

Midpeninsula Regional Open Space District

La Honda Creek Parking Feasibility Study February 6, 2020 Sample Suites of Options Considered with Project Goals and Objectives

Project Specific Site	Sample Suite #1	Sample Suite #2	Sample
Assessment Criterion	 D Gate LH07 small lot with restroom and trailhead, interpretive signage, e.g. about creek B1 Sears Ranch – Expansion of existing lot equestrian only E3 Red Barn – Area by shed below ranger residence permit only clear access instructions minimally improved interpretive sign on grazing limit # of cars depending on day (potentially more permits issued on weekday because less traffic on Highway 84 vs weekend) 	 D Gate LH07 permit lot with no restroom B2 Sears Ranch – Site west of existing parking area equestrian parking E1 Red Barn – Area behind ranger residence docent only clear access instructions minimally improved 	 C1 - § B3 - 6 E3 resi - 1 - 6 - 1 - 1 (0 - 1 - 1 (0 - 1 - 1 (1 - 1 - 1 (1 - 1 (1 - 1 - 1 (1 - 1 - 1<
Establish new public access in the central portion of La Honda Creek Open Space Preserve	 Considerations: D and E3 could provide access for hikers and bicycles B1 could provide access for equestrians. 	 Considerations: LH07 (requires replacing the bridge) D and E1 could provide access for hikers and bicycles B2 could provide access for equestrians. 	Consider • C1 into • B3 • E3 bic

Suite #3
Sears Ranch – Former Residence gravel lot
Sears Ranch – Gate LH15
equestrian parking
Area by shed below ranger
sidence
permit only
clear access instructions
minimally improved
interpretive sign on grazing
limit # of cars depending on day
(potentially more permits issued on weekday because less traffic on
Highway 84 vs weekend)

erations:

1 could provide access 1 mile further to the Preserve.

3 could provide access for equestrians.3 could provide access for hikers and access for hikers and access

Design elements to reflect the rural character of the site and the Red Barn	 Considerations: D – Locate parking area in an area to minimize visibility from the highway, using vegetation as screening B1 – Rock (instead of paving) parking area and add hitching posts. E3 – Minimal improvements – no restroom, rock (instead of pave) parking area and access. 	 Considerations: D – Locate parking area in an area to minimize visibility from the highway, using vegetation as screening B2 – Rock (instead of pave) parking area and add hitching posts. E1 – Minimal improvements – no restroom, rock (instead of pave) parking area and access. 	Consider Clarest area B3 area E3 rest area
Provide safe public access	 Considerations: D – Consider highway/driveway location improvements B1 – Located on a road off Highway 84, not affected by traffic on Highway 84. E3 – Have controlled access to and from Highway 84. 	 Considerations: D – Have controlled access to and from Highway 84. B2 – Located on a road off Highway 84, not affected by traffic on Highway 84. E1 – Have controlled access to and from Highway 84. 	Consider • C1 not • B3 not • E3 Hig
Balance public access with grazing activities and other uses	 Considerations: Design all sites for least impact at each site D – Design of the trail connection. B1 – Design of the parking area. E3 – Design of the trail connection, parking area and access. 	 Considerations: Design all sites for least impact at each site D – Design of the trail connection. B2 – Design of the parking area and access. E1 – Design of the trail connection, parking area and access. 	Considera Design al • C1 acco • B3 acco • E3 parl
Include amenities that facilitate environmental education	Considerations: All can potentially accommodate interpretive features depending on the theme highlighted.	Considerations: All can potentially accommodate interpretive features depending on the theme highlighted.	Consider All can p features c

erations:

1 – Minimal improvements – no estroom, rock (instead of pave) parking rea and access.

3 – Rock (instead of pave) parking rea and add hitching posts.

3 – Minimal improvements – no estroom, rock (instead of pave) parking rea and access.

erations:

 Located on a road off Highway 84, ot affected by traffic on Highway 84.
 Located on a road off Highway 84, ot affected by traffic on Highway 84
 Have controlled access to and from fighway 84.

erations:

all sites for least impact at each site 1 – Design of the parking area and ccess.

3 - Design of the parking area and ccess.

3 – Design of the trail connection, arking area and access.

erations:

potentially accommodate interpretive s depending on the theme highlighted.

Protect scenic views	Consideration –	Consideration –	Considera
of and from the site	 D – Use of vegetation – locate the lot in an area best shielded by vegetation. D1 – De els perfeine error 	 D – Use of vegetation – locate the lot in an area best shielded by vegetation. D2 – Back parting area 	• C1 - • B3 -
	 B1 – Rock parking area E3 – Designed to be hidden from highway view– could be a small lot (10 cars) closer to the shed to be out of view. 	 B2 – Rock parking area E1 – Far removed from highway view. Add vegetation for screening from within the Preserve. 	• E3 – high cars) view

ration –

- Rock parking area
- Rock parking area
- B Designed to be hidden from ghway view– could be a small lot (10 rs) closer to the shed to be out of
- ew.