



Midpeninsula Regional
Open Space District

R-18-64
Meeting 18-23
June 12, 2018

AGENDA ITEM 1

AGENDA ITEM

Red Barn Public Access Site Plan

ACTING GENERAL MANAGER'S RECOMMENDATION

Accept the Red Barn Public Access Site Plan Alternative 3 and optional Phase II as the proposed Project Description to initiate the environmental review process required by the California Environmental Quality Act ("CEQA"). NOTE: This action does not constitute project approval; it only directs the environmental review to begin under CEQA to evaluate the project further.

OR

Direct the Acting General Manager to hold off further work on the Red Barn Public Access Site Plan Alternative 3 and optional Phase II in order to evaluate the following parking options for consistency with the project goals and objectives:

- a) Relocation of the proposed parking area to the pasture located west of the Red Barn area
- b) Expansion of the Sears Ranch Road Parking Area
- c) Development of a new parking area at the former Driscoll Ranch Event Center

SUMMARY

On May 9, 2018, the Board of Directors (Board) received an informational presentation on the Red Barn Public Access Area Site Plan Project, including the project goals and objectives, project history and timeline, public participation process, and the various iterations to the site plan with Alternative 3 as the most recent (R-18-47, Attachment 1). On June 12, 2018, the Board will receive and consider additional public comments on the project. The Acting General Manager recommends either (1) Board acceptance of the Red Barn Public Access Site Plan Alternative 3 and optional Phase II as the proposed Project Description to begin the environmental review process required under the California Environmental Quality Act ("CEQA"), or (2) Board direction to place further work on Alternative 3 on hold to evaluate other project suggestions raised during the public participation process to determine their level of consistency with the project goals and objectives. Either action taken by the Board merely constitutes a subsequent project analysis step to inform a future final decision; either action will not decide the final project outcome or final project design.

The Red Barn public access improvements would be part of the La Honda Creek: Upper Area Recreation, Habitat Restoration and Conservation Grazing Projects, which ranked as one of the top 25 priority actions in the Board-approved 2014 Open Space Vision Plan. The Red Barn project will enable the Midpeninsula Regional Open Space District (District) to provide public access to the upper half of La Honda Creek Open Space Preserve, which received support from

the voters with the passage of Measure AA. As such, this project is eligible for Measure AA funding. Sufficient funding remains in the Fiscal Year (FY) 2017-18 budget and additional funds are included in the proposed FY2018-19 Capital Improvement and Action Plan to proceed with the Project.

BACKGROUND

The Red Barn Public Access Area Site Plan Project (Project) opens the central portion of La Honda Creek Open Space Preserve (Preserve) to the public and offers opportunities to connect visitors to the upper and lower reaches of the Preserve. This Project implements Phase I of the Board-approved 2012 La Honda Creek Open Space Preserve Master Plan (Master Plan, R-12-83). The La Honda Creek Master Plan Ad Hoc Committee met on ten (10) occasions between 2004 and 2009 to guide the planning process and development of final trail use recommendations. The District also conducted an extensive public engagement process which included three public workshops, stakeholder focus groups (equestrians, bicyclists, neighbors, San Mateo County Farm Bureau), and hiking tours of the Red Barn area and former Driscoll Ranch from 2004 through 2007. In addition, the District held multiple public meetings with the Use and Management Committee, public open houses, and three Board hearings. The Board approved the Master Plan and adopted the Initial Study / Mitigated Negative Declaration, which includes the proposed Red Barn public access area as part of Phase I & II implementation, at the August 22, 2012 meeting (R-12-83).

The Master Plan included the following key implementation actions related to public access for the Red Barn Area:

Goals and Objectives	Plan Element	Action Description
Cultural Resource Objective CR-1.3: Protect historically significant structures	Red Barn	1.3.b. Prepare site plan for the Red Barn area that includes a parking area, potential reuse of the Red Barn garage & corrals, picnic areas, and interpretive opportunities.
Public Access Objective PA-2.2: Provide additional parking elsewhere in the Preserve where feasible	Red Barn Parking Area	2.2.a. Construct a new parking area for 15-25 vehicles, 3-6 horse trailers, with a restroom; work with a transportation engineer to design new driveway entry; make additional improvements to increase line of sight; design improvements to reflect and enhance the rural character of the Red Barn
Public Access Objective PA-4.1: Provide trails with a wide variety of mileages, elevation changes, and levels of difficulty that reflect a diverse population	Red Barn Area Easy Access Trails	4.1.b. Design and construct trails and paths leading to key destination sites within the Red Barn area as easy access trails that can support wheelchairs and strollers, as feasible; incorporate the easy access trails and paths into the Red Barn site plan

The Master Plan also identified the following program elements for the site, with all elements designed to reflect the rural character of the adjacent Red Barn:

- New driveway from Highway 84 (a San Mateo County-designated scenic corridor)
- Parking for passenger vehicles and equestrian trailers
- Picnic area(s)
- Accessible pathways
- Double-vault toilet restrooms
- Interpretive signage
- Fencing
- Gates
- Trailhead

Based on the Master Plan and the project planning process, the following goals and objectives have been established for the project:

- Establish new public access in the central portion of La Honda Open Space Preserve
- Design elements to reflect the rural character of the site and the Red Barn
- Provide safe public access
- Balance public access with grazing activities
- Include amenities that facilitate environmental education
- Protect scenic views of and from the site

DISCUSSION

Based on a review of all the design alternatives and public feedback received at the March 20, 2018 Committee meeting (R-18-25), the Committee unanimously voted to recommend Alternative 3 with optional Phase II to the full Board (refer to section on Board Committee Review for project chronology of key milestones). This Alternative was determined to best balance the Master Plan goals and objectives for protecting resources while expanding public access to the Red Barn area. This design highlights the prominence of the Red Barn as a cultural and landscape feature and establishes a “visitor space” adjacent to the barn and outside of the bat habitat buffer, that enhances the visitor experience by evoking the ranching history of the site.

Alternative 3 also protects the scenic view to the maximum extent while increasing total vehicle and motorcycle parking capacity, which will likely be needed based on the popularity of this local icon, anticipated visitation to this Preserve, and Midpen’s recent experiences related to parking demands at other newly opened preserve locations. To better respond to public concerns regarding the aesthetics of the Red Barn from Highway 84, additional visual simulations of the Alternative 3 parking lot were prepared and will be presented on June 12.

The public input received since the May 9, 2018 is included in Attachment 2. During Committee, Board, and public review of the project, the following three main themes emerged as major considerations moving forward:

1. Protection of scenic qualities, especially views of the Red Barn.
2. Sufficient parking capacity to accommodate the anticipated volume of visitor use and avoid potential overflow parking and traffic impacts on Highway 84.
3. Minimizing potential traffic conflicts along Highway 84 due to visitor ingress and egress to the new parking lot (i.e. slow approach and exit from parking lot).

Alternative 3 responds to public concerns and feedback by redirecting intensive uses (parking, restrooms, trailhead, and corrals) away from the Red Barn viewshed; continuing to offer equestrian trailer parking for the Preserve via the Event Center, a site located further west on Highway 84; and avoiding potential driveway ingress/egress conflicts related to horse trailer movements. As a future phase, Phase II of Alternative 3 offers the ability for the Board to consider adding 25 more parking spaces at a later date if parking demands are high.

OTHER PROJECT SUGGESTIONS RAISED BY THE PUBLIC

Recent public comment has included the following suggestions to develop parking for the Preserve at other locations:

- a. Relocation of the proposed parking area to the pasture located west of the Red Barn area
- b. Expansion of the Sears Ranch Road Parking Area
- c. Development of a new parking area at the former Driscoll Ranch Event Center

If the Board would like to explore these suggestions, the Board may choose to place Alternative 3 on hold and direct the Acting General Manager to first evaluate these suggested options for consistency with project goals and objectives. The Acting General Manager would then bring the findings of this evaluation to the full Board for review at a future meeting. Based on the findings, the Acting General Manager would recommend, and the Board would consider, whether to develop a high-level conceptual plan and a technical feasibility analysis for any of the options to determine the constructability, potential constraints/impacts, and order of magnitude cost. This technical analysis would include a biological assessment, wetland delineation, geologic study, traffic and line-of-sight studies, and an evaluation of potential cultural/historic and/or grazing conflicts. Work to evaluate other options would extend the overall project schedule and total project cost.

FISCAL IMPACT

This project facilitates the implementation of Measure AA Portfolio #5, which states: “Open upper half of the preserve to public; provide biking/hiking/equestrian trails, dog access, and staging areas. Provide loop & connector trails. Restore habitat for rare species. Improve fencing, corrals, and water systems to reintroduce conservation grazing.”

The FY2017-18 Board-approved Amended Budget for the Red Barn Public Access Site Plan Project (MAA05-005) is \$120,000. This amount is sufficient for the site investigations, technical reports, visual simulations, pre-permitting consultation, and conceptual design development for work through the end of June. Funds to continue the project in the new fiscal year and proceed with subsequent project phases, including design development, environmental review, permitting, and construction documentation are included as part of the FY2018-19 three-year Capital Improvement and Action Plan.

Either recommended action (e.g. accept Alternative 3 and optional Phase II as the CEQA Project Description or evaluate the project goals consistency of recent suggested project options) has no direct fiscal impact. Future implementation activities will have fiscal impacts. Project implementation costs are eligible for Measure AA reimbursement. The conceptual-level construction cost estimate for Alternative 3 ranges between \$4 and \$5 million. If other project options were pursued, conceptual-level costs estimates for these options would be prepared and presented at a future date.

MAA 05-005	Prior Years Actuals	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Future Years	Total
LHC - Red Barn Parking Area	\$216,955	\$120,000	\$358,738	\$363,600	\$230,000	\$5,000,000	\$6,289,293
Spent-to-Date (<i>as of 6/5/2018</i>):		\$48,848					\$48,848
Encumbrances:		\$21,152					\$21,152
Budget Remaining:	\$216,955	\$50,000	\$358,738	\$363,600	\$230,000	\$5,000,000	\$6,219,293

The remaining portfolio fund balance contains over \$9 million in available funds. The following table outlines the Measure AA Portfolio #05 allocation, expenses to date, and remaining portfolio fund balance.

MAA 05 Allocation - La Honda Creek - Upper Recreation Area:	\$11,733,000
Life-to-Date Spent (<i>as of 6/5/2018</i>):	\$2,171,143
Encumbrances:	\$21,453
Portfolio Balance Remaining:	\$9,540,404

BOARD COMMITTEE REVIEW

As noted above, the La Honda Creek Master Plan Ad Hoc Committee met on ten (10) occasions between 2004 and 2009 to guide the planning process and development of final trail use recommendations. The Board approved the Master Plan and adopted the Initial Study / Mitigated Negative Declaration, which includes the proposed Red Barn public access area as part of Phase I & II implementation, at the August 22, 2012 meeting (R-12-83). On April 20, 2016, the Planning and Natural Resources Committee received a brief update on the status and design schedule of the Sears Ranch Road Parking Area and Phase I trails in Lower La Honda Creek Open Space Preserve (R-16-48). On May 9, 2017, the Committee received a presentation of two conceptual design alternatives for the Red Barn (R-17-56). On March 20, 2018, the Committee received a presentation of the new Conceptual Design Alternative 3 and recommended Alternative 3 with optional Phase II to the full Board (R-18-25).

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. Additional notice was provided to the grazing tenant, neighbors living adjacent to the Preserve, and parties interested in Coastal projects, the La Honda Creek Open Space Preserve, the Red Barn, and Master Plan.

CEQA COMPLIANCE

Neither the selection of a preferred alternative for CEQA purposes nor the preliminary review of additional project options are projects subject to CEQA. As stated in the 2012 Master Plan and Initial Study/Mitigated Negative Declaration, additional environmental review will be conducted for this project at the appropriate time. As part of the CEQA process, residents and members of the community will have additional opportunities to comment on the proposed project's potential environmental impacts for the District to evaluate as part of the preparation of an Environmental

Impact Report. Environmental review would begin once the Board accepts a preliminary preferred alternative as the CEQA project description.

NEXT STEPS

Below are two next steps scenarios, depending on the Board action taken.

Acceptance of Alternative 3 with optional Phase II as the CEQA Project Description

If the Board selects Alternative 3 with optional Phase II as the preliminary preferred site plan alternative, this alternative would be the project description to begin environmental review. Efforts are ongoing to arrange a pre-application meeting with Caltrans to coordinate on the access driveway design and improvements. A subsequent Board meeting would be scheduled for a Scoping Session to receive public input on environmental concerns that should be addressed as part of the environmental review process.

Milestones	Tentative Schedule
CEQA Scoping Session	July/August 2018
Board review and adoption of CEQA document and project approval	Summer/Fall 2019
Construction documentation	2019 to 2021
Permitting	2019 to 2021
Construction bidding process	2021
Construction (narrow work window to avoid bat disturbance)	Fall 2021 to Fall 2022
Open to the public	Fall 2022

Direction to Evaluate Suggested Parking Options for Consistency with Project Goals/Objectives

If the Board directs the Acting General Manager to evaluate the suggested parking options for consistency with the project goals and objectives, additional work related to Alternative 3 would be put on hold. The Board would receive the findings of this high-level evaluation at a future meeting in the fall. At that time, the Board could then direct the Acting General Manager to either analyze one or more of the other parking options further, or proceed with environmental review of the Red Barn Public Access Site Plan Alternative 3 and optional Phase II.

Milestones	Tentative Schedule
Evaluation of how well the three suggested parking options fulfill the Project Goals and Objectives	Summer 2018
Board considers the findings of the Goals and Objectives Evaluation Process and recommended next steps at a public meeting	Fall 2018

Attachments:

1. May 9, 2018 Board report and attachments (R-18-47)
 - a. Site location map
 - b. Conceptual Design Alternatives
 - c. Public Feedback Summary from May 2017 to December 2017

- d. Public input summary through March 20, 2018 Planning and Natural Resources Committee meeting
 - e. Public comments received March 21, 2018 as of 1:00 p.m. May 4, 2018
 - f. Conceptual Design Alternatives Comparison Table
2. Comments received since May 9, 2018 Board meeting

Responsible Department Head:

Jane Mark, AICP, Planning Manager

Prepared by/Contact person:

Leslie Chan, Planner III, Planning Department



Midpeninsula Regional
Open Space District

R-18-47
Meeting 18-17
May 9, 2018

AGENDA ITEM 6

AGENDA ITEM

Informational Presentation on the Red Barn Public Access Site Plan - Conceptual Design Alternative 3

ACTING GENERAL MANAGER'S RECOMMENDATION

Receive an informational presentation to preview Conceptual Design Alternative 3 for the Red Barn Public Access Site Plan in preparation for a Community Meeting and Board Meeting to be held on June 12, 2018 in the Town of La Honda. No Board action required.

SUMMARY

The Planning and Natural Resources Committee (Committee) reviewed Alternative 3 on March 20, 2018, considered both written and oral public input, and unanimously recommended forwarding Alternative 3 to the Midpeninsula Regional Open Space District (Midpen) Board of Directors (Board). The Committee previously reviewed Conceptual Design Alternatives 1 and 2 on May 9, 2017. Alternative 3 represents the latest design iteration that responds to site constraints, Committee feedback received at the May 9 meeting, and public concerns raised at a public workshop held in the Town of La Honda on May 16, 2017. These concerns centered on insufficient parking, impacts to the Red Barn viewshed, and traffic conflicts from vehicles entering and exiting the driveway.

On May 9, 2018, the Board will receive an informational presentation on the Project, including the project goals, project history and timeline, public participation process, and the various iterations to the site plan with Alternative 3 as the most recent. The Board will take no action at this meeting. This informational presentation will prepare the Board for an upcoming Community Meeting and Board Meeting in the Town of La Honda scheduled for June 12, 2018. At this upcoming June 12 meeting, the Board will receive public comment to inform their selection of a preferred site plan option as the project description to begin environmental review. If the Board selects Alternative 3 as the preferred site plan option, this alternative would be the project description to begin environmental review.

Sufficient funding remains in the Fiscal Year (FY) 2017-18 budget and additional funds are included in the proposed FY2018-19 Capital Improvement and Action Plan to proceed with the Project. In late May, the Board will consider a contract amendment with MIG, Inc., for environmental review services. Expenses are eligible for Measure AA reimbursement.

BACKGROUND

The Red Barn Public Access Area Site Plan Project (Project) facilitates opening the central portion of La Honda Creek Open Space Preserve (Preserve) to the public. This Project implements a Phase I priority in the Board-approved 2012 La Honda Creek Open Space Preserve Master Plan (Master Plan, R-12-83). The public access improvements for the Red Barn would be part of the La Honda Creek: Upper Area Recreation, Habitat Restoration and Conservation Grazing Projects, which ranked as one of the top 25 priority actions in the Board-approved 2014 Open Space Vision Plan. The Red Barn project facilitates the opening of the upper half of La Honda Creek Open Space Preserve, which received support from the voters with the passage of Measure AA. As such, this project is eligible for Measure AA funding.

The Master Plan identified the following program elements for the site, with all elements designed to reflect the rural character of the adjacent Red Barn:

- New driveway from Highway 84 (a San Mateo County-designated scenic corridor)
- Parking for passenger vehicles and equestrian trailers
- Picnic area(s)
- Accessible pathways
- Double-vault toilet restrooms
- Interpretive signage
- Fencing
- Gates
- Trailhead

Project Chronology

Since project initiation in fall 2016, staff and consultants completed site opportunities and constraints analyses and developed conceptual design alternatives. Site analyses to date have evaluated topography, existing tree species and health, biological resources, jurisdictional waters and wetlands, historic significance of the Red Barn and surrounding infrastructure, traffic study findings, and Phase I & II environmental site assessments given past ranching and agricultural uses of the site.

On May 9, 2017, staff presented the site opportunities and constraints findings, and the initial conceptual design alternatives (Alternatives 1 and 2) to the Committee (R-17-56, also refer to Attachment 2). Alternatives 1 and 2 include various design options based on a program of planned uses for public access, circulation, grazing uses and interpretation. On May 16, 2017, staff and consultants presented Alternatives 1 and 2 at a local Public Workshop in the Town of La Honda, which was attended by approximately 21 members of the public and several Board members. Midpen received additional public input via an internet-based survey.

A summary of the public input received at the May 9, 2017 Committee meeting, May 16, 2017 Public Workshop, and via an online survey is included in Attachment 3. During Committee and public review of the project, the following three main themes emerged as major considerations moving forward:

1. Protection of scenic qualities, especially views of the Red Barn.
2. Sufficient parking capacity to accommodate the anticipated volume of visitor use and avoid potential overflow parking and traffic impacts on Highway 84.

3. Minimizing potential traffic conflicts along Highway 84 due to visitor ingress and egress to the new parking lot (i.e. slow approach and wide turns of equestrian trailers).

With this new input, staff conducted additional studies and surveys to identify possible design modifications that address the concerns listed above.

Proposed Modifications

- **Parking relocation:** Midpen explored the possibility of purchasing a nearby property as an alternate parking location. However, the landowner declined the invitation to discuss a purchase opportunity, removing this option from further consideration.
- **Relocation of equestrian trailer parking:** Alternatives 1 and 2 include three equestrian trailer parking spaces. Public feedback indicates that this number of equestrian spaces may be inadequate in part because equestrians often ride in pairs (requiring an even number of spaces), and trailering horses a relatively long distance only to find no parking is undesirable and can discourage use. Additional analysis also has determined that costly improvements are required to accommodate a dedicated equestrian parking area, including the large turning radii for equestrian trailers at this site. The Event Center, which is located 6.5 miles southwest of the Red Barn site along Highway 84, is much better suited for equestrian trailer use. Relocating equestrian trailers to the Event Center would also separate horse trailers from passenger vehicles to improve overall safety given the constrained site, as well as minimize horse disturbance (i.e. startling horses, approaching horses unsafely).

For these reasons, staff explored the relocation of equestrian parking at the Event Center. The Event Center offers adequate traffic line-of-sight for the driveway turnoff, trailer parking space, turning radii, and a safe, direct connection to the Preserve. The Event Center currently provides permitted equestrian parking for four (4) trucks with maximum 20-foot trailers. Equestrian trailer parking by permit would remain in the interim while staff evaluates an expansion of trailer parking at this site and other equestrian access improvements. Additional County use permits would be needed to formalize this space for general equestrian trailer parking and remove the parking-by-permit system.

- **Relocation of corrals:** Cattle corrals in Alternatives 1 and 2 are proposed to wrap around and extend in front of the Red Barn. This configuration raised concerns regarding potential conflicts between public use and the active grazing operation by the grazing tenant. Staff and the grazing tenant discussed relocating the facility behind the barn while ensuring its usefulness and adequacy for ongoing operations.
- **Proposed future Phase 2 for expansion of parking:** Given broad concerns about sufficient parking to avoid overflow onto Highway 84, staff evaluated a phased option for future expanded parking to allow for additional parking in the future if desired.

DISCUSSION

On March 20, 2018, staff presented to the Committee at a public meeting a new recommended draft alternative (Alternative 3) and a phased option for future expansion of passenger vehicle parking (Phased Alternative 3) that incorporates the proposed new modifications. The Alternatives expand the available parking; redirect intensive uses (parking, restrooms, trailhead,

and corrals) away from the Red Barn viewshed; continue to offer equestrian trailer parking for the Preserve via the Event Center, and avoid potential driveway ingress/egress conflicts that relate to horse trailer parking. These Alternatives are described further below:

Conceptual Alternative 3

- Relocates equestrian parking to another area of the Preserve.
- Provides equestrian access to the Red Barn area via trail.
- Relocates the cattle corral to an area behind the Red Barn to retain open, unobstructed views of the barn (grading would drain surface flow away from the creek and into a settling and filtration system to protect downstream water quality; staff would consult with Cuesta Guild La Honda to ensure site and design protects water quality).
- Increases passenger vehicle parking capacity to 50 spaces, where expanded parking is located at the furthest corner from the Red Barn, and which due to topography and slope is partially hidden from the highway.
- Adds 10 spaces of motorcycle parking.

Alternative 3 – Phase 2

- If needed, this future phasing may further increase passenger vehicle parking capacity by an additional 25 spaces for a total of 75 spaces.

Unanimous Committee action to forward Alternative 3 to the Board

Based on a review of all the design alternatives (refer also to Attachment 6 for Alternatives Comparison Table) and public feedback received at that Committee meeting (See Attachment 4), the Committee unanimously voted to forward Alternative 3 to the full Board. This Alternative was determined to best balance the Master Plan goals for resource protection and expanding public access to the Red Barn area. This design enhances the prominence of the Red Barn as a cultural and landscape feature and establishes a “visitor space” adjacent to the barn and outside of the bat habitat buffer that enhances the visitor experience by highlighting the ranching history of the site.

Alternative 3 also protects the scenic view to the maximum extent while increasing total vehicle and motorcycle parking capacity, which will likely be needed based on the popularity of this local icon, anticipated visitation to this Preserve, and Midpen’s recent experiences related to parking demands at other newly opened preserve locations. To better respond to public concerns regarding the aesthetics of the Red Barn from Highway 84, additional visual simulations of the Alternative 3 parking lot will be presented to the community on June 12 and used in the CEQA analysis for the Environmental Impact Report (EIR).

Additional Site Investigations following the Committee Meeting of March 20, 2018

At the March 20, 2018 Committee meeting, the Committee questioned whether there may be an alternate parking area that could be located within the interior of the preserve, a question that was echoed by some of the neighbors in attendance. As part of the due diligence for the Project, staff followed up with additional site reconnaissance to confirm whether alternative parking locations exist for the Red Barn area. On April 20, 2018, project team members and consultants conducted a site visit and staff also met with the immediate neighbors who had raised similar concerns. Their concerns focused on protecting the viewshed and potential overflow parking on the highway that may impact their driveway and property located just north of the Red Barn area.

Based on the April 20 site reconnaissance, staff and consultants discussed the potential site opportunities and benefits associated with an alternate parking area setback approximately 500 to 600 feet from Highway 84 in a relatively flat area that is fenced in and currently used for the grazing operation. While potential benefits with a parking area setback farther from Highway 84 may partially reduce aesthetic impacts and avoid a relocation of the existing corrals, the site constraints associated with this alternate parking area outweigh the potential benefits. Key constraints that raise design and constructability issues for this alternate parking site include:

- Additional grading and site disturbance required for a much longer driveway, which would include substantial and costly retaining walls.
- Additional grading, site disturbance, and potentially another set of retaining walls to accommodate multiple trail switchbacks for the easy-access trail that would connect the alternate parking area to the Red Barn;
- Potential presence of wetlands that require biological assessment and delineation, and which would significantly impact and limit the available area for parking;
- Evidence of geologic instability given the presence of landslides within the area that would require geotechnical assessments to confirm constructability, and potentially additional engineering work and costs; and
- Potential use conflicts between the grazing operation and public use as the public access driveway would need to intersect with the access road connecting the corrals, Red Barn, and adjacent pasture.

Based on all of the information presented in this report, in the upcoming presentations, and public input received, the Board will deliberate on June 12 on whether to move forward with Alternative 3, or direct the General Manager to return to the Board with additional information.

Construction Timeline Update

Summer 2017 surveys have confirmed that the Red Barn continues to serve as the only documented maternity roost along the peninsula for the pallid bat (*Antrozous pallidus*), a species of special concern. This species' maternity season of approximately March 1- September 15 requires special protections during the normal construction season. Moreover, the standard San Mateo County grading moratorium of October 1-April 15 further constrains the potential construction window, as only two weeks of the year fall outside of these two seasonal constraints. Project elements adjacent to the barn that fall within a bat protective buffer area include the new access driveway, retaining wall, road, fencing, gate, and cattle corral. Midpen will pursue an exemption for the County's grading moratorium, but it is unknown whether the County will grant one. Research is ongoing to identify effective avoidance measures such as temporary sound barriers and biological monitoring of the roost. The protection of this unique resource will extend the construction timeline and likely add cost to the project. In light of this new information and assuming other project elements remain on schedule, staff projects the opening of the Red Barn area to public access in 2022 to account for a longer permitting period and the potential need to spread construction activities over two seasons. The targeted 2022 opening date remains consistent with the Board-approved Master Plan Phase II implementation timeline.

FISCAL IMPACT

This project facilitates the implementation of Measure AA Portfolio #5, which states: “Open upper half of the preserve to public; provide biking/hiking/equestrian trails, dog access, and staging areas. Provide loop & connector trails. Restore habitat for rare species. Improve fencing, corrals, and water systems to reintroduce conservation grazing.”

The FY2017-18 Board-approved Amended Budget for the Red Barn Public Access Site Plan Project (MAA05-005) is \$120,000. This amount is sufficient for the site investigations, technical reports, visual simulations, pre-permitting consultation, and conceptual design development. Funds for subsequent project phases, including design development, environmental review, permitting, and construction documentation are included as part of the three-year Capital Improvement and Action Plan.

The recommended action to receive an informational presentation has no direct fiscal impact. Future implementation activities will have fiscal impacts, and the multi-year project budget is provided below. Project implementation costs are eligible for Measure AA reimbursement. The preliminary conceptual-level cost estimate for project construction ranges between \$4 and \$5 million.

MAA 05-005	Prior Years Actuals	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Future Years	Total
LHC - Red Barn Parking Area	\$216,955	\$120,000	\$358,738	\$363,600	\$230,000	\$5,000,000	\$1,289,293
Spent-to-Date (as of 4/20/2018):		\$44,037					\$44,037
Encumbrances:		\$25,963					\$25,963
Budget Remaining (Proposed):	\$216,955	\$50,000	\$358,738	\$363,600	\$230,000	\$5,000,000	\$4,930,000

The remaining portfolio fund balance contains over \$9 million in available funds. The following table outlines the Measure AA Portfolio #05 allocation, expenses to date, and remaining portfolio fund balance.

MAA 05 Allocation - La Honda Creek - Upper Recreation Area:	11,733,000
Life-to-Date Spent (as of 4/20/2018):	\$2,134,706
Encumbrances:	\$26,264
Portfolio Balance Remaining (Proposed):	\$9,572,030

BOARD COMMITTEE REVIEW

The La Honda Creek Master Plan Ad Hoc Committee met on ten (10) occasions between 2004 and 2009 to guide the planning process and development of final trail use recommendations. The Board approved the Master Plan and adopted the Initial Study / Mitigated Negative Declaration, which includes the proposed Red Barn public access area as part of Phase I & II implementation, at the August 22, 2012 meeting (R-12-83). On April 20, 2016, the Planning and Natural Resources Committee received a brief update on the status and design schedule of the Sears Ranch Road Parking Area and Phase I trails in Lower La Honda Creek Open Space Preserve (R-16-48). On May 9, 2017, the Committee received a presentation of the two

conceptual design alternatives (R-17-56). On March 20, 2018, the Committee received a presentation of the new Conceptual Design Alternative 3 and recommended Alternative 3 to the full Board (R-18-25). Following the March 20 Committee meeting, the Midpen received additional public comments (see Attachment 5).

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. Additional notice was provided to the grazing tenant, neighbors living adjacent to the Preserve, and parties interested in Coastal projects, the La Honda Creek Preserve, the Red Barn, and Master Plan. Additional notice will be provided of the upcoming June 12, 2018 Public Community Meeting to be held in Town of La Honda.

CEQA COMPLIANCE

This item is not a project subject to the California Environmental Quality Act (CEQA). As stated in the 2012 Master Plan and Initial Study/Mitigated Negative Declaration, additional environmental review will be conducted for this project as needed. Environmental review would begin once the Board accepts a Preferred Alternative for the CEQA project description, which is scheduled as part of the June 12, 2018 meeting. As part of the California Environmental Quality Act (CEQA) process, residents and members of the community will have additional opportunities to comment on the proposed project's potential environmental impacts for the District to evaluate as part of the preparation of an Environmental Impact Report.

NEXT STEPS

To continue moving the project forward, staff will initiate Caltrans pre-permitting consultation and solicit input on driveway design features and traffic safety measures to ensure safe public ingress and egress to the Red Barn area. These discussions can proceed irrespective of which Alternative the Board selects in the future, given that all the site plans rely on a specific driveway configuration due to constrained line of sight issues. In addition, the Board will consider a contract amendment with MIG on May 23, 2018 to fund additional visual simulations, traffic analyses, planning support, and environmental review services.

Board and public input on Alternative 3 will be solicited at a joint Public Community Meeting and Board Public Meeting on June 12, 2018 in the Town of La Honda. The purpose of this joint meeting is to present Alternative 3 to the community and provide an opportunity for the Board of Directors to receive public comment to inform their selection of a preferred site plan option. If the Board selects Alternative 3 as the preferred site plan option, this alternative would be the project description to begin environmental review.

A subsequent Board meeting will be scheduled for a Scoping Session to receive public input on environmental concerns that should be addressed as part of the environmental review process.

Milestones	Tentative Schedule
Pre-permit Consultation with Caltrans regarding proposed driveway, signage and site improvements	May/June 2018

Contract Amendment with MIG, Inc, for CEQA review and additional services	May 23, 2018
Joint Community Meeting/Board Meeting in La Honda	June 12, 2018
CEQA Scoping Session	July/August 2018
Board review and adoption of CEQA document and project approval	Summer/Fall 2019
Construction documentation	2019 to 2021
Permitting	2019 to 2021
Construction bidding process	2021
Construction (narrow work window to avoid bat disturbance)	Fall 2021 to Fall 2022
Open to the public	Fall 2022

Attachments:

1. Site location map
2. Conceptual Design Alternatives
3. Public Feedback Summary from May 2017 to December 2017
4. Public input summary through March 20, 2018 Planning and Natural Resources Committee meeting
5. Public comments received March 21, 2018 as of 1:00 p.m. May 4, 2018
6. Conceptual Design Alternatives Comparison Table

Responsible Department Head:

Jane Mark, AICP, Planning Manager

Prepared by:

Jane Mark, AICP, Planning Manager





Contact person:

Leslie Chan, Planner III, Planning Department

Path: P:\Preserve Projects\La Honda Creek\Current Projects\Red Barn Staging Area\graphics\Maps\UHCRedBarn_SiteMap_Letter_Portrait_20171003.mxd
Created By: lchan



Red Barn Public Access Area Site Map

-  MROSD Preserve
-  Private Property
-  Project Site
-  Gate

Midpeninsula Regional
Open Space District
(MROSD)
October 2017



While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.

ALTERNATIVE 1

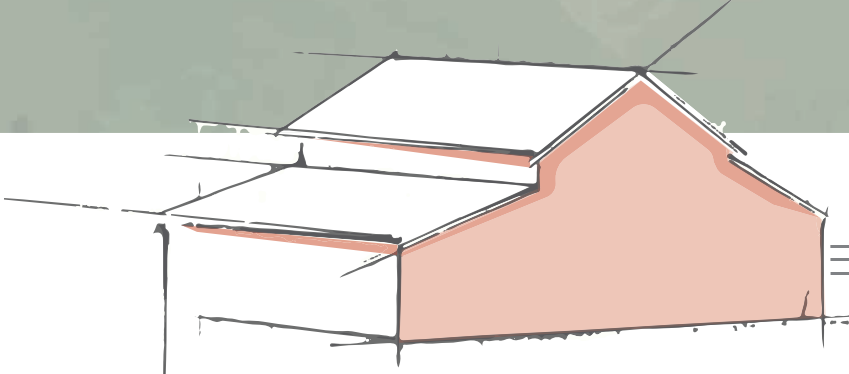


RED BARN PUBLIC ACCESS AREA:
LA HONDA CREEK OPEN SPACE PRESERVE

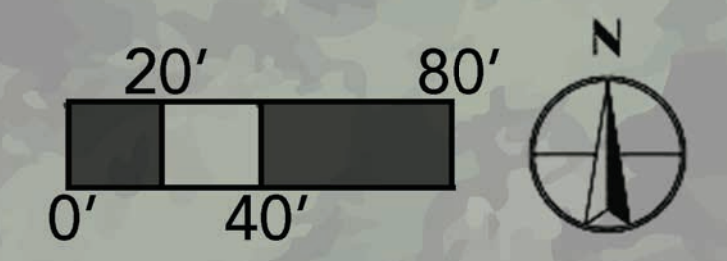
3 DEC. 2017



ALTERNATIVE 2



RED BARN PUBLIC ACCESS AREA:
LA HONDA CREEK OPEN SPACE PRESERVE



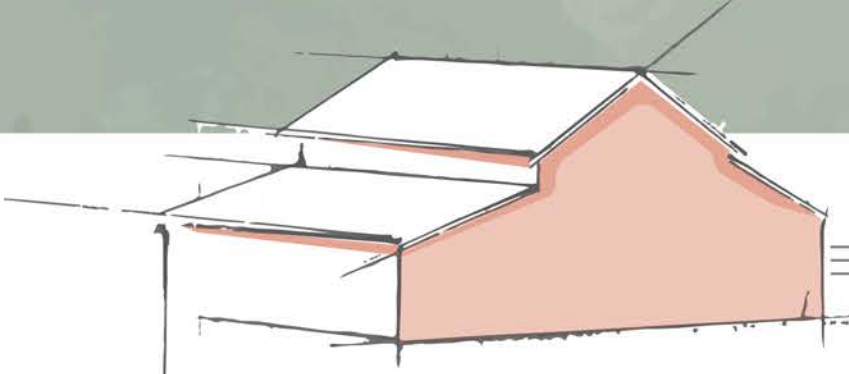
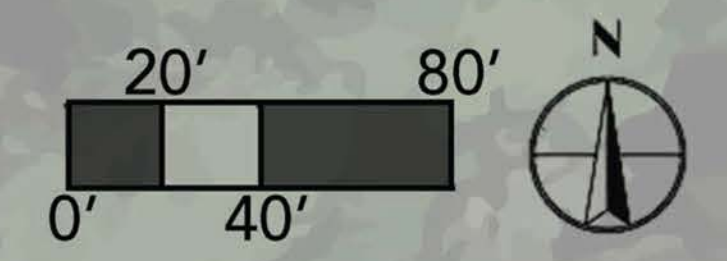
ALTERNATIVE 3 - PHASE 1

OVERVIEW

- 45 STANDARD SPACES
 - 4 ACCESSIBLE SPACES
 - 1 ACCESSIBLE VAN SPACE
-
- 50 TOTAL PASSENGER VEHICLE PARKING SPACES
-
- 10 MOTORCYCLE PARKING SPACES
 - 2 BUS PULL-OUT / PARKING SPACES



WEEKS CREEK



ALTERNATIVE 3 - PHASE 2 MODIFICATIONS



RELOCATED INTERPRETIVE AREA

REMOVE (3) PASSENGER VEHICLE PARKING SPACES

(17) PASSENGER VEHICLE PARKING SPACES

EXTENSION ACCESS ROAD

(6) ADDITIONAL PASSENGER VEHICLE PARKING SPACES

(5) ADDITIONAL PASSENGER VEHICLE PARKING SPACES

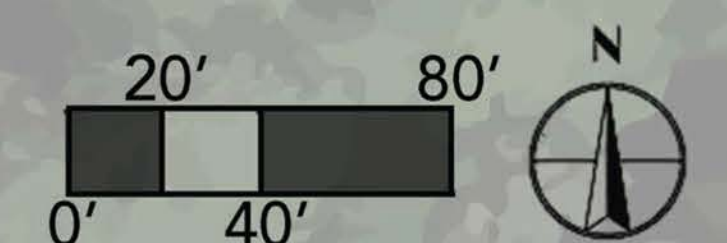
ALTERNATIVE 3 - PHASE 2

OVERVIEW

- 70 STANDARD SPACES
- 4 ACCESSIBLE SPACES
- 1 ACCESSIBLE VAN SPACE

- 75 TOTAL PASSENGER VEHICLE PARKING SPACES

- 10 MOTORCYCLE PARKING SPACES
- 2 BUS PULL-OUT / PARKING SPACES





La Honda Creek Open Space Preserve Red Barn Public Access Area Conceptual Design Alternatives Public Feedback Summary

5/1/17 Stakeholder meeting: 9 attendees representing neighbors and equestrians
 5/9/17 PNR Committee meeting: 2 attendees from the public, La Honda residents
 5/16/17 Community Meeting: 21 attendees – 5 comments submitted
 5/16/17- 5/22/17 Online survey: 36 submissions

Feedback/Concern	Site Constraint	Design
View of Red Barn from Highway 84 will be changed by the new driveway/site improvements	<ul style="list-style-type: none"> • Red Barn site is the only location where access to central portion of the preserve can be provided • Limited area available with adequate line of sight • County-designated scenic corridor • Sloping topography requires retaining wall for driveway. • Line of sight requires driveway to be located as proposed 	<ul style="list-style-type: none"> • Screen retaining wall and driveway/access road to minimize impact to viewshed • Relocate low-impact visitor uses (i.e. picnicking and interpretation) to foreground of the barn • Relocate cattle corral behind the barn • Visual simulations developed for the driveway
New driveway- potential conflict with highway traffic patterns- illegal speeding and passing. Ingress/egress by equestrian trailers are of particular concern	<ul style="list-style-type: none"> • Limited area available with adequate line of sight • Area of Highway 84 with adequate line of sight is due to this being a straight section between curves 	<ul style="list-style-type: none"> • Traffic studies conducted in 2007, 2016, and 2017 confirm driveway location meets Caltrans standards for line of sight • District will incorporate highway guardrail, pending Caltrans approval • Relocate equestrian trailer parking to a different LHC site
Parking capacity (25-30 spaces) not adequate to accommodate expected volume due to popularity Potential for unauthorized overflow parking along Highway 84	<ul style="list-style-type: none"> • Balance of public access site improvements with viewshed protection, grazing infrastructure, biological resources, and sloping topography 	<ul style="list-style-type: none"> • Increase capacity to 50 standard spaces • Add dedicated motorcycle parking • Remove equestrian trailer parking • Explore “No Parking” zones along Highway 84 • Increased enforcement



Midpeninsula Regional Open Space District

LA HONDA COMMUNITY OPEN HOUSE

Tuesday, May 16, 2017
La Honda Elementary School
450 Sears Ranch Rd, La Honda, CA

Comments may be submitted via email, Dropped in the Comments Box,
Or mailed to:

Leslie Chan, Planner II
Midpeninsula Regional Open Space District
300 Distel Circle, Los Altos, CA 94022

Name: Krista Kuehnackel
Address: [REDACTED]

Phone: [REDACTED] EMAIL: [REDACTED]

Comments:

That stretch of road is very dangerous and the speed limit should be reduced & turn lane added & much care taken so there are not more deaths,

It is unfortunate that there is so much area for cows, horses and bikes, but no dogs. Please reconsider that.



Midpeninsula Regional Open Space District

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Or mailed to:

Leslie Chan, Planner II
Midpeninsula Regional Open Space District
300 Distel Circle, Los Altos, CA 94022

Name: JANA PITKON
Address: [REDACTED]

Phone: [REDACTED] EMAIL: [REDACTED]

Comments:

I HAVE PROBLEM WITH OBSTRUCTING OUR ONLY MONUMENT WITH COW PADDOCK AND THE ROAD. IT IS BUCOLIC COUNTRY BARN

[Signature]



Midpeninsula Regional Open Space District

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Or mailed to:

Leslie Chan, Planner II
Midpeninsula Regional Open Space District
300 Distel Circle, Los Altos, CA 94022

Name: Kathenne Wight

Address: [REDACTED] La Honda 94020

Phone: [REDACTED] EMAIL: [REDACTED]

Comments:

there seems to be a lack of recreational use that allows dog use as well. I would like to see La Honda Creek ASP to have at least some trails that allow dogs on leash.



Midpeninsula Regional Open Space District

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Or mailed to:

Leslie Chan, Planner II
Midpeninsula Regional Open Space District
300 Distel Circle, Los Altos, CA 94022

Name: Carol Young Holt

Address: [REDACTED]

Phone: [REDACTED] EMAIL: [REDACTED]

Comments:

TURN IN + OUT VERY DANGEROUS & MUST BE ENFORCED!

PEOPLE DIE EVERY WEEK AND A MORE LOCATION ON 84 IS A SPEEDING AVE



Midpeninsula Regional Open Space District

LA HONDA COMMUNITY OPEN HOUSE

Tuesday, May 16, 2017
La Honda Elementary School
450 Sears Ranch Rd, La Honda, CA

Comments may be submitted via email, Dropped in the Comments Box,
Or mailed to:

Leslie Chan, Planner II
Midpeninsula Regional Open Space District
300 Distel Circle, Los Altos, CA 94022

Name: David Sandeen

Address: [REDACTED]

Phone: _____ EMAIL: [REDACTED]

Comments:
Highway 84 needs extra turn lanes in both directions, a wider
shoulder width for safe emergency paths thru.
Maybe caltrons can widen the whole section. 😊

From: [Leslie Chan](#)
To: [Erika Carrillo](#)
Subject: RE: La Honda Creek Open Space
Date: Monday, May 2, 2016 9:14:41 AM
Attachments: [MROSD_FEIR03.pdf](#)
[Coastside Draft EIR.pdf](#)

Hi Erika,

The draft EIR for the Coastal Annexation is attached as well as the final EIR/Response to comments. The final EIR file is a large size, please confirm that you receive both attachments. Thanks.

Sincerely,

Leslie Chan

From: Erika Carrillo [REDACTED]
Sent: Thursday, April 28, 2016 3:54 PM
To: Leslie Chan
Subject: Re: La Honda Creek Open Space

Where can I find the San Mateo Coastal Annexation EIR?

On Thu, Apr 28, 2016 at 3:48 PM, Leslie Chan [REDACTED] wrote:
 These are contained in the board report for the adoption item and attachments. (see link)

Comments received about the Master Plan start on page 11 of the .pdf and responses to comments received on the MND start on page 15.

https://www.openspace.org/sites/default/files/CGI-BIN/agendas_minutes/2012.08.22.LaHondaCreek_ISMND_R-12-83.pdf

Hope this helps!

From: Erika Carrillo [REDACTED]
Sent: Thursday, April 28, 2016 3:40 PM
To: Leslie Chan
Subject: Re: La Honda Creek Open Space

Where are the comments and responses to comments?

On Thu, Apr 28, 2016 at 3:34 PM, Leslie Chan [REDACTED] wrote:
 Hi Erika,

Sorry for the confusion, the version posted is the final that was adopted by the Board in August 2012. Here is the link to the board meeting agenda, reports, and minutes from the meeting where they adopted the IS/MND and approved the Master Plan:

<https://www.openspace.org/about-us/meetings/regular-meeting-13>

I'll work with the webmaster to clarify the label of the document.

Let me know if you have any other questions.

Thanks,

Leslie

From: Erika Carrillo [REDACTED]
Sent: Thursday, April 28, 2016 3:23 PM
To: Leslie Chan
Subject: Re: La Honda Creek Open Space

I see a Draft IS/MND. Is there a final?

On Thu, Apr 28, 2016 at 11:50 AM, Leslie Chan [REDACTED] wrote:
Hi Erika,

The page has been updated: <http://www.openspace.org/our-work/projects/la-honda-creek-master-plan>

Thanks,

Leslie

From: Erika Carrillo [REDACTED]
Sent: Wednesday, April 27, 2016 10:01 AM
To: Leslie Chan
Subject: La Honda Creek Open Space

Hi Leslie -

I met you at the public meeting for the La Honda Creek Open Space Preserve in La Honda. I am the planner at Insignia Environmental. I was not able to find the MND on the website. Can you send it to me?

Thanks!

Erika

From: [Barbara Hooper](#)
To: [Leslie Chan](#)
Subject: Re: Questions... La Honda Creek Master Plan - Red Barn Public Access Area
Date: Thursday, June 29, 2017 11:50:56 AM

Leslie-

It was nice seeing you again last night. Thanks for the traffic study docs.

Best,
Barb

On Thu, Jun 29, 2017 at 10:00 AM, Leslie Chan [REDACTED] wrote:

Hello Barbara,

Thanks for attending the board meeting last night and for letting me know these studies didn't make it through yesterday. Attached are the three traffic studies. Please let me know if you have any additional questions.

Thank you again for your time and interest in this project.

Sincerely,

Leslie Chan



Leslie Chan

Planner II

[REDACTED]
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: [\(650\) 691-1200](tel:6506911200) - F: [\(650\) 691-0485](tel:6506910485)

From: General Information
Sent: Tuesday, June 27, 2017 7:55 AM
To: Barbara Hooper
Subject: Re: Questions... La Honda Creek Master Plan - Red Barn Public Access Area

Hi Barbara,

Thank you for your inquiry. Please allow me to reach out to our planners for the most up to date information on this. You will be hearing from someone shortly!

If you have any questions in the meantime, please let me know.

Thank you,

Jordan McDaniel

Public Affairs Administrative Assistant

Midpeninsula Regional Open Space District

330 Distel Circle, Los Altos, CA 94022

P: [\(650\) 691-1200](tel:6506911200) F: [\(650\) 691-0485](tel:6506910485)

www.openspace.org | twitter: [@mrosd](https://twitter.com/mrosd)

From: Barbara Hooper <[REDACTED]>
Sent: Monday, June 26, 2017 10:57 PM
To: General Information
Cc: Barbara Hooper
Subject: Questions... La Honda Creek Master Plan - Red Barn Public Access Area

Hello-

My husband, Terence Mahoney, and I are residents of La Honda and we're wondering if there are any updates or

changes that have been made to the Red Barn Public Access Area in the La Honda Creek Master Plan in response to the public meeting that was held in La Honda on May 16 and feedback that you got from the online survey.

I looked on the MPOSD website in the La Honda Creek Master Plan pages but did not see any new information. I know that there are some La Creek Preserve items on the Board of Directors agenda for the June 28 meeting but there is no mention of the Red Barn Access.

I am particularly concerned about the driveway access point on Highway 84. Terence and I voiced our concerns in the meeting at the District Office on May 9 and in the online survey. We believe that the proposed parking and access will exacerbate existing traffic issues along Highway 84 which consists of traffic congestion on weekends due to the ever increasing rise of accidents and fatalities incurred by motorcyclists, bicyclists, and out of town motorists unfamiliar with the roads and hazards. Access by equestrian trailers would be an extreme traffic hazard.

Have traffic studies been taken into consideration in the planning of the Red Barn Access? If so, are they available to the public? If not, I think it's imperative that traffic studies be done at various times of the week and year (weekdays, weekends, holidays, etc.) to ensure that access is feasible and safe.

Terence and I are avid hikers and are thrilled to have access to all of the trails and areas that MidPen has provided over the years. Thank you for any feedback you can give me on my questions and concerns. I look forward to hearing from you soon.

Regards,

Barbara Hooper

From: [Barbara Hooper](#)
To: [Leslie Chan](#)
Cc: [Jennifer Woodworth](#); [General Information](#)
Subject: Re: Questions... La Honda Creek Master Plan - Red Barn Public Access Area
Date: Wednesday, June 28, 2017 5:43:45 PM

Hi Leslie-

Thanks for your time discussing the La Honda Open Space Red Barn access today. I was happy to hear that significant traffic studies have been completed but I did not receive the traffic documents with your e-mail. Perhaps, you can resend them to me.

I'll see you this evening at the meeting in La Honda.

Regards,
Barbara

On Wed, Jun 28, 2017 at 4:53 PM, Leslie Chan [REDACTED] wrote:

Hello Barbara,

Thank you for your time this afternoon. I am glad we had a chance to discuss your concerns about the Red Barn project. I'm attaching the three traffic studies that have been conducted for this site. As I mentioned on the phone, these 2007, 2016, and 2017 traffic studies were conducted to assess the feasibility of providing access at the La Honda Creek Open Space Preserve (2007) and the Red Barn site specifically (2016, 2017) Please let me know if you have any questions about these. I look forward to seeing you at the board meeting tonight.

Thank you again for your time and interest in this project.

Sincerely,

Leslie Chan

Leslie Chan

Planner II
[REDACTED]



Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: [\(650\) 691-1200](tel:6506911200) - F: [\(650\) 691-0485](tel:6506910485)

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Jordan McDaniel

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Sent: Monday, June 26, 2017 10:57 PM

To: General Information

Cc: Barbara Hooper

Subject: Questions... La Honda Creek Master Plan - Red Barn Public Access Area

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Regards,

Barbara Hooper

From: [Pearson, Chris C.](#)
To: [Leslie Chan](#)
Subject: LHCOS planning
Date: Monday, December 11, 2017 6:49:38 PM

Leslie, What is the status of the planning for access across the street from me? I keep thinking about this, and still think that the plans that you showed me are a mistake, will cause problems, and are not consistent with MROSD mission. I am tempted to write up my thoughts and recommendations, but don't want to waste my time if the district is on a ballistic trajectory. I enjoyed talking with you, but was saddened to hear of the proposed changes to the character of this iconic landmark that you showed me.

Also, -does Del Woods still work there? If so, could you send me his email address? Thanks, Chris

Chris Pearson
Pearson Land and Cattle Co.
[REDACTED] La Honda, CA

From: Leslie Chan
To: "[Pearson, Chris C.](#)"
Subject: RE: LHCOS planning
Date: Thursday, December 14, 2017 11:08:00 AM

Hello Chris,

Since our rounds of public meetings in May, we have been working to revise the concept design options to respond to the comments we received. We have slowed down our original schedule by several months in order consider and incorporate the feedback into the conceptual design.

We plan to have a new set of design concepts ready for review by our Planning and Natural Resources Committee in the new year. This will most likely occur at the end of January or early February. At that time, I will also be presenting a summary of the public feedback that I have received about the initial concepts. I would certainly appreciate if you took the time to write up your thoughts and recommendations for the project as we continue to consider the best way to implement our mission at La Honda Creek OSP.

Del Woods no longer works at the District.

Please let me know if you have any other questions. I truly appreciate your perspective on this project!

Sincerely,

Leslie Chan



Leslie Chan
Planner II

[REDACTED]
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: (650) 691-1200 - F: (650) 691-0485

From: Pearson, Chris C. [REDACTED]

Sent: Monday, December 11, 2017 6:49 PM

To: Leslie Chan [REDACTED]

Subject: LHCOS planning

Leslie, What is the status of the planning for access across the street from me? I keep thinking about this, and still think that the plans that you showed me are a mistake, will cause problems, and are not consistent with MROSD mission. I am tempted to write up my thoughts and recommendations, but don't want to waste my time if the district is on a ballistic trajectory. I enjoyed talking with you, but was saddened to hear of the proposed changes to the character of this

iconic landmark that you showed me.

Also, -does Del Woods still work there? If so, could you send me his email address? Thanks, Chris

Chris Pearson

Pearson Land and Cattle Co.

 La Honda, CA

Which OVERALL conceptual design do you prefer?	Which passenger vehicle parking lot design do you prefer?	Which equestrian parking design do you prefer?	Which vehicular circulation pattern do you prefer (clockwise or counter-clockwise)?	Which restroom location do you prefer?	Which picnic facility design do you prefer?	Please provide any additional comments on Alternative 1	Please provide any additional comments on Alternative 2	Zip Code	would you like to be added to our La Honda Creek email list?	would you like to be added to our La Honda Creek email list?	Date Created	
Alternative 2	Alternative 2	No preference	Counter-clockwise (1)	No preference	Distributed (1)			94065		No	2017-05-17 12:10:01	
Alternative 1	Alternative 2	Alternative 1	Counter-clockwise (1)	North of Parking (1)	Distributed (1)	Overflow parking-- hopefully not on Highway 84. Wunderlich on weekends is a nightmare. Good location for the restroom as prevailing winds (from the south and west will tend to keep porto-potty odors away from picnic and parking areas. This is a problem in the newer parking lot on the south end of the El Corte de Madera preserve. LifeFlight occasionally uses this site as a landing zone. Can anything be accommodated?		94062		No	2017-05-17 12:32:02	
Alternative 1	No preference	No preference	No preference	South of Parking (2)	Distributed (1)	Will equestrians accessing the preserve on horseback (rather than in a trailer) by crossing 84 from Old La Honda Road be able to access the trail head using the existing drive opposite Old La Honda road or will they need to ride down 84 and into the parking lot? From a safety perspective minimizing the amount of time for horse riders on La Honda Road/84 would be preferable		94062	Yes		2017-05-17 16:21:39	
Alternative 2	Alternative 2	Alternative 2	Counter-clockwise (1)	North of Parking (1)	Centralized (2)			94403	Yes		2017-05-17 16:22:50	
No preference	No preference	No preference	No preference	North of Parking (1)	Distributed (1)	The concept of providing parking and trail access is a good one. However, the location of this developed area is disturbing. The scenic Hwy 84 corridor will be forever ruined. Suggest that this entire area would be best hidden behind the existing hillside, and could be accommodated by the current Ranger's residence area. Better parking would be dispersed, with a more natural gravel driveway and parking areas. Also, the existing road access route would still be used, with left turns prohibited from the south. This traffic could continue to the old La Honda Rd. Turnout. Which would be much safer. No need for special lanes to exit the highway, no visual changes would need to be made to the scenic corridor.. it could remain one of the most iconic views in San Mateo County!	Too developed for our rural area! A local adjacent homeowner for 35 years...	94062	Yes			2017-05-17 19:10:58
Alternative 1	Alternative 2	Alternative 1	No preference	No preference	Distributed (1)	I like the idea of the distributed picnic areas.	I like the idea of more parking. Some places (ahem- Rancho!) have limited parking and that makes it tough to enjoy the Open Space.	94020		No	2017-05-18 09:20:02	
Alternative 1	No preference	Alternative 1	No preference	No preference	Distributed (1)	The equestrian pull in is easier than in Alt 2. With a long trailer I prefer that type of parking.		94037		No	2017-05-18 10:29:28	
No preference	Alternative 1	Alternative 2	No preference	No preference	No preference			94020	Yes		2017-05-18 10:37:44	
No preference	No preference	No preference	No preference	No preference	No preference	Neither Alternative is appealing because I don't think the new entrance driveway is acceptable. Unless there are turn lanes, left & right, on the 84, there will be accidents. Also, I would relocate the parking more northwesterly, using the existing roads that lead to the ranger house & existing structure. Move the whole thing more northwest, away from the barn. Preserve the roadside pull over for tourist photos. The white fence could be moved. Don't mean to be critical - you guys are awesome!	Consider the Red Barn site in the context of the whole La Honda Creek Open Space. In particular, put the former Driscoll Ranch event center, its size, and its equestrian history into the mix. Put all the equestrian activities - and horse parking - there only. That'd give you much more parking at the Red Barn site, which should be thought of as the tourist spot. The event center is the horse spot, and the Sears Ranch Road spot should include mountain bike access! Also, the event center has lots of overflow parking space, but then only hardcore hikers are likely to make it all the way to the Red Barn. Best wishes!	94020	Yes		2017-05-18 10:45:13	
Alternative 2	Alternative 2	No preference	Counter-clockwise (1)	South of Parking (2)	Distributed (1)			94020		No	2017-05-18 11:44:34	
Alternative 1	Alternative 1	No preference	No preference	No preference	Distributed (1)			94070		No	2017-05-18 11:54:26	
Alternative 2	Alternative 2	No preference	No preference	No preference	Centralized (2)			94019	Yes		2017-05-18 13:12:56	
Alternative 1	Alternative 1	Alternative 1	Counter-clockwise (1)	South of Parking (2)	Distributed (1)			95070		No	2017-05-18 14:12:13	
Alternative 1	Alternative 1	Alternative 1	No preference	No preference	Distributed (1)			94020	Yes		2017-05-18 14:19:06	
No preference	No preference	No preference	No preference	No preference	No preference	These maps are too small to see.	These maps are too small to see.	94062	Yes		2017-05-18 14:19:53	
Alternative 1	Alternative 1	No preference	Counter-clockwise (1)	South of Parking (2)	Distributed (1)			94020		No	2017-05-18 14:20:18	
No preference	No preference	No preference	No preference	No preference	No preference	I have no preference in either direction. The whole thing is a terrible idea!	I have no preference in either direction. The whole thing is a terrible	94020		No	2017-05-18 15:19:14	
No preference	Alternative 2	No preference	Counter-clockwise (1)	South of Parking (2)	Distributed (1)			95014	Yes		2017-05-18 15:22:08	
Alternative 2	Alternative 2	Alternative 2	Counter-clockwise (1)	South of Parking (2)	Distributed (1)	More parking is better.		94020		No	2017-05-18 16:02:10	
Alternative 2	Alternative 2	Alternative 2	Counter-clockwise (1)	South of Parking (2)	Centralized (2)		I would prefer the vehicular circulation pattern on "Alternative 1,	94020	Yes		2017-05-18 17:26:29	
Alternative 1	Alternative 1	Alternative 1	Counter-clockwise (1)	North of Parking (1)	Distributed (1)			94020		No	2017-05-18 20:00:29	
Alternative 1	Alternative 2	Alternative 1	Counter-clockwise (1)	North of Parking (1)	Distributed (1)			94020	Yes		2017-05-18 20:25:46	
Alternative 1	No preference	Alternative 1	No preference	No preference	Distributed (1)	Pull through parking for horse trailers is the only way to go for equestrians. It is a safety issue to be able to unload/load horses with clear access to the rear of the trailer.	Very difficult for equestrians who are "backing challenged." Pull through is so much easier and safer.	94020	Yes		2017-05-18 23:04:24	
No preference	Alternative 2	No preference	No preference	No preference	Distributed (1)					No	2017-05-19 06:08:01	
Alternative 1	No preference	No preference	Counter-clockwise (1)	No preference	Distributed (1)			94061	Yes		2017-05-19 08:42:32	

No preference	No preference	No preference	No preference	No preference	No preference	These two alternatives have the same underlying problem. The proposed entrance from Highway 84 is in between two 'blind' curves. Cars entering and exiting this proposed development will create a hazard to highway users. Additionally, the development will negatively alter the serene looking area north of the barn, where the parking and restroom locations are proposed. A safer entrance location and a more remote parking/picnic area would be a much preferred alternative.	These two alternatives have the same underlying problem. The proposed entrance from Highway 84 is in between two 'blind' curves. Cars entering and exiting this proposed development will create a hazard to highway users. Additionally, the development will negatively alter the serene looking area north of the barn, where the parking and restroom locations are proposed. A safer entrance location and a more remote parking/picnic area would be a much preferred alternative.	94020	No	2017-05-19 14:04:47
No preference	No preference	Alternative 1	No preference	South of Parking (2)	Distributed (1)	Old La Honda Rd. is heavily used by cyclists, walkers, and equestrians. Is it possible to provide a safe connecting trail for these users from the intersection of Old La Honda Rd & HWY 84 to the Red Barn Public Access area. This is a short distance but travel along HWY 84 without shoulders is not safe.	Old La Honda Rd. is heavily used by cyclists, walkers, and equestrians. Is it possible to provide a safe connecting trail for these users from the intersection of Old La Honda Rd & HWY 84 to the Red Barn Public Access area. This is a short distance but travel along HWY 84 without shoulders is not safe.	94062	Yes	2017-05-19 15:06:02
No preference	No preference	No preference	No preference	No preference	No preference	My "no preference" selection means I am against BOTH of the other selections. It does not mean I am ok with either of them. Both plans are absolutely terrible. You say you will "Protect scenic views of and from the site." ...and then propose a parking lot in full view? Are you serious? This "over-the-hill" development needs to stay right there where you lot live... "over-the-hill". And having a major traffic exit on that stretch of road is just plain dangerous and should be banned completely. Why not build your "facilities" away from the road and have them hidden in the valley? What flatlander is making up these poorly thought out proposals? You need to start practicing being a good neighbor. Ask for input BEFORE laying out your final two options. Duh.		94062	No	2017-05-19 23:02:42
No preference	No preference	No preference	No preference	No preference	No preference	my concern for either plan is how will you handle over flow parking? I think that in good weather this will be a very popular park. I live west of the park and am concerned that weekend traffic will degrade. It is already very dangerous as it is.		94040	No	2017-05-20 06:10:08
Alternative 1	Alternative 1	Alternative 2	Counter-clockwise (1)	North of Parking (1)	Distributed (1)			94061	No	2017-05-20 10:03:31
Alternative 1	Alternative 1	Alternative 1	No preference	North of Parking (1)	Distributed (1)	I'm sure you're already hearing lots of fussing from La Honda residents, or you will yet. I suppose you are not surprised. My own take is that anxiety over the visual impact is overblown, that you'll do find with that. The fear about coordinating with high-speed traffic through the area is genuine. I understand you've had engineers look at this, and I don't know what else you can do about it, but I share some concerns about crazy weekend race car and motorcycle behavior on the straight stretches of 84 that may turn out to be a real problem with people entering the lanes and slowing to exit them. I also am concerned about overflow parking on 84. But I sympathize with your having to meet demands for access and then facing resistance to access. Thank you for your work.		94020	Yes	2017-05-20 15:56:18
Alternative 2	Alternative 2	No preference	No preference	No preference	Centralized (2)			94061	No	2017-05-20 16:32:58
Alternative 1	Alternative 2	No preference	Counter-clockwise (1)	South of Parking (2)	Distributed (1)			94020	Yes	2017-05-20 21:31:54
Alternative 1	Alternative 1	Alternative 1	No preference	No preference	Distributed (1)			94039	Yes	2017-05-21 09:24:14
No preference	No preference	No preference	No preference	No preference	No preference	We are VERY concerned about both alternatives you have suggested. As La Honda residents, we believe that both of these designs will exacerbate existing traffic issues along Highway 84 which consist of traffic congestion on weekends, due to the ever increasing rise of accidents and fatalities incurred by motorcycles, bicycles, and out of town motorists unfamiliar with the roads and hazards. Access by equestrian trailers is an extreme traffic hazard even with the new suggested entrance location to the Red Barn. In addition to these traffic considerations, we are concerned about the increased public access to the Red Barn area. We believe that the parking lots and site improvements will take away the scenic rural picturesque vista unique to this area. We are also concerned about the increased public use of the site and how it may effect the bat rookery located in the Red Barn. The reason we did indicated " no preference" to all of the questions in your survey is that we do not think either alternative is suitable for the La Honda Open Space. We highly appreciate the restoration work that MidPen has done to renovate the Red Barn and corral however we believe the soon to open La Honda Sears Ranch Road parking facility and access is much better suited for equestrian and vehicular access. Access to the Red Barn area should be limited to trail access from the Sears Ranch Road parking which would maintain the rural ambiance and scenic value of the area. Thank you for requesting local feedback on the LH Open Space. We hope you will reconsider and make changes based on community input. We look forward to hearing your response. Regards, Barbara Hooper and Terry Mahoney		94020	Yes	2017-05-21 12:13:23
Alternative 2	Alternative 2	Alternative 2	No preference	North of Parking (1)	Distributed (1)		Much prefer he design with less asphalt yet more parking. Remove	94020	No	2017-05-21 21:48:26

Attachment 4: Consolidated Public Comments for the March 20, 2018 Planning & Natural Resources Committee Meeting on the Red Barn Public Access Site Plan

Public Comments Received on March 20, 2018

Date	Commenter	General Comments
3/19/18 @ 7:33 PM	Joseph Kral (email)	Protecting the aesthetics of Red Barn; owl habitat in barn; concerns regarding parking lot location
3/19/18 @8:00 PM	Marcy Steiner (email)	Concerns regarding parking and traffic safety; protecting the views to Red Barn
3/19/18 @4:48 PM	Susan Shankle (email)	Concerns regarding impacts to the view of Red Barn; driveway location; public input opportunities
3/19/18 @8:12 PM	Carole Corcoran Williams (email)	Concerns regarding lack of public notification; location of parking lot; bat protection, accidents and speeding on Highway 84
3/20/18 @12:37 AM	Lynnette Vega (email)	Response to District's earlier response; inquiry about fatalities on highway; protecting the landmark

Public Comments Received as of 6 PM on March 19, 2018

Date	Commenter	General Comments
3/14/18	Roy Truitt, Half Moon Bay Chamber of Commerce (phone conversation – see Memo to file)	Interest in barn sites for weddings and corporate events; agree that original design alternatives for parking lot (20-30 spaces) would not be enough for event uses. Most coastal parking lots are packed, where peak season is June through October.
3/17/18	Lynnette Vega (email)	Concerns regarding parking and traffic safety; potential for more highway accidents; protecting the aesthetics of Red Barn
3/16/18	Barbara Hooper (email/voice mail)	Turn lanes on to Highway 84; opportunity for public comment at March 20, 2018 PNR Committee meeting
3/19/18	Maryann Chwalek (email)	Traffic and potential accidents on Highway 84 and impact to local community; loss of views; Midpen's contributions to La Honda Fire Brigade
3/19/18	Kathryn Ryan (voice mail)	Concerns and opposition to the Red Barn public access design. Concerned about the 70 space parking lot because it will cause a dangerous road condition and take away from the rural character of the site.

From: [Melissa Borgesi](#)
To: [Jane Mark](#); [Meredith Manning](#); [Tina Hugg](#)
Subject: FW: Proposed parking at the Red Barn
Date: Tuesday, March 20, 2018 7:59:10 AM



Melissa Borgesi
Planning, Engineering & Construction
Administrative Assistant

Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: (650) 691-1200 - F: (650) 691-0485

From: Joseph Kral
Sent: Monday, March 19, 2018 7:33 PM
To: Melissa Borgesi

[REDACTED]
[REDACTED]

Subject: Proposed parking at the Red Barn

Joseph Kral
[REDACTED]
La Honda, CA. 94020
[REDACTED]

Mid-Peninsula Regional Open Space Board of Directors
c/o Melissa Borgesi

Re: Red Barn Parking Plan

I feel that locating a parking lot at this location would be a tragic mistake.

I live in Cuesta La Honda and have lived here for the past 24 years. I was born in Redwood City and have lived on the peninsula and in Santa Clara Valley all of my life. I have always been a huge supporter of the Open Space District. But in this regard, I must take a stand.

The "Red Barn" is a San Mateo County iconic structure. It has been photographed and painted countless times due to the extreme beauty of the location. I drive past the Barn almost daily and at least a dozen times a year, there is a painter or photographer there working to create a work of art. I'm sure there are many more that I don't see. It would be absolutely tragic to locate a parking lot right in front of it. Who wants a picture of a beautiful barn with a parking lot full of cars in the foreground?

I understand that a review was done to determine an alternate location for a parking lot and no other location was deemed suitable. I think the real reason is that other areas were determined to be more expensive. That is not a good reason for locating the parking lot at this location.

This barn is also habitat for owls and locating a parking lot here would reduce/remove area where

they hunt for food as well as being an extreme disruption to them.

Then there is the question of vehicle access onto highway 84. A neighbor of mine recently timed the traffic and found that there is only 3 seconds of visibility available to see cars entering the roadway at the proposed location from either direction. Crashes are inevitable.

Additionally, this location has been used by the fire services as a location to land a medivac helicopter in times of emergency. If a parking lot is constructed here, that option would no longer be available.

Considering the above, if this plan is approved, I will make it my mission to unseat every board member who votes in favor of it.

Joseph Kral
/sig/

Joseph Kral
MountainWood

Separating myth from reality is not an easy task. Myth is, in fact, reality for many people; to suggest that another reality exists is to turn their world upside down.



Virus-free. www.avast.com

From: [Melissa Borgesi](#)
To: [Jane Mark](#); [Tina Hugg](#); [Meredith Manning](#)
Subject: FW: Parking Area Red Barn 84
Date: Tuesday, March 20, 2018 7:59:25 AM



Melissa Borgesi
Planning, Engineering & Construction
Administrative Assistant
[REDACTED]
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: (650) 691-1200 - F: (650) 691-0485

From: Marcy Steiner [REDACTED]
Sent: Monday, March 19, 2018 8:00 PM
To: Melissa Borgesi
[REDACTED]
Subject: Parking Area Red Barn 84

Dear Ms. Borgesi,

I am truly astounded that MROSD would consider a parking lot in the vicinity of the Red Barn on Highway 84. (Please note that anyone that lives in this area will advise as to the incredibly dangerous spot that has been designated.) Astounded also that any kind of appropriate environmental planning or research has been involved in the development of this plan. Was there an informational release sent out to the area to advise of this and seek any input from those that live here? This particular spot is one of the most beautiful places that one sees on a drive down 84. This should not change. This is an area that should be protected for everyone.

MROSD's plan for a "parking lot" is not protecting our "open space" for future generations. And this if funded how? What this is is entirely wrong, and I believe that the community needs to be allowed a strong voice in this.

Thank you,

Marcy Steiner
[REDACTED]
La Honda, CA 94020

From: [Melissa Borgesi](#)
To: [Jane Mark](#); [Tina Hugg](#); [Meredith Manning](#)
Subject: FW: Red Barn!
Date: Tuesday, March 20, 2018 7:58:20 AM



Melissa Borgesi
Planning, Engineering & Construction
Administrative Assistant
[REDACTED]
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: (650) 691-1200 - F: (650) 691-0485

From: Susan Shankle
[REDACTED]

Sent: Monday, March 19, 2018 4:48 PM

To: Melissa Borgesi
[REDACTED]

Subject: Red Barn!

Hello Melissa,

I'm very concerned to hear that the new Hwy. 84 access plan will negatively affect the view of the Red Barn because of the planned road alteration by MROSD.

More importantly, the location of the Red Barn entry/exit may increase the number of vehicle accidents and collisions in the area.

This sounds like yet another Bay Area Public Access "improvement" that will improve nothing but cause more problems. And one that seems to have been decided on before sufficient public input.

Please, at least postpone this final decision until more voices have been heard.

Thank you,

*Susan Shankle
Citizen, Taxpayer, Business Owner and Voter
25-year resident of San Mateo
Lifetime Bay Area resident*

From: [Melissa Borgesi](#)
To: [Jane Mark](#); [Tina Hugg](#); [Meredith Manning](#)
Subject: FW: Red Barn
Date: Tuesday, March 20, 2018 7:59:53 AM

Melissa Borgesi
Planning, Engineering & Construction
Administrative Assistant
[REDACTED]
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: (650) 691-1200 - F: (650) 691-0485

-----Original Message-----

From: Carole Corcoran Williams [REDACTED]
Sent: Monday, March 19, 2018 8:12 PM
To: Melissa Borgesi [REDACTED]
Subject: Red Barn

Ms. Borgesi,

It has just been brought to my attention that a parking lot development is planned for the area locals lovingly refer to as the red barn.

I am appalled that

1. No La Honda or Woodside residents have been notified.
2. The location of the parking structures will cause a huge roadside distraction causing MORE accidents on our road
3. There is no mention of the plan to protect the bats that use the barn as their home
4. The impact it will have on the lives of the locals who use the roads daily for carpooling children, getting seniors to doctor appointments and driving to work to name a few I am out of state and am unable to attend the meeting scheduled but please note this email as an objection to your parking lot development siting the safety of the residents as the number 1 reason to halt this plan.

I've lived In La Honda for 34 years. I have witnessed many accidents on highway 84. The worst accident I witnessed was at the turn before the red barn where a man went flying over the road into the field below. He was airlifted out.

The turn before the red barn is dangerous because people drive too fast and then hit the turn at an excess of speed and lose control of their car. A parking lot with cars slowing down and/or stopping will only make this problem much worse. Highway 84 is dangerous enough without the addition of this proposed parking lot. Please take into consideration the residents of unincorporated La Honda and Woodside before you proceed with this plan.

Carole Corcoran Williams
La Honda

Sent from my iPhone

From: [Lynnette Vega](#)
To: [Jane Mark](#)
Subject: Re: Midpen Response, RE: Red Barn Public Access Project.
Date: Tuesday, March 20, 2018 12:37:07 AM

Dear Ms. Mark**

Thank you very much for your response to my letter.

I'm happy to see that there will be other opportunities for community input and that this is not a "done deal". From several neighbors who have attended your past community meeting and who have provided written input, I have heard the the MROSD alternative #3, which appears to be what you favor, is much larger than anything that was presented previously. Indeed, when I heard about the scope of the project (totaling 87 parking spaces), I was moved to write to MROSD.

I would be curious to know if MROSD has researched the fatalities and near fatalities in that particular area and if the potential for more fatalities has been taken into consideration in the planning process.

Frankly, I think about heavy weekend traffic and people exiting your proposed parking lot and turning left to head toward Skyline coupled with those coming from La Honda and entering the "straight-away". The picture that I get is rather frightening.

I think that many of us here are appreciative of the beautiful open space area that MROSD created on Sears Ranch Road. It's off the beaten path but accessible and is completely untouched by traffic experienced on Hwy 84. It is my hope that in future discussions, MROSD might show the same sensitivity toward toward those of us who live and drive here as well as to one of our most cherished landmarks.

Lynnette Vega

-----Original Message-----

From: Jane Mark
Sent: Mar 19, 2018 10:08 PM
To: Lynnette Vega , Melissa Borgesi
Cc: Barbara Hooper , "[jerryhillforsenate](#) [REDACTED]", "Dentler, Joan" , Lennie Roberts
Subject: Midpen Response, RE: Red Barn Public Access Project.

March 19, 2018

Dear Ms. Vega:

Thank you for taking the time to provide your comments, which will be shared with Midpen's Board of Directors (Board). Please note that there will be other near future opportunities to provide input, including additional Board workshops and a local neighborhood meeting this summer.

In 2014, the voters passed Measure AA, and opening La Honda Creek Open Space Preserve (Preserve) to the public was one of the top public access priorities. Since then, Midpen has been actively working on several projects in this Preserve. This past fall, the Sears Ranch parking area opened in the northern area, and the Red Barn parking area is anticipated to open the central section of this large Preserve to the public. Because of the Preserve and location's rural character and visual, scenic and cultural resources, Midpen is carefully considering measures to protect these resources as much as possible for all conceptual design alternatives.

Reviewing the alternatives is an iterative process that solicits and considers input from residents, neighbors, visitors and the overall community. Also considered is feedback from the Board Committee (Planning & Natural Resources Committee) and the full Board. Regarding your concern about Midpen outreach to and soliciting input from the community, please note that in 2017 the following meetings were held to solicit public input. Several more public meetings are planned, which are additional opportunities for the public to provide comment.

Prior Public Meetings

- <!--[if !supportLists]-->• May 9, 2017 Planning and Natural Resources Committee in Los Altos (Midpen Administrative Office)
- <!--[if !supportLists]-->• May 16, 2017 Community Open House at La Honda Elementary School

Upcoming Public Meetings

- <!--[if !supportLists]-->• March 20, 2018 Planning and Natural Resources Committee in Los Altos (Midpen Administrative Office)
- <!--[if !supportLists]-->• June 2018 (Date TBD) – Board of Directors Meeting/Community Open House at La Honda Elementary School
- <!--[if !supportLists]-->• Summer 2018 (Date TBD) – Board of Directors Meeting

Midpen must provide adequate and safe public access to the Red Barn area. The proposed driveway location is a result of the findings from three independent traffic studies (2007, 2016, and 2017), identifying this location as meeting Caltrans' required lines of sight. The design of the driveway including any signage would be coordinated with Caltrans during future phases of the project.

If you would like to continue this discussion, please contact me at (650) 691-1200, or via email at [REDACTED]. Thank you for sending in your comments and questions.

Sincerely,

Jane Mark, AICP

Planning Manager

From: Lynnette Vega [REDACTED]
Sent: Saturday, March 17, 2018 12:09 AM
To: Melissa Borges [REDACTED]; Jane Mark [REDACTED]
Cc: Barbara Hooper [REDACTED]; [jerryhillforsenate](#) [REDACTED]; Dentler,

Joan [REDACTED]; Lennie Roberts [REDACTED]

Subject: Re. Red Barn Public Access Project.

Melissa Borgesi
Planning, Engineering & Construction
Administrative Assistant
[REDACTED]

Dear Ms. Borgesi**

I'm appalled that MROSD (Mid-Peninsula Regional Open Space District) is seriously considering putting a parking area along Highway 84 -- and not just any parking area, but one that could potentially accommodate up to 70 cars, vans and motorcycles, without first actively soliciting input from the very people who live here and travel these roads every day. The beauty of the Red Barn is that it hasn't become a "site" and something like this and the wild extent of this plan, will definitely ruin the peaceful ambiance of the place. For those of us who live here, another important concern is the potential for more highway accidents. Having the entrance/exit for the parking lot right after a major turn is a prescription for accidents -- which already happen with alarming regularity around here.

I have lived in La Honda since 1969 and have passed that "red barn" thousands of times. When I've been away, it's been a welcome marker that tells me I'm almost home. And, when I'm coming home from work and get to that spot in the road, I know that I'm just minutes away from La Honda's downtown. Somethings in this world do not need to be improved upon and this is one. Please consider having the continuation of the La Honda Preserve trail find its completion somewhere else and leave this one cherished iconic site alone.

Lynnette Vega

[REDACTED]
La Honda, CA 94020

ATTACHMENT 5

May 9, 2018 Board of Directors Meeting

Agenda item: Red Barn Public Access Site Plan

Public Comments Received (as of 1:00pm on May 4, 2018)

Date	Commenter	General Comments
3/21/18	Karl Lusebrink (via email)	Preserve bucolic scenic views; protect the wildlife that inhabit the site; sediment runoff impacts to Weeks Creek and impacts to fish spawning in La Honda Creek; noise impacts to pallid bats roosting in the barn
3/22/18	Ben Long (via email)	Aesthetic impacts with a parking area around the Red Barn; concern with land management
3/22/18	Barbara Hooper (via email)	Wanted to share the District's three prior traffic studies with the community.
4/7/18	Barbara Hooper (via email)	Increased traffic concerns; questioned W-Trans consultant report on driveway location meeting minimum sight distances for stopping; questioned Hexagon consultant report on safety of 12,000 vehicles traveling on Highway 84
4/25/18	Barbara Hooper (via email)	Future meeting dates
4/27/18	Patty Mayall (via email)	Traffic safety; speeding on Highway 84; cattle impacts on water quality and natural resources; "leave the Red Barn area as is"
5/1/18	David Schorr (via email)	Would like a smaller parking lot
5/3/18	Patty Mayall (via phone)	Confirming receipt of letter
5/4/18	Lynnette Vega(via email)	Would like us to consider a new parking lot location

From: [General Information](#)
To: [Jane Mark](#); [Leslie Chan](#); [Matthew Chaney](#)
Subject: Fw: La Honda Creek OSP, Red Barn access meeting feedback
Date: Thursday, March 22, 2018 9:13:51 AM
Attachments: [LHOSP Red Barn Access Feedback KL1.pdf](#)

Good morning Jane, Leslie, Matt:

Please see feedback below from Karl Lusebrink regarding the PNR meeting on 3/20/18.

Thank you,

Jordan McDaniel
Public Affairs Administrative Assistant
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: (650) 691-1200 F: (650) 691-0485
www.openspace.org | twitter: [@mrosd](#)

From: Karl Lusebrink [REDACTED]
Sent: Wednesday, March 21, 2018 5:36 PM
To: General Information
Subject: La Honda Creek OSP, Red Barn access meeting feedback

Thank you for inviting the public to the Board meeting yesterday about the latest plans for access to LHCOSP at the Red Barn. I thought the Planning manager Jane Marsh and the MIG engineer Mark Brandy did a particularly good job of laying out the particulars. The questions from the three Board Directors present and the public were also insightful.

After the meeting, I spoke to Mark Brandy and a member of MROSD Resource Management team who had presented info about the pallid bats in the barn. The feedback I'm sending today is relevant to the work they do, so I hope you will forward it to them and to the Planning Manager, Jane.

I'm including a PDF made from an image of the map of Alternative 3, Phase 1 plans copied from a handout at the meeting. The image is marked up with text explaining my suggested minor modifications to the plan. In addition to preserving bucolic scenic views, protecting the wildlife that inhabit the site is especially important to me. Sediment-laden run-off into Weeks Creek could harm the fish spawning in La Honda Creek. The pallid bats roosting in the barn should not be frightened away by the sounds of construction and visitors. These are some of the issues addressed by my suggestions on the attached PDF.

Again, thanks for the opportunity for input to this important project, and I look forward to the next meeting.

Karl Lusebrink
La Honda

From: Ben Long
To: [Melissa Borgesi](#)
Subject: Red Barn
Date: Thursday, March 22, 2018 6:47:10 AM

Hello Ms Borgesi,

I believe you are extremely mistaken if you think it's appropriate to build a parking area around the Red Barn. Not only would you destroy the beauty of the photogenic structure but you would also bring danger to the area. Open Space already encourages more traffic on 84, bringing more traffic will just mean more tourists will inevitably die on 84. They just can't drive, I bet you're one of them.

Also, maybe you should reconsider your whole career. Open Space is a manipulative group that doesn't understand land maintenance. Your properties are over grown and a fire hazard. The land is purchased by Open Space and then our schools lose out on the taxes that were paid on these huge properties.

So please don't ruin the beauty of the Red Barn and go find a real career. FUCK OPEN SPACE.

Thanks
-Ben Long

From: [Barbara Hooper](#)
To: [Jane Mark](#)
Cc: [Barbara Hooper](#)
Subject: Follow-up on Tuesday meeting - Red Barn Access proposal
Date: Thursday, March 22, 2018 9:59:13 AM
Attachments: [La Honda Open Space Access Traffic Analysis \(4-26-07\) Hexagon.pdf](#)
[2016.08.10Hexagon Red Barn Memo.pdf](#)
[Red Barn Transportation Memo 2-3-2017.pdf](#)

Jane-

It was nice to meet you on Tuesday at the MROSD Planning and Natural Resources Committee Meeting. I appreciated having the opportunity to share my thoughts about the proposal at the meeting with Board members and those in attendance. And, it was nice to chat with you, Meridith Manning, and other MROSD employees after the meeting.

When I spoke at the meeting, I was referencing information from the MROSD traffic studies that Leslie Chan sent me in June 2017; see below. I just wanted to check with you to verify that it is fine for me to share those studies with La Honda residents who have inquired about the traffic details.

I look forward to continued communication with MROSD. In the meantime, I'm sure to be out hiking and enjoying the many trails MROSD has already made available to us.

Regards,
Barbara

----- Forwarded message -----

From: Leslie Chan [REDACTED]
Date: Thu, Jun 29, 2017 at 10:00 AM
Subject: RE: Questions... La Honda Creek Master Plan - Red Barn Public Access Area
To: "[REDACTED]"
Cc: General Information [REDACTED], Jennifer Woodworth
[REDACTED]

Hello Barbara,

Thanks for attending the board meeting last night and for letting me know these studies didn't make it through yesterday. Attached are the three traffic studies. Please let me know if you have any additional questions.

Thank you again for your time and interest in this project.

Sincerely,

Leslie Chan



Leslie Chan

Planner II

[REDACTED]
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: [\(650\) 691-1200](tel:6506911200) - F: [\(650\) 691-0485](tel:6506910485)

From: General Information

Sent: Tuesday, June 27, 2017 7:55 AM

To: Barbara Hooper

Subject: Re: Questions... La Honda Creek Master Plan - Red Barn Public Access Area

Hi Barbara,

Thank you for your inquiry. Please allow me to reach out to our planners for the most up to date information on this. You will be hearing from someone shortly!

If you have any questions in the meantime, please let me know.

Thank you,

Jordan McDaniel

Public Affairs Administrative Assistant

Midpeninsula Regional Open Space District

330 Distel Circle, Los Altos, CA 94022

P: [\(650\) 691-1200](tel:6506911200) F: [\(650\) 691-0485](tel:6506910485)

www.openspace.org | twitter: [@mrosd](https://twitter.com/mrosd)

From: Barbara Hooper [REDACTED]

Sent: Monday, June 26, 2017 10:57 PM

To: General Information

Cc: Barbara Hooper

Subject: Questions... La Honda Creek Master Plan - Red Barn Public Access Area

Hello-

My husband, Terence Mahoney, and I are residents of La Honda and we're wondering if there are any updates or changes that have been made to the Red Barn Public Access Area in the La Honda Creek Master Plan in response to the public meeting that was held in La Honda on May 16 and feedback that you got from the online survey.

I looked on the MPOSD website in the La Honda Creek Master Plan pages but did not see any new information. I know that there are some La Creek Preserve items on the Board of Directors agenda for the June 28 meeting but there is no mention of the Red Barn Access.

I am particularly concerned about the driveway access point on Highway 84. Terence and I voiced our concerns in the meeting at the District Office on May 9 and in the online survey. We believe that the proposed parking and access will exacerbate existing traffic issues along Highway 84 which consists of traffic congestion on weekends due to the ever increasing rise of accidents and fatalities incurred by motorcyclists, bicyclists, and out of town motorists unfamiliar with the roads and hazards. Access by equestrian trailers would be an extreme traffic hazard.

Have traffic studies been taken into consideration in the planning of the Red Barn Access? If so, are they available to the public? If not, I think it's imperative that traffic studies be done at various times of the week and year (weekdays, weekends, holidays, etc.) to ensure that access is feasible and safe.

Terence and I are avid hikers and are thrilled to have access to all of the trails and areas that MidPen has provided over the years. Thank you for any feedback you can give me on my questions and concerns. I look forward to hearing from you soon.

Regards,

Barbara Hooper

From: Jane Mark
To: [Barbara Hooper](#)
Subject: FW: Follow-up on Tuesday meeting - Red Barn Access proposal
Date: Wednesday, April 4, 2018 4:55:00 PM
Attachments: [La Honda Open Space Access Traffic Analysis \(4-26-07\) Hexagon.pdf](#)
[2016.08.10Hexagon Red Barn Memo.pdf](#)
[Red Barn Transportation Memo 2-3-2017.pdf](#)

Dear Barbara:

Thank you for attending the March 20th Planning and Natural Resources Committee meeting for an update on the Red Barn Site Plan Design Alternatives. Appreciate you taking time and driving to Los Altos for the Committee meeting at the Midpen administrative office. I apologize for the delay in responding, as I was out for a few days for a conference and our Project Manager Leslie Chan is currently out on temporary leave.

Regarding the attached traffic analysis reports completed by Hexagon (4/26/07, 8/10/16) and W-Trans (2/3/17), these technical reports are public records and can be shared with others. As discussed at the March 20th Committee meeting, Midpen will be evaluating traffic as one of the environmental factors during the environmental review process to comply with the California Environmental Quality Act (CEQA). The La Honda residents and community will continue to have opportunity to provide input on the traffic evaluation and findings for the proposed Red Barn Site Plan project. The project timeline and process that we presented to the Committee and public identified multiple opportunities for public engagement and input. However, there may be additional meetings scheduled with the Board as new information is developed.

Please be sure to check our project webpage for the latest information on upcoming meetings and presentations, in case dates change.

<https://www.openspace.org/our-work/projects/la-honda-creek-master-plan#redbarn>

If you have additional questions, please let me know.

Sincerely,
Jane

From: Barbara Hooper [REDACTED]
Sent: Thursday, March 22, 2018 9:59 AM
To: Jane Mark [REDACTED]
Cc: Barbara Hooper [REDACTED]
Subject: Follow-up on Tuesday meeting - Red Barn Access proposal

Jane-

It was nice to meet you on Tuesday at the MROSD Planning and Natural Resources Committee Meeting. I appreciated having the opportunity to share my thoughts about the proposal at the meeting with Board members and those in attendance. And, it was nice to chat

with you, Meridith Manning, and other MROSD employees after the meeting.

When I spoke at the meeting, I was referencing information from the MROSD traffic studies that Leslie Chan sent me in June 2017; see below. I just wanted to check with you to verify that it is fine for me to share those studies with La Honda residents who have inquired about the traffic details.

I look forward to continued communication with MROSD. In the meantime, I'm sure to be out hiking and enjoying the many trails MROSD has already made available to us.

Regards,
Barbara

----- Forwarded message -----

From: **Leslie Chan** [REDACTED]
Date: Thu, Jun 29, 2017 at 10:00 AM
Subject: RE: Questions... La Honda Creek Master Plan - Red Barn Public Access Area
To: "[REDACTED]"
Cc: General Information [REDACTED], Jennifer Woodworth
[REDACTED]

Hello Barbara,

Thanks for attending the board meeting last night and for letting me know these studies didn't make it through yesterday. Attached are the three traffic studies. Please let me know if you have any additional questions.

Thank you again for your time and interest in this project.

Sincerely,
Leslie Chan



Leslie Chan
Planner II
[REDACTED]
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: [\(650\) 691-1200](tel:(650)691-1200) - F: [\(650\) 691-0485](tel:(650)691-0485)

From: General Information
Sent: Tuesday, June 27, 2017 7:55 AM
To: Barbara Hooper
Subject: Re: Questions... La Honda Creek Master Plan - Red Barn Public Access Area

Hi Barbara,

Thank you for your inquiry. Please allow me to reach out to our planners for the most up to date information on this. You will be hearing from someone shortly!

If you have any questions in the meantime, please let me know.

Thank you,

Jordan McDaniel
Public Affairs Administrative Assistant
Midpeninsula Regional Open Space District
330 Distel Circle, Los Altos, CA 94022
P: [\(650\) 691-1200](tel:6506911200) F: [\(650\) 691-0485](tel:6506910485)
www.openspace.org | twitter: [@mrosd](https://twitter.com/mrosd)

From: Barbara Hooper [REDACTED]
Sent: Monday, June 26, 2017 10:57 PM
To: General Information
Cc: Barbara Hooper
Subject: Questions... La Honda Creek Master Plan - Red Barn Public Access Area

Hello-

My husband, Terence Mahoney, and I are residents of La Honda and we're wondering if there are any updates or changes that have been made to the Red Barn Public Access Area in the La Honda Creek Master Plan in response to the public meeting that was held in La Honda on May 16 and feedback that you got from the online survey.

I looked on the MPOSD website in the La Honda Creek Master Plan pages but did not see any new information. I know that there are some La Creek Preserve items on the Board of Directors agenda for the June 28 meeting but there is no mention of the Red Barn Access.

I am particularly concerned about the driveway access point on Highway 84. Terence and I voiced our concerns in the meeting at the District Office on May 9 and in the online survey. We believe that the proposed parking and access will exacerbate existing traffic issues along Highway 84 which consists of traffic congestion on weekends due to the ever increasing rise of accidents and fatalities incurred by motorcyclists, bicyclists, and out of town motorists unfamiliar with the roads and hazards. Access by equestrian trailers would be an extreme traffic hazard.

Have traffic studies been taken into consideration in the planning of the Red Barn Access? If so, are they available to the public? If not, I think it's imperative that traffic studies be done at various times of the week and year (weekdays, weekends, holidays, etc.) to ensure that access is feasible and safe.

Terence and I are avid hikers and are thrilled to have access to all of the trails and areas that MidPen has provided over the years. Thank you for any feedback you can give me on my questions and concerns. I look forward to hearing from you soon.

Regards,
Barbara Hooper

From: [Barbara Hooper](#)
To: [Jane Mark](#); [General Information](#)
Cc: [Barbara Hooper](#); [Leslie Chan](#)
Subject: Follow-up comments - MROSD-Planning and Natural Resources Committee-Red Barn Access Meeting-March 20, 2018
Date: Saturday, April 7, 2018 6:12:59 PM

Dear Midpeninsula Regional Open Space District Representatives-

Thank you for the invitation to attend the MROSD – Planning and Natural Resources Committee - Red Barn Access Meeting on March 20, 2018. I appreciated having the opportunity to share my comments on the Alternative 3 - Red Barn Access proposal. The following includes my concerns about increased traffic that I shared in the 3 minutes I was given to speak at the meeting, as well as, other comments and suggestions that I didn't have time to include.

I have been aware of La Honda Creek Open Space Preserve (LHCOSP) project in recent years, voted for Bond Measure AA, and have attended meetings for this project, sent e-mail comments, and responded to the May 2017 survey. I understand that the Red Barn Access is the intended “gateway” for LHCOSP. However, I always envisioned that MROSD would preserve the historic Red Barn with a more subtle entry for access and parking which did not increase the potential for more fatalities on SR84 or obstruct the current scenic view.

1) **Thank you to MROSD for the...**

- a) Increased access you have given the public in the Bay Area to hiking trails and beautiful scenery. I have already been enjoying La Honda Creek Open Space Preserve area from Sears Ranch Road access.
- b) Preservation of the Red Barn building. Without the MROSD, the barn may not have been maintained in recent years.
- c) Invitation to the March 20th meeting and other MROSD meetings, and for encouraging public input on the MROSD projects.

2) Red Barn Access – Alternative 3 – **positive aspects**

- a) MROSD effort to purchase nearby property, which was declined.
- b) Removal of horse trailer parking from RB and relocation to Driscoll event area.
- c) Addition of motorcycle parking.
- d) Research of the bat populations' needs in the RB.

3) Red Barn Access – Alternative 3 - **questions and concerns**

a) notes from the W-Trans traffic study – February 3, 2017

-The collision rate and injury rates on the SR 84 segment along the project frontage are higher than the statewide average for similar facilities.

-Primary collision factors include: 1. Improper turning. 2. Driving under the influence. 3. Unsafe speeds. 4. Improper passing; although passing is prohibited on this section of SR 84.

-The proposed project driveway, 55 feet west of the existing driveway, satisfies the minimum stopping sight distance required based on the design speed in both directions.

As I drive east on SR84 daily, it is very surprising to me that the "minimum stopping sight distance required" (noted above) is accurate for traffic coming from the west and turning left into the proposed Red Barn driveway.

b) notes from the Hexagon Transportation Consultants, Inc. traffic study –August 10, 2016

-Project Trip Generation – page 7 - When added to the existing traffic on La Honda Road, the total daily volume would be about 2,866 vehicles on weekdays and 5,730 vehicles on weekends. These totals are substantially below the roadway capacity of 12,000 vehicles per day. Therefore, there would be no measurable traffic impact to La Honda Road due to the parking lot.

As a frequent driver on SR84, it is hard to believe that 12,000 vehicles per day on the roadway in front of the Red Barn would be safe.

- c) Photo images in W-Trans-Attachment B and Hexagon-page 6 **illuminate my concerns about the SR84 road conditions with increased traffic and the driveway and parking locations in the RB exit/entrance proposal.**



- d) **What types of vehicles are counted in the traffic studies? ie: cars, motorcycles, bicycles, etc.**
- e) SR84 is a San Mateo County “designated Scenic Corridor”
-How scenic would the RB area be with a paved parking lot (for 50 to 70 cars, etc.)?
- f) **Red Barn bat population could be affected if people were closer to breeding location.**
- g) **Possible increase in Red Barn vandalism if the public has easier access.**
- 4) **Suggestions and Alternatives**
- a) Other locations for increased parking:
 - i) Driscoll event location
 - ii) Additional parking added to Sears Ranch Road access
 - b) Alternative “gateway” entrance to LHCOSP
 - i) Utilize Driscoll location
 - ii) Purchase another access “gateway” property
 - (1) Two houses are for sale now that back-up to LHCOSP
 - (a) 10707 La Honda Road
 - (b) 10691 La Honda Road
 - c) Limit access close to the Red Barn
 - i) MROSD docent-led tours
 - ii) Specific “hours” of operation
 - iii) Shuttles to area
 - iv) Reservation only policy for a small, 'hidden' parking area near the Red Barn (ie: near the ranger's house) as is required at LHOCP Allen Road access point

Thank you for listening to my concerns about the proposed Red Barn Access - Alternative 3. I would encourage MROSD Board Members and Planners to come visit me in the La Honda area on a weekend to experience the sights and sounds of living “over the hill” which, unfortunately, often include sirens, emergency vehicles, and helicopters that are sent to rescue people injured in car, motorcycle, and bicycle accidents. Or, I’d be happy to meet MROSD members at the Red Barn pull-off on a sunny weekend day to observe the beautiful vistas and typical weekend traffic patterns. Spending time in our area may give MROSD a better perspective about how the LHCOSP access affects the local community.

Sincerely,
 Barbara Hooper
 La Honda resident
 Lifelong San Mateo County citizen

From: patty mayall
To: [Melissa Borgesi](#)
Subject: Red Barn Public Access Area Draft Alternative #3
Date: Friday, April 27, 2018 6:00:18 PM

To the MROSD Board of Directors and Ms. Borgesi,

As residents on Old La Honda Road since 1989, my husband and I are grateful neighbors of the beautiful La Honda Creek Open Space Preserve. I am writing today as a neighbor, on behalf of my husband, and in opposition to the Draft Conceptual Design Alternative #3 for many reasons. I was active in the campaign for the MROSD expanding to the coast when I was the SkyLonda Area Assoc. president, and my picture and quote of endorsement was in the campaign literature. I also spoke at the hearings and endured the hostility of some of the locals at that time, so I consider myself a pretty good and loyal neighbor of the MROSD ! We deeply appreciate the work and presence of the District rangers and the stewardship of these most valuable natural areas surrounding our communities.

Regarding the proposed plan for the Red Barn area, I hope that you will consider our valid and significant concerns with ALL the impacts on local residents' lives, our watershed, wildlife, and already dangerous traffic conditions on weekends when most people will be going to this site. Years ago, when access was first contemplated at the driveway across from Old La Honda Rd., we were most grateful that the plan did not go forward. With my comments to the Board then, I provided Calif. Highway Patrol records of the significant number of accidents on 84 there, most due to excessive car speeds. **Unfortunately, the accidents have increased in frequency and severity all along Hwy. 84 since then, as you might know. "Racers" now frequent this area, at night and during the day, and our community is desperately trying to address this life-threatening issue.**

My concerns go back many years ago when MROSD first proposed changes to this amazing natural area which had been designated as a MROSD PRESERVE. Reintroducing cattle impacts La Honda Creek and surrounding creeks which can potentially risk the health of residents' water sources, native plants, soils, wildlife, and sensitive ecosystems. **Opening the area to many cars, many more people, horses, and invasive plants will pollute this "Preserve" beyond any mitigation measures.** As we know, MROSD works on reducing invasive plants, often using toxic herbicides. The best "defense" is prevention first. Yet, this plan invites that problem, along with the toxic pollution of runoff from cars which cannot be fully controlled, despite mitigating measures.

No matter how the driveway is designed from Hwy. 84, it will NOT control the excessive SPEED of people intentionally racing on this road. That section of 84 is winding and sloping despite the "line of site" measures. A speeding car, traveling west on 84 is going downhill and would not be able to stop for a car slowly pulling out from the site's driveway. Fatal and serious accidents are happening every week, especially on weekends. A local sheriff once told me that the majority of accidents happen from 4pm to 7 pm in our area, which coincides with when most visitors might be leaving the site. Additionally, bicyclists and motorcyclists are at risk, as this area is the destination for MANY of them on the weekends.

Hwy. 84 is considered one of the MOST dangerous highways in our state, as determined by the California Highway Patrol many years ago, BEFORE the racing craze that we have been living with for the past few years and which seems to be uncontrollable by the CHP, despite the sharp increase of horrible accidents and deaths.

As people who live here, we know of these traffic nightmares, yet many visiting the area do NOT. Those of us living here do not have a choice with using this road which is our main connection to our homes. Yet, you have a choice in this matter.

Please place the information center and parking at the much safer existing access site in La Honda on Sears Ranch Rd., and leave the Red Barn area as is.

I urge the MROSD Board of Directors to obtain and consider the CHP records of accidents over the past 2 years on Hwy. 84, west of Hwy. 35 to La Honda BEFORE moving forward on this proposed plan. For your own sake, and for ours-- residents who must use these roads-- please prioritize the serious and uncontrollable traffic impacts of this plan.

Will you obtain those records and address this issue at a future hearing on this matter ?

Please choose the much safer existing public access in La Honda.
With that choice, you will be protecting people's lives instead of endangering them on 84. You will be protecting the scenic value of the Red Barn area and the most valued watershed and ecosystem of the La Honda Creek Open Space Preserve.

With gratitude for your attention and for addressing our concerns,

Patty Mayall

Resident, Old La Honda Rd., La Honda, Ca.

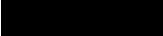


From: David Schorr
To: [Melissa Borgesi](#)
Subject: Red Barn Access Area
Date: Tuesday, May 1, 2018 5:13:34 PM

Can't make it to the meeting. Please enter the following as public comment:

70 parking spaces is WAY too big. Allow access, don't encourage it to that extent. A large patch of pavement is completely inappropriate for this rural location. Maybe 20-25 spaces, max. And, hide it down the hill, etc. – must not be visible from the road.

And use better pain on the red barn next time - it no longer looks red.

Dave Schorr
La Honda


From: [REDACTED]
To: [Melissa Borgesi](#)
Subject: Red Barn access
Date: Friday, May 4, 2018 12:32:42 PM

Dear Ms. Borgesi**

For a number of reasons, I would strongly suggest that MROSD consider another parking area other than the Red Barn and Alternative 3.2. That part of La Honda road is extremely dangerous and there have been a number of serious accidents near that location in the past years. Having people entering or exiting the proposed parking area, especially on weekends during summer is, for many of us locals, a prescription for disaster. Our hope is that you might consider either enlarging the Sears Ranch Road parking area or Driscoll Ranch as an alternative to current plans -- both are MROSD sites and less dangerous in terms of traffic.

Lynnette Vega. [REDACTED]

Attachment 6: Conceptual Design Alternatives Comparison

Conceptual Design Alternative	Driveway visible from Hwy 84	Proposed use of foreground area by barn	Number of equestrian trailer spaces	Potential traffic impact from equestrian trailers	Number of passenger vehicle spaces
Alt 1	Yes	Equestrian trailer parking	3*	Yes	25
Alt 2	Yes	Equestrian trailer parking	3*	Yes	30
Alt 3	Yes	Picnic and informal visitor use	0**	No	50
Alt 3 with Phase 2	Yes	Picnic and informal visitor use	0**	No	75

*Currently the Event Center location accommodates (*by permit only*) approximately four (4) trucks and trailers depending on the configuration and length of the trailer. The revised number of four (4) equestrian parking spaces is a correction to the five (5) spaces previously included in the March 20, 2018 Planning & Natural Resources Committee report, to be consistent with San Mateo County permit.

**In future site planning, which would take into account other potential uses of the Event Center property, the maximum number of truck and trailers would be analyzed with the goal of providing at least five (5+) or more equestrian spaces and include necessary approvals to remove permit system.

**Additional public comments
received through 11:00 AM
on June 8, 2018**



RED BARN VISITOR AREA PROJECT OUTREACH

Midpeninsula Regional Open Space District

La Honda Creek Open Space Preserve

Attachment 2
June 2018

Name: Ray Lee Zip: 94021

Please add me to your email list. Email: [REDACTED]

What are you most looking forward to about the Red Barn Visitor Area?
See the scenic new areas

What do you see as the **greatest strengths** of the proposed design?
Family activity

What do you see as **opportunities for improvement** in this design?
Restrooms on the trail

From: [Jennifer Woodworth](#)
To: [Larry Hassett](#)
Cc: [Ana Ruiz](#); [Christine Butterfield](#); [Jane Mark](#); [Leslie Chan](#)
Subject: FW: Larry Hassett - Ward 6 - Board Contact Form
Date: Thursday, June 7, 2018 8:47:53 AM

Hi Larry,

The email below was submitted through the District's website. I am also copying relevant staff, so it can be included with other materials for this item.

Jen

From: [REDACTED]
Sent: Wednesday, June 6, 2018 4:14 PM
To: [REDACTED]
Subject: Larry Hassett - Ward 6 - Board Contact Form

Name *	Kathleen Moazed
Select a Choice *	Larry Hassett - Ward 6
Email *	[REDACTED]
Location: (i.e. City, Address or District Ward)	La Honda
Daytime Phone Number (if you wish to be contacted by phone)	[REDACTED]

Comments: *

The La Honda residents that you represent in Ward 6 were very disappointed by your absence at the MidPen meeting on May 9th when the Red Barn Visitor Center was the main subject of discussion. A dozen of us came to the meeting and spoke against the project and were very sorry not to see you in attendance. We hope and expect you to attend the June 12, 2018 meeting in La Honda.

I join nearly 700 residents of the Coastsides who have now expressed their opposition to the Red Barn Visitor Center for three main reasons:

1. A parking lot for 70+ cars, paved road, visitor services etc will completely destroy the Red Barn area, an iconic and historic landmark.
2. There are many other alternative sites that could be used for access to the La Honda Creek Open Space, including Driscoll Ranch.
3. Traffic on an already hazardous road -- Highway 84 -- will be greatly compounded by visitors entering and exiting the Red Barn area. Accidents and fatalities are sure to increase, the blame for which would lie squarely on the shoulders of the MidPen directors, should the project be approved.

Thank you for your consideration of my views.

Kathleen Moazed

June 7, 2018

To the Board of Directors, Midpeninsula Regional Open Space District,

We are frequent visitors to a number MROSD preserves and we are also close-by neighbors to the La Honda Creek Preserve and the Red Barn property. Over time, we've followed with great interest the acquisition of the McDonald Ranch property and the development of the Master Plan for the La Honda Creek Preserve. Also, we have appreciated the opportunity to review the plans as they have developed and to provide input as they evolve.

At this juncture, as the plans for the Red Barn access to the upper La Honda Creek Preserve are up for approval by the MROSD Board of Directors, we feel compelled to again voice our opinions and perspectives.

When the Master plan for the preserve was published in August 2012, the Red Barn was identified as a logical access point for the upper part of the preserve. However, after a great deal of further analysis and planning by the MROSD planning staff and consultants, it appears that there are significant potential issues that call into question the suitability of the site for this purpose:

USAGE LEVEL/CAPACITY

There seem to be no good models within the MROSD network of preserves for predicting the level of daily usage for this access point particularly on weekends. With increased levels of congestion on Highway 92, Highway 84 has seen greatly increased usage as a main artery for access to the coast from the Peninsula. And while the vast majority of parking and access points for other preserves provide for "destination usage" (that is, users go there for access for dispersive activities such as hiking, biking, or horseback riding), it is likely that the Red Barn site would see a lot of "drop-in" visits (that is, people will often stop on a whim to take a look, or a selfie, and then move on). Not surprising, the number of parking spaces in the current Red Barn access plans has increased significantly over the last from 20 or so in the original plans to 75. And it's still not certain that would be enough.

TRAFFIC AND SAFETY

As the amount of traffic on Highway 84 has increased over time, so has its use as a bicycle corridor and an amateur raceway for motorcycles and exotic/rally cars. It seems that the number of accidents and fatalities has grown steadily over the last 6 years, since the original Master Plan was published. A significant increase in the level of entries and exits at the proposed access point (due to the drop-in phenomenon) along a stretch of road known for high speed travel, but limited sightlines, will only exacerbate the safety problem. On top of that, without zero tolerance and strict enforcement of "No Parking" regulations, overflow parking out on Highway 84 would create a recipe for disaster. One might assume that visitors would have enough common sense not to park along the road, but that seems to be in short supply on crowded weekends. Unless MROSD can get the cooperation and commitment from enforcement agencies for such strict enforcement, traffic and safety remains a significant concern.

POTENTIAL WETLAND ISSUES

The Master Plan identified an opportunity for restoration of a pond adjacent to the Red Barn, citing recolonization opportunities for endangered species living proximate to the property. While the pond was supposedly filled in by the previous property owner, in subsequent years there has been ample evidence

that there is water flowing to the site and that it is still “wet”. The current site plan provides for that area to be paved over, to accommodate parking spaces and vehicle access. Is that really the best use for that potential resource?

CONSISTENCY WITH THE MISSION OF PRESERVATION

The 2012 Master Plan highlighted the cultural and historical significance of the Red Barn site. Throughout the years it has served as a constant and visible reminder of our heritage, for local residents and visitors alike. While the first versions of the site plan included a few elements that would try to preserve that heritage (fencing, corrals, more open access to the Red Barn), the latest version eliminates almost all those elements. In an effort to address the issues of uncertain capacity/usage levels, and safe access on/off of Highway 84, there is now pavement, traffic lanes, and barricades. Are the core principles of MROSD being compromised in order to shoehorn this proposed plan?

The MROSD planning team has clearly worked hard to take the original guidance from the Master Plan and turn it into a workable, detailed, implementable site plan. They have put in long hours and have spent a great deal of money on consultants in order to develop alternatives, seeking stakeholder input along the way. ***But those are SUNK COSTS at this point.*** Many of the MROSD Board Members have had experience running successful businesses and other enterprises—they know that one should not put inordinate weight on sunk costs in making current determinations as to how to best move forward. Circumstances change, and as new information and insights come to light, that should weigh most heavily in such decisions.

We urge the MROSD Board to consider other alternatives for providing access to the upper portions of La Honda Creek Preserve. Some ideas:

- Rather than one large parking and access point to accommodate all types of visitors (destination and drop-in), establish a number of smaller, destination type access points, more in line with the current MROSD model.
- Limit Red Barn site access to visitors who have parked and entered via other access points as above, and perhaps establish much more limited reservation-only access for educational groups at the Red Barn site itself.
- Leave the turnout on Highway 84 that is adjacent to the Red Barn as a site for drive-by picture taking.

While the above alternatives may not fit into the budget as outlined in the Master Plan, it was our expectation that in voting for Measure AA in 2014, we would be enabling MROSD to have the funds to continue to pursue the best solutions in the development and management of its preserves.

Again, we thank you for providing us with opportunities to provide our opinions and input, and for your willingness to consider it in your decision-making processes.

Sincerely,

Cris and Pam McReynolds

Williams Ranch

Woodside, CA 94062

From: [Patrick Thomasson](#)
To: [Leslie Chan](#)
Subject: Red Barn...75 parking spaces????
Date: Friday, June 1, 2018 2:46:38 PM

Hello Leslie Chan,

I live about a mile from the red barn at 121 La Honda Rd. I am an avid hiker/backpacker.

I had missed your previous meetings as I trusted your organization in making reasonable decisions regarding Preserve services but just found out that your plan includes a 75 car parking space lot at the red barn. Now I must get involved and attend the June 12th meeting since I believe that 75 spaces are about 50 spaces too many for various reasons.

Please understand that while it does not appear to be so that this is a neighborhood that many of us live in. There is already way too much crazy motorcycle, bicycle and sports car traffic on weekends here in our neighborhood. We are very heavily impacted by this traffic with their shenanigans in our own homes. In addition the Preserve would also be practically *filled* with **over 100** persons bicycling and hiking.

It would seem to be more reasonable to accommodate 25 or 30 cars at the red barn which would cause a lot less impact on the highway traffic and environmental impact on the Preserve itself.

I ask that you all review your plans a little closer and determine the heavy impacts that a 75 parking space lot would cause both for us neighbors and for the delicate environment within the Preserve.

You will see (and hear me very loudly) at the June 12 meeting in La Honda.

Sincerely,

Pat Thomasson

[REDACTED]

Woodside, CA 94062

[REDACTED]

From: [Melissa Borgesi](#)
To: [Jennifer Woodworth](#)
Subject: FW: Red barn parking lot
Date: Tuesday, March 27, 2018 7:27:58 AM

From: Sylvie Paris [REDACTED]
Sent: Friday, March 23, 2018 9:36 AM
To: Melissa Borgesi [REDACTED]
Subject: Red barn parking lot

Dear Ms. Borgesi, I'm responding to a recent post on the La Honda groups informing us of the parking lot atrocity project planned for the red barn on Highway 84 in La Honda. I am begging the planners to reconsider this project as the iconic red barn is such a beautiful, untrammelled, historic place. It's one thing to have people hike the land and enjoy its beauty, but the parking lot to accommodate them needs to be in a more out of the way spot and made with accommodations for fewer vehicles. Putting a parking lot in direct view of the barn would ruin the whole feel of the place, instead making it look like a circus side show. I'm begging you, as a 56 year resident of La Honda to PLEASE reconsider the size and location of this parking area. Sincerely, Sylvie Paris. sylvieipad@gmail.com Sent from my iPad

June 5, 2018

Midpeninsula Regional Open Space District
Board of Directors and LHCOSP Planners
330 Distel Circle
Los Altos, CA 94022-1404

Re : Community Petition Signatures Opposing the Red Barn Access Area Drafts

MROSD Board Members and LHCOSP Planners:

Hundreds of community members are opposed to the Red Barn Access Area plans and have signed the attached "Red Barn Access" petitions which we wrote and circulated from May 16, 2018 through June 5, 2018.

Currently, 625 signatures have been gathered by volunteer community members in La Honda, San Gregorio, Pescadero, Half Moon Bay, Menlo Park, Palo Alto, and other local areas. Petitions were also located at the La Honda Country Store, Alice's Restaurant, Skywood Trading Post, and San Gregorio Store. We are continuing to collect signatures and will present the total amount at the MROSD Board Meeting in La Honda on June 12, 2018. Please do not add people to any mailing list, as we specified "no mailing list" on each petition. We requested residence addresses **to show the local opposition**, as these *are* the people *most* impacted by the proposed development and increased traffic on Hwy. 84.

Issues of concern from the community include:

- Not consistent with MROSD's Coastsides Protection mission to "protect and restore the natural environment, preserve rural character" of open space land.
- Lack of notification to and input from the local community most impacted.
- Existing traffic studies may not represent a thorough understanding of the significant risks to public safety and may not take into account the most recent public records of incidents/accidents from the California Highway Patrol, Sheriff, and fire department, as well as consideration of *unreported* traffic incidents/accidents and violations (passing, u-turns, excessive speeds, etc.) at and/or near the Red Barn site on Hwy. 84.
- Additional traffic to this site significantly increases the risk of automobile, motorcycle, and bicycle accidents.
- Increased risk of fire danger : car fires / collisions are a leading cause of roadside fires.
- Impact to sensitive species and wildlife habitat in proposed access area.

We support the **alternative access points** to view the Red Barn area which are *already planned* such as the trails from the La Honda Creek OSP parking lot on Sears Ranch Road to the Red Barn area. MROSD could **preserve** the Red Barn historic site and natural habitat by providing limited **permit-only parking at and/or docent-led access** to the Red Barn area from the existing driveway rather than constructing the proposed hazardous driveway which leads into a blind curve and could potentially endanger the community and visitors to the area. Also, LHCOSP public access from a parking area at the Driscoll Event Center would be safer, less intrusive, and more cost-effective.

We urge the Board of Directors to consider this significant local opposition and to work *with* the community. ***Please uphold your Good Neighbor Policy and the mission of the Coastsides Protection Program: "To acquire and preserve in perpetuity open space land and agricultural land of regional significance, protect and restore the natural environment, preserve rural character, encourage viable agricultural use of land resources, and provide opportunities for ecologically sensitive public enjoyment and education."***

Sincerely,

Barbara Hooper, barbthooper@gmail.com 415-713-4857

Patty Mayall, pattymayall@gmail.com

Lynnette Vega, lahondalynnette@earthlink.net

La Honda Residents

Attached to the petition were signature sheets containing 623 unverified signatures.

For inquiries to view the complete petition, please contact District Clerk Jennifer Woodworth at 650-691-1200 or clerk@openspace.org.

What are you most looking forward to about the Red Barn Visitor Area?	What do you see as the greatest strengths of the proposed design?	What do you see as opportunities for improvement in this design?	How did you hear about the Red Barn Visitor Area project?	Zip Code	Would you	Name	Last	Date Created
I am not looking forward to this ill-conceived project. If you are truly committed to preserving the rural nature of the site, then LEAVE IT ALONE. Providing parking lot access to the Red Barn will destroy the scenic view you are committed to protecting. If you complete this project, you will improve access to the site for those who choose not to hike but to litter and vandalize the Red Barn. What will happen to the pallid bat rookery with the increase in access . It would be better to preserve the corrals and fencing and keep this area for docent led tours and describe the history of San Mateo ranching	NONE , if this project is completed it will exacerbate the existing traffic problems in the area . We average at least 2-3 injury accidents a week on 84 . The weekend traffic makes it difficult for residents to shop or do errands.	Leave the site alone , improve the Driscoll Ranch access and keep this area pristine by providing docent led access only.	Word of mouth	94020	Yes	Terence	Mahoney	2018-06-03 16:17:21
I just like that there will be access to trails. It will be interesting to see cows and learn about the history of grazing. I hope I can take my dog on a hike there. I'm really glad you are opening this area up. Thank you! I like there is bicycle and motorcycle parking. I like the picnic area.	I like the design, is there enough parking. It will get busy once you get trails in.	Looks pretty good.	Midpen newsletter	94062		Denise	Larsen	2018-06-04 15:21:33
To finally access this area after years of closer. You have continued to hold meetings that have discouraged people to attend year after year of meetings. You have purposely done this to get what YOU want not what the public want.	Why aren't you asking what the weakness are? At earlier meeting you have always said the Rocky Martini Red Barn is an iconic structure that is to be maintained so that future generations would be able to understand just what Western San Mateo County offered as a ranching/farming area.	Preserve the iconic ranch environment. Open ALL of the preserve to horseback riding just like the Windy Hill, Corte Madera and other MROSD preserves without having to obtain permits. You said there was going to be horse trailer parking but now you have removed it from the Red Barn area and the Sears Ranch parking lot. People should not have to park at the event center to enjoy riding up to the Red Barn. Your survey is very one sided so that the public can not inject all their comments. Just like your timeline below starting in 2016. How many years prior did you take control of the La Honda Preserve and many years prior to taking control did you know or make plans to take control of this area. You should be ashamed of how you have handled this project.	Midpen meeting not	94062	Yes			2018-06-04 15:27:32
exploring an area I have passed by all my life and have been curious about	the visitor education interpretive area	N/A	Midpen newsletter	94002	Yes	elaine	mcmaster	2018-06-04 16:23:35
Hiking	Mostly looks good on paper.	The entrance driveway to the Visitor Area would be right in front of the classic view of the Red Barn from Highway 84 as seen in the photo accompanying this flyer. The entrance driveway should be moved further east (compass north) on Highway 84, even if that requires a steep descent to the parking area.	Midpen newsletter	94062	Yes	William	Stock	2018-06-04 17:20:41
The trailhead. I hike a lot, and am really looking forward to accessing new trails. I'm hoping the trails will connect to the recently opened area off Sears ranch rd.	Lots of parking	Maybe people wouldn't be so upset if the road wasn't as close to red barn? Make the road and parking less visible from 84?	La Honda google gro	94020	Yes	Corrie	Potter	2018-06-04 21:03:21
Having access to seeing the Red Barn and the rest of La Honda Creek open space	Education of children	An Equestrian staging/parking area should be provided. There is a parking area at the south end of the open space for equestrians but it is by permit only, this open space is large enough to accommodate an equestrian parking area without needing a permit.	trail patrol	95070				2018-06-04 21:05:04
That parking be limited to 10 permitted spaces.	None. The design will completely destroy the beauty of the Red Barn area.	It should be scrapped altogether	La Honda newsletter	94020	Yes	Kathleen	Moazed	2018-06-06 16:05:43

Nothing really.	I think there will be a need for more rangers, medics, CHP, local fire, and county sheriffs.	I do not think there should be a public access driveway off hwy 84. I think there will be a large increase in vehicle accidents at this location if this plan goes through. If this does go through there needs to be CHP presence there who can actually give speeding tickets. There should be reduced speed limit signs and flashing yellow caution lights from both directions. This is a high use area on the weekends with sports car clubs and motorcycle clubs who do not give any regard to the speed limits or double yellow lines. Has anyone from the board or planning department ever spent anytime at the proposed driveway site on a busy sunny weekend afternoon? I think Midpen will greatly be upsetting the community with this plan.	Word of mouth	94060				2018-06-07 15:36:39
The educational focus on agriculture and open space. Really like the design and schematics	Balance and flexibility for future build out	Possibility for event or performance space would be nice	Work	94114	Yes	Taylor	Jang	2018-06-07 19:58:36
More sites for public access to this amazing preserve.	Parking spaces for lots of users, Red Barn as major landmark to indicate parking area turn, easy access to trails.	Careful consideration paid to the traffic on Highway 84 for public safety.	Midpen meeting not	94060				2018-06-08 06:30:04



June 5, 2018

Board of Directors
Midpeninsula Regional Open Space District (MROSD)
330 Distel Circle
Los Altos, CA 94022-1404

Dear MROSD Board of Directors:

We are writing to express our strong support for MROSD's La Honda Creek Preserve gateway and parking area proposal. This project will open the central area of this 6,600-acre preserve, which will enhance future regional recreational trail connectivity - including the Bay Area Ridge Trail ("Ridge Trail"). The project is located off Highway 84 (La Honda Road), between Skyline Boulevard and the Town of La Honda.

We ask that you approve the conceptual site plan at your Board meeting on June 12. This plan includes the following elements to open the central area of the 6,600-acre preserve, all of which will enhance future regional trail connectivity:

- 50-car parking area, including 10 motorcycle spaces;
- Picnic areas;
- Restrooms;
- ADA-accessible pathways, plus a 1-mile easy access loop trail;
- Interpretive signage that highlights the ranching history, including the iconic Red Barn, and local natural resources; and
- Trailhead to interior trails and a connection to future Ridge Trail route through the Preserve.

This project will provide future parking and a connection to the regional Ridge Trail corridor in an area with limited public Ridge Trail parking and staging. Future phases of work will identify a connection northward and designate a Ridge Trail extension through this Preserve that will continue west to the adjacent El Corte de Madera Creek Open Space Preserve.

If you have any further questions, please contact Liz Westbrook, Trail Director at (415) 561-2595 extension 202.

Sincerely,

A handwritten signature in blue ink that reads "Janet McBride". The signature is written in a cursive, flowing style.

Janet McBride
Executive Director