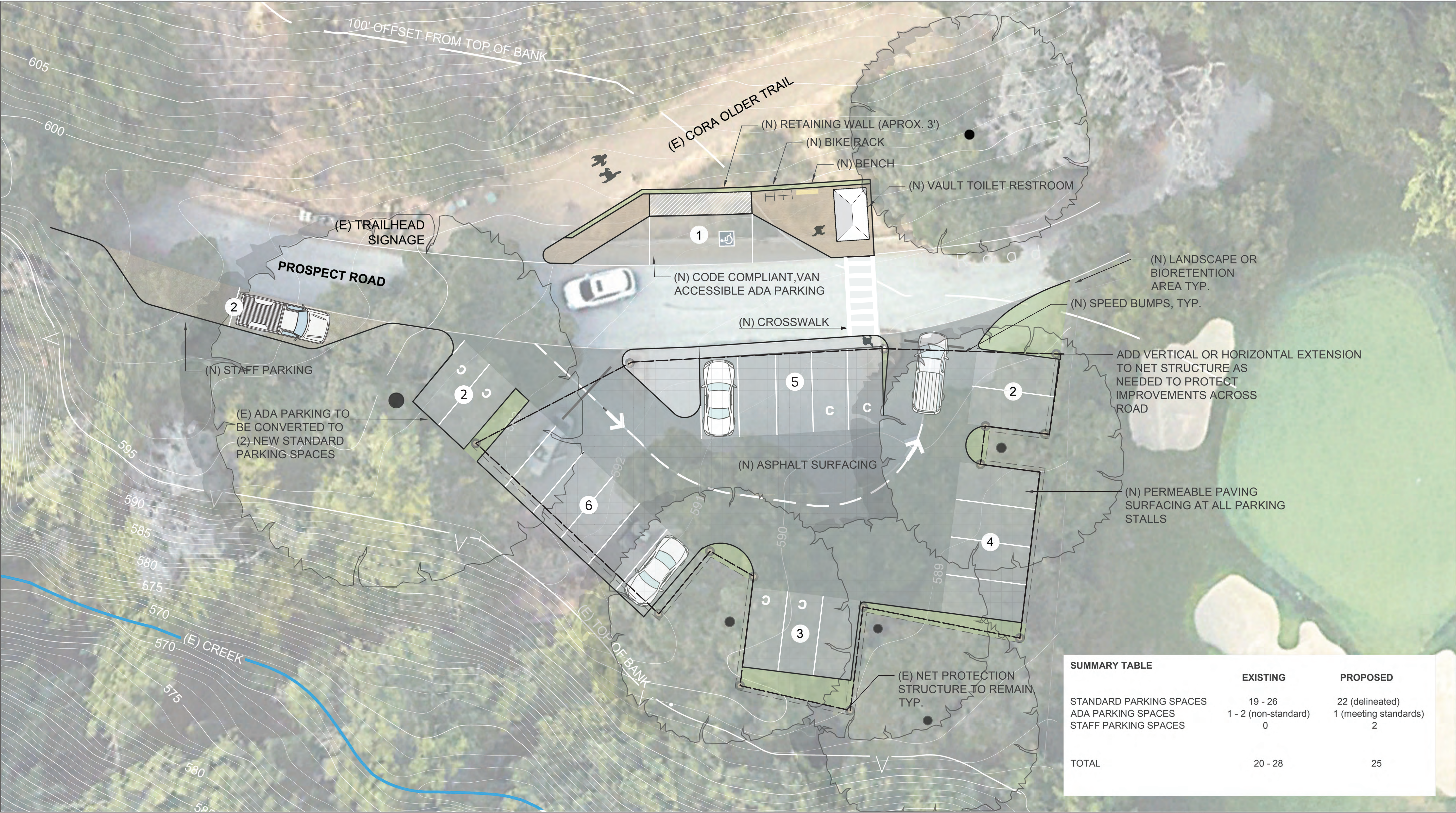


MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

SCALE: 1"=10'-0"

DATE: 10/29/2025

FREMONT OLDER PARKING AREA OPTION 01



SUMMARY TABLE		
	EXISTING	PROPOSED
STANDARD PARKING SPACES	19 - 26	22 (delineated)
ADA PARKING SPACES	1 - 2 (non-standard)	1 (meeting standards)
STAFF PARKING SPACES	0	2
TOTAL	20 - 28	25

