



Midpeninsula Regional
Open Space District

Homework Site Assessment Forms February 6, 2020

The PAWG determined at the December 12th PAWG meeting to visit two locations: Red Barn – behind the ranger residence and Preserve Gate LH15. A third location at the Red Barn site was suggested after the meeting by the District project team: Red Barn – an area near a white shed below the ranger residence.

PAWG members were asked to record their observations according to project goals and objectives on assessment forms provided by the project team. The members noted below provided their assessments, which are attached to this cover sheet.

PAWG Member	Assessment Form Site Tour #1
Lou Bordi	-
Ari Delay	Submitted
Art Heinrich	Submitted
Karl Lusebrink	Submitted
Barbara Hooper	Submitted
Kathleen Moazed	-
Melany Moore	Submitted
Denise Phillips	Submitted
Andie Reed	Submitted
Sandy Sommer	Submitted
Willie Wool	Submitted
Larry Hassett	-
Curt Riffle	Submitted



Midpeninsula Regional
Open Space District

**La Honda Creek Parking Feasibility Study
Homework from December 12, 2019 Meeting
Project Goals and Objectives – Assessment of Sites**

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	Establishes new access	Establishes new access	New access close to existing
Design elements to reflect the rural character of the site and the Red Barn	Design elements detract from the rural character and Red Barn	Does not reflect rural character of the site and red barn	This site is not in proximity to the red barn
Provide safe public access	Does not provide safe public access	Does not provide safe public access	This provides safe public access
Balance public access with grazing activities and other uses	Impact on grazing would be negligible	Grazing impact would be limited	Limited impact to grazing



**La Honda Creek Parking Feasibility Study
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ART H. COMMENTS**

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	Use of this site potentially reduces the visual impact around the immediate barn area, but providing access from 84 and driveways to get here would remain, well, eyesores. However it has the same access issues as the red barn entry from 84.	Use of this site potentially reduces the visual impact around the immediate barn area, but providing access from 84 and driveways to get here would remain, well, eyesores. . However it has the same access issues as the red barn entry from 84.	Use of this location doesn't establish new public access in the central portion of the preserve. Its use does have the potential for reducing uses and resulting impacts at the red barn.
Design elements to reflect the rural character of the site and the Red Barn	Improvements here would be mostly out of sight of the red barn and 84, so could help preserve the character of the barn itself. If 84 access must be at the red barn, this area is visibly shielded from view (with a few more low plants) from 84, although it is highly visible from inside the preserve.	Improvements here would be mostly out of sight of the red barn and 84, so could help preserve the character of the barn itself. If 84 access must be at the red barn, this area is visibly shielded from view (with a few more low plants) from 84, and is well hidden from the rest of the preserve, too.	Again, it may relocate uses away from the red barn but otherwise does not affect that area. In terms of maintaining the rural character of the Sears Ranch area, it is a good location: next to the school, which is already developed, away from 84 view, and well hidden from within the preserve. Kudos to Karl for noticing this area.
Provide safe public access	Access seems to necessarily be from 84 at the driveway location determined in the earlier studies, so doesn't differ from access to the red barn area itself.	Access seems to necessarily be from 84 at the driveway location determined in the earlier studies, so doesn't differ from access to the red barn area itself.	Like the other proposed sites in the Sears Ranch area, this has the safest vehicle access off 84.
Balance public access with grazing activities and other uses	This location would seem to work ok with public grazing – most of it is fenced off from the grazing areas now.	This location would seem to work ok with public grazing – most of it is fenced off from the grazing areas now.	Use of this area would have an impact on grazing area, but since it is on the edge of the preserve, up against the school, it would seem to have less of an impact than the other locations suggested in the Sears Ranch area.



**La Honda Creek Parking Feasibility Study
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Andie Reed

E1

E3

B3

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	This location would provide access to the central portion, but impinges upon the ranger residence in an aggressive manner. The first time we visited this site, I hadn't studied how the residence is in fact someone's home; residential opportunities are very important to attracting good candidates for this job. This location is not optimal, vote no.	Yes, provides good access; also this would be less detrimental to the residents than E1. User-friendly gravel road to flat area, which is already industrialized by cement and a shed, avoids driving by residence and parking in ranger's personal space, and is hidden from view from hwy 84 and, although visible from the residence, isn't obtrusive. Avoids cars near Red Barn; access to Red Barn by an easy walk; could host latrine and interpretive signs and boards.	LH15 could serve as an overflow from the current parking lot at the Lower La Honda Creek preserve. If, as has been stated, there will come a time when this area will be very popular with hikers and walkers and cyclists, this would serve well as excess parking. Also, it would appear the current parking lot could be expanded for 10-15 more cars. However, this area doesn't provide access to central portion.
Design elements to reflect the rural character of the site and the Red Barn	Would detract from existing residential purpose. Originally, I thought the ranger house could be used for other purposes (latrines and interpretive information and rest areas) but after spending some time there this visit, I came away with a much different opinion. Current use is high-priority.	Fairly well screened by trees; would require little work to build a pathway towards Red Barn that could veer off and down to E2 area where there could be signs, explanatory bulletin boards, maps and trailheads to go up to Allen Rd or down to Sears Ranch (that would not be viewable from 84).	The current parking lot is great in that you don't see it until you are on top of it. However, the road leading to the existing parking area contains buildings and the elementary school, so parking here would not impact the rural area of the LHC preserve.
Provide safe public access	In E1 and E3 hwy 84 access would need to be improved.	Same as E1, access would call for signage several hundred yards both directions on 84; slow-down indicators, blinking lights and other warnings as well as widening the pull-in area.	Not clear that this area (LH15) is within the bounds of the MROSD, but assuming it is, this is a very safe area for parking to easily access Lower La Honda Creek area. Access to Sears Ranch Road is the safest of all the options; however, it does not provide access to the central portion, unless you are planning to hike/bike 10-15 miles.

Balance public access with grazing activities and other uses	Doesn't balance well with "other uses", that of protecting the personal residence for the ranger. Rental properties being what they are in this area (very high priced and hard to come by), this is an asset that needs to be protected.	Does not impinge upon the views or take away any of the currently beautiful ranching amenities, fencing and working sheds. Well-hidden and discreet.	Would be much preferable to other options B1 and B2 which appear to infringe upon open grazing lands and hiking open areas. Doesn't further take up open space that currently exists for hiking and biking.
Include amenities that facilitate environmental education	Not a good location for amenities.	Yes for interpretive boards (historical, ranching, agricultural uses) and directional signs & maps.	Current maps and boards and latrine already in existence at large parking lot.
Protect scenic views of and from the site	Would invade private space of ranger's family.	Well-hidden from 84 and doesn't invade the ranger's residential area.	Takes away some open space, but this area is already used for a school and school parking lot and playgrounds, so if kept close to the street, a parking lot here doesn't further invade into scenic views.

Notes:



**La Honda Creek Parking Feasibility Study
Homework from December 12, 2019 Meeting
Project Goals and Objectives – Assessment of Sites
Barbara Hooper**

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	The plot of land seems feasible for parking. However, ingress and egress from the area to and from Highway 84 are very dangerous as the line of site in both directions is minimal. Additionally, the close proximity of the ingress and egress of Old La Honda Road is another hazard which would complicate the accessibility and increase the risk of accidents and collisions at this location. This area may be a possible site for docent led tours or limited permit access for visitors.	The area could be utilized for parking but the ingress and egress from this area to and from Highway 84 are very dangerous. Additionally, the close proximity of the ingress and egress of Old La Honda Road is another hazard which would complicate the accessibility and increase the risk of accidents and collisions at this location.	If additional parking access is needed this area could be a possibility. However, this location may not be desirable as it is next to the La Honda Elementary School (LHES).
Design elements to reflect the rural character of the site and the Red Barn	This site could preserve the natural character of the region if constructed to blend with the current road-bed materials. The benefit of this location is that the Red Barn site and grazing can be observed without disrupting the historic scenic views in existence now.	Adding a parking lot would not reflect the rural character of the site and Red Barn. Parking would be visible from Highway 84 and would detract from the open scenic vistas which are currently enjoyed at the Red Barn pullout.	This site would be visible from the school and that may not be desirable.
Provide safe public access	Safe public access would likely be an issue as traffic studies have included line of site concerns and vehicles exceeding the speed limit in this location. Additionally, as noted in the CHP Collision Data for Highway 84 – Enlargement A map, collisions have occurred at this entry/exit point LH06. Docent led hikes and/or permit access	Safe public access would likely be an issue as traffic studies have included line of site concerns and vehicles exceeding the speed limit in this location. Additionally, as noted in the CHP Collision Data for Highway 84 – Enlargement A map, collisions have occurred at this entry/exit point LH06.	The LH15 gate is on a very narrow section of road which would need to be redesigned to accommodate traffic ingress and egress. Safe public access has been proven on Sears Ranch Road (which leads up to the gate) as it is located away from Highway 84 and is accessible via an intersection that has been established for many years.

	could potentially provide safe public access as there could be a limited number of visitors allowed per day (like the Allen Road access point). Visitors to the site could be given very specific guidelines about how to enter and leave the site, as well as warnings about traffic hazards.		
Balance public access with grazing activities and other uses	Grazing activities have been thriving here. Markegard belted cows are a beautiful site to see in front of the picturesque Red Barn. If the public had parking access at this point, perhaps they could observe the Red Barn and cows from afar and be given access to trails below the Red Barn and towards the upper portion of LHCOSP and in the heart of the central portion heading towards Sears Ranch Road.	Parking at this location may interfere with grazing that is currently in place.	Since the Sears Ranch Road parking was established when the LHCOSP was opened, the grazing activities and hiking paths have complemented each other. Parking at LH15 would likely not interfere much with current grazing or could be accommodated in some way.
Include amenities that facilitate environmental education	Informative signage could highlight the history of the area as long as it did not interfere with the Ranger Residence.	Any new buildings would detract from the scenic views and rural character in this area.	Other than the fact that this location may interfere with or be objected to by LHES, this could be a location for environmental education. A better location for additional amenities would be near the parking lot already located at the end of Sears Ranch Road.
Protect scenic views of and from the site	Views from this site would be very attractive looking down towards the Red Barn, westward toward Sears Ranch Road, and in the direction of the Allen Road access point. Care should be taken to construct roads and parking of a substance other than asphalt to reflect the rural atmosphere.	A parking lot in this site would not be advisable as it would not preserve the rural nature and scenic views near the Red Barn area. Parking would be visible from Highway 84 and would detract from the open scenic vistas which are currently enjoyed at the Red Barn pullout.	Vistas at this location would look towards LHES and in turn, the school would be looking at a parking lot. If the trails already planned by MidPen near this area towards the Red Barn are constructed, the public would be able to experience the Red Barn as the protected, historic, grazing site that it currently is and has been for years.

Notes:



**La Honda Creek Parking Feasibility Study - Homework from December 12, 2019 Meeting
Project Goals and Objectives – Assessment of Sites**

Curt Riffle Feedback – 1/18/20

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	This location would provide the best trail access for the central portion of the preserve. Hardly any road noise and an excellent location to begin a hike into the preserve or visit the Red Barn area.	This location would provide the best trail access for the central portion of the preserve. Hardly any road noise and an excellent location to begin a hike into the preserve or visit the Red Barn area.	While this location is better for public access to the central portion of the preserve than the Event Center, it is lower than many of the other locations being considered.
Design elements to reflect the rural character of the site and the Red Barn	This location moves the parking away from the Red Barn area and won't disrupt the visuals of the site with a parking lot. Allows the public to get a close-up view of the barn and the views.	This location moves the parking away from the Red Barn area and won't disrupt the visuals of the site with a parking lot. Allows the public to get a close-up view of the barn and the views.	Close to the school and the road at the edge of the pasture. Not a great location for rural character.
Provide safe public access	Closest and safest access to this portion of the preserve provided Highway 84 traffic safety engineering is successful.	Closest and safest access to this portion of the preserve provided Highway 84 traffic safety engineering is successful. This is a shorter drive to the parking area than the one behind the ranger residence.	Safe Highway 84 access without any additional traffic safety engineering.
Balance public access with grazing activities and other uses	Seems to be out of the active pasture area. Somewhat concerned about impact on ranger residence.	Seems to be out of the active pasture area. Less concerned about impact on ranger residence.	Seems to be on the edge of the working pasture area and would have minimal impact.



La Honda Creek Parking Feasibility Study Homework from December 12, 2019 Meeting Project Goals and Objectives – Assessment of Sites

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	This location achieves this primary goal.	This location achieves this primary goal.	This does not help with access to the board-defined central portion of the Preserve.
Design elements to reflect the rural character of the site and the Red Barn	This location would be nearly if not completely hidden from view from Hwy. 84 and would not undermine the rural character of the Red Barn. Even from the Red Barn itself, this location is hidden from view.	As with the Ranger residence location, this location is mostly hidden from view from Hwy 84 and would not impact the rural character of the Red barn as viewed from Hwy 84. From the Red barn itself this site would be more visible, but the existing trees would help shield much of the area and Midpen could construct the facilities to blend in with the landscape (i.e. El Corte de Madera site).	This site would not impact the Red Barn.
Provide safe public access	This remains a big issue at this site but it is not unsolvable . I defer to the professional traffic studies and most recent letter regarding traffic safety issues. I am confident that measures could be taken to calm the existing traffic along that stretch of road to create safer access.	Same response as box to the left.	There is safer access here off of Sears Ranch road.
Balance public access with grazing activities and other uses	I seem to recall Midpen telling us that the grazer at this location is open to potential changes and is willing to work with Midpen if the corrals need to be relocated and could in fact reduce his footprint as his operation there is not as big and would not need as much space. Is this correct?	Same response as box to the left.	This site may involve fencing changes to accommodate the existing cattle operation.

<p>Include amenities that facilitate environmental education</p>	<p>As mentioned before, this depends on what Midpen has in mind. Sign boards seem like they'd be fairly easy to incorporate.</p>	<p>This area may potentially have more room to incorporate environmental education elements. There is some interest in maintaining the existing corral structure though the grazer may be willing to relocate his corrals. Perhaps the fencing could be repaired and retained and some education element could be located inside the corral?</p>	<p>There is potential here for including environmental education facilities. As stated before, it depends on what Midpen is looking to do.</p>
<p>Protect scenic views of and from the site</p>	<p>Facilities located here would not be visible from Hwy 84 and would not obstruct the view corridor to the west of the Red Barn.</p>	<p>Facilities located here would be mostly invisible from Hwy 84 and would not obstruct the view corridor to the west of the Red Barn.</p>	<p>This site seems redundant given the parking lot just beyond it at the top of the hill. I could see this site being used for equestrian parking, and it would preserve the views over towards the pond area from the top of the hill (the existing parking lot). Its proximity to the school raises questions in my mind. Are there any issues associated with locating a public access site so close to an elementary school?</p>

Notes:

- 1) Has anyone talked with Don Horsley about the traffic issues along Hwy 84 in this area? Don appreciates the opportunity to get involved with underserved areas of his jurisdiction, District 3. With Don's support, we could perhaps get the SMC Board of Supervisors on board (pass a resolution?) to work with us and Caltrans to help create a safer traffic corridor along Hwy 84. The LHOSP is a huge asset in his District, and I'm sure Don would love to be able to help ensure safe access for as many citizens as possible.
 - 2) Does Midpen own any of the land immediately adjacent to the Ranger residence to the east (north?) of the property beyond the fence line? It does not look like it on the maps. If yes, that field opens up possibilities of expansion of parking and services to the Red Barn area. If no, is there a chance of acquiring it? Perhaps for ADA purposes there could be a drop off down below closer to the Red Barn? Or a longer paved winding trail down the outside of the hill to the Red Barn area?
 - 3) What about the possibility of relocating the Ranger residence? That would greatly expand the opportunities to develop that site. I know staff housing is an issue, so this may not be feasible, but is it worth looking into?
 - 4) I spoke with Andy Kerr (one of the owners) at Alice's Restaurant, and the first thing he said when we started talking about public access to the central portion of the Preserve was that the Ranger residence site seems like the best choice and why not move the residence somewhere else. I was interested to find that some community members were thinking along those lines as well.
 - 5) While the grazer has (I seem to recall) stated a willingness to move the corrals at the Red Barn site from their existing location, there is some interest in preserving them as agricultural history. Perhaps the corrals could be repurposed and the existing (repaired) fences incorporated into the design of a parking or educational area with actual working corrals being relocated in agreement with the grazer. This could expand the available area down by the white shed while still preserving some of the history of the original grazing operation.
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Midpeninsula Regional
Open Space District

Karl Lusebrink

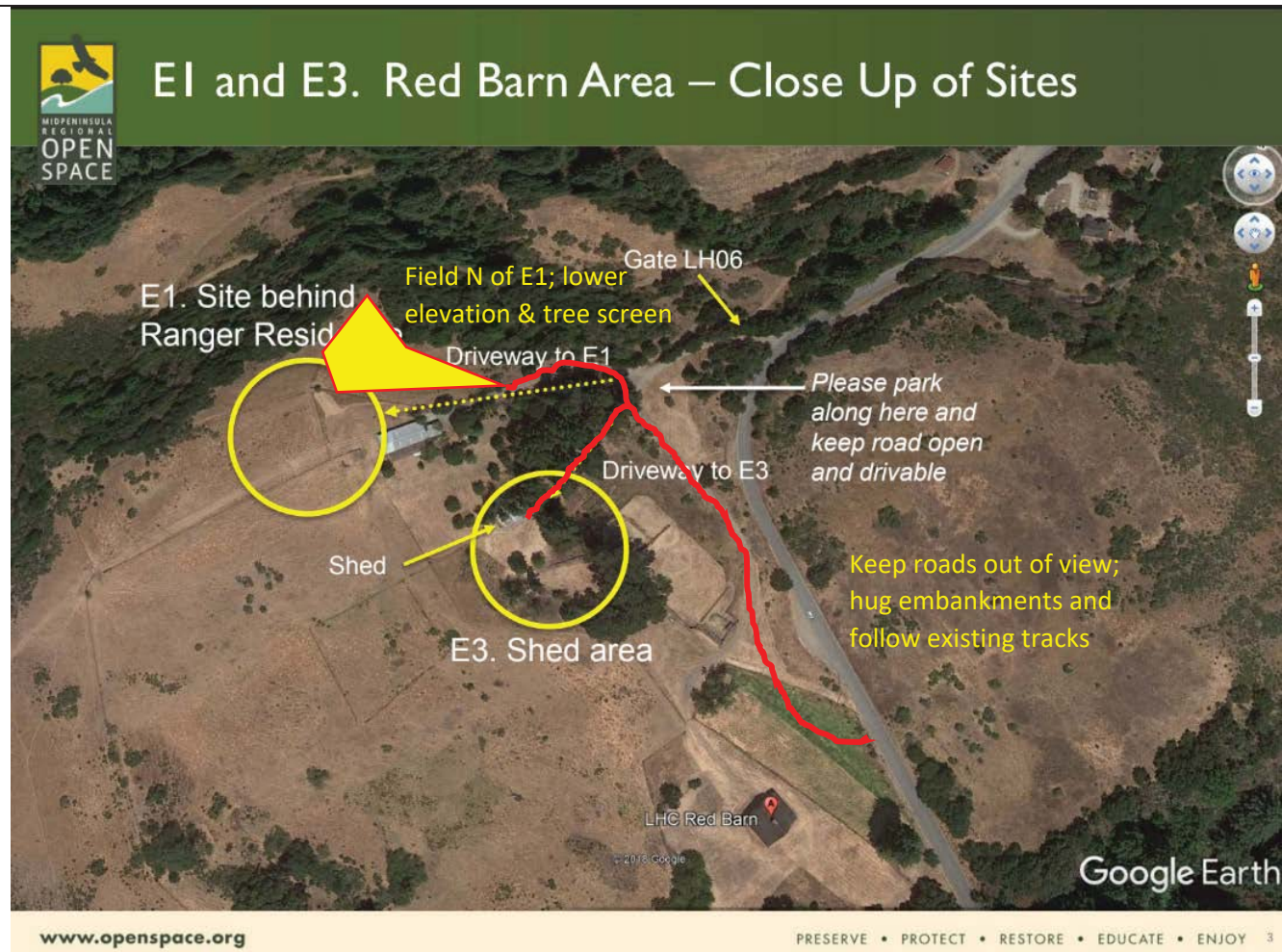
Karl Lusebrink

**La Honda Creek Parking Feasibility Study
Homework from December 12, 2019 Meeting
Project Goals and Objectives – Assessment of Sites**

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence E1	Red Barn – Area Near White Shed E3	Preserve Gate LH15 B3
Establish new public access in the central portion of La Honda Creek Open Space Preserve	Central location, but with highway safety and view concerns.	Same as E1	Parking area for equestrians only a few miles from Central area.
Design elements to reflect the rural character of the site and the Red Barn	If highway access risks can be managed, the field immediately North and adjacent to this top-of-the hill site would be preferable for parking because it is lower elevation, screened from view from the trails by trees, and further from the residence.	If highway access risks can be managed, this is a good small parking site. Current ranch roads provide a path that does not intrude on barn views, parking would be mostly shielded from the highway by trees, and it is removed from the residence.	Plenty of space for horse trailers and equestrian activity removed from passenger car lot. An area adjacent to lot B1 is possibly easier to accomplish using existing gates and requires minimal new fence.
Provide safe public access	With traffic calming measures discussed by W-trans to minimize risk of speeders on highway, and careful lay out of driveway hugging embankment and following ranch roads, red barn vicinity access may be feasible.	Same as E1	Sears Ranch Rd. is a safe access road.
Balance public access with grazing activities and other uses	Keeps cars away from red barn and corrals. Wetland pond restoration may be possible.	Same as E1	Established compatible use area.

Include amenities that facilitate environmental education	Cultural, Historical and Environmental signs and kiosk.	Same as E1	Signs and kiosk in place.
Protect scenic views of and from the site	Screen roads and lot with topography and trees. Use existing ranch roads where possible.	Same as E1	Area not visible from trails

Notes:





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Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	The Highway access here is on a Dangerous curve on Highway 84. We were unable to unlock the Gate & had to back out onto the Highway to get out. First hand got a realistic experience of how dangerous this part of the Highway is for public access.	This site will not get my vote. Too close to the Highway & will obstruct the rural character of the vistas here.	This site is near the existing Parking lot. Nice open site with plenty of space for Equestrian Parking & ADA access.
Design elements to reflect the rural character of the site and the Red Barn	This site has potential- however I will need to visit again	This site will impact the rural character of the Red Barn, which should be protected at all costs. Not a favorable site (in my opinion)	This site will not directly affect the Red Barn site. Not visible from Highway 84.
Provide safe public access	This is a dangerous curve on Highway 84. I will not vote for this as a safe public access point. NOT A SAFE PUBLIC ACCESS POINT!	Not a safe area on Highway 84. As has been noted by locals, who serve on this panel, the straight parts of 84, are 'passing areas' where motorists gain speed to illegally pass other cars.	Yes! Very safe Public Access here, plus the site is large and almost flat. Plenty of room for large horse trailers to turn around.
Balance public access with grazing activities and other uses	Possible, if road calming measures were strident, that this site would balance grazing activities. This site seems central to the Preserve.		Yes! This site keeps the Parking lots on the same side of the Preserve. Grazing could be maintained; and cows separated from Parking areas.

Include amenities that facilitate environmental education	We were unable to visit the actual site in question. I will need to walk this site to answer this question.	???	Yes! This site is large enough to include many amenities for Environmental Education. I do believe this site seems redundant, due to the close proximity to existing parking lot- however it may work, due to its safe access to the Highway.
Protect scenic views of and from the site	This site would protect the scenic view of the Red Barn & amazing vistas from the Highway.	No! This site will not protect the scenic views of the Red Barn. I will not support this site as a proposed safe Public Access Site.	Yes. The view of the White Barn & the Red Barn would be protected. The view of the White Barn & vistas should be protected at all costs!

Notes: We enjoyed our rainy day visit to La Honda on 1/16/2020, however were unable to unlock the gate behind the Ranger residence. I do believe it is critical to do another joint Field Trip with the entire group, in order to further study these new sites. Due to the weather it was not realistic to walk the mile into the Preserve to show my friend my preferred site, at the 'old residence site'. The Sears Ranch Road site is my favorite site for Safe Public Access, plus it is the most central site in the Preserve (that we have studied thus far). I love that this site really does get "people into the central portion of the Preserve". Out of all the sites, it will protect the vistas, provide safe public access and have enough space for Environmental Education, equestrian parking and ADA access. Even if people just parked and wanted to enjoy the views- it is all here!

We did stop by & walk into LH07 & my friend agreed that this site is very small, plus not realistic for Equestrian Parking. If the District turns this site into a small parking area, equestrians may want to park directly on the Highway, due to the large pull out here (very dangerous to have horses near the Highway!)

Thank you for inviting me to tour the new proposed access points. I will be interested in the other participants feedback.

Kind regards, Melany Moore



La Honda Creek Parking Feasibility Study Homework from December 12, 2019 Meeting Project Goals and Objectives – Assessment of Sites

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	<p>This location is acceptable in terms of developing a staging area for trails in the central preserve.</p> <p>Red Barn area has great potential for a regional trail (Ridge Trail) staging area and crossing. Has a direct connection to Highway 84 which reduces neighborhood traffic concerns and makes it more easily accessible to those unfamiliar with the area.</p>	<p>This general location is superior in terms of developing a staging area for trails in the central preserve.</p> <p>Red Barn area has great potential for a regional trail (Ridge Trail) staging area and crossing. Has a direct connection to Highway 84 which reduces neighborhood traffic concerns and makes it more easily accessible to those unfamiliar with the area.</p>	<p>Very long hike to reach central area of preserve and Red Barn - does not seem to meet goals. Only equestrians and cyclists, who can more quickly cover the distance, would really consider this site to be a substitute for a staging area in the central preserve.</p> <p>Good level area with potential for equestrian trailer loop. Proximate to pond / historic Sears Ranch area, which is a good opportunity for an attractive easy access trail.</p> <p>Right now, the demand for an expanded parking lot is just not there – it would need to wait for additional trail access options.</p>
Design elements to reflect the rural character of the site and the Red Barn	<p>Staging area would seem to be part of existing historic McDonald Ranch complex.</p> <p>Routing of driveway is an important consideration. Prefer to avoid “sacred ground” in foreground of Red Barn -- however the route to the existing lower (white) gate is most direct.</p>	<p>Lots of existing trees – pines. May need to remove some trees to develop parking, but lot would be well screened from the road and from surrounding view.</p> <p>Routing of driveway is an important consideration. Prefer to avoid “sacred ground” in foreground of Red Barn – however the route to the existing lower (white) gate is most direct.</p>	<p>Fairly open and visible from surrounding area, but less so than existing Sears Ranch staging area.</p>
Provide safe public access	<p>Parking site is away from high speed traffic.</p> <p>Unsure how to connect this site to the highway without following the alignment that previously raised community concern. Any staging area entrance in the Red Barn area would need effective traffic calming measures, given the excessive highway speeds. A new creative solution is needed.</p>	<p>Parking site is away from high speed traffic.</p> <p>Unsure how to connect this site to the highway without following the alignment that previously raised community concern. Any staging area entrance in the Red Barn area would need effective traffic calming measures, given the excessive highway speeds. A new creative solution is needed.</p>	<p>Away from high speed traffic. Uses existing roadways and intersection at Highway 84 has a stop sign.</p> <p>Poor wayfinding for visitors who are unfamiliar with the area, since requires turn onto local side road.</p>

Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
	What about a roundabout on La Honda Road, located near the LH06 entrance? Roundabouts naturally slow traffic down and eliminate left turn movements completely.	What about a roundabout on La Honda Road, located near the LH06 entrance? Roundabouts naturally slow traffic down and eliminate left turn movements completely.	
Balance public access with grazing activities and other uses	Site does not appear to be used for pasture, so no conflicts.	Site does not appear to be used for pasture, so no conflicts.	Expanded staging at LH15 is superior to the other options in the Sears Ranch area since it avoids existing pastures. Would add more car trips to Sears Ranch Road. Would this increase conflicts with school and nearby residents? Roadway past school would probably have to be widened. Is this section publicly maintained or would Midpen have to assume responsibility for that? Adds to construction and maintenance costs
Include amenities that facilitate environmental education	Immediate vicinity of site offers scenic views of upper preserve to north and west. Trail loop over to Red Barn would open up interpretive opportunities.	Immediate vicinity of site offers scenic views of upper preserve to north and west. Trail loop over to Red Barn would open up interpretive opportunities.	Immediate vicinity of site is not particularly compelling but if loop over to Sears Ranch ponds were added, this might open up interpretive opportunities.
Protect scenic views of and from the site	Fairly visible from surrounding preserve – at least it is near the existing residence.	Lots of existing screening. This site is the superior Red Barn location.	Less visible than other expansion options – would appear to be an extension of the school rather than a new freestanding facility.

Notes:

I suggest we start engaging with CalTrans now.



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Project Specific Site Assessment Criterion	Red Barn – Behind Ranger Residence	Red Barn – Area Near White Shed	Preserve Gate LH15
Establish new public access in the central portion of La Honda Creek Open Space Preserve	This site is well situated to access the “central” portion of La Honda Creek OSP.	This site is well situated to access the “central” portion of La Honda Creek OSP.	This site would in no way improve access to the “central” portion of LHOSP.
Design elements to reflect the rural character of the site and the Red Barn	This site could be designed to reflect the rural character. The section closest to the ranger’s house and storage unit (garage) would be somewhat hidden. If built further away, the parking lot would be a blot on the landscape.	The shed area is my favorite site so far. It is well hidden by large trees. Far enough away from the barn to minimize the effect on the view shed and it provides a great view of the Red Barn.	This is a very exposed site, an eye sore, and might have a negative impact on the school—construction noise, dust, traffic and future park use traffic.
Provide safe public access	Access to the Red Barn would be more challenging. CalTrans can advise re: vehicular access from CA-84	The easiest access to the Red Barn while also providing access to any future trails in the area. CalTrans can advise re: vehicular access from CA-84	Safe access for public to the park but may be hazardous for the students access to the school.
Balance public access with grazing activities and other uses	I don’t see any negative impact on the grazing activities. A parking lot here might be a problem for the ranger living in the residence.	I don’t SEE any negative impact on the grazing activities.	No negative impacts on grazing activities.

