

**Tina Hugg**

---

**From:** Maria Soria  
**Sent:** Monday, December 18, 2023 5:04 PM  
**To:** Rita Comes  
**Subject:** FW: Entrances on Alpine rd/ parking

Hello Ms. Comes,

Thank you for your comment.

I've received your Public Comment today for the Saturday, December 16th meeting. I will forward it to staff to forward to share with the PAWG. However, to ensure that your comments are properly received and forwarded to the PAWG, please submit your comments using the Public Comment form using this link:

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.openspace.org%2Fwho-we-are%2Fpublic-meetings%2Fcomment-form&data=05%7C02%7Cthugg%40openspace.org%7C7568f693f4a549bd921108dc002e5f2d%7Ce65476f846154c2c9a9d9fd7c71f4115%7C0%7C0%7C638385446376126364%7CUnknown%7CTWFpbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=nBUwIhvpMg089p3rSXZQu9iogGcgzsf%2BUJKUF%2FEcPe8%3D&reserved=0>. I do not clerk all of our meetings, and this link ensures your remarks are delivered to the appropriate staff members.

Thanks,  
Maria

Maria Soria, MMC, CPMC

District Clerk/Assistant to the  
General Manager

Midpeninsula Regional Open Space District  
5050 El Camino Real, Los Altos, CA 94022



openspace.org

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

From: Rita Comes <[REDACTED]>  
Sent: Saturday, December 16, 2023 8:11 AM  
To: Maria Soria <[REDACTED]>  
Subject: Entrances on Alpine rd/ parking

## Attachment 6A

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

EXTERNAL

I am a resident of Portola Valley and I am opposed to the #4 parking plan. Out of the six plans, this puts fifty parking places on alpine road with entrance and exit where bikes go the fastest down road. The Portola Valley Loop is known worldwide for the noon bike ride and I have not seen evidence that this group has not been part of the conversations or surveys.

I walked that part of Alpine the other day and I realize that an entrance there will make an already bad area, worse. Use the information of what happens to Windy Hill parking- not just on weekends and holidays- but every day, as an example.

Thank you for working with our town on this lovely gift to the community. Please remember that we live here and want visitors to safely enjoy our beautiful town. Having one "go to" recreation area in town (Windy Hill) isn't easy for a small town of 4,500 people, having two will make it very hard if it isn't planned correctly.

Thank you for time.

Rita Comes Whitney  
Westridge Drive

Rita



# Meeting 6

## Hawthorns Area

### Public Comments

March 24, 2024

#### **The documents below include:**

- Correspondence received for the Hawthorns Area Public Access Working Group and Staff Responses
- Public Comments

## Attachment 6A

**From:** Tina Hugg  
**Sent:** Monday, March 4, 2024 2:05 PM  
**To:** Kristi Corley  
**Cc:** Ashley Mac  
**Subject:** RE: Hawthorns: 2/29/24 meeting- public comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Kristi:

Your email and letters (received 6:53 a.m. 3/1, 6:02 p.m. 2/29, and 4:52 p.m. 2/29) will be provided to the PAWG. Your email address has been redacted in accordance with Midpen's protocols.

To ensure communication is received a timely manner or to send anonymous comments or other correspondence, please use the **Public Meeting Comment Form**, which is monitored by more than one staff person.

<https://www.openspace.org/who-we-are/public-meetings/comment-form>

Tina Hugg, PLA, ASLA  
Senior Planner

Midpeninsula Regional Open Space District  
5050 El Camnio Real, Los Altos, CA 94022  
P: (650) 691-1200 - F: (650) 691-0485  
[www.openspace.org](http://www.openspace.org) | twitter: [@mrosd](https://twitter.com/mrosd)

---

**From:** Kristi Corley [REDACTED]  
**Sent:** Friday, March 1, 2024 6:52 AM  
**To:** Tina Hugg [REDACTED]  
**Subject:** Re: Hawthorns: 2/29/24 meeting- public comment

You don't often get email from [REDACTED]. [Learn why this is important](#)

EXTERNAL

Tina

This letter at 4:51 is to be disregarded and the edited letter is 5:45 pm through the portal is to be distributed to PAWG & board & added to the record.

Thank you  
Kristi

On Feb 29, 2024, at 4:51 PM, Kristi Corley [REDACTED] wrote:

## Attachment 6A

Please distribute it to the Hawthorn PWAG for tonight's meeting and the Board of Directors for any Future meeting with Hawthorns listed on the agenda.. Please do not distribute my email address in the public comment.

-----

Hawthorn PAWG and MROSD Board members,

I agree with the Portola Valley trails committee statement below.

“We request that MROSD prioritize developing a trail along Alpine Road into an avenue that is safe and accessible for all those who use the corridor, including pedestrians, equestrians, and cyclists.”

**Safety is a priority to our residents, the public and children in our town.**

**We enjoy the natural beauty around us and it is important to the residents in the town, not seeing parking lots with 5 cars. We live further from the fine amenities of a large city because we chose this natural environment to live with one hardware store and small grocery stores.**

**Don't make our town more unsafe and ruin the natural beauty of our scenic corridor with MROSD priorities only. We invested in this town by choosing to move here.**

This Alpine trail needs to be appropriate for the “safe routes to school” program which is a San Mateo program. <https://www.smcoe.org/for-communities/programs/safe-routes-to-school.html>.

**The ingress and egress driveway cannot put children or any one from the public at risk on the Alpine trail because MROSD is building a park.**

Safety of people and children comes first, even before a nature preserve and its mission statement.

Supplemental housing is being developed across the street from Hawthorn's and next to Roberts and this must be taken into consideration.

As you may be aware equestrians need a natural surface for horses and horses are still a priority in this town. Allow a parking area for equestrians to utilize property. Planning now for equestrians will be advantageous for residents' conversations later.

### **Parking:**

I am opposed to the parking which is 50 on Alpine road. Parking along Alpine road as it invites overflow onto Alpine road because you can SEE Alpine road from that location. We don't want to invite overflow parking such as Windy Hill issues. We don't want to see the cars.

**Current Tour parking over the hill is successful so keep it there!**

We don't want another **Windy Hill overflow parking (on Portola road)** situation in town!  
In fact, MROSD should find solutions for Windy Will parking now and use your resources to fix it as it makes **residents lose trust in future parking decisions made by MROSD for the town of Portola Valley.** Don't walk away and turn your back on the Windy Hill parking issues. Lets work together to fix Windy hill parking on Weekends/Holidays. This can be done.

**Tour parking location** should be utilized as you planned it and it's working well.

**Trails on Hill:**

## Attachment 6A

Add the second trail for usage even if it's visible. A park is for hiking trails and enjoying views.

**Trees should be saved for camouflage as much as possible for anything not natural :** bathrooms, cars, buildings.

### **Usage of trails:**

How can you incorporate a bike loop for children?

### **Wildlife:**

Use wildlife fences not cyclone fences and change cyclone fence now on Alpine Road.

Disruption to wildlife should be minimal and Mt Lion study should be done on the Hawthorns site and including a night study on Sweet Spring trail.

-A reptile study should also be conducted on the Hawthorn site to understand the presences more.

-Tress should not be removed at nesting times.

**Drainage:** Fix all current 2024 drainage issues and don't wait or the public suffers. (flatten the current Hawthorn driveway for the Alpine train now for walking and safety NOW. Please do your part during the planning process of 8 years. This will decrease the mud runoff on the driveway in the winter. Mud is not good for biking and safety. Solve Saddleback road water runoff issues onto the street in 2024. Fix current Hawthorn drainage issues in 2024. Be a good steward of your lands water now, not in 8 years.

**MROSD and PAWG must get a copy of the current Housing Element turned into HCD** to fully understand the housing coming to Alpine Road in the future. Hawthorns project must be looked at in conjunction with the current Housing Element of Portola Valley. If this is not done, good road and traffic flow planning goes out the window. If the housing element is not distributed to decision makers you're missing a piece of the pie which helps for Portola Valley town planning. Help Portola Valley do good traffic planning for all projects coming to Alpine and Portola Roads. Don't close your eyes to the other projects coming to the town of Portola Valley: Nathhorst/Alpine build, next to Roberts 2 lots, Glen Oaks/Isola horse training area, Dorothy Ford Open Space Park, Stanford Wedge, Ladera Church, Christ Church, Opt In Program of 135 parcels only to name a few. Please ask the planning director [JBiggs@portolavalley.net](mailto:JBiggs@portolavalley.net) for the current Housing Element copy of the planning process.

**Public Comment process:** Consider "raise hand" on zoom and as its easier access for the public to comment spontaneously. Filling out a form prior to commenting is an outdated process and makes it harder for the public to comment. Please be open to public comment process changes. Consider Different public comment processes for PWAG vs Board meetings. Your current system reduces public comments in my opinion. If you need to purchase cyber attack ware, please do so but don't make it difficult to use our voice in your meetings.

**MROSD is a great organization with great goals, let's easily let the public share their opinions.**

All the best,  
A Concerned Citizen

## Attachment 6A

**From:** Tina Hugg  
**Sent:** Monday, March 4, 2024 5:38 PM  
**To:** Kristi Corley  
**Cc:** Ashley Mac  
**Subject:** RE: Please submit to PWAG & Board of directors.

Dear Ms. Corley:

Your email will be forwarded.

**Tina Hugg, PLA, ASLA** (she/her)

Senior Planner

Midpeninsula Regional Open Space District  
5050 El Camino Real, Los Altos, CA 94022

**(650) 625-6565 Direct**

[openspace.org](https://www.openspace.org)

---

**From:** Kristi Corley [REDACTED]  
**Sent:** Monday, March 4, 2024 3:21 PM  
**To:** Tina Hugg [REDACTED]  
**Subject:** Please submit to PWAG & Board of directors.

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

EXTERNAL

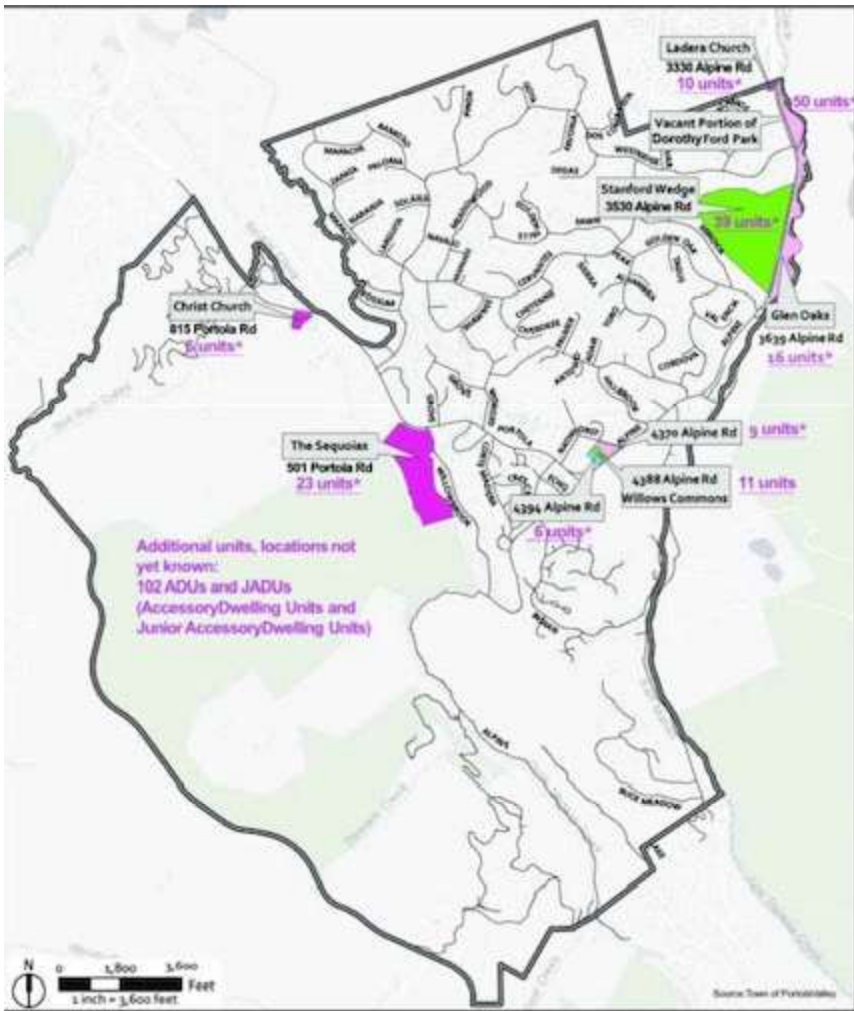
Tina,

Please submit this map to the Hawthorns PAWG, traffic consultant and MROSD board of directors.

The traffic consultant said 50 units to be built on Alpine road is being planned which is incorrect.

As you can see it's much more than 50 units planned in our housing element for Portola Valley. It's over 300 units added to our community in the plan in next 7 years.

Thank you  
Kristi



- Portola Valley Jurisdictional Boundary
- Pipeline and Pending Developments
- Vacant Housing Sites
- Non-Vacant Housing Sites (Not Affiliated)
- Non-Vacant Affiliated Housing Sites

\* Based on state law, the number of units may increase.  
 Numbers of units shown are from the December 1, 2023 Portola Valley Draft Housing Element Update. Housing inventory sites and numbers of units are based on pp. 106, 112 (base map), and 113. Annotated by PVNU to add the numbers of units.

**PORTOLA VALLEY HOUSING ELEMENT UPDATE (ANNOTATED) December 2023 DRAFT**



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Thursday, February 29, 2024 7:27 PM  
**To:** Clerk; web  
**Subject:** 2/29 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Trails-CHARLES MARONEY -

EXTERNAL

**Meeting** 2/29 - Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a comment about a specific board item? \*** No

**Subject \*** Trails

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- Midpen website

**Name \*** CHARLES MARONEY

**City of Residence \*** Portola Valley

## Attachment 6A

Email \*



Comment To be provided to the board of directors. (no limit)

Type \*

**Comments to be provided to the board of directors \***

February 29, 2024

Ashley Mac, Planner III

Tina Hugg, Senior Planner

Midpen Administrative Office

To Whom it may concern:

I am writing to express my concerns about the recent additions to the Hawthornes planning process, specifically the trail connections to Sweet Springs Trail.

Your original trail design of a 1.6 mile loop showcased the property and views while avoiding the privacy issues of the immediate neighbors.

The additional two options (option 2 and 3) in your recent maps create several issues.

1. Option 2 which consists of 2 trails cross the most viewed piece of the property (15 homes). The trails will view directly into 15 homes private areas (bedrooms, bathrooms, living areas). This is an obvious privacy issue.
2. Both option 2 and 3 terminate at the Sweet Springs Trail. This trail was created in 1975 with an easement for equestrian use only. I have attached the original easement document I received from the Town of Portola Valley. Specifically, pedestrian traffic is not included. No modifications have been made to this easement. This trail is on private property (Portola Valley Ranch). The trail meanders through about 50 homes backyards and front yards all within earshot of the trail. There was never an understanding that this trail would be connected to a 50 car parking lot. This easement would never have been granted. 200 additional people on this trail daily will obviously affect the privacy of these residents. Additionally, the Ranch has no ranger, no maintenance personnel to clean up the dog feces, bagged dog feces, clean up litter, etc. This addition is not acting as a good neighbor.
3. Both option 2 and 3 will create parking issues and noise issues on private streets for users who will use it for overflow parking or parking when the preserve is closed. Again, this is not acting as a good neighbor.
4. Option 2 will create the potential to trespass across resident private property from the Hawthornes property to Pomponio Rd. The easement on this trail is for emergency use. Your plan creates potential conflict. This is not acting as a good neighbor.

Thank you for your consideration.

## Attachment 6A

Charles Maroney



Please [REDACTED]  
provide  
your  
phone  
number  
so we can  
identify  
you if you  
use the  
call-in  
number.

\*

**OWNER'S CERTIFICATE**

We hereby certify that we are the owners of, or have some right, title or interest in and to the real property included within the subdivision shown upon this map; that we are the only persons whose consent is necessary to pass a clear title to said property, and we hereby consent to the making of said map and subdivision as shown within the blue border lines. We hereby dedicate those certain roads designated as Saddleback, Foxtail, Indian Crossing, Quail, Horseshoe Bend, Buckeye, Pemponio, Coyote Hill and Bear Paw, to the public for public street purposes. We also hereby dedicate and relinquish to the Town of Portola Valley all rights of vehicular ingress to and egress from Alpine Road across the Northerly line of Lots "A" and "G". We hereby dedicate to public use non-exclusive easements as follows:

- (a) for storm drains and appurtenances under and along those strips of land shown as "S.D.E." (Storm Drain Easements)
- (b) for sanitary sewers and appurtenances under and along those strips of land shown as "S.S.E." (Sanitary Sewer Easement)
- (c) for equestrian purposes on those strips of land shown as "E.E." (Equestrian Easement)
- (d) for pedestrian and bicycles on those strips of land shown as "P.E." (Path Easement)
- (e) for street maintenance including installation of roadway pavement at rounded corners on, over, under and along those strips of lands shown as "S.M.E." (Street Maintenance Easement)
- (f) for water, underground electric, telephone, gas, cable television and appurtenances on, over, under and along those strips of land shown as "P.U.E." (Public Utility Easement)

PORTOLA VALLEY ASSOCIATES, a California General Partnership

Leland Investors, a California Limited Partnership by its General Partner  
LELAND INVESTMENT Co., Inc., a California Corporation

UINTAH CORPORATION, a Nevada Corporation

By Joseph M. Whelan President  
By Mahender P. Mohllajee Assistant Secretary

By Stephen K. Brimhall Vice-President  
By R.B. Casadounecq Assistant Secretary

Vol. 88

**ACKNOWLEDGEMENT**

State of California }  
County of SAN FRANCISCO } s.s.

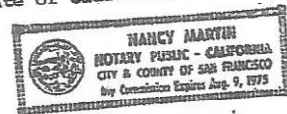
On this 3rd day of JULY, 1975, before me, NANCY MARTIN, a Notary Public in and for said County and State, residing therein, duly commissioned and sworn, personally appeared Stephen K. Brimhall and Raymond B. Casadounecq, known to me to be the Vice President and Assistant Secretary, respectively of Uintah Corporation, a Nevada Corporation being a General Partner of Portola Valley Associates, a partnership, the corporation that executed the within instrument as Owner and also known to me to be the persons who executed it on behalf of the corporation therein named, and they acknowledged to me that said corporation executed the same as Owner.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year in this certificate first above written.

My Commission Expires:

AUG. 9, 1975

Nancy Martin  
Notary Public in and for the County of  
SAN FRANCISCO, State of California



**ACKNOWLEDGEMENT**

State of California }  
County of SAN FRANCISCO } s.s.

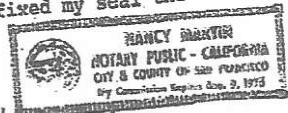
On this 3rd day of JULY, 1975, before me, NANCY MARTIN, a Notary Public in and for said County and State, residing therein, duly commissioned and sworn, personally appeared Joseph M. Whelan and Mahender P. Mohllajee, known to me to be the President and Assistant Secretary of Leland Investment Co., Inc., a California Corporation known to me to be the General Partner of Leland Investors, a California Limited Partnership, being a General Partner of Portola Valley Associates, the partnership that executed the within instrument as Owner and also known to me to be the persons who executed it on behalf of the partnership therein named, and the acknowledged to me that said partnership executed the same as Owner.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year in this certificate first above written.

My Commission Expires:

AUG. 9, 1975

Nancy Martin  
Notary Public in and for the County of  
SAN FRANCISCO, State of California



NOTES AND LEGEND

All distances and dimensions are shown in feet and decimals thereof.

—	Subdivision Boundary
⊙	Standard Street Monument to be set
○	1/2" ⌀ Rebar with Plastic Cap Re 7548 to be set
S.M.Co.	San Mateo County
⊙ =	Found as Noted
S.S.E.	Sanitary Sewer Easement
E.E.	Equestrian Easement
P.U.E.	Public Utility Easement
S.M.E.	Street Maintenance Easement
S.D.E.	Storm Drain Easement
P.E.	Path Easement
A.P.E.	Access Parking Easement
E.2	Private Open Areas

All areas marked APE (Access Parking Easement) are reserved for the purpose of private ingress, egress, parking, landscaping and maintenance for the benefit of property owners in the subdivision subject to the declarations of covenants, conditions and restrictions affecting said property and such regulations as may be prescribed thereto from time to time.

All areas marked E-2, Lot "A" and Lot "B" are not to be built upon and are to remain private open areas subject to the declarations of covenants, conditions and restrictions affecting said property and such regulations as may be prescribed thereto from time to time.

Lot "H", "I", "K", and "O" are reserved for private non-exclusive ingress and egress for the benefit of all lots abutting thereon subject to the declarations of covenants, conditions and restrictions affecting said property and such regulations as may be prescribed thereto from time to time.

DEED REFERENCE

THIS MAP IS A SUBDIVISION OF A PORTION OF LOT 5, AS SAID LOT IS SHOWN ON MAP MADE BY SHACKELFORD AND BARKER IN 1896 ENTITLED "MAP OF THE PARTITION OF THE ESTATE OF JOSE ANTONIO MARTINEZ, SAN MATEO COUNTY, CALIFORNIA, 1896", WHICH MAP WAS FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SAN MATEO, STATE OF CALIFORNIA ON NOVEMBER 14, 1896 IN BOOK "B" OF MAPS AT PAGE 58 AND A COPY ENTERED IN BOOK 2 OF MAPS AT PAGES 83 AND 84. SAID PORTION BEING A PORTION OF PARCEL E AS SHOWN ON PARCEL MAP RECORDED IN VOLUME 29 OF PARCEL MAPS AT PAGES 67, 68 RECORDS OF SAN MATEO COUNTY, CALIFORNIA.

BASIS OF BEARINGS

The bearing N.49°39' E. (N.50°50'24"E. on this map) of the center line of the realignment of Alpine Road described in Deed recorded February 9, 1958 in Volume 3358, Official Records of San Mateo County, California at pages 726 and 727 was taken as the basis bearings for this map.

SOILS REPORT

A soils report has been prepared by the firm of Earth Sciences Associates, dated July, 1974 and addendum thereto dated June 1975.

PLANNING COMMISSION CERTIFICATE

This is to certify that the within map was presented to the Town Planning Commission of the Town of Portola Valley at its regular meeting held on the 18 day of August, 1975, and was duly approved by said Commission on said date.

Dated: September 24, 1975 Lore Radisch  
Lore Radisch, Secretary of the Portola Valley Planning Commission

TJ

CIVIL ENGINEER'S CERTIFICATE

I, Theodore C. Cannis, Registered Civil Engineer of the State of California, hereby certify that the within Map of Portola Valley Ranch consisting of 5 sheets, is a correct and complete map, and that said map is mathematically correct and that the within map correctly represents a survey made under my supervision; that said survey is true and complete; that said survey was made during the month of April, 1975, that the monuments shown on the map have been placed or will be placed before April, 1976 on the ground in the positions indicated and are or will be sufficient to enable the survey to be retraced.

Dated: July 3, 1975 Theodore C. Cannis  
Theodore C. Cannis, R.C.E. #11051

TOWN CLERK'S CERTIFICATE

I, Mildred Whitaker, Town Clerk of the Town of Portola Valley, hereby certify that the Town Council of the Town of Portola Valley, at its regular meeting held on the 22<sup>d</sup> day of July, 1975, duly approved the map shown hereon and authorized its recordation, and accepted on behalf of the public all parcels of land offered for dedication, for public use, in conformity with the terms of the offer of dedication.

Dated: September 24, 1975 Mildred Whitaker  
Mildred Whitaker, Town Clerk of the Town of Portola Valley, California

TOWN ENGINEER'S CERTIFICATE

I, Sidney H. Cantwell, Town Engineer of the Town of Portola Valley, hereby certify that I have examined this map; that the subdivision as shown hereon is substantially the same as it appears on the tentative map and any approved alterations thereof; that all provisions of the California "Subdivision Map Act", as amended, and of the Town of Portola Valley's Subdivision Ordinance applicable at the time of approval of the tentative map, have been complied with and that I am satisfied that said map is technically correct.

Dated: Aug. 6, 1975 Sidney H. Cantwell, Jr.  
Sidney H. Cantwell, Jr., Town Engineer, R.C.E. #10272

RECORDER'S CERTIFICATE

File No. 94194 AI Fee \$ 13.22

Filed at the request of Title Insurance and Trust, this 29<sup>th</sup> day of SEPT, 1975, at 37 minutes past 11:00 A.M., in Volume 88 of Maps at pages 43-47, Official Records of San Mateo County California.

Marvin Church  
Marvin Church, County Recorder

By: C. M. Gaddy  
C. M. Gaddy, Deputy

**PORTOLA VALLEY RANCH**  
**TOWN OF PORTOLA VALLEY**  
**SAN MATEO COUNTY, CALIFORNIA**

JULY 1975

**FRAHM-EDLER-CANNIS**  
CONSULTING ENGINEERS - ENVIRONMENTAL ENGINEERS  
REDWOOD CITY, CALIFORNIA

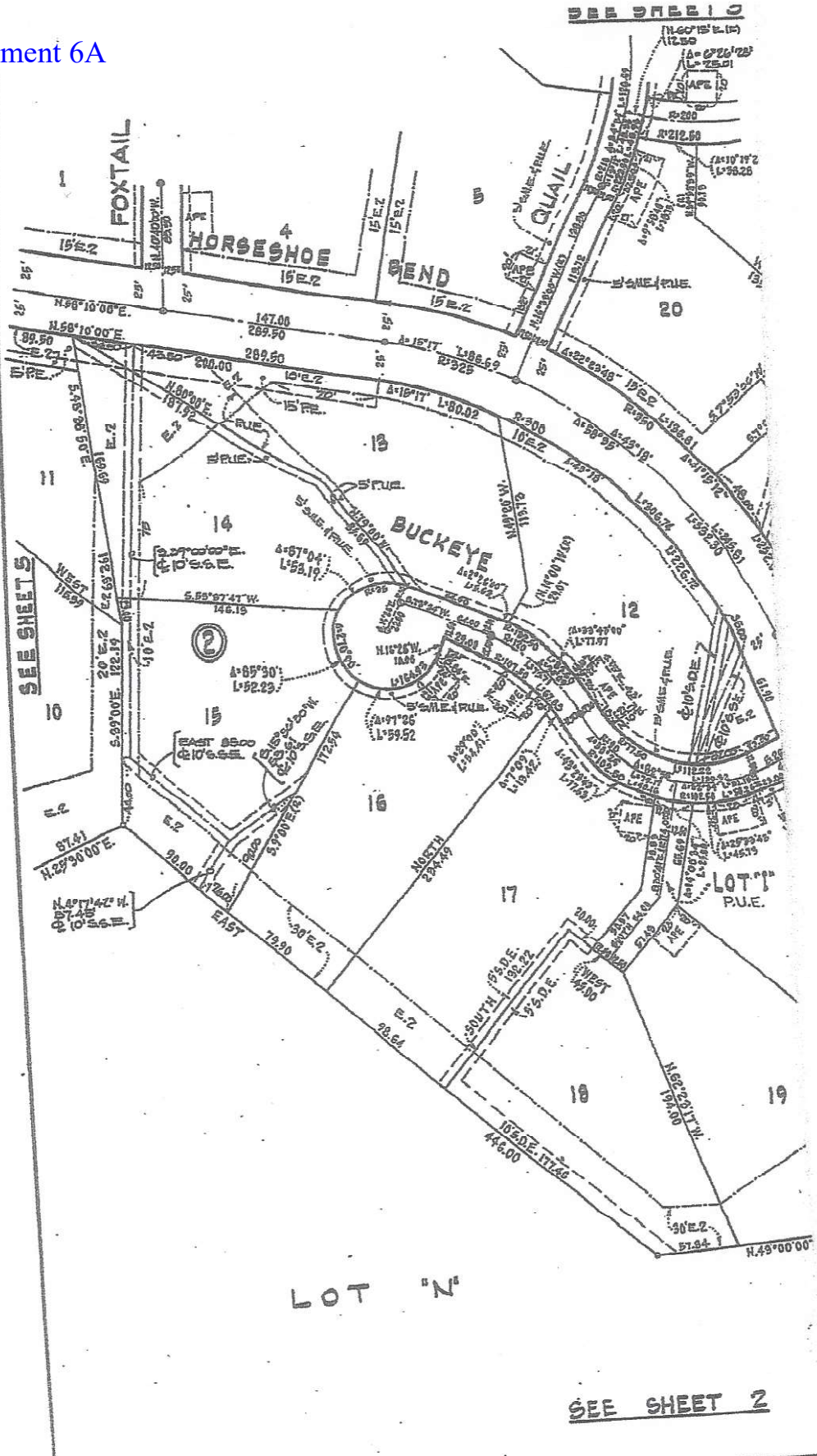
SHEET 1 OF 5 SHEETS.

Job No. 386

Vol. 88

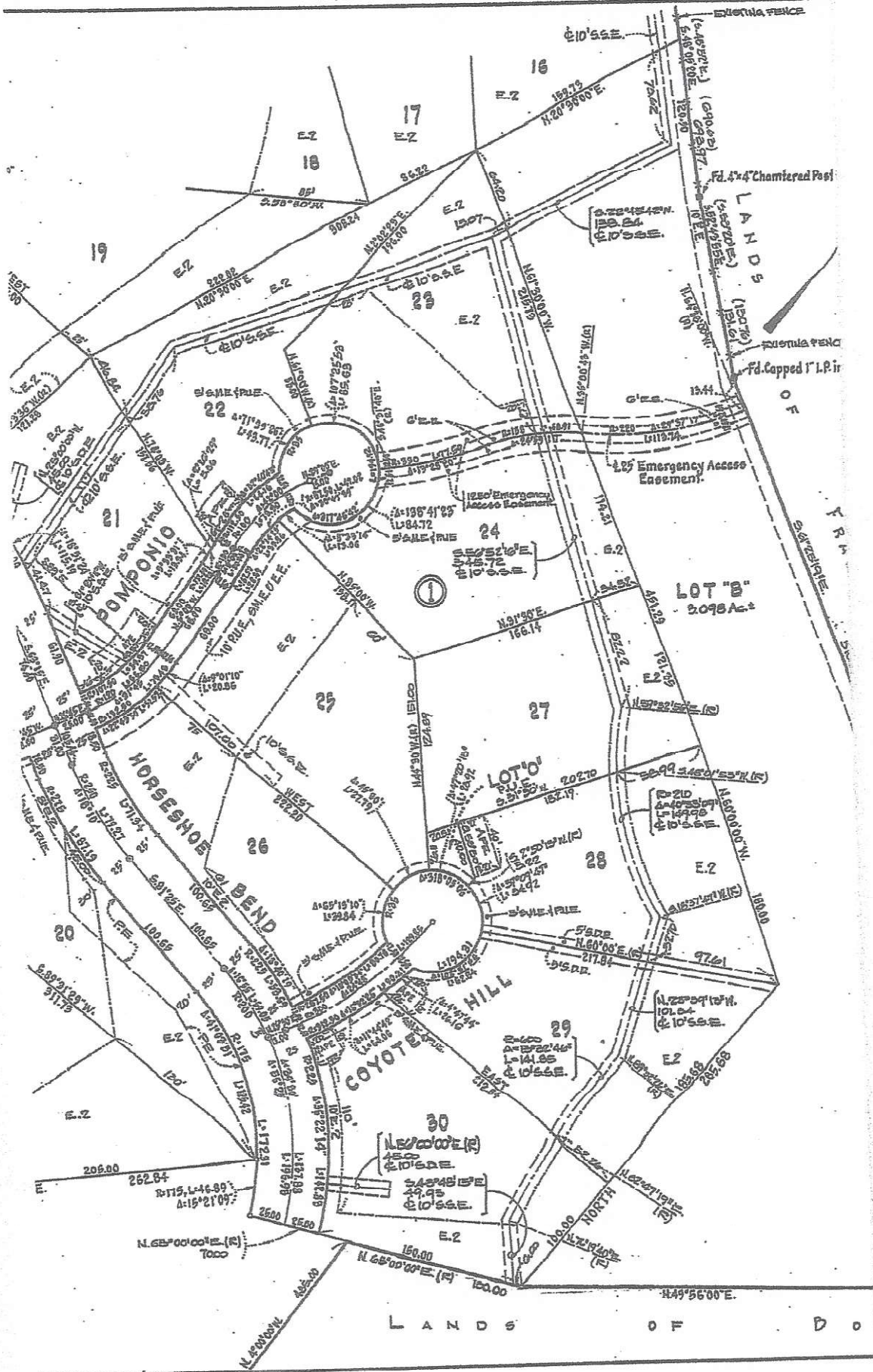
SEE SHEET 1

Vol. 88

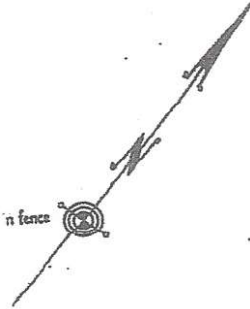


LOT "N"

SEE SHEET 2







# PORTOLA VALLEY RANCH

conc.

## TOWN OF PORTOLA VALLEY

### SAN MATEO COUNTY, CALIFORNIA

SCALE: 1"=60'

JULY 1975

**FRAHM-EDLER-CANNIS**  
CONSULTING ENGINEERS-ENVIRONMENTAL PLANNERS  
REDWOOD CITY, CALIFORNIA

W  
A  
C  
E  
S

W  
O  
O  
D  
S  
(MAGNOLIA BOB)

W  
E  
E

### NOTES AND LEGEND

ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF

- SUBDIVISION BOUNDARY
- STANDARD STREET MONUMENT TO BE SET
- 1/2" φ REBAR WITH PLASTIC CAP
- RE. 7548 TO BE SET
- S.M.C.O. SAN MATEO COUNTY FOUND AS NOTED
- SANITARY SEWER EASEMENT
- EQUESTRIAN EASEMENT
- PUBLIC UTILITY EASEMENT
- STREET MAINTENANCE EASEMENT
- STORM DRAIN EASEMENT
- PATH EASEMENT
- ACCESS PARKING EASEMENT
- PRIVATE OPEN AREAS
- E. Z.

Vol.  
88

ROUTE 2470  
S.M.C.O. 5164  
F.d. 4" x 4" Chamfered Post in fence

ROUTE 2470  
S.M.C.O. 5164  
F.d. 4" x 4" Chamfered Post in fence

998.41

V E T

SHEET 4 OF 5 SHEETS  
Job No. 386

## Attachment 6A

[REDACTED]

---

**From:** Tina Hugg  
**Sent:** Friday, March 22, 2024 1:03 PM  
**To:** CKrenz; Ashley Mac  
**Cc:** David Smernoff  
**Subject:** RE: Parking option 10?

Hi, Charlie,

Thanks for your follow up email and observations. Given that the PAWG would likely benefit from the discussion and may themselves have other questions, our consultants will provide a response to your below comments during the site meeting at stop #3. In the meantime, we will share your comments with the PAWG.

Thanks,  
Tina

---

**From:** CKrenz [REDACTED]  
**Sent:** Friday, March 22, 2024 12:02 PM  
**To:** Ashley Mac [REDACTED]  
**Cc:** Tina Hugg [REDACTED]; David Smernoff [REDACTED]  
**Subject:** Re: Parking option 10?

You don't often get email from [REDACTED]. [Learn why this is important](#)

**EXTERNAL**

Thanks Ashley:

I'm looking forward to our field trip on Sunday and am hoping you can address these observations:

On option 9 I'm worried that the grading associated with the turnaround's 12' retaining wall is a "deal killer" for parking at this more westerly location, a location that greatly reduces the bicycle collision concerns as well as spill over parking worries on the part of the Hillbrook neighborhood.

I understand how one driveway would be better than 2, but it seems to me that the net traffic burden generated by the "visitor that can't find a spot" is the same. Whether there's a turnaround or a second driveway, this visitor would cross Alpine Trail once on the way in and once on the way out. Also, I'm confused by the issues related to emergency responders. Don't they just want to get in, and if need be, get out as fast as possible, and wouldn't a 2nd driveway be the fastest way to get that done?

I'm also curious more generally, about the turnarounds. If I'm scaling your drawing correctly, they are 80' in diameter. I can see how this is fine on relatively level land, but such land is not to be found at Hawthorns. Is there a MidPen policy saying all new lots will have such a turnaround?

Charlie

## Attachment 6A

On Mar 21, 2024, at 5:56 PM, Ashley Mac [REDACTED] wrote:

Hi David and Charlie,

Thanks for bringing up the idea of replacing the turnaround with an additional driveway access point. The primary concern with designing two driveways revolves around traffic safety, which is one of the priorities of the PAWG. Introducing another driveway would bring internal parking circulation onto Alpine Road and across Alpine Road Trail, potentially increasing the number of interactions, user conflicts and risk of collisions. The purpose of a turnaround is to keep parking circulation internal to the preserve and allow visitors and emergency responders to circle around without needing to enter and exit the preserve via Alpine Road. This way, if visitors are unable to find a parking space, they can circle around in the turnaround and leave via the existing driveway. We previously explored the possibility of having two driveways at the North Meadow, but for similar reasons, a two-driveway approach was not pursued.

Additionally, as one travels along Alpine Road farther west from the existing driveway, the grades become steeper along the perimeter of the preserve. The 2nd driveway access would require extensive excavation into the hillside, significantly impacting the site. We will share this email correspondence with the PAWG and the group can discuss this further during the site meeting this Sunday if they wish.

Best,

**Ashley Mac**, PLA (she/her)  
Planner III

[REDACTED]

---

**From:** CKrenz [REDACTED]  
**Sent:** Wednesday, March 20, 2024 9:56 AM  
**To:** Tina Hugg [REDACTED]; Ashley Mac [REDACTED]  
**Cc:** David Smernoff [REDACTED]  
**Subject:** Parking option 10?

EXTERNAL

Ashley, Tina:

We've been looking at the packet for Sunday's meeting. We're wondering about a refined version of option 9, one that would eliminate the need for the "turning bulb" and replace it with an additional driveway farther to the west.

We also reduced the radius of curvature of the driveway at its eastern end to that used in Option 8. This allowed us to move the lot closer to Alpine Rd. Between these two changes, the need for a 12' retaining wall would be greatly reduced, grading reduced along the length of the lot and 7 additional parking spots could be created.

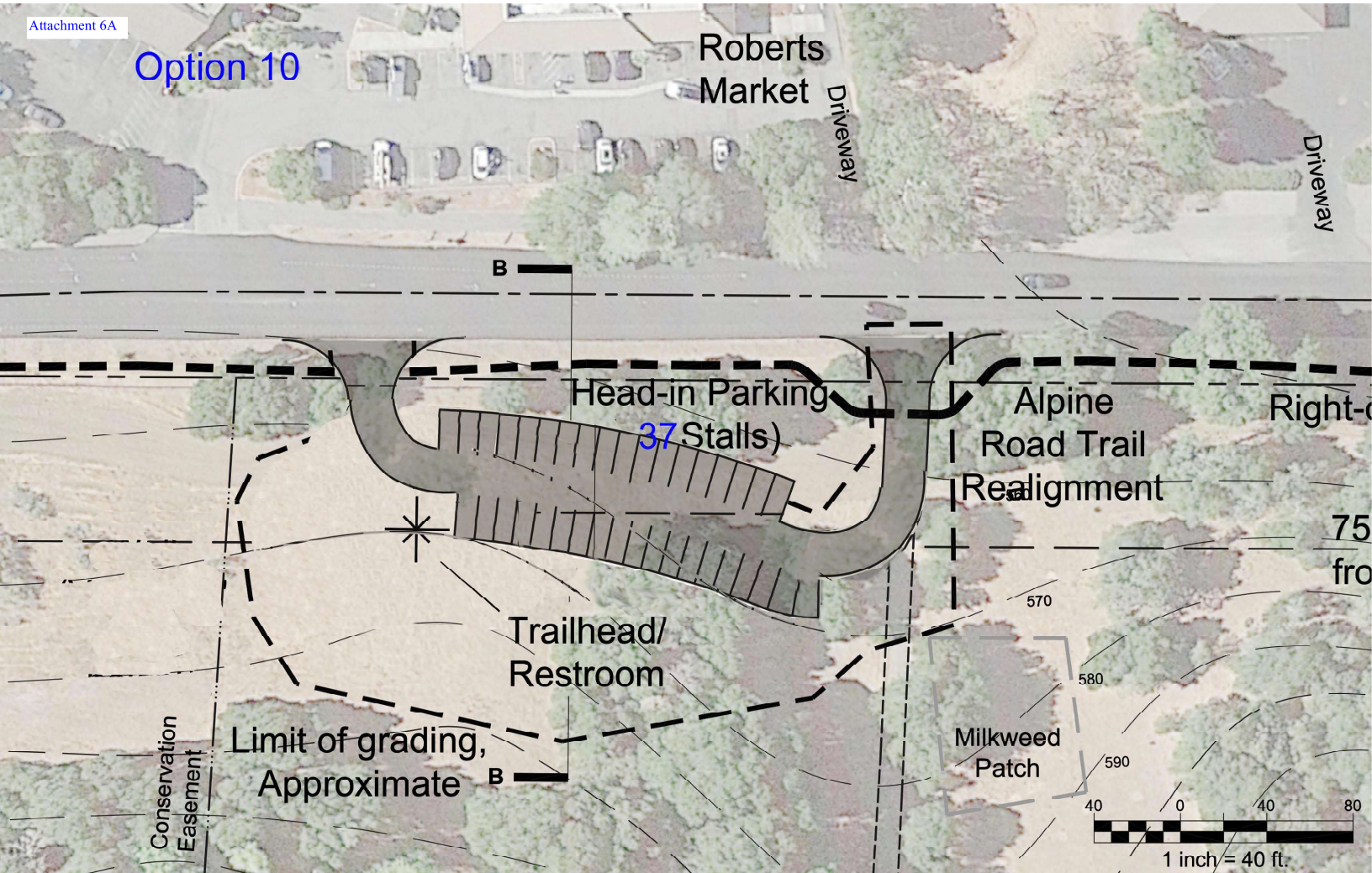
We're sure there are many design considerations we are not aware of, but if a second driveway opening isn't a "deal breaker", perhaps this could be considered by the group on Sunday.

David and Charlie

## Attachment 6A



Option 10



## Attachment 6A

**From:** [Sherilyn Reinhart](#)  
**To:** [Ashley Mac](#)  
**Subject:** Fwd: 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Saddleback trail juncture -Ilana Shumsky -  
**Date:** Friday, March 22, 2024 4:54:13 PM


---

Get [Outlook for iOS](#)

---

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, March 22, 2024 4:53:20 PM  
**To:** Clerk <clerk@openspace.org>; web <web@openspace.org>  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Saddleback trail juncture -Ilana Shumsky -

### EXTERNAL

Meeting Date *	3/24 – Hawthorns Area Public Access Working Group Meeting
Is this a comment about a specific board item? *	Yes
Agenda Item Number or Subject *	Saddleback trail juncture
Please check one: *	In Opposition
Where did you hear about this meeting? (check all that apply) *	<input checked="" type="checkbox"/> E-mail notification from Midpen
Name *	Ilana Shumsky
City of Residence *	Portola Valley
Email *	
Comment Type *	To be provided to the board of directors. (no limit)

Comments to be provided to the board of directors \*

I am a homeowner on Saddleback Drive, and I have significant concerns regarding the proposed linkage of the Hawthorn trails to the Sweet Springs Trail on Saddleback. These concerns center around child safety, site views, maintenance of the neighborhood's quiet character, and avoiding turning our small cul de sac into a parking lot.

- I am deeply concerned, as are my neighbors, that our quiet, narrow street will have an influx of people using it to park to access the trail system. This may occur due to overflow for any parking that is planned for inside the Hawthorn area, but also people may inappropriately consider it a primary location to park, particularly if there is a de facto trail head located there.
- We do not have sidewalks, so the several young children who live on our street will be put at additional risk when walking if they have to navigate around parked and moving cars.
- The proposed trail linkage will be in full view of our residence and should be considered as an

## Attachment 6A

issue from a site view standpoint.

- My front and side yard is directly across from the suggested juncture point. I am concerned about the number of people, cars, and dogs, as well as the noise, disruption, trash, and dog excrement that will result from a defacto trail head.
- Children walk and bike ride to and from Corte Madera elementary school along the Alpine Trail. They uniformly do not stop when crossing Saddleback, so I am very cautious when pulling onto Saddleback from Alpine Road in my car, being careful to check to make sure that no kids are flying down the trail and cutting in front of me. If people are using Saddleback to park, they will not be aware of needing to be particularly cautious when turning onto this street, which leads to increased risk of injury to the large numbers of children that walk and ride on this route every day.
- Additionally, there is not a need, that I can determine, for why PAWG or MidPen would consider having a juncture on Saddleback. I am an avid hiker myself, but a cyclist or pedestrian who would like to access the trails of the new area only has to walk or ride on the pre-existing Alpine road trail for a very short distance to enter through the main entrance. So, the need for a trail juncture on Saddleback is not present and the downside to our neighborhood is large.

Thank you for your consideration,

Please provide your phone number so we can identify you if you use the call-in number. \*

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, March 22, 2024 2:44 PM  
**To:** Clerk; web  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Hawthorns Option Trails #2 -mike green -

EXTERNAL

**Meeting** 3/24 – Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a** Yes

**comment**

**about a**

**specific**

**board**

**item? \***

**Agenda** Hawthorns Option Trails #2

**Item**

**Number**

**or**

**Subject \***

**Please** In Opposition

**check**

**one: \***

**Where did** • E-mail notification from Midpen

**you hear**

**about**

**this**

**meeting?**

**(check all**

**that**

**apply) \***

**Name \*** mike green



## Attachment 6A

**City of** portola valley

**Residence**

\*

**Email \***

[REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

Option #2 will dramatically affect me, my property value and quite time on our decks that directly face Option #3.

I have hiked this area in the past (before it was acquired by MidPen) and you can readily see houses on the north side of Franciscan from parts of Option #2, where my house is and my view to Hawthorns is. The effect of Option #2 is also felt at several houses on Horseshoe Bend at the top, on West facing Coyote Hill and several homes on Pomponio (west facing).

Since option #2 is just that, an option, and by approving it likely reduce home values from their current value, and our current standard of living, it seems like there are not pressing, safety, etc. good reasons for approving Option #2. My neighbors have sent around a letter with data showing that possibly over 450 daily visitors could use the site. That's maybe ~50 people per hour (assume a 9 am to 6 pm window) walking on option #2, vs zero today.

I ask you to vote NO on Option #2.

Mike Green

[REDACTED]

**Please** [REDACTED]  
**provide**  
**your**  
**phone**  
**number**  
**so we can**  
**identify**  
**you if you**  
**use the**

## Attachment 6A

call-in  
number.

\*

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, March 22, 2024 10:34 AM  
**To:** Clerk; web  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Proposed Trail Options #1 and #2 -elizabeth Weigenn -

EXTERNAL

**Meeting** 3/24 - Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a** Yes

**comment**

**about a**

**specific**

**board**

**item? \***

**Agenda** Proposed Trail Options #1 and #2

**Item**

**Number**

**or**

**Subject \***

**Please** In Opposition

**check**

**one: \***

**Where did** • E-mail notification from Midpen

**you hear**

**about**

**this**

**meeting?**

**(check all**

**that**

**apply) \***

**Name \*** elizabeth Weigenn

## Attachment 6A

**City of** Portola Valley

**Residence**

\*

**Email \***

[REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

### **Comments to be provided to the board of directors \***

I am a resident at the neighboring property Portola Valley Ranch. On behalf of many of our PVR residents, I am submitting this petition description and attached list of names of those who support this petition opposing the proposed Hawthorn trail options #1 and #2.

The petition was started on Sunday, 3/17/24 and in these five days we have collected 67 signatures and will continue to canvas Portola Valley Ranch and submit additional signatures to the PAWG and Mid Pen.

Petition Opposing Proposed Trail Options #1 and #2 on Hawthorns Property

As residents of Portola Valley Ranch and immediate neighbors of the Hawthorns property, we the undersigned oppose the Public Access Working Group's proposed Trail Options #1 and #2 on the Hawthorns Property for the following reasons:

- They are located in the view sheds of many of our homes, thereby negatively impacting our privacy and property values. (See attached Mid Pen map with purple highlighted view sheds impacting 15 homes). This is in conflict with Mid Pen's Good Neighbor Policy and the Hawthorn Area goals adopted 3/22
- They terminate at Sweet Springs Trail, which is located on Portola Valley Ranch property. This trail was created in 1975 when Portola Valley Ranch granted an easement (which has never been modified) to the Town of Portola Valley for equestrian use only. Pedestrian traffic was never specifically granted as this designation was made in order to minimize the impact to nearby home owners. (Usage has never been enforced by the Town). Sweet Springs Trail and its connections meander through the front and/or backyards of about fifty homes at Portola Valley Ranch.
- When this easement was granted in 1975, it was never with the understanding that a fifty car parking lot would be located nearby and provide a link for approximately 485

## Attachment 6A

daily hikers/dog walkers on Sweet Springs Trail and its connections. Portola Valley Ranch has no ranger, nor maintenance personnel to clean up after (often) unleashed dogs and/or litter, and no public restrooms to accommodate such an increase of users. This 50 car parking lot is roughly equivalent to the 40 car parking lot at Arastradero Preserve which attracts 177,000 visitors per year (approximately 485 per day) and is much larger than the 5 car parking lot at Thornewood Preserve which attracts 47,000 visitors per year (approximately 130 per day). Allowing an additional 485 daily hikers/dog walkers (Arastradero equivalent) or even 130 daily hikers/dog walkers (Thornewood equivalent) on Sweet Springs Trail and its connections would be unsustainable and cause a serious negative ecological impact and in addition, compliance with which is part of the Board approved Hawthorns Goals.

- They will create parking issues and noise issues on private streets (Saddleback and Pomponio) by users who will use these streets for overflow parking or parking when the preserve is closed (as users do on Alpine Road at Windy Hill Preserve). Again, this goes against Mid Pen's Good Neighbor Policy.
- Trail option # 2 creates potential conflict as it connects the Hawthorn property to Sweet Springs Trail at the end of Pomponio Road, where there is an "emergency use only" easement between Sweet Springs Trail and Pomponio Road. This creates the potential for allowing hikers to trespass across this easement, which is on the private property of two Portola Valley Ranch homes. 3/17/24

File  
upload



[portola\\_valley\\_ranch\\_petition\\_322.pdf](#) 71.46 KB · PDF

Please (408) 656-8851  
provide  
your  
phone  
number  
so we can  
identify  
you if you  
use the  
call-in

number.

\*

---

## Petition Opposing Proposed Trail Options #1 and #2 on Hawthorns Property

Signed by the Following Residents of Portola Valley Ranch 3/22/24

1	Austin, Brett	29	Kelley, Tom
2	Austin, Jean	30	King, Ralph
3	Austin, Tom	31	Klein, Victoria
4	Banks, Mia	32	Kramon, Glenn
5	Banks, Mike	33	Labuda, Cindy
6	Barton, Cheryl	34	Lee, Sandra
7	Brems, Marianne	35	Leith-Tanous, Sara
8	Bresnan, Joan	36	Maroney, Brianna
9	Buyer, Lise	37	Maroney, Charles
10	Chin, Leslie	38	Maroney, Marcee
11	Deaser, Joi	39	Maroney, Michaela
12	Eaves, Curtis	40	McCune, Garth
13	Elrod, Scott	41	Meyer, Elle
14	Eng, Anna	42	Meyer, Justus
15	Eng, Marty	43	Moriarty, Brian
16	Evans, Jarold	44	Moriarty, Kris
17	Fitzpatrick, Christine	45	Moriarty, Sean
18	Flower, Craig	46	Oates, Edward
19	Flower, Pam	47	Olson, Linda
20	Gaviser, Judy	48	Palermo, Lisa
21	Giles, Hilary	49	Palermo, Vito
23	Giles, Robert	50	Polnaszek, David
24	Grossman, Lauren	51	Shea, Kevin
25	Haley, Karen	52	Shon, John
26	Haley, Ron	53	Shumsky, Iliana
27	Kabak, Jack	54	Sohn, Marcy
28	Kelley, Sharon	55	Sohn, Young





# Attachment 6A

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, March 22, 2024 3:28 PM  
**To:** Clerk; web  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Hawthorned -Glenn Kramon -

## EXTERNAL

**Meeting Date \*** 3/24 - Hawthorns Area Public Access Working Group Meeting

**Is this a comment about a specific board item? \*** Yes

**Agenda Item Number or Subject \*** Hawthorned

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

**Name \*** Glenn Kramon

**City of Residence \*** Portola Valley Ranch

**Email \***

**Comment Type \*** To be provided to the board of directors. (no limit)

**Comments to be provided to the board of directors \***

Dear Board:

We represent the 7 homes on Saddleback Dr which runs along The Sweet Springs trail . Our biggest concern is that users entering the Hawthorns trail system from Saddleback Drive will park along our street and in our parking areas, displacing residents and their guests. So we urge restrictions on parking on Saddleback.

Thank you-

Glenn Kramon and Lauren Grossman

**Please provide your phone number so we can identify you if you use the call-in number. \***



## Attachment 6A

**From:** [Sherilyn Reinhart](#)  
**To:** [Ashley Mac](#)  
**Subject:** Fwd: 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Hawthorns trails-Dudley Carlson -  
**Date:** Friday, March 22, 2024 5:00:02 PM


---

Get [Outlook for iOS](#)

---

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, March 22, 2024 4:57:00 PM  
**To:** Clerk <clerk@openspace.org>; web <web@openspace.org>  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Hawthorns trails-Dudley Carlson -

### EXTERNAL

Meeting Date *	3/24 – Hawthorns Area Public Access Working Group Meeting
Is this a comment about a specific board item? *	No
Subject *	Hawthorns trails
Please check one: *	In Opposition
Where did you hear about this meeting? (check all that apply) *	<ul style="list-style-type: none"><li>• E-mail notification from Midpen</li><li>• Other</li></ul>
Other source *	neighbors
Name *	Dudley Carlson
Organization (if applicable)	Portola Valley Ranch (resident)
City of Residence *	Portola Valley
Email *	
Comment Type *	To be provided to the board of directors. (no limit)

Comments to be provided to the board of directors \*

As a resident of Portola Valley Ranch, I am strongly opposed to two aspects of the Hawthorns development plan.

One: Any connection between Hawthorns trails and Sweet Springs Trail (Ranch property, with Town easement) would cause extreme stress on Sweet Springs, a trail whose native wildflowers, nearby wildlife (especially nesting birds in spring, cougars, coyotes) and proximity to residents would all be jeopardized. This trail was never intended to support heavy foot traffic. The Ranch has no means of collecting trash, policing rules, or providing parking for such traffic as is suggested by the Working Group (potentially up to 485 users per day). As a frequent hiker on Sweet Springs trail, I find it

## Attachment 6A

difficult to pass horses or groups of walkers. Increased traffic would be far more challenging. Dog walkers frequently (though illegally) allow their dogs off leash, which the Ranch has no means of patrolling.

Two: Although mine is not a residence that faces the Hawthorns, I sympathize with those who object to trails that negatively impact the views from their homes or potential crossing of their properties by hikers. I would strongly that trails avoid crossing the hillside that faces the Ranch.

Please consider seriously the impact of the Hawthorns trail system on the Ranch, whose residents want to be good neighbors and look forward to this preserve, but with anxiety about its potential impact on our peace and quiet and on the safety of our wildlife and habitat. Thank you.

Please provide your phone number so we can identify you if you use the call-in number. \*

## Attachment 6A

**From:** [Sherilyn Reinhart](#)  
**To:** [Ashley Mac](#)  
**Subject:** Fwd: 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Trail Junction Saddleback -Andrea Tom -  
**Date:** Friday, March 22, 2024 5:00:12 PM

---

Get [Outlook for iOS](#)

---

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, March 22, 2024 4:57:04 PM  
**To:** Clerk <clerk@openspace.org>; web <web@openspace.org>  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Trail Junction Saddleback -Andrea Tom -

### EXTERNAL

Meeting Date *	3/24 – Hawthorns Area Public Access Working Group Meeting
Is this a comment about a specific board item? *	Yes
Agenda Item Number or Subject *	Trail Junction Saddleback
Please check one: *	In Opposition
Where did you hear about this meeting? (check all that apply) *	<input type="radio"/> Other
Other source *	Neighbor
Name *	Andrea Tom
City of Residence *	Portola Valley
Email *	[REDACTED]
Comment Type *	To be provided to the board of directors. (no limit)

Comments to be provided to the board of directors \*

I am opposed to more traffic on Saddleback since parking structures are not safely secured and need repair before visitors can safely park there to avoid injury or damage to property should there be collapse, there is history of vandalism (some unreported but personally experienced) on that street which may increase with more visitors thereby affecting law enforcement resources, there is limited parking for residents such that sometimes I have difficulty finding parking, repeated problems with the utilities at the entrance which is often blocked by utility maintenance crews, consistent asphalt work that has to be done due to the ground squirrel activity.

Please provide your phone number so we can identify you if you use the call-in number. \*

## Attachment 6A



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Thursday, March 21, 2024 4:33 PM  
**To:** Clerk; web  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Trail connections to PV Ranch for Hawthorns-Scott Elrod -

EXTERNAL

**Meeting** 3/24 - Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a** No

**comment**

**about a**

**specific**

**board**

**item? \***

**Subject \*** Trail connections to PV Ranch for Hawthorns

**Please** In Opposition

**check**

**one: \***

**Where did** • Other

**you hear**

**about**

**this**

**meeting?**

**(check all**

**that**

**apply) \***

**Other** Group of concerned PV Ranch residents

**source \***

**Name \*** Scott Elrod

## Attachment 6A

**City of** Portola Valley

**Residence**

\*

**Email \***



**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

I am a signatory to the attached petition, and I do believe that the issues raised by members of PV Ranch are valid. I would like to add what I believe would be a reasonable solution to the concerns listed:

1. No connection of Hawthorns trails directly to Sweet Springs Trail near Pomponio or Saddlebrook. For anyone with sufficient motivation, they could get onto Sweet Springs from the Hawthorns entrance by walking down the Alpine Trail.
2. No connection of Hawthorns trails to the end of Valley Oak Street.

Thanks,

Scott Elrod

**File**



**upload**

[pvr\\_resident\\_package.pdf](#) 4.77 MB · PDF

**Please**



**provide**

**your**

**phone**

**number**

**so we can**

**identify**

**you if you**

**use the**

**call-in**

**number.**

\*



## Attachment 6A

To: Portola Valley Ranch Residents

From: Residents concerned about plans for the Hawthorns Midpen site (open space next to the Ranch), Charles Maroney

Background: The 78 acre parcel northeast of the Ranch bounded by Sweet Springs trail (Portola Valley Ranch property), Alpine Road and Los Trancos Road development is currently being driven by a small group of people (Public Access Working Group, PAWG) working with Midpeninsula Open Space Organization (Midpen). The decisions made by this group will have a major effect on Portola Valley Ranch Residents.

Summary Proposal: Initial plans by Midpen were to have a 1.6-mile internal trail loop hidden from viewsheds connected to a parking lot on the property which avoided all the neighbor issues discussed below. Unfortunately, the plans have grown to trails across the viewshed, trail connections to Sweet Springs Trail, and future connections to the end of Valley Oak all connected to a 50 car parking lot.

Facts about Portola Valley Ranch Property: The Sweet Springs Trail and several connectors is on property owned by the residents of Portola Valley Ranch. In 1975 the Ranch granted the town an easement to the trail for equestrian use only. No pedestrians, no bikes, no cars, etc. Over the years there were less equestrians in Portola Valley and the use restrictions were lightly enforced by the town, but Portola Valley Ranch owns the property.

Predictions by Midpen: Using data from other nearby preserves, Midpen estimates that up to 485 daily visitors could use the trail system.

Effect on Ranch Residents: The only outlet from the Hawthorns property excluding Alpine Road will be Sweet Springs Trail and future connection to the end of Valley Oak. Midpen and the other preserves like Arastradero have full time Rangers and maintenance crews enforcing rules, guarding against fire, picking up human trash, dog feces and human feces. We have nobody to do this so we either need to pay for it in our HOA fees or let the area be trashed throughout the Ranch as hikers, dog walkers, etc will certainly connect to the rest of the trails on our properties. There are also major privacy and noise issues for a large number of residents.

Your options:

1. Do nothing and let these 15 people decide your fate.
2. Be vocal on your own. There are 2 PAWG meetings left (Sun March 24 on site at the Hawthorns 9am-1pm and Thursday June 13 from 6-9pm at Midpen offices on El Camino real in Los Altos). There will be future meetings with Midpens Natural Resource Committee and the Midpen Board.  
<https://www.openspace.org/who-we-are/public-meetings/comment-form>

Additionally, the Town of Portola Valley Town Council will need to approve this plan. Finally, the HOA is represented by our Board. Make sure they are aware of your thoughts.

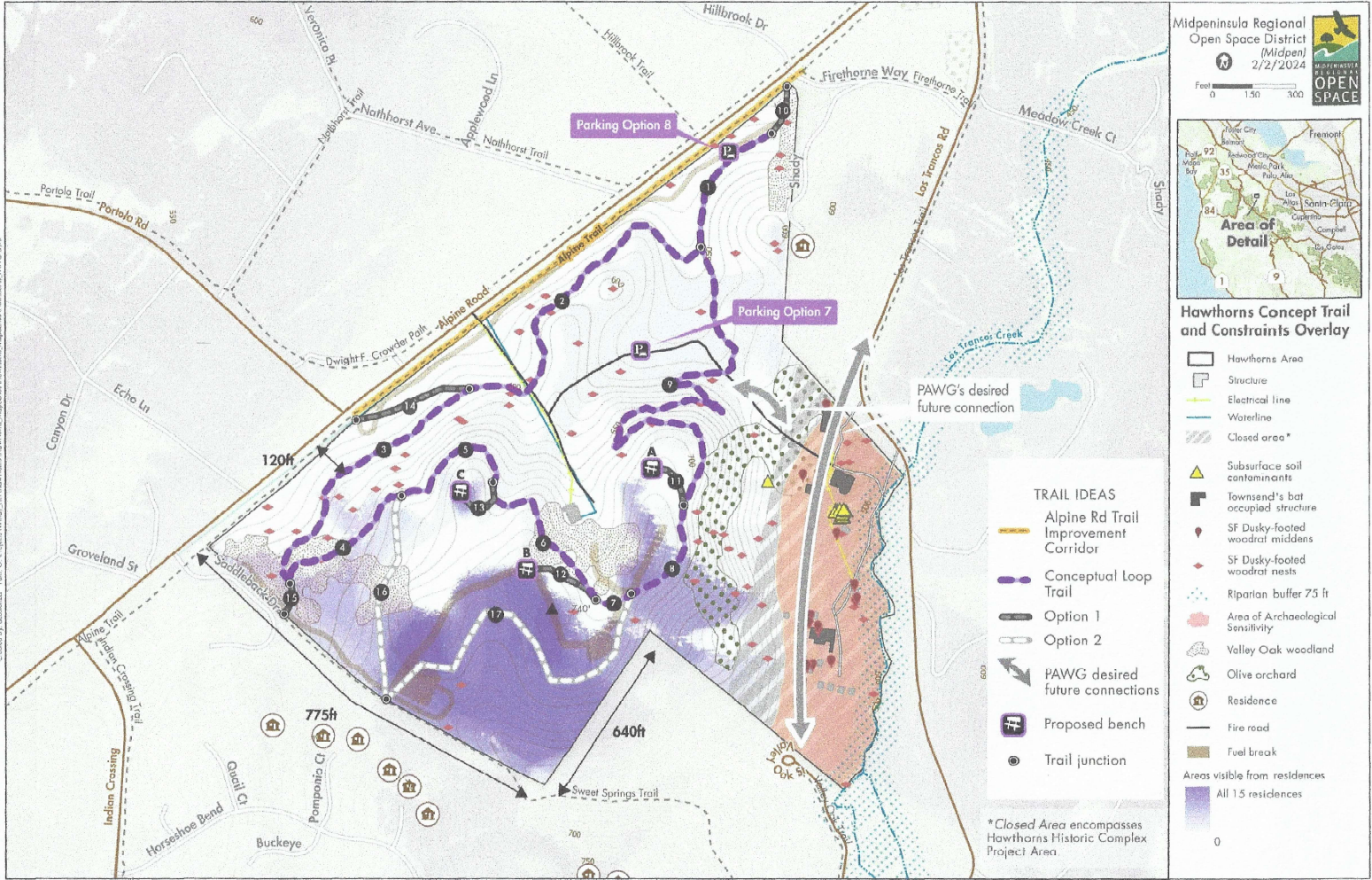
3. Sign the attached petition.

If you wish to sign the petition you can email Liz Weigen @ [REDACTED]

If you wish more information google "Midpen Hawthorn PAWG" and you can navigate to see meeting minutes, agendas, packets, videos of past meetings and places to submit written comments.

Additionally, you can call or text me at [REDACTED] or email at [REDACTED]

Attachment 6A



Midpeninsula Regional  
Open Space District  
(Midpen)  
2/2/2024

Scale: 0 150 300



Hawthorns Concept Trail  
and Constraints Overlay

- TRAIL IDEAS**
- Alpine Rd Trail Improvement Corridor
  - Conceptual Loop Trail
  - Option 1
  - Option 2
  - PAWG desired future connections
  - Proposed bench
  - Trail junction
- \* Closed Area encompasses Hawthorns Historic Complex Project Area.

- Hawthorns Area
- Structure
- Electrical line
- Waterline
- Closed area\*
- Subsurface soil contaminants
- Townsend's bat occupied structure
- SF Dusky-footed woodrat middens
- SF Dusky-footed woodrat nests
- Riparian buffer 75 ft
- Area of Archaeological Sensitivity
- Valley Oak woodland
- Olive orchard
- Residence
- Fire road
- Fuel break
- Areas visible from residences
- All 15 residences
- 0

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.

## Petition Opposing Proposed Trail Options #1 and #2 on Hawthorns Property

As residents of Portola Valley Ranch and immediate neighbors of the Hawthorns property, we the undersigned oppose the Public Access Working Group's proposed Trail Options #1 and #2 on the Hawthorns Property for the following reasons:

- They are located in the view sheds of many of our homes, thereby negatively impacting our privacy and property values. (See attached Mid Pen map with purple highlighted view sheds impacting 15 homes). This is in conflict with Mid Pen's Good Neighbor Policy and the Hawthorn Area goals adopted 3/22
- They terminate at Sweet Springs Trail, which is located on Portola Valley Ranch property. This trail was created in 1975 when Portola Valley Ranch granted an easement (which has never been modified) to the Town of Portola Valley for equestrian use only. Pedestrian traffic was never specifically granted as this designation was made in order to minimize the impact to nearby home owners. (Usage has never been enforced by the Town). Sweet Springs Trail and its connections meander through the front and/or backyards of about fifty homes at Portola Valley Ranch.
- When this easement was granted in 1975, it was never with the understanding that a fifty car parking lot would be located nearby and provide a link for approximately 485 daily hikers/dog walkers on Sweet Springs Trail and its connections. Portola Valley Ranch has no ranger, nor maintenance personnel to clean up after (often) unleashed dogs and/or litter, and no public restrooms to accommodate such an increase of users. This 50 car parking lot is roughly equivalent to the 40 car parking lot at Arastradero Preserve which attracts 177,000 visitors per year (approximately 485 per day) and is much larger than the 5 car parking lot at Thornewood Preserve which attracts 47,000 visitors per year (approximately 130 per day). Allowing an additional 485 daily hikers/dog walkers (Arastradero equivalent) or even 130 daily hikers/dog walkers (Thornewood equivalent) on Sweet Springs Trail and its connections would be unsustainable and cause a serious negative ecological impact and in addition, compliance with which is part of the Board approved Hawthorns Goals.
- They will create parking issues and noise issues on private streets (Saddleback and Pomponio) by users who will use these streets for overflow parking or parking when the preserve is closed (as users do on Alpine Road at Windy Hill Preserve). Again, this goes against Mid Pen's Good Neighbor Policy.
- Trail option # 2 creates potential conflict as it connects the Hawthorn property to Sweet Springs Trail at the end of Pomponio Road, where there is an "emergency use only" easement between Sweet Springs Trail and Pomponio Road. This creates the potential for allowing hikers to trespass across this easement, which is on the private property of two Portola Valley Ranch homes.

3/17/24

## Attachment 6A

[REDACTED]

---

**From:** Ashley Mac  
**Sent:** Thursday, March 7, 2024 11:38 AM  
**To:** [REDACTED]  
**Cc:** Tina Hugg  
**Subject:** RE: hawthornes: area adjacent to Valley Oak cul de sac

Hi Dennis,

Thanks for your email. No work has been undertaken on this yet. The open field you mentioned is part of the Historic Complex project which is undergoing its own public access planning process. For questions related to public access within the Historic Complex, please refer to the FAQs available on the project webpage:

[https://www.openspace.org/sites/default/files/7-2023\\_PAWG-Mtg3-FAQ.pdf](https://www.openspace.org/sites/default/files/7-2023_PAWG-Mtg3-FAQ.pdf).

Thanks,

**Ashley Mac**, PLA (she/her)  
Planner III

---

**From:** Dennis Starkovich [REDACTED]  
**Sent:** Wednesday, March 6, 2024 10:42 AM  
**To:** Tina Hugg [REDACTED]  
**Subject:** hawthornes: area adjacent to Valley Oak cul de sac

You don't often get email from [REDACTED]. [Learn why this is important](#)

EXTERNAL

hi Tina

can you please confirm (if so) that the open field immediately adjacent to the Valley Oak cul de sac (i think noted as "closed area" on the documents) will remain closed and not be part of future public access ?

i left you a voice mail

thank you

dennis

dennis starkovich  
[REDACTED]

**Ashley Mac**

---

**From:** Tina Hugg  
**Sent:** Monday, March 11, 2024 10:01 AM  
**To:** Kristi Corley  
**Cc:** Ashley Mac  
**Subject:** RE: Search Midpeninsula Regional Open Space District

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Ms. Corley,

The word "Hawthorns" pulls up the websites for the PAWG and Hawthorns Area Plan.

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.openspace.org%2Fsearch%3Fterms%3DHawthorns&data=05%7C02%7Camac%40openspace.org%7Cd6bb3a8211f649d9348108dc41ecd1d6%7Ce65476f846154c2c9a9d9fd7c71f4115%7C0%7C0%7C638457732601197423%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQJjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=IOnpuOqDC0GFyeE6BowdtJAmIPIRgsrcEd3UbYxBns%3D&reserved=0>

Tina Hugg, PLA, ASLA (she/her)  
Senior Planner  
Midpeninsula Regional Open Space District  
5050 El Camino Real, Los Altos, CA 94022  
[REDACTED]  
openspace.org

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

**From:** Kristi Corley [REDACTED]  
**Sent:** Thursday, March 7, 2024 2:31 PM  
**To:** Kristi Corley [REDACTED]  
**Cc:** Tina Hugg [REDACTED]  
**Subject:** Re: Search Midpeninsula Regional Open Space District

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

EXTERNAL

I have to put in wording exactly right into search to find the PAWG meetings “ “ hawthorns Area Plan.”

Only “hawthorn area plan” works in MROSD search for the public on your site to find PAWG meetings. Can you expand the search words to be the following ? To find public access PAWG hawthorns meetings.

Most people in public will only type in Hawthorns.

## Attachment 6A

Hawthorns

PAWG hawthorns

Hawthorns PAWG

> On Mar 7, 2024, at 2:22 PM, Kristi Corley [REDACTED] wrote:

>

>

> I put in hawthorns, PAWG hawthorns, hawthorns PAWG but I don't get the public PAWG hawthorns meetings that I'm looking for? Please advise.

> <Search Midpeninsula Regional Open Space District.jpeg>

>

## Attachment 6A

[REDACTED]

---

**From:** Ashley Mac  
**Sent:** Wednesday, March 13, 2024 11:56 AM  
**To:** David Smernoff; Krenz Charlie  
**Cc:** Tina Hugg; Sherilyn Reinhart  
**Subject:** RE: Parking Options 9A and 9B

Hi David and Charlie,

Thank you for your suggestion. We will include the initial concept that our design consultant has developed as part of the packet. Additionally, we will guide the PAWG to the existing driveway entrance during the 3/24 site meeting and gather the PAWG's feedback on whether to explore this option further.

Best,

**Ashley Mac**, PLA (she/her)  
Planner III

---

**From:** David Smernoff [REDACTED]  
**Sent:** Tuesday, March 5, 2024 2:38 PM  
**To:** Ashley Mac [REDACTED]; Tina Hugg [REDACTED]  
**Cc:** Krenz Charlie [REDACTED]  
**Subject:** Parking Options 9A and 9B

**EXTERNAL**

Dear Tina and Ashley -

We have done some further investigation into parking options and would like to propose options 9A and 9B for consideration. It does seem that we can get the desired number of parking spaces outside the area covered by the conservation easement. These options avoid the safety issues associated with #8 and the natural resource concerns with #7. We also believe that the parking would be visually equivalent to #8 and could be mitigated with screening planting.

Unless there is some reason this option cannot be considered we would like to respectfully request that you bring it forward for internal review and discussion with the traffic consultants and engineers who evaluated options 7 and 8. If it moves forward we're happy to champion this the PAWG.

Thank you

Charlie and David

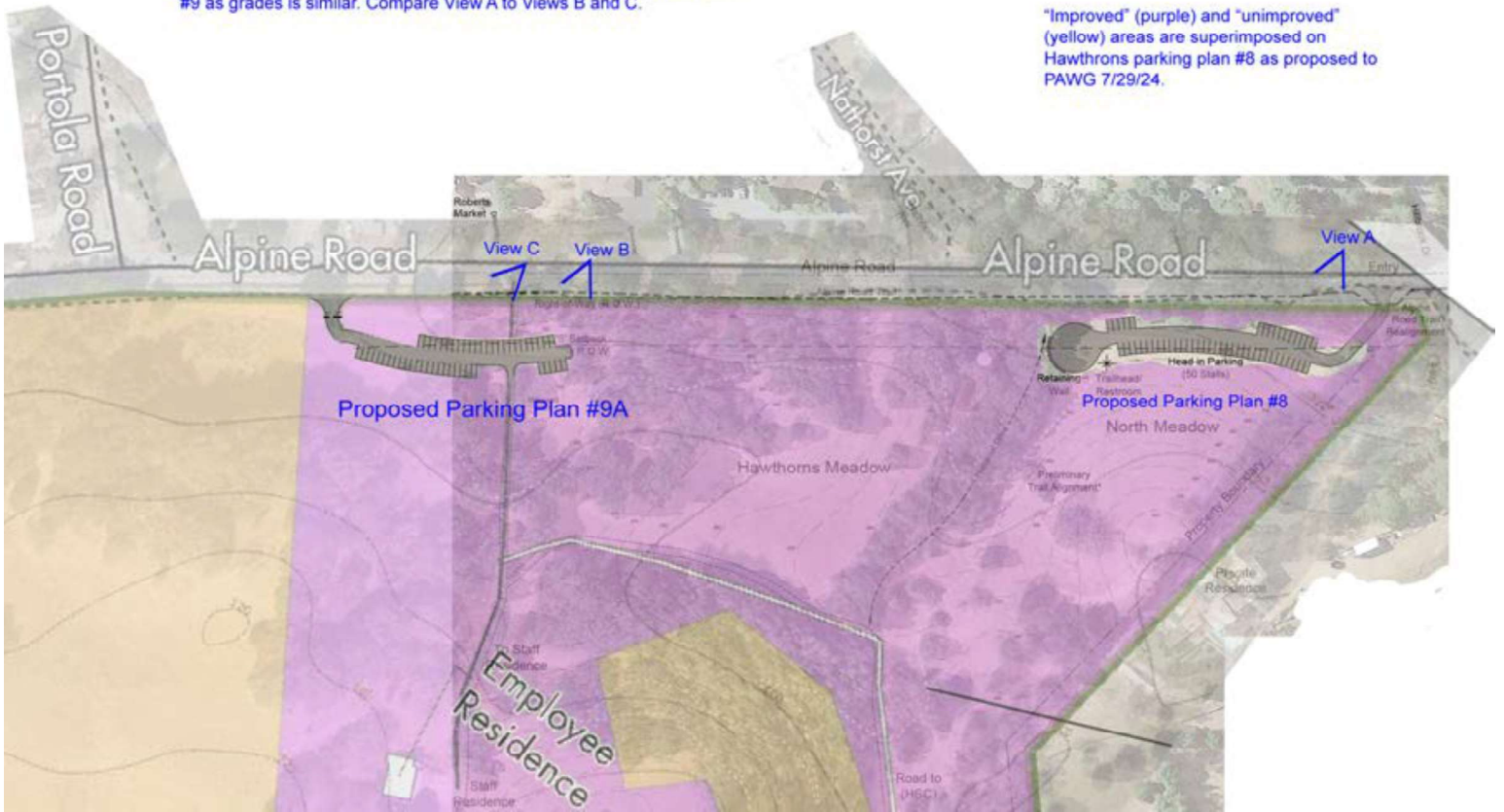
<https://www.dropbox.com/scl/fi/v8jlqcr8hvi5jj8zzf1or/Parking-9A-B.pdf?rlkey=fmqoh2xa9tghn9tj4zqtky3kn&dl=0>

# Attachment 6A

## Hawthorns Parking Plan #9A:

- \* Preserves the Hawthorns Meadow
- \* Entrance is as far west as possible to reduce bike collisions
- \* Improvements are all in "Improved" area
- \* 51 Parking spots
- \* If #8 could be "below grade" enough to be hidden from Alpine, so can #9 as grades is similar. Compare View A to Views B and C.

"Improved" (purple) and "unimproved" (yellow) areas are superimposed on Hawthorns parking plan #8 as proposed to PAWG 7/29/24.



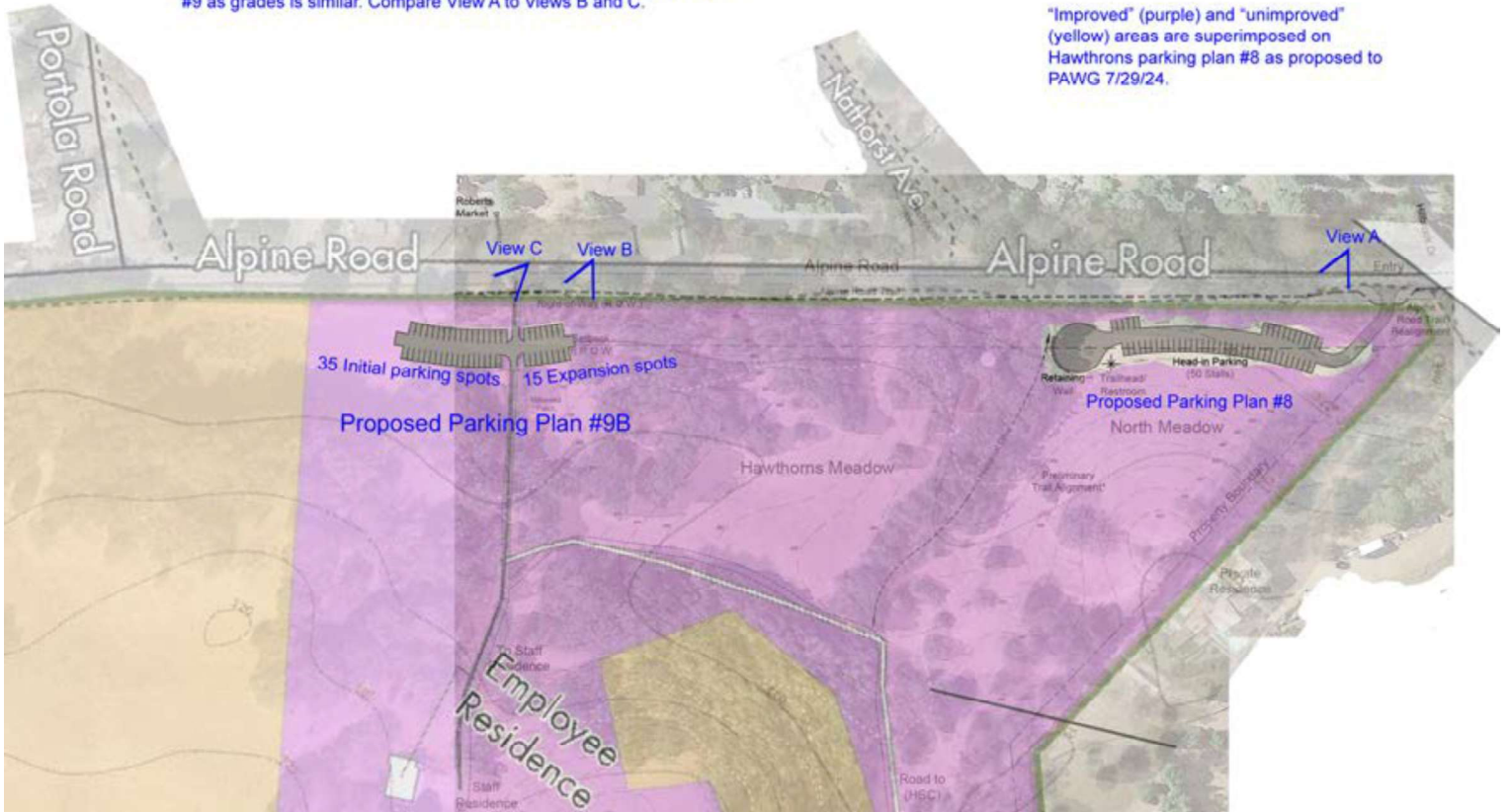


# Attachment 6A

## Hawthorns Parking Plan #9B:

- Preserves the Hawthorns Meadow
- Entrance retained at current location
- Improvements are all in "Improved" area
- 50 Parking spots
- If #8 could be "below grade" enough to be hidden from Alpine, so can #9 as grades is similar. Compare View A to Views B and C.

"Improved" (purple) and "unimproved" (yellow) areas are superimposed on Hawthorns parking plan #8 as proposed to PAWG 7/29/24.

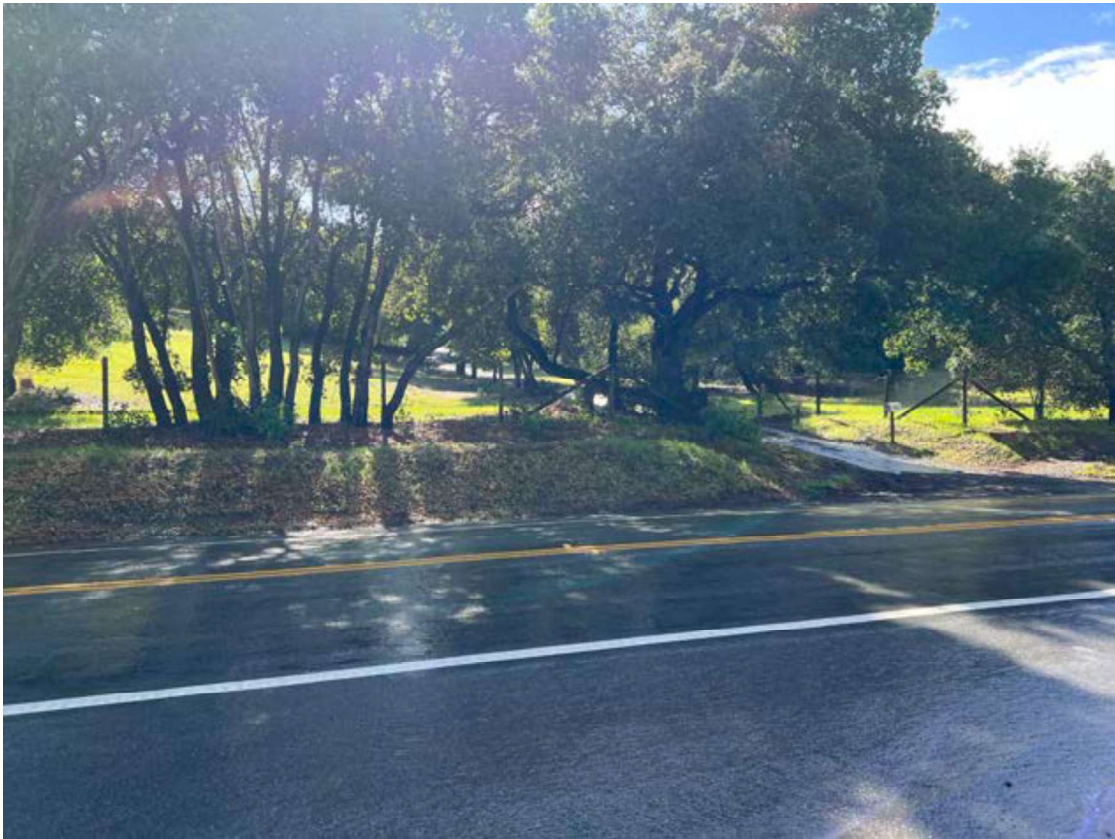


Attachment 6A



View A

Attachment 6A



View B

Attachment 6A



View C

**Ashley Mac**

---

**From:** Tina Hugg  
**Sent:** Monday, March 18, 2024 2:46 PM  
**To:** Ashley Mac; Sherilyn Reinhart  
**Subject:** FW: Portola Valley Traffic accident report from C-CAG  
**Attachments:** PV.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Kristi Corley [REDACTED]  
**Sent:** Friday, March 15, 2024 7:49 AM  
**To:** Tina Hugg [REDACTED]  
**Subject:** Portola Valley Traffic accident report from C-CAG

EXTERNAL

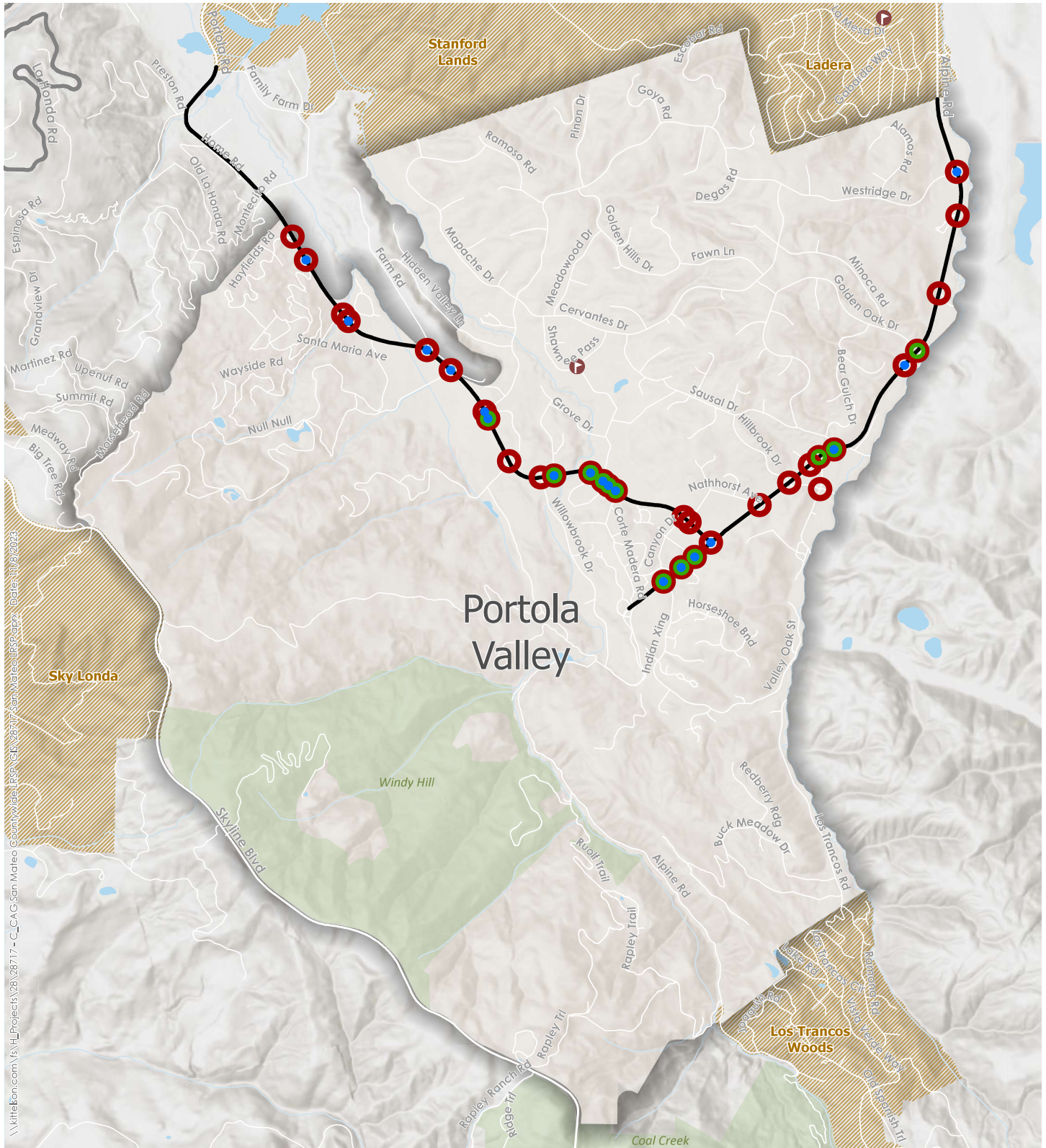
Tina,

Please distribute this below to Hawthorns PWAG and MROSD Board and any traffic consultant's prior to the 3/24/24 Hawthorns meeting. A full presentation with more information was given to Portola Valley BPTS (bike, pedestrian traffic safety) committee meeting. Your traffic consultant may want to listen to that BPTS meeting and get that full CCAG presentation as many other traffic graphs were presented of interest.

Thanks  
Kristi

<https://ccag.ca.gov/wp-content/uploads/2023/12/PV.pdf>





**Non-Highway  
Priority Intersections**

- Pedestrian
- Bicycle Priority
- Motor Vehicle

**Highway  
Priority Intersections**

- Pedestrian
- Bicycle Priority
- Motor Vehicle

- Ⓧ Schools

— Non-Highway Priority Segments

- - - Highway Priority Segments



Figure C-9

**Ashley Mac**

---

**From:** Tina Hugg  
**Sent:** Monday, March 18, 2024 2:46 PM  
**To:** Ashley Mac; Sherilyn Reinhart  
**Subject:** FW: Portola Valley Traffic accident report from C-CAG

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Kristi Corley [REDACTED]  
**Sent:** Friday, March 15, 2024 8:58 AM  
**To:** Kristi Corley [REDACTED]  
**Cc:** Tina Hugg [REDACTED]  
**Subject:** Re: Portola Valley Traffic accident report from C-CAG

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

EXTERNAL

Tina.

See streets not assessed in the 2019 traffic study. Please acquire full CCAG presentation to BPTS committee.

Some streets are around Hawthorns area.

Portola road and Alpine road are access roads to Hawthorns parking from 280 & arastradero rd.

Kristi

# Re: C-CAG traffic reports

COCAG Countywide LESP  
 Permit Value \$PT3

Comparison of 2018 Study Locations and 2023/24 Countywide Plan Locations

ID	2018 STUDY LOCATIONS	PROPOSED PRIORITY (2018 PLAN)	Submitted to 2023/24 Countywide Plan
S1	Orrville School	1	
S2	Winton School	1	
S3	Woodside Primary School	1	Y
S4	Cone Madras School	1	Y
A1	Apine @ Town Limit	3	
A2	Apine Westridge	2	Y
A3	Apine/Green Oak (P&C)	1	Y
A4	Apine/Las Trancas	2	Y
A5	Apine/Portola	1	Y
P1	Portola @ Town Limit	3	Y
P2	Portola/Wynton	2	Y
P3	Portola/Farm	2	Y
P4	Portola/Westridge	2	Y
P5	Portola/Grove	2	Y
P6	Portola/ Brookwood Cone Madras	1	Y
	Portola/George		Y
	Apine/Urnamet		Y
	Portola/Nathaniel		Y
	Portola/Canyon		Y
	Portola/Urnamet		Y
	Portola/Wildhorse		Y
	Portola/Wayside		Y
	Santa Maria/Portola		Y
	Wynton/Las Trancas		Y
	Apine/Armadillo		Y
	Brookwood/Portola		Y
	Apine/Freshman		Y
	Apine/Pasa Del Arroyo		Y
	Apine/Green Oak		Y
	Apine/Nathaniel		Y
	Apine @ Glenoaks		Y
	Portola @ Betty Crocker Trailhead		Y
	Apine/Salmon Creek		Y
	Apine/Edis		Y



## Attachment 6A

[REDACTED]

---

**From:** Ashley Mac  
**Sent:** Tuesday, March 5, 2024 2:44 PM  
**To:** Kathy LaPorte  
**Cc:** Tina Hugg  
**Subject:** RE: Hawthorns question

Dear Kathy,

All agenda packet materials are available on Hawthorns Area Plan project webpage. You can find the links to agenda packet under the Timeline section. For the specific map you are seeking, it can be found in the meeting 1 packet, on page 58 of the Existing Conditions/Opportunities and Constraints report.

<https://www.openspace.org/what-we-do/projects/hawthorns-public-access-working-group>

Your emails (received 6:34 PM 2/29 and 6:11 PM, 3/4) will be provided to the PAWG. Your email address will be redacted in accordance with Midpen's protocols.

Ashley Mac, PLA (she/her)  
Planner III

[REDACTED]

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

From: Kathy LaPorte [REDACTED]  
Sent: Monday, March 4, 2024 6:11 PM  
To: Ashley Mac [REDACTED]  
Cc: Tina Hugg [REDACTED]  
Subject: Re: Hawthorns question

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

EXTERNAL

Can you share a version that has all 15 houses? The one in the package for the meeting last week did not show them all.  
Kathy

Sent from my iPhone

> On Mar 4, 2024, at 5:51 PM, Ashley Mac [REDACTED] wrote:

>

> Hi Kathy,

>

> The diagram was created using aerial imagery and GIS mapping, so we do not have any documentation containing specific addresses.

>

> Thanks,

>

## Attachment 6A

> Ashley Mac, PLA (she/her)

> Planner III

> [REDACTED]

> [REDACTED]

>

> -----Original Message-----

> From: Kathy LaPorte [REDACTED]

> Sent: Thursday, February 29, 2024 6:34 PM

> To: Ashley Mac [REDACTED]; Tina Hugg [REDACTED]

> Subject: Hawthorns question

>

> [You don't often get email from [REDACTED] Learn why this is important at  
<https://aka.ms/LearnAboutSenderIdentification> ]

>

> EXTERNAL

>

>

> Hi - One of the diagrams of the trail options refers to 15 residences in the Portola Valley Ranch whose views will be impacted. Where do I find the document that spells out the addresses of these 15 houses?

> thanks,

> Kathy LaPorte

## Attachment 6A

**From:** Ashley Mac  
**Sent:** Tuesday, March 5, 2024 2:55 PM  
**To:** Liz Weigen  
**Cc:** Tina Hugg  
**Subject:** RE: Hawthorn Area Proposed Trail #2

Dear Liz,

All agenda packet materials are available on Hawthorns Area Plan project webpage. You can find the links to agenda packet under the Timeline section. For the specific map you are seeking, it can be found in the meeting 1 packet, on page 58 of the Existing Conditions/Opportunities and Constraints report.

<https://www.openspace.org/what-we-do/projects/hawthorns-public-access-working-group>

The diagram was created using aerial imagery and GIS mapping, so we do not have any documentation containing specific addresses.

Meeting summary will be posted 72 hours prior to the 3/24 meeting.

Your emails (received 11:02 AM 3/1, 12:29 AM 3/5, and 1:16 PM, 3/5) will be provided to the PAWG. Your email address will be redacted in accordance with Midpen's protocols.

Thanks,

**Ashley Mac**, PLA (she/her)  
Planner III

---

**From:** Liz Weigen [REDACTED]  
**Sent:** Tuesday, March 5, 2024 1:16 PM  
**To:** Ashley Mac [REDACTED]  
**Cc:** Tina Hugg [REDACTED]  
**Subject:** Re: Hawthorn Area Proposed Trail #2

You don't often get email from [REDACTED] [Learn why this is important](#)

EXTERNAL

Hi Tina and Ashley ,

It states on the Hawthorns map with the purple shading that there are 15 homes with this area as our view shed. However, the map is only showing some of these 15 homes. How do I find out the location of the other homes? Are there house numbers/street locations for all 15 homes?

Thank you! Liz Weigen

Get [Outlook for iOS](#)

---

**From:** Liz Weigen [REDACTED]  
**Sent:** Tuesday, March 5, 2024 12:29:01 AM

## Attachment 6A

**To:** Ashley Mac [REDACTED]  
**Cc:** Tina Hugg [REDACTED]  
**Subject:** Re: Hawthorn Area Proposed Trail #2

Thanks so much for your response 😊.  
One more question! When will the minutes from the 2/29 meeting be posted?  
Best, Liz Weigen

Get [Outlook for iOS](#)

---

**From:** Ashley Mac [REDACTED]  
**Sent:** Monday, March 4, 2024 5:34:44 PM  
**To:** Liz Weigen [REDACTED]  
**Cc:** Tina Hugg [REDACTED]  
**Subject:** RE: Hawthorn Area Proposed Trail #2

Hi Liz,

No work has been undertaken on this yet. It is a potential connection that both the PAWG and the public have expressed interest in. It will be considered and further evaluated as part of the future planning for the Hawthorns Historic Complex. For questions related to public access within the Historic Complex, please refer to the FAQs available on the project webpage: [https://www.openspace.org/sites/default/files/7-2023\\_PAWG-Mtg3-FAQ.pdf](https://www.openspace.org/sites/default/files/7-2023_PAWG-Mtg3-FAQ.pdf).

Thanks,

**Ashley Mac**, PLA (she/her)  
Planner III

---

**From:** Liz Weigen [REDACTED]  
**Sent:** Friday, March 1, 2024 11:02 AM  
**To:** Ashley Mac [REDACTED]  
**Cc:** Tina Hugg [REDACTED]  
**Subject:** Re: Hawthorn Area Proposed Trail #2

You don't often get email from [REDACTED]. [Learn why this is important](#)

EXTERNAL

Hi Ashley and Tina,  
Thank you for last night's meeting regarding plans for the Hawthorne area.  
Some of my Portola Valley Ranch neighbors are hoping for clarification regarding specifically where a future proposal on the trail link from Las Trancas Road and the end of Valley Oak Street would be?  
Who should I ask? Many thanks, Liz Weigen

Get [Outlook for iOS](#)

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Thursday, February 29, 2024 5:46 PM  
**To:** Clerk; web  
**Subject:** 2/29 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Hawthorns - many items -Kristi Corley -

EXTERNAL

**Meeting** 2/29 – Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a** Yes

**comment**

**about a**

**specific**

**board item?**

\*

**Agenda Item** Hawthorns – many items

**Number or**

**Subject \***

**Please check** In Favor

**one: \***

**Where did** • E-mail notification from Midpen

**you hear**

**about this**

**meeting?**

**(check all**

**that apply) \***

**Name \*** Kristi Corley

**Organization** resident

**(if**

**applicable)**

## Attachment 6A

**City of** Portola Valley

**Residence \***

**Email \***

**Comment** To be provided to the board of directors. (no limit)

**Type \***

### **Comments to be provided to the board of directors \***

Disregard the letter I sent to Tina Hugg's earlier today (~4:50pm). Instead please distribute this memo to the Hawthorn Public Access Working Group and for tonight's meeting and all future Board of Directors meetings with Hawthorns in the agenda. Thank you for not distributing my email address in the public comments.

-----

Hawthorn PAWG and MROSD Board members,

I agree with the Portola Valley trails committee statement below.

"We request that MROSD prioritize developing a trail along Alpine Road into an avenue that is safe and accessible for all those who use the corridor, including pedestrians, equestrians, and cyclists."

Safety has always been a top priority for our residents, the public and children in our town.

Residents enjoy the natural beauty in our community rather than seeing parking lots with 50 cars. Families chose to live in this natural environment with rolling hills, trees and wildlife and only have with a few small grocery stores and a small hardware store.

Let's balance Portola Valley residents' safety needs with MROSD goals of providing the public access to trails.

This Alpine trail needs to be appropriate for the "safe routes to school" program which is a San Mateo program.

<https://www.smcoe.org/for-communities/programs/safe-routes-to-school.html>

The ingress and egress driveway should not put children, parents or senior citizens at risk while they are walking or biking on the Alpine trail.

## Attachment 6A

Safety should be a priority, even before a nature preserve's mission statement.

Other considerations that warrant moving the parking area inland is the supplemental housing is being developed across the street from Hawthorn's and next to Roberts.

As you may be aware equestrians need a natural surface for horses. Please consider a parking area for equestrians so they can utilize property.

Parking:

I am opposed to 50 parking places on Alpine Road. Parking along Alpine Road as it invites overflow onto Alpine road because you can SEE Alpine road from that location. We don't want to invite overflow parking such as Windy Hill issues. We don't want to see the cars.

When many residents toured Hawthorns, the parking that was provided was convenient, easy and not visible from Alpine Road scenic corridor. Stick with what has worked!

Windy Hill overflow parking on Portola Road is always a problem in town!

MROSD should also find solutions for Windy Will parking and use resources to correct it as it makes residents lose trust in future parking decisions made by MROSD for the town of Portola Valley.

Other recommendations:

Trails on Hill:

Add the second trail for usage even if it's visible. A park is for hiking trails and enjoying views.

Trees should be saved so they can screen cars, bathrooms, buildings and any developments.

Usage of trails:

How can you incorporate a bike loop for children?

Wildlife:

Use wildlife fences instead of cyclone fences. Replace existing cyclone fence on Alpine Road.

## Attachment 6A

Disruption to wildlife should be minimal and Mt Lion study should be done on the Hawthorns site and including a night study on Sweet Spring trail.

-A reptile study should also be conducted on the Hawthorn site to understand the presences more.

-Trees should not be removed at nesting times.

Drainage: Fix all current drainage issues this year. Flatten the current Hawthorn driveway for the Alpine trail for walking and safety. This will decrease the mud runoff into the driveway in the winter. Mud is not good for biking and safety.

Solve Saddleback road water runoff issues onto the street in 2024.

MROSD and PAWG needs to get a copy of the current Housing Element turned into HCD to fully understand the future housing planned along Alpine Road. Hawthorns project must be looked at in conjunction with the current Housing Element of Portola Valley. If this is not done, good road and traffic flow planning goes out the window. If the housing element is not distributed to decision makers you're missing a key element of Portola Valley's town planning.


Be mindful of the other Portola Valley development projects occurring in the months and years ahead: Nathhorst/Alpine build, next to Roberts two lots, Glen Oaks/Isola horse training area, Dorothy Ford Open Space Park, Stanford Wedge, Ladera Church, Christ Church, Opt In Program of 135 parcels only to name a few. Please ask the planning director JBiggs@portolavalley.net for the current Housing Element copy of the planning process.

Public Comment process: Consider "raise hand" on zoom as it is easier for the public to comment spontaneously. Filling out a form prior to commenting makes it harder for the public to share innovative and creative suggestions real time.

MROSD is a great organization with meaningful goals. Let's work together to improve our community.

Sincerely,

A Long-time Portola Valley resident and concerned citizen

Please   
provide your  
phone  
number so  
we can  
identify you  
if you use



the call-in  
number. \*

---



# Meeting 7

## Hawthorns Area

## Public Comments

June 13, 2024

### **The documents below include:**

- Correspondence received for the Hawthorns Area Public Access Working Group and Staff Responses
- Public Comments



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Thursday, June 13, 2024 2:25 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Hawthorne space -lan Bratt -

EXTERNAL

<b>Meeting Date *</b>	6/13 – Hawthorns Area Public Access Working Group Meeting
<b>Is this a comment about a specific board item? *</b>	Yes
<b>Agenda Item Number or Subject *</b>	Hawthorne space
<b>Please check one: *</b>	<input checked="" type="radio"/> In Favor
<b>Where did you hear about this meeting? (check all that apply) *</b>	<input type="radio"/> Other
<b>Other source *</b>	friend
<b>Name *</b>	Ian Bratt
<b>City of Residence *</b>	Portola Valley
<b>Email *</b>	
<b>Comment Type *</b>	To be provided to the board of directors. (no limit)
<b>Comments to be provided to the board of directors *</b>	<p>I would requestion the following (in addition to the proposed hiking within Hawthorne preserve)</p> <ol style="list-style-type: none"><li>1) Connect to alpine trail with segments 1, 10 and 14</li><li>2) Allow biking along alpine rd on segments 10, 1, 2 and 14</li><li>3) Connect to sweet springs trail via segments 16 and/or 17</li><li>4) Connect los trancos rd to valley oak by providing access via los trancos rd gate(s) and existing fire-road/trail</li></ol> <p>Thanks!</p>

Ian Bratt

Portola Valley resident

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Thursday, June 13, 2024 2:38 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Connections to Sweet Springs, multi-use trails -Frederick Leach -

EXTERNAL

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a comment about a specific board item?** Yes

\*

**Agenda Item** Connections to Sweet Springs, multi-use trails

**Number or Subject \***

**Please check one:** In Favor

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

**Name \*** Frederick Leach

**Organization** Portola Valley Town Trails & Paths Committee  
(if applicable)

## Attachment 6A

**City of** Portola Valley

**Residence \***

**Email \***

**Comment** To be provided to the board of directors. (no limit)

**Type \***

### **Comments to be provided to the board of directors \***

Comments attached as pdf and pasted below

Dear PAWG Members,

First, I want to thank you all for serving this effort. Creating more access to open spaces is a noble cause, and the outcome for the public will undoubtedly be better because of your work.

I am writing on three topics:

Connections from Hawthorns into the Portola Valley Town trails & paths system.

Trail usage in Hawthorns

An alternative perspective from Portola Valley Ranch

Connections

Please support connections to the Sweet Springs Trail via segments 16 and 17. These connections honor the spirit of the Trails & Paths element of Portola Valley's General Plan, being closely aligned to the proposed trails laid out in Plan Diagram A of the Trails & Paths Element created more than two decades ago (via Portola Valley Town Council resolution on Jan 8, 2003). The Trails & Paths element is publicly accessible at

<https://www.portolavalley.net/home/showpublisheddocument/5976/635393271701670000> and Plan Diagram A can be accessed at <https://www.portolavalley.net/home/showpublisheddocument/3982/635393271701670000>. These connections are also supported by the Town's Trails & Paths Committee as has been previously communicated. I do not support connection via segment 15 as is not in keeping with previously laid out connections and appears redundant to nearby connections to Alpine Trail.

Trail usage

Please support multi-use access (bicyclists, equestrians, pedestrians) for trail segments 1-14. I suggest that segments 11-13 have signs that request dismounting for cyclists and equestrians given their short, out-and-back nature. To the

## Attachment 6A

extent that segments 16 & 17 exist primarily to connect to Sweet Springs, I support use that aligns to the use of Sweet Springs, which currently is restricted to equestrians and pedestrians. I will note again that multi-use access is in keeping with the spirit of the Trails & Paths element of Portola Valley's general plan. Moreover, the Town's Trails & Paths Committee has observed increased demand for trail access for bicyclists, primarily from parents requesting access for children, over the last four years. The proposed trail system for Hawthorns would address this need nicely.

### An alternative perspective

I was recently made aware of the content of a petition from residents in Portola Valley Ranch. I am a resident of Portola Valley Ranch and have doubts that this petition represents the widespread broad opposition to the PAWG's trails proposal that it might offer at first glance. It's important to note that this petition was not made openly available to all Ranch residents, and residents were not presented with alternative views on the claims made in the text of the petition before signing. I urge the committee to appropriately discount the weight of the petition as evidence of broad opposition based on these factors alone. Perhaps the best indication of this petition's questionable validity is to consider whether 94 households in the Ranch would advocate for the Sweet Springs trail to be restricted to equestrians only as implicated by the petition. Other points to note that call into question claims made on the petition:

Trails are common in the viewsheds of homes within the Ranch, and most homes that would have Hawthorns trails in their viewsheds already have the Sweet Springs trail in their viewshed, in closer proximity.

There are currently 41-car and 17-car parking lots at the Corte Madera School that's located within the Ranch. Both of these are open to the public outside of school hours and neither receives significant traffic for trail access despite close proximity to the Alpine Trail, which connects to Coalmine Ridge and Windy Hill open spaces within ~0.5 mile. They certainly have not created significant traffic on the Sweet Springs trail, which is located even closer, ~0.25 mile away.

Signage that restricts parking and trail access is quite effective. For parking, one needn't look further than the recent action taken to clear parking along Arastradero Road for traffic at Portola Valley's Alpine Inn. For trails, I can attest that the signs restricting access to the private trail in the Ranch that crosses my property and connects to and provides a shortcut to public trails appear quite effective.

The trails within the Ranch are Portola Valley Town Trails. As such, they are supported by the Town of Portola Valley and residents can easily request maintenance via PVConnect, a mobile phone app. The Town regularly fixes issues on the trails that are located on Ranch owned land. As an avid trail user in the region, having logged more than 1,500 hours

## Attachment 6A

and more than 8,000 miles on local trails over the last 6 years, unleashed dogs and litter are not a problem.

I understand that the counterfactual of untouched land is attractive for homeowners immediately adjacent to Hawthorns, but I expect that trails are much preferable to other development options that could have happened without the gift of the land to POST in 2011.

Thank you again for advancing the process of opening Hawthorns to the public. This is an amazing opportunity to enhance the world-class trail system that our region offers.

Sincerely,

Frederick Leach

Chair, Portola Valley Trails & Paths Committee



Attach a File



[pawg\\_letter\\_1.pdf](#) 42.33 KB • PDF





**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Thursday, June 13, 2024 12:22 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-5 - Affirming broad multi-use trail access & connections to Sweet Springs -Dave Evans -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** Yes

**Agenda Item Number or Subject \*** 5 – Affirming broad multi–use trail access & connections to Sweet Springs

**Please check one: \*** In Favor

**Where did you hear about this meeting? (check all that apply) \***

- Midpen website

## Attachment 6A

Name \* Dave Evans

City of Portola Valley

Residence

\*

Email \* 

Comment To be provided to the board of directors. (no limit)

Type \*

**Comments to be provided to the board of directors \***

Dear PAWG Members,

Thanks for your service to MidPen and the community at large, the public is grateful for your diligent and thoughtful consideration over the past year.

I write to reaffirm public support for 2 priorities and to encourage your formal support for:

- Ensuring multi-use access for all trails, including pedestrians, equestrians, and bicycles.
- Ensuring connections to Portola Valley Town trails, notably near the top of Sweet Springs via proposed trail segments 16 & 17.

-- Ensuring Multi-use Access --

Please affirm and recommend access for bikes on all segments excepting #15.

I have previously written to note that within the region only 3% of trails, 1.6 miles, are mildly sloped multi-use singletrack safely set apart from roadsides. Designating all trails within Hawthorns as multi-use for hikers, equestrians, and bikers will be a significant step in fulfilling MidPen's trail expansion promises under Measure AA, including its stated intentions to support bike access, while ensuring local children have access to healthy, fun, and safe recreational opportunities.

Per the working packet's described options:

YES to Bikes alone Alpine road segments 10, 1, 2, 14 as imperative for safe routes to school access for children.

## Attachment 6A

YES to Bikes on internal and vista trails 3–9, 11, 12, 13 to provide equitable user access and to promote safe trail riding for children and families.

PARTIAL YES to Bikes on segment 15, 16, 17. Segment 15 is not suitable for bikes as it would encourage traffic to the no-bikes Sweet Springs trail. Segments 16–17 form a lovely and gently sloped loop that tours a biodiverse area of MidPen holdings, suitable and appropriate for multi-use access. The committee might suggest to the trail planning team that segments 16–17 should be routed to create an unbroken internal loop with a separate, short spur connecting to Sweet Springs. This would allow the final connection to PV trails to be clearly marked as no-bikes while to subtly encourage the majority of users to follow a continuous trail that remains within the preserve boundaries.

-- Connections to Sweet Springs --

Please affirm and recommend connections to the Sweet Springs trail via segments 16 and 17.

The loudest voices opposed to these connections are a minority of homeowners who have led a vitriolic and deceptive campaign within the Portola Valley Ranch, fearmongering in order to block public access to lands they may view from the comfort of their decks. Yet these individuals hold no legal or moral rights over land that is better understood as serving the greater public good. Homeowners have no say over their viewsheds in general. To invert the perspective, consider how the Woods family, and now the Barresi family, felt when the Ranch homes were built in *\*their\** viewshed! Moreover a pair of trails is no blight on the land they may overlook from time to time. Their arguments ring hollow and should be considered with appropriate skepticism and balance.

Ours is a community that embraces neighborliness and welcomes fellow lovers of nature. The vast preponderance of trail users and planners support broad access to trails and trail connections. Through connections have long been part of the PV town general plan, easements have been secured to support trails interconnection, including at Sweet Springs.

Where decisions may be optimized for both public and private concerns, such the placement of a bench, then common ground should be sought. But please do not concede access for the many on account of the vocal few.

Finally while I broadly support increased trail building and access it is my opinion that segment 15 is unnecessary and redundant to segments 16 & 17. When the committee recommends including the 16–17 loop & interconnection at the top of the hill it may reasonably suggest eliminating segment 15 entirely.

## Attachment 6A

I'm so pleased to see progress being made towards thoughtfully opening up the Hawthorns space for enjoyment by our community, I hope the results are as open and inclusive as possible.

All my best, and thanks again,

:: Dave Evans

Portola Valley

---



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Thursday, June 13, 2024 3:27 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Support trail connection from Los Trancos to Valley Oak- Andy Cahoy -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** No

**Subject \*** Support trail connection from Los Trancos to Valley Oak

**Please check one: \*** In Favor

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

**Name \*** Andy Cahoy

**City of Residence \*** Woodside

## Attachment 6A

---

Email \*



**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

I strongly support a trail connection from Los Trancos to Valley Oak. I understand that this is "PAWG's desired future connection" but believe this should be treated with more urgency for public safety purposes.

There is no shoulder on Los Trancos and currently pedestrians walk/run along the road until they get to the trail which begins at Valley Oak. Hawthorns has the property to solve this pedestrian safety issue immediately with this connection. I strongly urge you to make this happen and connect these trails.

In the interim, I encourage you to provide pedestrian access through the Los Trancos Road gates, even before developing the rest of the plan for the historic district. I think this would already provide the connectivity needed using existing roads/trails.

I also support connecting to Sweet Springs Trail via segments 16 and 17, and allowing bike access in Hawthorns trails.

---



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Wednesday, June 12, 2024 2:50 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Hathorns PAWG 7 -shani kleinhaus -

EXTERNAL

<b>Meeting Date *</b>	6/13 – Hawthorns Area Public Access Working Group Meeting
<b>Is this a comment about a specific board item? *</b>	Yes
<b>Agenda Item Number or Subject *</b>	Hathorns PAWG 7
<b>Please check one: *</b>	Neutral
<b>Where did you hear about this meeting? (check all that apply) *</b>	<ul style="list-style-type: none"> <li>E-mail notification from Midpen</li> </ul>
<b>Name *</b>	shani kleinhaus
<b>Organization (if applicable)</b>	Santa Clara Valley Audubon Society
<b>City of Residence *</b>	Cupertino
<b>Email *</b>	
<b>Comment Type *</b>	To be provided to the board of directors. (no limit)
<b>Comments to be provided to the board of directors *</b>	Please provide the attached file to the PAWG for the meeting June 13

**Attach a File**  [scvas\\_comments\\_hawthorn\\_pawg\\_7.pdf](#) 4.62 MB • PDF



To:  
Hawthorns Area Public Access Working Group  
Midpeninsula Regional Open Space District

June 12, 2024

Re: Hawthorns PAWG meeting 7

Dear Chair and Pawg Members

On behalf of the Santa clara Valley Audubon Society, I submit the following comments for your consideration:

The Hawthorns Area Vision Statement highlights that the area “provides important wildlife refuge” and promises to “provide ecologically sensitive public access”. This means that access must be designed to ensure that wildlife continue to find refuge here once the preserve is open to the public. Our comments are designed to allow birds and some of the larger wildlife species (deer) and the most people-avert animals (badgers, mountain lions) to continue to find refuge in the preserve:

#### Parking

- This is a very small preserve. A large parking lot is inappropriate here. Please limit parking to no more than 30 cars. This limit should help reduce crowding, which detract from the enjoyment of the preserve by visitors, and impacts wildlife.
- The proposed parking across from Roberts Market seems appropriate, as it places car-serving infrastructure in close proximity to an existing, busy road, market and parking areas. (Not sure if you want to say anything, but lots of parking up that road that goes up on the other side of Alpine Rd as well)
- Parking site 7- the meadow - is one of the most beautiful areas of Hawthorns. It has a unique, tranquil sense of place. Please recommend the elimination of the meadow from consideration as a parking area, and the restoration of the old road to nature.
- Parking Site 8 is adjacent to a small unmarked stream<sup>1</sup>. Please recommend removing it from further consideration as a parking area.

---

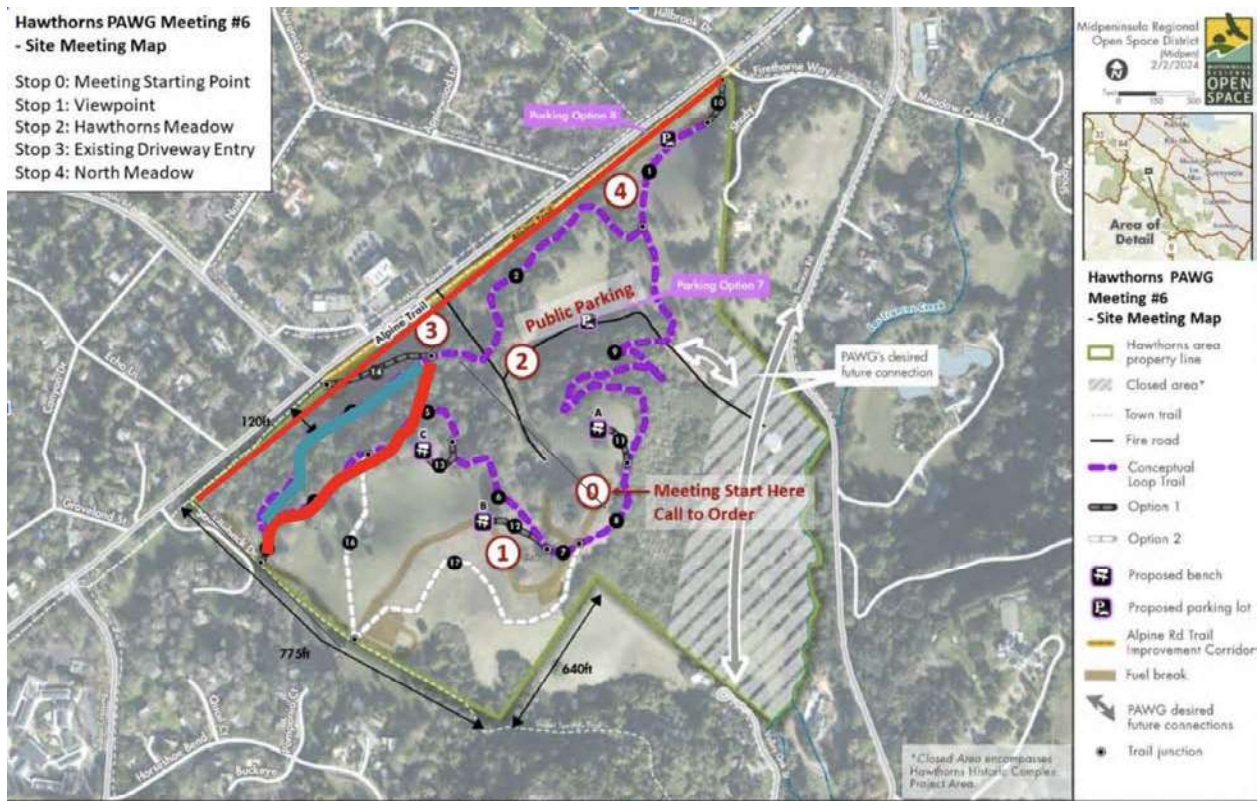
<sup>1</sup> Please add this stream to the Existing Condition report and maps.



Trail alignment

When parallel trails are situated less than 150-ft apart, visitors see and hear other people, not nature. Furthermore, encroachment by people on both sides of narrow habitat areas can exclude wildlife from the stretch between the parallel trails. Many bird species avoid nesting within 300-ft(!) of human activity<sup>2</sup> and trails. The proposed trail plan includes two trails that are parallel to each other as well as to the existing Alpine trail, all in very close proximity.

To retain nesting by the less common/habituated species of birds at the preserve, consider only one single new trail (red line in the Figure below), not two parallel loop trails, in the “panhandle”. Please consider removing from consideration the trail closer to Alpine Trail (Blue-cyan line in the Figure below).



We understand that people like longer loop trails, but the more ecologically sensitive option is one trail only along or within the vegetation in this area.

2

<https://www.nature.scot/doc/naturescot-research-report-1283-disturbance-distances-review-updated-literature-review-disturbance>. This is also This is why CEQA usually directs “Project-related disturbance including construction and pre-construction activities shall not proceed within 300 feet of active nests of common bird species or 500 feet of active nests of raptors or special-status bird species”.

## Attachment 6A

Respectfully,

Shani Kleinhaus  
Environmental Advocate  
Santa Clara VALley Audubon Society

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Wednesday, June 12, 2024 11:16 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-2.5. PAWG discussion and selection of recommendations - Ronny Krashinsky -

EXTERNAL

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a** Yes

**comment**

**about a**

**specific**

**board**

**item? \***

**Agenda** 2.5. PAWG discussion and selection of recommendations

**Item**

**Number**

**or**

**Subject \***

**Please** In Favor

**check**

**one: \***

**Where did** • Midpen website

**you hear** • Other

**about**

**this**

**meeting?**

**(check all**

**that**

**apply) \***

## Attachment 6A

**Other** PVForum

**source \***

**Name \*** Ronny Krashinsky

**City of** Portola Valley

**Residence**

\*

**Email \***



**Comment** To be provided to the board of directors. (no limit)

**Type \***

### **Comments to be provided to the board of directors \***

In addition to the primary objective of providing hiking within the Hawthorns preserve I would request that you prioritize connectivity with other PV trail systems as well as safe biking access for kids. Specifically:

1. Connect to Sweet Springs Trail via segments 16 and 17. Segment 15 is unnecessary and may create concerns around parking in PV Ranch. I understand some neighbors don't like the view impact, but this connectivity will provide a great deal of value to the public.
2. Connect to Alpine Trail with segments 1, 10, and 14.
3. Allow biking along Alpine Rd on segments 10, 1, 2, 14. This will be a useful and safer alternative to the (improved) Alpine Rd. trail. With parking options 8, 9, or 10, this route would avoid a driveway crossing.
4. Allow biking on the main loop via segments 3–9. The PV area is sorely lacking in off street biking options, and this loop will be great for kids.
5. Allow dogs on leash throughout.
6. Support Future connection for Los Trancos Rd Trail (Los Trancos Rd to Valley Oak). Additionally, recommend that Mid-Pen immediately provide pedestrian access through the Los Trancos Rd. gate(s), even before developing the rest of the plan for the historic district. This simple step would be sufficient to provide the Los Trancos Rd. to Valley Oak connectivity via existing roads/trails.

Regards,

Ronny Krashinsky


Member, Portola Valley Planning Commission

# Attachment 6A



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Wednesday, June 12, 2024 4:03 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-1 to 5 -Lana Norris -

## EXTERNAL

<b>Meeting Date *</b>	6/13 – Hawthorns Area Public Access Working Group Meeting
<b>Is this a comment about a specific board item? *</b>	Yes
<b>Agenda Item Number or Subject *</b>	1 to 5
<b>Please check one: *</b>	<input checked="" type="radio"/> In Opposition
<b>Where did you hear about this meeting? (check all that apply) *</b>	<ul style="list-style-type: none"><li><input checked="" type="checkbox"/> E-mail notification from Midpen</li></ul>
<b>Name *</b>	Lana Norris
<b>City of Residence *</b>	Portola Valley
<b>Email *</b>	
<b>Comment Type *</b>	To be provided to the board of directors. (no limit)
<b>Comments to be provided to the board of directors *</b>	Please see attached letter.
<b>Attach a File</b>	 <a href="#">macniven_midpen_letter_.docx</a> 11.73 KB • DOCX

Lana L. Norris  
17 Franciscan Ridge  
Portola Valley, California 94028

June 3, 2024

Margaret MacNiven  
Board President,  
MidPeninsula Regional Open Space District  
5050 El Camino Real  
Los Altos, Calif. 94022

Dear Ms. MacNiven,

I am writing to you with concerns about the direction being driven by the PAWG group for development of the Hawthorns, and I want to get this to you in advance of MidPen's June 13 meeting.

What some of the PAWG members are proposing violates the goals that MidPen stated for the Hawthorns in 2022: that public access be ecologically sensitive and low intensity, with an internal trail system that protects scenic view sheds. The original plans were a 1.6 mile internal loop trail consistent with MidPen's goals. Unfortunately, the majority of the PAWG group now wants to add connecting spurs down a steep meadowland. This is dangerous, environmentally destructive, and dismissive of neighbors' concerns. It would violate MidPen's own preservation values and specific goals for the Hawthorns.

I live in Portola Valley Ranch, an adjacent community. The connector trails that some PAWG members now propose violate MidPen's Good Neighbor policies: "Trails shall be sited a minimum distance of 300 feet from occupied dwellings" (The connectors would be within 300 feet of PVR homes.) The only exception to this minimum would be if site-specific circumstances make it unfeasible. This exception does not exist on this site. Also per the Good Neighbor policies, even if a 300-foot setback were not feasible, which it is, trails must be a minimum of 50 feet from houses. (The connectors would be within 50 feet.) The policies additionally state that MidPen is to consider neighbors' concerns, including the desire for privacy on properties that adjoin District land, potential noise issues, preservation of existing vegetation, and minimization of views of adjacent properties. MidPen also is to consider neighbors' desires to preserve the natural landscape viewshed. The proposed connectors violate all of these policies.

They would cut right through a steep, pristine hill of native California grasses, running down the hill to connect to Portola Valley Ranch property: Sweet Springs Trail, which continues as Deer Path trail, and continues further on to other trails that wind all throughout homeowners' property and homes, right through our "backyards" and "front yards".

I'm sure you know about PVR, founded as a unique, ecologically sensitive community. That is why I moved here 33 years ago. We can only plant native California grasses and plants, cannot harm any wildlife, must preserve all native trees, cannot build fences, must engage in fire risk mitigation, and cannot use poisons around our properties. In short, we are a community 100% aligned with MidPen's values. Our concerns need to be heard. A petition has been circulated opposing what the majority of the small PAWG committee wants to do. The petition has already been signed by 178 PVR residents, including 100% of the residents most directly affected by the proposed spurs. (I am attaching a copy of the petition to this letter.)

The pristine hill meadowland that the connectors would cut through is like the “backyard” for many of us, affording quiet enjoyment and contemplation of nature in the viewshed. We don’t want our view harmed. And, beyond that, we want this natural environment protected for its own sake. It is an ecologically sensitive area of native grasses, flora and fauna, wildflowers in the spring—an undisturbed ecosystem. Cutting trails through it would strip it of native vegetation both on and off the trails. People and dogs and horses and mountain bikes would wander off the trails and spill down the hill. Kids on bikes would race down the hill. Hikers too would run down the hill. This would be a dangerous situation. There would be soil degradation, erosion, and harm to the native grasses, flora and fauna. This pristine oasis of the natural world should not be disturbed. It is steep natural terrain that is not appropriate for trails.

I think I understand how this destructive plan came about. As you know, the PAWG was formed in June, 2023 when the Board of Directors appointed its members. At a December 2023 meeting in Los Altos, the group was split into two and told to brainstorm and think outside the box. They were given 30 minutes and they then reported back. In their 30-minute “brainstorming” they’d drawn connector lines from the trail loop, with the connectors running down the meadowland right through our viewshed, and onto Sweet Springs Trail (which is not Hawthorns property). In the subsequent on-site PAWG meeting in March, 2024, they worked with the connector lines that had already been drawn in. MidPen’s trail designer pointed out that the connectors would go right through the viewshed, would be within 300 feet of structures, and would violate MidPen’s guidelines.

PAWG’s goal of connecting to Sweet Springs Trail in Portola Valley Ranch would invite hikers, dogs, horses, and mountain bikes onto our property because Sweet Springs flows into other PVR trails that meander throughout Portola Valley Ranch. We would be forced to deal with harm to our wildlife and native vegetation, trash and litter, dog feces, harm to our privacy, noise, danger of theft and malicious mischief, and disruption to the quiet enjoyment of our homes, in addition to the previously noted ecological damage to our viewshed by the connectors themselves. The connectors would face directly into the bedrooms, bathrooms, and living rooms of homeowners. On a personal note, they would face directly into my own bedroom.

There are also issues of potential future liability. PVR owns the trails. We could face legal responsibility for any injuries on them. Sweet Springs and Deer Path Trails are narrow and in many places very steep. There are a myriad of possible harms and lawsuits: from any child or adult injured by tumbling off a cliffside; anyone hurt by a falling tree or branch; any child who climbs a tree and is hurt (already a PVR resident has seen a family whose kids were climbing and hanging off tree branches); anyone who trips and falls over an exposed rock or tree root or horseshoe pit; anyone injured by a confusion of horses, dogs, bikers, and/or walkers all jostling together on these narrow trails. Any defendant looking to sue will look for deep pockets. We PVR residents would be sitting targets. PVR may have some indemnity agreement with MidPen, which could lead to arguments and even litigation about who would be responsible for damages and in what proportion. I’ve seen personal injury judgments of \$100 million and much higher; I and the rest of the PVR homeowners should not be forced to live with the potential for huge financial loss.

There’s another legal issue that needs to be considered. As you know, in 1975 PVR granted the town an easement to Sweet Springs Trail for equestrian use only, not pedestrians. The easement has never been rescinded or legally changed. On its face and by its terms, it remains in effect today. I know some may argue that, for various reasons occurring over the years, this restrictive easement should be ignored. That’s a dangerous position to take. From my 40 years practicing law (I am now inactive; i.e., retired), I know that there are two sides to every legal dispute, that facts and arguments can be marshaled on both, and that the result is always uncertain until a court decides. Anyone who thinks otherwise is mistaken. The prudent and best course is to avoid litigation, by not taking avoidable actions that could invite it.

## Attachment 6A

One more point: The plan is an overdevelopment of this tiny parcel of just 79 acres, and this overdevelopment includes a proposed 50-car parking area. The conservation easement granted to POST permits a limited gravel parking area. A 50-car parking area is more akin in size to the parking areas of much much larger preserves. This is not "limited". Moreover, the other preserves have robust internal trail systems that do not lead people to go onto private land, onto neighbors' back yards.

All of the problems and dangers that I've set forth in this letter can so easily be avoided—just by going back to the original concept of a 1.6 mile trail loop. There should not be, and need not be, the connectors wanted by a majority of the PAWG. What they propose is dangerous, environmentally damaging, hurtful to neighbors, legally questionable, and in violation of MidPen's own policies, goals, and guidelines.

Thank you for taking the time to consider my input.

Sincerely,

Lana L. Norris

Sincerely yours,

Sender Name



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Wednesday, June 12, 2024 12:18 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-1 through 5 -Lana Norris -

EXTERNAL

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a comment about a specific board item? \*** Yes

**Agenda** 1 through 5

**Item Number or Subject \***

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

**Name \*** Lana Norris

## Attachment 6A

**City of** Portola Valley

**Residence**

\*

**Email \***

[REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

### **Comments to be provided to the board of directors \***

1. "Internal Trail System": I oppose expanding this and I want MidPen to adhere to its original stated goals for ecological sensitivity, low intensity public access, and protection of view sheds from adjacent communities.

2. "Trail Connections with Surrounding Trails and Pathways":

a) I oppose any connection to Sweet Springs Trail. Sweet Springs belongs to Portola Valley Ranch and is equestrian only, per a valid easement. The Town of Portola Valley wrongfully, and probably illegally, published public trail maps showing Sweet Springs as a town trail; it is not. Their publishing otherwise does not make it so; it would be an invalid taking of PVR's private land.

b) 179 residents of Portola Valley Ranch have signed a petition in opposition.

c) I support the PAWG members who oppose connectors from the loop trail.

d) Connectors down the hillside meadow would be environmental degradation. As stated by MidPen's Conservation Grazing Manager concerning the current use of goats to graze the grassland for fire mitigation: "Native grasslands are one of the most biodiverse and threatened ecosystems in North America; MidPen works to ensure that grazing treatments maximize benefits and minimize impacts to sensitive species habitat; temporary goat grazing...helps MidPen maintain grasslands to protect their biodiversity". Slashing trails through the hillside grassland would harm this ecosystem, both from the trails themselves and from people, horses, mountain bikes, and dogs, wandering off the trails and causing further harm.

e) Connectors would harm PVR residents by degrading their view sheds and causing people, dogs, horses, and mountain bikes to move onto PVR's trails and through homeowners' "backyards" and "front yards". This violates MidPen's Good Neighbor policy. Other preserves do not invite outsiders into a residential neighborhood.

## Attachment 6A

f) Sweet Springs Trail is too narrow and steep to have any connectors to it. I have walked on many trails not open to dogs or bikes. People ignored the signs. I have seen horses frightened by dogs on trails, frightened by mountain bikes, dogs running off leash and off trail and harming vegetation and wildlife. I personally had to jump to the side of a trail because of a mountain bike and fell down hurting my ankle. Sweet Springs cannot accommodate a mix of dogs, horses, people, and certainly not mountain bikes!

### 3. "Opportunities for Regional Trail Connections"

a) This would be a misuse of this tiny parcel. It would attract hikers, etc., from Windy Hill and other preserves onto the Hawthorns and onto private PVR property.

### 4. "Proposed Trail Uses within the Hawthorns area"

a) The trail should be the original plan for a 1.6 mile internal loop. On this loop there should be no bikes, and dogs only on leash. Otherwise the area would be degraded and dangerous, with harm to wildlife and vegetation.

### 5. "Driveway Area and Driveway Location(s)"

a) A 50-car parking lot is too much for this tiny parcel. I oppose it.

b) The Conservation Easement granted to POST permits construction of only a "limited staging area" (including a gravel parking lot). 50 is not limited, given the tiny size of this parcel.



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Wednesday, June 12, 2024 7:16 AM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Hawthorns Planning Trail Options-Karen Askey -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** No

**Subject \*** Hawthorns Planning Trail Options

**Please check one: \*** Neutral

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

**Name \*** Karen Askey

**City of Residence \*** Portola Valley

## Attachment 6A

---

Email \*



**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

Dear MidPen and PAWG members,

I am writing as an individual resident of Portola Valley (PV) regarding the proposed interconnectivity of the Hawthorns trails to the Sweet Springs trail. I live near the Sweet Springs trailhead and frequently use our PV trail system, which welcomes the public to enjoy our Town. As you can see from the trail map (link below), PV boasts almost as many trails as roads. Many trails are much closer to homes than the proposed Hawthorns Trail. While I understand the concern and sensitivity to privacy and view shed issues, I am a zealot for our General Plan, calling for interconnectivity of our trails, and support our Trails and Paths request for interconnection to the Sweet Springs trail near the top of the Hawthorns property.

<https://www.portolavalley.net/home/showpublisheddocument/18321/638494781326030000>

The spectacular views from the top of Hawthorns should be shared with all!

I would recommend, however, that the proposed lower path that would begin off of Saddleback Road be removed, as that may cause unintended parking issues on Saddleback, Alpine Road, and neighboring streets.

Thank you,

Karen Askey

# PORTOLA VALLEY AREA TRAILS AND PATHS

For recreational purposes only. This is not an official General Plan document. This map was prepared by volunteers of Portola Valley's Trails and Paths Committee. The Town of Portola Valley makes no representation or warranty as to the accuracy, reliability, or completeness of the data herein and accepts no liability or responsibility for any personal injury, property damage, or violation of laws in connection with its use.

43°00'00"N  
38  
37  
36  
35  
34  
33

72  
39  
38  
37  
36  
35  
34  
33

Be courteous  
Yield to others  
Share the trails



Dogs must be on leash



### MAP LEGEND

	Midpeninsula Regional Open Space		Town of Portola Valley
	Portola Valley Open Space		Town of Woodside
	Coal Mine Ridge Nature Preserve		City of Palo Alto
			Westridge Trails

Trails subject to seasonal or conditional closure. To report Town of Portola Valley trail issues use the "PV Connect" mobile app or visit [www.portolavalley.net/pvconnect](http://www.portolavalley.net/pvconnect).

No dogs in Coal Mine Ridge Nature Preserve or south of Hamms Gulch in Windy Hill OSP.

Westridge trails are natural surface - rocky, uneven, steep, and subject to unexpected hazards - WASC permits access pursuant to Civil Code § 846.

MILES 0.5 1  
KILOMETERS 0.5 1  
CONTOUR 40 FT.


REVISED APRIL 2024

COAL CREEK OPEN SPACE PRESERVE  
395  
Map design by Dove Evans



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Wednesday, June 12, 2024 6:52 AM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Hawthorns Planning Options - Part 1 of Letter-Karen Askey -

EXTERNAL

<b>Meeting Date *</b>	6/13 – Hawthorns Area Public Access Working Group Meeting
<b>Is this a comment about a specific board item? *</b>	No
<b>Subject *</b>	Hawthorns Planning Options – Part 1 of Letter
<b>Please check one: *</b>	Neutral
<b>Where did you hear about this meeting? (check all that apply) *</b>	<ul style="list-style-type: none"><li><input checked="" type="checkbox"/> E–mail notification from Midpen</li></ul>
<b>Name *</b>	Karen Askey
<b>Organization (if applicable)</b>	PV Ad Hoc Hawthorns Committee
<b>City of Residence *</b>	Portola Valley
<b>Email *</b>	
<b>Comment Type *</b>	To be provided to the board of directors. (no limit)
<b>Comments to be provided to the board of directors *</b>	Please see attachments.
<b>Attach a File</b>	 <a href="#">part_1_pawg_meeting_letter_6_13_24_google_docs.pdf</a> 40.12 KB • PDF

## Attachment 6A

Attach a File



[part\\_2\\_photos\\_\\_pawg\\_meeting\\_letter\\_6\\_13\\_24\\_\\_google\\_docs.pdf](#) 14.35

MB • PDF



## Attachment 6A

June 12, 2024

Dear Staff Members of MROSD and Hawthorns PAWG,

Thank you for your thoughtful and persistent work on developing the Hawthorns Plan. The Portola Valley (PV) Ad Hoc Hawthorns Committee is intrigued with the addition of Parking Option 10 and the increase in parking spaces for Option 9.

Recently-added Option 10 is of particular interest, as it increases safety due to a 4-way stop, and appears to have a lesser impact on the natural environment.

We do have several concerns that should be addressed prior to ANY decision being made:

- The new designs have not been visited in person nor flagged to help one understand the visual impact from Alpine Road or the scale of disturbance to the land. Another tour should be scheduled.
- Please refer to the photos at the end of this letter. These pictures show that a significant number of trees would need to be removed for the Option 10 entrance. A considerable amount of soil removal and fill would be required for both Options 9 and 10. More detailed plans and visuals are necessary to make an informed decision.
  - Each tree that would be removed should be clearly identified (ribbon around girth).
  - Story poles, or the like, need to indicate the height and length of the new berm, retaining walls, and size of the lots.
  - Detailed mock-ups, comparing and contrasting Options 9 and 10, with views from all sides, should be provided.
  - How does the widening of the multi-use Alpine Trail impact these options? Please provide visuals.
- How will the Alpine Trail and Safe Routes to School be impacted by a new entrance? How might the proposed berm impact that location and additional width of the Alpine Trail (per earlier discussions)? Please present a diagram/drawing looking toward the front of the entrance which shows the slope of the cut and width of the driveway.
- What is the approximate additional height of the proposed berm? Portola Valley has specific regulations about soil removal/fill, grading and retaining walls. Has MidPen reviewed these requirements to ensure it follows these specifications? Please discuss this with our Town Staff and Architectural and Site Control Commission (ASCC) to ensure its feasibility.
- The PV General Plan, in its Land Use section 6222, includes this language: “A policy statement issued by the Town of Portola Valley, July 1969, indicates the nature of uses of land considered to be suitable for the corridor. The policy of the Town of Portola Valley has always been to maintain a tranquil, rural atmosphere, and to preserve a maximum of green open space. The Alpine Corridor should be developed in accord with this policy. The natural look and feeling of the land between the road and the creek should be maintained. Trees and natural growth should be preserved and increased. Recreational uses should be in keeping with a peaceful and rural atmosphere. We recognize that a

scenic corridor along a public road should be for public use. The hiking and riding trail and the bicycle path will be open to everyone. The Little League field, the soccer field, the Alpine Beer tavern and the tennis clubs are existing public and semi-public uses. Aside from this, we envision opportunities for peaceful, uncrowded recreation for the benefit of the residents of the Town and others. In order not to attract crowds that would make this impossible, we feel that **there should be no advertisement to the transient passer-by, such as picnic tables visible from the road or visible parking areas.**"

- How will MidPen ensure adherence to the highlighted guideline above, not scarring the hillside and changing the look and feel?
- How can the berm be constructed without looking like an unnatural manipulation of the land? Do you have visual examples you can share?
- How far off the road would the parking lot start? What is the possibility of following the 75' setback?
- While an entrance at a 4-way stop improves safety issues, please note:
  - There are many cyclists who do not stop at the intersection while heading east downhill. How do we change this behavior and ensure that cyclists are aware of this new entrance?
  - Our understanding is that a crossing guard is currently present at the corner of Alpine & Portola Roads after school. It is unclear who is funding this necessity and for what period of time. How can we be guaranteed this role will continue? What design accommodations will MidPen integrate to make the driveway crossing a safe one under all conditions?
- We feel strongly that the Los Trancos entrance still be considered in the planning process (now and/or when planning the Historic Complex), as there is limited impact to Natural Resources. Having an entrance at Los Trancos will help minimize the impact of traffic at our major intersection in Town. With respect to safety, we believe further analysis is required to assess the trade-off between shorter site lines and significantly lower traffic volumes on Los Trancos vs. Alpine Road.

Please schedule a site tour of the recommended trails and parking options with our Town Council in conjunction with the upcoming Study Session. An actual visit is extremely informative in gaining a better understanding of the proposals, and will help our Council members visualize the alternatives.

Our goal is to find a safe parking solution that offers no visibility from the road, a naturalistic look, and minimal cut and fill. We are extremely appreciative of all your efforts and attentiveness to our concerns.

Thank you,

PV Ad Hoc Hawthorns Committee (Karen Askey, Patt Baenan, Brook Coffee, Patty Dewes, Fred Leach, Catherine Magill, Betsy Morgenthaler)

## Attachment 6A

June 12, 2024

Dear Staff Members of MROSD and Hawthorns PAWG,

Attached are the photos referred to in our letter, Part 1. Thanks, PV Ad Hoc Committee



Proposed entrance for Option 10, which is at our main intersection of Town - how much tree removal is necessary here?



Tree removal, grading, and soil removal required for Option 10?



If parking lot is placed in this open area (Options 9 and 10), how will screening and artificial “naturalization” occur to limit visibility of the lot from the roadside? How will the proposed berm fit in?



Parking area for Options 9 and 10 - how will screening limit visibility to the parking area?



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Tuesday, June 11, 2024 1:00 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Trail Options- Segments 15,16,17-Denise Gilbert -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** No

**Subject \*** Trail Options– Segments 15,16,17

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

**Name \*** Denise Gilbert

**City of Residence \*** Portola Valley

## Attachment 6A

---

Email \*



**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

I am a resident of PV Ranch and attended the February site visit.

1. Opposed to Option 2 (trail segments 16,17) with the trail traveling through the meadow. This is a beautiful, unspoiled meadow – there are very few meadows left in PV. Unfortunately, users will not stick to a trail meandering through this meadow resulting in numerous volunteer trails eventually destroying the meadow.
  
  2. Opposed to connection to Sweet Springs trail–
    - (i) I do not believe the Town or PVRanch are prepared for the increased usage this will result in on Sweet Springs trail and parking issues on Ranch streets. This includes increased trail maintenance needs and how to deal with trail usage violations. Perhaps such a connection could be left to a date after the preserve is open to have time to observe the impacts on the local area.
    - (ii) If there is a connection the two proposed locations (segment 15, segment 16,17) only invite parking near these connections on Saddleback. A better place for a connection is further down Sweet Springs trail along the seasonal creek in the trees – the connection would not be visible to any residents and would provide a different experience to the hiker. This location is at the corner of the property where Sweet Springs trail begins to leave the border of the Hawthorns (corner of the 775ft and 640ft borders of the Hawthorns property).
  
  3. Bikes on trail segment 15,16,17 – bikes are not allowed on Sweet Springs trail so allowing bikes on the connectors to Sweet Springs does not make sense.
-





**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Wednesday, June 12, 2024 9:48 AM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Trail Connections to Sweet Springs Trail -Elizabeth Weigen -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** Yes

**Agenda Item Number or Subject \*** Trail Connections to Sweet Springs Trail

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

## Attachment 6A

---

**Name \*** Elizabeth Weigen

**City of** Portola Valley

**Residence**

\*

**Email \*** [REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

6/11/24

To: Hawthorn's PAWG and Midpen staff focused on Hawthorns

From: Charles Maroney

I met with Liz Weigen and Karen Vahtra, a member of the PAWG, on Monday June 10th on Sweet Springs Trail to discuss connections from the Hawthorns internal trail system onto the Sweet Springs trail. Liz and I created the survey that was signed by 178 Portola Valley Ranch residents. The following proposal was developed by the three of us, but we cannot state that all of the survey respondents agree with this strategy.

We had a lot of agreement about the current conditions and potential future problems. The challenge with making a final decision about connectivity before the preserve is open is that we are all completely speculating on the amount of usage. No one at MidPen nor the PAWG have found any preserve of this size and situation in a similar setting. We simply do not know how popular this area will be.

We agreed quickly that connection #15 (at Saddleback Road) was not useful to the general public, not supported by any of the residents on Saddleback Road, and could cause traffic and parking issues.

We agreed quickly that connection #17 through the meadow (from near the top of the ridge to a connection near Pomponio Ct and Sweet Springs Trail) that runs through the vast majority of the residents viewsheds was not environmentally sound, not particularly appealing for trail users, and was not necessary.

## Attachment 6A

We discussed what we didn't know and that focused on how much traffic was going to be drawn to Hawthorns and then spill over onto Sweet Springs Trail. Our concerns are that a 50 car parking lot could bring similar numbers as Arastradero Preserve (40 car parking lot and 177,000 visitors per year). Numbers like this will overwhelm Sweet Springs Trail and its connections. I've outlined those concerns/effects in prior correspondence. Karen thought the numbers will likely be much less, and that few visitors will want to explore Sweet Springs and its connections in a residential area as they primarily drive to hiking areas to be in nature.

We agreed that none of us have any relevant data. Karen suggested that Midpen could start to collect the data 6 months to a year after the preserve was open. The data could then be evaluated before any connection was approved and built. It's more fruitful to discuss data than to speculate what the data could be. We thought that data should include:

Data count on trail users on Sweet Springs before Hawthorns parking built and the preserve opens. I am not a statistician, but I could see picking 8 weekend days, 2 during each season on nice weather days only. I think we all can agree that bad weather (too hot or rain) drives down outdoor activity in our area resulting in inconclusive skewed data. Repeat the data count from #1 at least six months after Hawthorns parking opens so usage hits a normal cadence using the same plan as in point #1 so you can compare the data season to season. Users would have access to Sweet Springs through the connection via Alpine Trail.

Survey Hawthorns users (in the parking lot at least 6 months after opening) to understand how they use the preserve and how they plan to use adjacent spaces to understand potential use of any connections to Sweet Springs Trail. Survey in a statistical manner so you can reach conclusions.

Track the type of visitors and usage in the preserve. How many people are hiking and how many people are biking. Also count in a location other than the parking lot how many people are walking their dogs and the numbers that are off leash.

Analyze the data collected above. Understand the impact on potential increased uses on Sweet Springs Trail and its connections. Develop a plan to mitigate any negative impacts.

We all agreed that trail usage is up overall in the area including Sweet Springs after the pandemic. We agreed that Sweet Springs could probably absorb more users without major negative effects to nearby residents if limited and managed properly. I have met many residents who think the traffic is too high right now and the noise/privacy issues are negatively affecting their current residences. Those residents strongly feel the easement to the Sweet Springs Trail should be honored and enforced for equestrian use only by the Town of Portola Valley.

Looking at the current situation in 2024 and with an eye to preserving a rural trail environment in the midst of an established housing development, the three of us agreed that traffic on Sweet Springs could potentially double at its

## Attachment 6A

maximum and the trail experience could remain positive, and the neighborhood could manage the additional traffic. We agreed that increased usage much above that number would be negative to the trail user and very negative to the homeowners.

If you follow the suggestions above, you can produce a data driven argument to use Alpine Trail as the connection to Sweet Springs or determine that the resulting increased trail usage would be moderate enough to build the connector trail #16.

Connector #16 is the last viable option if you add a connector. We inspected the path and discussed its shortcomings and how it could be improved.

The current proposed connection is at the emergency easement from Pomponio Ct and Sweet Springs Trail. This intersection will create an impression that you are at a 4 way trail junction and encourage traffic both ways across private property at Pomponio. It will also become a meeting point as it is a junction at the end of a moderate climb.. If the connection is placed 20 or so yards towards Alpine Road and Alpine Trail the intersection is not visible by any homeowners (shielded by existing trees) and also provides shade for hikers waiting for other members of their group. The current proposed connection is not sited to minimize the views from homes to the trail and from the trail to the homes. A few minor adjustments of the trail would easily mitigate the impact to the nearby homeowners. This area is an oak woodland which can absorb a few more trees that should be able to shield the majority of the viewshed both ways. Place story poles (at 6 feet high) in the least visible viewshed path and work with affected homeowners to site live oaks/native plants to isolate the trail with the goal of shielding the viewshed in both directions. The experience will be better for both the user and the residents. The Town's Planning Commission does this with all types of new buildings and additions.

The above agreement outlines a direction that Midpen could take that would lead to more data driven decisions to connect Hawthorns to adjacent spaces. The undersigned would like the Hawthorns PAWG and Midpen to consider this compromise.

Thank you for your time and effort on the Hawthorns project.

Charles Maroney, Portola Valley Ranch Resident

## Attachment 6A

Karen Vahtra, MidPen PAWG Member

Liz Weigen, Portola Valley Ranch Resident

---

## Attachment 6A

The Board of Directors,  
Midpeninsula Regional Open Space,  
info@openspace.org

The proposed changes by some members of the PAWG seem to be in direct contradiction with the original goals set by MidPen for the Hawthorns in 2022. These goals emphasized ecologically sensitive and low-intensity public access, with an internal trail system designed to protect scenic view sheds.

The original plans for a 1.6-mile internal loop trail were in line with these goals. However, the recent proposal to add connecting spurs down a steep meadowland is not only dangerous and environmentally destructive, but it also dismisses the concerns of neighbors and violates MidPen's own preservation values and specific goals for the Hawthorns.

As a resident of Portola Valley Ranch, an adjacent community, I share your concerns. The proposed connector trails violate MidPen's Good Neighbor policies, which state that trails should be sited a minimum distance of 300 feet from occupied dwellings. The proposed connectors would be within this limit, infringing on the privacy and tranquility of PVR homes.

Moreover, the proposed connectors would cut through a steep, pristine hill of native California grasses, disrupting the natural ecosystem and the scenic view that many of us enjoy. This is not in alignment with the values of PVR, a community founded on ecological sensitivity. We have always strived to protect our wildlife, preserve our native trees, and maintain our natural landscape. The proposed changes threaten to disrupt this harmony.

The potential for future liability is another significant concern. As PVR owns the trails, we could be held legally responsible for any injuries that occur on them. This is a risk we should not be forced to bear.

Lastly, the proposed plan seems to be an overdevelopment of this small parcel of land, including a proposed 50-car parking area. This is not in keeping with the conservation easement granted to POST, which permits only a limited gravel parking area.

In conclusion, it is crucial that the residents of the PVR community be permitted to respect and maintain the conservation values on which the project was founded some 40 years ago by the developer Joe Whelan, and a large fraction of the property deeded to the Town as permanent open space. This will ensure the preservation of our community's values and the protection of our natural environment.

Sincerely,

Jack Kabak, M.D.

[REDACTED],

[REDACTED]

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Tuesday, March 26, 2024 10:57 AM  
**To:** Clerk; web  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Parking on Saddleback -Eleanor Meyer -

EXTERNAL

**Meeting** 3/24 - Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a** Yes

**comment**

**about a**

**specific**

**board**

**item? \***

**Agenda** Parking on Saddleback

**Item**

**Number**

**or**

**Subject \***

**Please** In Opposition

**check**

**one: \***

**Where did** • E-mail notification from Midpen

**you hear**

**about**

**this**

**meeting?**

**(check all**

**that**

**apply) \***

**Name \*** Eleanor Meyer

## Attachment 6A

**City of** Portola Valley

**Residence**

\*

**Email \***

[REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

Hello, My family and I live at [REDACTED] Saddleback Dr, Portola Valley which is right next to the Hawthorns Area. We are excited to have additional hiking / biking / equestrian trails in Portola Valley; however, we are concerned about parking on our street (Saddleback Drive). Our three young children frequently walk and play on our street, and middle schoolers from Corte Madera school frequently are not paying attention when they cross over Saddleback Dr on Alpine Trail. All that to say, having a bunch of cars that are not familiar with our street or neighborhood would be a safety risk to my own children, and the middle schoolers who walk home after school from Corte Madera. This risk could be minimized by eliminating access point #15 shown on the map on page 5 of this

document: <https://www.openspace.org/sites/default/files/Hawthorns%20PAWG%20Mtq%206%20-%20PACKET.pdf>. We strongly prefer that visitors to the Hawthorne area to park in the planned onsite parking lot, and eliminate access point #15, which would encourage visitors to park on our street instead. My understanding is that there is a "good neighbor" policy stating that trails should not be within 300 feet of a structure, thus prohibiting the point #15 trailhead, which would be within that distance for several of our homes on Saddleback. Thank you for considering the impact on our street. Finally, we think it would be great if there were an area that is open to mountain bikers in the Hawthorne Space. (You may know that World Champ mountain biker Kate Courtney lives in Portola Valley, and it would be great to inspire the next generation of mountain bikers by providing them with access to great trails! This would also differentiate the Hawthorne Space from the nearby trails on Windy Hill that are off limits to cyclists.)

**Please  
provide  
your  
phone  
number  
so we can**

[REDACTED]



## Attachment 6A

identify  
you if you  
use the  
call-in  
number.

\*



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Monday, June 10, 2024 9:16 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Internal trail system Trail connections with surrounding Town trails and pathways -Kevin Shea -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** Yes

**Agenda Item Number or Subject \*** Internal trail system Trail connections with surrounding Town trails and pathways

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

## Attachment 6A

---

**Name \*** Kevin Shea

**City of** Portola Valley

**Residence**

\*

**Email \*** [REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

I live adjacent to the Hawthorn property on Saddleback drive. I am supportive of the new trail system, but I am very concerned about having a trail extension that connects to Saddleback drive as depicted on the proposed trail map.

Kids walking from the Corte Madera elementary school walk down Alpine trail, which is parallel to Alpine Road. The trail is not easily visible to cars that turn onto Saddleback from Alpine Road, so I believe that there are safety issues that need to be considered as people wanting to access Hawthorns would turn onto and then park on Saddleback and not be aware of the kids walking and riding their bikes down the Alpine trail.

Our home is also within 50 feet of the proposed trail extension and within 300 feet of the internal trail system with our living areas and bedrooms directly facing the proposed trails. Due to this and the safety issues above, I am recommending that you remove the trail extension and alter the internal trail so that it is not within our view corridor.

Thank you!

---



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Monday, June 10, 2024 5:50 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Sections 15,16 and 17 of proposed Trails -Kathy LaPorte -

EXTERNAL

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a comment about a specific board item? \*** Yes

**Agenda Item Number or Subject \*** Sections 15,16 and 17 of proposed Trails

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen
- Midpen website
- Other

## Attachment 6A

**Other source \*** Portola Valley Ranch residents, Portola Valley Ranch newsletter

**Name \*** Kathy LaPorte

**City of Residence \*** Portola Valley

**Email \*** [REDACTED]

**Comment Type \*** To be provided to the board of directors. (no limit)

### **Comments to be provided to the board of directors \***

I am a resident of the Portola Valley Ranch and my home has a wonderful view of the Hawthorns property, which is currently beautiful and serene. We moved to PVR specifically for this wilderness view and serenity which is what the PVR community was founded on. Everyone who lives here at PVR endorses and lives with a set of rules that say we can not disturb the natural environment in which we live. However, the proposed modifications to the Hawthorns development now proposes to do just that: disturb the natural environment in which we live. I ask you to walk back the modifications and revert to the original Conceptual Loop Trail.

A comment made by one of the PAWG members at the last meeting was not only wrong, but quite insulting. He literally said that he does not care what concerns PVR residents have, because we benefit from the development of Hawthorns. He literally dismissed our concerns out of hand based on an assumption that is just wrong. It is most emphatically false to assume that PVR residents benefit from this development! On the contrary, we bear the brunt of a negative impact to our environment that we don't want. Our concerns should be heard. I would vote for zero development of Hawthorns if given a choice.

I ask the PAWG to pay attention to MidPen's own good neighbor policy, and to the original goals for Hawthorns set out in 2022. The latter stated for that public access be ecologically sensitive and low intensity, with an internal trail system that protects scenic view sheds. I'm told that the Hawthorns gift came with an understanding of limited development, and I believe the original proposal, with just an internal trail loop, honored that. However, the current proposal is NOT limited. A 50 car parking lot is huge as a ratio to the size of the property, in comparison to Windy Hill and Arastradero. Arastradero has 40 spots, with 8x the acreage. A 50 car lot at Hawthorns invites a great deal of traffic to a small area, and connectors to Sweet Springs trail invite people to travel from Hawthorns into the Ranch, which is private property.

## Attachment 6A

This is not true for Windy Hill and Arastradero, which have large internal trail systems such that those parking there are not de facto invited to spill over/ intrude into private property. Sweet Springs Trail, which continues as Deer Path trail, continues further on to other trails that wind all throughout homeowners' property and homes, right through PVR residents' yards. The connectors would face directly into the rooms of people's houses.

Sweet Springs trail, which I'm told is legally an equestrian trail, is narrow and not designed for lots of traffic. Increased foot traffic will bring noise, garbage, damage to the environment and security concerns. And will MidPen bear responsibility for lawsuits related to accidents on the PVR trails by people who originate in Hawthorns?

The proposed connectors to Sweet Springs disturb the viewshed and will disturb our serenity and likely our property values. I believe the connector trails that have now been proposed violate MidPen's Good Neighbor policies: "Trails shall be sited a minimum distance of 300 feet from occupied dwellings" (The connectors would be within 300 feet of PVR homes.) The only exception to this minimum would be if site-specific circumstances make it unfeasible. This exception does not exist on this site. Also per the Good Neighbor policies, even if a 300-foot setback were not feasible, which it is, trails must be a minimum of 50 feet from houses. (The connectors would be within 50 feet.) The policies additionally state that MidPen is to consider neighbors' concerns, including the desire for privacy on properties that adjoin District land, potential noise issues, preservation of existing vegetation, and minimization of views of adjacent properties. MidPen also is to consider neighbors' desires to preserve the natural landscape viewshed. The proposed connectors violate all of these policies.

These issues can all be avoided by going back to the original proposed Conceptual Loop Trail, which did not include sections 15,16 and 17 as marked in the last PAWG package.



**From:** Public Comment Form [Redacted]  
**Sent:** Sunday, June 9, 2024 3:03 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- Hawthorn project-Linda Olson -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** No

**Subject \*** Hawthorn project

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- Other

**Other source \*** Portola Valley Ranch Manager

**Name \*** Linda Olson

## Attachment 6A

**City of** Portola Valley

**Residence**

\*

**Email \***

[REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

Hello,

My husband (David Polnaszek) and I (Linda Olson) are homeowners in Portola Valley Ranch. We have signed the petition opposing trail options #1 and #2 on the Hawthorn property. We agree with all of the concerns raised in the petition. Living at 27 Valley Oak we will be impacted by the noise from Sweet Springs trail. It would be in our backyard. As daily walkers and as home owners in Portola Valley Ranch we are 100% aligned with MidPen's values and believe that our concerns must be heard. We strongly oppose the connectors to Portola Valley Ranch trails. We request that you return to the original 1.6 mile trail loop recommendation.

Thank you for your attention.

Linda Olson



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Sunday, June 9, 2024 8:38 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Optional trails within Hawthorns, the 50 car parking and Sweet Springs Trail connection -mike green -

EXTERNAL

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a comment about a specific board item?** Yes

\*

**Agenda Item** Optional trails within Hawthorns, the 50 car parking and Sweet Springs Trail connection

**Number or Subject \***

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

**Name \*** mike green

**Organization** Portola Valley Ranch Property Owner  
(if applicable)

## Attachment 6A

City of portola valley

Residence \*

Email \*

Comment To be provided to the board of directors. (no limit)

Type \*

### Comments to be provided to the board of directors \*

Hawthorns: Here are the main objections I have:

- a. First a positive: Midpen's original (purple colored 1.6-mile trail, that avoided all view shed issues with Portola Valley Ranch homes should be the only trails developed on the property.
- b. The new, optional Hawthorns trails that run down the west-view shed of many Portola Valley Ranch Homes should not be approved. These will spoil the natural hillside flora and discourage fauna. Mountain bikers will further degrade the trail by racing down them. This will activity further degrade the hillside's natural condition.
- c. The 1,2 and/or 3 trail connections and suggested gate(s) that are proposed to link to Sweet Springs Trail should be cut out of the plan, and Midpen must respect that the Ranch's developer's 1975 Sweet Springs Trail EE only (equestrian only) easement as the only easement in existence for Sweet Springs Trail today. Neither the Portola Valley Ranch nor the Town of Portola Valley ever legally changed this trail easement from the 1975 EE easement to allowing non-Ranch residents to hike, with dogs to use it. It connects to Deer Path, further taking non-residents into our private property's back yards. In addition, 1-2 of the proposed Sweet Springs gates would require cutting the border fencing that is right on the property line, thus needing both owners' approval to remove the fence and build a gate, and Ranch property owners will not agree to this.
- d. We currently have 178 signatures from 94 homes in Portola Valley Ranch. This is a very strong negative response, especially against the optional trails (15,16,17) and interconnections to Sweet Springs Trail. Sweet Springs is an under-developed, single file, very steep, muddy trails, not at all conducive to lots of hikers, dog walkers, and bikers.
- e. The optional trails should not be in any viewsheds of Ranch neighbors and no new trails should be within 300 feet of any structure, and the optional ones violate this. The Trails and any connections from #15, 16 and 17 to Sweet Springs Trail will be right in the full view shed of homes on Saddleback, Pompano, Coyote Hill, upper Horseshoe Bend (and circle), and Franciscan Ridge, thus, this violates MidPen's Preserve Trail guidelines... "avoid trail in view sheds and within 300 of neighboring homes". In fact, my bath shower, bedroom's sliding glass doors and living room glass doors would be in full view of hikers on trails 15,16, and 17, and with a mere birding binocular, they could violate my privacy.
- f. The 50-car parking lot proposal is based on illogical assumptions...a) using Windy Hill's 114 max, mid-day, weekend car counts as the starting point for Hawthorns' needs is wrong, b) then making data assumptions (hi-low %'s) to adjust the 114 down to a 50-car lot is not at all scientific. Really, their %'s are not backed up with actual data, at least not

## Attachment 6A

presented to you or us? c) The 2 Windy hill lots (used as the beginning sample, are 1+ miles in either direction from Hawthorns proposed lot, thus the consultants are assuming some Windy Hill hikers will walk the 2 miles (up and back), just to get to Windy Hills' 1,132 acres and miles of trails is illogical, when they can park at either Windy hill lots now, thus, why build Hawthorns' spaces out for Windy Hill Hikers? Maybe, it's best to start with 15 spots and build out if more spaces are needed. An analogy: if you were to build a 35-acre entertainment park 1 mile from Disneyland 500 acres, would you really think that the 10,500 Disneyland parking lot capacity is going to be your 35-acre parking lot capacity's starting point? It's crazy to then think that Hawthorns 79 acres needs 50 spaces when the Windy Hill parking capacity is 114 for 1,132 acres!



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Saturday, June 8, 2024 10:37 AM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Hawthorns access -GLENN KRAMON -

EXTERNAL

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a comment about a specific board item? \*** Yes

**Agenda Item Number or Subject \*** Hawthorns access

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***  Other

## Attachment 6A

**Other** Neighbors

**source \***

**Name \*** GLENN KRAMON

**City of** PORTOLA VALLEY

**Residence**

\*

**Email \***



**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

Good day and thank you for overseeing this exciting expansion of parkland in Portola Valley. We, Glenn Kramon and Lauren Grossman, live on Saddleback Drive, which abuts the western edge of the Hawthorns and where an entrance to the trail system has been proposed. We urge you to work with Portola Valley and Portola Valley Ranch to forbid visitor parking on Saddleback.

Our concern is that users entering the Hawthorns trail system from Saddleback will park along our street and in our parking areas, displacing residents and their guests. We also fear that drivers unfamiliar with the street will be unaware of the unmarked trail that crosses it adjacent to Alpine Road. Children from Corte Madera School as well as many walkers use that trail and will be in danger. Thank you for considering this.

## Attachment 6A

[REDACTED]

---

**From:** Ashley Mac  
**Sent:** Wednesday, June 5, 2024 10:56 AM  
**To:** Liz Weigen; Tina Hugg  
**Cc:** Sherilyn Reinhart  
**Subject:** RE: Public Meeting Comment Form Submission Problems

Hi Liz,

Thank you for your email. We have received the three attachments and will share with the Public Access Working Group for their consideration. The Public Comment Form should be in working order now.

Best,

Ashley Mac, PLA (she/her)  
Planner III

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

**From:** Liz Weigen [REDACTED]  
**Sent:** Wednesday, June 5, 2024 12:30 AM  
**To:** Ashley Mac [REDACTED]; Tina Hugg [REDACTED]; Liz Weigen [REDACTED]  
**Subject:** Public Meeting Comment Form Submission Problems

EXTERNAL

Hello Ashley and Tina,  
Liz Weigen here. I'm hoping you can help me....

Once again, I was unable to attach any files to my comments I filled in on MidPen's Public Meeting Comment Form. Do you know why this continues happening?

Would you please see that my below comments, along with the three files I've attached to the email make it to the right folks for the PAWG's meeting on 6/13/24 concerning the Hawthorn Property plans? Many thanks, Liz Weigen

My name is Liz Weigen and I am a resident of Portola Valley Ranch. I submitted a petition on March 24th, 2024 signed at that time by 65 Portola Valley Ranch Residents Opposing the Proposed Trail Options #1 and #2 on the Hawthorns Property.

Since that time, we have gathered additional Portola Valley Ranch resident's signatures and now have a total of 178 Portola Valley Ranch residents who oppose the proposed trail options #1 and #2 on the Hawthorns Property. (See attachment).

I am also attaching a current map of Portola Valley Ranch showing the location of the 94 households who have signed this petition (marked with red X's), as well as the text of the petition.

Many thanks for reviewing these attachments.

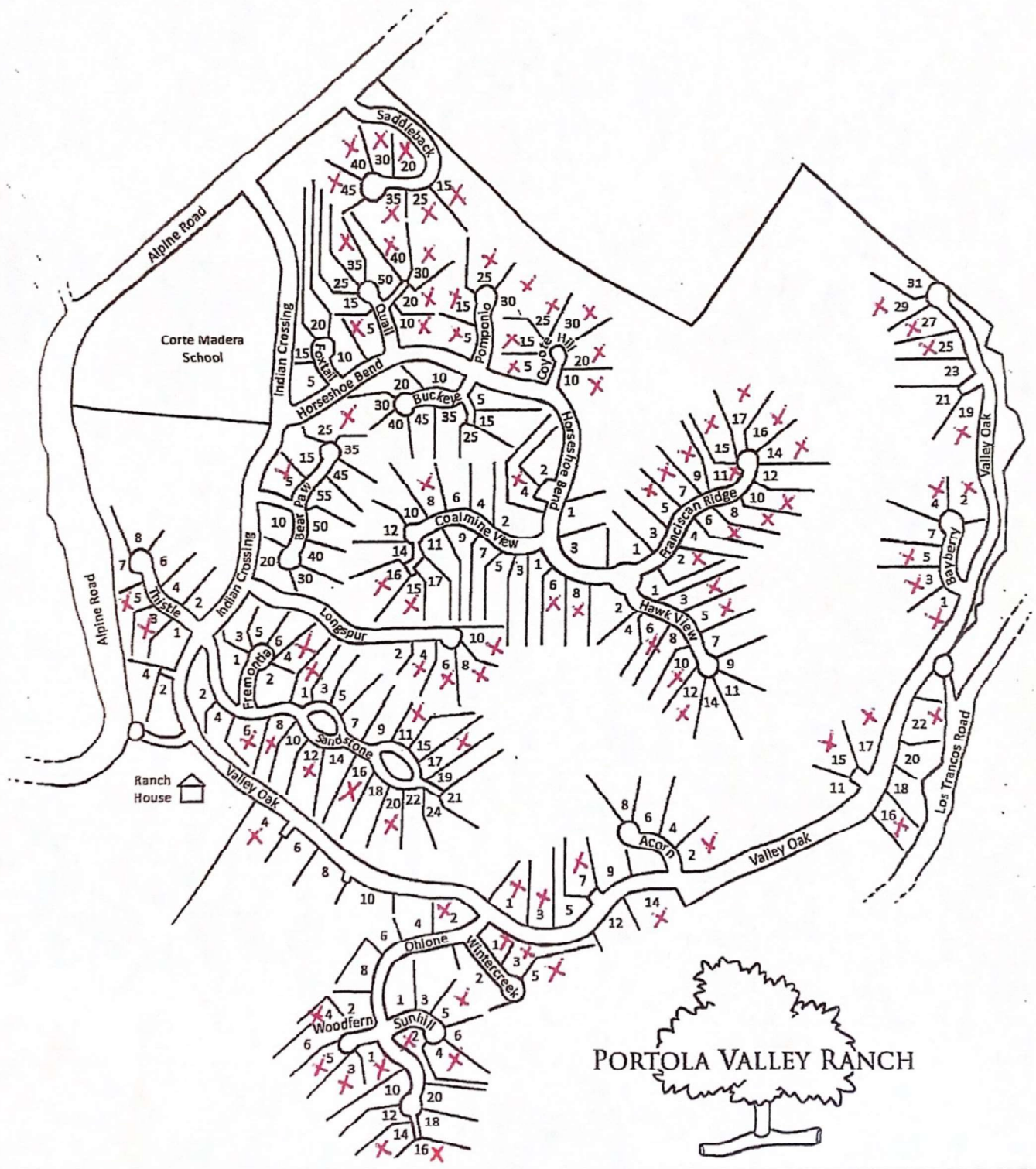
## Attachment 6A

[Measure AA 2024]

<<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.openspace.org%2Fwhat-we-do%2Fprojects%2Fmeasure-aa&data=05%7C02%7Csreinhart%40openspace.org%7Ce96f8248411049bfad0b08dc8588c367%7Ce65476f846154c2c9a9d9fd7c71f4115%7C0%7C0%7C638532069654457666%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=YGFp6RLBXUh3wk8Mu35JaWtQ0i3H%2BMKIIYq%2B6ZjE3xo%3D&reserved=0>>

Map of the 95 Households at Portola Valley Ranch Who Have Signed the Petition Opposing Trail Options #1 and #2 on the Hawthorns Property

Submitted by Liz Weigen on 6/7/24  
(lizziebw@hotmail.com)



PORTOLA VALLEY RANCH



Attachment 6A

Petition Opposing Proposed Trail Options #1 and #2 on Hawthorns Property  
Signed by the Following Residents of Portola Valley Ranch:

1	Agle, Ken
2	Austin, Jean
3	Austin, Tom
4	Banks, Mia
5	Banks, Mike
6	Barton, Cheryl
7	Bradshaw, Chris
8	Brems, Marianne
9	Bresnan, Joan
10	Buyer, Lise
11	Cabell, Alison
12	Cabell, Nick
13	Cain, Patricia
14	Chin, Leslie
15	Christen, Amy
16	Cloughly, Charles Hoa
17	Constantz, Sylvia
18	Conway, Tina
19	Craven, Kay
20	Crevelt, Ann
21	Crevelt, Richard
22	Darin, Dita
23	Darin, Shai
24	Deaser, Joi
25	DeFilippo, Deborah
26	DeFilippo, Gary
27	Down, Eric

28	Down, Mary
29	Eaves, Curtis
30	Ells, Barbara
31	Elrod, Scott
32	Eng, Anna
33	Eng, Marty
34	Engles, Charles
35	Engles, Kalani
36	Eschbach, Florence
37	Evans, Jerry
38	Evans, Patty
39	Fischer, Diana
40	Fisher, Robert
41	Fisher, Sydney
42	Fitzpatrick, Christine
43	Flower, Craig
44	Flower, Pam
45	Gaviser, Judy
46	Gegaregian, Al
47	Gegaregian, Sylvia
48	Gilbert, Denise
49	Giles, Hilary
50	Giles, Robert
51	Green, Joan
52	Green, Mike
53	Grossman, Lauren
54	Gui, Ann

Attachment 6A

Petition Opposing Proposed Trail Options #1 and #2 on Hawthorns Property

55	Gunther, Matthew
56	Haley, Karen
57	Haley, Ron
58	Hentschel, Dave
59	Hentschel, Susie
60	Hieronymus, Jim
61	Hine, Susan
62	Hoagland, Suki
63	Hobson, Dave
64	Irwin, Mac
65	Johnson, Rebecca
66	Kabak, Jack
67	Kaiser, Barbara
68	Katz, Aaron
69	Kelley, Sharon
70	Kelley, Tom
71	King, Ralph
72	Kippola, Palmer
73	Klein, Victoria
74	Knudson, Eric
75	Knudson, Phyllis
76	Kramon, Glenn
77	Kriese, Leslie
78	Kubo, Yuri
79	Labuda, Cindy
80	Lagen, Innessa
81	LaPorte, Kathy
82	Leape, Jim

83	Lee, Sandra
84	Leith-Tanous, Sara
85	Levin, Steve
86	Maroney, Brianna
87	Maroney, Charles
88	Maroney, Marcee
89	Maroney, Michaela
90	McCowan, Bob
91	McCowan, Cam
92	McCowan, Joan
93	McCune, Garth
94	Meeker, Alan
95	Meyer, Justus
96	Middleman, Donnie
97	Middleman, Lee
98	Moriarty, Brian
99	Moriarty, Kris
100	Moriarty, Sean
101	Mulleneaux, Gary
102	Nacif, Elias
103	Neukermans, Eliane
104	Norris, Lana
105	Novesky, Bonny
106	Novesky, Roger
107	Oates, Edward
108	Olson, Linda
109	Palermo, Lauren
110	Palermo, Lisa

Attachment 6A

Petition Opposing Proposed Trail Options #1 and #2 on Hawthorns Property

111	Palermo, Vito
112	Palmer, Nobuko
113	Palmer, Phillip
114	Pica, Jane
115	Pica, Ralph
116	Pieron, Olivier
117	Pishny, Elle
118	Plummer, Jim
119	Plummer, Patti
120	Polkinhorne, Alison
121	Polkinhorne, David
122	Polkinhorne, Isaac
123	Polkinhorne, Max
124	Polnaszek, David
125	Prather, Eric
126	Rai, Manisha
127	Rapp, Michelle
128	Rivette, Dorothy
129	Rivette, Kevin
130	Rosen, Mark
131	Sander, Cara
132	Sander, Craig
133	Shafer, John
134	Shafer, Sue
135	Shahi, Shrey
136	Shea, Kevin
137	Shon, John
138	Shumsky, Iliana

139	Siegel, Cathy
140	Siegel, Richard
141	Sipprell, Karen
142	Smith, Janet
143	Smith, Stan
144	Sohn, Marcy
145	Sohn, Young
146	Solomon, Darlene
147	Solomon, Edward
148	Starkey Jonker, Kimberly
149	Steiner, Anne
150	Steiner, Peter
151	Stone, Margaret
152	Stone, Richard
153	Stromeyer, George
154	Stromeyer, Katharina
155	Tate, Colleen
156	Thompson, John
157	Thompson, Nancy
158	Tom, Andrea
159	Tom, Ray
160	Tom, Rose
161	Umetsu, Dale
162	Wan, Lisa
163	Wan, Mark
164	Wan, Matthew
165	Weigen, Liz
166	Weintz, Beppie

Attachment 6A

Petition Opposing Proposed Trail Options #1 and #2 on Hawthorns Property

167	Whelan, John
168	Whelan, Lisa
169	Whitcomb, Ann
170	Whitcomb, Richard
171	Wolf, Steve
172	Wu, Frances
173	Zhang, Lillie
174	Zhu, Glenn
175	Zier, Joe
176	Zier, Julie
177	Zussman, John
178	Zussman, Patti

Submitted 6/7/24

Prepared by Liz Weigen  
([lizziebw@hotmail.com](mailto:lizziebw@hotmail.com))

## Petition Opposing Proposed Trail Options #1 and #2 on Hawthorns Property

As residents of Portola Valley Ranch and immediate neighbors of the Hawthorns property, we the undersigned oppose the Public Access Working Group's proposed Trail Options #1 and #2 on the Hawthorns Property for the following reasons:

- They are located in the view sheds of many of our homes, thereby negatively impacting our privacy and property values. (See attached Mid Pen map with purple highlighted view sheds impacting 15 homes). This is in conflict with Mid Pen's Good Neighbor Policy and the Hawthorn Area goals adopted 3/22
- They terminate at Sweet Springs Trail, which is located on Portola Valley Ranch property. This trail was created in 1975 when Portola Valley Ranch granted an easement (which has never been modified) to the Town of Portola Valley for equestrian use only. Pedestrian traffic was never specifically granted as this designation was made in order to minimize the impact to nearby home owners. (Usage has never been enforced by the Town). Sweet Springs Trail and its connections meander through the front and/or backyards of about fifty homes at Portola Valley Ranch.
- When this easement was granted in 1975, it was never with the understanding that a fifty car parking lot would be located nearby and provide a link for approximately 485 daily hikers/dog walkers on Sweet Springs Trail and its connections. Portola Valley Ranch has no ranger, nor maintenance personnel to clean up after (often) unleashed dogs and/or litter, and no public restrooms to accommodate such an increase of users. This 50 car parking lot is roughly equivalent to the 40 car parking lot at Arastradero Preserve which attracts 177,000 visitors per year (approximately 485 per day) and is much larger than the 5 car parking lot at Thornewood Preserve which attracts 47,000 visitors per year (approximately 130 per day). Allowing an additional 485 daily hikers/dog walkers (Arastradero equivalent) or even 130 daily hikers/dog walkers (Thornewood equivalent) on Sweet Springs Trail and its connections would be unsustainable and cause a serious negative ecological impact and in addition, compliance with which is part of the Board approved Hawthorns Goals.
- They will create parking issues and noise issues on private streets (Saddleback and Pomponio) by users who will use these streets for overflow parking or parking when the preserve is closed (as users do on Alpine Road at Windy Hill Preserve). Again, this goes against Mid Pen's Good Neighbor Policy.
- Trail option # 2 creates potential conflict as it connects the Hawthorn property to Sweet Springs Trail at the end of Pomponio Road, where there is an "emergency use only" easement between Sweet Springs Trail and Pomponio Road. This creates the potential for allowing hikers to trespass across this easement, which is on the private property of two Portola Valley Ranch homes.

3/17/24



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, June 7, 2024 11:25 AM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)- parking options-Kristine Taylor -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** No

**Subject \*** parking options

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- Other

**Other source \*** Portola Valley Forum

**Name \*** Kristine Taylor

## Attachment 6A

---

**City of** Portola Valley

**Residence**

\*

**Email \***

[REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

The parking options 9 and 10 are too close to the grocery market and shopping area. Trail users will run across road or congest the intersection of Alpine and Portola. Overflow parking will use up spaces at the shopping area. The shopping area parking is already dangerously full at 3pm weekdays as a pick up zone for Corte Madera students. Overflow parking from the other open space trail heads is an example of the illegal parking on neighborhood streets especially on weekends. The parking option closer to Hillbrook Dr is a better option.

**Ashley Mac**

---

**Subject:** FW: Alpine Road, Portola Valley - deer signage needed

**From:** Kristi Corley [REDACTED]

**Sent:** Tuesday, May 7, 2024 4:37 PM

**To:** Tina Hugg [REDACTED]

**Cc:** Karen Vahtra [REDACTED] Helen Quinn [REDACTED]

**Subject:** Alpine Road, Portola Valley - deer signage needed

EXTERNAL

5/7/24, 4:30pm

Please post as public comment for the Natural Resources committee, PAWG and MROSD board.

Alpine road, Portola Valley- Deer signage needed.

A) Please let the town know if MROSD can assist financially with deer signage on Alpine road prior to the town application?

( now?) Wildlife connectivity to Hawthorns is happening now.

It's my opinion that Deer crossing signs on Alpine road are needed with increased construction, traffic and current/past knowledge of animal connectivity to Hawthorns.

Incidences:

1) Deer hit 5/6/24

On Alpine Rd / Alpine swim & tennis court location ( Alpine Rd/Golden Oak) - deer hit

2) A deer stuck in construction site at 4388 Alpine Road, across from Hawthorns driveway by Roberts Market in last 2 weeks.

A construction Forman and I stopped traffic as a cement truck on was driving West on Alpine road. Deer went safely back to Hawthorns area via Hawthorns open ( which is sometimes closed) driveway.

The Hawthorn fencing on Alpine road needs to be changed in 2024 if you truly care about animal connectivity. A cyclone fence does not enable connectivity.

I've expressed the need of deer signage to PV committees - conservation/PBTS ( bike pedestrian traffic safety) without action as "priorities & studies" were suggested.

Which entity can financially assist with proper deer signage on our main roads- Portola road and Alpine road?

As you may know the Town of Portola Valley is in a deficit now so finances for signs may not be a priority.

Possible entity wildlife sign financing

1) San Mateo county - unincorporated Alpine road area.

2) CA Fish and Wildlife- District 3



## Attachment 6A

3) MROSD - mid peninsula open space district.

4) Town Of Portola Valley

The deer connectivity from the Town of Portola Valley to Hawthorns land (MROSD land) is important. When the Hawthorn driveway gate is open, deer use that OPEN gate to get back to Hawthorns 79 acres. I've also seen a Mt Lion use the open gate for connection.

Deer grazing occurs nightly at dusk can be seen to the left and right of the Hawthorn driveway off of Alpine road. Unfortunately these two locations are options for Hawthorn's parking lots.

Does deer grazing in am and at dusk occur in the meadow previously used for touring hawthorns for been studied for deer movements? I personally think the past tour parking in the meadow is best.

Has MROSD studied deer movement and optional Hawthorn parking locations in the morning and at dusk?  
( wildlife connectivity)

Wildlife can't speak so we must speak for the wildlife!



**CDFW Prioritizes Key Locations to Improve  
Wildlife Connectivity in New Report**

youtu.be

**Wildlife Mortality Reporting**  
wildlife.ca.gov



Join us in celebrating 10  
years of progress

FUNDED BY

**MEASURE** AA

2014 OPEN SPACE BOND

[Click here to learn more](#)

## Attachment 6A

[REDACTED]

---

**From:** Ashley Mac  
**Sent:** Tuesday, June 4, 2024 1:46 PM  
**To:** Sherilyn Reinhart  
**Subject:** FW: Letter/map to be added to 6/13 Hawthorns PAWG meeting  
**Attachments:** midpen letter June 2.docx; Cross hatched area within 300 feet of PVR homes.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Ashley Mac, PLA (she/her)  
Planner III

[REDACTED]

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

**From:** charles.themaroneyfam.com [REDACTED]  
**Sent:** Monday, June 3, 2024 5:58 PM  
**To:** Ashley Mac [REDACTED]; Tina Hugg [REDACTED]; [REDACTED]  
**Subject:** Letter/map to be added to 6/13 Hawthorns PAWG meeting

EXTERNAL

Hello;

I have made several attempts to add these documents through the Midpen portal with attention to the 6/13 Hawthorns PAWG meeting, and I keep getting error messages such that the portal won't accept the attachments. Could you please add these documents to the written comments for that meeting?

Thank you

Charles Maroney

[Measure AA 2024]

<<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.openspace.org%2Fwhat-we-do%2Fprojects%2Fmeasure-aa&data=05%7C02%7Csreinhart%40openspace.org%7Ce3f673fb41794b328b1808dc84d7616f%7Ce65476f846154c2c9a9d9fd7c71f4115%7C0%7C0%7C638531307800442743%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ikl1aWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=H8Pp0PEplg7QEtFiJD%2FbfiEKLkA0co6HORzyAzuP1DM%3D&reserved=0>>

June 2, 2024

To: Midpen Hawthorns working team and PAWG

From: Charles Maroney, [REDACTED]

As I have previously stated in my February 29, 2024 letter and at the March 24, 2024 on-site meeting, the original plan with a 1.6 mile trail was thoughtfully designed to showcase the Hawthorn's property while avoiding viewshed, noise, and privacy issues with neighbors in Portola Valley Ranch.

The 3 connections proposed in December 2023 to Sweet Springs Trail will cause a large number of issues that I have outlined in my February letter and then followed up with a petition at your March meeting in which we collected 101 signatures from 55 homes. Liz Weigen and several other Ranch residents have now collected 178 signatures from 94 Portola Valley Ranch homes. Nearly 100% of the residents who border the Hawthorns and Sweet Springs Trail oppose these connections for the reasons stated in the petition. This is a very large neighbor coalition that is asking you to respect your good neighbor policy and not continue with plans for connections to Sweet Springs Trail. Liz is sending the updated petition to you under separate cover.

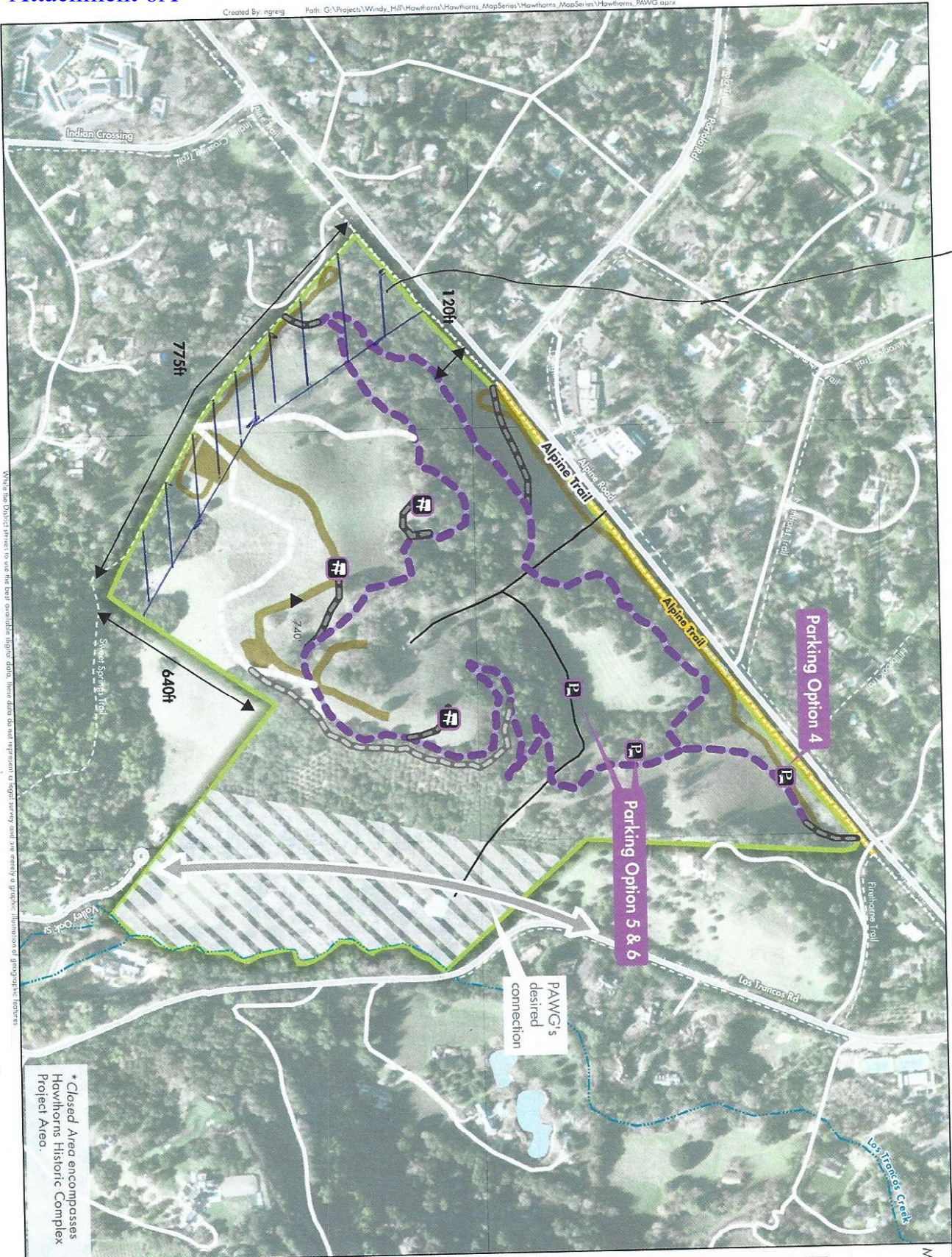
As we continued the Sweet Springs Trail review process, in addition to the viewshed issues, legal easement issues, visitor management issues onto private property, parking issues and noise issues outlined in the petition, there were a few others that emerged.

1. According to Midpen staff, there are 2 guidelines that are used in the placement of new trails. The trails should not be in the viewsheds of neighbors and the new trails should not be within 300 feet of any structure. The connections #15, 16 and 17 to Sweet Springs Trail violate both guidelines. Midpen did a constraint overlay which clearly showed the trails in the middle of the viewshed. I have attached a crude survey using your map in which I have crosshatched the areas on Midpen property which are within 300 feet of structures and all 3 connections are within that 300-foot boundary. I assume this was a guideline to mitigate noise issues for neighbors, so I'll further note that the entirety of Sweet Springs Trail and its connections are as close as 20 feet to structures. Increasing the visitor count tenfold will have downstream effects that violate your guidelines.
2. Midpen did a thorough environmental study of the Hawthorns property. If Midpen plans to place a 50-car parking lot and connect it to private property less than ½ mile from that parking lot, why have they not completed an environmental impact report for those lands? There will be a huge impact on animal and plant life with the impact coming from Midpen's decisions.
3. There was discussion about the Town of Portola Valley's General Plan and its desire to connect Sweet Springs Trail to the Hawthorns property. The plan is available online and shows a trail connection but only to a single residential home on the property. There was no way for the authors to contemplate that the end of the trail was a 50-car parking lot. That is not in the General Plan.

## Attachment 6A

4. I do not understand why Midpen is planning for such a large parking area. I believe the original grant documents called for “limited parking” on the property. Based on comparisons to other open spaces in the area via acreage or trail mileage, 50 cars seems out of proportion not “limited”.
5. The number of connections seems excessive for such a small property. You have 6 proposed connections including the parking entrance for a property of 50 usable acres (Historic Complex is fenced off) and a 1.6 mile internal trail. If you applied this ratio to the 7.2 mile Hamms Gulch/Spring Ridge loop in Windy Hill you would have almost 30 connections to that loop which currently has 3 entrances (Willowbrook, Windy Hill main parking and at the top on Skyline). All of the proposed connections to Sweet Springs Trail are within 200 to 500 yards of a different connection on Alpine Road.

Thank you for considering the issues raised by the 178 neighbors in the petition and the additional comments I have added.



**Hawthorns Trail Exploratory Ideas**

- Hawthorns area property line
- Closed area\*
- Town trail
- Fire road
- Conceptual Loop Trail
- Option 1
- Option 2
- Option 3
- Desired Trail Idea (Infeasible)
- Proposed bench
- Proposed parking lot
- Alpine Rd Trail Improvement Corridor
- Fuel break

Midpeninsula Regional Open Space District  
(Midpen)  
12/11/2023

Scale: 0, 150, 300 feet

Area of Detail

443

Note all 3 connectors and part of 1.6 mile internal loop fall ~~with~~ within 300 feet of homes

CROSS - Hatched Area Denotes Midpen Area within 300 feet of Portala Ranch Home



**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, June 7, 2024 2:29 PM  
**To:** Clerk; web  
**Subject:** 6/13 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Hawthorns-internal trail system/trail connections -Ilana Shumsky -

**EXTERNAL**

**Meeting** 6/13 – Hawthorns Area Public Access Working Group Meeting  
**Date \***

**Is this a comment about a specific board item? \*** Yes

**Agenda Item Number or Subject \*** Hawthorns–internal trail system/trail connections

**Please check one: \*** In Opposition

**Where did you hear about this meeting? (check all that apply) \***

- E-mail notification from Midpen

## Attachment 6A

Name \* Ilana Shumsky

City of Portola Valley

Residence

\*

Email \* 

Comment To be provided to the board of directors. (no limit)

Type \*

### Comments to be provided to the board of directors \*

These comments are both for the PAWG and the board of directors, thanks!!

I am a homeowner on Saddleback Drive, and while I support the development of Hawthorns for hiking, I have significant concerns regarding the proposed site of the Hawthorn trails and linkage to Saddleback, which is a small road just off of Alpine road. Of note, this is not the potential linkage to the upper portion of Sweet Springs which is higher up in the development. These concerns center around child safety, trail proximity to my home, and potential impact on fire or ambulance access to our street.

- Both the internal trail and the trail linkage to Sweet Springs on Saddleback is much closer to my house than 300 feet. My house is one of two homes closest to the proposed trail and is directly across the street, so most likely it is less than 50 feet. The linkage spur was added later in the process and may have slipped by the notice of the planners, as even on the Mid Pen plans our homes are not drawn on the map, which would show how close we are to the both the internal trails and the spur.
- Children walk and bike ride to and from Corte Madera elementary school along the Alpine Trail, which is not clearly visible to the traffic on Alpine Road as there is a wide berm and foliage between the trail and street. The kids uniformly do not stop when crossing Saddleback, so I am very cautious when pulling onto Saddleback from Alpine Road in my car, being careful to check to make sure that no kids are flying down the trail and cutting in front of me (which they often do). If people are using Saddleback to park, they will not be aware of needing to be particularly cautious when turning onto this street, which leads to increased risk of injury to the large numbers of children that walk and ride on this route every day.
- The addition of a defacto trail head on our small cul-de-sac would encourage parking without any restrictions. Our road is narrow. If there are cars parked on both sides of the street, I am concerned that a fire truck or emergency vehicle would not be able to pass. Speaking as a physician, even a few minutes of delay in reaching someone in distress



## Attachment 6A

can be devastating.

- Additionally, there is not a need, that I can determine, for why PAWG or MidPen would consider having a juncture on Saddleback. I am an avid hiker myself, but a cyclist or pedestrian who would like to access the trails of the new area only has to walk or ride on the pre-existing Alpine road trail for a very short distance (0.1 miles) to enter through the main entrance. So, the need for a trail juncture on Saddleback is not present and the downside and safety concerns to our neighborhood is large.

Thank you for your consideration,

Ilana Shumsky, MD

---

## Attachment 6A

### Sherilyn Reinhart

---

**From:** Sherilyn Reinhart  
**Sent:** Tuesday, April 23, 2024 12:08 PM  
**To:** Sherilyn Reinhart  
**Subject:** FW: Please post as public comment for Hawthorns working group and submit to MROSD board  
**Attachments:** Public comment 41024.pdf

---

**From:** Kristi Corley [REDACTED]  
**Sent:** Saturday, April 20, 2024 9:42 AM  
**Subject:** Please post as public comment for Hawthorns working group and submit to MROSD board

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

EXTERNAL

<https://www.portolavalley.net/home/showpublisheddocument/18279/638483644104070000>



**Portola Valley  
Emergency Preparedness Committee**

**To:** Emergency Preparedness Committee  
**From:** Evacuation Subcommittee  
**Date:** April 4, 2024  
**Re:** Updated Evacuation Studies

---

## Summary

In 2022, Fehr & Peers produced an Evacuation Traffic Capacity Study for Portola Valley. The study provided model-based evacuation times under three different scenarios: all roads open, Portola Road blocked, and Alpine/Arastradero blocked. The base assumptions included the evacuation starting at 6 am, and approximately 2 cars per household. The study highlighted that it could take longer than **3 hours** to evacuate if roads were blocked. The study did not include any impact from additional housing required by the recently passed Housing Element.

Subsequent to the Fehr & Peers study, WFPD and members of the EPC were introduced to Ladriss, a small company that had developed a flexible cloud-based evacuation modelling platform. WFPD and Portola Valley have since purchased access to the Ladriss system. After considerable efforts, we believe the Ladriss model is now positioned to provide reasonably accurate statistical modelling of evacuation scenarios for Portola Valley and surrounding areas. We have spent the time to model the additional cars that would be anticipated from the recent Housing Element and have run simulations of the resulting evacuation times that are presented in this report. Please read the rest of this memo for a more detailed discussion.

The results (in the following table) make sense; when all roads are open, there is a slight increase in evacuation times due to the new housing. However, evacuation times increase substantially when roadways are blocked. In particular, when Alpine/Arastradero roads are blocked the average evacuation times increase by almost 30 minutes, and the maximum evacuation time increases by almost an hour to an alarming **5 hours!** This increase also makes sense, since much of the new housing is concentrated along Alpine Road. We have always advised that the maximum evacuation times are the most relevant for emergency personnel and public officials. **The Fehr & Peers report offers several suggestions to begin to mitigate evacuation times and we strongly recommend that efforts should be made to improve evacuation before new housing is completed.**

Scenario		Fehr & Peers*	Ladris - Baseline	Ladris - Add HE cars
<b>All Roads Open</b>	Mean	23-40 minues	41 minutes	54 minutes
	Median		42 minutes	58 minutes
	Maximum	75-90 minutes	99 minutes	106 minutes
	Std Dev		+/- 21 minutes	+/- 23 minutes
<b>Portola Road Blocked</b>	Mean	60-84 minutes	62 minutes	84 minutes
	Median		67 minutes	85 minutes
	Maximum	120-165 minutes	160 minutes	178 minutes
	Std Dev		+/- 36 minutes	+/- 41 minutes
<b>Alpine/Arastradero Blocked</b>	Mean	76-114 minutes	168 minutes	195 minutes
	Median		192 minutes	209 minutes
	Maximum	165-225 minutes	237 minutes	301 minutes
	Std Dev		+/-60 minutes	+/- 77 minutes

\*F&P mean is taken 30 minutes after evac starts; F&P max is at 90% population evacuated

## Fehr & Peers Wildfire Evacuation Traffic Capacity Study

The final report can be found here: [Evacuation Traffic Capacity Study 2022](#). We recommend that readers take another look at this study. It was the result of three public meetings to discuss the methodology and scenarios, followed by three presentations of the final report. During the process, members of the EPC met weekly with the consultants and provided significant amounts of local data to produce the best possible report.

As with any study, significant assumptions were made on many variables during the process. The Fehr & Peers evacuation model is a proprietary model; thus a model from another source could have different results. As with any statistical model, we should expect different results under different boundary conditions, and actual situations are difficult to anticipate.

The most important result from the study is a verification that **Portola Valley has a serious problem evacuating its residents in an emergency, particularly if one of the two major exit routes is blocked**. The model is also unable to assess any incidents (car accidents, fallen power poles, etc.) that would further disrupt evacuation traffic. Reports from the Paradise Fire and others are quite alarming regarding suddenly blocked exit routes.

The Fehr & Peers Study offered several suggestions for improving evacuation times, such as widening Alpine Road and investigating emergency road clearance crews (see Section 4.2, page 33 and section 5 page 41). All efforts should be made to move forward on these suggestions and others to improve our roadways and reduce evacuation times. It is imperative that these mitigation projects are completed before significant additional housing is built in Portola Valley.

## Ladris Evacuation Simulation Tool

In late 2022, members of the EPC were introduced to Ladris ([Ladris | AI for Climate](#)) by WFPD. Over the next two years, members of the EPC and other volunteers spent many days with Ladris to address software bugs, user interface deficiencies, core data discrepancies, and a myriad of other issues. Portola Valley, WFPF, and Woodside all purchased licenses with Ladris in 2023 and continued for 2024. Members of the EPC, primarily Rob Younge, continued to spend time with Ladris and by early 2024, we were comfortable that the platform was reasonably accurate for evacuations in Portola Valley.

The first test of Ladris was to make sure that its simulation results were comparable to those of Fehr & Peers in the same scenarios (“Ladris – Baseline” column). Again, it took a fair amount of time to adjust all the various parameters to align the scenarios. Also, it should be noted that the Ladris output is not exactly in the same format as Fehr & Peers, but they are reasonably close. Next, we loaded the additional cars that could be expected from the additional housing from the recently passed Housing Element. Those results are shown in the “Ladris – add HE cars” column. The results are interesting and somewhat intuitive. Average and Max evacuation times with all roads open increase only modestly – this makes sense, as much of the new housing will be built on the Alpine Road corridor (however, please note that it will take almost an hour for someone evacuating to actually get out of town). The most significant changes are noticeable as roads are blocked. For example, the maximum evacuation time if Alpine/Arastradero are blocked balloons to 5 hours. This is clearly alarming and demonstrates the danger facing an evacuation in Portola Valley during a wildfire.

Now that we have worked with Ladris, it is possible to fairly rapidly run new scenarios with different road blockages, number of cars, alternative exit routes, etc. As we move forward, we believe this will become a useful tool for first responders and the town.

**4/10/24**

Town Council Members, HCD and Community,

**I am commenting as:**

1. 24-year PV property owner/resident
2. Someone building the only Multi-Family Deed-Restricted Affordable project in town (Willow Commons).
3. And a perspective that our town needs a more diverse housing stock to cater to a wide range of needs rather than just large single-family zoned lots.

**Comments on Draft HE Performance Report:**

1. The town has been disingenuous in claiming in the Housing Element and related Performance Reports that it has assisted/streamlined etc the Willow Commons housing project. Here are just three examples:

1. No response from the Town manager to repeated requests for meetings to resolve issues- we are the verge of having to stop the project because we can't get answers to questions - this has happened numerous times.

2. There needs to be more support in working through issues where the town ordinances directly conflict with the West Bay Sanitation and PV zoning code requirements and lack of utility/Infrastructure support with West Bay, CalWater, and PGE. As a result, our project will cost significantly more and likely be delayed 6-12 months.

3. Fighting, Delaying, and Denying almost all financial assistance requests- denied multiple requests, including the only enacted town affordable housing program (Fee Waivers for affordable projects in General Plan) Permitting fees were waived for the project after initially being rejected and only when it was pointed out that the Town General Plan states explicitly a commitment to do so for a project such as this with

Attachment 6A

social and community benefit. Multiple denials on requests for support from the Affordable Housing Fund and our offer to more severely restrict units to Very Low Income from Low-Income categorization to help the town were denied. Santa Clara Supervisors just approved a \$1.5m award to the project to help cover the escalating costs. We are in discussions with San Mateo, but PV has yet to partner or support us outside of reluctantly agreeing to their only program fee waiver. Still, they are charging us fees, making us request reimbursement, and taking quarters to pay. (we are currently about \$75k in unreimbursed expenses)

So, Claiming in the HCD HE Performance Report that:

1.

for ways to improve efficiency.		
5-3: Facilitate and support pipeline projects during the planning period by working with applicants.	Ongoing	Develop 50 units by January 2031. In progress - Willow Commons project (11 units) currently under construction.

This claim about **Program 5.3** is disingenuous and incorrect from Willow Commons' perspective, and we would like to record that we object as the only pipeline project. We have numerous unresolved issues that threaten to stop construction and delay the project even further—almost all requests for changes to reduce the project's costs have dramatically escalated.

2.

4-4: Establish and implement an Affordable Housing Fund Policy.	December 2023	Complete. Policy established by Town Council.
---	---------------	---

As mentioned earlier, establishing an Affordable Housing Fund that doesn't support Willow Commons - a 100% affordable project that has the added town benefit of being permanent supportive housing for adults with Intellectual and Developmental delays calls into question the validity of the affordable housing fund that the town has been sitting on for over ten years and all of our requests were denied. Again, I think the town

missed the spirit of this program's objective. The fact that the county will support it but our town won't is illustrative. For an affordable project, a town typically contributes 10-25% of the project costs to make it happen since there is a public/town benefit and projects don't make economic sense. The town will contribute less than 1% on the current course through fee waivers. I had written to council members and subcommittees when the policy was being created. I don't think it was focused and objective, and as the only project that has made requests and been rejected, I believe this **Program 8-1** has not been achieved - so perhaps "technically" complete, it has failed in the spirit of what it is intended.

**3.**

8-1: Review approval findings for objectivity and make any necessary revisions with other zoning code amendments and rezonings in March 2024	March 2024	Review and revise approval findings.
	Tri-annually	Evaluate regulations on a regular basis.

Name of Program	Timeframe in Housing Element	Status of Program Implementation
8-5: Rezone properties in Town to allow multi-family housing with a range of affordability levels and deed restrictions to ensure affordability over time.	2024	In progress - draft zoning code and zoning map amendments currently being reviewed by the Planning Commission. The Town Council anticipated to adopt in May 2024. Once projects are under construction, affirmatively market to under-represented households.

2 years ago, when the town was considering rezoning parts of the Nathorst area and as a property owner, we were asked to upzone; we asked for the development standards besides the fundamental zoning changes to understand what we would agree to. It was unfair then to property owners, neighbors, staff, and committee members to not have this thought out. As we can see today, the committees, property owners, and neighbors were given only a little advance notice of the 59-page draft of the building



code rules. So, the town kicked this complex topic down the road, and here we are with almost no time to evaluate and consider the implications. In the last three meetings; 1 Planning Commission, 1 Joint Planning/ASCC, and Monday's ASCC meeting, over 10 hours have been spent, not to mention the heavy lifting of subcommittees.

1. At the last meeting, the two possible affordable projects (Ladera and 4394 Alpine) repeatedly objected to the complexity and costs discouraging (not encouraging) affordable housing projects. After all of this, both of us are less inclined and have stated we should reduce the units in the housing inventory for a variety of reasons, including the complexity and difficulty.
2. The building complexity is designed for buildings that only use MF 20-23 unit density (Ladera Church) but are applied to ALL multifamily and mixed-use. I would estimate 10 of the 11 hours of discussion was on hypothetical three-story buildings and how to deal with facades, windows, doors, porches, roof angles, etc - all on something Ladera has flatly said they are not considering. Yet, projects that are likely affordable for 1-2 stories with the same height limitations as all single-family zoned houses in town are being encumbered with extensive regulations, and no technical evaluation has been shown to have cost-benefit or implications. In addition, there are arbitrary decisions used on possible limitations on unit sizes that could restrict a variety of housing solutions are being made. The goal stated several times in commission meetings is to drive projects through a subjective review, which clearly contradicts what the objective design standards were trying to accomplish - to make it easier for affordable projects to decide to do a project. Again, the spirit of the objective standards is to make so many and so complex to push projects into a discretionary process, which will be a significant deterrent for affordable projects.

## Attachment 6A

3. We should have zoning that makes sense for low/medium (2-4 units MF, 3-6 MU) density and one for high Density (MF20-23). However, we only have *one*, and we are trying to force everything into the worst case, which Ladera and I have publically stated in *discouraging* the two properties on the housing inventory that have expressed an interest in creating affordable housing. I recommend using the single-family home building codes until new low-density MF/MU residential can be developed, given these have the same building height limitations and are residential.
4. Lastly, these complex regulations are not imposed on Ford Field, which is the only project to be high density like the regulations focus on; however, they do impose on the FIVE properties in MU(3) or MF(2) zoned areas. Ford Field, with 50 Very Low-Income units, is a highly challenging project in many dimensions. However, it should comply with all the proposed non-Portola Valley-owned property regulations.

Sincerely,

Jim White

**Sherilyn Reinhart**

---

**From:** Tina Hugg  
**Sent:** Friday, May 3, 2024 3:28 PM  
**To:** sandysommer  
**Cc:** Ashley Mac; Sherilyn Reinhart  
**Subject:** FW: Hawthornes PAWG - Fwd: Midpeninsula Regional Open Space District Board of Directors Meetings for the week of May 6, 2024

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi, Sandy,

Yes, we can share the [staff report on the Parking Area Design Guidelines](#), which is going to the Board next Wednesday, May 8<sup>th</sup>. Thank you for the suggestion.

Best,  
Tina

---

**From:** sandysommer dslextreme.com [REDACTED]  
**Sent:** Thursday, May 2, 2024 5:04 PM  
**To:** Tina Hugg [REDACTED]; Ashley Mac [REDACTED]  
**Subject:** Hawthornes PAWG - Fwd: Midpeninsula Regional Open Space District Board of Directors Meetings for the week of May 6, 2024

EXTERNAL

Hi Tina and Ashley,

I've been reading through the staff report for the Parking Area Design Guidelines and I'm wondering if it would be possible to share the report with the Hawthorne's PAWG. You all did a good job of articulating a vision for what a sensitive staging area would look like, and I think it would be beneficial for everyone to have a chance to review.

Thanks!

Regards,  
Sandy

---

**From:** "Midpeninsula Regional Open Space District" [REDACTED]  
**To:** "sandysommer" [REDACTED]  
**Sent:** Thursday, May 2, 2024 4:20:07 PM  
**Subject:** Midpeninsula Regional Open Space District Board of Directors Meetings for the week of May 6, 2024



The agendas for the following meetings are now available online:

- Tuesday, May 7, 2024: [Action Plan & Budget Committee Meeting](#)
- Wednesday, May 8, 2024: [Board of Directors](#)

These meetings will be held both in-person at [5050 El Camino Real, Los Altos, CA](#) and via Zoom.

Agendas, reports, and minutes for all Midpen board meetings are available online at [openspace.org/public-meetings](https://openspace.org/public-meetings).

Thank you for your interest.



[openspace.org](https://openspace.org)

**Midpeninsula Regional Open Space District**

5050 El Camino Real, Los Altos, CA 94022

650-691-1200

[Manage Preferences](#) [Unsubscribe](#)



Midpeninsula Regional  
Open Space District

R-24-55  
Meeting 24-12  
May 8, 2024

**SPECIAL MEETING AGENDA ITEM 1**

**AGENDA ITEM**

Parking Area Design Guidelines

**GENERAL MANAGER'S RECOMMENDATIONS**

A handwritten signature in black ink, appearing to read "dew".

Review and approve the proposed Parking Area Design Guidelines with any final changes as requested by the Board of Directors. However, if significant revisions are required, authorize the General Manager to execute a \$15,000 contract amendment with CSW/ST2, a multidisciplinary design and landscape architecture firm who is assisting with developing the Parking Area Design Guidelines, in order to be able to prepare additional iterations for Board consideration.

**SUMMARY**

The Midpeninsula Regional Open Space District (District) is developing Parking Area Design Guidelines as a framework for ensuring appropriate open space and natural/rural aesthetic character and design elements are integrated into District preserve parking areas. Staff have been working with CSW/ST2, a multidisciplinary design and landscape architecture firm, to develop these guidelines and sought the Board of Directors (Board)'s early feedback on the proposed overarching parking area values, typologies, and design elements to be included in the guidelines document on March 13, 2024. Staff and the consultant have incorporated Board feedback and the guidelines are returning to the for Board review and approval consideration.

**BACKGROUND**

With over 70,000 acres of connected public open space, the District's preserves contain diverse and scenic landscapes, from bay wetlands to redwood forests and coastal grasslands, hosting an incredible diversity of life. The District's roles and responsibilities center on its commitment to the preservation and restoration of these lands and providing ecologically sensitive public access and education.

Parking is a key component of public access to District preserves. A parking area serves as a gateway to the preserve and provides a transitional zone between urban/suburban areas of the greater Bay Area and the preserves' natural/rural open spaces. They offer the public the first opportunity to experience ecologically sensitive enjoyment and education in District preserves. With thoughtful and purposeful design, parking areas can successfully highlight the District's mission and value while meeting the technical and regulatory requirements of visitor parking.

The District has historically provided relatively small gravel parking areas (e.g. 10 to 15-space parking areas) at preserve trailheads. As District preserve visitation has grown over time, the

demand for additional and larger parking areas has increased. The passage of Measure AA in 2014 provided the necessary funding resources for the District to balance the various legs of its mission and thus enhancing public access opportunities across its 27 open space preserve, including adding new parking areas and expanding existing parking areas.

In the last 15 plus years, new building codes have emerged necessitating the addition of various engineering and design elements to address regulatory requirements pertaining to the Americans with Disabilities Act (ADA) and stormwater management under the National Pollution Discharge Elimination System (NPDES). Most recently, the District has also been incorporating transportation demand management (TDM) and Climate Action Plan strategies as part of parking area designs to include new elements such as carpool lots and real-time parking information systems to manage parking demand.

All of the various factors and requirements described above are affecting the aesthetic design of District parking areas and have raised Board interest in defining Parking Area Design Guidelines to ensure that new and future parking designs incorporate a natural open space aesthetic quality reflective of the District's conservation and environmental stewardship values and mission.

In response, the District retained CSW/ST2, a multidisciplinary design and landscape architecture firm for assistance in developing the Parking Area Design Guidelines. The consultant team includes the lead designer for the District's Mount Umunhum Site Restoration and Public Access Project completed in 2017. The consultant's scope of work includes working with staff to assemble District values, typologies, and considerations, which influence parking design; drafting a Parking Area Design Guidelines document; assisting staff with presentations to the Board and the public for input on the draft document; and incorporating Board and public comments to develop a final Parking Area Design Guidelines document.

At a Board study session on March 13, 2024, staff presented several key draft elements of the design guidelines document for Board's early feedback, including the overarching parking area values, typologies, and design elements to be included in the guidelines document. Board comments focused on the tone and emphasis of the guidelines document to create a sense of place. Revisions to the draft value statements were proposed to better reflect the emphasis on natural features and aesthetics compatible with the surrounding environment. The Board also commented on scale, screening, and viewscape of parking area design. Furthermore, the Board made recommendations on adding and removing items from the design elements list. The consultant has incorporated Board and staff comments in the final draft document.

## **DISCUSSION**

The goal of this work is to develop a framework for ensuring that open space and natural/rural aesthetic and design character are incorporated into District preserve parking areas. The design guidelines center on the District's mission and align with the Board-approved Vision Plan Goals. These guidelines are intended to provide guidance throughout the life of a parking area project from initial site selection to construction. They offer a shared understanding of the organization's expectations to District staff and design consultants during the design development process and serve as a tool for the Board to use in evaluating and approving proposed parking areas design concept plans. The Parking Area Design Guidelines document will be a living document to be updated as the guidelines are tested against projects with a range

of site conditions, sizes, sensitivities, and budgets, and informed by lessons-learned from the maintenance and operation of the parking areas.

The design guiding document includes the following:

- **Values.** Expresses the District's values in relation to parking areas, knitting together ecologically sensitive public access with the functional requirements of parking. These values should be reflected throughout the life of a parking area project from initial site selection to construction.
- **Approach.** Describes the design approach that respects and complements the land's physical, visual, and cultural integrity. This set of guidelines are particularly helpful during the initial site selection, feasibility study, and conceptual design phases.
- **Elements.** Describes a set of guidelines for the design of specific parking lot elements, ensuring that visitors have a consistent experience across all preserves. These guidelines will inform the design development, detailed design and construction of parking areas.

### Values

Built from the District's missions and goals, the values set the design attitude that underpins all programming and design decisions for District parking areas. They are intended to be used as high-level criteria for evaluating whether design choices support the District's mission. The following values will apply to the design of all parking areas, regardless of environment and specific design elements.

- **Respect the Natural Landscape and Cultural Setting.** Avoid or limit ecological impacts by focusing on opportunities to utilize principles and methods of land preservation, restoration, and the appreciation of natural and/or rural landscapes while working with the requirements that vehicle-based public access present. When possible, utilize aesthetically appropriate design elements to reflect and complement the surrounding environment.
- **Establish a transition zone.** Place and design parking areas that harmonize with the natural surroundings. Parking areas serve as the public's transitional spaces between the surrounding urban/suburban fabric of the greater region and the natural open space preserves. Minimize the visual and aesthetic/sensory impacts of parking areas on the land. Design parking areas and trailheads to be visual gateways to the open space preserve that help transition visitors into the natural/rural environment.
- **Exhibit a Sense of Place.** Express a consistent District design ethos across all preserves while highlighting local, environmental, and cultural context and the natural/rural aesthetic character of the preserve and setting. Parking area and trailhead design serves to provide visitors with a visual/experiential understanding of the District's values and mission. Seek opportunities to celebrate the unique attributes of the preserve.
- **Address Sustainable Practices.** Design using environmentally sustainable materials, colors, textures and construction practices that reflect and are compatible with the natural setting. Consider financial and staff resource impacts in design choices. Select durable, low-maintenance design elements to minimize long-term maintenance requirements.

### **Approach**

The Approach establish an underlying design rationale across District projects to support the expression of authentic sense of place for each site. These guidelines are intended to be used throughout the life of a project, but particularly helpful during the initial site selection, feasibility study, and conceptual design phases. Areas covered in the Approach include:

- Typologies – typologies describe general groupings of landscape and cultural character
  - Forested Sites
  - Open Sites
  - Agricultural Sites
  - Cultural Sites
- Inclusive Design
- Viewsheds
- Siting and Layout
  - Turnaround/Drop-off, Emergency Vehicle and Transit
  - Equestrian Parking
  - Entry Roads
  - Trailheads
  - Habitat Connectivity
- Grading
- Drainage
- Color and Texture
- Materials
- Vegetation, Soils, and Fire Management

### **Elements**

The Design Element Guidelines shape decisions at the core of the design process. While these guidelines generally apply to the design of all parking areas, regardless of typology, the specific project program will determine which design elements should be considered. Area covered in the Design Element Guidelines include:

- Surfacing
  - Gravel
  - Stabilized Aggregate
  - Chip Seal
  - Asphalt
  - Concrete
  - Permeable Pavements
  - Color and Texture in Surfacing
- Striping
- Shoulders, Edge Restraints, Wheel Stops
- Boulders, Aggregate, Logs, Timbers
- Walls and Rockeries
- Restrooms
- Furnishings
- Fencing, Gates, Screens, Barriers
- Signage
- Parking Technology



**Board Review and Approval of Guidelines Document**

Staff is seeking Board review and approval of the proposed Parking Area Design Guidelines document. CSW/ST2 was originally retained under the General Manager's approval authority to assist the District with developing these guidelines. If significant modifications are necessary, the General Manager recommends authorizing a contract amendment to provide additional consulting services in the amount of \$15,000, bringing the total contract to a not-to-exceed amount of \$64,298.

**FISCAL IMPACT**

There is sufficient funding in the current fiscal year budget to cover the cost of the recommendation. A budget adjustment will be made to allocate unspent project funds from one or more parking area projects to cover the costs of this work.

**PRIOR BOARD AND COMMITTEE REVIEW**

**March 13, 2024:** The Board conducted a study session to review and provide early feedback on the Parking Area Design Guidelines. ([R-24-36](#), [Meeting Minutes](#))

**PUBLIC NOTICE**

Public notice was provided as required by the Brown Act.

**CEQA COMPLIANCE**

Approval of design guidelines at the policy level does not constitute a project subject to the California Environmental Quality Act.

**NEXT STEPS**

Based on Board feedback, staff will work with the consultant to incorporate comments from the Board and finalize the design guidelines. If significant changes are necessary and a contract amendment is approved by the Board, staff will process the contract amendment, work with the consultant to address Board comments, and bring the guidelines document back to the Board for review at a future Board meeting.

**ATTACHMENTS**

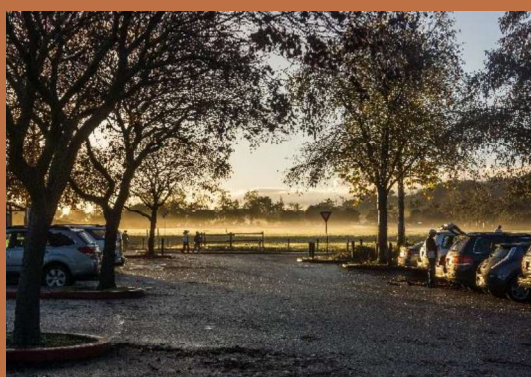
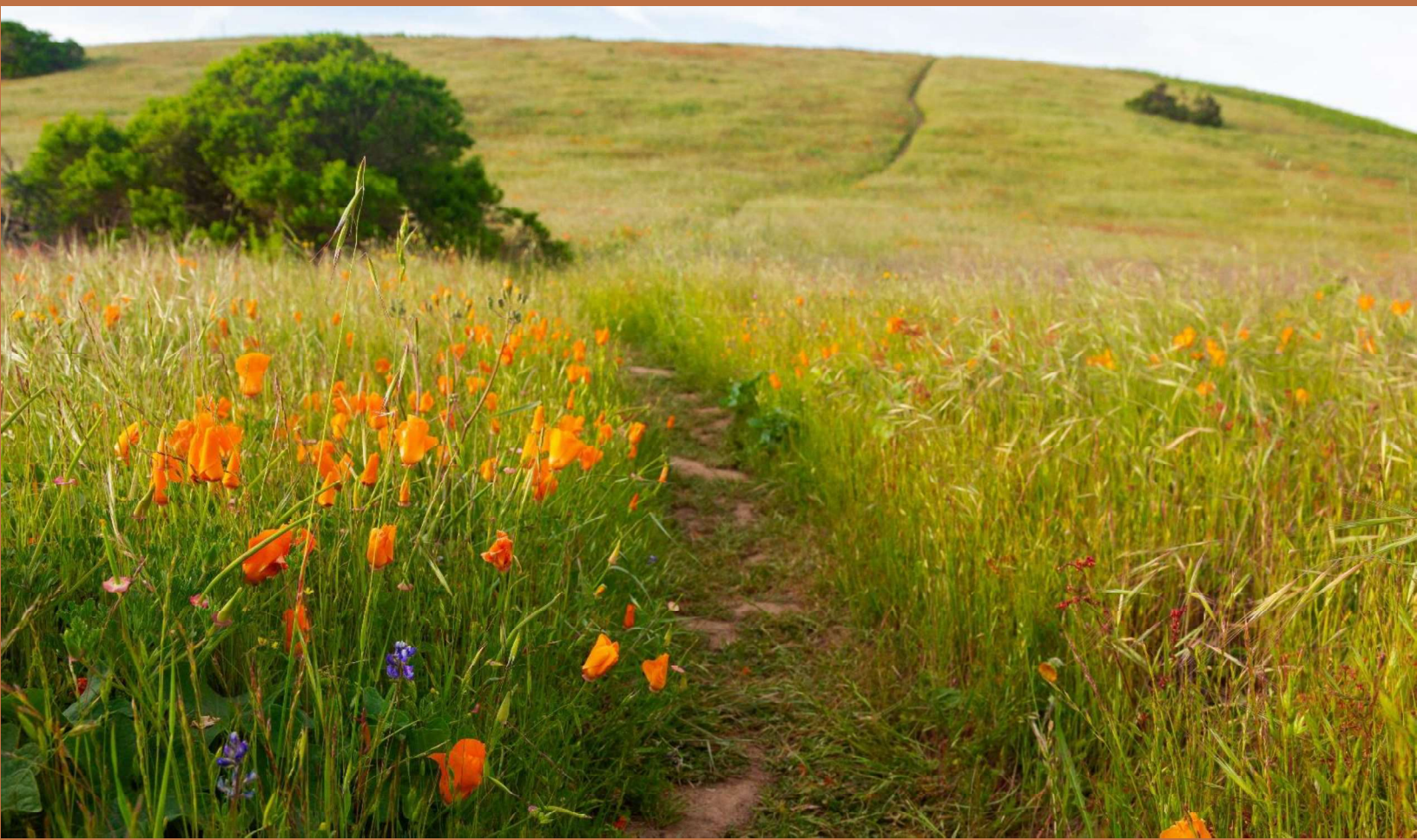
Attachment 1: Draft Parking Area Design Guidelines

Responsible Department Head:  
Ana Ruiz, General Manager

Prepared by / Contact person:  
Susanna Chan, Assistant General Manager

# Parking Area Design Guidelines

DRAFT | May 01, 2024



# Parking Area Design Guidelines

Approved by the Midpeninsula Regional Open Space District Board  
(Date TBD)

The Midpeninsula Regional Open Space District (Midpen) mission is:

***“To acquire and preserve a regional greenbelt of open space land in perpetuity, protect and restore the natural environment, and provide opportunities for ecologically sensitive public enjoyment and education.”***

Within the Coastsides Protection Area, the mission expands:

***“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.”***

The Vision Plan Goals approved by the Board of Directors in 2014 encompass:

- ***Outdoor Recreation and Healthy Living.*** Provide accessible open space lands for recreation and outdoor exercise in nature.
- ***Cultural and Scenic Landscape Preservation.*** Conserve the area’s scenery and rich history; provide places for escape and quiet enjoyment.
- ***Healthy Nature.*** Take care of the land, air, water and soil so that plants and animals thrive and people can receive nature’s benefits.
- ***Connecting with Nature and Each Other.*** Provide opportunities for people to learn about and appreciate the natural environment and to connect with nature and each other.
- ***Viable Working Lands.*** Provide viable working lands that reflect our agricultural heritage and provide food and jobs.

Prepared by:

**CSW | ST2**

121 Park Place, Richmond, CA 94801

[www.cswst2.com](http://www.cswst2.com)

Photo Credits: Top: Russian Ridge (Wing Yung), Bottom (left to right): Russian Ridge (Doug McConnell), Rancho San Antonio (Karl Gohl), Purisima Creek Redwoods (Mike Kahn)

# Table of Contents

<b>Introduction.....</b>	<b>4</b>
Using the Guidelines.....	3
<b>A. Values .....</b>	<b>8</b>
<b>B. Approach.....</b>	<b>9</b>
Typologies.....	9
Inclusive Design .....	15
Viewsheds .....	16
Siting and Layout .....	16
Grading.....	20
Drainage .....	22
Color and Texture .....	23
Materials.....	23
Vegetation, Soils, and Fire Management .....	24
<b>C. Elements .....</b>	<b>26</b>
Surfacing .....	26
Striping .....	29
Shoulders, Edge Restraints, Wheel Stops.....	30
Boulders, Aggregate, Logs, Timbers .....	30
Walls and Rockeries .....	31
Restrooms .....	31
Furnishings .....	32
Equestrian Amenities.....	32
Fencing, Gates, Screens, Barriers,.....	33
Signage .....	33
Parking Technology .....	34

# INTRODUCTION

***“...to try to save for everyone, for the hostile and indifferent as well as the committed, some of the health that flows down across the green ridges from the Skyline, and some of the beauty and refreshment of spirit that are still available to any resident of the valley who has a moment, and the wit, to lift up his eyes unto the hills.”***

Wallace Stegner

With over 70,000 acres of connected public open space, Midpeninsula Regional Open Space District's (Midpen) preserves contain diverse and scenic landscapes, from bay wetlands to redwood forests and coastal grasslands, hosting an incredible diversity of life. Midpen's role and responsibilities center on its commitment to the preservation and restoration of these open spaces across the Santa Cruz Mountains.

Midpen's mission is to acquire and preserve a regional greenbelt of open space land in perpetuity, to protect and restore the natural environment, and to provide opportunities for ecologically sensitive public enjoyment and education. On the San Mateo County Coastside, that mission expands to include acquiring and preserving agricultural land of regional significance, to preserve rural character, and to encourage viable agricultural use of land resources. Midpen undertakes its work on the basis of the missions and Basic Policy, along with the guidance of specific policies, including Resource Management and Agricultural policies, the 2014 Vision Plan, and the priorities established by Measure AA.

Parking is a key component of public access to Midpen preserves. A parking area serves as a gateway to the preserve and provides visitors with a transition zone between the urban/suburban areas of the greater Bay Area and the preserves' natural open spaces. Parking areas are many visitors' first interface with Midpen's preserves, as such they establish the Midpen identity. Midpen historically provided relatively small gravel parking areas at trailheads. As visitation has grown and more trails have opened for public access, the demand for more and larger parking areas has increased. The passage of Measure AA in 2014 provided needed resources to allow Midpen to shift part of its focus toward expanding public access opportunities across its 27 open space preserves, including adding new parking areas and expanding existing parking areas to better accommodate visitation levels.

***Midpen's Basic Policy defines Open Space as land area that is allowed to remain in or return to its natural state. Open space lands:***

***Protect areas of scenic beauty and preserves natural habitats necessary to sustain plant and animal life, especially native and endangered species.***

***Offer opportunities to the public for education, recreation, and renewal of spirit.***

***Enhance public safety by preventing development of areas prone to landslides, earthquake damage, flooding, and wildland fires.***

***Establish boundaries for urban growth, provides a respite from urban living, and enhances regional quality of life.***

In the last 15 years, environmental and ADA regulations, as well as engineering standards, have increased. For example, new environmental regulations have necessitated the addition of engineering and design elements to address requirements pertaining to stormwater management under the National Pollution Discharge Elimination System (NPDES). More recently, Midpen has begun to incorporate transportation demand management (TDM) strategies into parking area designs by including new elements such as carpool lots and real-time parking information systems to manage parking demand. These various factors and requirements have affected the aesthetics of Midpen parking areas and have raised the Board of Directors' (Board) interest in defining these Parking Area Design Guidelines **to ensure that new and future parking designs incorporate a natural and/or rural open space character reflective of Midpen's values and mission while meeting the practical requirements of visitor parking.**

***Midpen's parking areas serve as transitional experiences for visitors as they move from the outside context to the unique preserve habitats.***

Midpen's parking areas are the public's first interface with *opportunities for ecologically sensitive enjoyment and education* in Midpen's preserves. Parking areas also present a challenge between the practicalities and needs of vehicle-based public access and the desire to promote the environmental sensitivities inherent in preserving, protecting, and restoring natural and agricultural lands. With thoughtful and purposeful design, parking areas can successfully highlight Midpen's mission and values while meeting the technical and regulatory requirements of visitor parking.

### USING THE GUIDELINES

The Midpen Parking Area Design Guidelines (Guidelines) are intended to apply throughout the design process—during the conceptual site location feasibility study phase and throughout the development of design and construction plans. They provide a shared understanding of Midpen's expectations to staff and design consultants. They also serve as a tool for the Board to use in evaluating and approving proposed parking area design plans.

***The Midpen Parking Area Design Guidelines are a framework to guide the design and evaluation of new parking area projects.***

The Guidelines comprise the following sections, which work together to support the development of parking area designs reflective of the sense of place in alignment with Midpen's mission and identity:

- **Values:** Expresses Midpen's values in relation to parking area design, these guidelines knit together ecologically sensitive public access with the functional requirements of parking.
- **Approach:** Describes a design approach that respects and complements the land's physical, visual, and cultural integrity, these guidelines highlight a sense of place.
- **Elements:** Describes a set of guidelines for the design of parking area elements, ensuring a consistent visitor experience across Midpen preserves.

The Parking Area Design Guidelines are intended to be referenced and integrated in every phase of the design process, with greater focus on guidelines most relevant to the work at hand. The quick reference guide below provides an overview of the use of the guidelines, with the following sections outlining more detailed considerations for each phase.

### **Using the Guidelines—Quick Reference**

Phase	Guideline Section		
	Values	Approach	Elements
<b>Planning/ Feasibility</b>	✓	✓	
<b>Conceptual Design</b>	✓	✓	
<b>Schematic Design</b>	✓	✓	✓
<b>Design Development</b>	✓	✓	✓
<b>Construction Documentation</b>	✓	✓	✓
<b>Construction</b>	✓		✓
<b>Maintenance</b>	✓		✓

### **PLANNING**

Midpen planning work sets the foundation for the parking area site location and programmatic objectives. The site’s opportunities and constraints are considered, as well as any applicable avoidance and mitigation measures and anticipated trade-offs. Public input is gathered to inform programming and planning decisions. A range of early alternatives are evaluated and refined by staff and/or consultants. Then a series of acceptable alternatives with a range of programming are presented to the Board, often with a preferred alternative presented at that time for their consideration and confirmation.

#### **Integrating the Parking Area Design Guidelines**

- Include the Parking Area Design Guidelines by attachment or by reference in all Consultant RFPs and RFQs.
- District staff and the Board test consultant design work against the Values, Approach, and Element guidelines prior to approval.

### **DESIGN**

Midpen utilizes two design approaches—either Midpen Planning staff work with Midpen Engineering & Construction (EC) staff or Midpen Planning staff work with an outside design and engineering consultant. In both approaches, the Planning & Design team work collaboratively. Site meetings and reconnaissance build a common understanding of the landscape and early design ideas get tested collectively.



Conceptual design explorations tease out the overlay of the program, considering opportunities and constraints of the site. Initial program assumptions may be revisited if the site is not capable of appropriately accommodating Midpen's program. Iterative designs flesh out alternatives, which are tested against the project objectives, the Guidelines, and other policies.

Constructability, cost estimating, and value engineering test the preferred alternative's capability to advance or challenge the design team to search for refinement to the preferred alternative or new alternatives with more potential for success. Once a preferred alternative is refined and approved, significant design work is completed. However, as the design process continues through design development, the Planning & Design team should continue to evaluate decisions against project objectives, Guidelines, and other applicable policies.

***Good design does not rely on particular materials or budgets, but rather on the quality of the design rationale and its response to the project's goals, objectives, and program.***

### **Integrating the Parking Area Design Guidelines**

- Include the Parking Area Design Guidelines by attachment or by reference in all Consultant RFPs and RFQs.
- Midpen provides clear direction on the level of durability, design, and budget expected. A discussion of potential trade-offs informs the design team's approach. How these respond to the Guidelines is documented for future Board review and confirmation.
- Planning & Design team meet at the initiation of design to review the Parking Area Design Guidelines document and identify the Values, Approach, and Element guidelines that may be relevant to the project.
- As design progresses, the Planning & Design team communicates application of the Values and Approach guidelines in conceptual design development and the application of the Elements Guidelines in development of alternatives and refinement of the preferred alternative.

### **CONSTRUCTION DOCUMENTATION AND CONSTRUCTION**

Midpen's rigorous design process, including adherence to these Guidelines and best practices and environmental protection guidelines, as applicable, ensures that projects enter the Construction Documentation (CD) phase with a design that has been vetted by the Planning & Design team and the Board. It is critical to ensure that the essential project design is fixed as it enters this phase. However, new opportunities and constraints may arise, resulting in changes to the design. If significant revisions are required, they should be vetted against the Guidelines.

There are many important facets of the CD phase. Two are highlighted here: Cost Estimating and Materials. These two facets work in concert through the CD phase design and cost estimating processes. As budgetary concerns inevitably arise, the Planning & Design team should evaluate revisions to the design and its materials against the Values, Approach, and Elements guidelines for both function and aesthetics. Good design does not rely on particular materials or budgets, but rather on the quality of the design rationale and its response to the project's goals, objectives, and program.

Construction is the culmination of the design and changes to the design will inevitably occur during this phase. The Planning & Design team are encouraged through these Guidelines to take positive advantage of opportunities and constraints which arise and improve on the design. Again, when consequential decisions are required, revisiting the Guidelines can support decision-making in alignment with the project's design rationale.

### **Integrating the Parking Area Design Guidelines**

- Iteratively re-evaluate the evolving design per District Program, Resource Management Policies, Environmental Protection Guidelines, Design Guidelines, and Preliminary Design ideas. The Planning & Design team should circle back on design decisions to ensure project objectives and mitigation measures are being met.

### **MAINTENANCE AND OPERATIONS**

Maintenance is key to the longevity of the parking area. Minimizing maintenance requirements reduces environmental impacts—the longer a parking area can remain in good repair without having to be rebuilt, the more environmentally sustainable it is. Maintainability should be front and center to all decisions made through the design phases to ensure the feasibility of maintaining parking areas with the available budget.

### **Integration of the Parking Area Design Guidelines**

- Lessons-learned during on-going maintenance and operations activities are incorporated into future updates to the Parking Area Design Guidelines.

### **A LIVING DOCUMENT**

The Midpen Parking Area Design Guidelines is a living document to be updated as the guidelines are tested against projects with a range of sizes, sensitivities, and budgets. Lessons-learned from maintenance and operation of Midpen's parking areas, as well as monitoring of parking area impacts on the natural environment, should also inform future updates.

## Attachment 6A

The Guidelines' focus is on the creation of a sense of place, recognizing that this aesthetic design goal is founded on a series of factors and decisions that occur prior to the initiation of planning or design. With increased visitation, Midpen's parking areas are increasing in size, number, and intensity of use. While the minimalist design approach that Midpen has historically used is still appropriate in some locations, it has become less functional, and costly to maintain, at other sites. The Midpen Board and staff will need to consider the desired balance among aesthetic, visitor experience, resource protection, public safety, up-front construction costs, and longer-term maintenance requirements. On a project-by-project basis, Planning & Design teams should also balance site conditions, environmental context, and level of anticipated use. Identifying this balance informs the use of the Design Guidelines and will shape future updates to this document.

# A. VALUES

Built from Midpen’s missions, goals, and policies, the Parking Area Values (Values) set the design attitude that underpins all programming and design decisions. The values are intended to be used as high-level criteria for evaluating whether site selection and design choices support Midpen’s mission. The following values apply to the design of all parking areas, regardless of environment and specific design elements.

- **Respect the Natural Landscape and Cultural Setting.** Avoid or limit ecological impacts by focusing on opportunities to utilize principles and methods of land preservation, restoration, and the appreciation of natural and/or rural landscapes while working with the requirements that vehicle-base public access present. When possible, utilize aesthetically appropriate design elements to reflect and complement the surrounding environment.
- **Establish a transition zone.** Place and design parking areas that harmonize with the natural surroundings. Parking areas serve as the public’s transitional spaces between the surrounding urban/suburban fabric of the greater region and the natural open space preserves. Minimize the visual and aesthetic/sensory impacts of parking areas on the land. Design parking areas and trailheads to be visual gateways to the open space preserve that help transition visitors into the natural/rural environment.
- **Exhibit a Sense of Place.** Express a consistent District design ethos across all preserves while highlighting local, environmental, and cultural context and the natural/rural aesthetic character of the preserve and setting. Parking area and trailhead design serves to provide visitors with a visual/experiential understanding of Midpen’s values and mission. Seek opportunities to celebrate the unique attributes of the preserve.
- **Address Sustainable Practices.** Design using environmentally sustainable materials, colors, textures and construction practices that reflect and are compatible with the natural setting. Consider financial and staff resource impacts in design choices. Select durable, low-maintenance design elements to minimize long-term maintenance requirements.

***Values set the design attitude that underpins all programming and design decisions.***

***Values are used as high-level criteria for evaluating whether design choices support Midpen’s mission.***

***Values apply to the design of all parking areas, regardless of environment and the specific design elements.***

## B. APPROACH

An intentional design approach for Midpen parking areas is necessary to ensure an ecologically-sensitive aesthetic that establishes a sense of place while meeting the technical and regulatory requirements of these facilities. The Approach Guidelines provide guidance in the design process, establishing an underlying design rationale that supports Midpen’s missions, values, and policies. These guidelines are intended to be used throughout the planning, design, and construction phases to guide development and the evaluation of design decisions.

A collaborative approach to parking area design strives to integrate the knowledge and expertise of the Planning & Design team with the Design Guidelines to facilitate a clear understanding of each project site’s programming potential related to parking and public access while guiding site designs that meet Midpen’s mission and values. A collaborative and integrated design process is grounded in these design principles:

- Embrace Midpen’s mission, values, and standards.
- Investigate, uncover and highlight the site’s sense of place.
- Embed Midpen’s natural resource management and operations and maintenance policies and practices into the design process.
- Understand site programming and balance it with the site’s opportunities and constraints.
- Establish the project’s landscape architectural design to subsequently guide the necessary engineering elements.

### TPOLOGIES

Midpen preserves span east-west across the Peninsula, encompass lands on both the Pacific Coast and San Francisco Bay and include a rich variety of natural ecosystems, cultural landscapes, and working agricultural settings. Development within these ecologically diverse and sensitive settings challenges designers to design parking areas that respect and complement the land’s physical, visual, and cultural integrity. Typologies describe general groupings of landscape and cultural character. Typologies are used in the Guidelines to identify general characteristics of preserve landscape types and to create a system for understanding appropriate design considerations to be assessed within each context. They outline design ideas that should be considered to ensure that design respects and complements the land’s physical, visual, and cultural integrity.

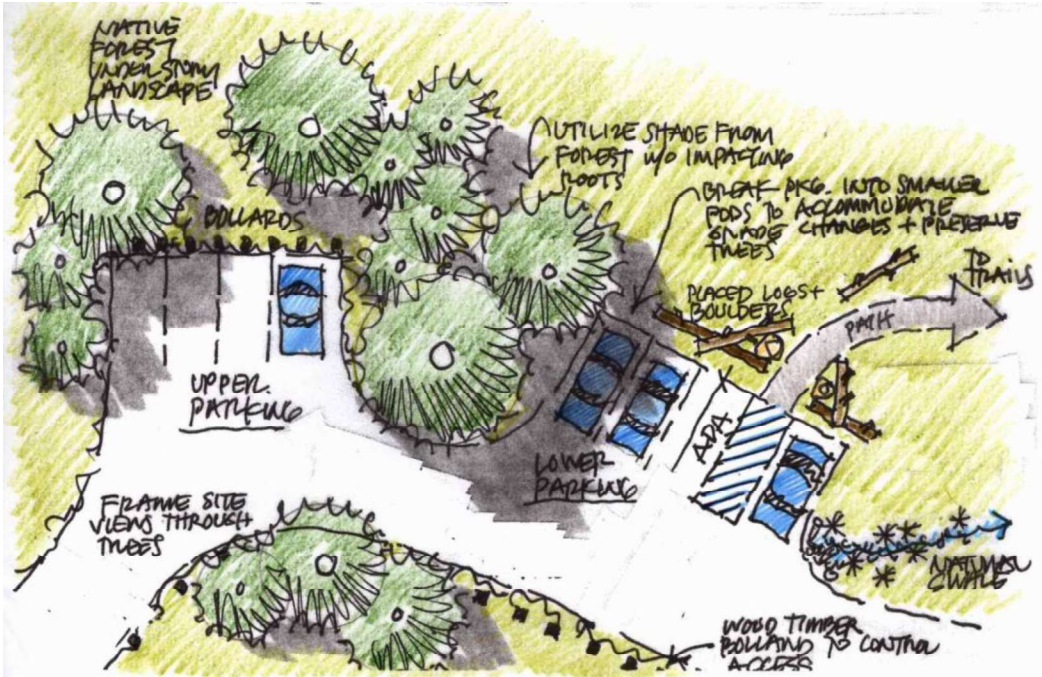
***The Approach Guidelines provide a consistent design rationale across Midpen projects to support the expression of authentic sense of place for each site.***

***Typologies are not mutually exclusive. A single parking area may sit within a context that is both coastal and agricultural.***

***Where multiple typologies apply, the proposed design should be assessed against the design considerations of all applicable typologies.***

Typologies are not mutually exclusive. A single parking area may sit within a context that is both coastal and agricultural. Where multiple typologies apply, the proposed design should be assessed against the design considerations of all applicable typologies.

### FORESTED SITES



#### 1. Forested Site Parking Area Design Considerations

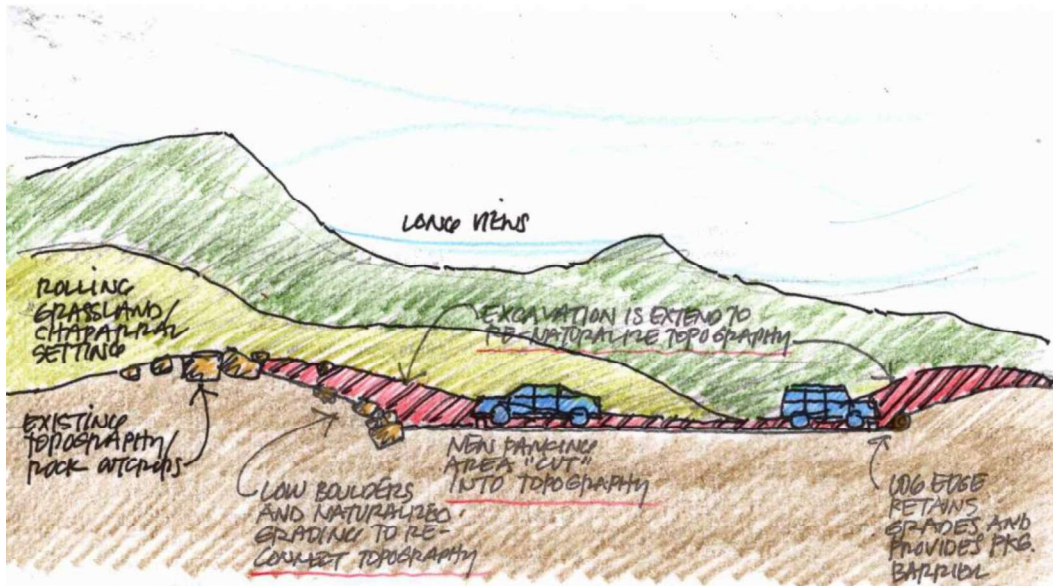
Midpen preserves include a wide variety of forest types. This typology is intended to cover all types of forest, recognizing that these ecosystems share characteristics—enclosed, shady, sheltered from the wind. Forests typically provide opportunities to screen views of the parking area from inside the preserve, with varying levels of opportunity to capture views outward. Key challenges shaping parking area design in forested areas include minimizing impacts to existing trees while creating defensibility from fire. In forested site contexts, consider the following guidelines:

- Areas in which forest health has been impacted by human disturbances, such as areas with invasive plant species and compacted soils from old infrastructure, require greater resources to enhance the forest. These sites should be considered before locating site development in mature forest sites.
- Consider the tree removal requirements for creating fire breaks when selecting parking areas and laying out parking on a site. Avoid and/or minimize tree removal of native trees greater than 24 inches at breast height.
- Consider breaking parking areas into smaller pods to minimize impacts to existing trees and design parking around groupings of trees to retain larger, native trees intact.

## Attachment 6A

- Ensure that forest soils can sustain compactions and/or paving related to new parking areas. To the extent practicable, limit excavation and importation of engineered fill or structural measures to support parking development.
- Consider framing views through trees both into and out of the parking areas.
- Where possible, design trail connections from parking area trailheads to interior trails in a meandering manner that naturalistically follows tree groupings and other forest features, celebrating the natural characteristics of the landscape.
- Restrict construction within the tree canopy and root structure of trees.
- Trees which remain should be protected in a structurally secure and appropriate manner. The safety of parking area users with regards to potential future tree and limb fall should be considered.
- Balance the need to remove trees for parking facilities with the need to screen parking and resource protection and management goals.
- Tree removal and pruning should be handled by skilled arborists under Midpen observation, during the correct season to prevent disease and pests
- Utilize existing trees to shade vehicles and visitors where feasible without damaging root systems or creating tree fall safety concerns.
- Repurpose downed tree trunks as placed logs for habitat structures and to re-naturalize disturbed sites within their native watershed.
- Use tree trunks and cut trunk rounds as site furnishings—seating, barriers and bollards, and edging—within their native watershed.
- For site furnishings and finishes, use dark natural colors and native textures to the greatest extent possible, including redwood and Douglas fir materials, logs, and duff.

**OPEN SITES**



**2. Open Site Parking Area Design Considerations**

The open sites typology includes several ecosystems: grasslands, chaparral, coast, and bay lands. These ecosystems share many characteristics—exposed, windswept, foggy, and sunny settings with low to medium height shrubs or grasses. Trees are typically limited. These typically exposed landscapes have high visual sensitivity and little to no shade. These settings require special care in siting and grading to screen views of parking areas from adjacent land-uses, roadways, and trails. In open site contexts, consider the following guidelines:

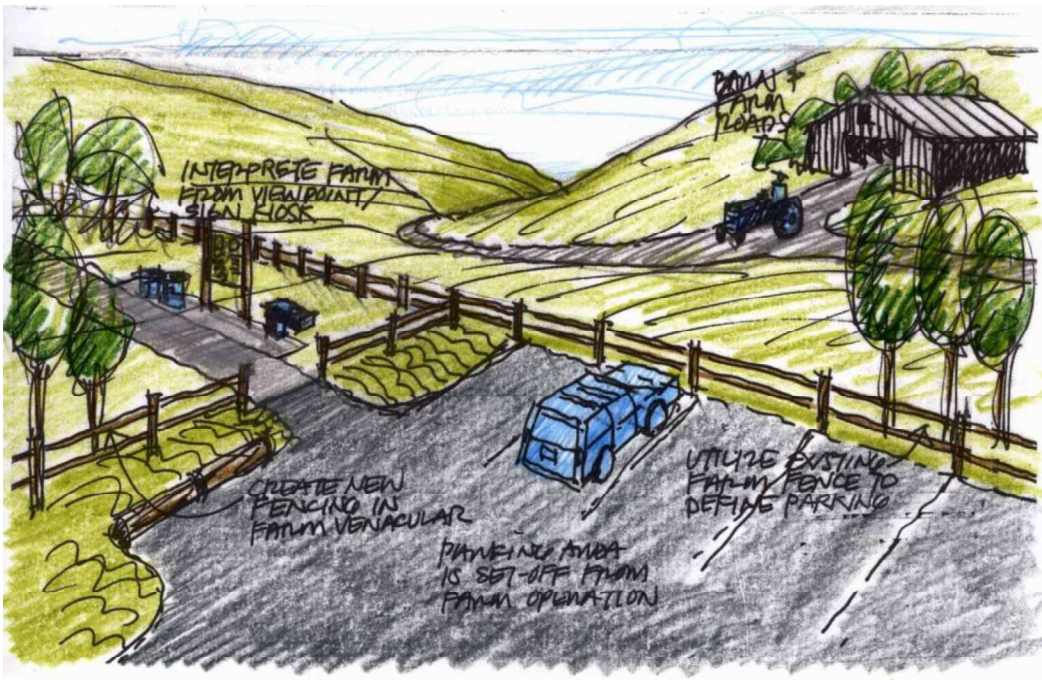
- Use topography, grading, and road and parking alignment to screen parking in strictly grassland landscapes. Avoiding introducing trees within open grasslands is important to retain the integrity of open grassland views. In both chaparral and oak woodland settings, shrubs and trees may be considered for screens that mimic the distribution of the existing native vegetation. In other locations, seek topographic or geologic features, such as rock outcroppings, to shield parking from view and integrate it into native landforms. Nestle parking and roads down into existing contours and landscape. Avoid siting on visually exposed ridge lines.
- Grasslands are particularly vulnerable and have decreased in area compared to other habitat types in the Peninsula Watershed. Avoid fragmenting to minimize habitat loss.
- Take particular care in designing pathways for movement and circulation — providing pathways that offer visual interest and pathways that allow visitors to arrive at desired destination points. Grasslands are particularly vulnerable to pedestrian and cyclist access off trails. Where necessary use subtle barrier strategies to guide pedestrian and cyclist access to avoid the creation of informal pathways that damage the resources.



## Attachment 6A

- Take advantage of native topography to lay out parking without creating unnatural topographic grading or over-steepened berms. Where significant cut or fill slopes appear required, consider increasing the scope of grading to allow designers to blend new parking grades into the native topography in a naturalistic manner.
- Explore use of low stone, rusticated poured-in place concrete or dry stack boulder walls, where appropriate and advantageous, to grade parking features into the existing topography and screen it from adjacent area and viewsheds.
- Avoid adding non-essential perching features such as fences, shelters, or posts which give raptors an unnatural hunting advantage.

### AGRICULTURAL SITES



#### 3. Agricultural Site Parking Area Design Considerations

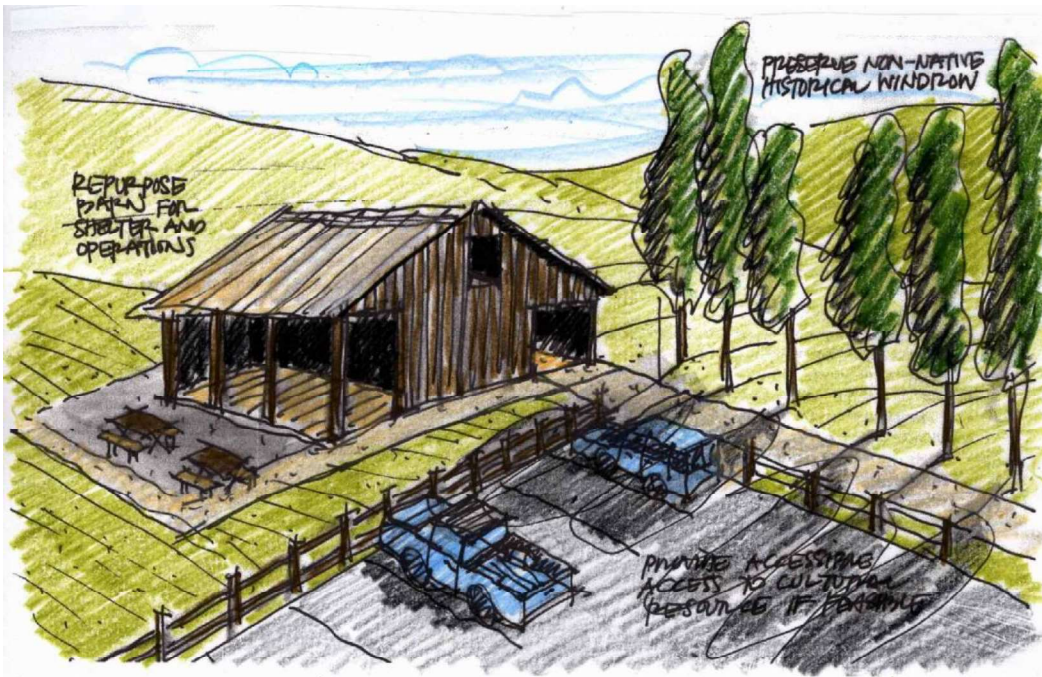
With the expansion of Midpen's boundaries to include the San Mateo County coast, working agricultural lands are now included in Midpen's preserves. In these areas, Midpen's mission includes preserving and fostering existing and potential agricultural operations. Where parking areas are sited in the vicinity of agricultural operations, care must be taken to minimize conflicts with existing operations and impacts to lands suitable for agricultural production. In agricultural site contexts, consider the following guidelines:

- Consult with adjacent agricultural landowners and lease-holders to ensure that the proposed parking access and programming are compatible with on-going farming and ranching operations.

## Attachment 6A

- Ensure that working farms and ranches maintain their use footprint, access roads, corrals, fencing, and structures and that new parking and access does not hinder agricultural operations.
- Work with the site plan of working farms to maintain or improve functionality, legibility, and aesthetics, while supporting opportunities for interpretation.
- Preserve, protect, and enhance scenic viewsheds both to and from agricultural settings.
- Evaluate how agricultural infrastructure may also be used in an aesthetic way. Consider both built infrastructure, such as agricultural rural-style fencing, gates, and siloes, as well as natural infrastructure such as hedgerows.

### CULTURAL SITES



#### 4. Cultural Site Parking Area Design Considerations

The Cultural Typology applies to Midpen lands, which have been touched by history. First by Indigenous people and later by European settlers. These lands have a special place in Midpen as they offer us a physical connection to our past.

Cultural sites themselves are not associated with a particular landscape as much as they are associated with the history of habitation and settlement. Their resources range in type from historical artifacts to fallow agricultural settings and remnant structures of former ranches and farms. Additionally, tribal cultural resources may also be found in these sites, where they would require protection and consultation with the indigenous tribes. This condition makes them inherently sensitive to visitation. These landscapes have high visual sensitivity. Designing in this typology requires a high level of site and historical understanding and sensitivity.

In cultural site contexts, consider the following guidelines:

- Investigate the Cultural Resource data and consult with tribal representatives when considering development in areas culturally significant to tribes within Midpen's jurisdictional boundary.
- In consultation with the tribes, develop and implement measures to avoid impacts to and protect tribal cultural resources in high sensitivity areas.
- Retain key elements of the cultural "footprints" of historical activities and/or reflect the cultural history in the construction materials used.
- Minimize subsurface grading and disturbance to preserve archeological resources.
- If onsite archeological or cultural resources are deemed appropriate for visitor access, consider locating parking areas to provide universal accessibility to the resources.
- Protect views to, and from, cultural/historic resources.
- Consider adaptive reuse of unused existing features, such as locating parking within the remaining fencing of an abandoned corral or fitting parking adjacent to a formerly used barn or outbuilding. If existing buildings have cultural value but are not used in agricultural operations, consider utilizing these structures as sites for new maintenance, storage, signage, and restroom programming.
- Plan for and accommodate setbacks from scenic corridors and historic resources.
- Restrooms and other accessory structures for new parking areas should echo the design vocabulary of extant buildings.
- Existing features should be utilized to facilitate efficient movement through the site by both visiting vehicles and pedestrians.
- Limit new planting. When deemed necessary, use locally-native species in layouts that reflect historically significant plantings such as vernacular wind breaks, and farmyard shade trees. Review Resource Management Policy documents for specific recommendations.

## INCLUSIVE DESIGN

In upholding its commitment to provide opportunities for ecologically sensitive public enjoyment and education, Midpen strives to ensure that these opportunities are accessible to people with a wide range of lived experiences. Recognizing that everyone navigates differently, parking areas should be designed to be inclusive, minimizing barriers to people with a range of physical, intellectual, cultural, and linguistic perspectives. In addition, observe the following guidelines:

- Design paths of travel for all users, regardless of physical, cognitive, or mental ability, rather than providing separate routes.
- Consider legibility in designing circulation patterns and locating site features such as restrooms and trailheads. Visitors with a wide range of abilities and perspectives should be able to understand how to move through the site.

## Attachment 6A

- Meet or exceed all applicable codes for accessibility, including signage, pavement surfacing, slopes, and site amenities.
- All site features and functions should be adjacent to ADA parking to reduce the need for lengthy accessible routes of travel, ramps and sloped walks.
- Accessible path of travel should be included in all parking and trailhead areas. Provide access to viewpoints, restrooms, signage, and trails (where feasible).
- Provide all weather surfacing in pavement or engineer and stabilize aggregate surface for the complete ADA path of travel.

### VIEWSHEDS

Framing views into the preserve is key to designing parking areas that establish a sense of place. Views illuminate the special landscape characteristics of the immediate project site and the distant landscape context. Screening views of functional parking area elements also supports a sense of place and the visitor experience. Consider the following guidelines:

- Capture views of topography, geology, vegetation, water, and sky.
- Highlight special natural and cultural site features, such as rock outcroppings, iconic or significant trees, orchards, corrals, or bridges.
- Parking areas should be screened from Scenic Corridors. Respect the visual intrusion of the parking area or viewpoint on adjacent and distant lands within the project viewshed.
- If the parking area can also serve as a viewpoint, take advantage of that opportunity, and combine both functions into the parking area.
- If a viewpoint is separated from the parking/trailhead area, ensure legible and universal access between parking and viewpoint. Strive to access the viewpoint from the trail or from the entry road (as a pull-out).
- Consider short duration stopping for visitors at viewpoints and avoid creating long-term parking stalls.
- When appropriate, provide wayfinding and interpretive/educational exhibits at the viewpoints to enhance user understanding of the landscape character, ecology, and history.

### SITING AND LAYOUT

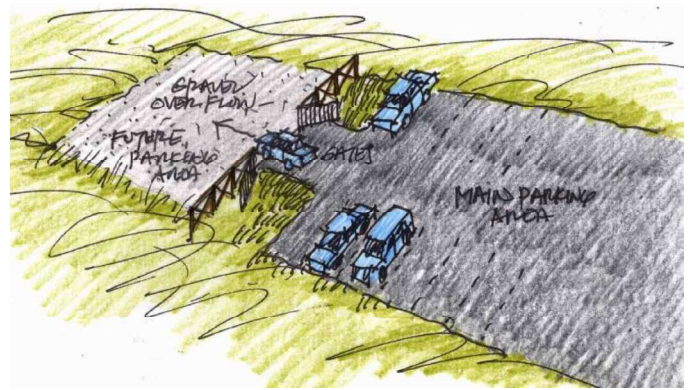
Midpen locates parking areas to minimize impacts while achieving programmatic needs. Parking layouts should also be driven by site opportunities and constraints rather than programmatic needs alone. Development of parking areas that exhibit a sense of place in alignment with Midpen's missions requires exploration of creative parking layouts which are visually and environmentally sensitive to the preserve's natural resources. Observe the following guidelines:

## Attachment 6A

- Consider siting parking areas on the outer edges of preserves and close to areas of existing circulation and/or development such as access roads, highways, property lines to non-open space lands.
- Efficient parking layouts should be pursued to the extent feasible, but not as a matter of course nor to the detriment of the natural resources.
- Consider breaking single large parking areas into smaller, discrete clusters to screen parking, accommodate topographic variation, natural features, native vegetation and drainage.
- Consider breaking up parking into daily core area and special event overflow areas where practicable.
- One-way and two-way parking layouts should be explored along with 90 degree and angled parking stall configurations.
- Parking stall counts and layouts shall meet or exceed regulatory requirements for ADA van stalls and ADA stalls.
- Ensure accessible path of travel is included in all parking areas, linking ADA stalls to trailheads, viewpoints, restrooms, and site features.
- Consider phased implementation of parking pods to allow for near-term flexibility and to accommodate unforeseen future pressures on parking demand.



5. Integrate parking areas into site context.



6. Consider the use of parking pods for overflow areas and to accommodate future phases of construction.

### TURNAROUND/DROP-OFF, EMERGENCY VEHICLE AND TRANSIT

- Parking layouts should strive for easy drive-through and exit, especially where heavy parking demand necessitates queuing for parking.
- Provide turnarounds or drive through layouts for Emergency Vehicle (Fire and Medical) access to parking and trailheads.
- Turnarounds enhance parking circulation, queuing, and drop-off functions, including transit and ADA parking. Dead-end parking layouts should be avoided whenever feasible.
- Transit, Pedestrian, and ADA drop-off areas should be considered in all parking area layouts. Drop off areas should be located adjacent to ADA parking and trailhead staging areas.

## EQUESTRIAN PARKING

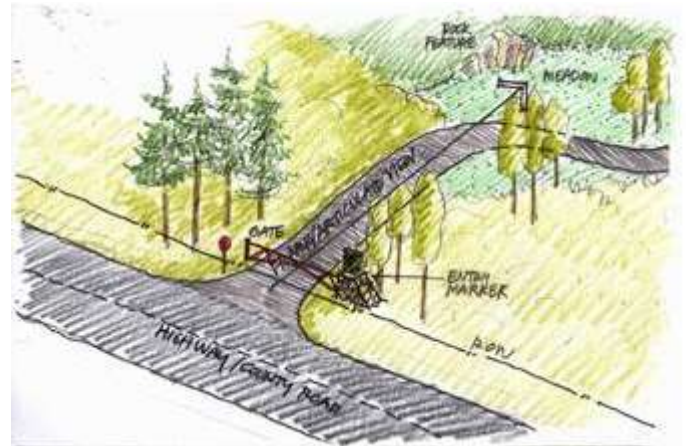
- When provided, equestrian trailer parking shall meet current accepted standards for layout, stall size, and orientation. Consultation with local equestrian groups is strongly encouraged. For example, equestrians prefer to ride in pairs or groups, such that there should be minimum of two trailer parking spaces rather than only one trailer space.
- Provide pull-through parking layouts wherever feasible. Only in constrained site should parallel or reverse parking stalls be considered. Equine parking requires more space than vehicular parking and may not be suitable for all parking areas.
- Separate equestrian parking from parking and circulation for automobile, pedestrian, and bicycle users when feasible.
- Equestrian parking shall include consideration of the transporting and handling of horses and ensure ample space is provided for each truck and trailer. While the standard minimum width for equestrian spaces is 16 feet, consider providing 18-foot wide spaces, where feasible, to allow the flexibility to re-stripe as standard vehicle spaces if needs change.
- Provide separate equestrian trail route between equestrian parking and the multi-use trail system to the extent feasible. Consider equine-friendly surfacing materials for parking and trail routes.

## ENTRY ROADS

The entry road experience should immerse the visitor in the native landscape, creating a procession from the public access road to the parking area that complements the surrounding preserve and is safe, intuitive, and functional.

Observe the following guidelines:

- Align and grade the entry road into the landscape to achieve a harmonious connection between the entry road and the natural topography and vegetation.
- Preserve native vegetation, and topographic features of interest, especially mature native trees.
- Avoid significant cut and fill slopes unless restoration to natural-looking contours and vegetation can be achieved.
- Consider siting entry roads on the outer edges of preserves and close to areas of existing circulation and development, such as access roads, highways, property lines to non-open space lands.
- Use appropriate entry markers that are visible from the entry road to identify entry/exit points and wayfinding.



**7. Design to immerse the visitor in the natural landscape.**

## Attachment 6A

- Follow best practices for pedestrian, bicyclists, and driver safety, including ensuring adequate line-of-sight and advanced driveway approach warning signs.

## TRAILHEADS

Parking area design should consider trailheads as an integral element of parking and circulation design. Observe the following guidelines:

- Provide a gathering area at the trailhead which is off set from the trail and provides a staging area for individuals and groups. Where anticipated visitation levels warrant, provide restrooms, potable water, seating, bike racks, and boot brushes. Provide bike brushes where bikes are allowed and dog waste receptacles at trailheads where on-leash dogs are permitted .
- Display signage for trail wayfinding, interpretation, and regulatory notices.
- Provide ample pathway widths to accommodate hikers, runners, cyclists, and equestrians. Where anticipated visitation levels warrant, err on side of wider paths in all situations. Path and sidewalk widths should consider 6-foot minimum with an 8-foot width often preferred.
- Pathway edging should be limited to sustainable materials, wood, timbers, placed logs, weathered steel, and stone.

## HABITAT CONNECTIVITY

Entry roads and parking areas should be sited and designed to consider wildlife movement and safety. In addition to routing entry roads and siting parking along preserve edges rather than bisecting habitat lands and laying out shorter entry roads to keep vehicle and parking impacts closer to existing access roads and highways, consider the following guidelines:

- Utilize wildlife-friendly fencing for migration routes and movement. Consider use of non-permeable or directional fencing where appropriate to minimize conflicts between vehicles and wildlife.
- Create culvert crossings for small mammals and amphibians, where appropriate. Ensure that usability and maintenance are considered in the design.
- Utilize wheel stops with gaps to allow for newt movement across paved areas.



**8. Design to reduce impacts to wildlife.**

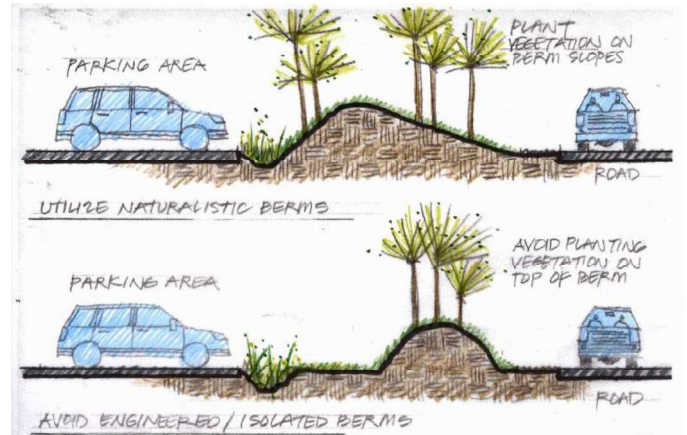
## GRADING

Due to the preserves' visual and ecological sensitivity, proper grading is critical to developing parking areas that align with Midpen's vision, avoiding an overly engineered or urban character. Prior to designing the preliminary grading plan, carefully select a relatively flat site that requires the least amount of grading. Then identify significant natural site features: small cliffs, rock outcrops, mature trees, gnarled snag or trunk, swale, or cultural features, which should be preserved and highlighted. Grading plans, from the conceptual design stage through to construction, should observe the following guidelines:



## Attachment 6A

- Respect the natural topography of the site, working *with* topography to the extent feasible.
- Locate parking in areas with soils and drainage which are advantageous to parking area development. Avoid poorly drained or erodible soils or bedrock that would create construction challenges and expenses. Avoid slopes that exceed the soil type's maximum angle of repose to avoid erosion, typically a maximum of 3:1 run to rise ratio.
- Minimize site impacts, overall grading footprint, large and/or steep cut and fill slopes, and unnatural post-construction topographic grading conditions. Strive for a net zero cut/fill where feasible.
- Integrate grading into the native landscape character and topography. Final grading shall exhibit a naturalized condition, able to be restored to the pre-construction landscape condition.
- Where appropriate (e.g., annual grasslands) consider expanding the envelope of the topographic grading limits to re-naturalize the parking area grading back into the native topography and then restore the landscape.
- Avoid large and/or tall retaining walls or rockeries. Where necessary, consider terracing and breaking up the linear distance of walls into smaller more organic retaining structures.
- Avoid unnatural grading measures which highlight an engineered approach. Steep cut and fill slopes are problematic sites for restoration. Abrupt, awkward, and isolated “berms” of soil look unnatural in the landscape and should be avoided. Vary the shape and height of berms to achieve a more naturalistic look.
- When large cuts and fills are unavoidable, utilize walls (rustic board-formed concrete or stone), boulder outcrops, timbers, and placed logs to blend grading into the native undisturbed site condition.
- Where a significant grade change occurs, consider grading the parking into discrete terraces with native landscape or natural feature buffers between the terraces taking up the change in elevation.
- Grading should seek to minimize the project footprint while minimizing visual and environmental impacts. Where the cut and fill required to achieve a naturalistic form is large, consider reassessing site location feasibility.

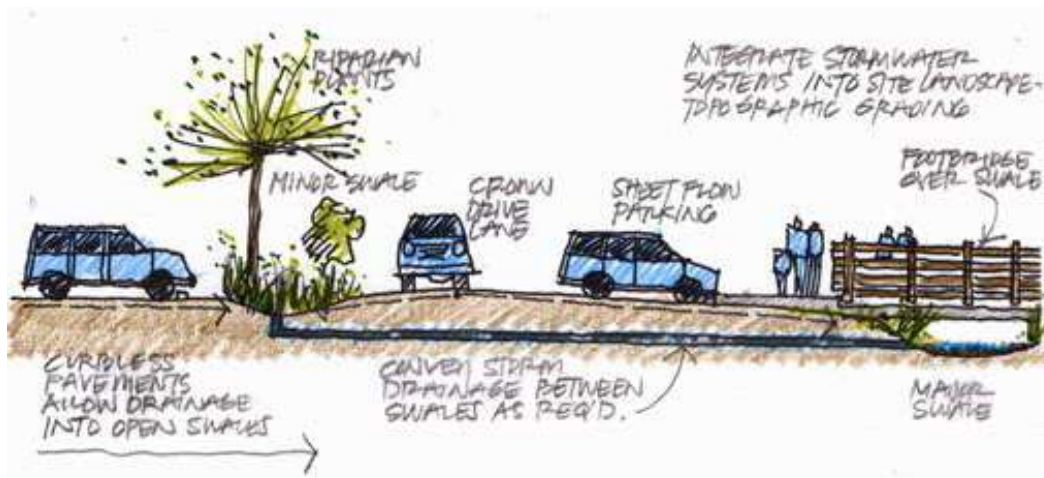


**9. Create naturalistic berm forms to integrate with the surrounding landscape.**

## DRAINAGE

Drainage should be approached as a natural occurrence integral to the site rather than a problem to be solved solely in functional and regulatory terms. Site assessment should include mapping of site drainage patterns and saturated soil areas, as well as both regulatory and non-regulatory drainage and water features such as swales, wetlands, creeks, ponds. Perform rainy season and rain event day site visits to ascertain actual site drainage patterns and implications. If rainy season reconnaissance is not feasible, rely on Midpen direction for rainy season and empirical site data. Observe the following guidelines:

- Assess subterranean drainage, springs, weeps, and saturated soils and avoid them and or plan for dewatering of site areas in parking plan.
- Provide a setback from riparian ways buffered with native vegetation.
- Ensure existing and anticipated (post construction) site drainage is accommodated, and parking facilities are sited in appropriate locations and soils.
- Consider Low Impact Development (LID) measures when addressing site drainage and regulatory imperatives.
- Avoid altering or disturbing native site drainage patterns to the extent feasible. When unavoidable, ensure geomorphic analysis is completed for site to guide drainage engineering decisions.
- To the extent feasible, utilize naturalized, open swales to accommodate site drainage. Integrate swales into the overall topographic concept for the site.
- Where piped conveyance of site drainage through drain structures, culverts, and detention ponds is required, integrate catchment and conveyance systems into natural swale systems.
- Comply with applicable C.3 Stormwater measures, but do not limit stormwater design to regulatory imperatives. Ensure drainage design and C.3 compliance is integrated holistically into the parking site and landscape.



10. Integrate stormwater systems into site grading.

### COLOR AND TEXTURE

The plants, rocks, and soils in Midpen's forested preserves make up a color palette of muted, olive, and dark evergreen trees and shrubs. Open grasslands morph from bright green in winter and spring to a tawny golden brown in summer and a dun color in fall. Forests of broadleaf and coniferous trees have fine to medium leaf and needle texture. Rock is typically a mottled grey-brown and can be lichen and moss covered. Soil is variable but is typically clayey. When dry it exhibits a light tone from warm grey to sienna and umber.

All elements of parking area design should harmonize with the colors, textures, and materials found in the environment surrounding the site. In addition:

- Avoid bright primary colors except as required for regulatory signage and striping for ADA parking unless regulatory exemptions are allowed.
- Complement native landscape color and texture by using native materials. When native materials are not available or feasible, use complementary imported materials (aggregate and boulders for instance) which most closely match native materials.

### MATERIALS

Materials selection requires alignment of design character with the site's visual and ecological context and balancing durability and maintenance considerations, up-front and long-term cost. While the appropriate balance of these elements will be determined by the parking area's specific program, the following guidelines should be considered on all sites:

- Choose materials which are sustainable, durable, and environmentally responsive. Consider long-term costs and perform Life Cycle cost analyses (including maintenance and replacement) to determine which materials best suit the project.
- Utilize sustainable materials which can stand up to the rigors of Midpen's open space lands environments from salt spray coastal settings to exposed high elevation mountains.
- Use pressure treated and chemically treated wood judiciously and only where necessary to achieve sustainability and maintenance objectives.
- Use wood which can weather naturally, blend into the landscape, and reduce maintenance. Painted wood should be used sparingly.
- Weathering (Corten type) and galvanized steel should be used for metal elements. These materials, though fabricated, present the most authentic and natural of the metals and metal finishes. On or near saltwater shoreline environments, ensure corrosion resistant fasteners and brackets are used.

- If using man-made or machine-fabricated materials, select rusticated or matte finishes to avoid reflection and glare and to best complement the natural setting.
- Uncoated materials allowed to weather naturally are preferred. Where appropriate, durable powder coated surfaces can be considered.

### **VEGETATION, SOILS, AND FIRE MANAGEMENT**

The vegetation in Midpen's preserves are key elements of their sense of place, as well as their ecological function and health. Parking area design should preserve and protect existing native site vegetation to the extent feasible and restore impacted areas with locally native species. Special consideration should also be given to preserving native soils and minimizing import of off-site soils as they may contain pathogens that could impact native species. The following guidelines should be considered on all sites:

- Avoid impacts to rare species habitat, including potential hydrological impacts.
- Avoid improvements or public uses on existing prime agricultural lands and Unique Farmlands or Farmlands of Statewide Importance as shown on Farmland Mapping and Monitoring Program of the California Resources Agency within the San Mateo Coastside Protection Area, as per the Service Plan (Guideline G.3.2).
- Explore parking layout alternatives that incorporate existing native vegetation.
- Restore disturbed parking area sites with locally native species. No listed invasive species shall be used at any time. Plant material brought in from the outside should be tested to ensure they do not bring pathogens or other detrimental elements into the native habitat.
- Ensure invasive species are removed from the site as part of a comprehensive vegetation management program. Manage invasive species through Midpen's existing Integrated Pest Management Program and pre and post construction mitigation measures.
- All infrastructure should avoid special soils, such as serpentine.
- Balance screening the visual impact of parking areas with the need to ensure public safety through sightlines, defensible space, and fire wise practices.
- Soils shall be limited to on-site soils carefully stockpiled and screened for re-use on-site.
- Avoid the importation of soils (other than engineered fill). If deemed necessary, imported soils shall be procured in a manner to limit the risk of invasive species and pathogens.
- Only certified weed-free straw shall be used. Mulch produced on site may be used.
- Ensure tree fall safety is accommodated when preserving existing trees or planting new trees in areas being restored.

## Attachment 6A

- Integrate standardized and Midpen-adopted Fire Management Strategies and Fire Wise Vegetation Management into the parking area layout, planting, and maintenance program.

## C. ELEMENTS

Design Element guidelines shape decisions at the core of the design process. While these guidelines generally apply to the design of all parking areas, regardless of typology, the specific project program will determine which design elements should be considered. At project initiation, an assessment of the relevant design elements should be performed. This assessment should be revisited at key design milestones to ensure that all relevant guidelines are being considered.

### SURFACING

Midpen historically installed simple parking facilities with gravel surfacing and minimal detailing. This understated approach created parking areas with a naturalistic rusticity that is visually complementary to the surrounding landscapes. With increased visitation, cost considerations and maintenance requirements have warranted consideration of a broader range of surfacing alternatives. High-use parking areas and parking areas that are close to the urban/suburban interface, may be appropriately hard paved, while for small and remote parking areas, dirt or gravel surfacing may be appropriate. Surface material selection should take into consideration Midpen's design ethos as well as site and project specific concerns such as visual, environmental, and water quality impacts, sustainability and life-cycle costs, and maintenance expectations. Rather than identifying specific surfacing recommendations, these guidelines outline considerations in the selection of the primary surfacing options.

### GRAVEL

Crushed aggregate (gravel) is the common surfacing material for older Midpen parking areas, which has established Midpen's rustic, naturalistic parking design aesthetic. Gravel should continue to be considered for certain parking areas where this aesthetic is desired and the maintenance demands are accepted as one of the costs. However, gravel creates a significant maintenance burden for staff. Surface drainage, rutting and potholing are the key maintenance issues. Gravel lots require annual pothole repair, as well as re-grading, adding rock, and compacting every 1-3 years. Gravel is not an ADA accessible surface and must be combined with paved ADA stalls and route of travel to accommodate essential ADA access. The color is typically a light cool grey tone but can be specified from different quarries with slight tonal variations.

***General Guidelines shape design decisions at every step of the process.***

***General Guidelines apply to the design of all parking areas, regardless of environment.***

Gravel is most appropriate for smaller informal access points, as well as for “overflow parking” areas and any areas where future phased parking expansions are planned. As the base course for asphalt and concrete paving, gravel can also serve as an intermediate surfacing for any parking project where either budget or changing parking demands indicate a need for phased construction.

### **STABILIZED AGGREGATE**

A combination of fine to medium aggregates with an environmentally-friendly stabilizing agent, stabilized aggregate paving systems can receive integral color/tone to blend this surface into diverse landscape settings. It has a high aesthetic appeal and has been used successfully in pedestrian, light service vehicle, and parking situations. Its long-term stability and durability under vehicular traffic would need to be proven prior to specifying for Midpen parking areas.

### **CHIP SEAL**

Chip sealing is a rustic and slightly lower cost paving alternative to asphalt. It is a transitional paving treatment between gravel and asphalt. It is common in rural areas, and on lower traffic roads, but has been used on highways. Its application process can be varied depending on the subsurface and surface conditions it is being applied to but it typically involves a base layer of gravel, a secondary layer of asphalt, and finally a layer of loose aggregate. This is laid up in lifts and rolled to stabilize.

Advantages of chip seal include its rusticated look, lower cost than typical asphalt, and good traction due to rough surface texture—when swept clear of loose aggregate. It does not need asphalt sealant and the surface can be readily repaired. Disadvantages include a shorter life-span and loose aggregate that can be an issue for road cyclists.

### **ASPHALT**

Asphalt is the standard for paved open space and trailhead parking areas. It is cost effective, relatively easy to repair, and durable over a longer term than gravel or chip seal. Asphalt is not as durable as concrete.

Though it is initially dark charcoal or black in tone, asphalt weathers to a light grey over time. Asphalt can be colored to give a more natural and neutral color. Asphalt is slightly more informal and forgiving underfoot than concrete.

### **CONCRETE**

Concrete is a highly durable and long lasting paving alternative. Finished concrete can be perceived as a more urban material. Careful detailing and the use of rustic barriers and wheel-stops can mitigate the urban aesthetic. Concrete's neutral, light grey tone can complement natural settings, with the grey tones varying widely with the specific mix. In addition to toning down the darkness of concrete with varying quantities of lampblack additive, concrete can be readily colored with additives.

Concrete has several advantages as a pavement. Its durability, longevity and lack of regular maintenance can be a long-term cost savings.

Concrete is, however, more expensive than asphalt, chip seal, or gravel. While maintenance is less than asphalt through its life-span, when concrete degrades it has to be replaced or carefully resurfaced.

### **PERMEABLE PAVEMENTS**

Asphalt and concrete are available in permeable installations, offering stormwater and water quality benefits, reducing runoff volumes and trapping sediments in the permeable pavement section. Permeable pavements can also offer aesthetic benefits. Their porous, open graded aggregate, textural surface can be perceived as more natural than traditional pavements.

Permeable pavers can be installed in the full parking area or just sections of a parking area, such as parking stalls. They can also be used to delineate parking stalls by using pavers for the parking space and a strip of concrete between the stalls to act as striping. This approach may have limited application due to cost considerations.

Permeable pavements are more expensive than traditional pavements but this additional cost may be off-set by water management benefits. Cost considerations include:

- A more expensive, engineered, aggregate base course and an underdrain system. Underdrain systems may not be feasible in all Midpen locations due to the presence of clay soils or challenges in connecting to bioretention system.
- Regular maintenance requiring specialized equipment to vacuum sediment from the pavement section.

### **COLOR AND TEXTURE IN SURFACING**

Given the dramatic natural beauty of Midpen's landscapes, it is a challenge to use artificial color and texture to harmonize paved surfaces with the landscape.

Colored pavements are more appropriately used in refined, urban settings. Adding color or texture to pavements for aesthetic ends should generally be avoided in natural open space environments. Instead, use materials in their essential colors and textures.



When considering colored pavement there should be a deliberate effort to avoid creating a refined, urbane finish. The goal should not be to draw attention to the paving, but instead create an elegantly functional pavement and then allow it to fade into the landscape. When considering color pavement additives, it is critical to perform a complete series of alternative color and tone mock-ups on-site and at scale. Mock-ups are critical to determining if colored pavements offer the intended outcome.

As with colored paving, smooth surfaces connote an urban sensibility. Bringing texture to paving is more challenging and expensive than color. Asphalt cannot be readily textured but concrete can to some degree. Concrete can be finished with a roughened surface which both creates an anti-skid effect and a more rustic appearance. If achieving a more rustic texture is a project goal, the only solution (beyond using gravel) may be to consider using permeable paving with its open graded aggregate texture.

In concrete, score and expansion joints can create some minor texture across large surface. In parking areas, jointing can be installed to align with and delineate stalls and drive lanes. Avoid using scoring for decorative purposes.

### STRIPING

Parking stall striping is key to pedestrian safety—delineating areas reserved for cars in order to minimize conflicts between pedestrians and vehicles. While standard approaches to parking stall striping can be perceived as incompatible with the desired design character, striping is essential to efficient and safe parking areas. Standard of practice in California is a four-inch white stripe to delineate parking stalls. This practice creates visual contrast that is readily accessible to, and understood by, people of all abilities and diverse backgrounds. Use of other colors and patterns may be confusing to visitors, creating a potentially unwelcome or exclusive experience. Consider the following guidelines:

- Striping with standard traffic stripe paint is preferred for stall delineation.
- Use standard white or, if acceptable, a light grey tone on standard stalls. Use the code-required blue on ADA aisles/symbols. Avoid using red or bright yellow striping except where required to meet codes and emergency vehicle access requirements.

- Non-standard colored or patterned striping is not recommended. To achieve a more subtle striping effect, consider delaying the typical re-striping schedule and allowing striping to weather naturally.

## SHOULDERS, EDGE RESTRAINTS, WHEEL STOPS

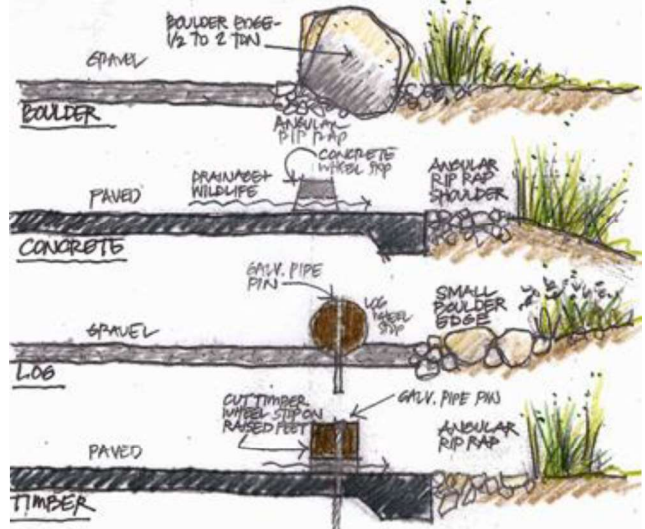
Parking area shoulders have to accommodate and address the structural integrity of pavements, pedestrian, cyclist, and equestrian use, fire safety, and maintenance. Observe the following guidelines:

- Utilize natural treatments and or materials for shoulders and edge restraints.
- Consider wheel stops in materials which complement the natural setting and meet Midpen maintenance needs.
- Wheel stops shall not hinder the movement of amphibians crossing parking areas.

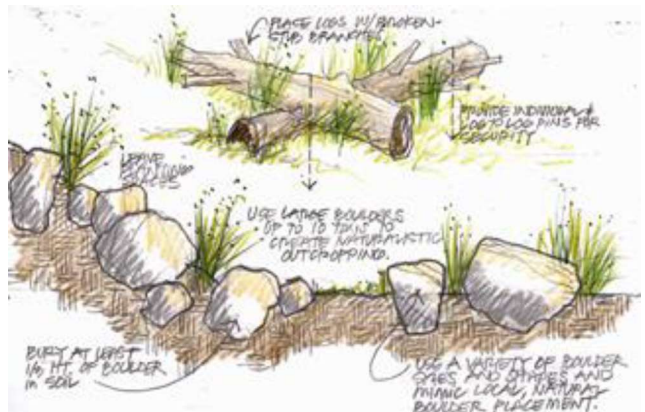
## BOULDERS, AGGREGATE, LOGS, TIMBERS

Boulders, aggregate, logs, and timbers shall be locally sourced and chosen to complement existing materials found on the site or in the regional landscape.

- Limit use of aggregate. Where used, aggregate should be locally-sourced and selected to complement tone and texture of native aggregate and boulder stone to the extent feasible.
- Select boulders either from site excavations or carefully vetted off-site locations. Ensure any imported boulders will match or complement the native rock on the site.
- Place boulders on sites which display boulders in the native landscape.
- Placed boulders should be used where appropriate to enhance grading and restoration efforts.



11. Utilize natural materials and treatments in wheel stops, shoulders and edge restraints.

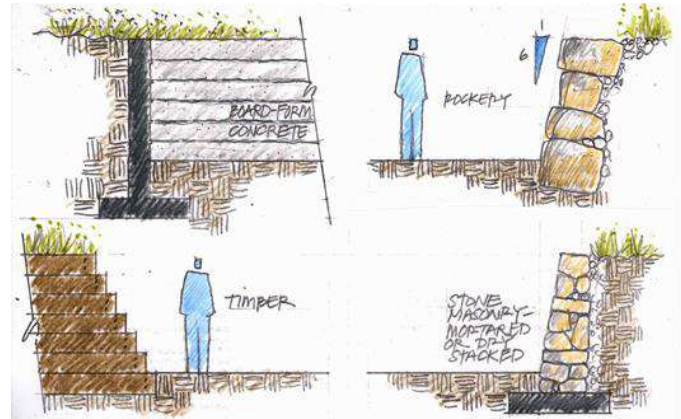


12. Use locally-sourced materials that complement material found onsite.

## WALLS AND ROCKERIES

When topography and grading necessitate use of retaining walls, ensure that these features harmonize with the landscape context.

- Limit materials to natural materials and concrete.
- When using concrete provide an authentic boardformed or raw-formed concrete without sack finishing. Avoid faux finishes and coloration of concrete walls.
- Do not use segmental concrete block walls or concrete masonry unit walls.
- Stone walls can be rusticated informal dry stacked walls or outcroppings or fitted (mortared or dry stacked) stone walls or mortared veneer over concrete masonry units.
- Rockeries and rock outcroppings should be used deliberately and artistically to harmonize with indigenous stone outcrops.
- Timber and log retaining should be considered where congruous with the site environment.



**13. Design retaining walls to complement the landscape context.**

## RESTROOMS

Parking area restrooms should be coordinated with Midpen staff to ensure compliance with standards. Where appropriate, shelters and buildings should be coordinated with restrooms to ensure all built elements are of the same or complementary architectural style, material, and color. Observe the following guidelines:

- Ensure that restrooms are elegant, functional, and subservient to the landscape and are not architectural features.
- Use of stock or custom restroom units depends on site character and project programming.
- Locate restrooms for universal accessibility, user safety and observation (defensible space), legibility, and maintenance operations and access.
- Consider prevailing winds and downwind drift of vault toilet fumes. Use passively venting vault systems. Avoid active fan systems unless required.
- Do not place vault restrooms in or immediately adjacent to trailhead gathering areas where toilet odors will impact visitor experience. Provide sense of separation for restrooms, while ensuring user safety through visibility and accessibility.
- In sensitive landscape settings, consider cladding restrooms or creating custom board-form finishes, textures, on precast concrete buildings to integrate the buildings into landscape.

- Use natural concrete color or colored concrete complementary to the surrounding landscape context. Finish all surfaces with graffiti-resistant sealants or assume Midpen shall paint out graffiti with standard paint color.

### FURNISHINGS

Many of Midpen's parking areas include little or no site furnishings. Where the program calls for elements such as bike parking, trash/recycling receptacles, dog waste stations, and drinking water, the following guidelines should be considered:

- Provide furnishings at parking areas that are appropriate to the use and access of the site.
- Ensure furnishings complement the natural surroundings of the site. In remote, rustic settings provide rustic seating of locally sourced cut logs or boulders. For more developed settings consider providing Midpen standard benches.
- Utilize stout, bold furniture elements which can stand the test of time, weather, and heavy public use with a minimum of maintenance. Avoid improper use of composite woods in furnishings.
- Use natural wood, galvanized and weathered steel, concrete, and stone for furnishings.
- Avoid painting furnishings—provide furnishings in natural finishes that are allowed to weather to a rustic patina. Where an applied finished is appropriate, use a durable powder-coated finish.
- Ensure furnishings meet the essential functional needs in an elegant and thoughtful design and layout. Avoid specifying furnishings or creating furnishing layouts which draw undue attention from the landscape.
- Include wheelchair companion seating areas per ADA at all benches and seating features.

### EQUESTRIAN AMENITIES

Equestrian amenities should be considered where there is designated equestrian parking. Where amenities are to be provided, consider the following:

- Hitching post or rails should follow standard practice for equestrian staging areas. Ensure proper separation between hitching areas to avoid conflicts between equestrians and their horses.
- Mounting steps should follow standard practice for height and should be a material complementary the specific site context and conditions.
- Potable water or spigot to provide potable water may be provided without trough. Troughs are less desirable due to the difficulty of maintaining clean water.
- Reliable untreated spring water sources may be used if no potable water source is available, but they should be signed 'non-potable'.

- Provide legible, functional, and safe trail access and circulation for equestrians which limits conflicts with hikers, dogs, and cyclists.

### **FENCING, GATES, SCREENS, BARRIERS,**

Fencing, gates, screens, and barriers should be used sparingly and strategically to achieve functional objectives not aesthetics. Where required, they should complement the landscape setting. They should be visually subservient to the landscape except in Agricultural or Cultural landscape typologies where fencing is integral to the purpose and setting.

- Provide fencing elements only when required to restrict vehicular or pedestrian traffic or for livestock or equestrian exclusion.
- Fencing elements shall consist of natural woods and metal.
- All should incorporate wildlife friendly practices and allow for movement of wildlife.
- Coordinate fencing with adjacent land-uses and owners especially where livestock are present.
- Use fencing or low restoration barriers (low post and cable) to protect new restoration areas and to guide pedestrian and cyclist circulation.
- Use boulders, monolithic timber bollards, and wood post and rail barriers to restrict vehicular, pedestrian, cyclist, and equestrian access.
- Provide appropriate deer fencing to support establishment of new plantings.
- Provide entry gates (steel, manual or automated as required) at all parking facilities.

### **SIGNAGE**

Provide a comprehensive signage program for parking and trailhead areas which follows Midpen Standards while addressing the particular signage needs of the individual site. A signage program can include regulatory, wayfinding, interpretive, kiosks, and entry markers. Consider the following guidelines:

- Use a minimalist approach to signage to avoid creating visual clutter that distracts from the essential character of the landscape.
- Sign frames should be considered in both metal and wood, as appropriate to complement the specific site context and conditions, in alignment with the guidance provided in the Materials guidelines.

### **PARKING TECHNOLOGY**

Electric vehicle parking and transportation demand management (TDM) technology are evolving design elements in Midpen's parking area projects. For example, some Midpen preserves are located in Counties that require EV charging stations. Parking technology has also been identified in the Midpen Climate Action Plan as strategies for promoting green modes of transportation. Midpen will need to develop and regularly refined relevant guidelines as the technology advances and its use within the preserves is defined. Maintaining a harmonious design character is the key challenge when integrating technology developed for urban settings into the natural environment of Midpen's preserves. Minimizing visual and spatial impacts will be key. Initial considerations include:

- Selecting compact equipment.
- Utilizing neutral colors that are compatible with the site's context. In shady sites, black or grey equipment structure may be appropriate, while tans and browns may be more appropriate in open grasslands.
- Locating public facing equipment out of scenic views and away from entry sightlines. Screen supporting equipment and installations from view.
- Where local jurisdictions may require EV parking stations, consider accommodations for locating future charging station installations, including sufficient available power or ability to provide power at a later date.

**Ashley Mac**

---

**From:** Tina Hugg  
**Sent:** Thursday, April 18, 2024 1:54 PM  
**To:** CKrenz; Ashley Mac  
**Cc:** David Smernoff  
**Subject:** RE: Some ideas for parking at site 9

Hi, Charlie,

Thank you for the follow up. Since detailed design is a later phase of the project, we would reach out to Woodside Fire when there is a preferred alternative. At that time, the project team can discuss with Woodside Fire what latitude there is. Please note that given the recent wild fires, our experience on other projects is that fire standards have tightened and become more conservative.

Regardless of which site is chosen as the preferred alternative, Midpen would be obligated to provide fire access in whatever form is required. At this time, our consultants are depicting a conservative approach to provide the most flexibility in the future design phase.

Thanks,  
Tina

---

**From:** CKrenz [REDACTED]  
**Sent:** Wednesday, April 17, 2024 4:05 PM  
**To:** Ashley Mac [REDACTED]  
**Cc:** David Smernoff [REDACTED]; Tina Hugg [REDACTED]  
**Subject:** Re: Some ideas for parking at site 9

EXTERNAL

Thanks Ashley:

A couple follow ups: Have you been in touch with Woodside Fire regarding any of the designs? Back 10 15 years ago David and I worked closely with them on the design for a turn around area at the end of Lake Road here in Portola Valley. At that time they seemed pretty cooperative and reasonable.

[This design](#) passed muster with them and we built it. In the final form of the design, which I can't find in my records, there was a gate across the entrance to the turn area, and there was no low fence demarcating the turn around area boundary. It was not 1-5% flat. Part of it was kind of steep.

We worked with then fire Marshal Denise Enea. She's still part of WFPD. My hunch: a bit of discussion with her or the current Marshal might reveal some flexibility. They might go for an un-flat "turn around road" as I've described in version 10n of our previous "3 ideas" document.

Last, I confess, I didn't digest the totality of the document you linked me to. I did however look at the design sketches for turn around areas near the end of the doc. I saw a 96' diameter requirement for the round turn around called out. It's probably in the fine print, but we'll need to make sure 80' is ok.

Charlie

## Attachment 6A

**From:** Ashley Mac  
**To:** CKrenz  
**Cc:** David Smernoff; Tina Hugg  
**Subject:** RE: Some ideas for parking at site 9  
**Date:** Tuesday, April 16, 2024 3:42:00 PM

---

Hi Charlie,

Thank you for providing additional ideas for parking option 9. We've forwarded them to our design consultant for their consideration. Their updated design work will be included in the agenda packet for the 6/13 PAWG meeting.

Here are our responses to your questions:

Question 1: Does the turn around need to be flat or nearly flat?

Yes, parking and turnaround typically designed with 1 – 5% grade and not exceed 20% grade. For more details regarding turnaround, you can refer to the Woodside Fire Ordinance at this link:

<https://www.woodsidefire.org/home/showpublisheddocument/1029/638380744172380475>

Question 2: How important is the milkweed? Could it be transplanted to the Hawthorns meadow, or into the center of the turn around?

The milkweed is crucial for the monarch butterfly, which is now a newly listed endangered species. Relocating or removing the milkweed patch would most likely be considered a disturbance of the monarch butterfly habitat, and according to our Natural Resources department, would most likely be considered "take" under the Endangered Species Act.

Best regards,

Ashley Mac, PLA (she/her)



---

> -----Original Message-----

> From: CKrenz [REDACTED]  
> Sent: Saturday, April 13, 2024 3:55 PM  
> To: Tina Hugg [REDACTED]; Ashley Mac [REDACTED]  
> Cc: David Smernoff [REDACTED]  
> Subject: Some ideas for parking at site 9

>

> EXTERNAL

>

>

> Tina, Ashley:

>



## Attachment 6A

> Attached are some ideas for parking at the Hawthorns. Please have a look. There are a few design questions we'd like hear your thoughts on.

>

> Thanks for all your work on this... It may not seem like it, but we are almost done!

>

> Charlie and David

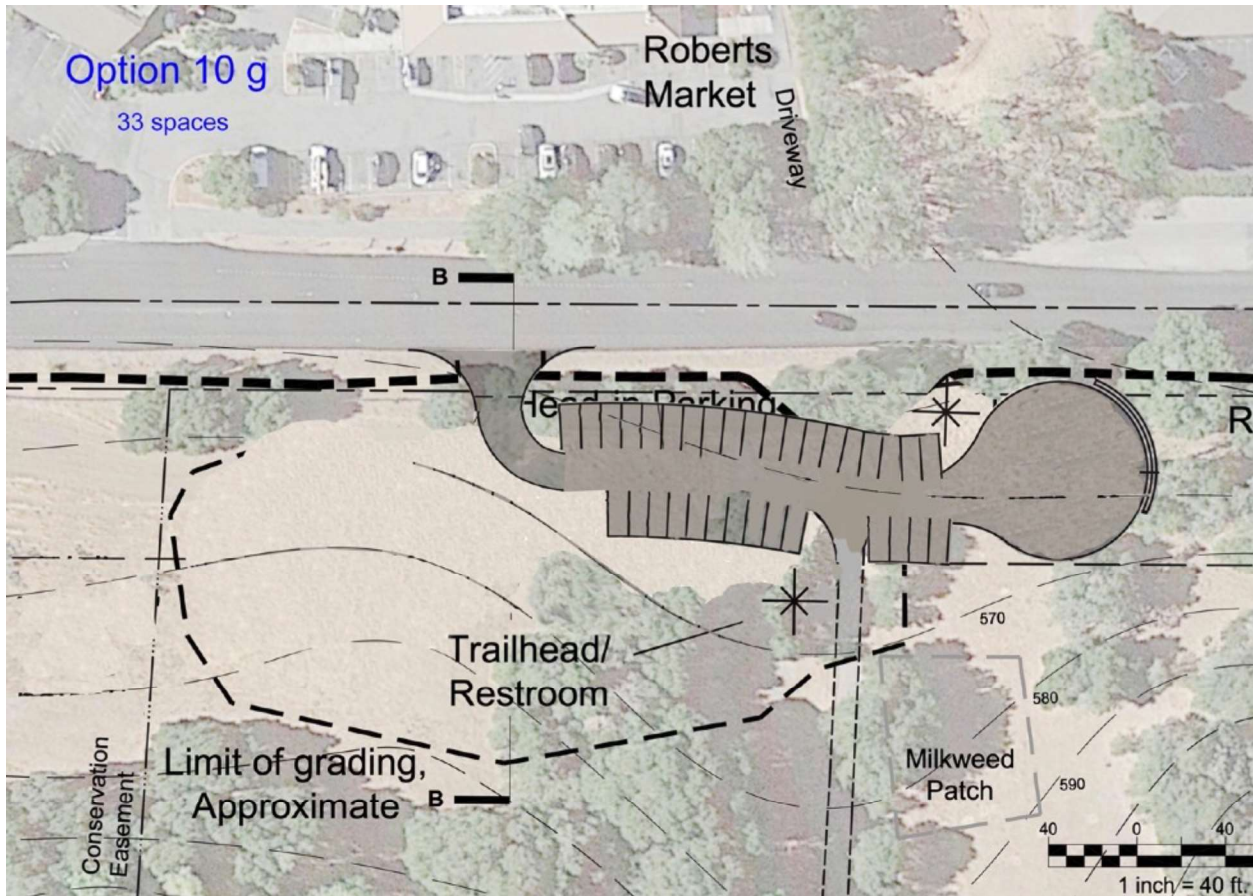
## Attachment 6A

Tina, Ashley:

We've been playing around with some ideas for parking at "site 9". We're hoping some combination of what you are undoubtedly working on and perhaps some of these ideas will move us forward.

All of the designs assume 50 parking spots are no longer required.

Option 10 moves the turnaround East, to slightly flatter land. This may reduce grading and the required height of any retaining walls.



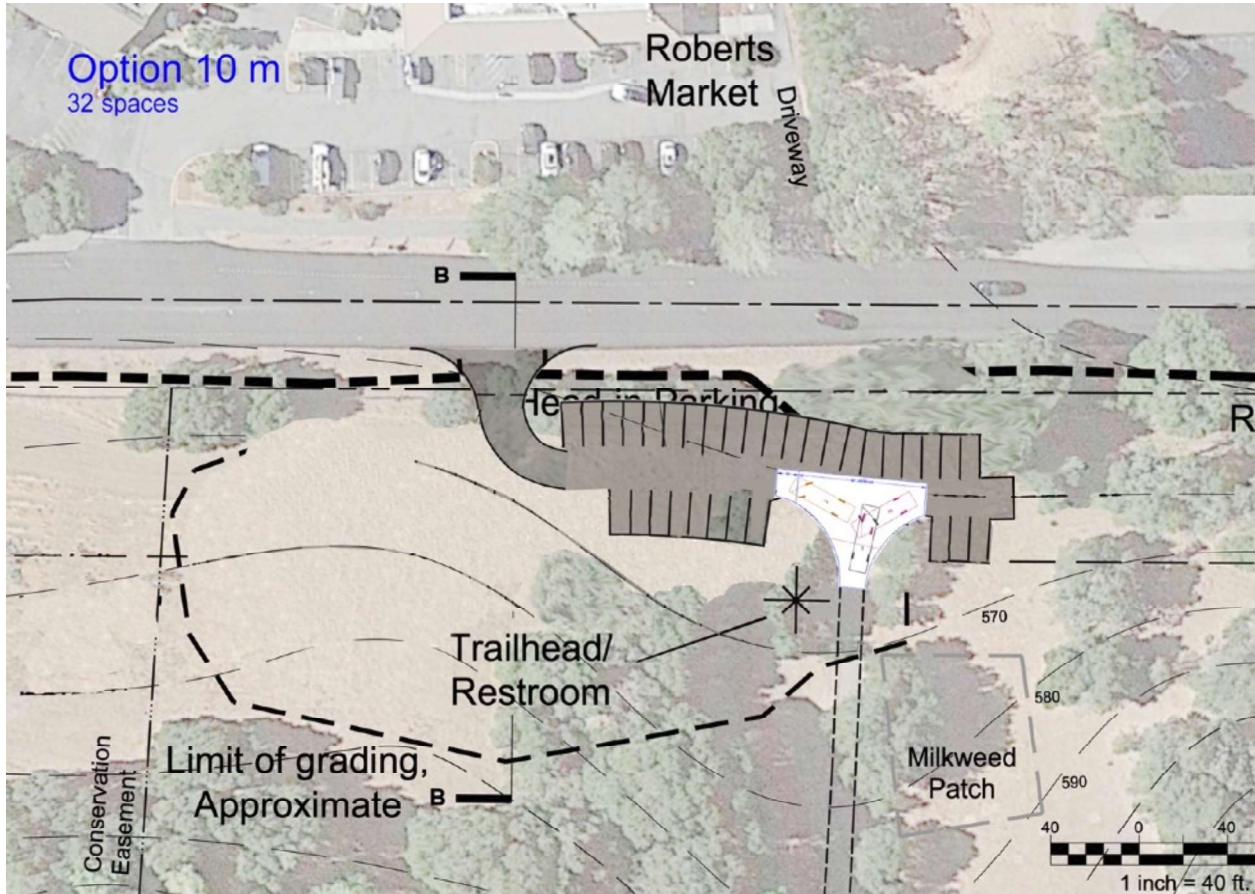
Drive way is shifted West, but not so far west that the new embankment is unacceptably steep.

Pluses	Minuses
Reduces required grading as land is flatter	Retains ungainly 80' diameter turnaround
Improved screening from existing trees.	

Question: Does the turn around need to be flat or nearly flat?

## Attachment 6A

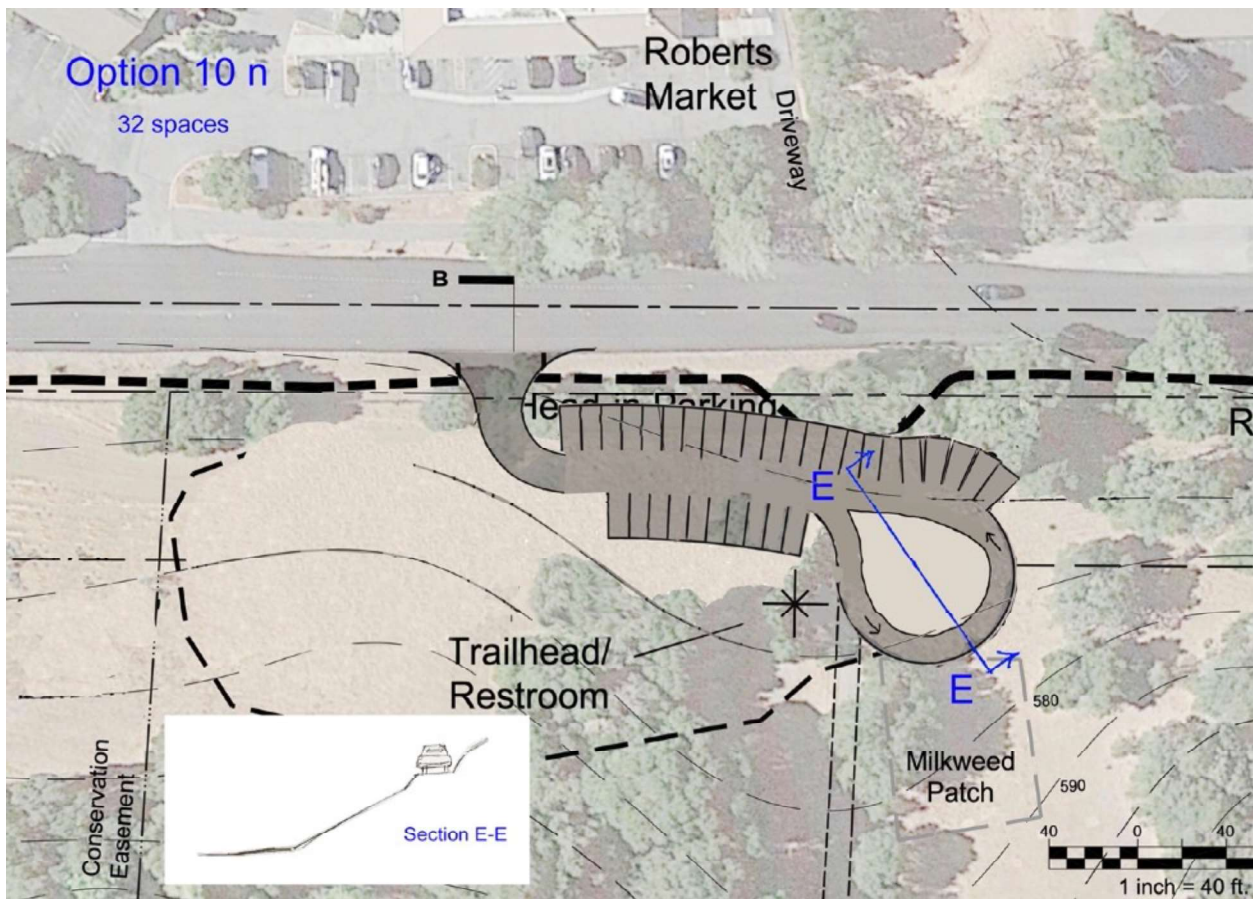
Option 10 M incorporates a turn around design built by The Los Trancos County Water District in cooperation with Woodside Fire around 2010. The geometry of the “hammer - head” shown below met their requirements then, but the Fire Marshal should probably be consulted if we want to propose something like this.



Pluses	Minuses
Lowest impact? Requires least amount of grading	“Hammer head” turn around may not be acceptable as it’s not as easy to use as the 80’ conventional turn around

## Attachment 6A

If the “Hammer-head” approach is not acceptable, and we must have an 80’ diameter turnaround, does the it need to be flat?



This design uses a “Turn around Road”. Section E-E shows how road could partially climb on the hillside above the lot.

Pluses	Minuses
Requires a moderate amount of grading	We’re sure there are some.
Incorporates an 80’ diameter turn around	
Area within turn around could be planted to minimize visual impact	

Additional parking capacity could be created by shifting the turnaround farther south, into the Milkweed patch.

Question: How important is the milkweed? Could it be transplanted to the Hawthorns meadow, or into the center of the turn around?

**Sherilyn Reinhart**

---

**From:** Tina Hugg  
**Sent:** Tuesday, April 16, 2024 9:16 AM  
**To:** Ashley Mac; Sherilyn Reinhart  
**Subject:** Fwd: Alpine Road road turning plan/ PV general plan/Traffic  
**Attachments:** WebPage.pdf

---

**From:** Kristi Corley [REDACTED]  
**Sent:** Tuesday, April 16, 2024 1:15:45 AM  
**Subject:** Alpine Road road turning plan/ PV general plan/Traffic

You don't often get email from [REDACTED] [Learn why this is important](#)

EXTERNAL

4. This is written in the Portola Valley general plan.

"Portola Road should remain as a two lane road, although turning lanes should be added as necessary."  
"

There will need to be a turn lane(pocket turn lane) into the Hawthorns parking area to keep traffic flowing on Alpine Road.

<https://www.portolavalley.net/home/showpublisheddocument/6736/635617570943430000>



# Town of Portola Valley General Plan

# Portola Road Corridor Plan

Adopted March 11, 2015

# Table of Contents

Introduction ..... 1  
Objectives ..... 2  
Principles ..... 2  
Standards ..... 3  
Description ..... 4

# *Portola Road Corridor Plan*

---

## **Introduction**

- 6400 The Portola Road scenic corridor comprises Portola Road, the trail that parallels the road, and the lands immediately on either side of the road and trail. Running along the floor of Portola Valley, this corridor is part of the area that helps define the visual character and quality of the community and is considered the “heart of the town.” Portola Road is designated a greenway. The corridor links many of the town’s most important destinations including commercial, institutional, recreational and natural resources. Both town residents and visitors alike make frequent use of the corridor and benefit from its scenic qualities. In addition, the corridor both divides and connects the steeper open spaces of the western hillsides and the more residentially developed eastern portions of the town.
- 6401 Immediate views and distant vistas within and from the roadway corridor define its character and underscore the open space and more rural values of Portola Valley as a whole. Therefore, management and treatment of both public and private lands along the corridor and the more critical viewsheds from the corridor should reflect the basic town values as set forth in this general plan. Landscaping, buildings and other land uses within and along the corridor need to be sited and designed to conserve the open and rural character.
- 6402 In addition to its scenic setting, the corridor plays a critical role as a transportation and recreation resource. Portola Road is one of the main arterial roads in town for motor vehicles, and the corridor is a key location for alternate forms of transportation and recreation, such as walking and biking. The corridor serves to connect or provide access to many horse trails.



6403 The Portola Road Corridor Plan provides a comprehensive land use perspective for the entire corridor, sets forth the main objectives for it, and identifies principles and standards for guiding public and private actions to achieve plan objectives.

### Objectives

- 6404
1. To serve as a scenic corridor through the town that reflects the open space values of the town. Much of the area between the two more intense land use clusters is traversed by or near the San Andreas Fault and should therefore be kept in open space or low intensity uses.
  2. To protect or reestablish open views within and from the corridor, especially to the western hillsides, wherever possible while preserving valuable habitat and variety of experience for all users.
  3. To encourage more pedestrian, bicycle and equestrian use along the corridor, improve the experience for these users, and reduce local motor vehicle trips.
  4. To keep the corridor free of exotic invasive plants and promote rehabilitation of native ecosystems.
  5. To preserve, enhance and reinforce the identity of the town by providing for a unified design of the valley, with two clusters of commercial and civic facilities near the ends of the corridor as focal points that are linked by trails, open space and planting epitomizing the natural quality of the town
  - 5.

### Principles

6405 The following principles should be followed to achieve the objectives described above:

1. The town should actively pursue acquisition of properties or other property rights, such as conservation easements, from willing property owners, to preserve and enhance the most sensitive views of the western hillsides and achieve the other objectives of this element.
2. Vegetation along the road, both within the right-of-way and on private property, should be managed so as to enhance and preserve views, especially of the western hillsides, existing orchards and open fields.
3. Parking along the shoulder of the road should be discouraged using measures that are as unobtrusive as possible and do not to impede the

movement of bicyclists, equestrians, pedestrians and other users or affect the visual character of the roadway corridor.

4. The shoulders along Portola Road should have a consistent width sufficient to provide for multiple users, as long as widening the shoulders would not adversely impact the adjacent trail.
5. Exotic invasive vegetation should be removed within the corridor, and native vegetation should be used for new plantings wherever possible.
6. The trail along Portola Road should be separate from the road and clearly delineated.
7. The trail should be designed to serve multiple types of users, including pedestrians, equestrians, and bicyclists consistent with the Trails and Paths Element of this General Plan.
8. The trail surface should not be paved but should be consistent with town trails standards for a multi-use corridor. Ideally, the trail would have a pervious surface with drainage improvements as needed.
9. Where appropriate, the town should acquire land, easements, or other property rights from willing property owners along or near the road to allow for a better trail configuration and better connections to the rest of the town's trail system.
10. Land within the corridor should continue to be zoned and otherwise managed to promote open space and enhance scenic quality. Special consideration should be given to building size, design and setbacks along this road.

## Standards

- 6406
1. The multi-use trail along Portola Road shall have an all-weather, non-paved surface suitable for horseback riding, bicycling, pedestrians, and other permitted users.
  2. Where the trail crosses the road, the nature of the crossings should be assessed for safe use by all users, and if necessary, improved.
  3. While meeting town trail standards, the trail shall incorporate some variety in width, elevation and treatment of nearby vegetation. This variety helps to preserve the rural character of the area.

4. The town should thin or remove vegetation in the right-of-way in order to open views as a primary goal, retaining enough vegetation to provide a varied experience for trail users. These evaluations should be made on a case by case basis using input from the various committees and other community interests in town, including adjacent property owners.
5. The town should encourage property owners on the western side of the road to thin or remove vegetation within the corridor on their properties when the vegetation obscures views of the western hillsides, agricultural uses and open fields. In some cases, however, vegetation to provide screening may be appropriate, such as in places where structures are located in proximity to the road/trail.
6. Undergrounding utility lines along the corridor is desirable and should be considered.
7. The town should require utility companies and property owners to screen utility boxes and related equipment or develop other measures to decrease their aesthetic impacts.
8. Portola Road should remain as a two lane road, although turning lanes should be added as necessary.
9. The town should encourage removal of exotic invasive vegetation on both sides of the roadway corridor.

### **Description**

- 6407 The Portola Road Corridor extends approximately two miles from Alpine Road northward past the Priory School and the Sequoias Retirement Community to Portola Valley Town Center and the northern town boundary with the Town of Woodside. Much of the corridor is located east of the San Andreas Fault zone, and a significant segment of the the corridor, primarily from Willowbrook Drive to the Wayside Road, separates the eastern, more developed portion of Portola Valley from the steeper, less stable and less developed western hillsides.
- 6408 The corridor links clusters of community-serving uses at either end with open space, recreational, institutional, agricultural and residential uses in between. The cluster at the northern end includes churches, a commercial area and the town center with community-serving meeting, classroom, recreational and library facilities. The cluster at the southern end includes a commercial area, space for institutional uses and a fire station. The town's two largest institutional uses, the Sequoias and the Priory School, are both located between these two clusters. The visibility of all of these uses from

within the corridor should be managed so as to minimize visual intrusion or conflict with the objectives of this element.

- 6409 The road itself is a two-lane arterial road, with a bicycle route designated in the Trails and Paths Element along its length. Together with the lower portion of Alpine Road, Portola Road serves as part of a popular regional bike loop. The trail along the corridor is a critical link in the town's overall trail system for multiple types of users and has many important destinations along its length.
- 6410 The following descriptions are for specific segments for the corridor starting at Alpine Road and extending to the northern limits of Portola Valley.
- 6411 **Segment 1, Alpine Road to Willowbrook Drive and the Sequoias.** Land along this segment is more intensely developed than in the rest of the corridor. There are many developed residential parcels, with more dense development along the west side of the road. This segment also includes the significant Woodside Priory and Sequoias institutional uses and facilities, as well as the commercial and offices uses within the Nathorst Triangle. The land use pattern in this segment is well established, and efforts to enhance the sense of the town's character along the corridor need to recognize this. As a result, techniques such as encouraging or requiring planting of native materials, removal of exotic invasive vegetation, and more natural landscaping would be more appropriate in this segment than increased setbacks or other similar land use controls.
- 6412 **Segment 2, Sequoias to the Town Center.** On the east side of the corridor in this segment, the residential land use pattern is well established, with approximately one acre per dwelling unit, and no significant changes are anticipated. Development areas visible from the corridor should continue to be controlled through setback and architectural review to protect the visual character of views from the road. Similar to Segment 1, the main objectives for this area will be to control exotic invasive plant materials and replace these with native landscaping consistent with town landscaping guidelines. Within the public right-of-way, vegetation can be addressed through annual roadway maintenance programs and other programs as consistent with town budgetary priorities and resources. For privately held lands on the east side of the corridor, the town should seek to encourage, and where possible in conjunction with development review proposals, require conversion of highly visible non-native plant materials to native species.
- 6413 In this segment, larger parcels, some of which extend from the road up into the western hillsides towards the Skyline scenic corridor, are located on the west side of the corridor. The largest property on the western hillsides is the Windy Hill Open Space Preserve, which is owned by the Midpeninsula Regional Open Space District, while other properties are in private ownership. In addition, this area includes lands closer to the road which are identified for Community Open Space Preserves in the Open Space Element. The west side of the corridor along this segment provides some of the most

magnificent views in town. The Town will need to manage its lands along the right of way to protect and improve these views and should also work with both private and public land owners to take actions on their properties consistent with this Corridor Plan and other applicable elements of the General Plan. Where appropriate, the town should acquire land or other property rights, such as conservation or open space easements, from willing property owners, or should encourage designation under the Williamson Act.

- 6414 **Segment 3, Town Center to Wayside Road.** The land use pattern adjacent to this segment is largely set and controlled by provisions set forth in the town center area plan element of this general plan. This area includes the Town Center Preserve and also the larger private land holdings to the north of this Preserve. As with the larger privately held lands on the west side of Segment 2, the town should pursue actions that would protect the visual qualities of the lands critical to the views from the corridor.
- 6415 **Segment 4, Wayside Road to the northern town limits.** On the east side of the corridor north of Wayside Road and the Wyndham Drive subdivision, most land is within the Town of Woodside and occupied by the “Family Farm” private low density use. The town encourages the low intensity uses in this area to continue and for the roadside and lands immediately east of the corridor to be maintained in the existing open and tree covered condition.
- 6416 Land on the west side of Segment 4 is largely developed in low to medium intensity residential uses, and no significant change in land use or pattern of uses is expected. As for Segment 1, the corridor in this segment should be managed to discourage exotic invasive plantings, enhance native vegetation and, to the extent possible, limit views to houses and other site improvements. It is recognized, however, that like portions of Segment 1, there will be limited option for changes to the established visual character along the corridor in Segment 4.

## **Portola Road Corridor Plan Appendix 1: Implementation of the Portola Road Corridor Plan**

### **Actions to date:**

1. ASCC review is required for all buildings along Portola Road.
2. Conservation Committee review is required for all landscaping within 75' of Portola Road. The town has adopted design guidelines that include lists of native plants that are to guide the Conservation Committee in its actions. The use of native plants in the scenic corridor will help retain the natural beauty of the area.

### **Future actions:**

1. The trail along Portola Road from the Town Center to Nathhorst Triangle should meet the town standards for a multi-use trail, with a minimum 6' wide trail surface of compacted base rock. Land or easements should be acquired as necessary to allow this trail standard to be met.
2. Widen shoulders in key locations along Portola Road to make them consistent in width.
3. The town should thin vegetation in the road right-of-way in locations where vegetation blocks views, and work with private property owners to encourage similar thinning on their lands.

**From:** Public Comment Form <no-reply@wufoo.com>  
**Sent:** Friday, March 22, 2024 6:10 PM  
**To:** Clerk; web  
**Subject:** 3/24 - Hawthorns Area Public Access Working Group Meeting: To be provided to the board of directors. (no limit)-Parking access near Hillbrook Drive -Julie Fouquet -

EXTERNAL

**Meeting** 3/24 - Hawthorns Area Public Access Working Group Meeting

**Date \***

**Is this a** Yes

**comment**

**about a**

**specific**

**board**

**item? \***

**Agenda** Parking access near Hillbrook Drive

**Item**

**Number**

**or**

**Subject \***

**Please** In Opposition

**check**

**one: \***

**Where did** • E-mail notification from Midpen

**you hear**

**about**

**this**

**meeting?**

**(check all**

**that**

**apply) \***

**Name \*** Julie Fouquet

## Attachment 6A

**City of** Portola Valley

**Residence**

\*

**Email \***

[REDACTED]

**Comment** To be provided to the board of directors. (no limit)

**Type \***

**Comments to be provided to the board of directors \***

To the MROSD Board of Directors:

Residents on Hillbrook Drive and connecting streets (including Sausal, Adair, Antonio, Palmer and Los Charros) typically use Alpine Road to access nearly all other locations. This often requires making a left turn onto Alpine Road at the bottom of Hillbrook Drive. Because Alpine Road is a major artery for Portola Valley, it can become very busy during at the beginnings and ends of the school day for the three schools in the area. As noted in your documents, bicycle traffic can be heavy on the weekends. Sometimes cars have to wait for a minute or two before an adequate break in traffic permits a left turn. (You may think that bicyclists have their own lane, so that a car can turn left at the same time a bicyclist is riding along Alpine through the intersection in the same direction, but bicyclists don't always stay in their lane, and a sudden close approach by a car can be alarming to a bicyclist.)

A driver turning left from the bottom of Hillbrook needs to keep track of cars coming from two directions, bicyclists coming from two directions, and pedestrians coming from two directions. Bicyclists may be hard to see in the dappled shade during the day, and hard to see in the evening or at night if they do not use lights. Please do not locate the Hawthorns access driveway anywhere near this intersection. It's already challenging enough. If the driveway must be located near Hillbrook Dr, then stop signs will be needed.

Sincerely,

Julie Fouquet

**Please** [REDACTED]  
**provide**  
**your**  
**phone**  
**number**  
**so we can**



## Attachment 6A

identify  
you if you  
use the  
call-in  
number.

\*