



Midpeninsula Regional
Open Space District

R-26-07
Meeting 26-01
January 14, 2026

AGENDA ITEM 8

AGENDA ITEM

Fremont Older Parking Area Improvement Project for Fremont Older Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

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1. Review and accept the conceptual design recommended by the Planning & Natural Resources Committee (PNR) for the Fremont Older Parking Area Improvements Project, which includes paving and formalizing the parking spaces, establishing defined circulation routes, and enhancing ADA parking and trailhead amenities.
2. Direct staff to evaluate the following additional amenities and transportation demand management strategies for the site during the design development process: enhanced cellular and internet connectivity, real-time parking count technology, and increased parking capacity.

SUMMARY

The original goal of the Fremont Older Parking Area Improvements Project (Project) is 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, additional goals were identified, including improved parking organization and circulation to clearly establish parking stalls and drive aisles.

The Planning and Natural Resources Committee (PNR) reviewed two implementation options in November 2025, including an option to expand the original scope of the project to address these additional goals. PNR recommended forwarding the expanded scope option for full Board of Directors (Board) consideration. This option includes formalizing the parking configuration through a combination of permeable pavement and asphalt, establishing defined parking spaces and circulation routes, and enhancing ADA parking and trailhead amenities.

The purpose of this meeting is for the Board to review and accept the recommended option. Upon approval, staff will begin technical studies and design development. 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 a popular Midpeninsula Regional Open Space District (District) preserve and includes a well-used parking area located adjacent to the Saratoga Country Club golf course. 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 as both a trail that connects to the larger preserve trail network and a driveway to access three residential inholdings and three District residences. The existing parking area is highly constrained on all sides, limiting the potential for expansion of the lot. Constraints include an existing safety net protection structure (to protect visitors and vehicles from errant golf balls), mature oak trees, adjacent steep slopes, and the Prospect Creek corridor.

On May 15, 2019, the 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 in the ADA Transition Plan is to upgrade the ADA accessible parking improvements at the Prospect Road parking area of Fremont Older OSP to meet current codes and standards.

The Prospect Road parking area has a designed capacity of 21 spaces, and is unpaved with no striping, resulting in a wide range of actual parking capacity, from 19 to 26 cars, depending on how tightly and creatively people park. As the only onsite parking area for the preserve, 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) cars queuing/blocking egress as people wait for a parking space, (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 the analysis of the ADA accessibility project to also explore options for improving the parking organization and circulation. In doing so, staff developed two conceptual design options for consideration by the PNR at its meeting on November 4, 2025. Option 1 specifically focused on enhancing the ADA parking and additional trailhead amenities with a total project cost estimate of \$670,000. Option 2 included the enhancements of Option 1 and additional enhancements to the entire Prospect Road Parking Area with a total project cost estimate of \$1,490,000. After deliberation, PNR voted unanimously to forward Option 2 as the recommended conceptual design to the full Board of Directors.

The recommended (Option 2) conceptual design includes the following improvements to the parking configuration, layout, and vehicular circulation (see Attachment 3):

- ADA Parking & Access: one (1) van-accessible ADA parking space located directly adjacent to the trailhead 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 (subject to permit approval): new vault toilet restroom, pedestrian crosswalk, seating, and a bike rack adjacent to the start of the Cora Old Trail. Due to the existing topography on the north side of Prospect Road, a low retaining wall will be required to allow for these amenities and for the ADA parking space.
- Define Vehicular Circulation Routes: one-way, counterclockwise path of travel for vehicles entering and exiting 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.
- Resurfacing & Treat Stormwater: asphalt pavement within the drive aisle and permeable pavement at 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. In addition, the inclusion of bioswales and pervious surfacing will fulfil mandatory C3 requirements.
- Defined Parking Capacity: stripe parking lot with 22 standard parking spaces, 1 ADA van accessible parking space, and two authorized personnel parking spaces (e.g., maintenance and patrol vehicles).

In recommending this conceptual design, the PNR also recommended that staff evaluate the following additional site amenities and transportation demand management strategies for the site:

- Exploring the feasibility and cost to enhance cellular and internet connectivity at the site to improve visitor safety and emergency response. This opportunity can be explored during the design development process, including potential partnerships or cost sharing with adjacent neighbors, such as with the Saratoga Country Club, who would also benefit from enhanced connectivity.
- Integrating transportation demand management (TDM) strategies into the design to help address parking demand, such as:
 - Real-Time parking counts: The feasibility of installing parking count sensors to track available parking spaces can be explored during the design development process. Given the small size of the lot and the high turnover of cars entering and exiting the lot, this strategy would have limited value to visitors checking the parking availability online. If evaluation of this option is approved, staff recommend coupling the parking count sensors with a dynamic sign board at an off-site location approximately one mile away in the City of Saratoga to maximize the effectiveness of the real-time parking information. Additionally, cellular service in the area may need to be improved to relay parking counts to the sign board and online interface.
 - Carpool-only spaces: PNR recommended consideration of designating one or two parking stalls for carpools to help incentivize high-occupancy vehicles. Based on feedback from ranger staff, carpool parking would only be implemented on a mostly honor system with limited education/enforcement when rangers are on-

site, since the parking lot does not have an attendant. Additionally, this signage could potentially result in conflicts between visitors when visitors decide to inform other visitors that they are in violation of the carpool requirement. Based on the feedback, staff recommend not considering carpool-only spaces further in design development.

- Recognizing the constraints of the site, exploring opportunities to increase parking capacity if feasible. Staff has performed follow-up desktop analysis and learned that it may be feasible to incorporate a limited number of additional spaces, pending confirmation during the design development process.

FISCAL IMPACT

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.

Recommended Conceptual Design:

The total project costs (design and construction) for the recommended conceptual design option 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 12/09/25):	\$0	\$0	\$0	\$0
Encumbrances:	\$0	\$0	\$0	\$0
Estimated Planning & Design Costs:	\$0	(\$120,000)	(\$70,000)	(\$190,000)
Total Estimated Construction Costs*:	\$0	\$0	(\$1,300,000)	(\$1,300,000)
Budget Remaining (Projected):	\$0	\$0	(\$295,000)	(\$295,000)

*Note: Resilient improvements are estimated to account for approximately \$150,000 of the estimated 1.3M in total construction costs,

This recommended action is not funded by Measure AA.

PRIOR BOARD AND COMMITTEE REVIEW

On November 4, 2025, the PNR Committee reviewed and selected the recommended conceptual design to forward to the Full Board of Directors.

Agenda Packet: [20251104 - Agenda Packet - Planning and Natural Resources \(PNR\)](#)

Meeting Minutes: [20251104 - Minutes - Planning and Natural Resources \(PNR\)](#)

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. Board's recommendation 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

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 proposed schedule with 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. Recommended Conceptual Design Plan

Responsible Manager:

Scott Reeves, Engineering & Construction Department Manager

Prepared by / Contact Person:

Mark Brandi, Senior Capital Project Manager, Engineering & Construction



Prospect Road Staging Area, Fremont Older Open Space Preserve

MROSD Preserve

Prospect Road Staging Area

Midpeninsula Regional
Open Space District
(MROSD)



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



Feet

0 50 100

October, 2014

