

TOWN OF WOODSIDE
TOWN CENTER AREA PLAN (TCAP) TASK FORCE
Agenda for Wednesday, April 24, 2013

3:00 - 5:00 pm

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| I. Introduction of Topics: <i>Public Utilities, Public Health and Safety & Parking and Circulation</i>
<i>Jackie Young, Planning Director</i> | 3:00 pm |
| II. Task Force Questions.
<i>Jackie Young, Planning Director</i> | 3:15 pm |
| III. Public Input.
<i>Jackie Young, Planning Director</i> | 3:30 pm |
| IV. Task Force Discussion.
<i>Jackie Young, Planning Director</i>
<i>Sage Schaan, Senior Planner</i>
<i>Sean Mullin, Assistant Planner</i> | 3:45 pm |
| V. Summary / Wrap Up
<i>Jackie Young, Director of Planning and Building</i> | 4:15 pm |
| VI. Review of Next Steps: <i>Return to Town Council on May 14, 2013 with Initial Task Force Input</i>
<i>Jackie Young, Planning Director</i> | 4:45 pm |

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Recap of Meeting #2

On March 27, 2013, the second TCAP Task Force meeting was held. The full group exercise was brainstorming on historic preservation, land use and design, conservation, and sustainability. The ideas raised during this exercise are recorded on **Attachment 1**, and include the following topics:

- Historic Resources;
- Community Uses/Gathering Spaces;
- Town Center Design (Landscaping, Amenities, Circulation/Parking, Public Art, and Gateways);
- Land Uses;
- Sustainability; and,
- Conservation.

Discussion of Town Center architecture, signs, and lighting was continued to this meeting.

Task Force members also submitted their homework assignment which involved taking a walking tour of the Town Center and recording their observations on a prepared table. All observations were compiled onto one table on **Attachment 2**, and include the following topics:

- Architecture;
- Landscaping;
- Amenities;
- Signs;
- Lighting;
- Land Uses;
- Circulation;
- Public Art; and,
- Gateways.

Public Utilities

The Public Utilities Element (**Attachment 3**) provides guidance for the provision of needed and desirable public utilities to the residents of the Town. Woodside's public utilities are designed to provide needed services while preserving the natural character of the community. Toward this objective, the Town utilizes minimal infrastructure when feasible.

Gas & Electric, and Alternatives (Conversion Technologies).

Gas and electric service in the Town is supplied by PG&E. PG&E maintains all power lines. PG&E also trims trees near their lines. Approximately twice a year, PG&E submits tree removal requests to the Town for trees both on private property and within the public right-of-way. PG&E uses contactors for tree trimming and removal. There are currently no Town undergrounding projects underway. Town-maintained electric utilities include the street lights on Farm Hill Road and the traffic signal at Farm Hill and Wood Hill Roads (Cañada College). All Highway 84 infrastructure is maintained by CalTrans.

Chapter 53 of the Woodside Municipal Code requires that all new utility services be undergrounded (WMC Section 53.01); and that when existing utility services are relocated/extended, that existing utility services be undergrounded (WMC Section 53.37). Woodside Municipal Code Section 152.072 requires that all public utilities shall be underground on new lots created from land divisions. Additionally, Chapter 53 of the Woodside Municipal Code, Underground Utilities, allows the Town Council to designate Underground Utility Districts, and to order the removal of overhead utilities and the installation of underground utilities. The Town does not currently have any Underground Utility Districts. Underground Utility Districts are generally funded by either Rule 20A, 20B or 20C monies. "Rule 20" refers to PG&E's rule governing the conversion of electrical distribution lines from above ground (overhead) to underground. Rule 20A funds are ratepayer allocations to underground existing distribution lines in areas of "public benefit". Rule 20B funds are partial ratepayer subsidies for undergrounding projects in residential neighborhoods which are not covered by Rule 20A. Rule 20C funds are almost entirely from the property owner. A community could also elect to establish an Underground Utility District which is funded by an assessment paid by the individual property owners with the District.

Staff has received specific utility undergrounding inquiries from residents for Cañada and Mountain Home Roads (**Attachment 4**). The set aside funds currently available to Woodside

are nominal (perhaps allowing the undergrounding a approximately 4 poles) in light of the scope and costs for such projects.

Alternative power systems permitted in Woodside to date include solar, ground source heat recovery system, and fuel cell (converts natural gas to electricity). Solar is subsidized by the Town by below-cost permits (\$30 for a solar permit). In 2009, 17 solar permits were issued in Woodside, with valuations ranging from \$4,000 to \$108,410 (with the median valuation being \$40,000, and the average valuation being \$47,942) and totaling \$815,014. In 2012, 26 solar permits were issued in Woodside, with valuations totaling \$966,125 (thus averaging \$37,159). In an effort to lead by example, the Town Council authorized capital improvement funds to install solar on the roof of Town Hall in 2009. Due to cost and the time required for a return on investment, the project was subsequently set aside. Energy audits were prepared in 2010 to identify other energy saving/cost reduction measures. The most significant resulting project to date has been the replacement of the 20+ year old HVAC system in Town Hall and Independence Hall.

Cable/Internet.

Cable service (for cable television and high speed internet) in the Town is supplied by Comcast. Currently, Comcast holds the franchise with the State.

In 1989/1990, The Town issued a Request for Proposals for cable service. Four small cable companies submitted proposals. Western Cabled Systems, a local company, was the most responsive. None of the proposals were for 100 percent service coverage, but Western Cabled Systems proposed the highest coverage percent. The proposal included service specifications, which included: the service to be provided, performance testing standards, specification of line type (overhead and underground) by area, and the "density policy". "Density policy" is the minimum services demand needed for the purveyor to provide service. The density policy proposed by Western Cabled Systems was: 1) a minimum of 15 services for every mile of "cable plant" for overhead lines; and, 2) a minimum of 25 services for every mile of "cable plant" for underground lines. "Cable plant" is the cable along the road and shared cable off the main line, but not the "cable drop". "Cable drop" is the cable for an individual service. Service is not provided to areas (e.g., Whiskey Hill Road) which do not meet the density policy.

In November 1990, the Town entered into a 15 year franchise agreement with Western Cabled Systems. A cable franchise allows the purveyor to install utility infrastructure within public right-of-way and on public land. In exchange for the use of public right-of-way and land, the

franchisee pays a franchise fee to the Town (5% of gross receipts, which is approximately \$36,000/year). The purveyor builds the franchise fee into the service rate structure. Upon completion of the cable lines in 1991, approximately 60 percent of the Town was wired/served in compliance with the terms of the density policy.

In 1993, Western Cabled Systems sold to Balkin Cable System. Balkin Cable System was subsequently sold to AT&T, and then again to Comcast. The 15 year franchise agreement terminated in November 2005. Pursuant to Federal Law, and in anticipation of renegotiating a new franchise agreement, the Town performed a customer satisfaction survey in 2004/2005. During this time, State legislation was being considered to establish State-level (as opposed to local-level) cable franchising. Also during this time, the Town negotiated a 1 year franchise extension with Comcast through November 2006.

In 2006, Governor Schwarzenegger signed the "Digital Infrastructure and Cable Competition Act" which allowed cable providers to negotiate franchises with the State, thus eliminating the need to negotiate with individual local municipalities. Subsequently, Comcast negotiated the Woodside franchise agreement with the State, thus transferring the Town's franchise to the State in November 2006 (the termination date of the 1 year extension period). Implications of the legislation are as follows: 1) programming and rates continue to be regulated by the FCC; and, 2) under a State franchise, local service specifications are regulated by the State, the locality continues to regulate and permit physical utility improvements within public right-of-way and on public land, and the locality continues to collect the franchise fee.

Currently, approximately 68 percent of the Town is wired/served by cable. The 8 percent service increase from 1991 results from either increases to densities (thereby meeting the density policy criteria), or from the line extension policy which allows an individual property owner to pay the cost of a line extension which does not meet the density policy criteria.

Phone/Internet.

Land line phone service in Town is provided by AT&T. AT&T maintains all land line phone lines. AT&T also provides high speed internet, with a density policy similar to that of Comcast. The areas of service availability are therefore primarily the same.

Cellular Facilities.

Cellular facilities in Town include tower and equipment locations maintained primarily by AT&T and Verizon. AT&T has cellular towers at Hwy 280/Farm Hill Road, and Hwy 35/Hwy 84; and

equipment on Cañada and Woodside Roads. Verizon has a cellular tower at Hwy 280/Woodside Road. Woodside Municipal Code Section 153.402 requires that a Conditional Use Permit be approved by the Planning Commission for wireless communications facilities. Considerations in reviewing the required Use Permit include: placement and design, technology and coverage capabilities, emergency response benefits, preference for locating on public or institutional sites and discouragement for locating on residential properties and in visually sensitive areas. Pursuant to State law enacted in 2006, these Conditional Use Permits are valid for a minimum of 10 years. One of the most significant projects completed in the last five years is the installation of above ground fiber optic lines and eight nodes down Woodside beginning at Skyline by ExteNet Systems. One of the poles (proposed on the downslope bay view side of Woodside Road) was required to be placed on the upslope side to mitigate aesthetic concerns.

Water Supply, and Alternatives (Harvesting).

Water is supplied in Town through either Cal Water or the City of Redwood City (Emerald Lake Hills area). Page 245 of the Public Utilities Element (**Attachment 3**) is Map PU1, Woodside Water Districts. There were previously two small water purveyors (water mutuals) in Town (i.e., Skylonda and Woodside Mutual Water Company) which were acquired by Cal Water in 2009 and 2010. Water is supplied for both potable uses and for fire suppression. Several areas in Town have water pressure deficiencies (e.g., portions of Old La Honda Road and Emerald Lake Hills). The Menlo County Club area also has water supply issues.

Water wells exist in Town, but there is currently no complete record available from either the Town or the County on the number or locations.

Town staff has seen a handful of rainwater harvesting systems in the last several years on residential properties that have both detention and distribution capabilities. Such systems require a plumbing permit, and the reused water may be used for irrigation, but not for potable uses.

Some communities have access to recycled water which is delivered in a separate piping system (known as "purple pipe" because of the actual color of the pipe which differentiates it from potable water) which is most typically used in commercial areas for landscaping. Woodside does not currently have access to recycled water, and the only property owner who has explored it to date is the Menlo Country Club which has closer access to access to Redwood City's conveyed recycled water supply.

Waste Disposal (Septic, Sewer & Graywater).

The majority (approximately 72%) of the 2,393 Town parcels zoned to allow development (2,432 total Town parcels, minus 39 parcels zoned Open Space) handle, or will handle, waste with individual, on site septic systems. Septic systems are regulated and permitted by the Town and the County of San Mateo, Environmental Health Department. Traditional septic systems include a collection tank and a leach field. Woodside Municipal Code Section 154.075 requires that all leach fields be tested under wet-weather conditions and that a capable 100% expansion area be designated. These systems are maintained by the individual property owners. Complaints regarding septic system compliance are handled by County Environmental Health.

A minority (28%) of the 2,393 Town parcels zoned to allow development (2,432 total Town parcels, minus 39 parcels zoned Open Space) are sewerred (681 parcels). Sewer service for almost all* sewerred parcels in Town is provided by either the Town of Woodside (the Town Center Sewer Assessment District and the Cañada Sewer Area), or by the County of San Mateo (Fair Oaks Sewer Maintenance District). Both Town and County sewage flow to the east to the South Bayside System Authority (SBSA) Treatment Plant in Redwood Shores. Portions of Woodside were sewerred prior to Town incorporation (Woodside Heights, the Ward/Greenways Annexation Area and the Menlo Country Club) are located within the Fair Oaks Sewer Maintenance District (but not within the Redwood Creek sewer assessment area as establishment of the assessment area post-dates Town incorporation). The Redwood Creek Main Trunk Sewer Service Area is a sewer assessment district established by the Town in the late 1960's in response to health and safety concerns, primarily in the Glens. If a parcel is located within the Redwood Creek sewer assessment area, the parcel is annexed into the Fair Oaks Sewer Maintenance District via Town Council resolution upon connection to receive service and maintenance from the District. Developed and unconnected parcels within the Redwood Creek sewer assessment area have operating septic systems, and most currently have no nearby sewer infrastructure.

**Sewer service for two parcels on Moore Road are served by West Bay Sanitary District. All wastewater collected within this District is transported via main line trunk sewers to the Menlo Park Pumping Station located at the entrance to Bayfront Park, and from there also to the South Bayside System Authority (SBSA) Treatment Plant.*

Town sewer service includes the Town Center Sewer Assessment District (reference **Attachment 3**, Public Utilities Element, Page 247, Map PU2: Sewer Areas and Districts), which serves properties within the Town Center, west along Woodside Road to the Woodside

Elementary School; and the Cañada Sewer Area, which serves Cañada Road and Godetia Road to the north Town boundary. Town-owned and -maintained infrastructure includes sewer line and a lift station, but does not include any treatment facilities.

TOWN CENTER SEWER ASSESSMENT DISTRICT (Town Owned/Maintained Sewer):	
	No. of Services:*
Service Characteristics:	
Non-Residential Parcels Physically Connected to Sewer:	19
Non-Residential Parcels w/ Pd. Assess., NOT Physically Connected to Sewer:	3
Residential Parcels Physically Connected to Sewer:	109
Residential Parcels w/ Pd. Assess., NOT Physically Connected to Sewer:	16
Total Services:	147
<i>* Data Source: Town Sewer Service Charge Records & County Parcel Data.</i>	

CANADA SEWER AREA (Town Owned/Maintained Sewer):	
	No. of Services:*
Service Characteristics:	
Residential Parcels Physically Connected to Sewer:	25
Residential Parcels w/ Pd. Assess, NOT Physically Connected to Sewer:	7
Residential Parcels w/o Pd. Assess., NOT Physically Connected to Sewer:	8
Total Services:	40
<i>* Data Source: Town Sewer Service Charge Records & County Parcel Data.</i>	

The Fair Oaks Sewer Maintenance District serves the Glens, parts of Cañada Road, and the surrounding area and Woodside Hills. The County's infrastructure in Town includes sewer line, but does not include any treatment facilities. The western-most portion of the Fair Oaks Sewer Maintenance District is located in Woodside, but also runs east through Redwood City. Sewage is treated at the South Bayside System Authority (SBSA) Treatment Plant in Redwood Shores.

FAIR OAKS SEWER MAINTENANCE DISTRICT (County Owned/Maintained Sewer):	
	No. of Services:*
Service Characteristics:	
Residential Parcels Physically Connected to Sewer:	521
Non-Residential Parcels Physically Connected to Sewer:	7
Total Services:	528
<i>* Data Source: Town Sewer Service Charge Records & County Parcel Data.</i>	

The South Bayside System Authority is a regional wastewater treatment facility for Belmont, Redwood City, San Carlos, Menlo Park, Portola Valley, and portions of Atherton, Woodside, East Palo Alto, and San Mateo County; and is a Joint Powers Authority. Tours of the SBSA facility are available to schools and other organizations by appointment by contacting tours@sbsa.org for more information.

Woodside Municipal Code Section 51.120-51.128 regulates Town sewer service allocations.

The Town Council is currently in the process of updating the sewer rates for Town Center Sewer Assessment District to cover operating and capital improvement costs. Key financial challenges include:

- With virtually no rate increases in 18 years, (8 years for Cañada Corridor), the current TCSAD sewer rates do not pay for the existing cost of service to maintain the existing sewer system and for the conveyance costs to the County of San Mateo and Redwood City to transport the sewage to the SBSA treatment plant. In addition, the current TCSAD sewer rates do not pay for the proposed SBSA treatment plant upgrades.
- The SBSA sewage treatment plant, which treats the sewage from the Town of Woodside, was built over 30 years ago with federal and other grant monies. The facility is at the end of its useful life and needs to be rebuilt. Unlike the original construction of the plant, the necessary upgrade will be funded by all rate payers using the plant, including rate payers within the Town of Woodside. Town staff has verified that the SBSA treatment plant upgrades that Woodside rate payers are responsible for do not include additional plant capacity for current or future Woodside rate payers.
- An engineering study of the TCSAD sewer system has identified the need for an estimated \$650,000 of capital improvements.
- Small sewer districts such as TCSAD do not have a large number of sewer customers to spread the costs associated with the treatment plant upgrades.

On August 4, 2009, the State approved emergency graywater standards (2007 California Plumbing Code, Chapter 16A) which allows for the discharge and selective reuse of graywater on private property. Some residential properties in Woodside have graywater diversion systems, which extends the life of a septic system.

Storm Drainage.

The storm drain system in Town consists primarily of open ditches, and some culverts. The Town maintains drainage systems which are located within the public right-of-way. The Town prepared a Storm Drain Master Plan in 1978. This Plan identifies the major watershed areas, discusses the hydrological characteristics within the Town, sets forth design criteria for drainage facilities, analyzes existing drainage conditions, suggests drainage improvements and identifies deficient drainage structures. The 1978 Storm Drain Master Plan notes that natural drainage channels will be used to the fullest extent possible to conduct storm waters safely through the community, and that construction of extensive storm drainage systems (utilizing lined channels, underground drains, etc.) should be avoided since it is unnecessary, would be expensive, and would make significant and detrimental environmental changes in the community. The Master Plan also notes that debris build up within natural drainage channels and drainage structures is an acute problem in Woodside for which primary responsibility for maintenance rests with the owners of property through which the drainage channels/structures pass.

Hydrological data and definitions related to storm drainage contained in the 1978 Storm Drain Master Plan include: Rainfall Data, 1920-1978, Updated to 2009 (on file with the Planning Department), and the definition of watershed area, and Flood Years (e.g., 10-year, 100-year flood), and watershed.

Local rainfall records are daily total rainfall tallies, and, while useful for predicting total runoff for storage, are not used to predict peak stream flow events (i.e., flood events).

A "watershed area" is all the land that contributes storm water to a specific creek, river or ocean. Topographic maps with contour elevation data are the basis for determining watershed areas. The path of rainfall is followed to determine areas that contribute to a single creek and to determine drainage divide. The two major watershed areas in Woodside are San Francisquito Creek and Redwood Creek. The minor watershed area, due to small amount of land area located within Woodside, is Atherton Creek. Very small areas of two other watersheds also occur within Town boundaries. Reference **Attachment 5, Conservation Element, Map CV1: Watersheds and Streams.**

"Flood years" are estimates of peak stream flow events. A 100-year flood, for example, is calculated to be the level of water expected to be equaled or exceeded every 100 years on average (i.e., a 100-year flood stage that, statistically has a 1% probability of occurring in any

given year; while a 10-year flood stage statistically has a 10% probability of occurring in any given year). The term "100-year flood" is misleading. It is not the flood that will occur once every 100 years. Rather, it is the flood elevation that has a 1 percent chance of being equaled or exceeded each year. Thus, the 100-year flood could occur more than once in a relatively short period of time. The 100-year flood is usually developed from a statistical distribution that is based on historical floods. The level of protection recommended in the Master Plan is a 10 year level of protection for residential and commercial properties where the drainage area is 50 acres or less, and an alternate means of access exists; and a 100 year level of protection in all other cases. Attachment 6, Natural Hazards & Safety, Page 121, Map NH3: Flood Zones, shows the areas of Town located within 100-year flood zones. Portions of Dry Creek adjacent to the Town Center are located in FEMA Flood Zone B, a 500-year flood zone.

Solid Waste Management.

Solid waste management services in Town are handled by Greenwaste Recovery. Greenwaste Recovery has been the solid waste collector since July 1, 1996. The contract was renewed in 2008, and is valid through June 30, 2018. Greenwaste collects refuse, recyclables, yard waste and some household hazardous waste (e.g., batteries and Compact Fluorescent Lights). The Disposal Measurement System of 2008 (SB 1016) regulates, and sets standards for, solid waste management. SB 1016 increases focus on solid waste management programs, and established a new disposal measurement system. The target disposal rates since at least 2008 for Woodside for are 13.7 pounds/person/day for residential, and 37 pounds/person/day for commercial. Actual disposal rates for Woodside for Fiscal Year 2008/2009 were 6 pounds/person/day for residential, and 31.7 pounds/person/day for commercial; and for Fiscal Year 2010/2011 were 4.3 pounds/person/day for residential, and 12.3 pounds/person/day for commercial (significantly less than the target rates). SB 1016 requires annual reporting.

Additionally, the County holds periodic hazardous waste collection events; and the Woodside Fire Protection District manages the Chipper Program which reduces local fuel load by providing curbside pickup, chipping and removal of yard waste.

In 2001, the Town Council adopted Ordinance 2001-507 which amended Chapter 50 of the Municipal Code by adding requirements to recycle and divert construction and demolition debris. In summary, this ordinance requires that specified percentages of waste tonnage of construction and demolition debris generated from every "covered project" (a project valued at equal to, or greater than, \$10,000; or which will generate more than 10 tons of construction and demolition debris) be diverted from landfills by using recycling, reuse and diversion programs. To ensure compliance, a deposit (a minimum of \$1,000, and a maximum of \$5,000)

is submitted based on the estimated tonnage of construction and demolition debris. The deposit is returned upon submittal of weight receipts which demonstrate that the required tonnage of debris has been diverted by recycling or reuse. If less than the required tonnage is diverted, a proportionate share of the deposit is retained. The Town has had, however, nearly 100 percent compliance to date.

Animal (e.g. horses) waste disposal from private properties is handled by individual property owners, primarily by commercial haulers. Complaints regarding animal waste compliance are handled by the Town's Code Enforcement Officer and potentially by the Regional Water Quality Control Board (if impacting riparian resources).

Informational Handouts Available at Town Hall related to Public Utilities

Informational handouts available at Town Hall related to Public Utilities include:

Informational Handouts at Town Hall related to Public Utilities:		
<i>Public Utilities Category:</i>	<i>Handout:</i>	<i>Prepared By:</i>
Gas & Electric, and Alternatives	"Go Solar California"	New Solar Homes Partnership
	"Solar System Review"	Woodside Fire Protection District
Water Supply and Alternatives	"Drilling a Well"	Town of Woodside
Waste Disposal (Septic, Sewer & Graywater)	"The Chipper Program"	Woodside Fire Protection District
	"Construction and Demolition, Recycling Guide"	Recycle Works
	"Pollution Control for Horse Stables & Backyard Livestock"	EPA
	"Re-use Guide"	Recycle Works
	Wet Weather Testing for Woodside Septic Systems"	County Health Services
Storm Drainage	"Drainage Requirements"	Town of Woodside
	"Winter Weather & Flood Preparedness"	OES

Public Health and Safety

The Natural Hazards and Safety Element (Attachment 6) addresses the natural hazard and safety concerns present in Woodside. The purpose of the Element is to prevent loss of life, reduce injuries and property damage, and minimize economic and social dislocations which could result from earthquake, fire, or other natural and man-made disasters. The Element includes:

- An identification and evaluation of seismic and other geologic, storm, and fire hazards in the Woodside Planning Area;
- Town policy for reduction of risk and mitigation or abatement of those hazards through land use planning; and,
- Town policy for emergency preparedness and disaster response.

The two most significant natural hazards in the Town are fire and seismic activity.

Urban/Wildland Interface.

Background.

The population increases and migration of citizens from the urban centers to the wildlands have complicated the fire-protection mission of federal, State, and local agencies. Decades of post-European settlement and the accompanying wildland fire-suppression systems have led to annually increasing fuel levels in many areas of the country, increasing percentages of dead fuel per wildland acre and increasing fuel ladders that allow fires to reach large conflagration sizes quicker and more frequently. The wildlife protection agencies are experiencing a change in the type and effects of wildland fire. Though fires are not necessarily larger, they are burning much more intensely, are more costly to control, and create greater risks and losses to the resources and citizens in the wildland areas.

For most people, a home in the wildlands represents a peaceful contrast to fast-paced city life. For many, the opportunity to work in the city and live in the country is the best of both worlds. One of the nation's growing fire problems is the "urban/wildland interface fire."

A review of past urban/wildland interface fires in the United States shows many common denominators contributing to major losses of homes and property, loss of lives, injuries, destruction of natural resources, and adverse effects on wildlife habitats and water resources. The common denominators of these fires included:

- Poor access for emergency and evacuation vehicles;
- Hot, windy, dry conditions;
- Sloping topography;
- A buildup of wildland vegetation;
- Lack of defensible space;
- Use of combustible construction materials;
- Lack of public education and information;
- Inadequate developer planning; and,
- Poorly equipped and trained firefighters.

Source: International Association of Fire Chiefs and Western Fire Chiefs Association. *Development Strategies in the Wildland/Urban Interface*. 1996.

Town Fire Prevention Regulations.

The Town of Woodside is an urban/wildland interface community, and has adopted more stringent fire prevention regulations. In 2008, the Town Council adopted Ordinance 2008-542, designating Very High Fire Hazard Severity Zones (located in the western foothills and Emerald Hills, reference **Attachment 6**, Natural Hazard & Safety Element, Map NH4: Very High Fire Severity Zones Map). In 2009, the Town Council adopted Ordinance 2009-544, designating new regulations incorporating fire resistance materials and construction methods. In a nut shell, the 2009 fire prevention regulations require a higher level of fire resistance materials and construction methods throughout Town, and additional site improvement/defensible space requirements for properties located in the Very High Fire Hazard Severity Zones. In 2010, the Town Council adopted Ordinance 2010-545, changing the definition of a “new building” and requiring that all new buildings comply with the Chapter 7A, Wildland Urban Interface (WUI) regulations. In 2012, the Town Council adopted Ordinance 2012-552, requiring all properties in Town to comply with Chapter 7A, including defensible space. Additionally, when more than 80% of the siding is replaced on an existing structure, the new siding and all venting in the affected area must comply with Chapter 7A. Barns without habitable space and located more than 50 feet from a habitable structure were exempted from the Chapter 7A requirements.

Citizens for Emergency Response and Preparedness Program (CERPP).

On-going strategizing regarding the challenges of a being an urban/wildland interface community includes the multi-jurisdictional efforts of the Citizens for Emergency Response and

Preparedness Program (CERPP). Established in 1997 by a physician in Woodside, CERPP is a 501c3 non-profit organization that promotes emergency training and preparedness on a neighborhood level. Participants include staff and residents from the Towns of Woodside and Portola Valley, the Woodside Fire District and the unincorporated areas surrounding Woodside and Portola Valley. The Woodside Fire District is divided into 25 divisions, 13 of which are located with the Town Woodside (reference Attachment 6, Natural Hazards & Safety Element, Page 141, Map NH5: CERPP). A recent CERPP project includes the development of an emergency radio communications network.

Chipper Program.

Another local fire prevention effort is the Chipper Program administered by the Woodside Fire Protection District (WFPD) in conjunction with the Towns of Woodside and Portola Valley. The Chipper Program is a fuel reduction program to help decrease the communities' threat from wildfire. With a grant from the Fireman's Fund, WFPD purchased a wood chipper, which is used to chip vegetation removed by homeowners. The chipper enables the Fire District to easily dispose of large amounts of fuel.

Chipping is conducted through San Mateo County Fire Safe & CDC inmate crews. Residents place materials for chipping roadside on their designated neighborhood day. The service is provided at no charge, but there are some restrictions. The chipper cannot chip Eucalyptus bark or poison oak. Materials cannot contain nails or screws, as it can damage the chipper and any personnel operating it. Fuels such as brush, and tree limbs are accepted, and branches with diameters up to 8 are acceptable. Branches need to be stacked in a neat pile with all of the cut ends facing the road. Piles are limited to 10 wide x 10 long. Brush will be chipped back on site with exception of certain areas.

Fire Management Plan.

In 2003, a Fire Management Plan was commissioned by the Town and was presented to and reviewed by the Town Council in 2003 and 2004. The 2003 Plan included findings and recommendations on fourteen topics:

- Maintenance of private properties;
- Abatement of fire hazards on private property;
- Maintenance of Town-owned properties and rights-of-way;
- Eucalyptus and other non-native trees;

- Engine company defensible space intentions;
- Woodside General Plan;
- Woodside's Site Development Ordinance;
- The Site and Building plan review process;
- Woodside's Residential Design Guidelines;
- Design Review handouts;
- Town Building Regulations;
- Woodside's Zoning Code
- Evacuation Plans; and,
- Uniform Fire Code, 2000 Edition (2001 California Fire Code), and Fire Suppression Water Resources.

The fourteen topics that are discussed in the Plan, and the recommendations included to address the findings, can be summarized by the following statements of concern:

- Private property owners in the Town of Woodside need to be afforded a better education about the fire risks and potential liabilities they face, both as individuals and as members of the community at large. The Town and the Fire District should provide whatever assistance they can to facilitate this critical maintenance effort. The Woodside Fire Protection District should undertake a proactive and aggressive approach with the owners of private properties who fail to meet minimum maintenance standards from a fire hazards standpoint in its role as enforcement agency for the fire code. Regular records of inspections, reported code violations, and remedial actions should be kept by the District and this information should be included in the annual report of the Fire Preventions Bureau that is to be transmitted to the Fire District's Board of Directors, pursuant to the District's Ordinance No. 7.
- The Town should adopt an annual and ongoing clean-up program to minimize or eliminate fire fuel accumulations on Town-owned properties and in the public rights-of-way. It is crucial that the Town set an example for all other property owners in Town by proactively addressing its own fire safety hazards.
- The Town should examine all of its regulations and policies and decide, through a deliberate and open discussion involving the full community, how to modify its many public documents to ensure that sound fire safety and prevention practices and policies are provided the highest priority among competing objectives, as espoused by the

General Plan, Municipal Code and supporting documents. The issue of fire safety versus aesthetics should receive special focus. Building Regulations should be upgraded to meet higher fire safety standards, including those governing roofing assemblies and coverings on all structures. Acceptable landscaping materials should be limited to those that are fire resistive and the density of landscaping materials should be limited. The Town's building and design standards should better incorporate fire safety considerations.

- The Town should carefully review the Uniform Fire Code, 2000 Edition, and the Woodside Fire Protection District's adoption of that code. This topic will be the focus of an addendum to the Fire Management Plan in the near future.

FUN FACT ☺:

The Ohlones, like most other California Indians, periodically burned their land. They did it deliberately, and by so doing they profoundly altered the ecology of the Bay Area. Their repeated burning had many different effects: it kept the brush from taking over the meadowland; it helped perpetuate the digger pines (a source of delicious, highly valued pine nuts) whose seeds germinate best after a fire; it fostered certain grasses and flowers which the Ohlones found desirable; it provided a good wildlife habitat for large game animals such as elk, deer, and antelope; and it preserved the build-up of fuel which might eventually have caused a truly disastrous forest fire.

Thus the first explorers who so lyrically and enthusiastically described the "park-like" forests and open meadows of the Bay Area had not stumbled upon a virgin wilderness untouched by human hands. Far from it. They had instead entered a landscape that had been consciously and dramatically altered for centuries. Amazingly, the splendid landscape and bountiful wildlife of the Bay Area existed not despite human presence, but (at least to some extent) because of it.

Source: Margolin, Malcolm. *The Ohlone Way*. Berkeley: Heyday Books, 1978.

Impact of Urban/Wildland Interface on Conservation Planning.

Fire prevention regulations, as well as other development standard regulations, can conflict with conservation planning efforts; for example, a residence built within the minimum required setback from a riparian area which then requires the removal of surrounding vegetation to create defensible space. The optimal approach to achieving a greater balance between these

types of conflicting goals is to specifically identify all areas to be preserved (including the appropriate buffer zone), and thereby restricted from development. This approach would, however, require the collection of a wide range of data to identify and select the preserve areas. Short of the completion of this in-depth study, a community may consider preparing Urban/Wildland Interface Design Guidelines. Such guidelines could inform the design process as individual preserves (e.g., open space easements) are established and individual development projects implemented.

Urban/Wildland Interface Design Guidelines.

In developing guidelines for urban/wildland interfaces, the specific habitats' covered wildlife species of interest should be identified to ensure that these species have sufficient habitat to live and forage, free from the need to disperse from preserve areas into surrounding developed areas where they can fall prey to domestic animals; human-habituated wildlife species (e.g. raccoons and opossums) that thrive in urban and residential areas; and motor vehicles. Additionally, domestic and wild predators can forage into adjacent preserves, where they can inflict severe damage on populations of covered species. Domestic dogs and cats can cause physical harm and behavioral stress on native birds, amphibians, and mammals including California tiger salamander; moreover, lighting and noise from adjacent development can adversely affect many native species.

Beyond minimizing such direct and immediate impacts, the design of the urban/wildland interface should consider indirect and long-term effects, such as runoff from developed areas that can transport harmful substances (e.g. pesticides, automotive fluids, sediment,) into preserves; establishment of invasive nonnative species that can disperse from nearby landscaped areas; and structural and biological damage (e.g. soil compaction, creation of unauthorized trails, disturbance of sensitive species) that can result from unmanaged human access and use.

The interface should address the following key questions, which are based in those proposed by Kelly and Rotenberry (1993) for urban preserves in California:

- What external forces or processes may have a negative impact on covered species and habitats at or near the preserve boundary? (What vectors are present?)
- To what extent are those external forces likely to penetrate the boundary and result in negative impacts on covered species and habitats? (How permeable is the boundary?)
- Which covered species are likely to exit the preserve and expose themselves to increased risk of injury or death?

- What structures can be built or programs implemented to prevent or mitigate these impacts? For example, how can boundary permeability be altered?

With these questions in mind, site-specific design elements should serve the functions listed below; it should also be noted that not all the listed objectives will be appropriate for all interface areas. The urban/wildland interface should be designed to accomplish the following functions:

- Control or restrict pet and human access (e.g., fencing, signage).
- Reduce the chance of covered amphibians, reptiles, and mammals from entering urban/residential areas.
- Reduce attractions for pets and attractions for urban-tolerant wildlife species within the preserve (e.g., cat feeding stations, open trash containers that attract opossums or raccoons).
- Divert urban runoff from preserve boundaries.
- Allow limited and controlled recreational use in appropriate locations and restrict existing uncontrolled recreational uses (e.g., hiking, mountain biking, off-highway vehicle use, dog walking) that currently takes place in sensitive habitats.
- Serve as a fire break.
- Act as a buffer zone to reduce risk of incursion by non native species used in urban landscaping.
- Minimize disturbance (e.g., noise, glare) from adjacent land to covered wildlife species.
- Provide areas for public education and interpretation of the preserves' natural resources in order to generate local support for preservation.
- Provide an aesthetically appealing transition between development and the preserves.

Specific design guidelines should address: fencing, lighting, trails, and development/site planning (e.g. native landscaping, fuel modification at preserve boundaries and sediment/erosion control).

Source: *East Contra Cost County HCP/NCCP*. October 2006.

In Woodside, the undergrounding of utilities could also reduce fire risk.

Seismic Safety.

With respect to seismic safety, Town review of projects includes:

- Building Plan check review of structural plans to ensure conformance with building/seismic codes; and,
- Town Geologist review of geologic reports, and oversight of the review of geotechnical reports.

Emergency Response.

In response to both fire and seismic hazards, Town activities include:

- On-going and periodic emergency response training of Town staff;
- On-going, active participation and financial support of CERPP (Citizens for Emergency Response and Preparedness Program); and,
- GIS mapping work (reference **Attachment 5**, Natural Hazards & Safety Element, Page 117, Map NH1: Geologic Hazards; Page 119, Map NH2: Fault Zones; Page 121, Map NH3: Flood Zones; Page 125, NH4: Very High Severity Fire Hazards Zone; and Page 141, Map NH5, CERPP).

The Woodside Planning Area is served by the Woodside Fire Protection District (an independent district paid for through property taxes), Cal Fire, and Stanford University. The eastern portion of the Planning Area is served by Menlo Park Fire Protection District and the Redwood City Fire Department. The Kings Mountain Fire Brigade (a volunteer fire company with a station on Skyline Boulevard) also provides fire protection in the Skyline area. All of these fire protection services fight both structural and non-structural fires, although the equipment operated by Cal Fire is designed to be most effective against grass, brush, and forest fires, rather than structural fires. Recent improvements to the Fire Station at 3111 Woodside Road include the installation of an automated external defibrillator in 2010. Maintaining this station to facilitate best management practices is critical in an Urban/Wildland Interface community.

Police services are provided by the San Mateo County Sherriff's Office. A small sub-station is located in Town Hall. General Patrol in Town is staffed as follows:

- Day Shift (6am-6pm): (2) deputies and (2) vehicles; and (1) motorcycle traffic officer on a rolling 4/10 (4 days for 10 hour shifts); and,
- Night Shift (6pm-6am): (2) deputies and (2) vehicles.

Additional Health-related Considerations.

Additional health-related considerations for Town Center Area Plan update may include:

- Increasing walkability and other modes of non-vehicular travel;
- Improving Safe Routes to School;
- Increasing access to fresh food;
- Promoting opportunities for inter-generational activities; and
- Building community.

Parking

Parking in the Town Center occurs on private property (e.g., Cañada Corners and Gilbert Center), on public Town-owned property (e.g., in front of Town Hall, and within the Parking Assessment District), and within public rights-of-way (e.g., Woodside Road).

Parking Assessment District.

Late in 1988, the Town Council initiated proceedings necessary for the formation of the Woodside Road/Whiskey Hill Road Parking Assessment District (PAD), pursuant to State law. The PAD's boundaries are Whiskey Hill, Woodside, and Mountain Home Roads. The formation of the PAD provided a means by which the Town could finance the acquisition of all or portions of the existing thirteen parcels that are within the PAD boundaries and the construction of sufficient public parking spaces and circulation aisles to support businesses within the district. The PAD was originally designed to provide 263 parking spaces, ingress and egress (from Woodside, Whiskey Hill, and Mountain Home Roads), and two-way circulation behind the businesses along Woodside Road. The acquisition and improvements were to be financed by a combination of assessment district bonds and a contribution from the Town. The assessment district bonds were to be paid off through assessments against benefitting properties over twenty-five years. The PAD became mired in litigation in 1990, causing the Town to break the project into phases. The first phase was initiated in 1990 and provided 93 parking spaces for the Pioneer, the planned Town Hall, and the Village Pub restaurant. The second phase of the project was not initiated until 1999, when all of the litigation was settled. Because of long delay, some of the commercial property owners who had planned to participate in the PAD opted out and the real property agreements negotiated with these owners expired. As a result, 163 public parking spaces ended up being provided. These were financed through the Town's contribution and assessments against only four of the commercial properties. [Woodside 2012 General Plan, Circulation Element, page 70]

District, Private, and Right-of-way Parking.

A map of the current 163 PAD parking spaces is included as **Attachment 7**. A map of all 545 parking spaces, both public and private, serving the Town Center’s commercial uses is included as **Attachment 8**. Finally, during 2009-2010, the Town undertook several initial steps to address parking issues in the rights-of-ways in and around the Town Center, including the development of a parking program which placed restrictions on parking along Highway 84 (Woodside Road). Parking is prohibited on the north side of Woodside Road, and is restricted on the south side of Woodside Road to the days/hours of Monday through Friday, 8am-9:30am and 2pm-4pm. Event parking (e.g., for the school, fire station, library, church) is allowed on the south side of Woodside Road with the approval of an exception from the Town Engineer and special signs are posted over the regular signs during these times.

Circulation

The Circulation Element (**Attachment 9**) is a very important Element to the Town as it contemplates the wide variety of roadways within the Town (from a Scenic State Highway to narrow rural roads), trails and pathways, and modes of travel (vehicle, equestrian, bicycle and pedestrian). The Element defines the types of roadways, trails and pathways; addresses safety, access, and maintenance issues; and identifies conditions unique to the Town that require special consideration (e.g., narrow roadways, traffic conflicts, recreational traffic, special events, etc.).

Roads.

Within the current Town Center Area boundaries, the following roads segments exist:

Town Center Area Roads:				
<i>Road Name:</i>	<i>Ownership:</i>	<i>Road Type:</i>	<i>Length (LF):</i>	<i>Width (Ft.):</i>
Woodside Road/ Highway 84	State	Arterial	1,828	60
Cañada Road	Public	Arterial	n/a	80
Whiskey Hill Road	Public	Arterial	809	80
Mountain Home Road	Public	Collector	196	60

The most recent traffic counts for the arterials located in and around the Town Center were conducted in 2010, and the road trip capacities and average daily trips (ADT's) were as follows:

Vehicular Traffic Counts, 2010:		
Road Segment:	Daily Trip Capacity:	ADT, Actual 2010
Woodside Road		
Portola Road to Tripp Road	24,000	6,200
Tripp Road to Cañada Road	24,000	6,400
Cañada Road to Whiskey Hill Road	28,000	20,280
Whiskey Hill Road to I-280	28,000	21,000
I-280 to Alameda de las Pulgas	28,000	44,200
Portola Road		
Sand Hill Road to Family Farm Road	24,000	5,400
Cañada Road		
Woodside Road to Dean Road	24,000	5,400
Whiskey Hill Road		
Sand Hill Road to Woodside Road	24,000	3,400

The Circulation Element (**Attachment 9**), Page 77, includes Map CL2: Scenic Corridors. All four roads (Woodside, Cañada, Whiskey Hill, and Mountain Home) in the current Town Center Area Plan are designated as local scenic roads.

Current planned road improvements near the Town Center include improvements to the school cross walk. This work is being funded by Federal highway safety improvement funds (\$1794,000) and Measure A Transportation Authority funds (\$21,600). Work will include LED lights in the pavement and on posts, and south side drainage and trail improvements. The project is currently in the permit process with CalTrans. Work is scheduled to begin on June 17, 2013.

Paths/Trails.

Within the current Town Center Area boundaries, path/trail segments exist for equestrians, bike, and pedestrians. A path/trails map is included as **Attachment 10**.

The Town's first bike counts were conducted in 2010, and include both weekend and mid-week counts:

Bike Counts, 2010:			
<i>Count Location:</i>	<i>Intersection:</i>	<i>Daily Bike Volume August 2012 (Saturday):</i>	<i>Daily Bike Volume September 2012 (Wednesday):</i>
1	Woodside Road/Whiskey Hill Road	960	194
2	Woodside Road/Albion Avenue	n/a	152
3	Woodside Road/Portola Road	730	n/a
4	Cañada Road/Glenwood Avenue	1,496	200
5	Kings Mountain Road/Tripp Road	815	n/a
6	Old La Honda Road/Sand Hill Road	1,995	n/a
7	Whiskey Hill Road/Sand Hill Road	777	367
8	Cañada Road/Jefferson Avenue	1,821	300
9	Cañada Road/Olive Hill Lane	1,822	n/a

TASK FORCE DISCUSSION

Please prepare for the group discussion and exercise by doing the following:

1 Please prepare to complete the discussion of Town Center architecture, signs, and lighting carried over from the last meeting.

2 Please prepare for a discussion of **Public Utilities** by:

- Reading the Public Utility Element (**Attachment 3**).
 - Identifying preferences for utility undergrounding areas, and indicating whether or not you would support an undergrounding district:
-
-

3 Please prepare for a discussion of **Public Health & Safety** by:

- Reading the Natural Hazards & Safety Element (**Attachment 5**).
 - Identifying additional Town health and safety concerns:
-
-

4 Please prepare for a discussion of **Parking and Circulation** by:

- Reading the Circulation Element (**Attachment 6**).
 - Identifying strategies for improving parking and circulation in the Town Center Area:
-
-

- Defining any desired changes to the Town Center Area boundaries:
-

***** PLEASE HAND IN THIS PAGE AND ANY ADDITIONAL PAGES AND ATTACHMENTS AS YOUR HOMEWORK (YOU MAY WISH TO MARK UP AN ATTACHED MAP) *****

Attachments

- 1 Task Force Meeting Notes of March 27, 2013
- 2 Compilation of Task Force Homework of March 27, 2013
- 3 Public Utilities Element, Woodside General Plan 2012
- 4 Task Force Member Submittals on Utility Undergrounding for Cañada and Mountain Home Roads
- 5 Conservation Element. Woodside General Plan 2012, Page 183, Map CV1: Watersheds and Streams
- 6 Natural Hazards & Safety Element, Woodside General Plan 2012
- 7 Parking Assessment District Map
- 8 Town Center Parking Map
- 9 Circulation Element, Woodside General Plan 2012
- 10 Path/Trail Map

TASK FORCE INPUT
Full Group Discussion

HISTORIC RESOURCES

1. Pioneer sign obstructed.
2. Maintain historic integrity.
3. Protect property rights.
4. Maintain context.
5. Follow Secretary of Interior Standards
6. Emphasize as an asset.
7. Appreciates mix, different eras.
8. Resources are being preserved.

COMMUNITY USES / GATHERING SPACES

1. Place in front of businesses.
2. Provide spontaneous meeting areas near businesses.
3. Triangle is dangerous.
4. Use native plant garden at Library.
5. Create cross-group opportunities.
6. Scale is appropriate.
7. Promote group activities, walkability.
8. Business owners should be creative.
9. Provide multi-use areas.
10. Celebrate seasons, holidays.
11. Increase business communication.
12. Utilize museum more.
13. Farmers' market.

TOWN CENTER DESIGN

▪ **ARCHITECTURE**

Continued to April 24, 2013.

▪ **LANDSCAPING**

1. Eliminate pear trees
2. Plant more natives.
3. More beautification.
4. More color.
5. More Maintenance.
6. Examine native meadow below Town Hall.
7. Keep informal.
8. No daffodils (California poppies?).

9. Protect sight distance.
10. Place in appropriate location / types.
11. Put trees in parking lots.
12. Coordinate with circulation paths.
13. Pedestrian encroachment onto landscaping.
14. Provide landscaped gathering area.
15. Provide outdoor rooms.
16. Provide pocket park(s).
17. Develop gateway at 84 median.
18. Improve Highway 280 shoulders.
19. Beautify Park & Ride.
20. Beautify triangle.
21. Appreciates landscaping outside Fire Station.
22. Examine Village Hill.
23. Plant edible landscaping.
24. Improve Streetscapes.

▪ **AMENITIES**

1. Provide bike racks.
2. Provide water fountains.
3. Provide Restrooms.
4. Provide benches.
5. Provide a play structure.
6. Provide trash / recycling receptacles.
7. Develop a small amphitheater below Town Hall at meadow.

▪ **CIRCULATION / PARKING**

1. Revisit J & 1
2. Provide tuck under garage (into the hillside of Village Hill).
3. Provide street parking on the north side of Woodside Road (at Village Hill).

▪ **PUBLIC ART**

1. No more.
2. Wood fish near Bucks is enough.

▪ **GATEWAYS**

1. Gateways include:
 - a. Woodside Road / Whiskey Hill Road.
 - b. Pioneer.
 - c. Along Cañada Road? Where?
 - d. Tripp & Woodside Roads.
 - e. Little Store.

2. Reduce speed / narrow right-of-way.
3. Provide cross walk.
4. "Town" gateway or "Town Center" gateway?
5. No formal announcement desired.
6. Eliminate overgrowth of landscaping.
7. Protect view of Western Hills.
8. Cañada Road landscaping (private properties) has eliminated view of Western Hills.

▪ **SIGNS**

Continued to April 24, 2013.

▪ **LIGHTING**

Continued to April 24, 2013.

▪ **LAND USES**

1. No limit to office (enforcement needed through zoning).
2. Tenants are residents (trip reduction).
3. Communicate available services to residents.
4. Provide kiosk businesses.
5. Restaurants create heavy parking demands.
6. Mixed use (increase allowable height limit to provide housing for Police, Fire, teachers).
7. Density impacts parking needs.
8. Limited walkability (due to topography).
9. Increase walkability.
10. Protect property rights.
11. Need additional retail (books; food: sushi, burritos; pharmacy; dentist; independent clothiers).
12. Consider market share / demographic trade area realities.

▪ **SUSTAINABILITY**

1. Increase energy efficiency.
2. Utilize sustainable systems.
3. Town Hall staff to carpool.
4. Provide electrical charge stations.
5. Utilize permeable pavement.
6. Install solar on Town Hall.
7. Increase recycling.
8. Provide more recycle bins.
9. Better circulation invites more visitors.
10. White roofs (energy efficient, but not "rural")
11. Develop a Noise Ordinance.
12. Encourage trip reduction (events, shopping, walking).

13. Farmers' market.
14. Expand Park & Ride opportunities.

▪ **CONSERVATION**

1. DRY CREEK

- Trash.
- Narrow, dusty trail.
- Create linear park (attractive nuisance?).
- Utilize better.
- Could be more beautiful.
- Increase connectivity of trail.
- Ownership? Property rights.
- Drainage through trail.
- Easement?
- Protect water quality / riparian vegetation.

Town Center Design Palette:		
<i>Compilation of all Task Force Members' Homework</i>		
<i>Feature:</i>	<i>Observations:</i>	<i>Suggestions:</i>
Architecture	<p>Varying styles: Historic, Spanish, and Modern.</p> <p>A mixed bag = okay. Recent remodels and north side of station looks like Menlo Park. Characterless, cold - Prefer the funk / mixed bag.</p> <p>Library – looks tired and dated. Garden is lovely.</p> <p>Pioneer - charming building but strange color.</p> <p>Commercial buildings (post office, mail box, etc.) dull color, charmless.</p> <p>Robert's Market – could use a facelift, esp. parking area</p> <p>Commercial buildings (Pub, Village Doctor) are tired and need new businesses.</p> <p>Most of the buildings are consistent in style.</p> <p>Positive = Pioneer Hotel/Saloon, Alain Pinel, Miller Design, Emily Joubert, Gilbert Center, Robert's, Station 1, Independence Hall, Town Hall, Comm. Museum, Chapel Village Church, Woodside Elementary.</p> <p>A hodge/podge mix of styles, mostly</p>	<p>Remain "consistent".</p> <p>Break up the line of financial businesses. Should be less uniform, not sleek. Encourage funk / one-of-a-kind crafted.</p> <p>Library – build/renovate facility to be more like Portola Valley Library.</p> <p>Pioneer- repaint in a more subtle hue. White? Gray? Beige?</p> <p>Commercial buildings – stain (not paint) a natural gray instead of horrible brown. Need new businesses.</p> <p>Robert's – plant trees on Woodside Road to block parking.</p> <p>Commercial buildings – need new businesses like pharmacy, bookstore/café, toy store, ice cream.</p> <p>New paint on stores both sides of Woodside Road.</p> <p>Use Tripp Store template for any new design / architecture. Switch out all doors on Tanaya Capital building.</p> <p>Allow future development on an individual basis, but maintain small scale and rural style, also some two-story elements for retail use below and</p>

<p>one-story which has “evolved” over the years.</p> <p>Eclectic - old rural, modified. Some buildings look rundown. Cheap materials used with no overall plan.</p> <p>Haphazard – Town rustic.</p> <p>The existing buildings are a good collection of funky architecture and as a collection give a feeling of a Town that has developed organically over the years.</p> <p>3036-62 Woodside Road = ok.</p> <p>2965-89 Woodside Road = Buildings don’t relate to Woodside Road, worse than backside. Coldwell Banker rural Victorian, or what?</p> <p>2995 Woodside Road = ok</p> <p>Beautiful Town buildings; lovely architecture and nicely done.</p> <p>Is eclectic and should remain that way. Standardization does not fit the Town or its people.</p> <p>Nicely done architecture buildings add charm to Town.</p> <p>Mixed palette; some styles more rural, others less. Wooden face; tile roofs.</p> <p>Entry buildings look cropped. Flat roofs along Woodside Road is unappealing and boring. Pioneer</p>	<p>some residential /office above.</p> <p>Review all painting/color modifications. Request owners to upgrade and maintain. Upgrade when possible.</p> <p>Gathering areas needed.</p> <p>Resist any temptation to make the buildings too pretty. Insist that changes address the functioning of the Town Center as a community hub.</p> <p>Murals on blank walls in back. Tile brow has got to go!</p> <p>Unify all “wood” or stucco? Unify rooftop styles? Color palettes to be more unified?</p> <p>Modify design restrictions that dictate height limit. More flexibility is needed and designs should be judged on a case by case basis. Think more outside the box!</p> <p>Encourage better detailing.</p> <p>Make neater; modernize. Bucks needs roof treatment to cover up vents, etc.</p> <p>Continue to encourage and support use of natural materials, including stone and wood, and finishes – including integral-color stucco – with nuance and complexity not typically found in man-made materials. With future building renovations, encourage attention to pedestrian-friendly</p>
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	<p>building and its historic sign is being obstructed by unauthorized trees.</p> <p>Low silhouettes and hodge podge.</p> <p>Really awaiting more consensus on criteria.</p> <p>Uneven and inconsistent.</p> <p>“Pub” area – backs of building look rough – some plans seem to be in place – horse ties at Town Hall and Robert’s .</p> <p>Significant use of wood, stucco and related natural materials. Generally, low-key, unpretentious design. Two or three Town Center buildings are in need of renovation. Most buildings along south side of Woodside Road have significant entries in both front and rear.</p>	<p>walkways and building entry points; encourage new patios, porches and other outdoor seating; continue to encourage articulation. With future renovation work, encourage careful attention to the street frontage of all buildings. Within the Municipal Code, confirm the need to obtain Town ASRB approval for any and all changes to Town Center building exteriors, including, but not limited to, painting. Explore opportunities, if any, to reduce the scope and scale of the existing Chevron station.</p>
<i>Feature:</i>	<i>Observations:</i>	<i>Suggestions:</i>
Landscaping	<p>Very little.</p> <p>Simple flower boxes at Gilbert Center.</p> <p>Lovely “meadow” between Town Hall and Museum.</p> <p>“Triangle”, “Village Hill” nice.</p> <p>When I drive through the Town Center, I am struck by how unattractive all of the parking lots are. Very few of the lots are nicely landscaped to minimize the appearance of cars. Power lines</p>	<p>Encourage more greenery.</p> <p>Natural or none.</p> <p>Shouldn’t look planted. “Hand of Man”</p> <p>My dream would be to have 2 large underground parking lots built. That would allow the Town Center to be entirely pedestrian and beautifully landscaped. The chances of this happening are relatively slim due to the costs of such a project. However, we can improve the eyesore parking</p>

<p>(especially on Mountain Home Road) are a visual blight.</p> <p>Hedges in front of parking spaces at Gilbert Center on Woodside Road look unkempt.</p> <p>Power poles, although nicely kept up, detract from the rural character.</p> <p>Where are the natives? Positive = red bud at Station 1, Gilbert Center, Palm tree at Robert's (Town icon), and Valley Oak Wells Fargo and all oaks.</p> <p>Restore meadow/bowl concept in front of Town Hall – put back trees on walkway. Too much “fussy” plantings here and there. Alec Donald Triangle looks good.</p> <p>Rather sparse. Some areas unmaintained.</p> <p>Sparse, natural.</p> <p>There is too much prissy, decorative landscaping all over Town Center. The meadow originally intended in front of the Town Hall, has been overplanted and is no longer the focus. With the killing of the trees in front of Town Hall the focus is now more on the Town Hall building and pavement rather than the natural setting.</p> <p>3036-62 Woodside Road = Trees in back ok; need more in front.</p>	<p>lots a lot with proper landscaping.</p> <p>Power poles underground.</p> <p>Need replacement or trimming – looks sloppy.</p> <p>Investigate undergrounding of power like <u>all</u> other industrialized countries.</p> <p>Pear tree moratorium? Remove daffodils from Village Hill, and replace with native wildflowers. Remove pear tree row - allow Pioneer sign visibility.</p> <p>More native and more pruning at crucial times – use plants to create outdoor “space”. More trees to close in Woodside Road east of Robert's.</p> <p>Encourage more landscaping.</p> <p>Request owner to maintain landscaping.</p> <p>Require trees with all Town Center building applications.</p> <p>Town should budget for public landscaping projects.</p> <p>Allot funds for new large trees.</p> <p>Median landscaping on Woodside Road.</p> <p>Keep up the good work.</p> <p>More attention should be given to the spaces created by plantings and the General Plan's policy of using native plants should be enforced. Oak trees</p>
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<p>2965-89 Woodside Road = spotty.</p> <p>2995 Woodside Road = good screening from Woodside Road.</p> <p>Could be more colorful, needs to be trimmed at Cañada Lane – cannot see on-coming cars. Love flowers in front of Pub and Fire Dept. Triangle in Town Center could be more beautiful.</p> <p>I love the daffodils and the horse statue on Woodside Road.</p> <p>Pub flowers are lovely.</p> <p>Too sparse, need more flowers.</p> <p>Few trees; bushes - landscape does not define Town spaces.</p> <p>Odd – not attractive. Uninviting and boring; lack of color. Unappealing. Pacific Grove is beautiful! Rocks in front of Pioneer are dangerous, ugly, and out of place.</p> <p>Very little. Stark hard feeling concrete.</p> <p>Would like to see better street landscaping in vicinity of Robert's property.</p> <p>Missing in some areas – maintenance uneven.</p> <p>Too much road parking. Little to add to pedestrian experience. No public bathroom. Uneven maintenance.</p>	<p>should be used to shape the spaces along Woodside Road.</p> <p>Needs more on Woodside Road and rear parking.</p> <p>Move horse sculpture to center triangle, and plant this in beautiful plants – like Pub/Fire Dept. gardens. Suggest person who keeps flowers for Stanford Mall – Town needs more color and beauty.</p> <p>Hanging baskets of flowers from Robert's would be beautiful – more flowers at Bucks center.</p> <p>Use of landscaping to define areas; use of landscape to direct ambulatory/car flow?</p> <p>Get off the strictly native kick – God made vibrant colors that include natives, <u>but also</u> included annuals and perennials. Hold landscape competitions.</p> <p>Needs landscape to soften Town Center.</p> <p>Improve.</p> <p>Add landscaping along the north and south sides of Woodside Road, within the Cal-Trans right-of-way. Add limited, well-chosen landscaping to Village Hill. With any application for significant building work, require the planting of new tree(s). On Town-owned property within Dry Creek,</p>
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	<p>Creek bed below Museum – natural, looks good. Could be cleaned up – made into a more inviting scene – trails. Existing planting plan for swale between Town Hall and Museum?</p> <p>Village Hill, Dry Creek, and the open space between Town Hall and the Woodside Museum are significant elements of Town Center. Woodside Road is quite wide and dominates the view when entering Town Center. Overhead utility lines, are a major visual element in the Town Center.</p>	<p>remove dead trees and prune remaining trees to facilitate and maintain tree health. Add horse hitch in open area on Town-owned Town Center parcel near the Dry Creek north bank (i.e., behind the current Village Pub wood storage area). Enhance the horse trail on the Town-owned Town Center parcel just to the east of Gilbert Center, reducing the slope. Where possible, encourage the conversion of parking area asphalt to landscape planters. Remove the existing Village Pub storage area used for wood and ‘other materials’ and relocate closer to the Village Pub. With any application for significant building work, require the construction of trash and recycling bin enclosures made of wood and other natural materials. Construct permanent yard – perhaps outside the Town Center – for Town-owned maintenance equipment, vehicles and related storage. Upon completion of same, perhaps construct additional TC parking at location of prior storage yard.</p>
<i>Feature:</i>	<i>Observations:</i>	<i>Suggestions:</i>
Amenities	<p>None or virtually none.</p> <p>Fire Station – defibrillator- “mini” park bench, water fountain. New hitch racks. Few places to linger.</p> <p>I would like to see more businesses open which attract residents to come</p>	<p>Cafes. Coffee House (like one being built). Toy store. Ice cream/yogurt.</p> <p>Retain clothing store (children and adult). Pharmacy. Pizza parlor. Yoga studio.</p> <p>Re-pave and grade to improve water</p>

<p>and want to stay in the Town Center. We also need businesses which make going to Redwood City or Menlo Park unnecessary.</p> <p>Parking lot often floods during heavy rain (shopping center). Open area in back of center is a fire hazard.</p> <p>New hitch racks by Bucks, Museum? No benches.</p> <p>Rock wall at Alec Donald Triangle for people to sit.</p> <p>Virtually non-existent.</p> <p>Very few.</p> <p>Is appropriate for the size – no need for public toilets – will be overrun by bikers.</p> <p>No amenities; benches, restrooms, drinking fountain. Parking difficult, meant for “errands”, not to linger. Parking areas poorly defined.</p> <p>Convenience improvement. Parking, sadly lacking; unsafe trails; Town looks junky; more hitch racks needed; Pelotons destroying peace of Town – not rural, not honoring equestrian bent, not neighborhood friendly.</p> <p>Very few – stark, hard feeling (concrete).</p> <p>Trails map(s) for visitors – vacant area behind Robert’s left by Town request looks larger than I remembered it.</p>	<p>drainage.</p> <p>Open back area to make employee parking for center.</p> <p>Benches by museum?</p> <p>More gathering places with benches, racks for bicycles and horses, bathrooms, drinking fountains, bulletin board, first aid station.</p> <p>Provide restrooms, drinking fountains, park benches, picnic areas, parking, trash and recycle receptacles, parking area for bicycles.</p> <p>Water fountains, toilets, tables/benches (near Robert’s to eat deli food).</p> <p>The Town Center needs bathrooms, hitching racks, bike racks, benches, and drinking fountains.</p> <p>Could use more benches.</p> <p><u>NO</u> public toilets – who will keep them clean? Why attract more folks to Town? This does <u>NOT</u> benefit the residents in many ways.</p> <p>Add, define “rest area” for bikers/riders. Areas of benches; café seating during summer; bikers sign up for parking access to parking/railing off Woodside.</p> <p>Post office, hair salon, banks, grocery, restaurants, home office, school, church, library, trees, trail system,</p>
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	<p>Area is used very little. Creek is in good shape, but some water looks bad.</p> <p>Parking for certain retail uses – Village Pub; Station One – is insufficient.</p> <p>Parking for certain other uses, e.g., Nano Dimensions and its subtenant, is insufficient. Limited bench seating for pedestrians.</p>	<p>museums, several historic buildings.</p> <p>Count our blessings. Stop trying to accommodate elite bicycle racers.</p> <p>Streetscaping to create inviting feel. Create meeting and gathering spaces.</p> <p>Open areas for 2 more rows of cars – how many spaces are in “Park & Ride”? Benches! No place to sit.</p> <p>If possible, given the constraints of Measure J, add parking spaces to the open area between Town Hall and the Woodside Museum. Facilitate the movement of pedestrians from one end of Town Center to the other. Add crosswalks to facilitate walking across Mountain Home Road to and from Robert’s Market. Add public seating to Town Center.</p>
<i>Feature:</i>	<i>Observations:</i>	<i>Suggestions:</i>
Signs	<p>Low number of signs.</p> <p>No Town sign.</p> <p>Mixed bag.</p> <p>Black awning / white lettering startling.</p> <p>Signage in various commercial areas is fairly uniform.</p> <p>Positive= Pioneer Salon, Robert’s, Alain Pinel at Holts, Cañada Corners, Independence Hall, Woodside Elementary.</p>	<p>No change: enforce as is.</p> <p>Keep it rustic.</p> <p>Encourage simplicity.</p> <p>No signage on awning.</p> <p>Should not be uniform.</p> <p>Encourage individuality - no Stepford Village look.</p> <p>None.</p> <p>New Chevron signage, redo Intero awning.</p>

<p>Mostly consistent at Robert's and Cañada Corner, but others are a mix of styles – ok up to a point. Get rid of Chevron sign!</p> <p>Properly scaled.</p> <p>Almost none.</p> <p>3036-62 Woodside Road = ok.</p> <p>2565-89 Woodside Road = ok.</p> <p>2995 Woodside Road = ok.</p> <p>Signs are all fine – especially like Intero awing sign and large Pioneer signs. Robert's signs are ok too. No problem with signs.</p> <p>Appropriate – Robert's, Intero & Pioneer are exceptionally well done.</p> <p>All signage look nice as I drive around – Chevron is the most out of place. All others are nice. Intero sign is very nicely done.</p> <p>Historic resource – Pioneer Hotel sign is obscured by ugly trees! Other signs boring.</p> <p>Lacks consistency – doesn't exude a "brand".</p> <p>Often businesses are difficult to find.</p> <p>No unsightly or obtrusive signs (more after night viewing).</p> <p>In general, building signs are low-key and unpretentious. Chevron's signs</p>	<p>Keep individual signs with review for size and style – no awnings!</p> <p>Allow more versatility and discretion. Allow for more creativity. Allow for possible multiple signs for Town Center businesses that require identification at two levels.</p> <p>Need signs to point to doors and Town Hall.</p> <p>More flexibility in design specifics and size. Avoid micromanaging business owners' decisions. Personal opinions of committee members are sometimes unreasonably chilling.</p> <p>More uniform signage.</p> <p>An important need: add signage clearly identifying Town Center public parking.</p> <p>An important need: add directional signage to Town Center public parking (i.e., point the way to Town Center public parking). Along or adjoin Woodside Road, Whiskey Hill Road, Mountain Home Road, and Cañada Road, add Town Center entry monument signage.</p> <p>Instead of each storefront having signage – question signage list for area? Uniformity?/Size and lettering?/style uniformity?</p>
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	<p>are relatively large, plastic and a sharp contrast to those found elsewhere. No Town entry signage identifying public parking. Little or no directional signage to public parking.</p> <p>Stylistic signage more obvious – not appealing as all business/realty.</p> <p>No sign indicating what Town is upon entry.</p>	
<i>Feature:</i>	<i>Observations:</i>	<i>Suggestions:</i>
<p>Lighting</p>	<p>Minimal lighting.</p> <p>Up lighting at night.</p> <p>Don't want more.</p> <p>Lighting is pretty good. My husband and I often walk from our home on Mountain Home Road to the Village Pub, the Bakery, etc. at night and have not had problems.</p> <p>Ok around building entrances – dark around parking areas.</p> <p>Positive = Pioneer Salon.</p> <p>Not shielded = Gilbert Center, Miller Design Images, Cañada Cleaners (too bright), library, Chase.</p> <p>Lack safe pedestrian lighting; business signs are dark; outward facing lighting inappropriate.</p> <p>Visual great.</p> <p>3036-62 Woodside Road, 2565-89</p>	<p>Down lighting for residential.</p> <p>Lights off after business hours.</p> <p>Low/minimal.</p> <p>Christmas lighting could be a little more elegant.</p> <p>Keep it low key but add more around walkways and parking for safety.</p> <p>Shield all light sources – an easy fix. Remove 50% of bollard lights at library.</p> <p>Town and owners to provide pathway lighting. Request business owners to have signs lit at night. Disallow such fixtures. Town to fund pathway lighting on private properties. Allow up lighting in trees – along Woodside Road.</p> <p>Can't see at night! Especially in parking lot.</p> <p>Motion sensor lights from dusk to midnight?</p>

	<p>Woodside Road, and 2995 Woodside Road = only restaurants are open at night, and I rarely go except to Robert's.</p> <p>No problems.</p> <p>Appropriate.</p> <p>Dimly lit at night, especially with uneven pathways. Especially Village Pub area – sloped steps.</p> <p>Need more “twinkle” type lights.</p> <p>Okay.</p> <p>No chance to observe lighting – will do later today or tomorrow.</p> <p>In general, lighting is low key.</p>	<p>Could be designed to coordinate/compliment a brand.</p> <p>To facilitate safety, add low-intensity ground-level (or near ground-level) night lighting in portions of the Town Center parking areas. Encourage limited-scope, small-scale lighting of Town Center building address signs.</p>
<i>Feature:</i>	<i>Observations:</i>	<i>Suggestions:</i>
Land Uses	<p>Mixed use, priority business.</p> <p>Financial / Real Estate “block”.</p> <p>Cold, reads “keep out”.</p> <p>I notice much of the commercial space is leased to reality companies and venture capital firms.</p> <p>Too many offices and not enough retail – Cañada Corners is great but too many restaurants = too much parking required.</p> <p>Commercial, retail, office, recreational, and parking.</p>	<p>“Weave” in other uses.</p> <p>2nd floor residences?</p> <p>Place to sit outside – screen and friendly.</p> <p>It would be great to see more space leased to mom and pop or alternatively bigger box stores (Peet's Coffee, Fraiche, etc). If mom and pop stores can't afford the rent.</p> <p>Encourage more retail and possibly change zoning to allow only office and some residential on second story.</p> <p>Make it safer /nicer to walk from the</p>

<p>Some very low usages (museum...)</p> <p>There is presently too high a proportion of office uses, especially on the east end. Office uses do not generate the pedestrian traffic which leads to the chance meetings which make a strong community center. This is amplified by the lack of well-designed pedestrian spaces.</p> <p>3036-62 Woodside Road = Better retain and service representation than other.</p> <p>2565-89 Woodside Road = Not much for pedestrians.</p> <p>2995 Woodside Road = only Post Office and mail store retail.</p> <p>Some additional walking paths would be welcome.</p> <p>Open space (bronze horse sculpture) poorly appreciated / not utilized. Define what space is available for modification.</p> <p>Western Hills views have vanished because of privacy mounds planted with tall trees – however, privacy desire is understandable.</p> <p>No gathering places; no community spaces, unless in certain constituency. Few paths and trails.</p> <p>A mix of open-space, public use, retail and office.</p>	<p>bank to Robert's.</p> <p>Parking structure north of Cañada Corners, but not in the "seven gables stop and shop" vernacular.</p> <p>New public areas. Create more public parking.</p> <p>Need classrooms, community center.</p> <p>Policies should be put in place to ensure that retail uses get the best chance possible to thrive in Town Center. Residential uses might be a good addition. Circulation should be designed to make it attractive to walk or ride to and within Town Center.</p> <p>More needed services.</p> <p>Needs some retail and services.</p> <p>Allow taller, solid, fences for privacy, especially on streets such as Cañada. People obviously want privacy so let them have it!</p> <p>Fewer non-local (serving) businesses.</p> <p>Make an integrated parking, retail, recreational (picnic) plan behind hardware store.</p> <p>Require additional parking for restaurants and brokerage offices; over many years now, each has been a source of significant parking problems (i.e., overflow or spill-over from too few spaces provided on-site for such uses). Encourage a reduction in the</p>
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	What kind might be agreeable?	width of the Cal-Trans right-of-way. Where possible, reduce the scope of paved surfaces, particularly on Woodside Road. Explore opportunities, if any, to reduce the scope and scale of the existing Chevron station.
<i>Feature:</i>	<i>Observations:</i>	<i>Suggestions:</i>
Circulation	<p>Cañada / Mountain Home tough with people backing out.</p> <p>Sidewalks very inconsistent.</p> <p>Bikes everywhere.</p> <p>Very little foot traffic between Robert's and Cañada Road.</p> <p>No crosswalks for pedestrians between Robert's and Post Office across from Mountain Home Road, a common "errand" path.</p> <p>Pedestrian poor along Area A south.</p> <p>Now mostly car oriented – too much "sea of parking" – need to slow down traffic coming into Town Center from Highway 280/east.</p> <p>.....</p> <p>How to access "Village Hill".</p> <p>"Wheels" have trouble.</p> <p>Unsafe to walk or bike to school. 84 and Mountain Home Road / Cañada Road a nightmare on summer weekends – noisy and crowded .</p> <p>Highway 84 is jammed during drop</p>	<p>Remove parking at Cañada/Mountain Home Roads.</p> <p>More sidewalks, no steps at Cañada Corner.</p> <p>More bike lanes and markings.</p> <p>Add a crosswalk.</p> <p>Trail from Robert's to Museum? Along Creek? Share with pedestrians? Access to Area A?</p> <p>.....</p> <p>Stop sign at Whiskey Hill and Woodside Road. Reroute 84 to Whiskey Hill and Sand Hill. Make Cañada Corners safer for ALL modes of travel by all users.</p> <p>Improve path, make more visible paths.</p> <p>Create a reason to go – bench, table.</p> <p>Make it easier /better for "feet".</p> <p>Expand walking paths.</p> <p>Pass a noise ordinance banning loud motorcycles from passing.</p>

<p>off and pickup at school.</p> <p>Traffic moves too quickly through Town. Properly designate public parking areas.</p> <p>Pretty good with Town Center.</p> <p>3036-62 Woodside Road = short on parking.</p> <p>2565-89 Woodside Road = Too much asphalt; awkward relationship to Woodside Road.</p> <p>2995 Woodside Road = ok on traffic.</p> <p>Too many cyclists in Town. It takes away the quiet, peaceful, rural feeling. Residents AVOID Town on weekends – too congested with outsiders. Horses seem to be a thing of the past ... too bad they were part of the Town charm.</p> <p>Woodside Road and Cañada Road is a dangerous intersection without bikes. Add the congestion of bikes and its worse.</p> <p>Traffic at Town Center is still an issue. Lots of bikers in Town is disturbing.</p> <p>More cyclists, haphazard, no pattern. No areas conducive to walking, parking, load/unloading.</p> <p>Few paths and trails.</p> <p>Served by Woodside, Whiskey Hill,</p>	<p>Recruit a member of local Fire or Police Dept. to direct traffic for ½ hour 2x per day on school days.</p> <p>Add speed bumps. Install stop sign on Woodside Road at Whiskey Hill.</p> <p>Provide signage to direct parking locations. Modify parking ordinance to adjust for added bike parking.</p> <p>Stop sign at Highway 84 and Whiskey Hill Road.</p> <p>Need landscape buffer if there is space.</p> <p>Parking needs striping.</p> <p>Ban large volume of cyclists from Town. Ban bike races thru Town. Create bike paths for children and families on bikes, especially for to/from school. In addition to walking path, have bike path. Need to encourage <u>more</u> horses in Town.</p> <p>Might consider one stoplight. Implement roundabout?</p> <p>Create paths and trails between public locations to encourage pedestrians.</p> <p>Reduce the speed of traffic along Woodside Road. At CalTrans expense, add 4-way stop signs at intersection of Woodside Road and Whiskey Hill Road. At CalTrans expense, add 4-way stop signals at intersection of Woodside Road, Cañada Road, and Mountain Home Road. At CalTrans expense,</p>
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	<p>Cañada, and Mountain Home Roads. In Town Center near the Town Hall, Town Center is served by several through-property roads.</p> <p>Traffic: How much Woodside Road traffic is local, straight through? Stop, no stop to/from Skyline and Redwood City, Menlo Park, Palo Alto.</p>	<p>resurface Woodside Road between Whiskey Hill Road and Mountain Home Road with smoother asphalt with smaller average aggregate size to reduce vehicle-created travel noise. Along Woodside Road between Whiskey Hill Road and Mountain Home Road, 'pinch' the right-of-way to reduce traffic speeds. Reduce the speed of traffic on public and private properties behind Village Pub. Add more speed humps to Town Center public and private parking areas to slow traffic speeds and facilitate greater pedestrian safety. Install speed humps on Town Center public and private parking areas to reduce speed of 'cut-through' traffic (i.e., vehicles which speed through the rear of the Town Center properties to avoid lengthy backup on Woodside Road).</p> <p>Is space available between buildings and Woodside Road, could there be parking and turning space?</p>
<i>Observations:</i>	<i>Observations:</i>	<i>Suggestions:</i>
Public Art	<p>In keeping with Town character.</p> <p>No more! While Woody (wood fish sculpture) works where he is, it really is more appropriate for coastal fishing community; however he may have just jumped out of the creek!</p> <p>In keeping with Town character.</p>	<p>Keep as is...be very careful "if" any new art to be added.</p> <p>Restore Village Hill to its natural environment. No bronzes and no daffodils!</p> <p>Keep as is – be very careful "if" any new art to be added.</p> <p>Create a way to appropriate view up</p>

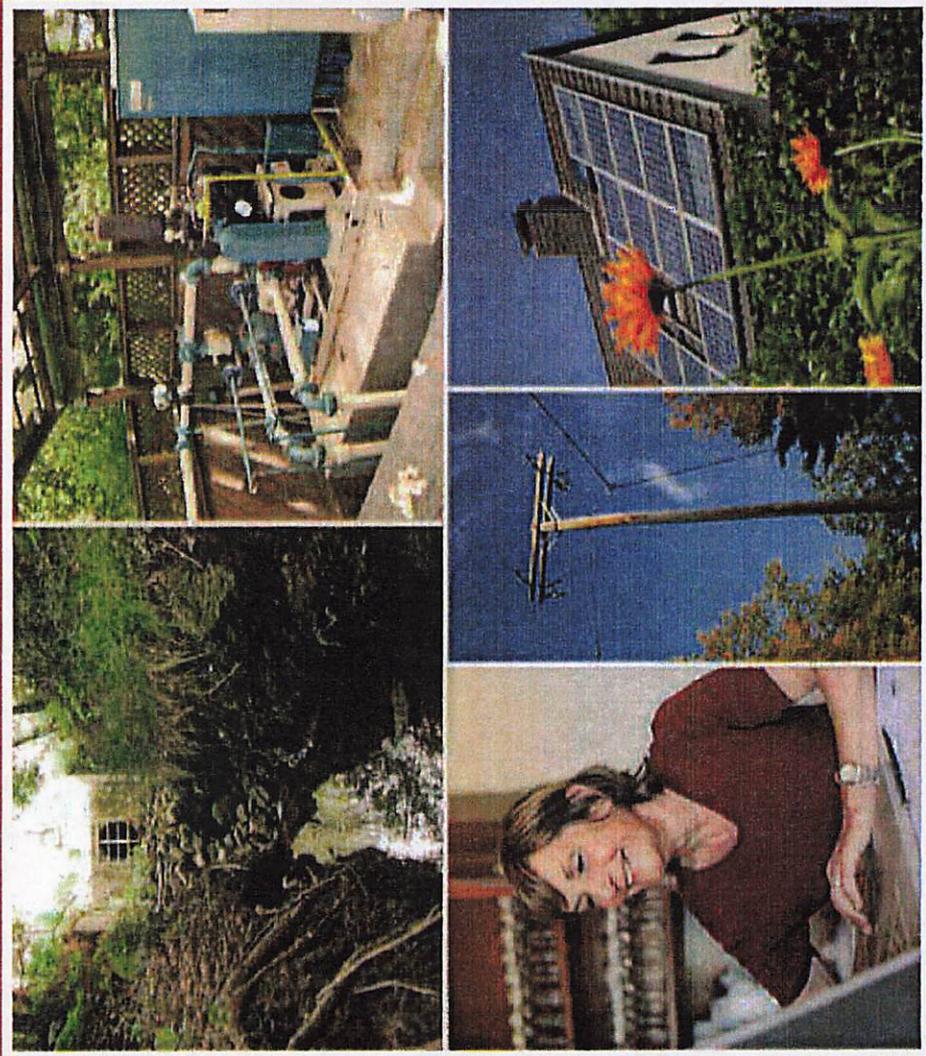
<p>Spring and Sprite very formal.</p> <p>“Don’t touch” hard to see.</p> <p>“Woody” = iconic, friendly – people interact with it.</p> <p>Spring & Sprite sculptures are nice. I don’t know of any other public art.</p> <p>Bronze horse sculpture.</p> <p>Other than the horse?</p> <p>Woody the fish is ok – horses are not. Let natural landscape be the feature.</p> <p>Bronze horses; Woody.</p> <p>Horses are great.</p> <p>What art?</p> <p>Fish is fun (Woody).</p> <p>Love the horse sculpture. However it is too hidden from view. Fish is a landmark and FUN.</p> <p>Love the fish at Buck’s, and the horse statues.</p> <p>Buck’s fish is a fun piece.</p> <p>Reflect character of Woodside. The art to accentuate areas. Why is fish near Buck’s? Entry to parking area red.</p> <p>Scale of beautiful horse sculpture too small for the hill to stand alone.</p>	<p>close- bench, tables, walkway.</p> <p>“Woody” is the model.</p> <p>“Found” materials, low key, sense of discovery.</p> <p>None.</p> <p>Clear some of greenery around sculptures so they are more visible.</p> <p>Occasional and temporary art installation ok, i.e., May Day, Christmas, and Day of the Horse.</p> <p>Allow other public art; set aside Town funds for public art and lighting.</p> <p>Don’t need more, natural beauty is our public art.</p> <p>I think the natural landscape should be the art. We should resist pretty sculptures except temporary installations.</p> <p>Place art in the triangle or center of Town.</p> <p>Scale of beautiful horse sculpture too small for the hill to stand alone, so add benches to observe the sculpture – create a serenity garden around the sculpture.</p> <p>Needs to reflect a variety of styles with synergy for different residents.</p> <p>Add with care – should meet general approval.</p>
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	<p>None other than 2 horses.</p> <p>Horse sculptures are wonderful. Ditto: Woody the fish!</p> <p>Not a fan of Spring and Sprite. The land is the art!</p> <p>Spring & Sprite on Village Hill.</p>	<p>No more please.</p> <p>Add public art – particularly stone or metal sculpture to Town Center.</p> <p>Support and encourage private equine-focused art displayed within Town Center, in particular at entry gateways.</p> <p>Perhaps examine a public art fee for future significant building renovation work.</p>
<i>Observations:</i>	<i>Observations:</i>	<i>Suggestions:</i>
Gateways	<p>None from any side.</p> <p>The place itself – Town of Woodside, population, elevation.</p> <p>Spring and Sprite – out of sync, “memorial” to park?</p> <p>Cañada Corners, difficult to see signs.</p> <p>Highway 280 exist needs a little care, some natives, but gateway into Town is fine. Cañada gateway at Oaks works.</p> <p>None now.</p> <p>Non-existent.</p> <p>Really tired down by Highway 280.</p> <p>Pioneer is a welcoming gateway into Town.</p> <p>None, annoying. Define where Town Center starts/ stops. Very linear entry/exit. Library entrance very removed from center area.</p>	<p>Evaluate where / if appropriate.</p> <p>None. It’s enough to come over the hill. No “Climate best by Government Test”, or fancy.</p> <p>Horse sculpture.</p> <p>Better signage which is more visible at Cañada Corners.</p> <p>Leave <u>all</u> roads into Town as rural and as unmarked as possible.</p> <p>“Close down” scale of Woodside Road from Highway 280/east side to slow down traffic.</p> <p>Welcome to Woodside Town Center sign at Whiskey Hill Road. Welcome to Woodside Town Center at Little Store.</p> <p>Many other things need to be addressed first. But Cañada corner facelift added lots of visual charm.</p> <p>Road/cars in walkway. Bikes in</p>

	<p>Free the Pioneer Hotel and gateway signs!</p> <p>Coming from Highway 280 needs improvement.</p> <p>Refine corner of Highway 84 and Whiskey Hill – native landscaping.</p> <p>Entry into Town – difficult – Highway 280 cuts Town entry, Woodside Road is a State highway.</p>	<p>between public space buildings?</p> <p>Back end (north) of Cañada Road is dull and ugly. Plant trees along the roadside (plum colored trees).</p> <p>Variegated and low maintenance plantings.</p> <p>“Downtown Woodside” “Please reduce your speed and enjoy our Town”.</p>
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PUBLIC UTILITIES ELEMENT



“Electricity is really just organized lightning”

—George Carlin

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PUBLIC UTILITIES ELEMENT

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INTRODUCTION

The purpose of this Element is to provide guidance for the provision of needed and desirable public utilities to the residents of the Town. Woodside's public utilities are designed to provide needed services while preserving the natural character of the community. Toward this objective, the Town utilizes minimal infrastructure utilities when feasible.

CHANGES SINCE 1988

Since the last Woodside General Plan, technical advances have provided the community with new technologies such as digital cable, internet, and cellular phones. Along with these new technologies has come the need to install and maintain new infrastructure, such as underground cable and cellular antennas.

Through contracts and permits, Woodside regulates the implementation of new technology utilities within the Town limits. Similar to all utilities within Woodside, these new technology utilities are regulated with the goal of ensuring that the natural environment and community character are preserved. Some new technologies, such as satellite television, do not require new, physical infrastructure in Town and are not regulated at the municipal level.

Reference the Natural Hazards and Safety Element for a discussion of the San Bruno PG&E Gas Fire.

DEFINITIONS

Blackwater: Water contaminated with animal, human, or food waste.

Fuel cell: An electrochemical cell that converts a source fuel into an electric current. It generates electricity inside a cell through reactions between a fuel and an oxidant, triggered in the presence of an electrolyte. Many combinations of fuels and oxidants are possible. A hydrogen fuel cell uses hydrogen as its fuel and oxygen (usually from air) as its oxidant. Other fuels include hydrocarbons and alcohols. Other oxidants include chlorine and chlorine dioxide.

Graywater: Domestic waste water from sinks, baths, and kitchen and laundry appliances.

Sanitary sewer: An underground piping system for transporting sewage from structures to a treatment facility. Sanitary sewers are operated separately and independently of storm drains, which carry the runoff of rain and other water which wash into streets.

Septic system: A small scale, on-site sewage treatment system used in areas without a connection to a public or private sanitary sewage system. A traditional system includes a septic tank for collection and a leachfield which disperses and percolates the excess liquid in a relatively clear condition into the soil via a perforated piping system. The term "septic" refers to the anaerobic bacterial environment that develops in the tank and which decomposes or mineralizes the waste discharged into the tank. Periodic preventive maintenance is required to remove the irreducible solids which settle and gradually fill the tank, reducing its efficiency. A properly maintained system can last for decades and possibly longer.

GAS AND ELECTRIC, AND ALTERNATIVE POWER SOURCES

Gas and electric service in the Town is supplied by Pacific Gas and Electric (PG&E). PG&E owns, operates and maintains both gas and electric transmission and distribution facilities in the Town of Woodside. These facilities include two gas transmission pipelines along Interstate 280 (I-280), 230 KV electric transmission lines near the western boundary of Woodside, and an electric substation at Highway 84 (Woodside Rd), and I-280. These 'transmission' facilities are used to provide gas and electric service to PG&E's commercial and residential customers in Woodside via PG&E's gas and electric 'distribution' facilities which are located in virtually every street in Woodside.

The Woodside Municipal Code requires that all new utility services, relocated/extended utility services, and public utilities on new lots created from land divisions shall be undergrounded. Additionally, Chapter 53 of the Woodside Municipal Code, Underground Utilities, allows the Town Council to designate Underground Utility Districts, and to order the removal of overhead utilities and the installation of underground utilities. The Town does not currently have any Underground Utility Districts.

A community could also elect to establish an Underground Utility District which is funded by an assessment paid by the individual property owners within the District. Electrical Underground Utility Districts are generally funded by either Rule 20A, 20B or 20C monies. "Rule 20" refers to PG&E's rule governing the conversion of electrical distribution lines from above ground (overhead) to underground. Rule 20A funds are ratepayer allocations to underground existing distribution lines in areas of "public benefit". Rule 20B funds are partial ratepayer subsidies for undergrounding projects in residential neighborhoods which are not covered by Rule 20A. Rule 20C funds are almost entirely from the property owner.

Alternative power systems permitted in Woodside to date include solar and fuel cells. Solar is encouraged by the Town through below-cost permits. In fiscal years 2009/2010 and 2010/2011, 47 solar permits were issued in Woodside, with valuations totaling approximately \$2,700,000.

COMMUNICATIONS

CABLE TELEVISION

In 1989 and 1990, the Town issued a Request for Proposals for cable service. Four small cable companies submitted proposals. Western Cabled Systems, a local company, was the most responsive. None of the proposals provided 100 percent service coverage, but Western Cabled Systems proposed the highest percentage of coverage. Their proposal included service specifications, performance testing standards, specification for either overhead and underground lines by area, and a "density policy". The density policy proposed by Western Cabled Systems was:

1. A minimum of 15 services for every mile of "cable plant" for overhead lines; and,

A minimum of 25 services for every mile of "cable plant" for underground lines.

"Cable plant" is the cable along the road and shared cable off the main line, but not the "cable drop". "Cable drop" is the cable for an individual service. Service was not provided to many areas, including Whiskey Hill Road, and most of the Western Hills which do not meet the density policy.

In November 1990, the Town entered into a 15 year franchise agreement with Western Cabled Systems. A cable franchise allows the purveyor to install utility infrastructure within public right-of-way and on public land. In exchange for the use of public right-of-way and land, the franchisee pays a franchise fee to the Town (5% of gross receipts, which is approximately \$36,000 per year). The purveyor builds the franchise fee into the service rate structure. Upon completion of the cable lines in 1991, approximately

60 percent of the Town was wired/served in compliance with the terms of the density policy.

Since the original franchise agreement date, the cable system has changed ownership several times and is currently held by Comcast of California.

In 2006, the State of California enacted the "Digital Infrastructure and Cable Competition Act" which allowed cable providers to negotiate franchises with the State instead of local municipalities. Comcast successfully obtained a State franchise for the Woodside Service Area and, effective January 1, 2008, the Town no longer had a franchise agreement with Comcast. The implications of this change are several fold. Programming and rates continue to be regulated by the Federal Communications Commission, but local service specifications are regulated by the State. The locality continues to regulate and permit physical utility improvements within public rights-of-way and on public land, and also continues to collect the franchise fee.

Currently, approximately 68 percent of the Town is wired and served by cable. The 8 percent service increase from 1991 results from either increases to densities (thereby meeting the density policy criteria), or from the line extension policy which allows an individual property owner to pay the cost of a line extension which does not meet the density policy criteria.

Television coverage is also available from a number of commercial providers, such as Direct TV, but these systems are not effective in all parts of the Town, given the terrain and dense tree cover.

PHONE

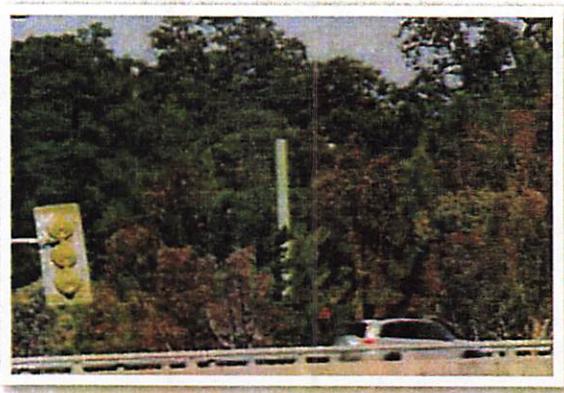
Land line phone service in Town is provided by AT&T. AT&T maintains all land line phone lines.

INTERNET

AT&T provides high speed internet, with a density policy similar to that of Comcast. Comcast subscribers can also receive broadband internet service. The areas of internet service availability are therefore primarily the same as cable television. Some areas of Town are served by smaller satellite providers, but these have the same limitations that impact satellite cable television.

CELLULAR FACILITIES

Cellular facilities in Town include tower and equipment locations maintained primarily by AT&T and Verizon. AT&T has cellular towers at I-280 and Farm Hill Boulevard, and Highway 35 (Skyline Boulevard) and Woodside Road; and equipment at Cañada and Woodside Roads. Verizon has a cellular tower at I-280 and Woodside Road. Woodside Municipal Code requires that a Conditional Use Permit be approved by the Planning Commission for wireless communications facilities. Considerations in reviewing the required Use Permit include: placement and design, technology and coverage capabilities, emergency response benefits, preference for locating on public or institutional sites, and discouragement for locating on residential properties and in visually sensitive areas.



A cellular antenna location in Woodside.

WATER SUPPLY

Water is supplied in Town primarily through either the California Water Service, or the City of Redwood City in the Emerald Lake Hills area (see map PU1). Both purveyors purchase all of their drinking water from the Hetch Hetchy regional water system operated by the San Francisco Public Utilities Commission (SFPUC). In 2009 and 2010, California Water Service acquired two small water purveyors, Skylonda Water Company and Woodside Mutual Water Company, which served the upper portion of the Western Hills. Water is supplied for both potable uses and for fire suppression.

Portions of Old La Honda Road and Emerald Lake Hills have water delivery and pressure deficiencies. Water wells exist in Town, but there is currently no complete record available from either the Town or the County on the number of wells, or their locations. Domestic water wells require a drilling permit to install, certification, and a permit to operate from the County Environmental Health Department.

Town staff has permitted a handful of rainwater harvesting systems in the last several years that have both detention and distribution capabilities. Such systems require a plumbing permit, and the reused water may be used for irrigation, but not for potable uses.

In October of 2008, the SFPUC acted to limit, until at least 2018, the water supply available from the San Francisco Regional Water System to the City of San Francisco and to all other agencies that rely upon the SFPUC as a water supply source. The Bay Area Water Supply & Conservation Agency (BAWSCA), which is an association that represents the interests of twenty-four Bay Area cities and water districts that purchases water wholesale from the San Francisco Regional Water System, has estimated that because of the limit being imposed by the SFPUC, and in the absence of increased water conservation efforts, water demands within the BAWSCA service area will exceed available water supplies by 2015. Cal Water is represented by the BAWSCA.

In addition to this water supply limitation, the State

of California has imposed statewide water conservation regulations and water usage reduction goals. The Town will need to respond to these regulations and goals through the implementation of local rules and programs aimed at conserving and reusing water.

On August 4, 2009, the State approved emergency graywater standards which allow for the discharge and selective reuse of graywater on private property.

In 2011, both Cal Water and the City of Redwood City adopted water management plans which confirmed Woodside's water demand can be met. These two plans are: the Bear Gulch District Conservation Master Plan (Cal Water): 2011-2015; and the City of Redwood City 2010 Urban Water Management Plan. Pursuant to State law, water purveyors update their water conservation plans every five years.

SANITARY SEWER AND ON-SITE WASTEWATER DISPOSAL

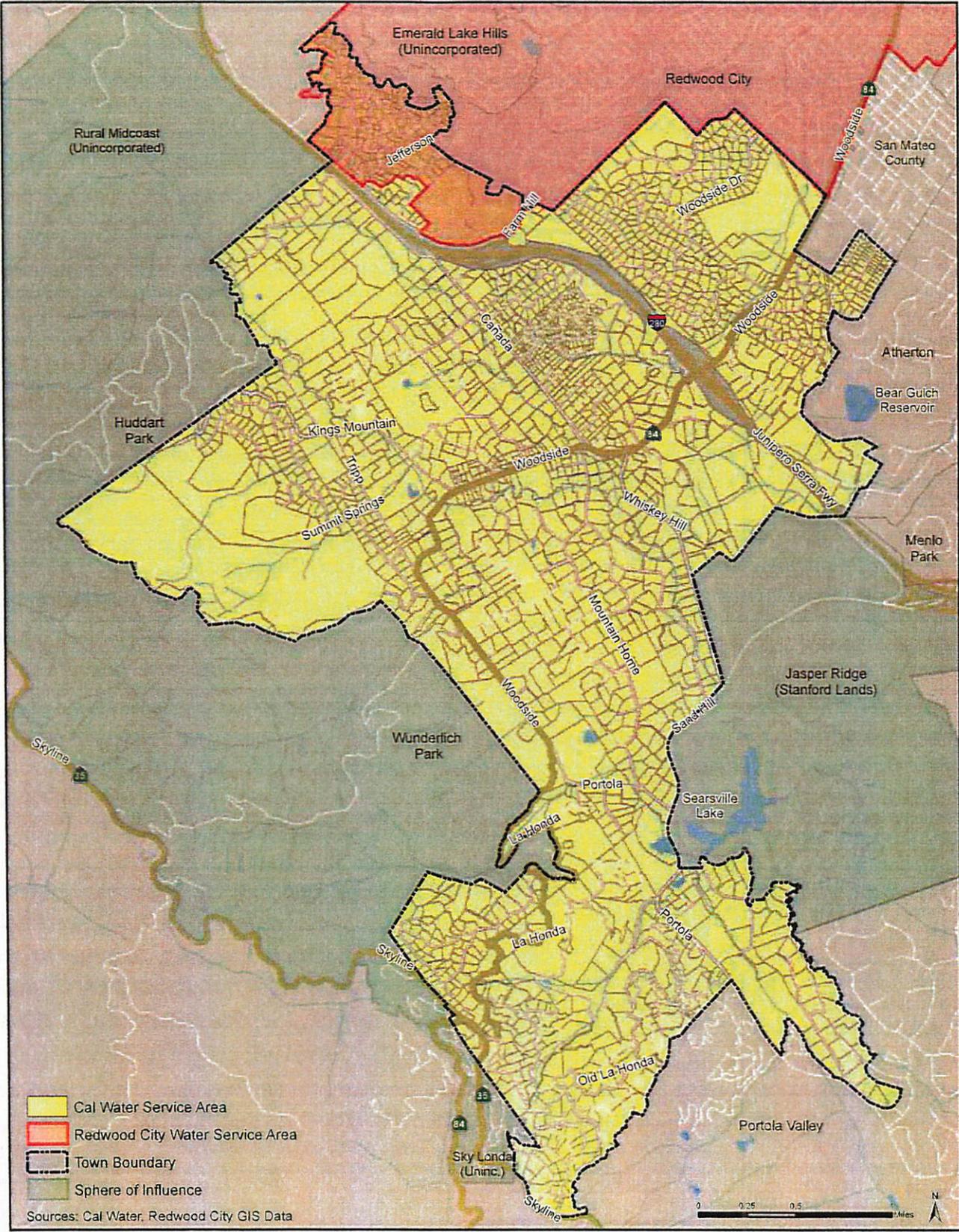
The Town of Woodside has historically utilized private on-site septic systems for managing waste disposal. This reflects the Town's rural nature and a basic recognition that such systems can be preferable to centralized public sewer systems from an environmental standpoint, as they can:

1. Minimize the risk of widespread contamination that could occur if seismic, landslide, or other geologic activity rupture collection lines; and,

Provide for the retention of more water resources on a parcel, sustaining vegetation and wildlife habitat and minimizing the export of water out of Town.

The Town's preference for the use of private on-site wastewater systems also reflects the reality of the Town's limited ability to provide public sewer service. The Town is not a party to the Joint Powers Authority that comprises the South Bayside System Authority (SBSA). The SBSA owns and maintains the treatment plant in Redwood City and maintains a permit from the Regional Water Quality Control Board for this purpose. The partners in the SBSA are Redwood City, Belmont, San Carlos, and the West Bay Sanitary District.

Map PU1: Woodside Water Districts



The SBSA is permitted for and designed to treat twenty-nine million gallons per day (29 mgd) of dry weather capacity. It serves an estimated 200,000 customers. Public sewer service in the Town of Woodside is only available to the extent that one of the SBSA partners has excess capacity and is willing to formally sell or lease that capacity to the Town. As is discussed in the next section, the Town has managed to avail itself of very limited amount of this capacity over the years.

PUBLIC SANITARY SEWER SYSTEMS

At the time of incorporation in 1956, relatively few properties were connected to public sewer systems, primarily within the Woodside Heights area and off of Moore Road. These connections were made through the Fair Oaks Sewer Maintenance District (FOSMD), or the facilities of the West Bay Sanitary District. The Town has no responsibility for these connections.

Since the 1960's, the Town has been directly responsible for the creation of two public sanitary sewer districts, both accomplished through special benefit assessment district proceedings, which are governed by State law. The first was the Redwood Creek Trunk Assessment District, and the second was the Town Center Sewer Assessment District (see Map PU2, Sewer Areas and Districts).

REDWOOD CREEK TRUNK ASSESSMENT DISTRICT (RCS)

The Redwood Creek Trunk Assessment District (RCS) was formed in 1968. It included two components: the Redwood Creek Trunk Assessment Area and the Glens Sewer Collection System Area. The boundaries of the district generally encompass the Woodside Glens, the Laning Drive/Jane Drive area, portions of La Questa Way and Romero Road, the Haciendas Drive/Lindenbrook area, areas south of Woodside Road around the intersections with Quail Meadows and Moore Road, and much of Woodside Hills, as well as adjacent parcels along Farm Hill Boulevard. The Redwood Creek Trunk Assessment District is not an operating sewer district, but rather was formed

as a financing mechanism for the formal assessment proceedings that the Town undertook in the late 1960's. The system cost \$889,000 to construct and involved the acquisition of easements across eighty-five private properties. The Town sold tax free assessment district bonds to support the cost of construction and levied assessments against the benefitting properties over a twenty-five year period to defease the bonds. The bonds were paid off in 1993.

In 1968, as the Town was initiating the benefit assessment proceedings, a joint powers agreement was negotiated with the FOSMD, which is overseen by the County of San Mateo. The agreement specified that the maximum average daily flow from the RCS could not exceed 150,000 gallons per day. The Town-constructed facilities were to be maintained and operated by the FOSMD and that agency expanded its downstream lines to accommodate this addition. The treatment plant capacity for this area was provided by the FOSMD through its formal capacity agreement with Redwood City. The capacity was based upon an estimated 250 gallons per day per household use. About 573 assessments were originally levied, with 182 in the Glens and 391 outside of the Glens.

The RCS was primarily formed because of health and safety concerns that existed within Woodside Glens, which had a history of failing septic systems dating back to 1959. The approach to the district was twofold. That portion of the district within Woodside Glens was subject to immediate construction of a completely operational sewer system, including trunk and collection laterals. This was called the "intract system" and Woodside Glens property owners were charged \$2,934.70 per assessment. Connection to the system was required through adoption of a Town ordinance because of health and safety concerns. Connections for already developed parcels were completed by 1973.

The remainder of the RCS was assessed for only the cost of the main trunk line, which extended from Churchill Avenue near Woodside Road, through the Menlo Country Club, up Redwood Creek, under I-280, and through the Glens to Laning Drive. The properties outside of the Glens were required to pay \$816.80 per assessment for their share of

the trunk line, as no “intract system” was constructed for these properties as a part of the original project. These properties were not required to connect to the sewer system, but could do so when the property owners so chose by:

1. Requesting annexation into the FOSMD;
2. Constructing necessary lateral lines; and,
3. Paying “intract” fees to the Town and connection fees to the FOSMD.

In lieu of the “intract” fees, a property owner may construct the needed collection lines and be a party to a formal reimbursement agreement, whereby a part of his or her construction costs is passed on to later benefitting property owners who wish to connect to the system by using these collection lines.

In 1974, the Town adopted a “Master Plan of Proposed Local Sanitary Sewer Facilities for the Redwood Creek Assessment District” which sets forth a plan for extending full sewer service to those parts of the RCS outside of the Glens. The plan has been used over the years to guide sewer extensions within the RCS and also provided the basis for the Town’s “intract” fee for new connections.

TOWN CENTER SEWER ASSESSMENT DISTRICT (TCSAD)

The Town Center Sewer Assessment District (TCSAD) was formed in 1987. While a small portion of the Town Center had benefitted from public sewer service prior to 1987, the area to which sewer service was provided was greatly expanded through the Town Council’s 1987 actions. The area includes the Town’s commercial, institutional, and residential properties generally located along Woodside Road, Martin Lane, Prospect Street, Audiffred Lane, Cedar Lane, and up Cañada Road to Bardet Road. The effluent from the properties served by the TCSAD flows to the Town Center Pump Station located adjacent to the Gilbert Center (there are a few properties that do not utilize the pump station). Sewage is transported from the pump station down a line in Woodside Road to the FOSMD system and then through Redwood City to the treatment plant. Unlike

the RCS, the TCSAD is an operating sewer system, owned and maintained by the Town.

The initial capacity estimated for the system was about 57,000 gallons per day, which is sufficient to accommodate 123 residential properties and 135.7 “residential unit equivalents” (RUE’s) of commercial service. Each RUE is defined as 220 gallons per day. The system cost \$2.1 million and, as with the RCS, tax free bonds were issued by the Town, and assessments of \$14,895 were levied against each benefitting residential parcel (commercial and institutional parcels received higher levies). The Town Center bonds were paid off in 2008. Properties within the Town Center district were not required to immediately connect to the public sewer system, even though the “intract” system was available. The Town charges an annual Sewer Service and Use Charge to support the everyday costs of operating and maintaining the system and to cover current and future capital costs (both the Town’s and those of the FOSMD and Redwood City).

The district was constructed and the facilities placed in service prior to the execution of needed transmission, treatment, and capacity agreements with the FOSMD and Redwood City. An agreement with Redwood City was approved by the Councils of both Woodside and Redwood City in 1996. This agreement includes Redwood City’s provision of up to 100,000 gallons per day of treatment plant capacity, an amount that was negotiated by Town staff to provide enough capacity to serve the future needs of the Cañada Corridor area. Although the FOSMD was a party to the 1996 agreement, a separate agreement with that agency was needed to memorialize the FOSMD’s willingness to allow the Town to transport its sewage through Fair Oaks facilities to those of Redwood City. This agreement was completed and approved in 2001.

In 2003, after failed attempts at forming a special benefit assessment district, the Town developed a successful plan for extending public sewer service to the Cañada Corridor area. Through a Development Agreement, sewer facilities were extended to about forty parcels along Cañada Road from Godetia Drive to the northerly Town boundary line. The facilities were constructed pursuant to

Town specifications by a private developer who made a financial contribution to the project in exchange for two sewer connections for properties that he was developing at the time. Each property owner who wished to participate was charged \$15,208 per connection. The Town contributed \$20,000 to the project as a Public Works Matching Fund Program grant and arranged a low interest loan program for interested property owners. The project cost just over \$480,000. The developer was reimbursed for construction costs through the property owner assessments and Town loan funds. The facilities were dedicated to the Town upon completion and are now considered a part of the Town Center system, with a separate annual maintenance fee.

In 1998, the Town adopted Sewer Service Allocation Regulations, which provide procedures governing connection to the public sewer systems that serve the Town. The regulations were designed to:

1. Protect the connection rights of those property owners whose properties have a full paid assessment in one of the Town's sewer assessment districts;
2. Prohibit the connection of properties that have only a partial assessment; and,
3. Reserve whatever "surplus" capacity the Town does have for properties with failed or failing septic systems that can physically be annexed to an existing sewer system by virtue of being "contiguous" to such a system.

In 2011, the Town has a very limited amount of "surplus" capacity, about enough to provide sewer service to 100 to 150 residential parcels.

About 28% of the developed parcels in Town are currently served by a public sanitary sewer system and, given the Town's available treatment plant capacity, this percentage is not likely to dramatically increase. The remaining parcels must utilize private on-site septic systems to handle sanitary waste.

PRIVATE ON-SITE SEPTIC SYSTEMS

Private on-site septic systems, which are maintained by individual property owners, are regulated and permitted by the County of San Mateo's Department of Environmental Health. Additionally, in 1992, the Town adopted its own regulations regarding septic systems and these are included in the Woodside Municipal Code. The Town's regulations adopt the County regulations by reference and also provide guidance as to the location of septic systems and to alternative designs. Alternative on-site sewage waste disposal may be permitted only with the approval of the Town Council and the County Health Officer and include mound systems, siphon systems, and other non-traditional designs.

Given the practical reality of limited public sewer treatment capacity, the use of private on-site septic systems will continue to be preferred by the Town. Many, if not most, of the current private systems in Town are decades old and some are reaching the end of their useful lives. The Town is experiencing an increased volume of inquiries from property owners whose septic systems are beginning to have problems. The Town Council has granted approval for the use of alternatively designed on-site systems in recent years to property owners with failed or failing traditional systems. Over time, it is likely that a higher incidence of failing on-site septic systems will occur, as these systems continue to age. Connection to a public sewer system will not be possible for most of these properties.

New on-site wastewater treatment technologies have developed since the Town adopted its septic system regulations. These systems and other improvements in industry practices are likely to hold an important place in the Town's standards and regulations governing private on-site septic systems. The loosening of State regulation of graywater systems also benefits water systems by reducing the amount of water entering the system and extending the life of leach fields.

STORM DRAINAGE

The storm drain system in Town consists primarily of open ditches, and some culverts which flow through private properties and public rights-of-way with limited sections of concrete-lined channels and pipes. The Town maintains drainage systems located within the public rights-of-way.

The Town prepared a Storm Drain Master Plan in 1978. This Plan identified the major watershed areas, discussed the hydrological characteristics within the Town, set forth design criteria for drainage facilities, analyzed existing drainage conditions, suggested drainage improvements, and identified deficient drainage structures. The Storm Drain Master Plan noted that natural drainage channels were being used to the fullest extent possible to conduct storm waters safely through the community, and that construction of extensive storm drainage systems utilizing lined channels and underground drains should be avoided since it is unnecessary, would be expensive, and would be significantly detrimental to the environment.

Debris build up within natural drainage channels and drainage structures is an acute problem in Woodside for which primary responsibility for maintenance rests with the owners of property, and which may require Fish and Game permits. Each fall, prior to the rainy season, the Town notifies holders of open permits of winterization and erosion control requirements.

The Town of Woodside reviews drainage and erosion control plans as part of a site development and/or building permit to ensure the latest Non Point Discharge Elimination System (NPDES) requirements are reflected and implemented as part of the permitted work. Currently, the Town requires that the post development storm water runoff from the property be the same as the predevelopment conditions of the property with no storm water increases. Generally this is done through the use of various storm water retention and/or storm water runoff reduction improvements such as vegetated swales in lieu of pipe conduits, bioretention areas for water percolation, flow-through planter boxes for water quality, underground pipe storage with bubblers to maintain pre-development storm water flows, and turf blocks and pervious concrete to reduce storm water runoff.

SOLID WASTE MANAGEMENT

Solid waste management services in Town are handled by GreenWaste Recovery. GreenWaste Recovery has been the solid waste collector since September 1, 1996. The contract was renewed in 2008, and is valid through June 30, 2018. GreenWaste collects refuse, recyclables, unlimited yard waste, and some household hazardous waste such as batteries and compact fluorescent lights. The Disposal Measurement System of 2008 (SB 1016) regulates and sets standards for solid waste management. SB 1016 increased focus on solid waste management programs, and established a new disposal measurement system. The target disposal rates for Woodside for Fiscal Year 2009 were 13.7 pounds/person/day for residential, and 37.0 pounds/person/day for commercial. Actual disposal rates for Woodside for Fiscal Year 2009 were 5.5 pounds/person/day for residential, and 16 pounds/person/day for commercial (significantly less than the target rates). SB 1016 requires annual reporting.

Special events and programs assist in managing specific waste streams. The County holds periodic hazardous waste collection events. The Woodside Fire Protection District manages the Chipper Program, which reduces residential fire fuel load by providing curbside chipping and removal of yard waste, such as brush and trimmings.

The Municipal Code requires recycling and diversion of construction and demolition debris. These regulations require that specified percentages of construction and demolition debris be diverted from landfills by using recycling, reuse, and diversion programs. To ensure compliance, a deposit is required based on the estimated tonnage of construction and demolition debris. The deposit is returned upon submittal of weight receipts which demonstrate that the required tonnage of debris has been diverted by recycling or reuse. If less than the required tonnage is diverted, a proportionate share of the deposit is retained. The Town has had nearly 100 percent compliance to date.

Animal waste disposal from private properties is handled by individual property owners, primarily by commercial haulers. Complaints regarding animal waste compliance are handled by the Town's Code Enforcement Officer, and potentially by the Regional Water Quality Control Board if they are impacting riparian resources.

GOAL PU1

Ensure adequate, safe, and site sensitive utilities.

Ensure that all development and property has access to utility services of a quality and quantity which will adequately serve the project scope. Utilities shall be installed in a manner which will protect health and safety and conserve the Town's rural character.

POLICY PU1.1 - ENSURE ADEQUATE UTILITIES

The property owner shall ensure that adequate utility services are available from the utility providers for their property. On-site waste disposal systems shall be used on all properties not within existing public sewer service districts. Connection to public sewer systems shall be provided in accordance with the Town's adopted Sewer Service Allocation Regulations.

Strategies:

a. "Will serve" letters

Continue to require property owners to submit "will serve" letters from the utility providers along with permit applications which include the installation of new utilities.

POLICY PU1.2 - INSTALL UTILITIES IN AN ENVIRONMENTALLY SENSITIVE MANNER

Pursue all reasonable measures to support or require undergrounding of all utilities in public rights-of-way and on private property. Ensure that utility installation minimizes disruption to the environment and disturbance to vegetation.

Strategies:

a. Undergrounding

Ensure undergrounding of utilities on private property as required by the Woodside Municipal Code. Actively pursue all reasonable measures to support undergrounding of utilities in public rights-of-way.

b. Site and engineering plan review

Town staff shall continue to review site and engineering plans, which include the installation of new utilities, to ascertain if the proposed utilities are being installed in an environmentally sensitive manner.

POLICY PU1.3 - ENSURE CONTINUITY OF UTILITY SERVICES

Utility installations should be sensitive to geologic hazards of fault zones, steep slopes, and expansive soils. Utility systems which provide service on both sides of a fault shall be designed to consider continuity of service and minimization of failure (See the Natural Hazards and Safety Element).

Strategies:

a. Disruption of services

Utility supply lines, such as those for water, electricity, and natural gas shall, where feasible, incorporate "loop systems", so that in the event of damage to one section of the line, service can continue.

b. Site, engineering, and building plan review

Town staff shall continue to review site, engineering, and building plans, which include the installation of new utilities, to ascertain if the proposed utilities are being installed in a manner which could minimize disruption to service.

POLICY PU1.4 - COORDINATE WITH PUBLIC UTILITY PURVEYORS

Strengthen relationships with public utility purveyors, and continue to coordinate Town and public utility purveyor infrastructure improvements.

Strategies:

a. Relationships with public utility purveyors

Strengthen relationships with public utility purveyors and keep current contact information.

b. Infrastructure improvement coordination

Coordinate Town and public utility purveyor infrastructure improvements, such as Town road improvements and necessary infrastructure installation within Town rights-of-way.

GOAL PU2

Promote installation of alternative power sources.

Promote installation of gas and electric, and alternative power sources, in a manner that is safe, sensitive to the environment, and conserves resources.

POLICY PU2.1 – PROMOTE ENERGY CONSERVATION

Encourage or require measures to reduce or minimize energy consumption.

Strategies:

a. Energy audits

Encourage high energy users to do audits. Advertise the availability of energy audit programs, such as the High Energy Home Project.

b. Green building code

Consider adopting green building standards which increase along with project size.

POLICY PU2.2 ENCOURAGE THE INSTALLATION OF ALTERNATIVE POWER SYSTEMS

Encourage the installation of alternative power systems to reduce energy consumption.

Strategies:

a. Solar Rights Act

Adhere to the provisions of the State of California's Solar Rights Act.

b. Staff training

Provide key staff with training on new technologies for alternative power systems to reduce the length of the permitting process.

c. Local power sources

Consider installations of environmentally sensitive alternative power systems for community use.

d. Incentives

Consider incentives for property owners to encourage installation of alternative power systems.

POLICY PU2.3 – PROMOTE SAFE AND SITE SENSITIVE GAS AND ELECTRIC, AND ALTERNATIVE POWER SOURCES.

The installation, maintenance, and location of gas and electric utilities, and alternative power sources, are an important safety, environmental, and aesthetic concern for the Town. New utilities should be installed in a safe, environmentally sensitive, and aesthetic manner.

Strategies:

a. Safe installation, maintenance, and repair

Foster a positive working relationship with the public gas and electric purveyor to encourage safe installation, the provision of needed and scheduled maintenance, and prompt repair of the power infrastructure when damaged.

b. Environmentally sensitive installation

Require adequate environmental review for power services, such as boring in environmentally sensitive areas, and develop appropriate mitigation measures.

c. Installation and maintenance

Foster a positive working relationship with the public gas and electric purveyor to encourage undergrounding of power lines and the aesthetic location and placement of utility boxes. Necessary tree trimming around power lines should maintain the natural tree form and tree health. Work with private property owners on these same aesthetic issues to the extent feasible under State law.

d. Off-site impacts

Work with property owners who are considering the installation of solar panels and other alternative power systems to minimize their visual, aesthetic, and noise impacts on neighboring properties.

GOAL PU3

Promote adequate communications access.

POLICY PU3.1 – INCREASE ACCESS TO COMMUNICATIONS

Communication utilities, such as internet, cable, and mobile phones are becoming increasingly more important. The Town should work to increase access to broadband voice, data, and video; and wireless communications.

Strategies:

a. Increase coverage

Assess communication needs and seek public or private partnerships to increase coverage in accordance with federal, State, and local regulations.

b. Environmentally sensitive installation

Require adequate environmental review and/or permitting of communication utilities.

c. Update regulations

Periodically update the Town's communication system permitting regulations to ensure compliance with General Plan goals and policies, and State law.

GOAL PU4

Maintain and improve the adequacy of the water supply.

POLICY PU4.1 - MAINTAIN AND IMPROVE THE ADEQUACY OF THE WATER SUPPLY AND DELIVERY

Adequate water supply for the Planning Area is a matter of utmost concern to the Town. Efforts to maintain and improve the adequacy of the water supply and delivery shall be continued.

Strategies:

a. Secure water supply

Assess community needs, and seek public or private partnerships to secure needed water supply.

b. Maintain water supply

The Town should continue to keep abreast of regional water issues to maintain adequate water supply.

c. Improve water delivery

Work shall be continued toward the improvement of all water systems to provide sufficient line size and storage to meet established health and fire protection standards. Particular attention should be given to the northerly area of the Town and the Woodside Country Club-Portola Hills area, where distribution systems, supply and storage facilities are inadequate.

d. Provide adequate water flow

Work with the Woodside Fire Protection District and water purveyors to identify substandard fire flow areas and to improve water systems to ensure adequate water flow in all areas of Town.

POLICY PU4.2 - SEEK ADEQUATE MAINTENANCE AND PROMPT REPAIR OF WATER SUPPLY INFRASTRUCTURE

Water purveyors shall provide adequate scheduled maintenance and prompt repair of damaged systems.

Strategies:

a. Maintenance and repair

Assess community needs, and foster positive working relationships with the public or private purveyors to encourage the provision of needed and scheduled maintenance and prompt repair of the water system when damaged.

POLICY PU4.3 - INTERCONNECT WATER SUPPLY INFRASTRUCTURE

The existing water supply systems in the Woodside Planning Area should be effectively interconnected with an adequate number of strategically-placed control valves, to assure adequate delivery of water supply in the event of a water line break.

Strategies:

a. Improve water system connectivity

Assess community needs and seek public or private partnerships to improve the interconnectivity of the Town's water delivery systems.

GOAL PU5

Encourage and support on-site sewage disposal systems.

POLICY PU5.1 – REQUIRE ON-SITE SEWAGE DISPOSAL SYSTEMS

Individual on-site sewage disposal systems meeting Town standards are required. If a property meets the criteria of the Town’s sewer service allocation requirements, connection of that property to the public sewer system may be required.

POLICY PU5.2 – ENFORCE ON-SITE DISPOSAL STANDARDS

Each parcel served by an individual sewage disposal system should be of such size and characteristics that an effective, reliable disposal system can be installed and maintained, and should demonstrate effective functioning under wet weather conditions. Permitting by the Town and the County is required.

Strategies:

a. Permit process

Review, and update as needed, the Town/County interface for the preliminary review and final approval of on-site disposal systems.

b. Residential Design Guidelines

Update the Residential Design Guidelines to address site planning considerations for septic systems.

POLICY PU5.3 – CONSIDER ALTERNATIVE SEPTIC SYSTEMS

On-site sewage disposal systems are typically comprised of a septic tank with gravity-fed, subsurface leachfields. Pressure dosing, where required, is also considered a feature of a standard septic system. Systems other than standard septic tank-leachfield systems may be considered on a case-by-case basis for existing developed lots.

Strategies:

a. Update regulations

Review, and update where appropriate, the Town’s septic system regulations and consider technological advances in on-site systems. Investigate alternative septic systems and methods, and techniques for rebuilding existing septic systems in situ.

b. Alternative on-site disposal system proposals

Consider alternative on-site disposal systems proposed by applicants.

POLICY PU5.4 – PROMOTE EDUCATION AND OUTREACH

The Town should implement an education and information program to support efficient and effective design, use, and maintenance of septic systems by owners.

Strategies:

a. Public information

Develop handouts on Town factors affecting septic design, including soils, topography, and limited lot size; and on recommended septic system maintenance practices, water conservation practices, and other measures, such as limiting irrigation over, and near leachfields, which can extend the life of a septic system.

GOAL PU6

Manage and allocate the Town's limited public sanitary sewer allocations appropriately.

POLICY PU6.1 – MANAGE SEWER SERVICE ALLOCATIONS

Connection to a sanitary sewer may be permitted in accordance with current Woodside Municipal Code regulations and based upon available sewer service capacity.

Strategies:

a. Determine existing capacity

Periodically determine how much of the Town's existing capacity is being utilized.

b. Reduce outflows

Promote efforts to reduce outflows.

c. Update regulations

Periodically review and update the Town's Sewer Service Allocation Regulations to reflect current conditions.

POLICY PU6.2 – SEEK INCREASED SANITARY SEWER CAPACITY

Current contractual public sewer treatment capacity is limited and will not serve the eventual needs of all properties in the Town that may require it. The Town should therefore seek additional capacity.

Strategies:

a. Pursue additional capacity

Explore increasing public sanitary sewer treatment capacity from the parties to the South Bayside System Authority (SBSA).

POLICY PU6.3 – CONDUCT ENVIRONMENTAL REVIEW

All construction and maintenance of sewer lines and related facilities shall consider impacts on drainage, vegetation and trees, soil erosion and geologic hazards, and water conservation.

Strategies:

a. Environmentally sensitive installation

Require adequate environmental review for sewer service and develop appropriate mitigation measures.

GOAL PU7

Promote reduction of water usage and increased conservation of water resources.

POLICY PU7.1 – PROMOTE WATER CONSERVATION

Promote water conservation to reduce water usage.

Strategies:

a. Outdoor water efficiency

Adopt and implement the State of California’s Model Water Efficient Landscape ordinance requirements, or equivalent.

b. Indoor water efficiency

Adopt and implement the State of California’s Green Building Standards code requirements.

c. Water collection systems

Encourage the installation of water collection systems, such as rainwater collection and storage, which reuse water resources and adhere to the State of California’s graywater regulations.

d. Water audits

Encourage and assist property owners with water audits.

e. Update regulations

Update regulations to reflect the requirements of the State of California’s model water efficiency landscape ordinance requirements.

POLICY PU7.2 – ENCOURAGE WATER CONSERVATION AND WASTEWATER TREATMENT SYSTEMS

The Town should encourage water conservation through the development of procedures allowing the use of graywater or recycled water by Town residents and businesses, and should encourage San Mateo County and the State to allow such beneficial reuse of wastewater.

Strategies:

a. Monitor regulations

Monitor County and State regulations on the use of recycled water.

b. Develop regulations

Develop Town implementing regulations as appropriate.

GOAL PU8

Manage storm water drainage to minimize erosion and runoff.

POLICY PU8.1 – RETAIN STORM WATER RUNOFF

Vegetative ground cover shall be retained to the maximum extent feasible, as a means of reducing storm water runoff and minimizing erosion and sedimentation.

Strategies:

a. Encourage bioretention

Require vegetated swales, bioretention areas, flow through planter boxes, and turf blocks to direct and treat storm water, and minimize erosion.

b. Use best management practices

Implement additional sustainable practices, as practicable, as part of the NPDES permitting requirements, such as ground water recharge.

POLICY PU8.2 – UTILIZE NATURAL DRAINAGE

Natural drainage features should be utilized to conduct storm waters safely through the community wherever possible. Construction utilizing lined channels, or underground drains should be avoided.

Strategies:

a. Review drainage system design

1. Discourage the use of underground piping systems, and incorporate natural drainage channels as part of the drainage and landscape design.
2. Prohibit unpermitted drainage system releases into streams and wetlands.

b. Prepare drainage system design guidelines

Prepare guidelines for drainage system design. Possible guideline forms could include updates to the Residential Design Guidelines, Town CEQA guidelines, and handouts.

POLICY PU8.3 – MAINTAIN NATURAL DRAINAGE WAYS

The Town should encourage measures to keep natural drainage ways free of obstructions such as fallen trees, debris, landslide material, and sedimentation, thereby maintaining capacity in the natural drainage system to prevent damage from overflowing streams. In compliance with regional, State, and federal laws, primary responsibility for maintenance of drainage ways rests with the owners of property through which the drainage ways pass. The Town is responsible for maintenance of drainage ways in the public rights-of-way.

Strategies:

a. Public information

Continue to provide leadership, advice, and encouragement to property owners regarding natural drainage maintenance.

b. Town maintenance

Continue to maintain public roadside drainage ways as part of the annual Road Program.

POLICY PU8.4 – CONTROL EROSION, SEDIMENTATION, AND FLOODING

The Town shall implement and encourage measures to limit erosion, sedimentation, and flooding.

Strategies:

a. Review erosion control plans

Continue to review erosion control plans to ensure measures are being taken which prevent erosion, sedimentation, and flooding.

b. Prepare for winter erosion control

Continue to notify holders of open permits each fall of winterization and erosion control requirements, prior to the rainy season.

c. Respond to water hazard emergencies

Continue to respond to emergency calls related to erosion and flood control.

GOAL PU9

Manage solid waste to protect public health, reduce waste generation, and conserve resources.

POLICY PU9.1 – ADMINISTER SOLID WASTE PROGRAM

It is the policy of Woodside to support a solid waste management program which will provide adequate services, protect the public health, prevent the creation of nuisances, reduce waste generation, conserve natural resources and energy, provide for maximum resource recovery from solid waste, and enhance the beauty and quality of the environment.

Strategies:

a. Encourage increased recycling and waste reduction

Provide education and support to further recycling and waste reduction efforts by publicizing recycling events for electronics and hazardous waste. Publicize the availability of smaller general refuse hauler cans.

b. Update regulations

Monitor State legislation and current solid waste practices and update Town regulations and programs as appropriate.

POLICY PU9.2 – MANAGE ANIMAL WASTE

Manage wastes resulting from the keeping of horses, cows, and other livestock, to prevent health hazards.

Strategies:

a. Monitor animal waste disposal

The Town should actively monitor waste management on horse properties.

b. Composting program

Develop waste management guidelines and encourage an animal waste composting program.

POLICY PU9.3 – REDIRECT BIODEGRADABLE HOUSEHOLD WASTE

Encourage the redirection of biodegradable household waste from off-haul as general refuse to on-site composting.

Strategies:

a. Provide composting information

Provide residents with a source of information for identifying a comprehensive list of biodegradable household waste, and composting methods such as compost bin and worm composting.

Jackie Young

From: Silvia Edwards [sferroni@alumni.stanford.edu]
nt: Wednesday, April 17, 2013 11:49 AM
To: Jackie Young
Subject: Re: Burying power lines along scenic portion of Mountain Home Road
Attachments: MHR Utilities; ATT00001.txt

ATTACHMENT 4

Mountain Home Road is a primary scenic corridor winding from the town center in the heart of Woodside. This rural road appears very much as it did 100 years ago save for paving, power lines, and a half dozen power poles with transformers. This is a proposal to remove these power poles from the picture and restore this scenic corridor to its original state.

The Town of Woodside does not have funds set aside for undergrounding utilities. However, in exchange for being allowed to place its power poles along our roads, PG&E sets aside a small portion of the money it collects from our utility bills as "credits". If Woodside decides that it wants utilities undergrounded, the Town Council can create an Underground Utility District, and designate these credits be used for undergrounding utility poles. As of February 2013 the town had \$783,000 in such credits, and I propose that we use these funds to underground the power poles leading away from the town center on Mountain Home Road.

There are three main types of power lines: Overhead 3 phase transmission lines, sub-transmission lines, and distribution lines. To my knowledge, there are no overhead transmission lines in the Town of Woodside. Sub transmission lines are the lines you see along Canada Road and carry voltages reduced from the transmission line system. They are very expensive to underground. Distribution lines are lines that carry fewer than 69,000 volts and are used to distribute power drawn from high voltage transmission systems to end-use customers. The poles leading away from the town center on Mountain Home Road carry 12,000volt distribution lines. Distribution lines are relatively inexpensive to underground compared to sub-transmission lines.

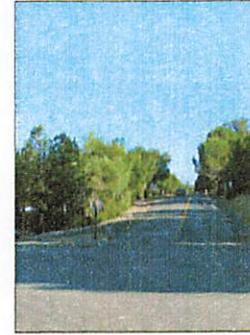
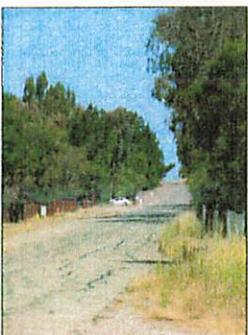
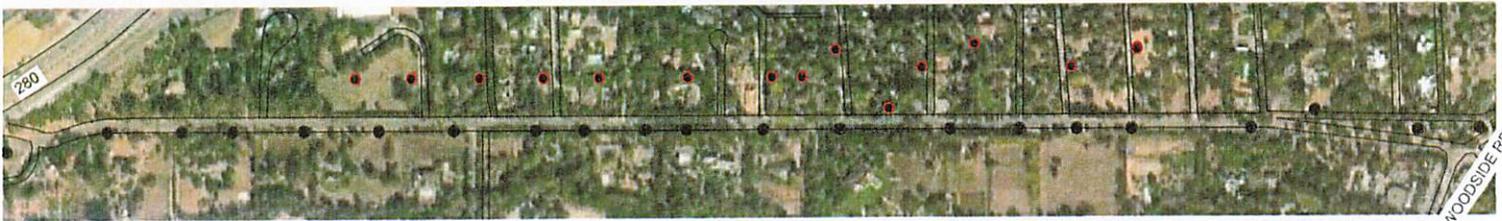
Mountain Home Road is the first rural road in Woodside that residents and visitors see after leaving the Town's commercial center. Burying the first seven utility poles along Mountain Home Road would visually restore the corridor to how it looked a century ago. In the interest of full disclosure, I live at 181 Mountain Home Road along this scenic corridor. However, burying the poles would have benefits apart from aesthetic: The poles run along the horse trail, and burying the utilities would free up equestrian access - when the shrubbery along the road thickens, it actually pushes the horse trail into this line of power poles. The distribution lines often sag under the weight of tree branches and overgrown bushes, and burying the utilities would require the Town and PG&E to perform less routine maintenance, and lead to fewer outages further down the line. Finally, burying utilities will ensure more power security in the event of an earthquake or a severe storm.

I urge the Town Council to designate the first seven poles along Mountain Home Road between the two bridges as an Underground Utility District. The funds (\$783,000) have been set aside for now, but in these times of rising pension obligations and stressed funding sources, there is no guarantee that any pocket of funds is secure. \$783,000 is a healthy sum and can fund a modest undergrounding project -- we should employ these funds now on an appropriate and worthy project like the one proposed here. The only scenic corridor in central Woodside that has distribution lines and is not in the purview of CalTrans is Mountain Home Road, thus this is not only an appealing project but a realistic one as well.



EXISTING

CAÑADA ROAD

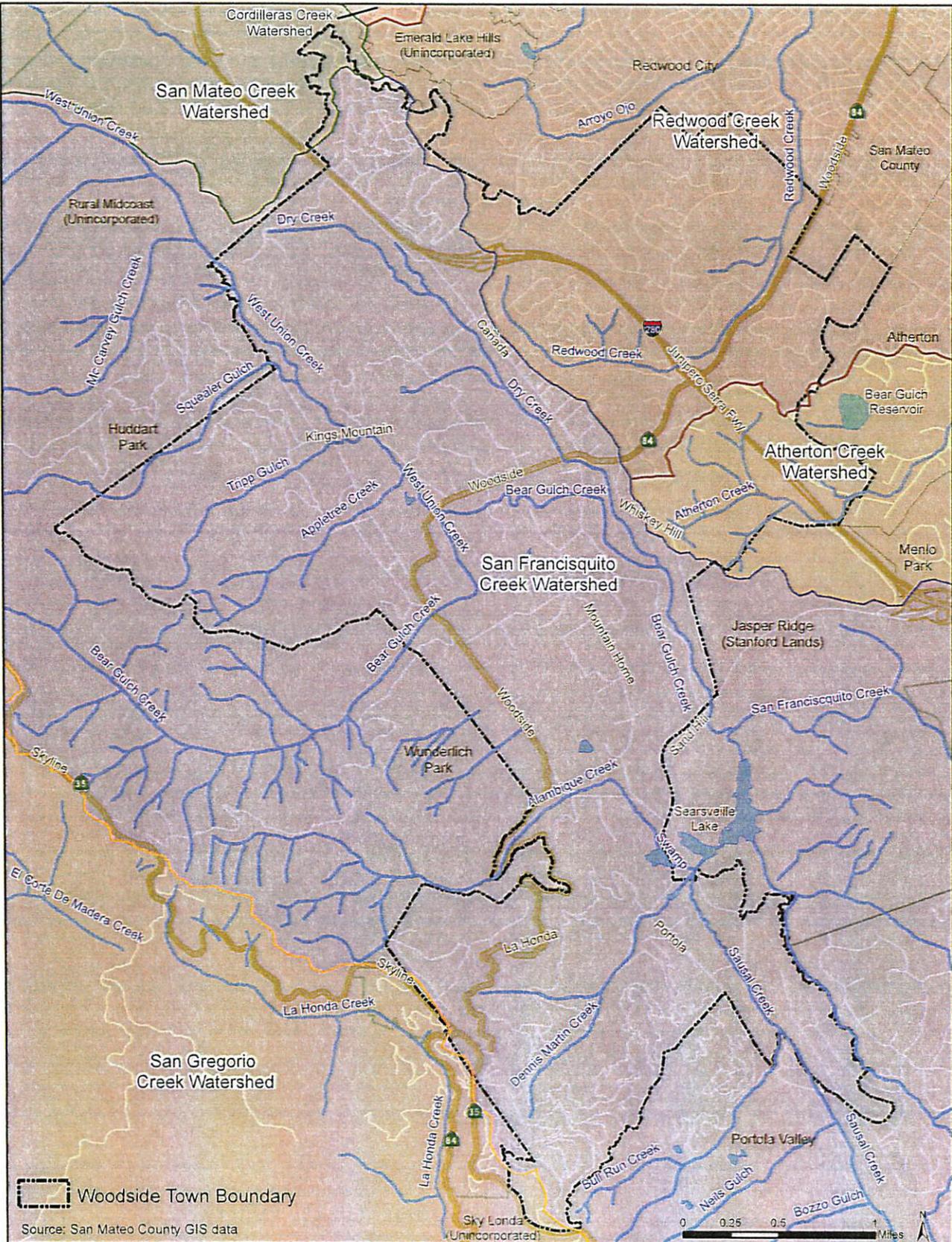


AFTER UNDERGROUNDING

LEGEND

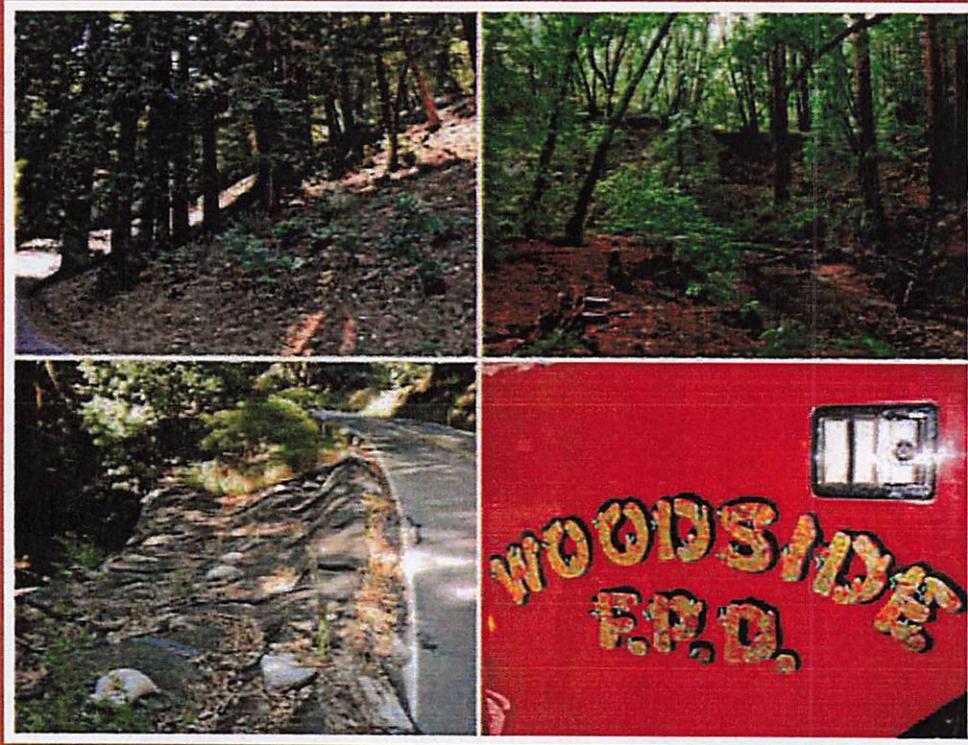
- existing poles to be removed
- existing high voltage (tall poles)
- existing poles to remain

Map CV1: Watersheds and Streams



ATTACHMENT 5

NATURAL HAZARDS AND SAFETY ELEMENT



“Safeguards are often irksome, but sometimes convenient, and if one needs them at all, one is apt to need them badly.”

—Henry Adams

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ATTACHMENT 6



NATURAL HAZARDS AND SAFETY ELEMENT

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INTRODUCTION

The Natural Hazards and Safety Element addresses the natural hazard and safety concerns present in Woodside.

The purpose of the Element is to provide a policy basis for measures the Town can take to prevent loss of life, reduce injuries and property damage, and minimize economic and social dislocations which could result from earthquake, fire, or other natural and man-made disasters.

This Element includes: 1) an identification and evaluation of seismic and other geologic, storm, and fire hazards in the Woodside Planning Area; 2) Town policy for reduction of risk and mitigation or abatement of those hazards through land use planning; and, 3) Town policy for emergency preparedness and disaster response.

DEFINITIONS

Acceptable Risk: The level of risk that the majority of citizens will accept without asking for governmental action to provide protection.

Debris Flow: Rapidly moving mass of water-saturated debris (suspended earth materials).

Design Earthquake Ground Motion: The earthquake ground motion that buildings and structures are specifically designed to resist in the adopted California Building Code Section 1613.

Erosion: The gradual wearing away of rock or soil by the action of water, wind, or ice.

Expansive Soils/Bedrock: Soils or bedrock that contains minerals that expand when they absorb water and shrink when they dry out. This change in volume can exert enough force to damage buildings and other structures.

Fault: A fracture along which the blocks of earth's crust on either side have moved relative to one another parallel to the fracture.

Fault, Active: A fault that has had surface displacement within Holocene time (about the last 11,000 years).

Fault, Inactive: A fault that has not had surface displacement within Holocene time (about the last 11,000 years).

Fault, Potentially Active: A fault that does not have sufficient evidence to determine if it is active or inactive, but is assumed to be active unless determined otherwise.

Fault Trace: The line formed by the intersection between a fault plane and the ground surface; it is graphically portrayed as a line plotted on geological maps.

Fault Zone: An area of faulting or an area of related faults that may have some width. For example, the active zone of faulting during the Holocene for the Peninsular San Andreas fault ranges up to 10 feet wide, while the San Andreas Rift Zone in Woodside, which includes the active fault zone and inactive faults, is up to about 1000 feet wide.

Flood or Flooding: The general and temporary inundation of normally dry land areas from the overflow of streams.

Floodway: The Channel of a river or other watercourse through which flood waters flow.

Ground Failure: Destabilization of the ground, including by mudslide, landslide, rockslide, soil liquefaction, earth subsidence, lurch cracking, surface faulting, differential settlement, and lateral spreading.

Hazard: A source of danger, peril, or jeopardy.

Landslide: The downslope movement of masses of earth material.

Landslide Deposit: Earthen materials which have been deposited through the process of landsliding.

Landslide, by Age: The age/activity of landslides is generally based on the relative “freshness” of the geomorphology (landform) of the landslide (scarp, margins, internal features, etc) and movement. If the landslide is moving or is known to have moved in historic times (last approximately 50 years is reasonable) it is considered to be active. Landslides that have not moved within the last approximately 50 years, but retain relatively “fresh” geomorphic features and likely last moved under climatic conditions similar to the present, are considered to be dormant because they are more likely to be reactivated. The relative age of dormant landslides is greater than approximately 50 years to several thousand years. Old landslides have very eroded and sometimes indistinct geomorphology and are considered to have been active under different climatic conditions in the past, and are generally considered to be stable under present climatic conditions. The relative age of old landslides is several thousand to several tens of thousands of years.

Risk: Exposure to hazard with possibility of loss or injury.

Risk -High: High probability of damage being inflicted; strong likelihood of property loss or personal injury.

Risk Rating: For purposes of this General Plan, risk parameters set forth in Tables NH3 and NH4.

Sedimentation: The process by which soil particles are suspended in water and redeposited further downstream.

SEISMIC HAZARDS:

Faulting: A fracture in bedrock caused by displacement resulting from the action of tectonic forces.

Ground Settlement: The sinking of an area of land caused by the withdrawal of water from the ground or the gradual settlement of unconsolidated alluvial deposits or artificial fill.

Ground Shaking: Surface ground movement caused by an earthquake. The intensity of ground shaking is affected by the tectonic structure framework and near-surface geology in the location of the earthquake. Ground shaking can be measured by a seismometer. Measurements include seismic acceleration, which can be further broken down into vertical measurements (up-down shaking) and two horizontal measurements (east-west and north-south shaking).

Liquefaction: The phenomenon in which water saturated soil temporarily loses strength when subjected to seismic shaking, and then flows as a fluid, in a manner similar to quicksand.

Seiches: An earthquake-induced wave from oscillation in an enclosed body of water.

Seismic Induced Landslides: Slope failure caused by an earthquake.

CHANGES SINCE 1988

Events

The following natural and man-made disasters occurred since the last General Plan update:

LOMA PRIETA EARTHQUAKE 1989

The Loma Prieta earthquake was a major earthquake caused by movement along the San Andreas Fault that struck the San Francisco Bay Area on October 17, 1989. It lasted ten to fifteen seconds and measured 6.9 on the Richter Scale. It killed 63 people and injured 3,757. The epicenter of this earthquake was approximately 45 miles southeast of Woodside.

THE OAKLAND HILLS FIRESTORM

On October 19, 1991, a grass fire began on a steep hillside which was initially thought controlled, but re-ignited the next day. Nearly 3,000 homes were destroyed and 25 people were killed in the blaze, which took days to contain.

NORTHRIDGE EARTHQUAKE 1994

The Northridge earthquake struck in the northern portion of Los Angeles County on January 17, 1994. This was a magnitude 6.7 earthquake that lasted 45 seconds, killed 72 people, and injured over 9,000.

ALBION FIRE 2002

The Albion fire occurred on August 9, 2002 in Woodside when a falling branch severed a PG&E line, igniting grass and eucalyptus debris. The fire burned over half an acre and the roof of one home. The fire was extinguished and damage was limited due to the excellent response time of the fire department, low wind, and level terrain.

SAN BRUNO FIRE 2010

On September 9, 2010, a 30 inch Pacific Gas & Electric high pressure natural gas transmission pipeline exploded in San Bruno. A major fire erupted, destroying 38 homes, killing eight people, and sending many others to the hospital.

Responses

The following changes occurred in response to the natural disasters discussed above.

FIRE HAZARD ZONE DESIGNATION AND FIRE REGULATIONS

In 2008, the Woodside Town Council adopted Ordinance 2008-542, designating the western foothills and Emerald Hills as “Very High Fire Hazard Severity Zones” (VHFHSZ). In 2009, the Woodside Town Council adopted Ordinance 2009-544, designating new regulations incorporating fire resistive materials and construction methods. In summary, these fire prevention regulations required a higher level of fire resistance materials and construction methods throughout Town, and additional site improvement and defensible space are required.

FIRE MANAGEMENT PLAN

In 2003, following the Albion Fire, the Town commissioned a Fire Management Plan, prepared by a consulting firm comprised of three former fire chiefs. The Plan included fourteen recommendations aimed at strengthening the Town’s ability to reduce fire risk, to become as prepared as possible to respond to a fire, and to integrate considerations of fire risk reduction into the Town’s regulatory and educational systems and processes. More information about the Fire Management Plan is included later in this Element.

ENHANCED EARTHQUAKE STANDARDS AFTER THE LOMA PRIETA AND NOTHRIDGE EARTHQUAKES

With each major earthquake comes new understanding of the way in which buildings respond to them. Advances in the technology associated with testing systems, design and seismic modeling software, structural connections, structural forms, and seismic force resisting systems accelerated dramatically since the 1989 Loma Prieta Earthquake and 1994 Northridge Earthquake.

The Uniform Building Code (UBC) was first published in 1927 by the International Council of Building Officials. It was intended to promote public safety and provided standardized requirements for safe construction which would not vary from city to city as had previously been the case. Updated editions of the UBC code were published by the International Council of Building Officials until 1997, when the final published version of the Uniform Building Code was released. The State of California continued to use the 1997 UBC model code until the adoption of the 2007 California Building Code, which adopted the new International Building Code (IBC) published by the International Code Council (ICC). The ICC was a merger of three predecessor organizations which published three different building codes across the United States. The new IBC was intended to provide consistent standards for safe construction and eliminate differences between the three different predecessor codes that were in use across the United States.

EARTHQUAKE FAULT ZONES AND SEISMIC HAZARD ZONES

The State of California legislature passed the Alquist-Priolo Earthquake Fault Zoning Act in 1972 (Public Resources Code, Chapter 7.5, Division 2, Sections 2623). The Act requires the State Geologist (California Geological Survey) to create maps delineating zones around the surface traces of active and potential active faults (faults that have, or may have been, active during the Holocene epoch (approximately past 11,000 years). The Town of Woodside is covered by the Palo Alto and Woodside Quadrangles, and the Alquist-Priolo fault zones are shown on Map NH2, Fault Zones Map.

Local agencies, such as the Town of Woodside, are required to implement the Alquist-Priolo Earthquake Fault Zoning Act by regulating development within the zones to prohibit structures for human occupancy from being located on an active fault or within a setback from the fault, generally 50 feet, by requiring and reviewing site-specific investigations for projects within earthquake hazard zones. Such investigations may be a desk study or a fault trench investigation. Since 1988, a number of fault

trench investigations have been conducted by the US Geologic Survey for research, and by private applicants for proposed development, in Woodside and adjacent areas. These investigations have better defined the location and characteristics of much of the active trace of the San Andreas Fault zone in Woodside, and have also determined that some mapped potentially active fault traces do not exist.

Well located and known faults requiring 50-foot setbacks (active fault zones), and poorly located and potentially active faults requiring 100 foot setbacks (potentially active fault zones), are being compiled by the Town in geographic information system map form. This map is updated as new information is available. No structure for human occupancy is permitted within active fault zones.

Additionally, the State of California legislature passed the Seismic Hazards Mapping Act in 1990. The Act requires the State Geologist to create maps delineating zones where data suggest seismically-induced landsliding or seismically-induced liquefaction may occur. These maps are generally compiled from existing data, often provided by local agencies, such as the Town of Woodside.

Local agencies are required to implement the Seismic Hazards Mapping Act by requiring and reviewing site-specific investigations for projects within seismic hazard zones to determine if the hazard exists, and to approve only those projects within seismic hazard zones that are engineered and constructed to mitigate the hazard.

2007 CBC EXPANSIVE SOIL REQUIREMENTS

Large areas of the Town of Woodside are underlain by the expansive soils of the Whiskey Hill Formation (formerly Butano Formation) and the Santa Clara Formation, both of which are known to have potentially expansive units (predominantly claystone). Soils and surficial deposits, including colluvium, alluvium, and landslide deposits, derived from these formations can also be potentially expansive. In addition, serpentinite, which underlies portions of the eastern hills, can weather to soils that are potentially expansive.

Expansive soils and bedrock, if not properly identified, characterized, and appropriately mitigated, can cause significant damage to foundations, other structural elements, and to site pavement. The California Building Code (CBC) requires preparation of a geotechnical investigation report, including laboratory soil test data, in order to determine whether expansive soils and expansive bedrock are present at a particular site. In the event that expansive soils and/or expansive bedrock are present, then the geotechnical consultant is required to provide foundation design recommendations.

The CBC establishes minimum standards for geotechnical design recommendations, which includes criteria for structural design of footings and foundations located on expansive soils and/or expansive bedrock. Laboratory test data and written analysis must be included in the geotechnical investigation report.

SUMMARY OF POTENTIAL HAZARDS

The Woodside Planning Area is exposed to significant geologic and fire hazards.

GEOLOGIC HAZARDS

The Geologic Hazards Map, Map NH1, divides the Town into four general zones that have a range of potential geologic hazards. Table NH1, Potential Hazards, lists the potential hazards in each of the zones. Each potential hazard listed in Table NH1 is described in detail following the table. Specific fault (Map NH2), flood (Map NH3), and fire (Map NH4) zone maps are also included in this Element.

Table NH1: Potential Hazards

Potential Hazards	HAZARD UNITS			
	A	B1	B2	B3
Erosion / Sedimentation	No ¹	Yes	Yes	Yes
Expansive Soils / Expensive Bedrock	Yes	Yes	Yes	Yes
Fault Ground Rupture	Yes	No	Yes	No
Flooding	Yes ⁴	No ²	No ²	No ³
Landsliding / Slope Instability	No ¹	Yes	Yes	Yes
Seismic Ground Shaking ⁶	Yes	Yes	Yes	Yes
Seismically-Induced Landslides ⁵	No ¹	Yes	Yes	Yes
Seismically-Induced Liquefaction ⁵	Yes	No ²	No ²	No ²
Settlement	Yes	No ²	No ²	No ²
Shallow Groundwater	Yes	Yes ³	No ³	Yes
Steep Slopes	No ¹	Yes	Yes ³	Yes

1. Except along stream corridors

2. Except along stream corridors and in areas of fill

3. Locally

4. See Federal Flood Insurance Rate Maps (FIRM) Map NH2

5. See State Hazards Zones Maps

6. See current Californic Building Code (CBC)

Source: Woodside Town Geologist

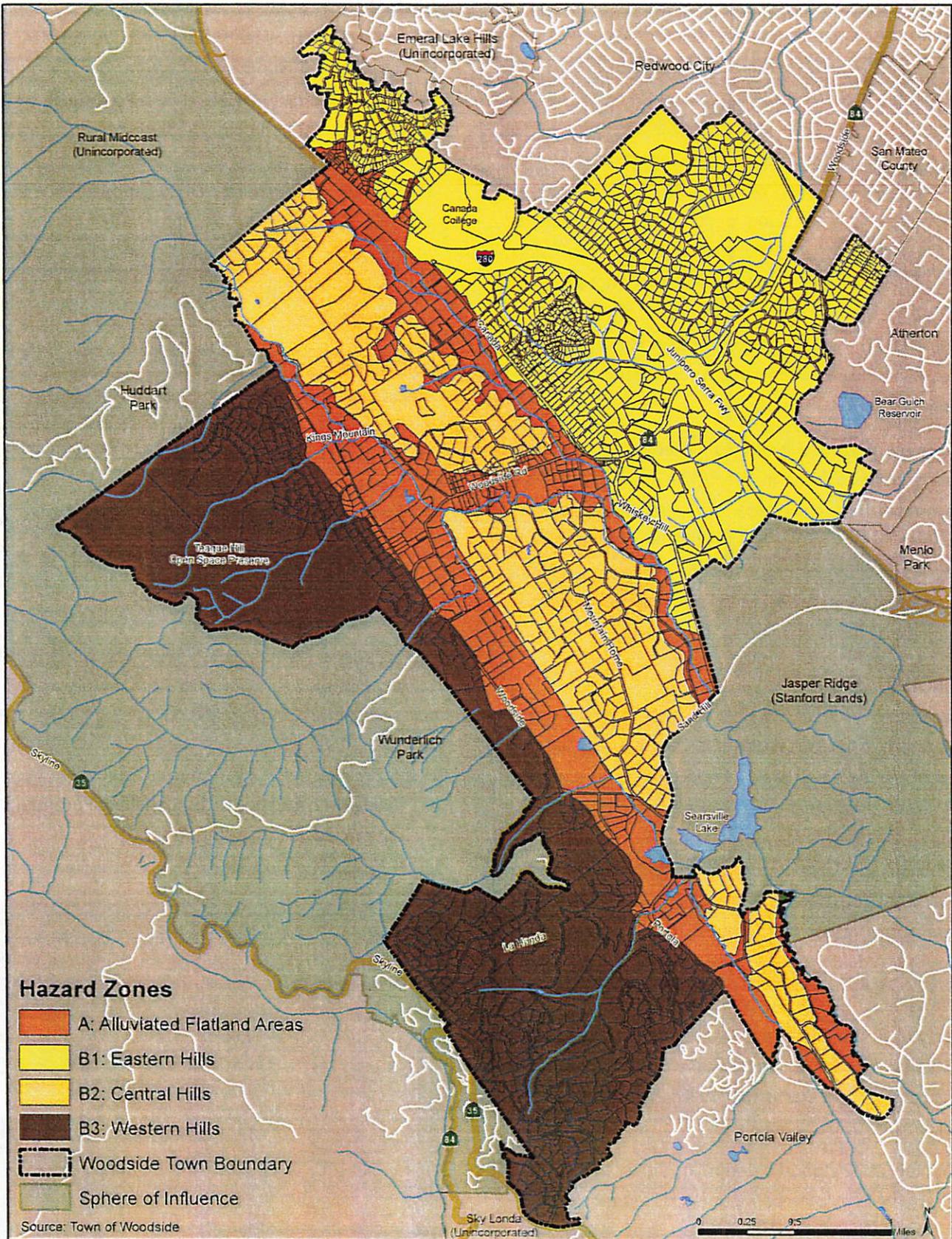
EROSION AND SEDIMENTATION

Erosion and sedimentation are on-going natural processes and the rate of erosion at any particular location is related to the type of soil material, slope, and character of ground cover. Where natural conditions are disturbed, erosion can be greatly accelerated and cause damage both to the site on which it occurs and in downslope areas where water-borne sediments are deposited. The steep western hills present the highest erosion potential. Town regulations require the retention of vegetation and limits on grading to minimize erosion and sedimentation.

EXPANSIVE SOILS AND BEDROCK

Some soils and bedrock expand when they get wet and shrink when they dry, which can be damaging to structures. Although it is known that the severity of this condition varies with location, no detailed map of potentially expansive soils and bedrock in the Planning Area is presently available. However, soil and bedrock within the Whiskey Hill Formation and the Santa Clara Formation, as well as Serpentine areas, are known to be potentially expansive. For this reason, site specific soils investigations are required for most parcels in Woodside.

Map NH1: Geologic Hazards



FAULTING

Some traces of the San Andreas Fault zone in the Woodside area are active and others are potentially active. Maximum horizontal ground displacement on the San Andreas fault zone in the 1906 earthquake was approximately 30 feet in southern Marin County, with approximately 3 feet in the Woodside area. While future fault movement is most likely to occur along identified active traces, there is always the possibility that movement may occur along traces previously deemed to be inactive or not previously identified. Map NH2, Fault Zones, shows significant faults from the USGS and the State Alquist-Priolo Special Studies Zones boundaries. Map NH2 is for general information only.

The most detailed fault information regarding the location and activity of faults in Woodside is site-specific fault investigation trenching reports prepared for development projects in Woodside. The graphic information in these reports is being compiled by the Town in geographic information system (GIS) map form. The map is updated periodically based on new reports.

GROUND SHAKING

Woodside experienced considerable damage from earthquake shaking in the 1906 earthquake, which is estimated to have been of a Richter magnitude 8.3. Experts estimate that there is "significant probability" that the San Andreas fault zone will experience an earthquake of magnitude 7.0 or greater sometime during the next 30 years; this could be in the Woodside area, or elsewhere along other sections of the fault.

Effects of ground shaking will vary with different rock formations, soil conditions, and the amount of water present. Those areas which have thick, unconsolidated, water-soaked alluvial deposits have a greater potential for damaging effects due to earthquake shaking than do areas of firm bedrock.

Appropriate earthquake design for projects in Woodside should be in accordance with the CBC seismic standards.

GROUND SETTLEMENT

Ground settlement is the sinking of an area of land, and is caused by the withdrawal of water from the ground, or the gradual settlement of unconsolidated alluvial deposits or artificial fill. Ground settlement may also be brought about by the shaking of earthquakes. It has been a major source of property damage in other areas of the world. Geologic information is not sufficient to determine whether or not the alluvial areas of Woodside would be subject to substantial ground settlement in the event of an earthquake.

LANDSLIDES

Landslides are the movement of earth downslope; this movement may be rapid (as in a rock-fall or debris flow), or very slow and gradual (as in creep). In a landslide prone area, landslides can be "triggered" in many different ways, such as: by cutting away the toe of slope in grading for site development or road construction; adding more weight to an area by earth fill, building construction, or water from very heavy rain; or by shaking from an earthquake.

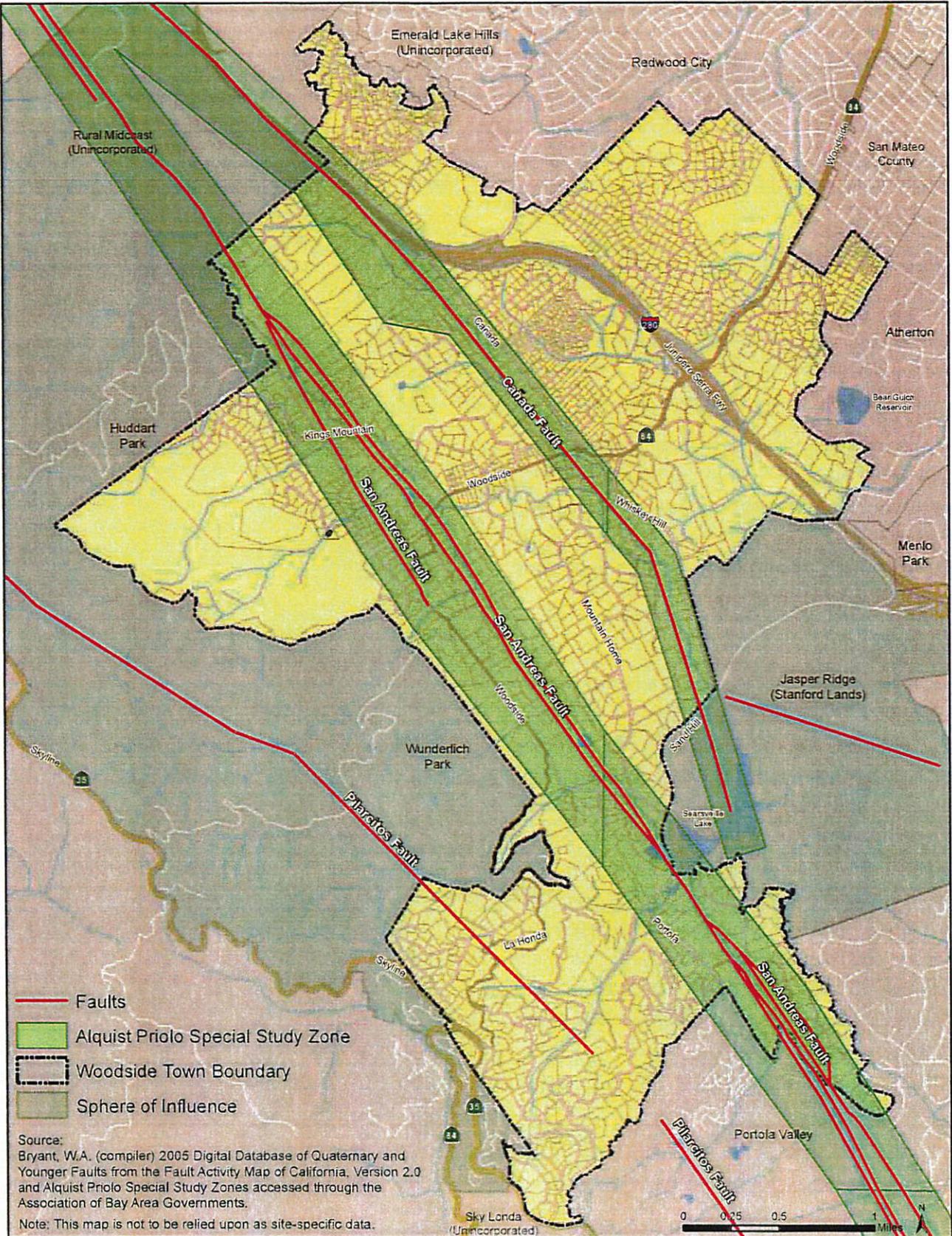
A significant portion, 65% to 75%, of the western hills is subject to landslide activity. There is the greatest potential for seismically-induced landsliding in Hazard Zones B (Map NH1).

Table NH2: Relative Groundshaking Potential in the Woodside Planning Area.



Geologic Zone	
A	SURFICIAL MATERIALS: Generally young, unconsolidated alluvial and colluvial deposits of gravels, sand, silt, and clay; broken landslide debris and artificial fill; locally saturated, alluvial deposits confined to valley floors.
B	NEAR-BEDROCK MATERIALS: Semi-consolidated to consolidated older alluvial deposits of gravel, and silt, and clay; confined mostly to stream terraces and low foothills.
C	BEDROCK MATERIALS: Hard stratified to massive deposits of sandstone, shale, minor conglomerate, and serpentine and mafic volcanic rocks; exposed in foothills and higher mountain terrain.

Map NH2: Fault Zones



FLOODING

Historically, flooding has not been severe in Woodside. However, Woodside has experienced minor flooding in areas adjacent to streams for many years. Areas subject to flooding are shown on Map NH3, Flood Zones Map and require special consideration when development is proposed. This map is based on the Federal Flood Insurance Rate Maps (FIRM) prepared by the Department of Housing and Urban Development in 1979. Certain areas adjacent to major creeks in Woodside are designated flood plains. Most of the flood plain areas are in the southern part of Woodside along Alambique, Sausal, and Corte Madera Creeks. Small sections of West Union Creek and Dry Creek in central Woodside also are in the flood plain.

Development resulting in impervious surfaces and paved areas increase runoffs and the potential for flooding. The Town of Woodside enforces the Federal Emergency Management Administration's (FEMA) flood plain administration regulations, which regulates impervious surface coverage, and site drainage.

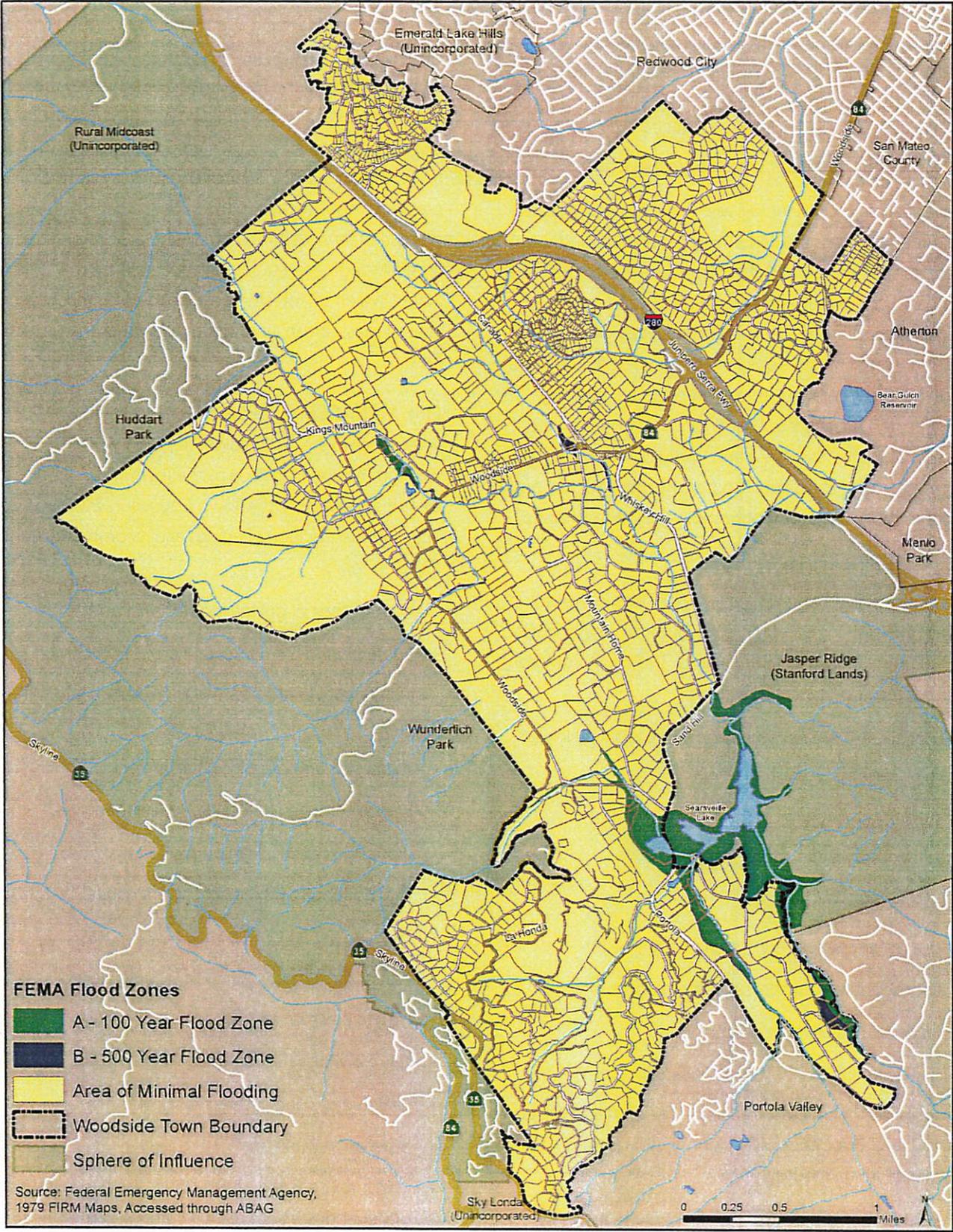
SEICHES

A seiche is an earthquake-induced wave (sloshing) in an enclosed body of water like a lake or reservoir. A seiche can overflow or even erode an embankment, potentially releasing significant volumes of water that could flood and damage developed areas downstream. Schilling Lake is the only significant body of water in Woodside and a potentially damaging seiche could impact developed areas downstream along Dennis Martin Creek. Bear Gulch Reservoir and Searsville Lake are located outside of Woodside, and potentially damaging seiches from these sources would impact downstream undeveloped and developed areas of Stanford University, Menlo Park, and Atherton.

SOIL LIQUEFACTION

Soil liquefaction is the phenomenon in which water saturated soil temporarily loses strength when subjected to shaking, and then flows as a fluid (in the manner of "quicksand"). Substantial damage in other areas of the world has been caused by soil liquefaction brought about by earthquakes. The State Seismic Hazards Zones maps delineate areas in Woodside that have a potential for liquefaction. While detailed geologic information for Woodside is not yet available, there is a potential for liquefaction in Hazard Zone A (Map NH1) where unconsolidated deposits and shallow groundwater conditions occur.

Map NH3: Flood Zones



FIRE HAZARDS

Fire hazards in Woodside are exacerbated by the urban/wildland interface characteristics of the Town, including heavily wooded lands and large fuel loads. Further exacerbating fire hazards is Sudden Oak Death Syndrome (SODS), which kills trees, increasing fire fuel loads.

Residential development of wildlands has complicated the fire-protection mission of federal, State and local agencies. Decades of wildland fire-suppression has led to increasing fire fuel levels, percentages of dead fire fuel per wildland acre, and fuel ladders that allow fires to reach large conflagration sizes quicker and more frequently. The wildlife protection agencies are experiencing a change in the type and effects of wildland fire. Though fires are not necessarily larger, they are burning much more intensely, are more costly to control, and create greater risks and losses to the resources and citizens in the wildland areas.

URBAN/WILDLAND INTERFACE

A review of past urban/wildland interface fires in the United States shows many common contributors to major loss of life, property, and natural resources. The most common characteristics of these fires include:

- Poor access for emergency and evacuation vehicles;
- Hot, windy, dry conditions;
- Sloping topography;
- A buildup of wildland vegetation;
- Lack of defensible space;
- Use of combustible construction materials;
- Lack of public education and information;
- Inadequate developer planning; and,
- Poorly equipped and trained firefighters.

Source: International Association of Fire Chiefs and Western Fire Chiefs Association. Development Strategies in the Wildland/Urban Interface. 1996.

FIRE PROTECTION

The Woodside Planning Area is served by the Woodside Fire Protection District, Cal Fire, and Stanford University. The eastern portion of the Planning Area is served by the Menlo Park Fire Protection District and the Redwood City Fire Department. The Kings Mountain Fire Brigade (a volunteer fire company with a station on Skyline Boulevard) also provides fire protection in the Skyline area. All of these fire protection services fight both structural and non-structural fires, although the equipment operated by the California State Division of Forestry is designed to be most effective against grass, brush, and forest fires, rather than structural fires.

FIRE MANAGEMENT PLAN

In response to the 2002 Albion Fire, a Fire Management Plan was commissioned in 2003 by the Town and was presented to and reviewed by the Town Council in 2003 and 2004. The 2003 Plan included findings and recommendations on fourteen topics:

- Maintenance of private properties;
- Abatement of fire hazards on private property;
- Maintenance of Town-owned properties and rights-of-way;
- Eucalyptus and other non-native trees;
- Engine company defensible space intentions;
- Woodside General Plan;
- Woodside's Site Development Ordinance;
- The Site and Building plan review process;
- Woodside's Residential Design Guidelines;
- Design Review handouts;
- Town Building Regulations;
- Woodside's Zoning Code;
- Evacuation Plans; and,
- Uniform Fire Code, 2000 Edition (2001 California Fire Code), and Fire Suppression Water Resources.

The fourteen topics that are discussed in the Plan, and the recommendations included to address the findings, can be summarized by the following statements of concern, each of which is followed by a brief summary of the status of the recommendation(s):

- Private property owners in the Town of Woodside need to be afforded a better education about the fire risks and potential liabilities they face, both as individuals and as members of the community at large. The Town and the Fire District should provide whatever assistance they can to facilitate this critical maintenance effort. The Woodside Fire Protection District should undertake a proactive and aggressive approach with the owners of private properties who fail to meet minimum maintenance standards from a fire hazards standpoint in its role as enforcement agency for the fire code. Regular records of inspections, reported code violations, and remedial actions should be kept by the District and this information should be included in the annual report of the Fire Preventions Bureau that is to be transmitted to the Fire District's Board of Directors.

Status: The Towns of Woodside and Portola Valley, in tandem with the Woodside Fire Protection District, have formed a Firewise Committee (discussed later in this Element) which addresses a broad array of fire safety and prevention topics. Jointly sponsored workshops that provide an opportunity for property owners to learn how to identify fire hazards and how to mitigate against them are offered regularly. The fire district has undertaken an annual inspection program of properties within its jurisdictional boundaries and visits about one-third of all properties each year, providing direction to the property owners about maintenance efforts that must be taken to reduce or eliminate fire risks. Regular reports of the district's efforts are provided to the fire district board and to the Firewise Committee.

- The Town should adopt an annual and ongoing clean-up program to minimize or eliminate fire fuel accumulations on Town-owned properties and in

the public rights-of-way. It is crucial that the Town set an example for all other property owners in Town by proactively addressing its own fire safety hazards.

Status: The Town has developed a program that is an annual component of the Town maintenance crew's Work Plan. Under guidance from the Fire Marshal, the crew clears fire fuel from Town properties and rights-of-way, using the Fire Marshal's priority ranking. In addition to addressing Town-owned properties, the Town has also established a "Defensible Space Matching Fund Program" whereby private property owners are encouraged to undertake clean-up projects on their properties and to apply for a Town grant to offset half the cost, up to a total project cost of \$2,000.

- The Town should examine all of its regulations and policies and decide, through a deliberate and open discussion involving the full community, how to modify its many public documents to ensure that sound fire safety and prevention practices and policies are provided the highest priority among competing objectives, as espoused by the General Plan, Municipal code and supporting documents. The issue of fire safety versus aesthetics should receive special focus. Building Regulations should be upgraded to meet higher fire safety standards, including those governing roofing assemblies and coverings on all structures. Acceptable landscaping materials should be limited to those that are fire resistive and the density of landscaping materials should be limited. The Town's building and design standards should better incorporate fire safety considerations.

Status: The Town is currently revising its Residential Design Guidelines and is including special consideration of fire prevention matters, including fire resistive materials and less dense landscaping. This General Plan Update has been developed with a special emphasis upon fire safety matters and the Town's Municipal Code has been modified to include stringent fire safety regulations for all properties within the Town (see the next section).

Historic Fire Management

The Ohlones, like most other California Indians, periodically burned their land. They did it deliberately, and by so doing they profoundly altered the ecology of the Bay Area. Their repeated burning had many different effects: it kept the brush from taking over the meadowland; it helped perpetuate the digger pines (a source of delicious, highly valued pine nuts) whose seeds germinate best after a fire; it fostered certain grasses and flowers which the Ohlones found desirable; it provided a good wildlife habitat for large game animals such as elk, deer, and antelope; and it prevented the build-up of fuel which might eventually have caused a truly disastrous forest fire.

Thus the first explorers who so lyrically and enthusiastically described the "park-like" forests and open meadows of the Bay Area had not stumbled upon a virgin wilderness untouched by human hands. Far from it. They had instead entered a landscape that had been consciously and dramatically altered for centuries. Amazingly, the splendid landscape and bountiful wildlife of the Bay Area existed not despite human presence, but (at least to some extent) because of it.

Source: Margolin, Malcolm. *The Ohlone Way*. Berkeley: Heyday Books, 1978.

TOWN FIRE ZONES AND REGULATIONS

In response to the Fire Management Plan and State mandates, the Town of Woodside designated higher fire hazard areas and adopted more stringent fire prevention regulations.

In 2008, the Woodside Town Council adopted an ordinance which designated the western foothills and Emerald Hills as "Very High Fire Hazard Severity Zones" (VHFHSZ). These zones were developed by the Cal Fire State Fire Marshal, and were reviewed and adopted as proposed by the local Fire Marshal.

In 2009, the Woodside Town Council adopted Ordinance 2009-544, designating new regulations incorporating fire resistive materials and construction methods for the entire Town. Additional site improvement and defensible space requirements apply to properties located in the VHFHSZ.

CHIPPER PROGRAM

In response to the recommendation of the Fire Management Plan, the Chipper Program is a local fire prevention effort administered by the Woodside Fire Protection District (WFPD) in conjunction with the Towns of Woodside and Portola Valley. Established in 2005, the Chipper Program is a fuel reduction program to help decrease the communities' threat from wildfire. With a grant from the Fireman's Fund, WFPD purchased a wood chipper, which is used to chip vegetation removed by homeowners. The chipper enables the Fire District to easily dispose of large amounts of fuel. Chipping occurs during the non-rainy season for a two to three day period for each neighborhood area. Chipping labor is provided through San Mateo County Fire Safe & CDC inmate crews. Residents place materials for chipping roadside. The service is provided at no charge.

PG&E TREE TRIMMING PROGRAM

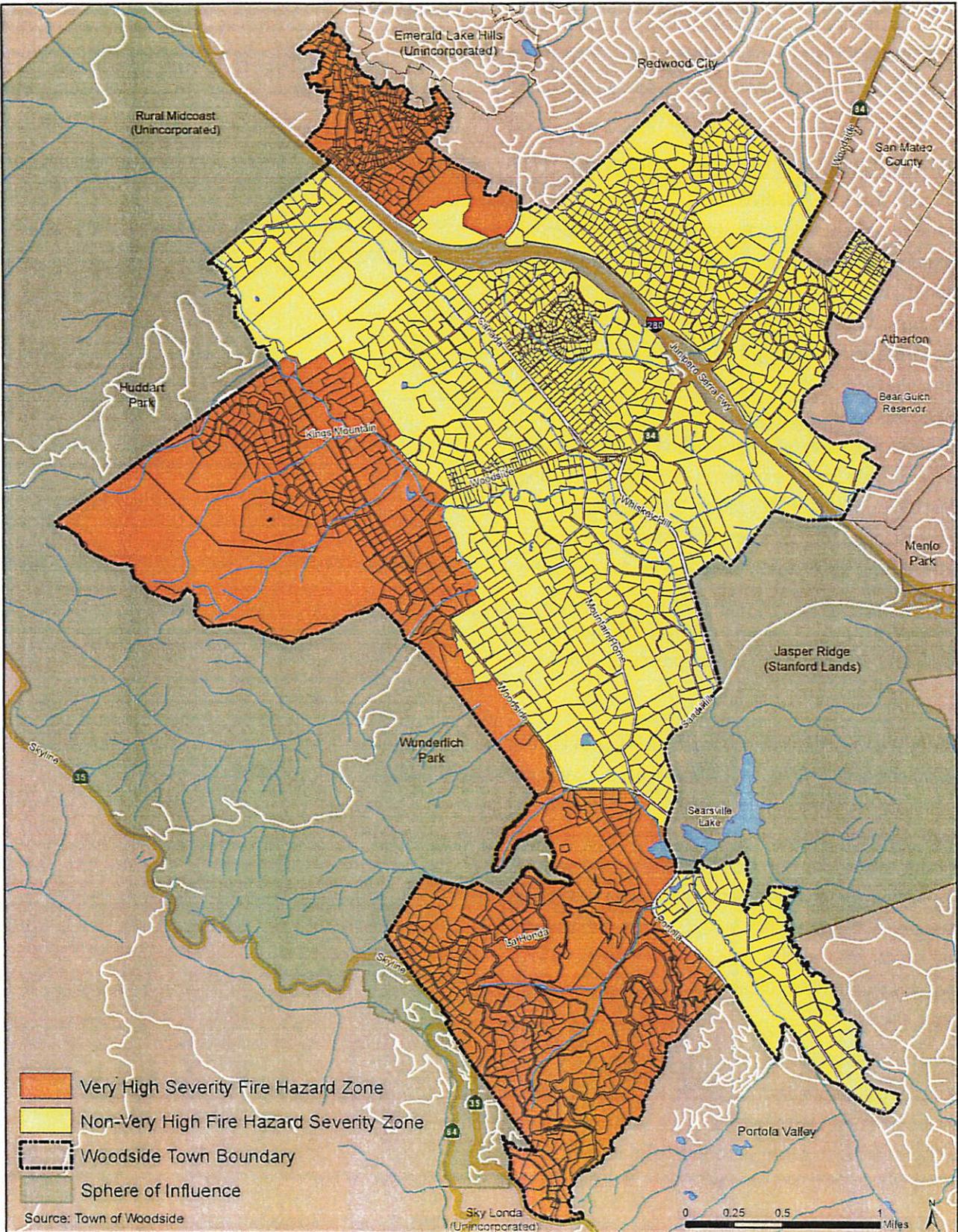
In order to reduce the risk of electrical fires, PG&E trims trees near power lines annually.

AD HOC FIREWISE COMMITTEE

In 2009, the Ad Hoc Firewise Committee was formed. Committee membership includes Woodside and Portola Valley elected officials, fire district and Town staff. The Mission Statement of the Committee is as follows:

"The mission of the Firewise Advisory Committee is to identify, recommend, and assist with the implementation of a plan designed to increase the readiness of the residents of the Woodside Fire Protection District to protect life, property, and the environment from the threat of wildfire. This mission is accomplished through educating our residents about the dangers of wildfire, fuel mitigation, and the creation and adoption of firewise building codes. This mission is further accomplished by supporting pre-existing disaster preparedness groups and regional fire safety programs within the community."

Map NH4: Very High Severity Fire Hazard Zone



Accomplishments to date of this Committee includes periodic community workshops on mitigating fire hazards, development of the defensible space matching fund program, and formulation of fire safety regulation recommendations.

IMPACT OF URBAN/WILDLAND INTERFACE ON CONSERVATION PLANNING

Fire prevention regulations, as well as other development standard regulations, can conflict with conservation planning efforts. For example, a residence built at the minimum required setback from a riparian area could result in the removal of riparian vegetation to create a defensible space zone around the residence. The optimal approach to achieving a greater balance between such conflicting goals is to specifically identify all areas to be preserved (including the appropriate buffer zone), and restrict development of these areas. This approach would, however, require the collection of a wide range of data to identify and select the preserve areas. An alternative to completion of such an in-depth study is preparation of Urban/Wildland Interface Design Guidelines. Such guidelines could inform the design process as individual development projects are reviewed.

URBAN/WILDLAND INTERFACE DESIGN GUIDELINES

In developing guidelines for urban/wildland interfaces, the specific habitats' covered wildlife species of interest should be identified to ensure that these species have sufficient habitat to live and forage, free from the need to disperse from preserve areas into surrounding developed areas where they can fall prey to domestic animals; human-habituated wildlife species such as raccoons and opossums that thrive in urban and residential areas; and motor vehicles.

Beyond minimizing such direct and immediate impacts, the design of the urban/wildland interface should consider indirect and long-term effects, such as runoff from developed areas that can transport harmful substances (such as pesticides, automotive fluids, sediment) into

preserves; establishment of invasive nonnative species that can disperse from nearby landscaped areas; and structural and biological damage (such as soil compaction, creation of unauthorized trails, disturbance of sensitive species) that can result from unmanaged human access and use.

Specific design guidelines should address: fencing; lighting; trails; and site planning issues, such as native landscaping, fuel modification at preserve boundaries, and sediment and erosion control.

ACCEPTABLE RISK

This section (a) defines the term “acceptable risk,” (b) classifies various structures, occupancies, and land uses for the purpose of risk analysis, and (c) establishes general limits for “acceptable risk” from specified hazards for each class of structure, occupancy, or land use.

(A) DEFINITION

The term “acceptable risk” is used to describe the level of risk that the majority of citizens and insurance companies will accept without asking for governmental action to provide protection. To illustrate this point, consider a site subject to occasional flooding. If the chances are one in a thousand that the site will be flooded in any given year, local citizens will probably accept that risk without asking for governmental protection. However, if the chances of flooding are one in ten, citizens may ask that either governmental regulations be enacted to prohibit people from building homes on the site (in order to protect life and property), or that government build protection devices to control the flood waters.

(B) RISK RATINGS

Table NH3 lists structures and land uses for the purpose of risk classification. Exposure of the critical facilities to frequent, or occasional hazard, is not tolerable because the possibility of injuries to persons and losses of life and property or disruption of disaster response capabilities could be so great in the event of damage to any of these facilities. On the other hand, a greater probability of damage to non-critical facilities can be tolerated because exposure to the hazard either affects relatively few people or properties, or causes relatively little personal injury or property damage.

Table NH4: Levels of Acceptable Risk for Various Types of Structures, Occupancies, and Land Uses, classifies the structures, occupancies, and land uses described in Table NH3 and establishes general levels of Acceptable Risk in terms of risks to health and safety, risks to continuity of service, and risks of fire or structural damage. The

column in Table NH4 titled “Level of Acceptable Risk” identifies the general levels of risk that are considered appropriate for each category of structure, occupancy, or land use. The basic premise for this table is that the Town wishes to avoid all loss of life from foreseeable hazards, and to prevent personal injury and reasonably avoidable property damage.

Acceptable damage to facilities is correlated with risk levels and provides a guide to structural design requirements for all facilities and fire resistant characteristics for buildings in the several risk classes. Table NH5: Location of Structures and Land Uses in Relation to Defined Hazard Areas, is a general guide to siting development with respect to the various hazard areas.

(C) CRITICAL FACILITIES

The term “critical facilities” is used to describe those structures, or uses of land which are especially important for the preservation of life, the protection of property, and the continuing functioning of society. For the purposes of planning for hazard avoidance or mitigation, structures, occupancies, and land uses in the Woodside Planning Area are classified as indicated in Table NH3: Risk Classification of Structures, Occupancies and Land Uses. Classes 1-A through 3-B in this table are considered to be “critical facilities” in the Woodside Planning Area. Examples in the Woodside Planning Area are the San Francisco Water Department’s aqueducts, and the PG&E high pressure gas transmission lines. These are of great importance to many residents in the Bay Area and are considered to be “critical facilities.”

Table NH3: Risk Classifications of Structures, Occupancies, and Land Uses

Class	General Category	General Examples*	Woodside Examples
1-A	Facilities whose failure might be catastrophic	Nuclear reactors, large dams	None
1-B	Facilities whose continuing function is critical	Power plants, power intertie systems	S.F. Water Department Aqueduct PG&E 220KV power transmission PG&E natural gas transmission lines
2-A	Facilities critically needed for services after disaster	Hospitals, fire stations, telephone exchanges	Woodside Fire Station State Division of Forestry Fire Station
2-B	Critical transportation links	Regional highways, bridges, rail lines, overpasses, tunnels	Interstate Freeway 280 Woodside Road - La Honda Road Sand Hill Road, Portola Road
2-C	Major local utility lines and facilities	Power substations, gas and water mains	PG&E electric substations 12 and 4KV power lines California Water transmission lines Gas lines
2-D	Small dams	Small dams	Searsville Lake Dam Deer Gulch Reservoir
3-A	High occupancy structures	High-rise apartments and offices, schools	Woodside Elementary School Woodside High School Cañada College
3-B	Facilities highly desirable for shelter after disaster	Schools, churches	Cañada College Woodside Library Local Schools Local Churches
3-C	Local roads, utilities and communication facilities	Local roads, local utility lines	Local Roads and Bridges Local Utility Lines Telephone Services
4-A	Medium occupancy structures	Most commercial and industrial buildings, apartments	Town Center Buildings
4-B	Low occupancy structures	Single family homes	Single family homes
5-A	Open space lands with intensive development or high intensity occupancy	Recreation areas, orchards, vineyards	Menlo Country Club Golf Course Mounted Patrol grounds Huddart Park Barkley Fields and Park
5-B	Open space lands, with no developed lands, low intensity occupancy	Grazing lands, forests	Hillside open space Open fields

Critical Facilities

*Some of the general examples given in this table are for purposes of illustration only, and are not anticipated in the Woodside Planning Area.

Source: Town of Woodside

Table NH4: Levels of Acceptable Risk for Structures, Occupancies, and Land Uses

Class	General Category of Structure, Occupancy, or Land Use	Population Affected in Event of Failure or Destruction	Acceptable Damage to Facility	Tolerance for Risk*
1-A	Facilities whose failure might be catastrophic	vast	None which would result in exposing affected population to death or injury	Near zero
1-B	Facilities whose continuing functioning is critical	vast	None which would impair facility or disrupt function	Extremely low
2-A	Facilities critically needed after disaster	substantial	None which would impair facility or disrupt function	Extremely low
2-B	Critical transportation links	substantial	Minor non-structural; facility should remain operational and safe, or be susceptible to quick restoration of service	Low
2-C	Major local utility lines and facilities	substantial	Minor non-structural; facility should remain operational and safe, or be susceptible to quick restoration of service	Low
2-D	Small dams	moderate	None which would expose "downstream" population to injury	Extremely low
3-A	High occupancy structures (schools, churches)	varies	No structural damage; minor non-structural damage, but structures should remain safe and usable	Low
3-B	Facilities highly desirable for shelter after disaster	varies	No structural damage; minor non-structural damage, but structures should remain safe and usable	Low
3-C	Local roads, utilities, communication facilities	moderate	Damage should be susceptible to reasonably rapid repair (or utility shut-off)	Moderate
4-A	Medium occupancy structures (commercial buildings)	moderate	Structural integrity must be retained; (structure should not collapse); damage should not unduly endanger safety of occupants.	Low
4-B	Low occupancy structures	few	Structural integrity must be retained; (structure should not collapse); damage should not unduly endanger safety of occupants.	Ordinary
5-A	Open space lands, with intensive development, or high intensity occupancy	varies	Structural integrity must be retained; (structure should not collapse); damage should not unduly endanger safety of occupants.	Moderate
5-B	Open space lands, no developed areas, low intensity occupancy	few	Not applicable	High

Critical Facilities

* Levels of acceptable risk range from lowest to highest as follows: Near zero, Extremely Low, Low, Ordinary, Moderate, and High
 Source: Town of Woodside

Table NH5: Location of Structures and Land Uses in Relation to Defined Hazard Areas

General Category of Structure, Occupancy, or Land Use		Hazards													
		Fire		Flood		Earth Shaking			Surface Faulting						
		Non-Very High Severity Fire Hazard Zone	Very High Severity Fire Hazard Zone	Subject to Annual Flooding	Prone to Occasional Flooding	Seismically-Induced Landsliding	Seismically-Induced Liquefaction	All other locations in the Woodside Planning Area	Within 50 ft. of active fault trace	Within 125 ft. of potentially active fault trace	Steep Slopes (>35%)	Landslides/Slope Instability	Earth Settlement	Expansive Soils/Bedrock	Shallow Groundwater
Critical Facilities	1-A	Facilities whose failure might be catastrophic	OK	X	X	X	X	X	X	X	X	M	M	M	M
	1-B	Facilities whose continuing functioning is critical	OK	X	X	X	M	X	X	X	X	M	M	M	M
	2-A	Facilities critically needed after disaster	OK	X	X	X	M	X	X	X	X	M	M	M	M
	2-B	Critical transportation links	OK	M	M	M	M	M	M	M	X	M	M	M	M
	2-C	Major local utility lines and facilities	OK	M	M	M	M	M	M	M	X	M	M	M	M
	2-D	Small dams	OK	M	M	M	M	M	X	M	X	M	M	M	M
	3-A	High occupancy structures (schools, churches)	OK	X	X	X	M	M	M	X	M	X	M	M	M
	3-B	Facilities highly desirable varies for shelter after disaster	OK	X	X	X	M	M	M	X	M	X	M	M	M
	3-C	Local roads, utilities, communication facilities	OK	M	X	M	M	M	M	M	X	M	M	M	M
	4-A	Medium occupancy structures (commercial buildings)	OK	M	X	X	M	M	M	X	M	X	M	M	M
	4-B	Low occupancy structures	OK	M	X	X	M	M	M	X	M	X	M	M	M
	5-A	Open space lands, with intensive development, or high intensity occupancy	OK	OK	M	M	OK	M	M	OK	OK	X	M	M	M
	5-B	Open space lands, no developed areas, low intensity occupancy	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK

OK - Use usually OK without special design or construction measures required
M - Use may be appropriate if mitigating measures are taken adequate to the function of structure or occupancy
X - Use is usually NOT APPROPRIATE in a location with these characteristics
Source: Town of Woodside

GOAL NH1

Minimize risks posed by hazards.

The goal of the Natural Hazards and Safety Element is to minimize the risk from identified hazards.

POLICY NH1.1 – REGULATE LAND USE AND DEVELOPMENT TO PROTECT LIVES AND PROPERTY

The Town shall regulate land use and development to avoid or mitigate the effects of natural hazards in order to protect lives and property.

1. Appropriate Land Uses

Table NH3, Risk Classifications of Structures, Occupancies, and Land Uses, ranks the reliance on various structures, occupancies, and land uses to support health, safety, and welfare. The scale ranges from 1 to 5; with 1 being the most important to health, safety, and welfare, and 5 being the least.

Table NH4, Levels of Acceptable Risk for Structures, Occupancies, and Land Uses, describes the scale of population effect associated with the loss or failure of various structures, occupancies, and land uses; acceptable damage to the facility; and tolerance for risk. From low to high impact on health safety and welfare, population effect is expressed as "few" to "vast", acceptable damage to facility as "not applicable" to "none", and tolerance for risk as "high" to "near zero".

Table NH5, Location of Structures and Land Uses in Relation to Defined Hazard Areas, provides a general guide to acceptable locations of structures and land uses in relation to defined hazards.

These tables provide a basis for reviewing existing or proposed structures and land divisions for consistency with policy set forth in this Element.

2. Limit Development

Land divisions and development on lands shall be designed and constructed in such a manner that levels of "acceptable risk" defined in Table NH4 are not

exceeded. Development in hazardous areas shall, in general, be limited to structures and improvements which would not threaten human life, or cause substantial financial loss in the event of damage. Where hazards are identified, mitigating measures should be taken at the time of development. Mitigation measures could include providing adequate fire egress from the development, and ensuring that there are no lengthy, one-way streets. Development shall provide adequate water supplies, roads which are suitable for the safe passage of emergency vehicles, and legible street-name signs and house numbers.

Strategies:

a. Update Regulations

Regulations shall be regularly reviewed and updated to ensure:

1. the intensity of development in hazardous areas is reduced;
2. the scope of hazard "mitigation measures" that should be taken by type of land use is clearly defined;
3. requirements for geotechnical and geologic investigations to identify and mitigate geologic hazards are provided;
4. procedures for the review of geotechnical and geologic reports submitted for development are provided;
5. fire safety of building construction is improved; and,
6. defensible space is defined and its benefits balanced with Town conservation goals.

POLICY NH1.2 – REQUIRE ASSESSMENT AND MITIGATION OF SEISMIC HAZARDS

The Town shall seek to minimize the risk associated with seismic hazards by requiring adequate geotechnical and geologic reports, developing acceptable minimum engineering standards, and requiring that structures be sited appropriately.

1. Geotechnical and Geologic Investigations

Geotechnical and geologic investigations shall be made and reports submitted in connection with applications for development in locations where there may be a substantial threat to life or property because of potential hazards.

2. Regulating Near Faults

Structures for human occupancy shall not be located on, or within, the required setbacks from active or potentially active fault traces.

All active and potentially active faults shown on the Town Fault Map shall be considered active, unless evidence to the contrary is developed through field investigations. These field investigations are compiled on an in-house map which should be updated as new information becomes available.

Fault traces categorized as inactive including the Pilarcitos Fault, and unnamed faults in the Woodside Glens, Woodside Hills and the Edgewood Road areas, shall be considered in the review of applications for the construction of buildings for human occupancy, site development, land divisions, and subdivisions. Appropriate geologic investigations shall be made and reviewed to determine their location and characteristics prior to the approval of any such applications.

3. Geotechnical Engineering Standards

Construction in hazardous areas shall be built according to the minimum acceptable geotechnical engineering standards.

4. Earthquake Safe Design

The Town implements the California Building Code (CBC) that is adopted and promulgated by the State of California for use statewide by local enforcement agencies. The CBC sets forth minimum standards for the design and construction of all structures to resist the effects of the design earthquake ground motions. Every structure and portion thereof, including nonstructural components, shall be designed and constructed to resist the effects of earthquake motions in accordance with the adopted California Building Code (and the referenced ASCE-7 standard).

5. Critical Facilities

Critical facilities in the Woodside Planning Area, as defined in Table NH5, shall be designed and constructed to resist the effects of the design earthquake ground motion in accordance with the adopted California Building Code for Occupancy Category-IV (as assigned in the CBC Table 1604.5), without sustaining damage in excess of the acceptable levels specified in Table NH4, or as specified in the adopted California Building Code, whichever is more restrictive. No critical facility shall be located on an active fault, within the required fault setback, or in areas with potential geologic and seismic hazards, unless a geotechnical and geologic report indicates to the satisfaction of appropriate Town officials that mitigating measures are feasible and that sufficient measures will be taken to reduce both seismic and non-seismic hazards to acceptable levels of risk.

6. Structural Review of Critical Facilities

The structural integrity of all existing Town-owned critical facilities (Tables NH3 and NH4) shall be reviewed. Those critical facilities which are unable to meet Policy NH1.2.4 shall be strengthened or removed. The Town shall encourage property owners of critical facilities to do the same.

7. Utility Lines

Special design and construction techniques shall be promoted to assure a high degree of safety and permanence in those instances in which utility lines must cross faults and fault zones.

Strategies:

a. Geotechnical and Geologic Reports

Maintain an electronic record of geotechnical and geologic reports received by the Town.

b. Update Town Maps

The results of such reports will be utilized to supplement and supersede more general information and update the Map NH2, Town Fault Zones Map and Map NH1, Town Geologic Hazards Map.

c. Update Regulations

Update Town regulations as needed to specify how fault traces are to be identified and what setback distances are appropriate from fault traces.

POLICY NH1.3 – REQUIRE ASSESSMENT AND MITIGATION OF LANDSLIDE HAZARDS

The Town shall seek to minimize the risk associated with landslide hazards by requiring adequate geotechnical and geologic reports, requiring that structures be appropriately sited, and requiring special design and construction techniques.

1. Assessment of Landslide Risk

All proposed development shall be reviewed against the geotechnical and geologic reports, and shall be responsive to the information and requirements indicated on Map NH2, Town Fault Zones Map; Map NH1, Town Geologic Hazards Map; and State Seismic Hazards Zone Maps.

2. State Highways and Local Roads

Special design and construction techniques shall be promoted to assure a high degree of safety and permanence in those instances in which highways and roadways must cross landslide areas.

3. Utility Lines

Special design and construction techniques shall be promoted to assure a high degree of safety and permanence in those instances in which utility lines must cross landslide areas.

Strategies:

a. Update Regulations

Update Town regulations as needed to address site-specific setbacks from known or potential landslide-prone areas and landslide repairs.

b. Interjurisdictional and Interagency Cooperation

Work cooperatively with CalTrans and public utility companies to promote a high degree of safety and permanence in those instances in which State roads and utility lines must cross landslide areas.

POLICY NH1.4 – REQUIRE ASSESSMENT AND MITIGATION OF GROUND SETTLEMENT RISKS

The Town shall seek to minimize the risk associated with ground settlement by requiring adequate geotechnical and geologic reports, and requiring appropriate mitigation measures.

1. Assessment of Ground Settlement Risks

In areas of unconsolidated and surficial deposits (Hazard Zone A on Map NH1, Geologic Hazards Map) and landslide deposits (Hazard Zones B, B1, B2 on Map NH1) and fill, geotechnical and geologic reports shall be submitted in connection with all applications for development; such reports should evaluate the potential for ground settlement.

2. Mitigation

Where potential for ground settlement is found, measures necessary to avoid or mitigate the probable effects of this hazard should be employed.

Strategies:

a. Update Regulations

Update Town regulations as needed to address site-specific mitigation for ground settlement risks.

POLICY NH1.5 – REQUIRE ASSESSMENT AND MITIGATION OF SOIL LIQUEFACTION RISKS

The Town shall seek to minimize the risk associated with soil liquefaction by requiring adequate geotechnical and geologic reports, and requiring appropriate mitigation measures.

1. Assessment of Soil Liquefaction Risks

In Hazard Zone A (Figure NH2) and in liquefaction zones on the State Seismic Hazards Zone Maps, geotechnical and geologic reports shall be submitted in connection with all applications for development. Such reports should evaluate the potential for liquefaction.

2. Mitigation

Where potential for liquefaction is found, measures necessary to avoid or mitigate the probable effects of the hazard shall be employed.

Strategies:

a. Update Regulations

Update Town regulations as needed to address site-specific mitigation for soil liquefaction risks.

POLICY NH1.6 – REQUIRE ASSESSMENT AND MITIGATION OF FLOOD HAZARDS

The Town shall seek to minimize the risk associated with flood hazards by requiring that structures be sited appropriately, prohibiting structures which impede flood waters, requiring flood control measures, requiring maintenance of appropriate vegetation, and prohibiting the placement and accumulation of debris that impedes flood waters.

1. Floodway

No structure which would impede the flow of flood waters shall be erected in a floodway.

2. Flood Areas

No structures, other than minor accessory structures and structures for creek bank stabilization, shall be erected in an area subject to flooding.

3. Preventative Maintenance

Owners of buildings which are in flood prone areas, as designated by the current FEMA Flood Zones Map, and other areas designated by the Town, shall take appropriate measures to reduce the likelihood of flood damage to their property. Any such measures shall be controlled so as to not increase the flood or erosion hazards.

4. Vegetation

Appropriate vegetation should be maintained to minimize the runoff of rainfall, consistent with other safety practices.

5. Floodway Debris

No debris that would impede the flow within the floodway shall be placed or allowed to remain in a floodway.

6. Permit Responsibility

It shall be the responsibility of private property owners to contact and obtain all required permits for work within riparian area, including those required by California Department of Fish and Game, United States Fish and Wildlife Service, and United States Army Corps of Engineers.

Strategies:

a. Monitoring

Continue the Town's practice of monitoring floodways along rights-of-way for potential impediments, especially immediately prior to and during the rainy season.

b. Development Review

Continue to review development within flood prone areas to reduce the likelihood of flood damage to individual properties.

c. Annual Review

Annually review those areas covered by the General Plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or Department of Water Resources.

POLICY NH1.7 – SEEK TO MINIMIZE EROSION AND SEDIMENTATION

The Town shall seek to minimize the risk associated with erosion and sedimentation by requiring the maintenance and restoration of appropriate vegetation, and minimization of impervious areas on a site.

Natural slopes shall be maintained and existing vegetation preserved to the fullest extent possible, especially in hillside areas. When there is any significant change in natural grade or removal of existing vegetation, remedial measures should be employed to restore or provide appropriate vegetative cover and to control storm water runoff. This policy should be balanced with the need for fire safety.

Development plans should also minimize paved coverage to reduce the amount of site runoff, which can cause increased erosion and sedimentation.

Strategies:

a. Monitoring

Continue the Town’s practice of noticing all property owners with active development permits, and other known sites which may have been devegetated, of rainy season erosion control requirements prior to each rainy season.

b. Update Regulations

Update Town regulations as needed, such as those related to paved coverage, natural state requirements, and grading, to reduce erosion and sedimentation.

POLICY NH1.8 – REQUIRE ASSESSMENT AND MITIGATION OF EXPANSIVE SOILS RISKS

The Town shall seek to minimize the risk associated with expansive soils by requiring adequate geotechnical and geologic reports, and requiring any appropriate mitigation measures.

1. Assessment of Expansive Soils Risks

In areas on Map NH1, Town Geologic Hazards Map,

where information available to Town officials indicates the potential of expansive soils or bedrock, geotechnical reports shall be submitted in connection with all applications for development.

2. Mitigation

Where the presence of expansive soils or bedrock is confirmed, geotechnical, structural, drainage and other measures necessary to mitigate the probable effects of this hazard should be employed.

Strategies:

a. Update Regulations

Update Town regulations as needed to address site-specific measures to mitigate the risk of expansive soils.

b. Update Map

Update the Town Geologic Hazards Map on a periodic basis as new information becomes available.

POLICY NH1.9 – REQUIRE ASSESSMENT AND MITIGATION OF FIRE HAZARDS

The Town shall seek to minimize the risk associated with fire hazards by requiring adequate defensible space, fire resistant materials, adequate fire protection, and the appropriate siting of structures.

1. Clearance around Structures

Adequate clearance and vegetation control around structures (defensible space) shall be maintained by the property owner to prevent the spread of fire by direct exposure, and to assure adequate access for fire suppression.

2. Fire Safe Design and Materials

New buildings that are located in a designated Very High Fire Hazard Severity Zone shall be designed and constructed to comply with the special requirements that are provided in the California Building Code, including vegetation management for the property, which shall be performed in accordance with the California Fire Code.

New buildings that are not located in a designated Very-High Fire Hazard Severity Zone, shall be designed and constructed to comply with the Town's special fire safety construction requirements that are established in the Town's Municipal Code.

3. Remodeled buildings

Remodeled buildings town-wide shall be designed and constructed to comply with the Town's special fire safety construction requirements that are provided in the Town's Municipal Code.

4. Protective Measures

In areas designated by the Town of Woodside as a Very High Fire Severity Hazard Zone (Map NH4), as well as within other areas that are identified as presenting a high fire hazard, special protective measures shall be provided for vegetation management in order to control the spread of a wildfire in accordance with the California Fire Code.

5. Water Supply

Where water supply in existing subdivided areas does not meet current standards for fire flow, all reasonable measures for improvement shall be pursued.

6. Protecting Structures

Owners of habitable buildings and critical facilities in areas classified as Very High Fire Hazard Severity, should take reasonable measures to minimize their risk by providing defensible space, fire resistant materials, adequate fire protection, and appropriate siting of new structures.

7. Planning Commission Review

Prior to the approval of any lot line adjustment or division of lands classified as Very High Fire Severity Hazard, the Planning Commission shall review the proposed means of

providing adequate fire protection.

Strategies:

a. Education

Provide public information regarding fire resistant building materials, landscaping, and defensible space (which addresses and balances fire safety and environmental conservation).

b. Update Regulations

Update Town land use, site development, and land division regulations as needed, to ensure consistency with current fire regulations.

c. Update Guidelines

Review the Residential Design Guidelines to ensure consistency with current fire regulations, such as the requirement for fire-resistant building materials and defensible space.

d. Water Supply and Pressure

Identify areas with inadequate water supply and pressure for fire protection and work with water purveyors to prioritize needed improvements.

e. Fire Safety Programs and Planning Efforts

Promote fire safety and planning efforts, such as the Chipper Program and the Ad Hoc Firewise Committee.

f. Urban/Wildland Interface Design Guidelines

The Town shall consider developing urban/wildland interface design guidelines to balance the needs of fire safety and environmental conservation.

POLICY NH1.10 – COMPILE AND MAINTAIN NATURAL HAZARD DATA

The Town shall compile and maintain natural hazard data for the various parts of the Planning Area to be used for risk avoidance in new construction, for risk abatement in existing development, and to protect lives and property.

Strategies:

a. Town Fault Map (Source: USGS and Town Geologist)

Maintain a Town Fault Map. Reference Map NH3 (USGS) and in-house trenching map.

b. Town Geologic Hazards Map (Source: Town Geologist)

Maintain a Town Geologic Hazards Map. Reference Map NH1.

c. USDA Soils Data (Source: USDA)

Maintain on file current USDA soils data.

d. Maintain Geotechnical and Geologic Reports (Source: Applicants' Submittals)

Maintain a hard copy and electronic file of all site specific geotechnical and geologic reports, and update the Town Geologic Map and Town Geologic Hazards Map accordingly.

e. Flood Map (Source: FEMA)

Maintain on file the current FEMA flood maps. Reference Map NH2.

f. Very High Fire Hazard Severity Zone Map (Source: Cal Fire)

Maintain on file the current Very High Fire Hazard Severity Zone Map. Reference Map NH4.

POLICY NH1.11 – INSTITUTE OR PARTICIPATE IN EDUCATION RELATED TO NATURAL HAZARDS

The Town shall institute, or participate in, community education programs and information which aid the community in minimizing the risks associated with natural hazards.

Strategies:

a. Community Education Programs and Information

Institute, or participate in, and publicize relevant community education and information programs which increase public awareness of seismic, geologic, storm, flood and fire hazards.

b. Utilize Website

Utilize the Town website as a forum for disseminating natural hazard information.

c. Cooperate with Other Jurisdictions, Agencies, and Organizations

Cooperate with other jurisdictions, agencies and organizations in providing community education and information programs, and sharing natural hazards information.

EMERGENCY PREPAREDNESS

INTRODUCTION

Local governments, including the Town of Woodside, are charged with the responsibility to provide effective emergency preparedness operations under State law and Federal Emergency Management Administration (FEMA) directives. This responsibility requires the Town to ensure the effective direction of resources involved in preparing for and responding to situations associated with natural disasters, man-made technological incidents, or national defense emergencies. The Town must be prepared to respond to emergencies that might occur within its corporate limits and must be able to assess whether its capabilities are sufficient to respond effectively. The Woodside Municipal Code includes a chapter devoted to Emergency Services. The stated purpose of the chapter is “to provide for the preparation and carrying out of plans for the protection of persons and property within the Town in the event of an emergency; the direction of the Emergency Organization; and the coordination of the emergency functions of the Town with all other public agencies, corporations, organizations, and affected private persons.” Emergency is broadly defined as the “actual or threatened existence of conditions of disaster or of extreme peril to the safety of persons and property within the Town caused by such conditions as air pollution, fire, flood, storm, epidemic, riot, earthquake, or other conditions, including conditions resulting from war or the imminent threat of war.” The Town Manager is designated as the Town’s Director of Emergency Services.

The Town is required to prepare and maintain an Emergency Plan and to designate an Emergency Operations Center (EOC). Town staff is required to receive

regular emergency response training in order to qualify for federal and State disaster relief and reimbursement. Emergency preparedness planning for the Woodside area is based on the premise that local emergencies will be dealt with quickly and effectively by local forces, such as local fire protection services, the County Sheriff, and local health services. The assumption is also made that any major disaster or emergency will require outside assistance, from nearby cities, the County, the State, or from federal sources. Woodside is aware that if an emergency situation affects a wide geographical area (as an earthquake might), that the densely populated areas will probably receive aid first, and that rural areas, such as Woodside, will receive attention only when and if it becomes available.

The Town’s Emergency Preparedness Program addresses the three critical aspects of a disaster: preparedness, response, and recovery. An effective plan emphasizes mitigation programs to reduce vulnerabilities and disaster and preparedness activities to ensure that the capabilities and resources are available for an effective response. To assist the Town government and the community to recover from the disaster, the plan should outline programs that promote a return to normalcy.

The specific objectives of the Town’s Emergency Plan, once a disaster occurs, are to facilitate:

- Treating injuries and protecting property;
- Overall management and coordination of emergency operations;
- Coordination with appropriate local, State, and federal governmental agencies; and private sector resources;
- Management of mutual aid;
- Establishment of priorities and completion of action plans;
- Collection, evaluation, and dissemination of damage information and other essential data; and,
- Provision of emergency information to the public.

Effective plans address a broad array of topics, including but not limited to:

- The provision of firefighting, rescue, law enforcement, and medical services;
- The identification of trained personnel (first aid, nurses, and doctors), ambulance services, and the availability of hospitals;
- The stockpiling of medical supplies;
- The availability of emergency shelters;
- The provision of emergency food supplies and water;
- The availability of communications networks;
- The location and contact information for public and private utilities; and,
- Public information plans.

Interaction with organized local neighborhood organizations is also a key topic, as outlined in the next section.

CITIZENS' EMERGENCY RESPONSE AND PREPAREDNESS PROGRAM (CERPP)

In the fall of 1997, the Woodside-Portola Valley Rotary Club, with the assistance of the Woodside Fire Protection District, launched the concept of CERPP, a neighborhood-based emergency preparedness and response organization. CERPP's mission is "to encourage, assist, and coordinate the development of neighbor-to-neighbor emergency self-help activities and their interface with professional public safety services."

CERPP was established as a California nonprofit public benefit corporation in 1998. The Towns of Woodside and Portola Valley have representatives on CERPP's Board of Directors and, over the years, both towns have provided financial support to the organization. CERPP serves the entire area that encompasses the Woodside Fire Protection District. The fire district has been divided into twenty-five CERPP Divisions, which represent distinct neighborhoods. A citizen volunteer Division Leader provides support and direction to Block Captains in each Division. CERPP is supported by a variety of committees, all staffed by citizen volunteers. These include the Division Leader, Communications, Logistics, and Operations Committees. CERPP also sponsors a Disaster Animal Rescue Team (DART). CERPP provided training for the general public and for its volunteers on subjects such as first aid, disaster communications, and CPR. It coordinates with the two towns and the fire district on annual emergency exercises. CERPP is an important component of the Town's emergency response capability.

Reference Map NH5, CERPP Divisions, for the CERPP division boundaries in the Town of Woodside.

FLOOD YEARS

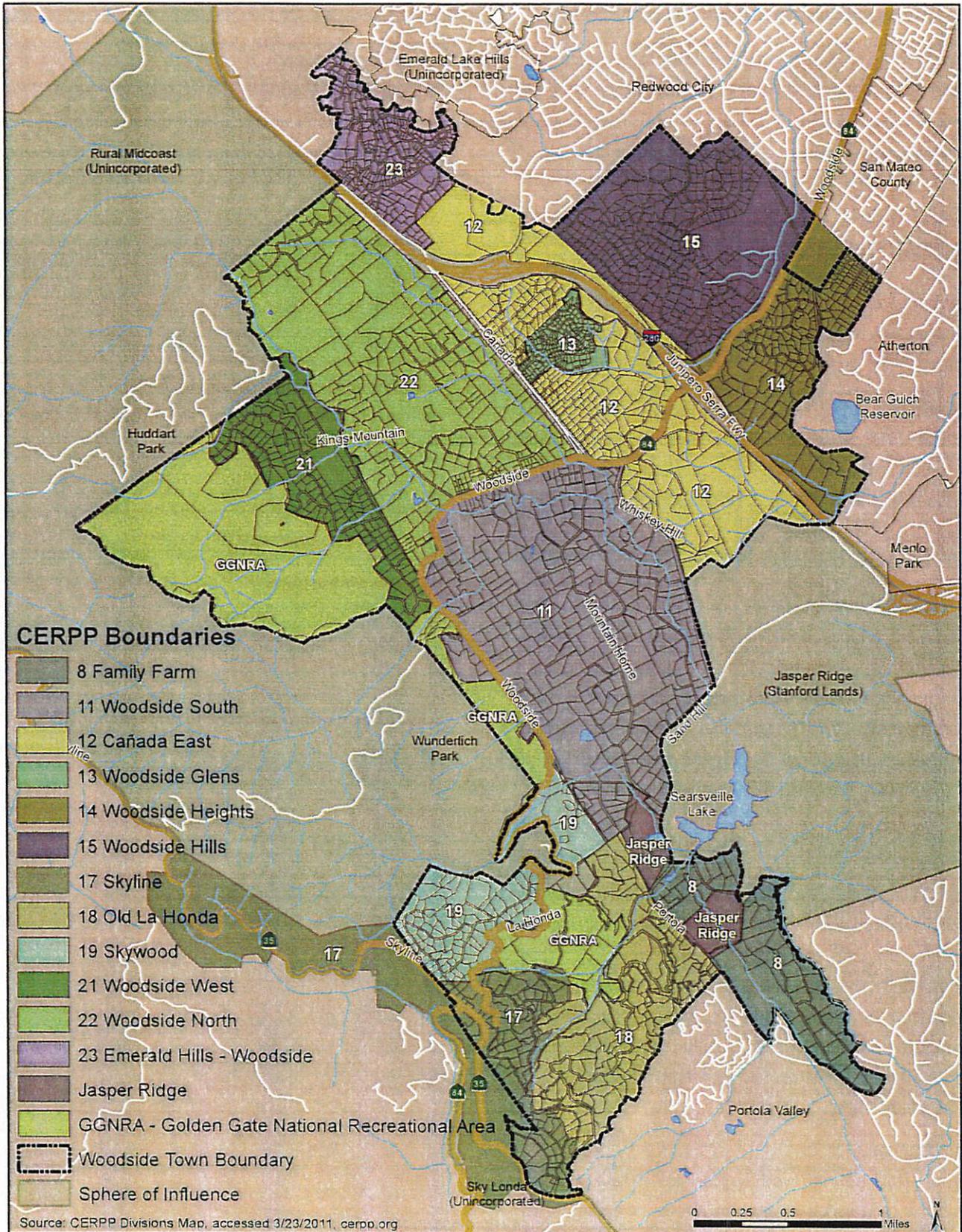
"Flood years" are estimates of peak stream flow events. A 100-year flood, for example, is calculated to be the level of water expected to be equaled or exceeded every 100 years on average (i.e., a 100-year flood stage that, statistically has a 1% probability of occurring in any given year; while a 10-year flood stage statistically has a 10% probability of occurring in any given year). The term "100-year flood" is misleading. It is not the flood that will occur once every 100 years. Rather, it is the flood elevation that has a 1 percent chance of being equaled or exceeded each year. Thus, the 100-year flood could occur more than once in a relatively short period of time. The 100-year flood is usually developed from a statistical distribution that is based on historical floods. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows the areas of Town located within various flood hazard areas.

FIRE STATIONS

The entire Town of Woodside is in the Woodside Fire Protection District (WFPD), with its headquarters (Station 7) located at 3111 Woodside Road near the Town Center. Fire protection is also provided:

- WFPD Station No. 8 in Portola Valley at 135 Portola Road;
- WFPD Station No. 19 in the unincorporated area of Emerald Lake Hills at 4901 Jefferson Avenue;
- Cal Fire (a State agency) Station No. 58 in Skylonda at 17290 Skyline Boulevard;
- Cal Fire Station No. 18 in the Emerald Lake Hills area at 300 Edmonds Road; and,
- By mutual aid agreements with Redwood City, the Menlo Park Fire Protection District, and Stanford University.

Map NH5: Citizens Emergency Response Preparedness Program (CERPP)



GOAL NH2

Emergency preparedness.

The goal for emergency preparedness is to prepare for adequate emergency response and recovery, ensure the continued functioning of facilities critical to society, and facilitate post-disaster relief and recovery operations.

POLICY NH2.1 – PRESERVE THE FUNCTIONING OF CRITICAL FACILITIES

The primary response of the Town is to ensure that critical facilities will continue to function in the event of fire, natural, or other disasters.

1. Critical Facilities

Critical facilities, such as major transportation links, communications and utility lines, and emergency shelter facilities, should be located, designed and operated in a manner which maximizes their ability to remain functional after a disaster.

2. Hazard Sensitive Utilities

New roads, bridges and utility lines (either public or private) that cross active or potentially active fault traces should be designed and constructed with recognition of the hazard of fault movement. Such designs shall consider the possibility of up to about a 20 foot right-lateral displacement on the active (1906) trace of the San Andreas Fault Zone.

3. Utility Line Examination

All existing utility lines that cross active or potentially active fault traces shall be examined to determine their ability to survive fault movement. Utility companies should institute orderly programs of installing shut-off devices on these lines, starting with the lines that cross the active (1906) trace and those which serve the most people. Adequate emergency water supplies should be established and maintained in areas served by water lines which cross active fault traces.

4. Roadways

Roads shall be improved as feasible to have adequate width and clearance to function in times of emergencies.

5. Evacuation Routes

Interstate 280, Woodside Road, and the arterial roads shown in the Circulation Element of this General Plan are established as "evacuation routes" for use in the event of emergency. Evacuation routes under Town jurisdiction shall be maintained in usable conditions at all times. Emergency evacuation routes should not be impeded by structures, low overhead signs, or trees that would block the passage of vehicles.

Strategies:

a. Review and update regulations

Review, update, and coordinate the Town's land use, site development, and land division regulations as needed to require that the location and design of critical facilities be reviewed with respect to continued functioning in the event of fire, natural, or other disasters.

b. Improve infrastructure

Work with local utility providers to identify infrastructure at risk during a natural disaster, and prioritize improvement plans.

c. Coordinate with Woodside Fire Protection District

Coordinate with the Woodside Fire Protection District on access requirements and specifications.

POLICY NH2.2 – DEVELOP EMERGENCY PREPAREDNESS PLANS

The Town shall develop emergency preparedness plans to protect lives and property.

Strategies:

a. Hazard Mitigation

Institute a program to identify existing hazards and the associated risks. Develop, and prioritize, risk reduction measures, to include; improvement of substandard water supplies, provision of emergency escape routes in high areas of high risk, placement of legible road signs, and other appropriate measures.

b. Emergency Operations Center

Upgrade the Town’s Emergency Operations Center (EOC) and train Town staff as needed. Review emergency equipment needs, such as a defibrillator at Town Hall, and prioritize acquisition.

c. Livestock Evacuation Plan

Provide public education on the livestock evacuation plan developed by the CERPP.

d. Cooperation with Other Agencies

The Town of Woodside will continue its cooperation with County, State, and federal agencies in emergency preparedness measures, and in mutual assistance programs

POLICY NH2.3 – FACILITATE POST DISASTER RELIEF AND RECOVERY OPERATIONS

The Town shall facilitate post-disaster relief and recovery operations.

Strategies:

a. Update Emergency Preparedness Plan

The Town of Woodside will include measures in its Emergency preparedness Plan which address the Post Disaster needs of the Town’s residents and businesses for inspections, debris removal, streamlined permit issuance for rebuilding, and other essential services.

POLICY NH2.4 – SUPPORT EMERGENCY PREPAREDNESS EDUCATION

The Town shall institute or participate in community education and information programs which increase the community’s ability to cope with local emergencies, as well as preparing for possible major disasters.

Residents of the Woodside Planning Area should keep on hand food, water, and medical supplies sufficient for several days in the event of disaster.

Strategies:

a. Emergency Preparedness Outreach

Institute, or participate in and publicize relevant community education and information programs which increase public awareness of procedures for coping with local emergencies and major disasters.

b. Assess Community Education Plan

Periodically assess the community education and information needs and update the program as needed to prepare the community for emergencies.

c. Utilize Website

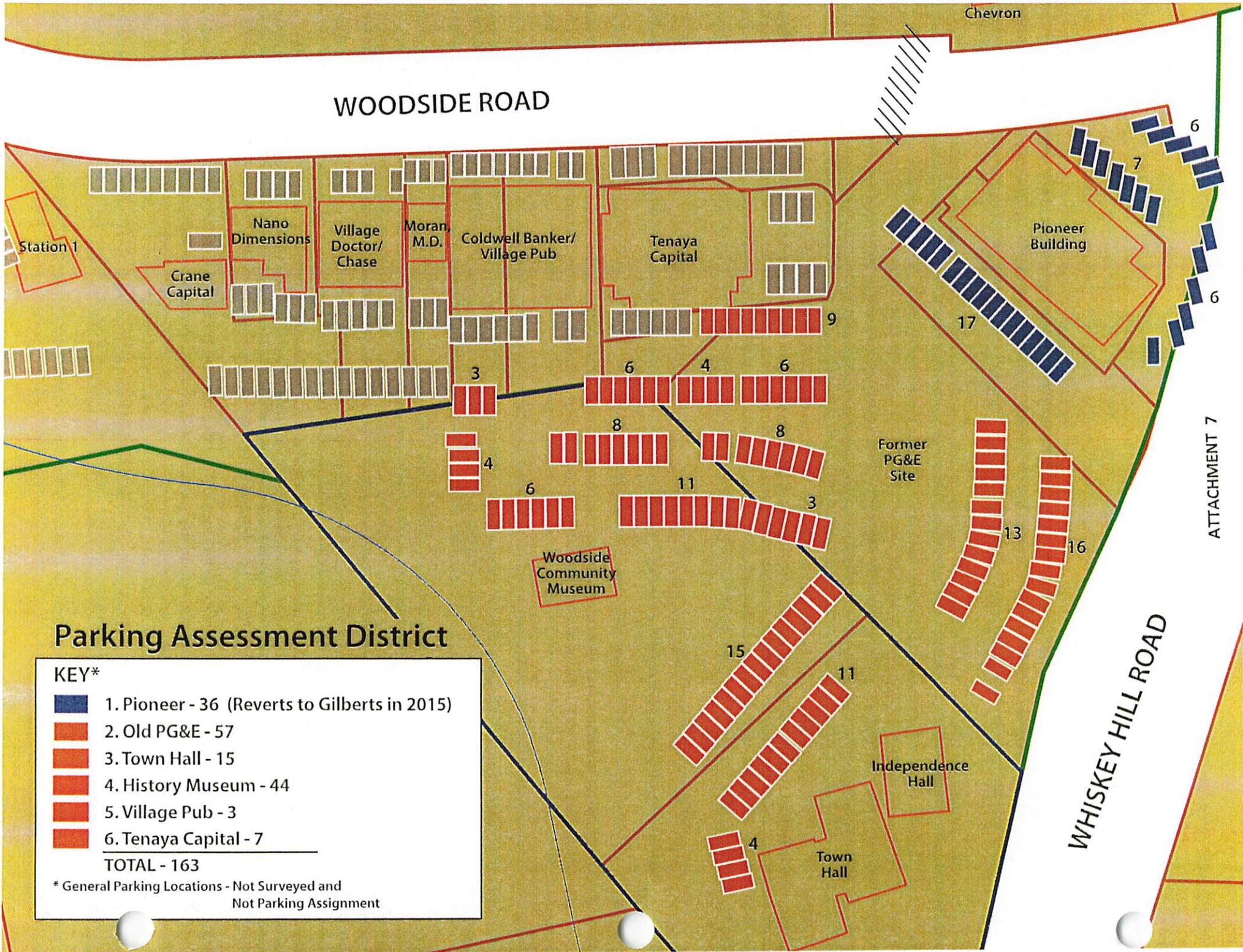
Utilize the Town website as a forum for disseminating information on emergency preparedness.

d. Interjurisdictional Cooperation and Coordination

Cooperate and coordinate with other jurisdictions, agencies or organizations in providing community education and information programs.

e. Emergency Preparedness Programs

Promote emergency preparedness programs, such as the Citizen’s Emergency Response and Preparedness Program (CERPP). Encourage residents to participate in their neighborhood CERPP divisions.



WOODSIDE ROAD

Chevron

Station 1

Crane Capital

Nano Dimensions

Village Doctor/ Chase

Moran, M.D.

Coldwell Banker/ Village Pub

Tenaya Capital

Pioneer Building

Former PG&E Site

Woodside Community Museum

Independence Hall

Town Hall

ATTACHMENT 7

WHISKEY HILL ROAD

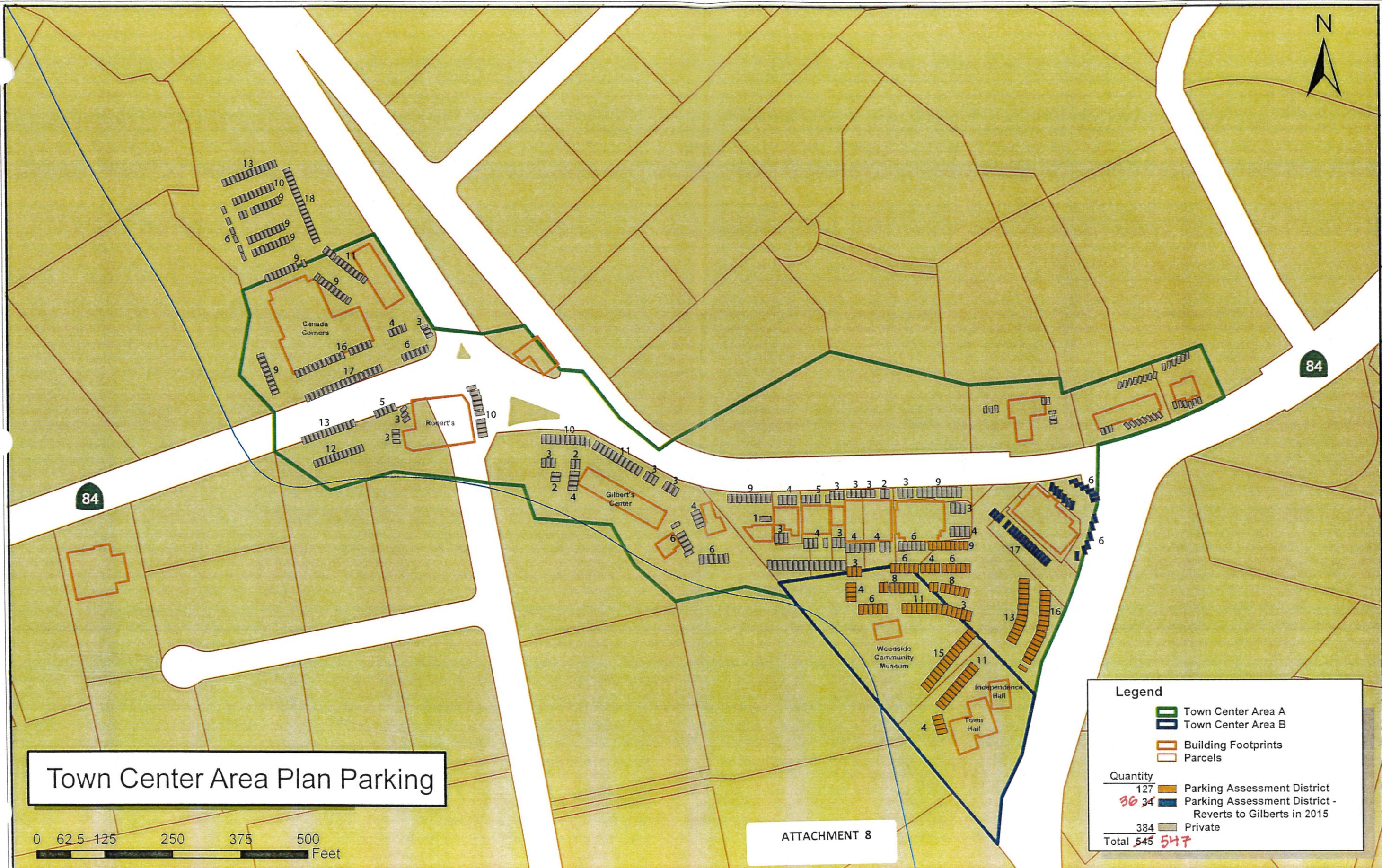
Parking Assessment District

KEY*

- 1. Pioneer - 36 (Reverts to Gilberts in 2015)
- 2. Old PG&E - 57
- 3. Town Hall - 15
- 4. History Museum - 44
- 5. Village Pub - 3
- 6. Tenaya Capital - 7

TOTAL - 163

* General Parking Locations - Not Surveyed and Not Parking Assignment



Town Center Area Plan Parking



ATTACHMENT 8

Legend	
	Town Center Area A
	Town Center Area B
	Building Footprints
	Parcels
Quantity	
127	Parking Assessment District
36 34	Parking Assessment District - Reverts to Gilberts in 2015
384	Private
Total 545	547

CIRCULATION ELEMENT



“If we all tried to make other people’s paths easy, our own feet would have a smooth even place to walk on.” —Myrtle Reed

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CIRCULATION ELEMENT

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INTRODUCTION

The purpose of a circulation system is to provide safe and reasonably expeditious movement of people and goods within and through the community, and to facilitate healthful and sustainable living. The Town of Woodside is unique among Bay Area communities in that its circulation system consists of a full array of roadways, including a federal/interstate scenic freeway, two major State highways, a network of smaller two-lane roads, as well as a variety of equestrian trails, pedestrian paths, pedestrian trails, and bikeways.

Most of the roads in Woodside are narrow, winding roads. While these roads add to the rural character of Woodside, they are also shared by motorists, bicyclists, pedestrians, and equestrians. This sometimes leads to challenges in addressing the safety and convenience of all roadway users. The challenge of competing uses is particularly acute in the Town Center and in the vicinity of the Woodside Elementary School, church, library and fire station.

The scenic and rural nature of Woodside roads, trails, and paths continue to be an asset and a challenge. There is also increased concern regarding privacy, security, safety, and noise impacts related to the increased use of the Town's roads, trails, and paths. Recreational traffic (motorists, motorcyclists, and bicyclists) and special events (such as large scale bicycle events) can disturb the peace and tranquility within Town, both along major roads (such as Skyline Boulevard and Woodside Road), and within more remote neighborhoods off of these roads. The existence of multiple users on narrow, winding roads can result in safety issues.

CHANGES SINCE 1988

Since 1988, no new public roads and few new trails or paths have been constructed in Woodside. Circulation through, and the adequacy of parking within, the Town Center Area are of increasing concern. During 2009-10, the Town undertook several initial steps to address issues in this area, including the development of a parking program which placed restrictions on parking along Highway 84

(Woodside Road). During the 2012 General Plan Task Force process, participants expressed a strong desire to revisit the Town Center Plan to address these issues. Future review of the Town Center Area Plan should incorporate "Complete Streets" concepts in a manner suitable for the Town's rural setting.

PARKING ASSESSMENT DISTRICT

Late in 1988, the Town Council initiated proceedings necessary for the formation of the Woodside Road-Whiskey Hill Road Parking Assessment District (PAD), pursuant to State law. The PAD's boundaries are Whiskey Hill, Woodside, and Mountain Home Roads. The formation of the PAD provided a means by which the Town could finance the acquisition of all or portions of all of the existing thirteen parcels that were within the PAD boundaries and the construction of sufficient public parking spaces and circulation aisles to support the businesses within the district. The PAD was originally designed to provide 263 parking spaces, ingress and egress (from Woodside, Whiskey Hill, and Mountain Home Roads), and two-way circulation behind the businesses along Woodside Road. The acquisition and improvements were to be financed by a combination of assessment district bonds and a contribution from the Town. The assessment district bonds were to be paid off through assessments against the benefitting private commercial properties over twenty-five years. The PAD became mired in litigation in 1990, causing the Town to break the project into phases. The first phase was initiated in 1990 and provided about 93 parking spaces for the Pioneer Hotel, the planned Town Hall, and the Village Pub restaurant. The second phase of the project was not initiated until 1999, when all of the litigation was settled. Because of the long delay, some of the commercial property owners who had planned to participate in the PAD opted out and the real property agreements negotiated with these owners expired. As a result, 175 public parking spaces ended up being provided. These were financed through the Town's contribution and assessments against only four of the commercial properties.

COMPLETE STREETS

In 2008, the California Complete Street Act was adopted by the State legislature. The Act states: "In order to fulfill the commitment to reduce greenhouses gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit."

The legislation impacts local General Plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

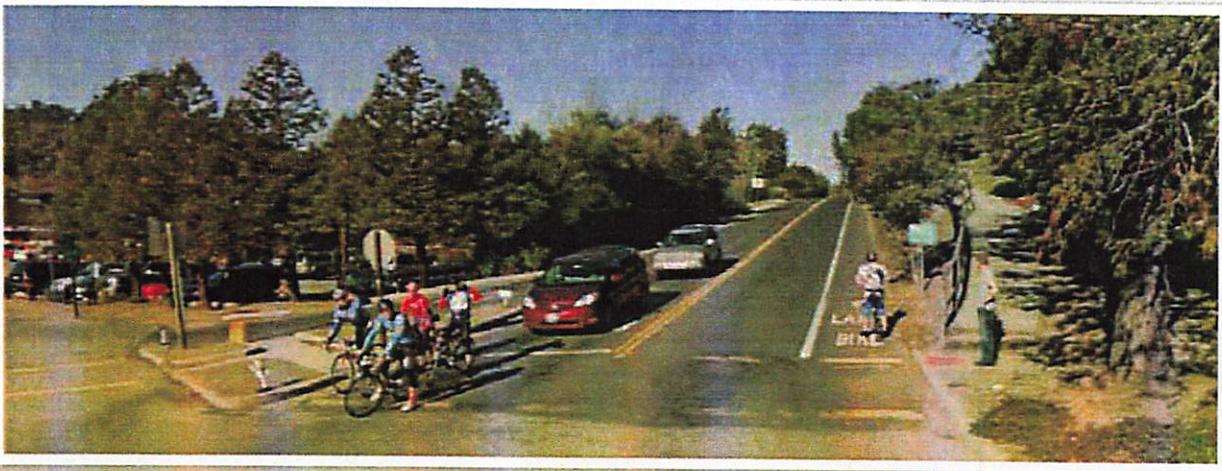
(A) Commencing January 1, 2011, upon any substantial revision of the Circulation Element, the legislative body shall modify the Circulation Element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the General Plan.

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Many Town rights-of-way and easements accommodate multiple users. The Circulation Element addresses the individual modes of transportation (motor vehicles, equestrians, bicyclists and pedestrians) separately, and discusses the framework for Town transportation planning for all users. The Town supports the concept of Complete Streets, taking into account the Town's rural setting, and recognizing the physical constraints of existing rights-of-way and easements, including winding roads, adequacy of sight distances, and steep terrain.

ROAD PROGRAM

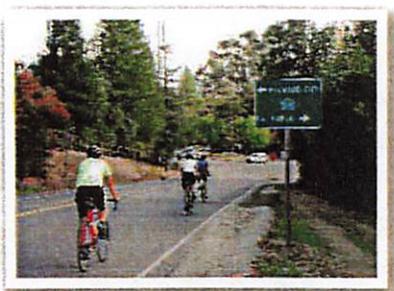
The Town maintains and improves public roads, bikeways, pedestrian ways, and equestrian trails. The Road Program of the Town of Woodside is a two-year plan which prioritizes and funds improvements within the Town's rights-of-way. The Town maintains over forty-five miles of public roads, and the provision of adequate funding to support this maintenance has been a top priority of the Town Council since 1988. Between 1988 and 2010, the Town expended about \$18 million for Road Program improvements. Approximately one-third of this, or \$6 million, came from the Town's General Fund. The other two thirds of Town revenues for transportation improvements come from taxes and fees. In 1993, the Town acquired pavement management program software which assists in prioritizing road improvements according to a pavement condition index.



Sample of how Woodside currently addresses Complete Streets. (Looking north down Cañada Road at Woodside Road)



Class II Bikeway (Bike Lane).



A Class III Bikeway (Bike Route) shares the lane with vehicle traffic.



Equestrians riding a trail in Woodside.



Pedestrian pathway.

DEFINITIONS

For the purpose of this General Plan, the words and phrases listed below are defined as follows:

Bikeway: Any route or pathway designed and located to provide for bicycle travel.

Class I Bikeway (Bike Path): A paved pathway that provides for bicycle travel on a right-of-way completely separated from any road or highway.

Class II Bikeway (Bike Lane): A striped lane on a road or highway for exclusive, or semi-exclusive, one-way bicycle travel.

Class III Bikeway (Bike Route): A road or highway typically used by bicycles in which travel lanes are shared with motor vehicles.

Local Bikeway: A bikeway providing travel primarily serving the needs of local residents.

Regional Bikeway: A bikeway providing travel between communities and access to parks, the Skyline corridor, and the coast.

Commute Trip Reduction: Measures to reduce the number of recurring commuter vehicle trips, such as by car or van pooling, bicycling or walking, or avoiding travel altogether during peak travel times to reduce trip delays.

Equestrian Trail: An unpaved pathway intended for exclusive or shared use by equestrians.

Equestrian Trail, Dedicated: An equestrian trail located within a recorded easement for public use.

Equestrian Trail, Permissive: An equestrian trail which a land owner voluntarily permits to be located on his or her property.

Equestrian Trail, Limited Use: A dedicated equestrian trail limited to the use of property owners within a specific subdivision.

Equestrian Trail, Roadside: An equestrian trail located within road rights-of-way.

Local Traffic: Traffic that begins or ends in the Planning Area.

Pedestrian way: Any pathway or trail to provide for pedestrian travel.

Pedestrian Pathway: A pedestrian way located within road rights-of-way.

Pedestrian Trail: A pedestrian way, not located within a road right-of-way.

Road Rights-of-Way: A strip of land within which roads are built.

Roads

Arterial Roads: Roads for through traffic with intersections with limited direct access to abutting properties. Routes connecting local roads with inter-community, inter-county, and inter-regional routes are designated as arterial roads.

Collector Roads: Local roads whose primary function is to collect and distribute traffic to a neighborhood, usually with no major limitation placed on rights of access to abutting properties.

Expressways: Highways for through traffic, with direct access to abutting properties restricted and access at intersecting roads controlled.

Freeways: Divided highways for through traffic with direct access to adjacent properties prohibited, and with grade separations at intersections.

Local Roads: Minor rural roads and collector roads.

Minor Rural Roads: Local roads whose primary function is to provide access to abutting properties and not for through traffic. Minor rural roads may be through-roads, loop roads or cul-de-sacs. Traffic volumes are low under normal circumstances; therefore safety of Town residents and the preservation of the rural environment are primary design factors rather than high traffic capacity and greater speed.

Private Roads: Roads not owned or maintained by the Town.

Thoroughfares: Roads or highways for through traffic; includes arterial roads, expressways and freeways.

Scenic Designations: Roads, highways, and corridors which are designated scenic due to their scenic, aesthetic or historical characteristics.

Official State Scenic Highway: A State highway officially designated by the State as a Scenic Highway. Scenic highways and the scenic corridors require special scenic conservation treatment.

Scenic Corridors: The visible band of land adjacent to and within 1,000 feet of scenic road rights-of-way.

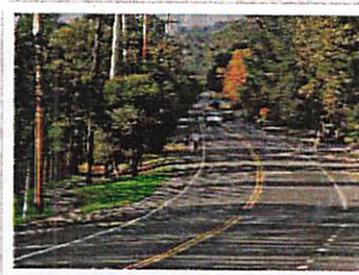
Scenic Roads: Town or county designated routes that traverse an area within which natural scenic resources and aesthetic values are protected and enhanced. Scenic roads may be either thoroughfares or local roads.

Through Traffic: Traffic that neither begins nor ends in the Planning Area.

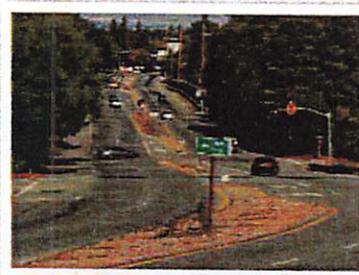
Transit, Public: The movement of people by a conveyance which is available to the general public.



Collector road.



Arterial road.



Expressway.



Freeway.

ROADWAYS

The road system in Town consists of two categories of local roads (minor rural roads and collector roads), and three categories of thoroughfares (arterial roads, expressways, and freeways). Local roads are intended for local use only. Their primary function is to provide service to Woodside residents. They are not intended to carry through traffic. Thoroughfares provide channels for the movement of traffic around or through the Planning Area, and link Woodside to adjoining communities and to other through highways.

Map CL1, Roadway System, identifies the Town's collector roads, arterial roads, expressways and freeways, as follows:

COLLECTOR ROADS

Collector roads are local roads whose primary function is to collect and distribute traffic to a neighborhood, usually with no major limitation placed on rights of access to abutting properties.

Collector roads in Woodside include:

- Jefferson Avenue
- Mountain Home Road
- Old La Honda Road
- Summit Springs Road
- Tripp Road
- Woodside Drive/High Road

ARTERIAL ROADS

Arterial roads are built for through traffic with intersections with limited direct access to abutting properties. Routes connecting local roads with inter-community, inter-county, and inter-regional routes are designated as arterial roads.

Arterial roads in Woodside include:

- Alameda de las Pulgas
- Cañada Road
- Farm Hill Boulevard
- Kings Mountain Road
- La Honda Road (Highway 84)

- Portola Road
- Sand Hill Road
- Skyline Boulevard (Highway 35)
- Whiskey Hill Road
- Woodside Road (Highway 84), from Junipero Serra Freeway (I-280) to Portola Road/La Honda Road

EXPRESSWAYS

Expressways are highways for through traffic, with direct access to abutting properties restricted and access at intersecting roads controlled.

Expressways in Woodside include:

- Woodside Road (Highway 84), from the Alameda de las Pulgas to Junipero Serra Freeway (Highway I-280)

FREEWAY

Freeways are divided highways for through traffic with direct access to adjacent properties prohibited, and with grade separations at intersections.

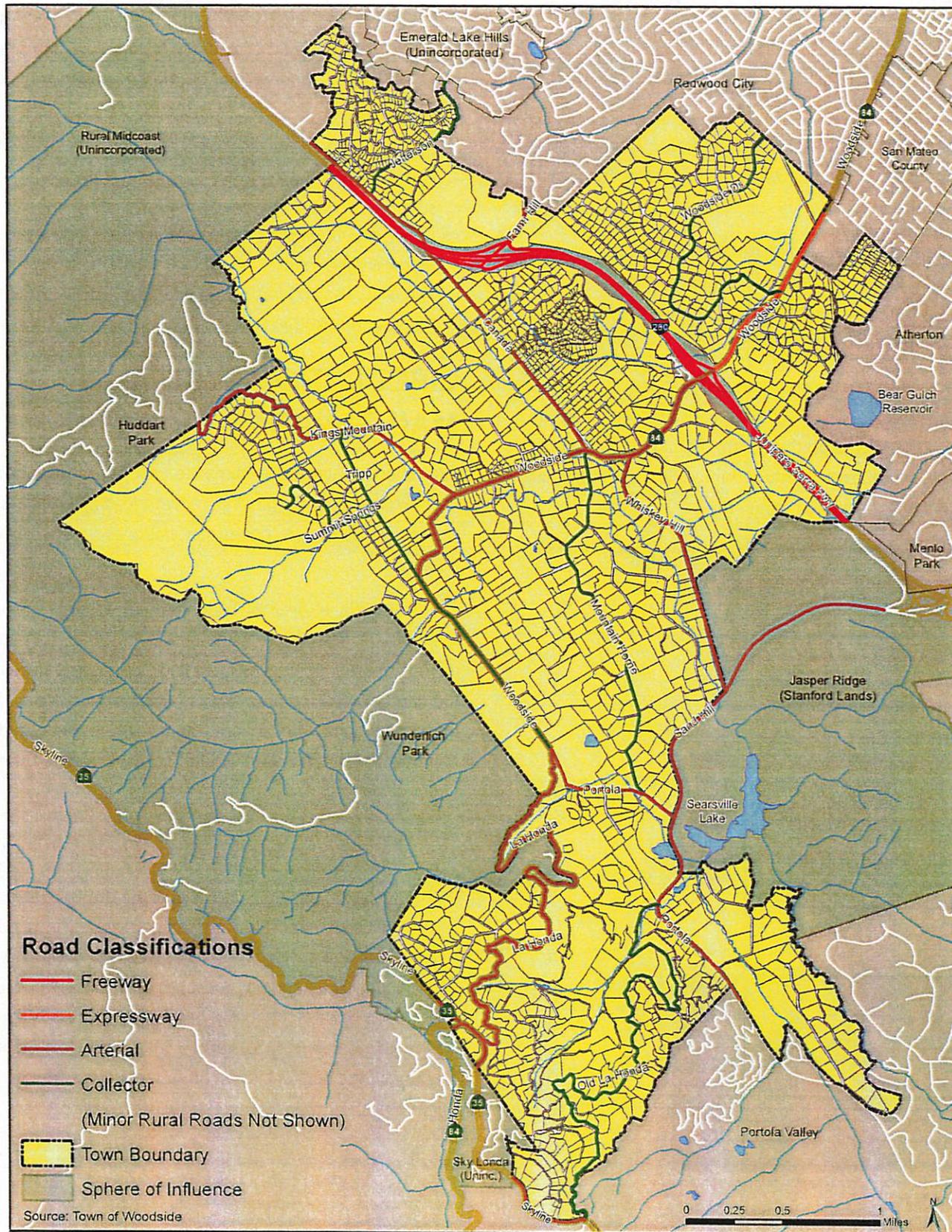
Freeways in Woodside include:

- Junipero Serra Freeway (I-280)

ROAD SYSTEM IMPROVEMENTS

No new construction of public roads is proposed in Town. The Road Program of the Town of Woodside prioritizes maintenance of existing public roads. Widening of existing public roads may be undesirable because of either the potential negative impacts on the rural and scenic character of the Town, or infeasibility due to steep terrain and open roadside drainage channels. Selective road widening may be desirable to correct sight distance problems, and to improve emergency access. Maintenance of existing and any new private roads is the responsibility of private property owners.

Map CL1: Roadway System



SCENIC HIGHWAYS AND ROADS

Woodside's scenic highways and roads (see Map CL2, Scenic Corridors) provide vistas which enhance perception of the rural and natural character of the Town.

Designated scenic roads in the Woodside Planning Area include State scenic highways, county scenic roads, and Town scenic roads.

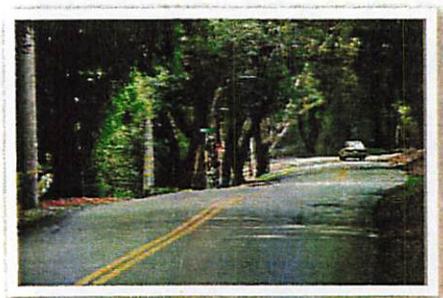
State scenic highways are officially designated by the State. Two significant segments of designated State Scenic Highways are Skyline Boulevard (State Highway 35) and Junipero Serra Freeway (Interstate 280).

County scenic roads are officially designated by the County of San Mateo. No County scenic roads are located within Town limits, but a portion of the Cañada Road County Scenic Corridor exists north of the Town's corporate limits within the Woodside Planning Area.

Town scenic roads are officially designated by the Woodside Town Council, and include:

- Cañada Road
- Kings Mountain Road
- La Honda Road
- Mountain Home Road
- Portola Road
- Sand Hill Road
- Whiskey Hill Road
- Woodside Road (State Highway 84)

SCENIC CORRIDOR PROTECTION



Scenic Road.

Pursuant to the Woodside Municipal Code (WMC), development that meets any of the following criteria is subject to review by either staff, the Architectural and Site Review Board, or the Planning Commission, depending on size and location:

- Located within State scenic corridors, or
- Located within 1,000 feet and visible from the driving surface of Town scenic roads, or
- Located on ridge tops visible from designated scenic highways and roads.
- The WMC also sets forth special setback requirements for properties within scenic corridors.

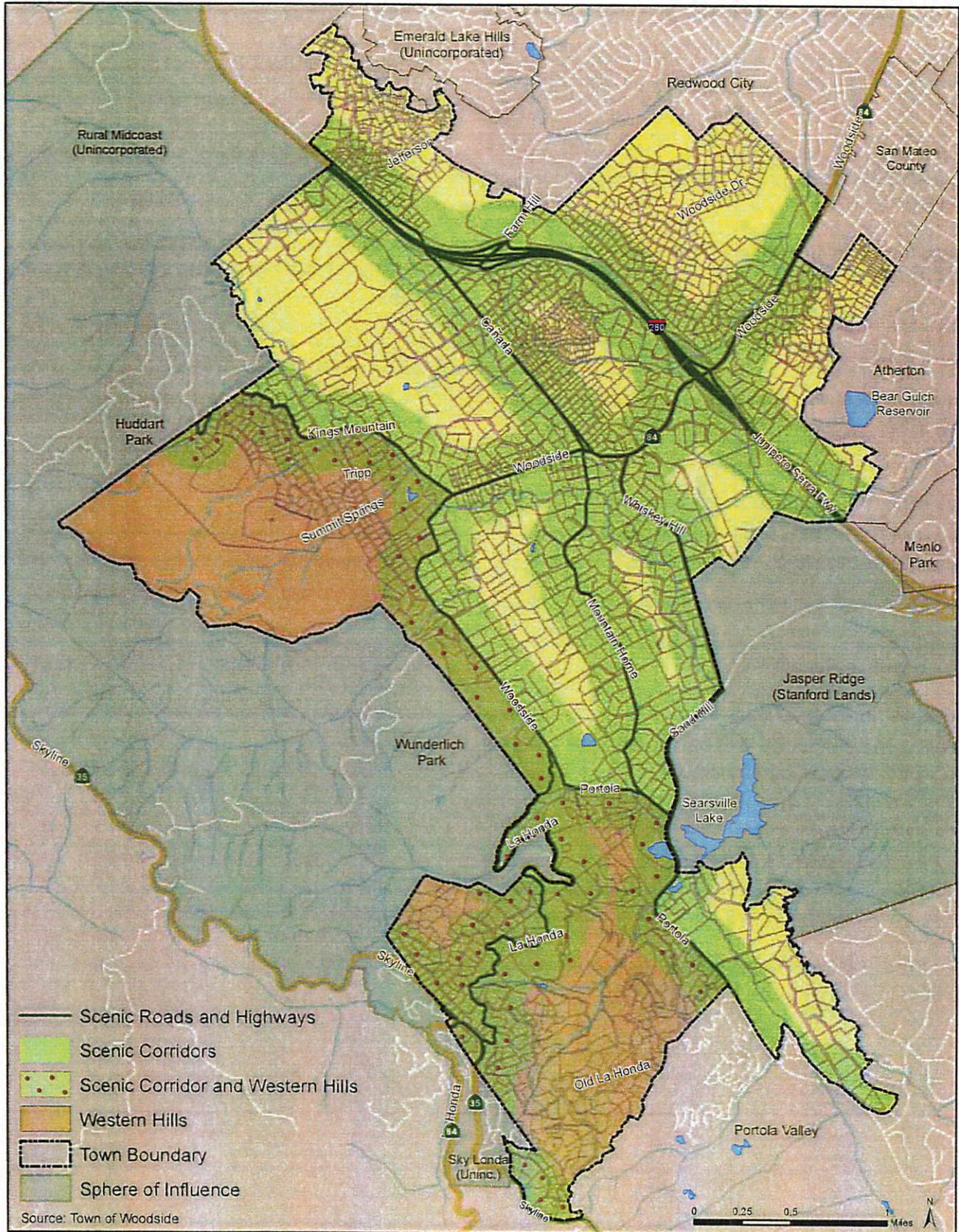
CIRCULATION SYSTEM MAINTENANCE

Circulation system maintenance in Town includes maintaining and improving Town roads, bikeways, pedestrian pathways, pedestrian trails, and equestrian trails.

The Woodside Municipal Code, Title 3, Administration, describes the basis and requirements for the Road Program of the Town of Woodside, including design parameters, funding sources, prioritization of work, reporting, and the requirement to solicit input from Town residents and committees. This Program applies to work within Town rights-of-way.

Funding sources for transportation improvements within Town rights-of-way (roadways, bikeways, and pedestrian paths) include General Fund monies, State gas taxes, Measure A taxes, traffic safety fines and forfeitures, and road impact fees. Trails Maintenance Fees, collected annually, and General Fund monies are used to maintain public trails within Town rights-of-way and off-road trails within dedicated easements. Occasionally, State and federal grant monies are secured for circulation system improvements.

Map CL2: Scenic Corridors



EQUESTRIAN TRAILS

Woodside has a system of equestrian trails which is unique within the Bay Area. These trails benefit the community by providing local circulation and recreational opportunities, as well as contributing to Woodside's rural character. The equestrian trail system is comprised of the following four trail types:

Equestrian Trail, Roadside: An equestrian trail located within road rights-of-way.

Equestrian Trail, Dedicated: An equestrian trail located within a recorded easement for public use.

Equestrian Trail, Permissive: An equestrian trail which a land owner voluntarily permits to be located on his or her property. This also includes Woodside Trail Club trails.

Equestrian Trail, Limited Use: A dedicated equestrian trail limited to the use of property owners within a specific subdivision.

The Town's public equestrian trail system (roadside trails and dedicated off-road trail easements) is shown on Map CL3, Equestrian Trails (Public). Public equestrian trails in Town are frequently shared with pedestrians.

In addition to the public trail system and outside the purview of the Town government, there is a network of permissive and private equestrian trails in Town. The primary private trail network is operated and maintained by the Woodside Trail Club. Access is restricted to members. Other minor private trails exist within specific subdivisions, and use is restricted to the residents of the subdivision.

The major public roadside equestrian trails are located along the following roads*:

ARTERIAL ROADS:

- Cañada Road
- Kings Mountain Road (Woodside Road to Greer Road)
- Portola Road
- Sandhill Road (Portola Road to Whiskey Hill Road)
- Woodside Road (Kings Mountain Road to Mountain Home Road)

COLLECTOR ROADS:

- Jefferson Avenue (Cañada Road to Glencrag Way)
- Mountain Home Road (Woodside Road to Portola Road)
- Tripp Road (Tripp Court to Kings Mountain Road)

MINOR RURAL ROADS:

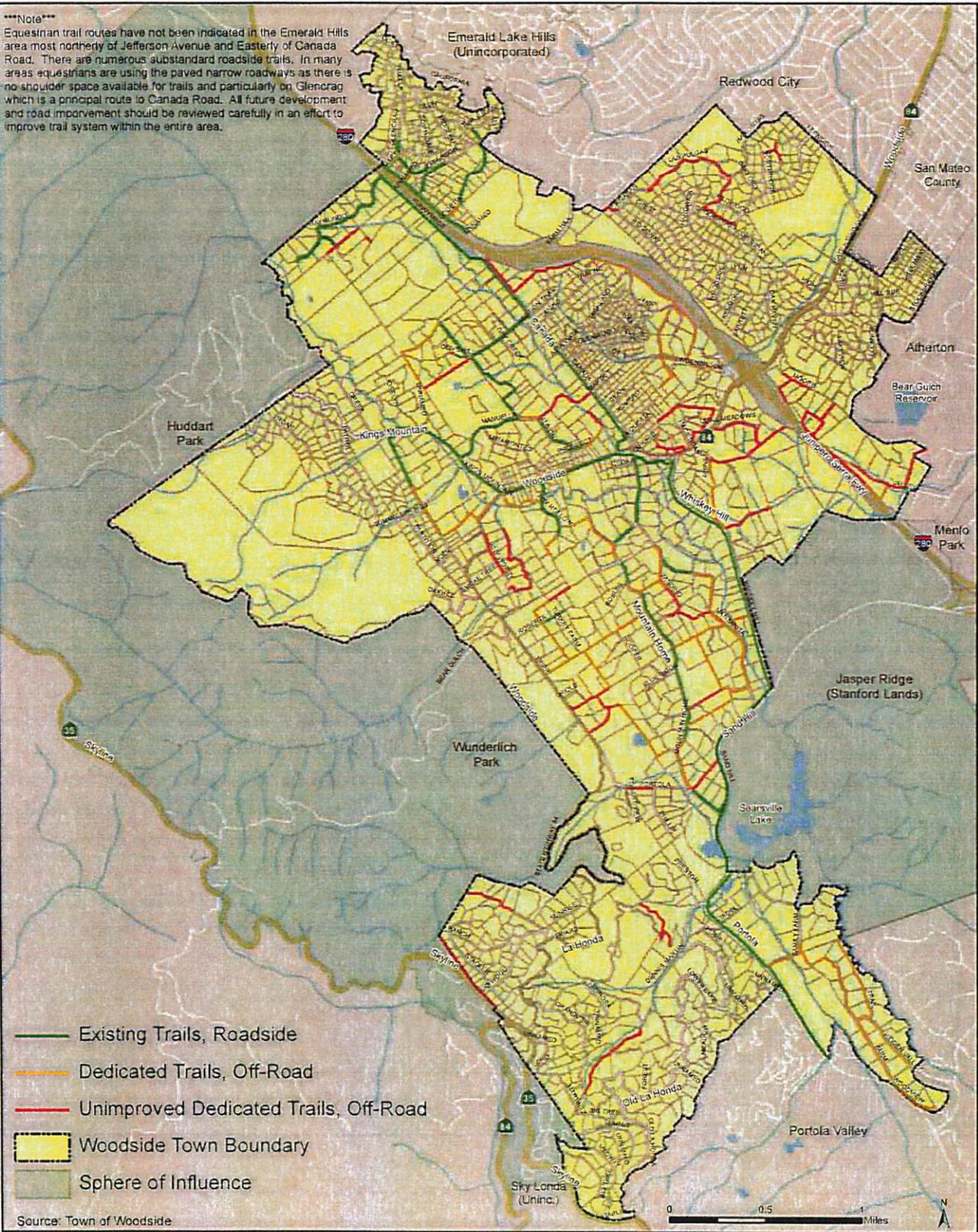
- Albion Avenue
- Fox Hollow Road
- Glencrag Way (Jefferson Avenue to Woodside Way)
- Godetia Drive (Cañada Road to Tum Suden Way)
- Manuella Avenue
- Olive Hill Drive
- Raymundo Drive
- Runnymede Road (Cañada Road to Raymundo Drive)

*If no segment is noted, then the equestrian trail runs the entire length of the roadway within Town limits.

Map CL3: Equestrian Trails (Public)

Note

Equestrian trail routes have not been indicated in the Emerald Hills area most northerly of Jefferson Avenue and Easterly of Canada Road. There are numerous substandard roadside trails. In many areas equestrians are using the paved narrow roadways as there is no shoulder space available for trails and particularly on Glencrag which is a principal route to Canada Road. All future development and road improvement should be reviewed carefully in an effort to improve trail system within the entire area.



BIKEWAYS

Bicycling currently occurs in Town for pleasure, exercise, destination trips, and organized competition. Woodside's bikeways include scenic routes, which also include narrow and winding routes with safety issues. The popularity of bicycling is increasing. Woodside's pleasing natural environment and strategic location on the San Francisco Peninsula, is a destination for, and on the route of, bicyclists from surrounding communities, particularly on weekends. Woodside also experiences heavy weekend automobile traffic. Safety is a primary concern when vehicles, bicyclists, pedestrians, and equestrians are simultaneously using roads and pathways, as is the need for caution and courtesy.

Bicycling is supported by the Town as an alternative form of travel that promotes community health, and reduces the Town's carbon footprint. In much of Woodside, there is a potential for increased bicycle use given the proximity of the Town Center Area to many residents. Increased safety of the bikeways network within the Town is needed, however, for the bicycle to serve as a viable alternative to the automobile.

Future road maintenance and improvements should consider the need for bicycle safety. Physical improvements to bikeways in the Town Center Area, and to public and private institutions along Woodside Road to the west of the Town Center (the Woodside Elementary School, library, church, and fire station) should be the priority. The Town supports measures to encourage increased and safe bike ridership to and from schools which could reduce peak vehicle traffic impacts, as well as provide health benefits.

While improved physical facilities can increase bicycle safety, vigorous and effective education and enforcement of the California Motor Vehicle Code relating to all road users is of equal importance.

EXISTING BIKEWAYS

Bikeways in the Woodside Planning Area include Class II and Class III bikeways. Under State law, there are also Class I bikeways, defined as paved bike paths built completely separate from a roadway and designated for bicycle travel. There are currently no Class I bikeways (bike paths) within the Town of Woodside.

Class II bikeways (bike lanes)

Class II bikeways are striped bike lanes located in a road right of way. The following arterial roads currently have Class II bikeways (bike lanes) within the Woodside Planning Area:

ARTERIAL ROADS:

- Alameda de las Pulgas
- Cañada Road
- Kings Mountain Road (Woodside Road to Manuella Avenue)
- Portola Road (Sand Hill Road to Portola Valley Boundary)
- Sand Hill Road
- Whiskey Hill Road
- Woodside Road (Alameda de las Pulgas to Kings Mountain Road)

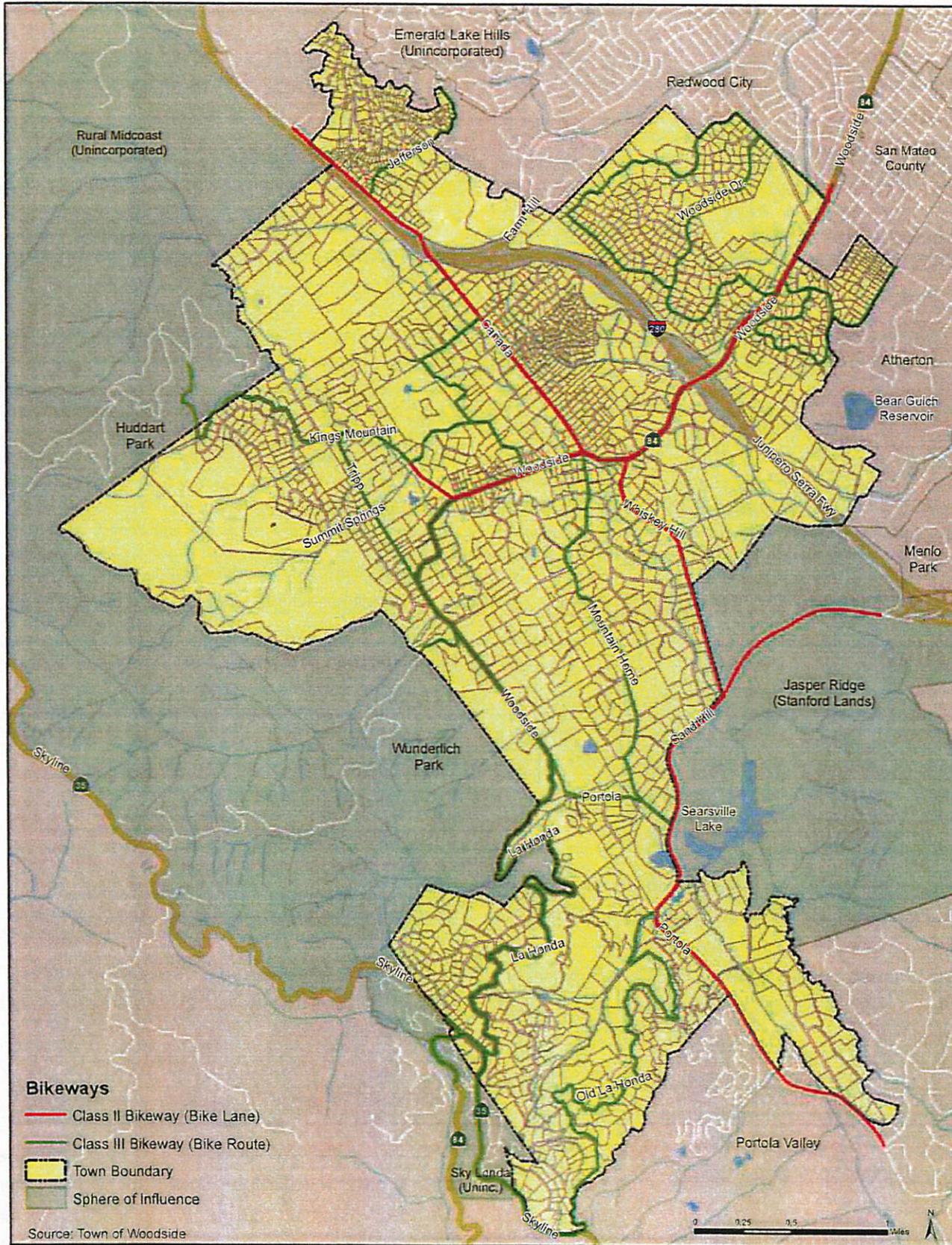
Class III bikeways (bike routes)

Class III bikeways are designated roadways that are shared between motor vehicles and bicycles. The following roads are designated as Class III bikeways (bike routes) within the Woodside Planning Area:

ARTERIAL ROADS:

- Kings Mountain Road (Manuella Avenue to Town Boundary)
- La Honda Road
- Portola Road (Sand Hill Road to Woodside Road/La Honda Road)
- Skyline Boulevard
- Woodside Road (Kings Mountain Road to La Honda Road)

Map CL4: Bikeways



COLLECTOR ROADS:

- High Road
- Jefferson Avenue
- Mountain Home Road
- Old La Honda Road
- Tripp Road
- Woodside Drive

MINOR RURAL ROADS:

- Albion Avenue
- Bear Gulch Road
- Cinnabar Road
- Eleanor Drive (Northgate Drive to Stockbridge Avenue)
- Harcross Road
- Las Pulgas Drive
- Manuella Avenue
- Northgate Drive
- Olive Hill Drive
- Ridgeway Road
- Stockbridge Avenue

*If no segment is noted, then the bikeway runs the entire length of the roadway within Town limits.

PEDESTRIAN PATHWAYS AND TRAILS

Pedestrian ways in Woodside include pedestrian pathways located within road rights-of-way and off-road pedestrian trails (reference Map CL5, Pedestrian Pathways and Trails).

PEDESTRIAN PATHWAYS

Existing pedestrian pathways function primarily as linkages to the Town Center and linkages between neighborhoods. Pedestrian pathways provide opportunities for walking, jogging, running, and other leisure pedestrian activities (strollers and dog walking). Pedestrian pathways in Town are frequently shared with equestrians.

Due to the topography of Woodside, it is not possible to provide pedestrian pathways along every roadway. Many roads are steep, narrow, winding, and do not provide adequate lighting, and therefore should not have

pedestrian pathways. Priority should therefore be given to pedestrian pathways around and within the Town Center, and within neighborhoods with developable rights-of-way.

The following roads within the Woodside Planning Area have pedestrian pathways:

Paved pedestrian pathways

ARTERIAL:

- Cañada Road (Woodside Road to Jefferson Avenue)

COLLECTOR:

- Woodside Drive

MINOR:

- Crest Road
- Cinnabar Road
- Las Pulgas Drive (Oakford Road to circle above 475 & 480 Las Pulgas Drive)
- Ridgeway Road

Gravel pedestrian pathways

ARTERIAL:

- Whiskey Hill Road (Woodside Road to Sand Hill Road)
- Woodside Road (Kings Mountain Road to Whiskey Hill Road)

Dirt pedestrian pathways

ARTERIAL:

- Kings Mountain Road (Woodside Road to Greer Road)

COLLECTOR:

- Mountain Home Road

MINOR RURAL ROADS:

- Albion Avenue / Olive Hill Loop
- Manuella Avenue

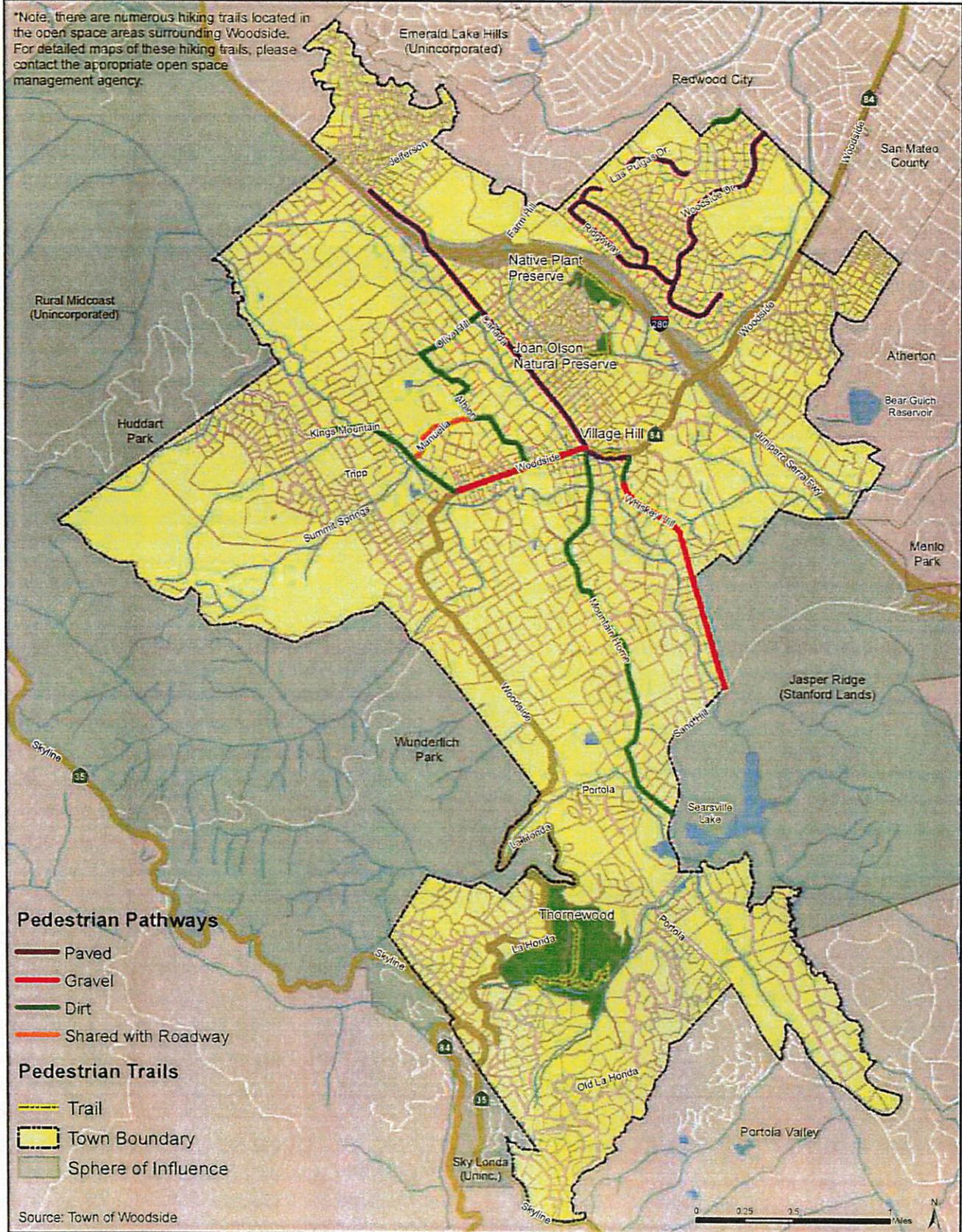
*If no segment is noted, then the pedestrian pathway runs the entire length of the roadway within Town limits.

Most of the gravel and dirt pathways are shared with equestrians.

PEDESTRIAN TRAILS

A number of recorded easements exist for multiple use, off-road trails, which include allowed use by pedestrians. Recorded pedestrian trail segments are located on Cinnabar Road (which connects Woodside Hills with Barkley Fields and Park), Family Farm Drive, Hacienda Drive,

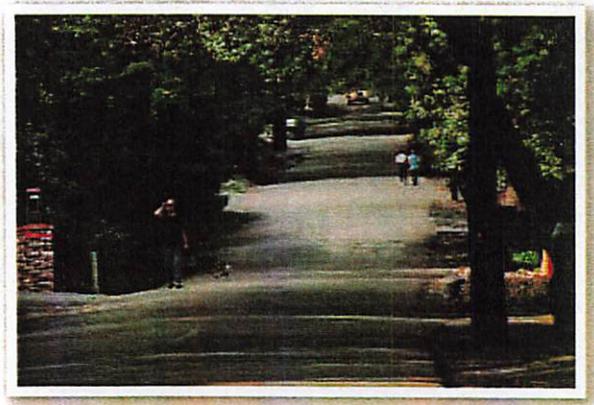
Map CL5: Pedestrian Pathways and Trails



High Road, Mountain Home Road, Phillip Road, Raymundo Drive (connects Raymundo Drive with Huddart Park), Ridgeway Road, and Tripp Road.

Open space pedestrian trails in Town are located within:

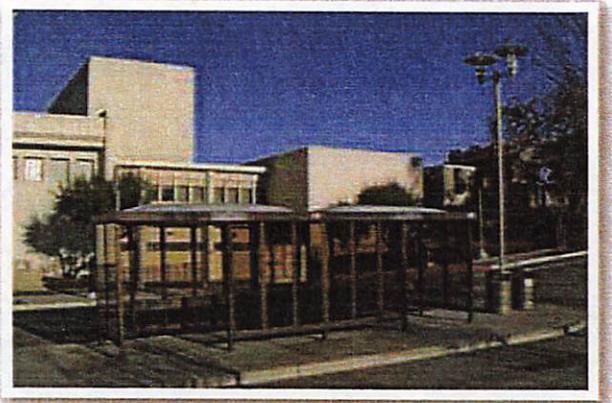
Thornewood, a 167-acre Midpeninsula Regional Open Space preserve on La Honda Road offering gentle hiking and equestrian trails. The preserve's 0.8 mile Schilling Lake Trail was expanded in May of 2009, to incorporate the 0.7 mile Bridle Trail. **The Native Plant Reserve and Landscape Buffer (Kite Hill)**, a 14-acre Town-owned open space between Interstate 280 and Jane Drive. An approximately 0.4 mile trail runs along the southern and eastern boundaries of the preserve. **The Joan Olsen Preserve**, a 6.2-acre Town-owned open space located at the end of Otis Avenue. An approximately 0.2 mile trail runs along the northern boundary of the preserve. **Village Hill**, a 1.65 acre Town-owned open space on Woodside Road. An approximately 0.1 mile trail enters the eastern end of the property off of Woodside Road, continues uphill into the site, then proceeds downhill back to Woodside Road, exiting at the western end of the property. **Huddart and Wunderlich Parks** include the largest networks of pedestrian trails near and within Town. Huddart Park is a County park adjacent to the northwest quadrant of Town and Wunderlich Park is a County park adjacent to the southwest quadrant of Town. Huddart Park has approximately 18 miles of trails, and Wunderlich Park approximately 13 miles of trails.



In many Woodside neighborhoods, the roadway is shared between pedestrians, cyclists, and automobiles.

PUBLIC TRANSIT AND COMMUTE TRIP REDUCTION

Transit and commute trip reduction are supported by the Town as a means of decreasing the number of trips made by single occupancy vehicles; thereby reducing traffic congestion, air pollution, and energy and fuel consumption.



The bus stop at Cañada College provides access to Redwood City.

PUBLIC TRANSIT IN WOODSIDE

The private automobile is used by most Woodside residents for transportation because of personal preference and the lack of access to public transit. The rural nature of the community (the low density residential development and narrow roads) discourages a public transit system. For some residents, however, such as the young, elderly, and physically impaired, transit services are helpful or necessary. Very limited public bus service is available through SamTrans (from Cañada College to Redwood City Caltrain, and Woodside/Portola Valley to Palo Alto/Menlo Park) due to density.

TRIP REDUCTION

Although the availability of public transit is very limited within the Town, trip reduction can be accomplished by efforts such as carpooling to work, to construction sites, and to parties and special events. Also reference the Sustainability Element.

NEIGHBORHOOD SAFETY

Circulation safety issues specific to neighborhoods, such as limited site distance and speeding, should be identified so that needed improvements can be considered and prioritized. The town shall also promote the cooperative use of rights-of-way by multiple users and safe parking practices.

TRAFFIC CONGESTION AND PARKING

TOWN CENTER AND ADJACENT LANDS

The Town Center is located along Woodside Road from Whiskey Hill Road to Mountain Home Road. The Town Center, and the adjacent stretch of Woodside Road that extends west to Miramontes Road, are the most intensively used sections of local road in Town. Improvements have been made in the design of this road, but problems with traffic, circulation, and parking remain. The greatest problem is the conflict between through-traffic on Woodside Road and the turning movements of traffic going to and from Town Center commercial establishments, as well as the elementary school, library, church, and fire station. In addition, there is inadequate provision for pedestrian, equestrian, and bicycle traffic movement. On-street parking contributes to this problem. Parking is most challenging during peak business hours, weekends, and late spring and summer months.

SKYLONDA CENTER

The intersection of La Honda Road (Highway 84) and Skyline Boulevard (Highway 35) is a popular gathering spot for motorcyclists and bicyclists. Parking is a challenge during weekends and fair weather months. Excessive vehicle speed and noise is also heightened during the late spring and summer.

COMMERCIAL DISTRICT PARKING

Both the Town Center and the Skylonda Center have limited parking for their commercial businesses. This condition is exacerbated by the use of the commercial parking areas for recreational users, such as bicyclists and runners who drive into Town in a motor vehicle which remains parked in these parking spaces for the duration of their recreational outing. Limited, outlying areas exist for such recreational parking, such as the park and ride lot on Woodside Road just west of Interstate 280. There are also limited bicycle parking areas within the commercial centers. The Town did construct 175 public parking spaces at the east end of the Town Center in the 1990's (see the background on the Parking Assessment District in the "Changes Since 1988" section at the beginning of this Element). Unfortunately, the parking shortages at the west end of the Town Center continue to cause problems throughout the area.

RECREATIONAL TRAFFIC

A large volume of recreational traffic flows through Woodside, especially on summer weekends. Kings Mountain Road carries traffic from the urban areas to Huddart Park and to Skyline Boulevard; La Honda Road carries traffic to Skyline Boulevard and to recreational areas to the west; and, Woodside, Sand Hill, and Portola Roads carry traffic to Wunderlich Park. Special events in other jurisdictions, such as the Kings Mountain Art Faire and the Half Moon Bay Pumpkin Festival, also add to this traffic flow.

There is a sixteen mile span of Skyline Boulevard between Page Mill Road and State Highway 92. Within this span, only three roads (Old La Honda Road; La Honda Road/ State Highway 84; and Kings Mountain Road) lead from the valley floor to the Skyline Ridge. All three of these roads pass through Woodside. All roads are narrow, steep, and winding; and are used heavily by motorists and bicyclists.

Additionally, recreational bicycle traffic impacts virtually every road and neighborhood throughout the year. This adds to the competition for roadway use that already exists, exacerbating the problem.

SPECIAL EVENTS

Running, equestrian, and bicycle events are held on Town roads. Plans and regulations for these events need to consider the impacts of road closure and access on residences and businesses in the Town. The Town has regulations within the Municipal Code governing Special Events which involve fifty or more participants on the Town's roads. Applications for Special Events are reviewed with a view to ensuring the safety of the participants and other roadway users. Conditions of Approval can be added to enhance the safety aspects of an event and to encourage the use of major roads that can better handle the added roadway traffic that such events engender.

TRAFFIC PROJECTIONS

VEHICLE TRAFFIC COUNTS

Vehicle traffic counts were completed for ten road segments for one week in August 2010 and one week in September 2010 (see Table CL1). The counts showed that weekday traffic generally is higher than weekend traffic, even though Woodside roads get a lot of recreational use. The September counts were generally a little lower than the summer counts.

Table CL1: 2010 Vehicular Traffic Counts

Freeway Segment	Trucks %	Speed Limit (mph)	Daily Capacity	Average Daily Traffic (ADT) 1986	ADT August 2010 Peak	Change Since 1986
I-280						
Sand Hill Rd. to Woodside Rd.	3.2	65	165,600	65,000	101,000	55%
Woodside Rd. to Farm Hill Rd.	2.9	65	165,600	63,000	100,000	59%
Farm Hill Rd. to Cañada Rd.	2.2	65	165,600	60,000	99,000	65%
Cañada Rd. to Edgewood Rd.	1.7	65	165,600	61,000	100,000	64%

Road Segment	Trucks %	Speed Limit (mph)	Daily Capacity	ADT August 2010 Peak	ADT September 2010 Peak
Woodside Road					
Portola Rd. to Tripp Rd.	2.0	50	24,000	4,900	5,200
Tripp Rd. to Cañada Rd.	2.0	35	24,000	4,900	5,300
Cañada Rd. to Whiskey Hill Rd.	3.1	35	28,000	16,900	13,600
Whiskey Hill Rd. to I-280	4.4	40	28,000	17,500	15,100
I-280 to Alameda de las Pulgas	8.7	40	56,000	36,800	30,700
Portola Road					
Sand Hill Rd. to Family Farm Rd.	1.2	40	24,000	5,400	5,300
Cañada Road					
Woodside Rd. to Dean Rd.	1.3	40	24,000	6,500	6,300
Whiskey Hill Road					
Sand Hill Rd. to Woodside Rd.	1.6	45	24,000	3,400	3,000
Farm Hill Road					
I-280 to Eden Bower Ln.	1.9	40	56,000	13,100	13,300
Alameda de las Pulgas					
Woodside Rd. to Woodside Dr.	1.6	35	28,000	9,000	8,700

Sources: Volumes on local roadways from Hexagon Transportation Consultants, Inc. counts on 8/13 - 8/20/2010 and 9/20 - 9/26/2010. Volumes on I-280 are Average Annual Daily Traffic (AADT) from 2009 Traffic Volumes on California State Highways, California Department of Transportation (DOT). Truck percentages on local roadways from Hexagon Transportation Consultants, Inc. counts on 9/20 - 9/26/2010. Truck percentages on I-280 from 2008 Truck Traffic on California State Highways, California DOT.

Table CL2: 2030 Vehicular Traffic Projections

Freeway Segment	Daily Capacity	Average Daily Traffic (ADT) Actual 2010	Estimated 2030 ADT
I-280			
Sand Hill Rd. to Woodside Rd.	165,600	101,000	121,200
Woodside Rd. to Farm Hill Rd.	165,600	100,000	120,000
Farm Hill Rd. to Cañada Rd.	165,600	99,000	118,800
Cañada Rd. to Edgewood Rd.	165,600	100,000	120,000

Road Segment	Daily Capacity	ADT Actual 2010	Estimated 2030 ADT
Woodside Road			
Portola Rd. to Tripp Rd.	24,000	5,200	6,200
Tripp Rd. to Cañada Rd.	24,000	5,300	6,400
Cañada Rd. to Whiskey Hill Rd.	28,000	16,900	20,280
Whiskey Hill Rd. to I-280	28,000	17,500	21,000
I-280 to Alameda de las Pulgas	56,000	36,800	44,200
Portola Road			
Sand Hill Rd. to Family Farm Rd.	24,000	5,400	6,480
Cañada Road			
Woodside Rd. to Dean Rd.	24,000	6,500	7,800
Whiskey Hill Road			
Sand Hill Rd. to Woodside Rd.	24,000	3,400	4,080
Farm Hill Road			
I-280 to Eden Bower Ln.	56,000	13,300	15,960
Alameda de las Pulgas			
Woodside Rd. to Woodside Dr.	28,000	9,000	10,800

Sources: Volumes on local roadways from Hexagon Transportation Consultants counts on 8/13-8/20/2010 and 9/20-9/26/2010. Volumes on I-280 are Average Annual Daily Traffic (AADT) from 2009 Traffic Volumes on California State Highways, California Department of Transportation. Year 2030 volumes estimated by Hexagon Transportation Consultants, Inc. based on average annual growth rate of 1%.

BICYCLE TRAFFIC COUNTS

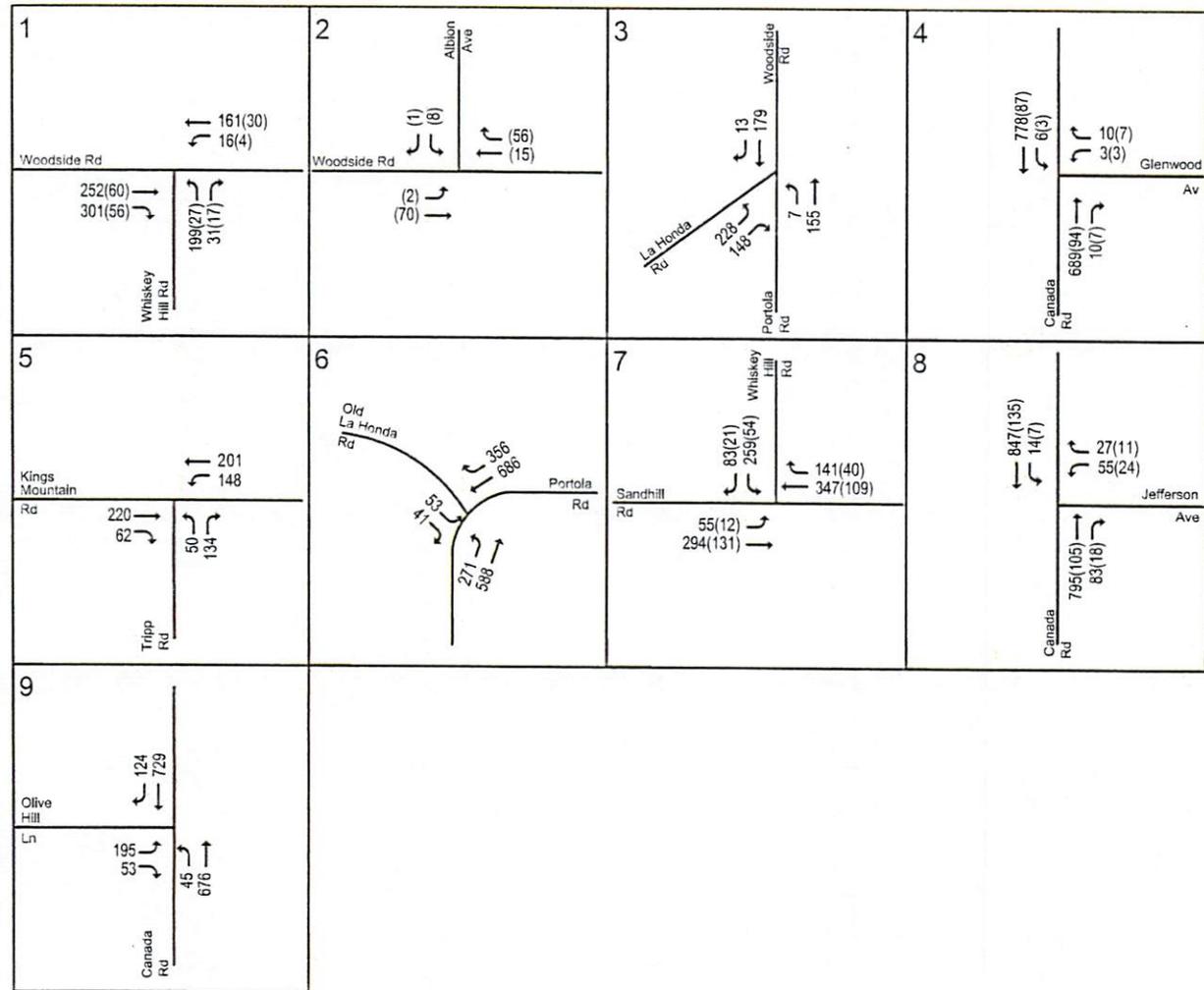
Bicycle traffic counts were taken at eight intersections on a Saturday in August 2010 and five intersections on a Wednesday in September 2010 (see Table CL3). The August counts were for a longer time period (7:00 AM to 6:00 PM) compared to the September counts (7:30 AM to 4:30 PM). The summer weekend counts were dramatically higher than the September weekday counts. Bicycle volume was particularly high on Cañada Road and Portola Road on Saturday. These are the first bicycle counts taken in Woodside, so no comparisons can be made to earlier data. The bicycle turning movements are shown on Figure CL1.

Table CL3: 2010 Bike Counts

Count Location	Intersection	Daily Bike Volume Aug 2010 (Saturday)	Sept 2010 (Wednesday)
1	Woodside Road/Whiskey Hill Road	960	194
2	Woodside Road/Albion Avenue	n/a	152
3	Woodside Road/Portola Road	730	n/a
4	Cañada Road/Glenwood Avenue	1,496	200
5	Kings Mountain Road/Tripp Road	815	n/a
6	Old La Honda Road/Portola Road	1,995	n/a
7	Whiskey Hill Road/Sand Hill Road	777	367
8	Cañada Road/Jefferson Avenue	1,821	300
9	Cañada Road/Olive Hill Lane	1,822	n/a

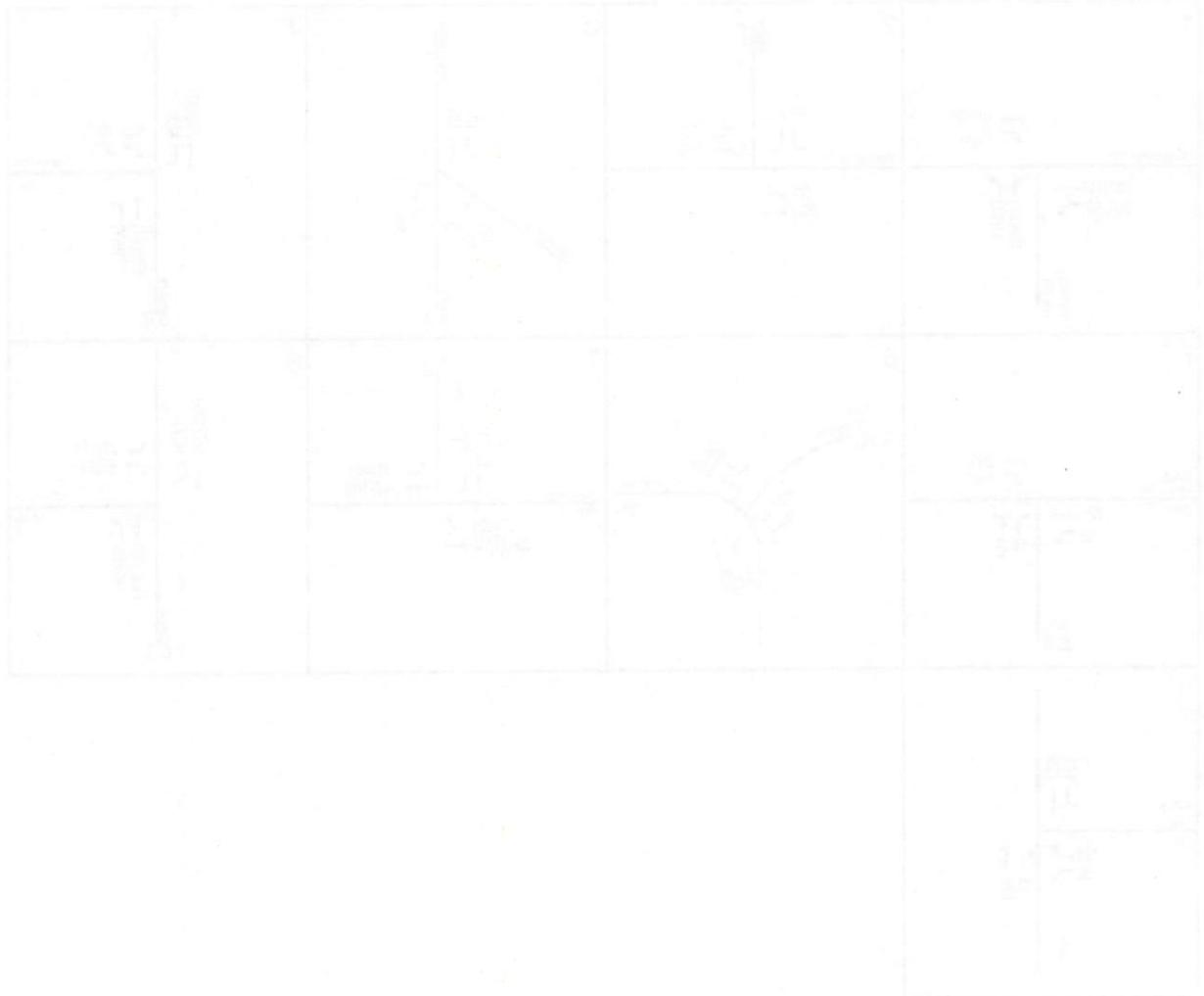
Sources: Hexagon Transportation Consultants, Inc. counts on 8/13/2010 (7:30 AM - 6:00 PM) and 9/22/10 (7:30 AM - 4:30 PM).

Figure CL1: Bike Turning Movements at Count Locations



TRAFFIC VOLUME AND ROAD CAPACITY IN WOODSIDE

An analysis of the present traffic volume on roads in the Woodside Planning Area indicates that most roads are being used far below their traffic capacity. The busiest road segments are found on Woodside Road immediately east and west of I-280. While busy, these segments operate well within their capacities. Traffic also is busy around the commercial area of Woodside adjacent to the Woodside/Cañada/Mountain Home intersection. This area has a concentration of street traffic, parking, and pedestrian activity. Nevertheless, traffic operations are within acceptable standards. Since land uses in Woodside are generally built-out, large future increases in traffic volume are not expected. The existing road system is adequate to accommodate future traffic. No substantial road widening and no significant new road construction will be needed.



GOAL CL1

Balance circulation system user needs.

Improve the circulation system to balance the needs of motorists, bicyclists, equestrians, and pedestrians.

POLICY CL1.1 – ENCOURAGE COOPERATION BETWEEN ALL USERS OF THE CIRCULATION SYSTEM

The Town should actively pursue means to promote cooperative use of the circulation system among all users.

Strategies:

a. Encourage dialog on circulation system needs

1. All users of the circulation system within the Town of Woodside should be able to participate in periodic forums which review and prioritize needs and improvements in the system.
2. Solicit input from Woodside Town committees on condition of roads, trails, and pathways.
3. Solicit input from Woodside Town committees on circulation system improvements which would enhance connectivity within and between neighborhoods as well as to / from Town Center and Woodside Elementary School.
4. Organize combined bi-annual meetings of the Trails and Bicycle Committees to review circulation needs.

b. Promote "Woodside Share our Roads" between all users

to improve safety

1. Develop Woodside-specific materials which describe how to avoid the potential conflicts between motorists and bicyclists; motorists and equestrians; equestrians and bicyclists; and equestrians and pedestrians.
2. Develop materials to promote preservation of neighborhood tranquility and privacy for residents.
3. Develop materials to promote recreational parking outside of Town Center area.

c. Promote traffic safety

Expand the existing Town of Woodside Road Program to include management and review of educational efforts to improve safety and increase multi-modal roadway awareness for all roadway, path, and trail users within Town.

1. Promote general public education: The Town should cooperate with other organizations to provide educational opportunities for the general public regarding State law and safe and courteous road behavior applicable to all Town roadways, paths, and trails. Forums to disseminate this information could include the Town Newsletter and Town Council meetings.
2. Promote school education: The Town should cooperate with public school districts and with automobile, equestrian, pedestrian, bicycle, health, and law organizations to educate children about State law relating to pedestrians, equestrians, bicyclists, and motorist; the healthful benefits of walking, riding, and bicycling; and courteous behavior in sharing roadways.

d. Utilize enforcement strategies

Expand the existing Town of Woodside Road Program to include review of enforcement strategies related to transportation.

1. Enforcement of traffic laws: The Town should promote increased enforcement of traffic laws pertaining to all roadway users to address issues such as speed limits, safe passing practices on narrow and winding roads and steep grades, and unlawful parking within bike-ways and pedestrian paths. Enforcement methods include patrol by law enforcement officers, placement of radar speed trailers, and installation of signs posting traffic regulations and citation costs.
2. Coordinate with law enforcement: Coordinate with the San Mateo County Sheriff for speed enforcement actions, such as placement of the speed trailer and active patrol, and enforcement of other vehicle codes applicable to all users of the rights-of-way.

POLICY CL1.2 - EXPAND THE ROAD PROGRAM

Enhance the existing Town of Woodside Road Program as set forth in the Woodside Municipal Code to address and balance the transportation needs of equestrians, bicyclists, and pedestrians, as well as motorists.

The Road Program should be utilized to review the needs of users, determine missing linkages within the system and prioritize maintenance and improvements of the Town's roads, equestrian trails and pedestrian paths/trails and bikeways. While it is not anticipated that the roadway system in Woodside will expand (except within subdivisions that may occur), improvements and maintenance are a yearly priority of the Town.

The goals of the Road Program include:

- Providing an open and transparent process to access and prioritize improvements to the circulation system.
- Identifying the portions of the circulation system which need to be upgraded or improved to better meet the needs of equestrians, pedestrian, bicyclists, and motorists.
- Reviewing maintenance needs of the circulation system, and perform these upgrades and improvements with yearly maintenance projects.
- Prioritizing circulation system upgrades, improvements, and maintenance utilizing three two-year work plans (six years overall). Conduct Town Council work sessions, open to the public, to address and prioritize circulation system improvements as part of the budget process.
- Removing dangerous trees (i.e., trees which are structurally defective or damaging infrastructure, and pose immediate health and safety risks).
- Investigating funding opportunities for circulation system improvements.

Strategies:

a. Circulation system planning tool

Continue to utilize the Road Program to identify, prioritize, and implement the maintenance and upgrade of the Woodside circulation system.

b. Six- year road program prioritization

Enhance the Road Program to be a series of three two- year plans over a six-year planning and engineering period.

c. Open and transparent process

Solicit public input during the yearly review of priorities and budget. Solicit input from neighborhood and homeowner associations.

POLICY CL1.3 - PROMOTE NEIGHBORHOOD SAFETY AND TRANQUILITY

Develop measures to promote safe usage of roads, trails, and paths within neighborhoods; and mitigate the impacts of recreational traffic on neighborhood tranquility.

Strategies:

a. Balance user needs

Work with homeowner associations and resident groups to balance the needs of all users within each neighborhood.

b. Improve safety

Work with residents to identify and correct safety issues within neighborhoods. Respond to, analyze, and prioritize neighborhood requests for roadway safety improvements.

c. Protect and promote neighborhood tranquility

Balance the needs of residents for privacy and tranquility with the impacts of recreational traffic. Promote measures to limit or mitigate the impacts of recreational traffic (motorists, motorcyclists, and bicycles) on neighborhoods.

POLICY CL1.4 - IMPROVE COMMERCIAL DISTRICT CIRCULATION, TRAFFIC FLOW, AND PARKING

Improve circulation, traffic flow, and parking in the Town Center and Skylonda Center.

Strategies:

a. Update the Town Center Area Plan

The Town Center Area Plan should be updated to include plans for improving circulation, traffic, and parking. Consider expanding the boundaries of the Town Center Area Plan to the west to include the Town’s public and private institutions (Woodside Elementary School, fire station, library, and church) to adequately address circulation, traffic, and parking issues. This update should include:

1. Soliciting input from residents on desired improvements.
2. Identifying Town Center tenant and institutional uses, and analyzing parking requirements based on uses.
3. Comparing Woodside parking requirements with other towns and cities to consider solutions that have been utilized in other jurisdictions.
4. Identifying potential areas for bicycle parking within the Town Center area, and promote the installation of bicycle racks when appropriate.

b. Update the Skylonda Center Area Plan

The Skylonda Area Plan should be updated to include plans for improving circulation, traffic, and parking.

c. Employee carpooling and parking

Encourage employee carpooling, and use of designated parking areas.

d. Recreational parking

Identify potential areas for recreational visitor parking outside of the Town Center area.

POLICY CL1.5 – SEEK AND MAINTAIN FUNDING AND RESOURCES

Seek and maintain adequate funding to support circulation system improvements.

Strategies:

a. Taxes and Fees

All revenue proceeds received from State gas taxes, Measure A taxes, traffic safety fines and forfeitures, and road impact fees shall be utilized to support the Town's circulation system needs. Trails Maintenance Fees shall be used to maintain and construct public equestrian trails in Town.

b. General Fund monies

The Town Council shall review and approve expenditures of General Fund monies for the Town's circulation system needs.

c. Reserve for emergency roadway repairs

The Town shall maintain a reserve of funds for the emergency repair and reconstruction of roads destroyed or disrupted by earthquake, landslide, flood, fire, or other natural or manmade disaster.

d. Grants

The Town shall seek available County, State and federal grant monies for the Town's circulation system needs.

e. Coordinate and partner with other agencies

Coordinate and partner with CalTrans, the County, neighboring municipalities, and other organizations and agencies in the planning, funding, and construction of circulation system improvements.

POLICY CL1.6 – COLLECT DATA

Create, maintain, and update roadway, equestrian trail, bikeway, and pedestrian way data to aid in maintenance, emergency repair, and improvement and new construction planning.

Strategies:

a. Roadway, equestrian trail, bikeway, and pedestrian way databases

Create, maintain, and update roadway, equestrian trail, bikeway, pedestrian path, and pedestrian trail databases, including: rights-of-way specifications, easement documents, maintenance schedules, and traffic and user counts.

b. Roadway, equestrian trail, bikeway, and pedestrian way maps

Maintain and update roadway, equestrian trail, bikeway, pedestrian path, and pedestrian trail digitized maps.

GOAL CL2

Maintain a safe and convenient roadway system while preserving the Town's rural and scenic environment.

Maintain a roadway system that provides convenient access to Town businesses, public and private institutions, and residences. Maintain the physical and aesthetic condition of Town Roads according to the Town's design principles and standards and scenic corridor architectural standards.

POLICY CL2.1 – MAINTAIN AND IMPROVE TOWN ROADWAYS

Maintain and improve the physical condition and safety of Town roadways consistent with a rural and scenic environment.

Strategies:

a. Design principles and standards

Review roadway projects to ensure compliance with the following design principles and standards:

1. Whenever the design of any new road or change in any existing road within the Woodside Planning Area is being considered, great care must be taken to assure that the scenic character, rural residential qualities, and the privacy of the areas through which they pass will be maintained.
2. Circulation patterns shall be designed to discourage through traffic in neighborhoods.
3. Residential driveway entrances should be limited to one, either on or off a private road, for reasons of safety, traffic, and aesthetics.
4. Roads should be designed to encourage walking, bicycling, and horseback riding, where appropriate.
5. Roads should be designed for safe travel. Roadway design should not induce drivers to travel at excessive speeds.
6. Roads shall be designed and constructed to minimize the cost of maintenance through the construction of adequate shoulders and drainage facilities.
7. The number and extent of roadway cuts and fills required in construction, reconstruction, and road maintenance shall be kept to a minimum.
8. Natural contouring of cut-and-fill slopes shall be an integral part of the road design, construction, and maintenance process. Effective planting of such slopes with trees, shrubs, and ground cover is necessary for erosion control and to restore the scenic quality of the road corridor.
9. Scenic or conservation easements over properties adjacent to the roadway may be needed to ensure preservation of a vista from the road and to preserve the natural, rural character of the Town.
10. Where possible, road rights-of-way should be designed to accommodate appropriate road paving, trails, paths and bikeways, drainage, public utility services, and substantial trees and shrubs.
11. Due to limited road widths, on-road parking is usually not appropriate.
12. Off-road vehicular parking is the responsibility of individual land owners. Wherever feasible, alternative egress routes should be available.
13. Roads shall be maintained to allow for emergency access.
14. Roads serving new land divisions shall be designed to: (a) accommodate emergency access; (b) provide two means of access; and (c) be designated as private roads. Roads serving new land divisions shall be maintained by the private property owners.
15. A road maintenance agreement shall be required and recorded with the County, and shall include a clause requiring Town approval to rescind the agreement.

b. Improve Road Safety

1. Respond to safety issues on public road rights-of-way, such as hazardous pavement conditions, hindrances to sight distance, roadway obstructions, and trees that are structurally defective or damaging infrastructure. The Town has no current plans for the construction of new public roads.
2. Safety improvements on private roads are the responsibility of the private property owners. Utilize available means to require or encourage adequate safety features on private roadways.
3. Review substandard roadway widths and identify and prioritize potential improvements.

c. Maintain roadways

1. Monitor the condition of Town roads, and prioritize preventive maintenance.
2. The maintenance of private roads shall be the responsibility of the private property owners. All newly constructed private roads shall require the recordation of a private road maintenance agreement.

POLICY CL2.2 - PROTECT AND DESIGNATE SCENIC CORRIDORS

State scenic highway legislation does not prohibit development projects within officially designated scenic corridors. The only prohibited structures are outdoor advertising signs. State guidelines do, however, require the adoption of scenic corridor architectural regulations by local governments for those portions of scenic corridors within their jurisdictions. In Woodside, these regulations are extended to local scenic roads.

Strategies:

a. Development review

1. Skyline Boulevard and I-280 are official State Scenic Highways and the scenic corridors along these roads have been defined. Local regulation of development within these scenic corridors, including design review, must be continued in order to maintain official State scenic highway status and to accomplish Town objectives.
2. Continue Architectural and Site Plan Review of all structures and site developments proposed in the scenic corridors along designated State scenic highways and Town scenic roads to ensure appropriateness of design and materials, proper placement of structures, and landscape design.
3. Continue zoning and subdivision regulations in force requiring adequate setbacks of all structures from road rights-of-way and other measures to protect the scenic qualities in all scenic corridors.

b. Scenic corridor designation for State Highway 84

In addition to Skyline Boulevard and I-280, State Highway 84 is indicated in this Plan as a local scenic highway and is recommended to the State for inclusion in the State Scenic Highway System. The Town will continue to seek official State scenic highway status for Highway 84.

GOAL CL3

Protect, maintain, and expand the bikeway network.

Protect, maintain, and expand the bikeway network to reduce vehicular trips, increase circulation safety, and benefit public health.

POLICY CL3.1 - ENHANCE TOWN BIKEWAYS (PRIMARILY CLASSES II AND III)

Enhance the physical and aesthetic condition and safety of Town bikeways.

Strategies:

a. Design principles and standards for bikeways

Bikeways shall be designed and constructed according to the following design principles and standards:

1. The existing roadways must serve as the main element of a bikeways network. Bikeways planning should endeavor to improve the safety of existing Town roads, few of which were designed to accommodate the present volume of cars and bicycles.
2. In limited and specific cases, bikeways may be located on easements between private properties only where an alternative, safe bikeway cannot be constructed along a public road or when the bike path can provide a safe and substantially shorter and more convenient route than exists along public roads. The privacy of residents in lands adjacent to bikeways shall be protected as much as possible.
3. Facilities for bicyclists should be separated from facilities for equestrians since these uses are not compatible and design and construction requirements differ substantially.
4. Town designation of bicycle routes and bikeway types (class) should include consideration of bicycle and motor vehicle traffic, safety, and the physical adequacy of existing routes to accommodate bikeways. Connections with bikeways of adjacent cities and those contained in the San Mateo County Bikeways Plan should be taken into consideration when designating routes.

5. Regional bikeways should be located primarily on, or along, arterial roads.
6. Opportunities to accommodate Class I bikeways (bike paths) are extremely limited due to the physical constraints of the Town's existing roadway system. Any Class I bikeways provided shall be designed primarily for use by bicyclists, with provision for use by pedestrians only if a separate pedestrian path is not available. Cross vehicular traffic should be minimized. Pedestrian paths are not considered to be bike paths. Motorized bicycles and vehicles are prohibited on bike paths.
7. Class II bikeways (bike lanes) shall be designed for exclusive or semi-exclusive use by bicyclists and demarcated by pavement striping and signs. Pedestrian and motorist cross flows may be permitted. Parking within bike lanes shall be discouraged or prohibited by signs.
8. Class III bikeways (bike routes) shall serve to provide access to, or continuity with, other bikeways or preferred routes through demand corridors. Signs for bike routes are permitted but not required and no lines for pavement demarcation shall be used.

b. Design and construction standards for bikeways

Review and update Town design and construction standards for bikeways. The standards should include the following specifications:

1. Smooth surfaces, kept free of debris;
2. Where resurfacing is required, the full paved width should be resurfaced;
3. Brush should not be allowed to protrude into bikeways; and,
4. Obstacles, such as utility poles, tree trunks, fences, open drainage ditches, traffic guard rails, curbs, landscaping, and berms should not be so close to the bikeway to constitute a distraction or hazard. Development of bikeways should attempt to meet or exceed current State standards.

c. Parking facilities

Develop criteria under which commercial facilities and public institutions shall provide secure and convenient parking for bicycles. If public transit becomes available, bicycle parking and locker storage for commuters should be provided.

POLICY CL3.2 - PROTECT AND EXPAND TOWN BIKEWAYS

Protect and promote the network of Town bikeways by strongly discouraging the abandonment of existing easements, encouraging the acquisition of new easements, and considering the impact of proposed development on bikeways.

Strategies:

a. Protection of existing easements and public facilities

Dedicated bikeway easements and public bicycle facilities shall not be abandoned unless there is substantial evidence of no practical use.

b. Dedication of new easements

Encourage the dedication of bikeway easements adjacent to public roads.

c. Development impacts

1. Require the analysis of physical and aesthetic impacts on bikeways when reviewing new projects or updating Town regulations and guidelines.
2. The Town Council may require dedication of an easement for roadside bikeways in conjunction with a subdivision.

POLICY CL3.3 – PLAN AND PRIORITIZE BIKEWAY IMPROVEMENTS, CONSTRUCTION, AND MAINTENANCE WHILE BALANCING THE NEEDS OF OTHER USERS

Plan and prioritize bikeway improvements, construction, and maintenance as part of the Town of Woodside Road Program while balancing the needs of other circulation system users.

Strategies:

a. Maintain public bikeways

Monitor the condition of public bikeway pavement and striping, and prioritize preventive maintenance.

b. Improve and construct public bikeways

Respond to safety issues on public bikeways, such as hazardous pavement conditions and roadside obstructions. Utilize the Bikeways Map and database to identify new desired bikeway locations, and prioritize acquisition and improvements. Desired bikeways in Town include, but are not limited to, the following locations:

1. Town Center: The update of the Town Center Plan should include a comprehensive analysis of the rights-of-way (a plan line) from the Town Center to the public and private institutions on Woodside Road to the west (the Woodside Elementary School, library, church and fire station), and include plans for improvements to bikeways where feasible.
2. Bikeways connections are desired between and along the following roads, and to the following facilities:
 - Barkley Fields and Park
 - Edgewood Road and Edgewood Park to Huddard Park and Skyline
 - Farm Hill Boulevard to Cañada Road
 - Harcross Road to Cinnabar Road
 - Ridgeway Road to Farm Hill Boulevard
 - Sand Hill Road to Quail Meadows Road west of I-280
 - Tripp Road to Kings Mountain Road (near Manuella Avenue)
3. Desired Bikeway Improvements (see Desired Bikeway Improvements Table)

Table CL4: Desired Bikeway Improvements*

Roadway Type	Roadway	Segment	Bikeway Class
Arterial	Alameda de las Pulgas	Southbound, Fernside Road to Woodside Road	III
	Cañada Road	Within Town limits	II
	Farm Hill Boulevard	None	na
	Kings Mountain Road	Within Town limits	II & III
	La Honda Road	Within Town limits	III
	Portola Road	Sand Hill Road to Mountain Home Road	III
	Sand Hill Road	Within Town limits	II
	Skyline Boulevard	Within Town limits	III
	Whiskey Hill Road	Within Town limits	II
	Woodside Road	Alameda de las Pulgas to Kings Mountain Road	II
Collector	Jefferson Avenue	Within Town limits	III
	Mountain Home Road	Within Town limits	III
	Old La Honda Road	Within Town limits	III
	Tripp Road	Within Town limits	III
	Woodside Drive	Within Town limits	III
Minor Rural	Albion Avenue	Within Town limits	III
	Bear Gulch Road	Within Town limits	III
	Cinnabar Road	Within Town limits	III
	Eleanor Drive	Northgate Drive to Stockbridge Avenue	III
	Harcross Road	Within Town limits	III
	Manuella Road	Within Town limits	III
	Northgate Drive	Within Town limits	III
	Olive Hill Lane	Within Town limits	III
	Ridgeway Road	Within Town limits	III
Stockbridge Avenue	Within Town limits	III	

* The scope and feasibility of improvements needs to be evaluated.

GOAL CL4

Protect, maintain, and expand the equestrian trail network.

Protect, maintain, and expand the equestrian trail network where feasible for local circulation and recreational use.

POLICY CL4.1 – PROMOTE AND PROTECT THE TOWN EQUESTRIAN HERITAGE

Promote and protect the Town's equestrian heritage by protecting and enhancing the equestrian trail system, encouraging equestrian facilities, and supporting equestrian events.

Strategies:

a. Encourage equestrian facilities

Encourage equestrian facilities, such as private and commercial barns, and support facilities in public locations (hitching posts).

b. Support equestrian events, programs, and organizations

Encourage and promote equestrian events (such as Day of the Horse), programs (such as Born Again Barns), and organizations (such as WHOA!, the Woodside-area Horse Owner's Association).

c. Incentives

Incentivize horse keeping and the dedication of equestrian trails in Town.

1. Create permit incentives for keeping horses in Town, such as streamlining permits for barns and corrals.
2. Continue to ensure that the dedication of off-road equestrian trail easements on private property does not affect the computation of developable area.

d. Education

The Town should institute, or participate in, community education and information programs which aid the community in sustaining, protecting, enhancing, and enjoying equestrian activities and facilities.

1. Education partnerships: Partner with community equestrian organizations for education on, and promotion of, equestrian activities and facilities.
2. Horse education: Educate residents and visitors to be aware of horse safety issues and etiquette.
3. Public trail map: Consider creating and maintaining a public trail map of all trails open to the public (roadside trails and developed off-road trails dedicated to the Town).

e. Equestrian trail usage regulation

The Town may consider enacting regulations governing the use of equestrian trails within the Town, such as a sign program referring to codes applicable to roadside equestrian trails, and trail etiquette for off-road equestrian trails. Regulations may consider the distinction between equestrian trails located within Town rights-of-way versus located on private property.

POLICY CL4.2 – ENHANCE THE TOWN EQUESTRIAN TRAIL NETWORK

Maintain and enhance the physical and aesthetic condition of the Town equestrian trail network.

Strategies:

a. Location and access

Equestrian trails should be located to provide reasonable access to riding trails from lots on which horses could be kept. Equestrian trails may be located in road rights-of-way, in their own right-of-way, or in dedicated or permissive easements over private property. Roadside equestrian trails should be separated from the roadway pavement as much as feasible. Off-road equestrian trails should be located along property lines, or as close as possible, to minimize privacy impacts.

b. Safeguard beauty and natural character

Equestrian trails should be located and designed to preserve the beauty and natural character of the Town. Whenever possible, equestrian trails should follow creeks and canyons, scenic ridges, and other routes of natural beauty.

c. Design and construction standards

Review and update Town design and construction standards for equestrian trails. The standards shall promote:

1. Minimal erosion and other disturbances to natural terrain and vegetation;
2. Safe use year round and in all weather conditions where necessary;
3. Adequate design features for safe usage (adequate width, height clearance, and surface materials);
4. Economical maintenance; and,
5. Design for combined equestrian and pedestrian use where a demand for shared use exists.

POLICY CL4.3 – PROTECT AND EXPAND THE TOWN EQUESTRIAN TRAIL NETWORK

Protect and expand Town equestrian trails by strongly discouraging the abandonment of existing easements, encouraging the acquisition of new easements, and considering the impact of proposed development on equestrian trails.

Strategies:**a. Protect existing easements**

Dedicated equestrian trail easements shall not be abandoned unless there is substantial evidence of no practical use.

b. Seek, encourage, and support new easements and trail usage agreements

Seek, encourage, and support the dedication of equestrian trail easements and trail usage agreements over private property. The Town Council may require

dedication of an easement for roadside equestrian trails in conjunction with a subdivision. Off-road equestrian trails in Town exist on, and shall be located on, easements that have been dedicated to the Town, or over public lands. These trails should provide connections between neighborhoods, and direct routes to other equestrian trails and open space preserves.

c. Planning, permitting, and recording assistance

Aid residents seeking to develop off-road equestrian trails with processing recorded easements by providing planning, permitting, and easement recordation assistance. Advertise the availability of this Town assistance.

d. Recording equestrian easements separately from other easements

Off-road, dedicated equestrian trails shall be recorded with the County Recorder's Office. If an off-road, dedicated equestrian trail is located within another type of easement (such as a conservation or open space easement), the trail shall be separately and specifically recorded with the County Recorder's Office.

e. Review of discretionary applications

Care shall be taken in reviewing discretionary applications to ensure that recorded equestrian trails are preserved, and that voluntary dedication of new and existing non-public equestrian trails is pursued.

f. Development impacts

Require the analysis of physical and aesthetic impacts on equestrian trails when reviewing new projects, or updating Town regulations and guidelines (such as those involving driveway surface materials, fencing, landscaping, drainage facilities, and utility placement).

POLICY CL4.4 – PLAN AND PRIORITIZE EQUESTRIAN TRAIL MAINTENANCE, IMPROVEMENTS, AND CONSTRUCTION

Plan and prioritize maintenance, improvements, and construction as part of the Town of Woodside Road Program while balancing the needs of other users.

Strategies:

a. Equestrian trail connectivity

Prioritize the acquisition of off-road equestrian trails that provide connections between neighborhoods and direct routes to other equestrian trails, public parks, and open space preserves where feasible.

b. Maintain public equestrian trails

Monitor the condition of public equestrian trails, and prioritize preventive maintenance. Respond to safety issues on public equestrian trails, such as wash outs and trail obstructions.

c. Maintain private equestrian trails

The maintenance of private equestrian trails shall be the responsibility of the applicable private organization charged with its maintenance, or private property owner.

d. Improve and construct public equestrian trails

Utilize the Equestrian Trails Map and database to identify new desired equestrian trail locations, and prioritize acquisition and improvements.

e. Improve and construct private equestrian trails

The improvement and construction of private equestrian trails shall be the responsibility of the applicable private organization or private property owner.

GOAL CL5

Protect, maintain, and expand pedestrian pathways and trails.

Protect, maintain, and expand the pedestrian pathways and trail network to reduce vehicular trips, increase pedestrian safety, and benefit public health.

POLICY CL5.1 - ENHANCE TOWN PEDESTRIAN PATHWAYS AND TRAILS

Enhance the physical and aesthetic conditions of Town pedestrian pathways and trails.

Strategies:

a. Design principles and standards for pedestrian pathways

Pedestrian pathways should be designed and constructed according to the following design principles and standards:

1. Pedestrian pathways intended for general circulation should provide reasonably direct and convenient routes of travel for users.
2. Connected and continuous pedestrian pathways are important for pedestrian mobility. New developments should be reviewed for opportunities to supply missing pedestrian pathway connections.
3. Pedestrian pathways should generally be located in the rights-of-way of public roads. In limited and specific cases, pedestrian paths may be located on easements between private properties (a pedestrian trail) only where an alternative pedestrian path cannot be constructed along a public road or when the pedestrian path can provide a safe and substantially shorter and more convenient route than exists along public roads. The privacy of residents in lands adjacent to pedestrian pathways should be protected as much as possible.
4. Visibility of pedestrians within pedestrian pathways is an important safety issue. Increasing pedestrian pathway visibility should be considered for all developments.

5. Pedestrians should be separated from faster moving traffic, such as vehicles and bicycles. Where pedestrians share a pathway with other users, a wider pathway is desirable.
6. Highly visible crosswalks should be provided near pedestrian destinations, such as Town Center and Woodside Elementary School. The design could include horizontal striping, or other highly visible markings.

POLICY CL5.2 - PROTECT AND EXPAND TOWN PEDESTRIAN PATHWAYS AND TRAILS

Protect and expand the network of Town pedestrian pathways and trails by strongly discouraging the abandonment of existing easements; encouraging the acquisition of new easements; and considering the impact of proposed development on pedestrian pathways and trails.

Strategies:

a. Protection of existing easements

Dedicated pedestrian pathway easements shall not be abandoned unless there is substantial evidence of no practical use.

b. Dedication of new easements

Encourage the dedication of pedestrian trail easements adjacent to public roads.

c. Planning, permitting, and recording assistance

Aid residents seeking to develop off-road pedestrian trails with processing recorded easements by providing planning, permitting, and easement recordation assistance. Advertise the availability of this Town assistance.

d. Development of off-road pedestrian trails

Assist residents seeking to develop off-road pedestrian trails within recorded easements in Town.

e. Development impacts

1. Require the analysis of physical and aesthetic impacts on pedestrian pathways when reviewing new projects, or updating Town regulations and guidelines.
2. The Town Council may require dedication of an easement for pedestrian pathways in conjunction with a subdivision.

POLICY CL5.3 PLAN AND PRIORITIZE PEDESTRIAN PATHWAY MAINTENANCE, IMPROVEMENTS, AND CONSTRUCTION

Plan and prioritize pedestrian pathway maintenance, improvements, and construction as part of the Town of Woodside Road Program while balancing the needs of other users.

Strategies:

a. Maintain pedestrian pathways and trails

Monitor the condition of public pedestrian paths, and prioritize preventative maintenance.

1. Public pedestrian pathways and trails: The maintenance of public pedestrian pathways and public pedestrian trails (within recorded easements) shall be the responsibility of the Town.
2. Private pedestrian trails: The maintenance of private pedestrian trails shall be the responsibility of the private property owners.

b. Improve and construct public pedestrian pathways and trails

Respond to safety issues on public pedestrian pathways and off-road trails, such as hazardous conditions and roadside obstructions. Utilize the Pedestrian Pathways and Trails Map and Pedestrian Pathways and Trails database

to identify new desired pedestrian way locations, and prioritize acquisition and improvements. Desired pedestrian ways in Town include, but are not limited to, the following locations:

1. Town Center: The update of the Town Center Plan shall include a comprehensive analysis (a plan line) of the rights-of-way from the Town Center to the public and private institutions on Woodside Road to the west (the Woodside Elementary School, library, church and fire station), and include plans for improvements to pedestrian pathways where feasible. The highest priority will be given to the construction of new pedestrian pathways within a two-mile walking distance of these areas.
2. Pedestrian Connectivity: Pedestrian links are desirable between and along the following roads and facilities:
 - Barkley Fields and Park
 - Farm Hill Boulevard to Cañada Road
 - Ridgeway Road to Farm Hill Boulevard
 - Tripp Road to Kings Mountain Road (near Manuella Avenue)
3. Pedestrian Pathway Improvements (see Table CL5: Desired Pedestrian Pathway Improvements)

c. Improve and construct private pedestrian trails

The improvement and construction of private pedestrian trails shall be the responsibility of the private property owner(s).

Table CL5: Desired Pedestrian Pathway Improvements

Roadway Type	Roadway	Segment	Pathway Type	Desired Improvements
Arterial	Cañada Road	Woodside Road to Jefferson Avenue	Paved	Add additional segments
	Farm Hill Boulevard	none	na	Yes
	Portola Road	none	na	Yes
	Sand Hill Road	none	na	Yes
	Whiskey Hill Road	Woodside Road to Sand Hill Road	Gravel	Add additional segments
	Woodside Drive	Within Town limits	Paved	Add additional segments
	Woodside Road	Kings Mountain Road to Whiskey Hill Road	Gravel	Add additional segments
Collector	Jefferson Avenue	none	na	Yes
	Mountain Home Road	Within Town limits	Dirt	Policy discussion
Minor Rural	Albion Avenue/Olive Hill Loop	Within Town limits	Dirt	Policy discussion
	Crest Road	Within Town limits	Paved	Policy discussion
	Cinnabar Road	Within Town limits	Paved	Policy Discussion
	Las Pulgas Drive	Oakford Road to Cinnabar Road	Paved	Add additional segments
	Manuella Road	none	na	Yes
	Olive Hill Lane	none	na	Yes
	Ridgeway Road	Within Town limits	Paved	Policy discussion

GOAL CL6

Develop a circulation system that encourages and supports vehicle trip reduction.

Explore opportunities for increased connectivity with regional transit, and identify trip reduction opportunities to reduce the Town's carbon footprint.

POLICY CL6.1 – SUPPORT REGIONAL TRANSIT CONNECTIVITY

Support the expansion, development, and improvement of the public transit systems serving Woodside and the Midpeninsula which are effective, convenient, quiet, and economically feasible.

Strategies:

a. Increase Connectivity

Support county and regional transit systems in their efforts to provide convenient public transit service to the Town.

POLICY CL6.2 – ENCOURAGE TRIP REDUCTION

Identify feasible transit and commute trip reduction opportunities to reduce the Town's carbon footprint.

Strategies:

a. Encourage trip reduction

Encourage residents to voluntarily reduce their transportation carbon footprint by:

1. Employing trip reduction strategies, such as combining trips and compressing the work week;
2. Utilizing local delivery services, such as those from drug stores, dry cleaners, and fresh produce providers;
3. Utilizing alternative transportation strategies, such as existing commuter matching programs and senior shuttle services.

b. Town events

1. Provide shuttle service for larger Town events from a centralized location, such as Cañada College.
2. Encourage the Recreation Committee to promote events which utilize transit to travel to regional attractions, such as, shopping, sports events, amusement parks, museums, and seasonal events.

c. Encourage walking and bicycling to school

Promote existing programs which encourage walking and bicycling to Woodside Elementary School, such as the Safe Routes to School program.

d. Encourage bicycling to work

Support the regional Bike to Work program, and encourage bicycling to work as an on-going practice.

GOAL CL7

Manage recreational traffic and special events.

Manage recreational traffic and special events to minimize disruption to residents.

POLICY CL7.1 - MINIMIZE DISRUPTION

Minimize disruption to residents from recreational traffic and special events.

Strategies:

a. Neighborhood tranquility

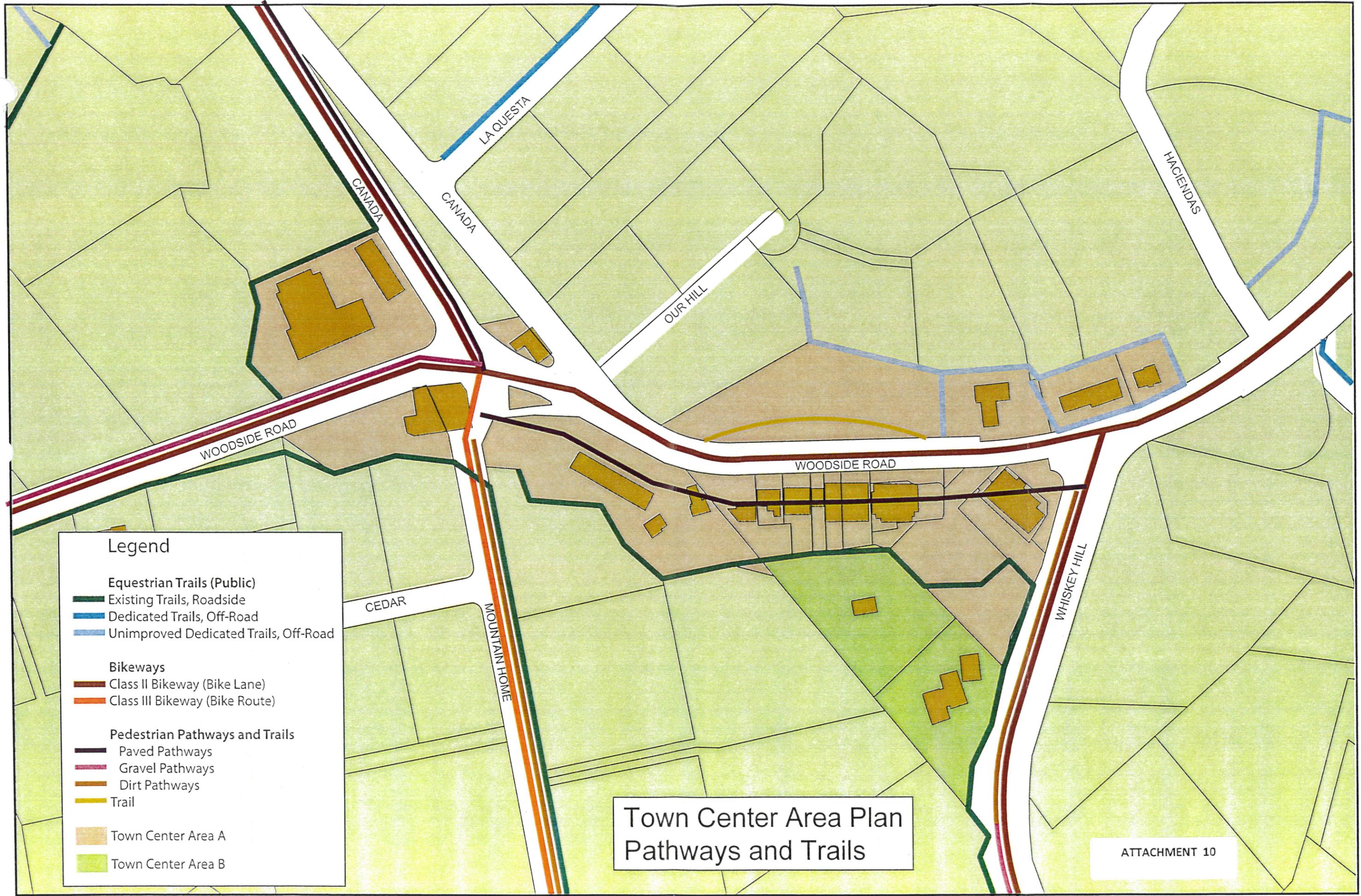
Promote measures to limit or mitigate the impacts of recreational traffic (motorists, motorcyclists, and bicycles) on neighborhoods.

b. Coordination with event sponsors

The Town should encourage event sponsors to use major roads, such as Cañada, Sand Hill, and Whiskey Hill Roads.

c. Enforcement

1. Continue fair and effective enforcement of regulations governing vehicular movement (both motorized and non-motorized) and noise.
2. Examine impacts (travel speed, adherence to traffic law, and parking) from pelotons, bike clubs, motorcycles, and other recreational traffic, and consider further enforcement actions.



Legend

- Equestrian Trails (Public)**
 - Existing Trails, Roadside
 - Dedicated Trails, Off-Road
 - Unimproved Dedicated Trails, Off-Road
- Bikeways**
 - Class II Bikeway (Bike Lane)
 - Class III Bikeway (Bike Route)
- Pedestrian Pathways and Trails**
 - Paved Pathways
 - Gravel Pathways
 - Dirt Pathways
 - Trail
- Town Center Area A**
- Town Center Area B**

Town Center Area Plan
Pathways and Trails

**TOWN OF WOODSIDE
TOWN CENTER AREA PLAN (TCAP) TASK FORCE
Agenda for Wednesday, May 1, 2013**

3:00 - 5:00 pm

- I. Continued Discussion from April 24, 2013: *Town Center Parking and Circulation.*** 3:00 pm

Jackie Young, Planning Director

- II. Public Input.** 3:15 pm

Jackie Young, Planning Director

- III. Task Force Discussion.** 3:30 pm

Jackie Young, Planning Director

Dong Nguyen, Deputy Town Engineer

Sage Schaan, Senior Planner

Sean Mullin, Assistant Planner

Cindy Safe, Sr. Management Analyst

Michele Gibson, Planning Clerk

- IV. Summary / Wrap Up** 4:30 pm

Jackie Young, Director of Planning and Building

- V. Review of Next Steps: *Return to Town Council on May 28, 2013 with Initial Task Force Input*** 4:45 pm

Jackie Young, Planning Director

DESK ITEMS

MEASURE J

"Shall an ordinance restricting the use of town-owned property in Town Center and restricting the use of residentially-zoned property in and adjacent to Town Center, and setting other zoning standards be adopted?"

MEASURE J

(Full Text)

This ordinance is to protect the small-town uncongested, rural qualities and beauty of the Town of Woodside. It limits the extent and amount of commercial development in the Town Center. It preserves the character and scenic values of Woodside Road and prevents further traffic congestion and hazards.

Section 2. Findings

- (a) A substantial increase in the extent and amount of commercial development in the Woodside Town Center is now under consideration.
- (b) This development is unnecessary. The Woodside General Plan provides that commercial development shall be limited to "establishments needed to provide reasonable and accustomed services to local residents." Woodside has sufficient retail and commercial facilities to meet the needs of its residents.
- (c) The Town Center already has traffic, congestion, parking and noise problems. Further commercial development will exacerbate these problems.
- (d) The Town of Woodside owns the former Pacific Gas and Electric substation site in the Town Center. This site can properly be used to relieve traffic and parking problems.
- (e) Lands zoned residential should not be used for commercially-related purposes, to prevent expansion of commercial uses into residential areas and excessive development of commercial parcels.
- (f) Multi-story buildings in the Town Center facing Woodside Road would impair the visual qualities of the scenic road and would cause traffic congestion.
- (g) The Town Council recently enacted an ordinance allowing the Council to designate any property in Woodside as a Planned Commercial Combining District. This ordinance permits the Council to waive all size, height and setback limits without complying with existing variance procedures. This latitude is inconsistent with reasonable limits on commercial development.
- (h) Residents prefer to maintain the unique rural character and quality of life in Woodside rather than obtain additional revenues for the Town from real estate development.

Section 3. Rezoning and Use of Residential Parcels in the Town Center

The Town Center Local Area Plan of the General Plan of Woodside, Part E.1, is amended by adding:

Property zoned residential on June 1, 1988, in or adjoining the Town Center, may not be rezoned to commercial or professional uses. Ordinances regulating the use of this property may not be changed to allow any nonresidential use, except a use permitted in the same residential zone on June 1, 1988, under Sections 9-2.112 and 9-2.113 of the Woodside Municipal Code. If the zoning or other regulations are changed prior to the effective date of this ordinance to permit any use which would be proscribed if the change were made after the effective date of this ordinance, the change is hereby rescinded.

Section 4. Former Pacific Gas and Electric Substation Site

The Town Center Local Area Plan, Part E.1.C, is amended by adding the following: The former Pacific Gas and Electric Substation site in the Town Center, owned by the Town of Woodside, may be used to mitigate parking and traffic problems, whenever practical upon payment by those who benefit. The parcel may not be sold or leased by the Town without the approval of a majority of voters, except on the condition that

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it not be used for commercial or professional purposes other than parking or traffic circulation. No building may be erected on the parcel, except a Town Hall or public building primarily to serve the needs of Woodside residents or a building otherwise permitted in a residential zone on June 1, 1988. Any public building may not exceed 5,000 square feet of usable floor area and may not be used for private commercial or professional purposes.

Section 5. Commercial Use of Residential Parcels

(a) Section 9-2.114 is added to Title 9 of the Woodside Municipal Code:

Section 9-2.114. Use of Residential Parcels for Commercial Purpose in the Town Center

Parcels zoned Residential in or adjoining the Town Center may not be used to facilitate or support commercial use of other parcels, including parking or access, except where a permit was granted by the Town for the use of the residential parcel and improvements were constructed prior to June 1, 1988.

(b) The Town Center Local Area Plan is amended by deleting the following Language from Part F:

"The zoning ordinance contains a provision permitting commercial off-street parking on land zoned for residential use when situated adjacent to the commercial use to be served. This provision gives the Town a means of allowing some controlled expansion of commercial activities without actual rezoning."

Section 6. Height Limitation in Town Center

(a) The Town Center Local Area Plan, Part D.3., is amended by adding:

Provided however, buildings on commercially zoned parcels immediately adjacent to Woodside Road may not be constructed or altered to exceed one story facing Woodside Road. They may include a basement, as defined in Section 9-2.105(g) of the Municipal Code on June 1, 1988.

(b) Section 9-2.203A is added to the Municipal Code:

Section 9-2.203A Height Limit in Town Center Area.

Buildings on commercially zoned parcels immediately adjacent to Woodside Road in the Town Center may not be constructed or altered to exceed one story facing Woodside Road, notwithstanding Sec. 9-2.203. These buildings may include a basement, as defined in Sec. 9-2.105(g) of the Municipal Code on June 1, 1988, and the exceptions in Secs. 9-2.211 and 9-2.212, or successor sections, for structures or mechanical equipment covering not more than 150 square feet shall apply.

If a building existing on June 1, 1988 has more than one story, it shall be subject to the then current provisions of the Municipal Code governing nonconforming uses and buildings.

Section 7. Planned Commercial Combining District

Section 9-112A(B) of Title 9 of the Woodside Municipal Code is amended to read:

(B) **Standards.** All standards governing the use of property zoned Community Commercial shall apply to property included in a Planned Commercial Combining District. Variances must be obtained in accordance with the variance provisions of the Municipal Code, including public hearings.

Section 8. City Government Responsibilities

The Town Council and other officials and employees of Woodside are mandated by the voters to fully implement and enforce the provisions of this ordinance.

Section 9. Supersession of Inconsistent Provisions

To the extent that any provision in the General Plan, zoning ordinances, or other ordinances or resolutions of the Town of Woodside is inconsistent with this ordinance, that provision is superseded and nullified by this ordinance.

Section 10. Consistency with Federal and State Law

The provisions of this ordinance shall not apply to the extent, but only to the extent, that they would violate the Constitution or law of the United States or of the State of California.

Sec 11. Severability

If any provision or application of any provision of this ordinance is held unconstitutional or violative of any state or federal law, the invalidation shall not affect the validity of effect of any other provision or application of any provision. The voters of Woodside declare that the provisions and applications of the provisions of this ordinance are severable and would have been enacted as they were even though any other provision or provisions or application or applications are held unconstitutional or otherwise violative of law.

Section 12. Repeal or Amendment

This ordinance may be repealed or changed only by a majority vote of the citizens of Woodside in an election.

Section 13. Definition

(a) "Town Center" means the land included in the Town Center Planning Area in the March 9, 1970, Town Center Plan.

TOWN ATTORNEY ANALYSIS OF MEASURE J

Measure J primarily addresses land use of Town Center property. Town Center is located adjacent to Woodside Road on its south side, and generally between Whiskey Hill Road to the east, and Roberts Corner at the Canada Road intersection to the west.

Property in Town Center is presently used for retail and office commercial. The land use designation in the General Plan is for retail and office commercial. The property is zoned commercial, excepting three parcels zoned residential which are useable for commercial parking.

The Town of Woodside owns a 1.2 +/- acre parcel, which it acquired in 1979 from PG&E. This parcel is zoned commercial. This parcel was appraised on September 12, 1987, at \$350,000 - \$500,000. Measure J would change the available use of the Town owned parcel and the residential parcels.

The Town's parcel would be prohibited from commercial or professional office use, and would be restricted to being used either for a parking lot, a Town Hall, or a public building. Any public building would be limited to 5000 sq. ft. In addition, the Town parcel may not be sold or leased without approval of a majority of voters, unless the sale or lease by its terms restricted the future use of the property to a parking lot or to traffic circulation, and prohibited commercial or professional office use.

The residential properties within the Town Center boundaries would remain residential only. This restriction also applies to residentially zoned property adjoining Town Center. No rezoning to commercial or professional office of these properties would be allowed. Commercial parking which is available by permit on the residentially zoned parcels would be allowed to continue provided the permit was granted prior to June 1, 1988. Presently the RR District standards apply to the Town Center residential parcels. This district allows uses which include residential, greenhouses, Churches, schools and recreational facilities. Measure J prohibits any change to the said residential standards in the RR District that would add any additional non-residential uses.

Measure J would restrict the height limit allowed buildings in Town Center adjacent to Woodside Road to one story in height. This would apply to new buildings or remodels.

Finally, Measure J restricts any parcel zoned Planned Commercial Combining District to the zoning standards in the Community Commercial Zoning District. It would apply the present zoning standards found in the Community Commercial Zoning District to any development under the "PCC". Measure J requires variances to be obtained in accordance with the variance provisions of the Woodside Municipal Code.

As an initiative, Measure J, if adopted, may only be modified or repealed in the future by a majority vote of the Woodside voters.

/s/ Robert J. Lanzone

ARGUMENT IN FAVOR OF MEASURE J

Woodside remains one of the few towns left on the San Francisco Peninsula with a small town, rural environment. However, over the past 20 years, Highway 280 has been built, Roberts Corner expanded, and Gilbert Center added. As the population of the mid-peninsula has increased, so has the traffic passing through Woodside to the mountains and the beaches.

Measure J will place specific limitations on further commercial development in town center in order to curtail additional traffic, noise and congestion. The Town presently has sufficient commercial space to accommodate the day-to-day retail and service needs of local residents. Woodside does not need additional commercial buildings in town center.

Measure J will limit additional commercial development in town center four ways:

1. It will prohibit rezoning of residential property to commercial property or paving residential parcels for parking or roads.
2. It will limit expansion of present commercial properties by prohibiting construction of two-story buildings fronting Woodside Road.
3. The town-owned PG&E site behind the Pioneer Hotel cannot be used for commercial buildings, but may be used for a town hall, public building, parking or access.
4. In March 1988, the Town enacted a "Planned Commercial" ordinance which allows waiver of standards in the present zoning code, including size and height limits and setback requirements on any land the Town designates "PC". Measure J will remove this waiver power. It will require that existing variance procedures be followed before changing the present zoning standards for such parcels.

Many of us value Woodside for its unique uncongested, small-town environment. Voting yes on Measure J will allow additional development of limited scope on existing commercial parcels while helping to preserve the rural charm and beauty of the Town.

/s/ Phyllis Brock
/s/ Donald E. Pugh
/s/ Arjay Miller
/s/ Olive Mayer

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE J

Measure J will:

1. Force the Town to forfeit a \$500,000 investment.
2. Provide a windfall of subsidized parking for private property owners at the expense of the public.
3. Cripple the Town's existing Planned Community Commercial Ordinance, the most restrictive brake on commercial development that has been developed in the State of California. The PCC Ordinance applies only to commercially-zoned properties and cannot be imposed on residentially-zoned property.
4. Deny a safe trail system and preservation of the creekside.

Measure J will not:

1. Limit traffic, noise or unsafe conditions, the major detractors of rural, small-town values.
2. Control the appearance of new or replacement commercial buildings. Measure J will open the door to structures that are ugly and out of harmony with the general appearance of the Town.

The present zoning regulations have controlled the size of the commercial area for thirty years. With the adoption of the new PCC Ordinance, the control of the appearance of commercial buildings as well as the size of the commercial area is further strengthened. Passage of Measure J will remove these controls.

The revised General Plan, adopted in April 1988 reaffirms and enhances the Town's commitment to maintain the rural character of Woodside, and to limit commercial enterprise within Town Center to that which serves the needs of local residents first and foremost.

Measure J would serve only narrow special interests. Vote NO on J.

/s/ Barbara Seittle, Mayor
/s/ Themis Michos, Mayor-Pro-Tem

On Behalf of the Woodside Town Council

ARGUMENT AGAINST MEASURE J

Measure J will not accomplish its claimed purpose. What it will do is cost you, the taxpayers of Woodside.

Measure J would cost Woodside citizens over \$500,000 overnight by denying any commercial development on the "PG&E" site, no matter how beneficially that might be achieved, but does not address the financial impacts of restricting the uses of that site.

With the PCC Ordinance the Town now has the most restrictive ordinances in the State for control of commercial development. Any proposed development requires full scrutiny and approval by the citizens of the Town. Measure J will smash the Town's far-sighted PCC Ordinance which is the only legal way known to control aesthetics.

Measure J will tie the Town's hands and will make it impossible to solve the traffic and safety problems that exist in the Town Center. It will deny implementation of a trail system and creekside preservation.

If Measure J passes, the only uses allowed on the Town-owned "PG&E" site would be to construct Town Hall, a public building, or a parking lot.

Measure J does not represent the general public interest. Informed voters will reject it.

/s/ Barbara Seittle, Mayor

/s/ Themis Michos, Mayor-Pro-Tem

On Behalf of the Woodside Town Council

REBUTTAL TO ARGUMENT AGAINST MEASURE J

Opponents argue "informed voters" should reject Measure J. They offer three basic reasons which bear closer scrutiny.

First, they argue denial of commercial development of the town-owned PG&E site will "cost" citizens over \$500,000. They fail to explain this \$500,000 estimate is based on maximum permissible commercial development of the parcel. Nor do they consider the substantial financial return available from lease or sale for sorely needed parking. PG&E was purchased in 1979 for \$175,000 to help solve traffic and circulation problems, not for real estate speculation. Profit lost from prohibiting maximum commercial use is a small price to pay for avoiding increased traffic and congestion.

Arguing that Measure J will "smash" the Planned Commercial ordinance is unfair and untrue. All procedures and controls of the new ordinance are left intact. This Measure changes the ordinance only by removing a loophole subject to serious abuse. It eliminates the power to waive all size and height limits and set-back requirements unless the usual variance procedure is followed. The Town is free to be restrictive and control aesthetics, but not to permit bigger, taller or bulkier buildings without a variance.

The town says it has been studying how to solve traffic and safety problems in Town Center since 1965, while commercial space has at least doubled. Virtually every study plan has included additional development. Measure J allows viable traffic and safety solutions, trails and creekside preservation. Most importantly, it places important limits on the root problem: additional commercialization of Woodside.

/s/ Donald E. Pugh

/s/ Arjay Miller

/s/ Olive G. Mayer

MEASURE 1

"Shall an initiative measure modifying restrictions on residentially zoned parcels within the Woodside Road-Whiskey Hill Road Parking Assessment District be adopted?"

MEASURE 1

(Full Text)

ORDINANCE OF THE TOWN OF WOODSIDE AMENDING THE WOODSIDE MUNICIPAL CODE SECTION 9-2.114 USE OF RESIDENTIAL PARCELS WITHIN THE WOODSIDE ROAD-WHISKEY HILL ROAD PARKING ASSESSMENT DISTRICT.

The people of the Town of Woodside do ordain as follows:

SECTION 1: The Woodside Municipal Code, Section 9-2.114 is amended as follows (change indicated by underlined words):

9-2.114. Use of Residential Parcels for Commercial Purposes in the Town Center.

Parcels zoned Residential in or adjoining the Town Center may not be used to facilitate or support the commercial use of other parcels, including parking or access,

- (1) except where a permit was granted by the Town for the use of the residential parcel and improvements were constructed prior to June 1, 1988, and
- (2) except residentially zoned parcels within the Woodside Road-Whiskey Hill Road Parking Assessment District, as established November 2, 1988, which may be improved only as shown on the Town Center Site Plan, dated March 8, 1989 with at least (50%) percent of each residential parcel remaining undeveloped or landscaped.

SECTION 2: This ordinance may be repealed or modified only by a majority vote of the citizens of Woodside in an election.

The foregoing is the full text of the proposed ordinance.

TOWN ATTORNEY ANALYSIS OF MEASURE No. 1

The Town of Woodside approved an initiative ordinance on November 8, 1988 then known as Measure "J". Section 5 of the initiative ordinance amended the Woodside Municipal Code by adding Sec. 9-2.114 to the zoning chapter. That new section prohibits residential parcels in or adjoining Town Center from being used to support or facilitate commercial uses, including parking and access. That section further provided an exception where a permit had been granted by the Town for the use of a residential parcel and improvements were constructed prior to June 1, 1988. An example of this would be the residential lot behind the stores at Robert's Corner in Town Center, which was permitted to be used for parking for Town Center.

Measure No. 1 seeks to create a second exception to Sec. 9-2.114. The second exception proposed would allow residentially zoned parcels within the Woodside Road-Whiskey Hill Road Parking Assessment District (Parking District) to be improved only as shown on the Town Center Site Plan dated March 8, 1989. The Town Center Site Plan covers that portion of Town Center bordered by Whiskey Hill Road, Woodside Road, Mountain Home Road, and Dry Creek. The Parking District is contained within a portion of the property in the Town Center Site Plan.

The improvements that would be allowed by the exception are limited to access, parking, and open space. At least 50% of the residential parcels would have to be maintained in open space. Approximately forty (40%) percent of the area designated for parking on these parcels would be used by the new Town Hall. The remaining designated areas would be used for Town Hall and for landscaping, general parking, access and circulation for Town Center. This exception is required because the improvements for access and parking can be interpreted as supporting or facilitating commercial use of other property in Town Center.

Failure to adopt Measure No. 1 would prevent full implementation of the Parking District by eliminating the indicated open space, and eliminating the parking and access that are provided by the residentially owned parcels.

As an initiative, Measure No. 1 may only be modified or repealed in the future by a majority of the Woodside voters.

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ARGUMENT IN FAVOR OF MEASURE 1

1. What it does:

It amends the ordinance created by Measure "J" to allow parking, circulation and open space on a residential property in Town Center.

2. Why it is needed:

- It allows the implementation of the Town Center Citizen's Committee plan which
- reflects the rural nature of Woodside
 - provides safe, convenient, pleasant access for pedestrians, equestrians and vehicles
 - provides off-street parking which is needed (e.g. bank)
 - improves safety along Woodside Road
 - provides permanent open space in Town Center which enhances trails, oak trees and emphasizes the creek
 - encourages activities oriented to the needs of the residents.

3. How we got here:

- Woodside is a rural residential community with limited commercial activity that supports its residential needs
- Measure "J" was passed in November 1988 to further limit commercial growth in Town Center
- The Town Council introduced a Town Center Plan
- A citizens committee was appointed to review and revise the plan and make recommendations that would meet the needs of the residents while remaining consistent with constraints on commercial growth. The committee was drawn from a broad cross section of the community. Its membership is:

Marsha BonDurant	Jim McCahon
Howard Boone	Ralph Oswald
Woodrow Ersted	Sandra Pugh
John Kapel	Joan Stiff
Tom Knapp	Edward Storm
Steve Lubin	David Thomson
Barbara Seittle	Boris Wolper

- The committee presented a revised plan to the public on March 9, 1989, and after consideration of public comment, recommended their plan to the Town Council. In order to implement the plan, the committee recommended Measure 1.

Vote YES on Measure 1.

/s/ John Kapel
/s/ Steve Lubin
/s/ Jim McCahon
/s/ Sandra Pugh
/s/ Boris Wolper

**NO REBUTTAL TO ARGUMENT IN FAVOR
OF MEASURE 1 WAS SUBMITTED**

ARGUMENT AGAINST MEASURE 1

The town of Woodside needs a permanent location for Town Hall. I support that cause, as well as the town's effort to correct problems within the commercial areas.

However, Measure 1 deals only with the problems of one part of the town, mainly parking for the proposed Town Hall and adjacent commercial lots in the Whiskey Hill area.

In 1981, the Town of Woodside mandated that I dedicate approximately 80% of Canada Corner's residential land to open space, thereby permanently limiting its parking and development. As recently as 1988, the expansion of the bakery was turned down for insufficient parking. Now that the town finds these same rules too restrictive for its own proposed site, the adjacent parking district, it creates its own exception to avoid these "inconvenient" restrictions.

Town Hall is rezoning certain residential property for its own commercial purpose. Selective endorsement of one position — no matter whose it is — is inherently unfair. The election process is an extraordinary remedy which is not a feasible option for anyone but Town Hall.

The appropriate measure — if it is needed at all — is to extend this "exception" to each and every property owner in the Town Center.

/s/ George S. Roberts
Dated: April 10, 1989

REBUTTAL TO ARGUMENT AGAINST MEASURE 1

We are pleased that Mr. George Roberts supports the Town's plan for Town Center.

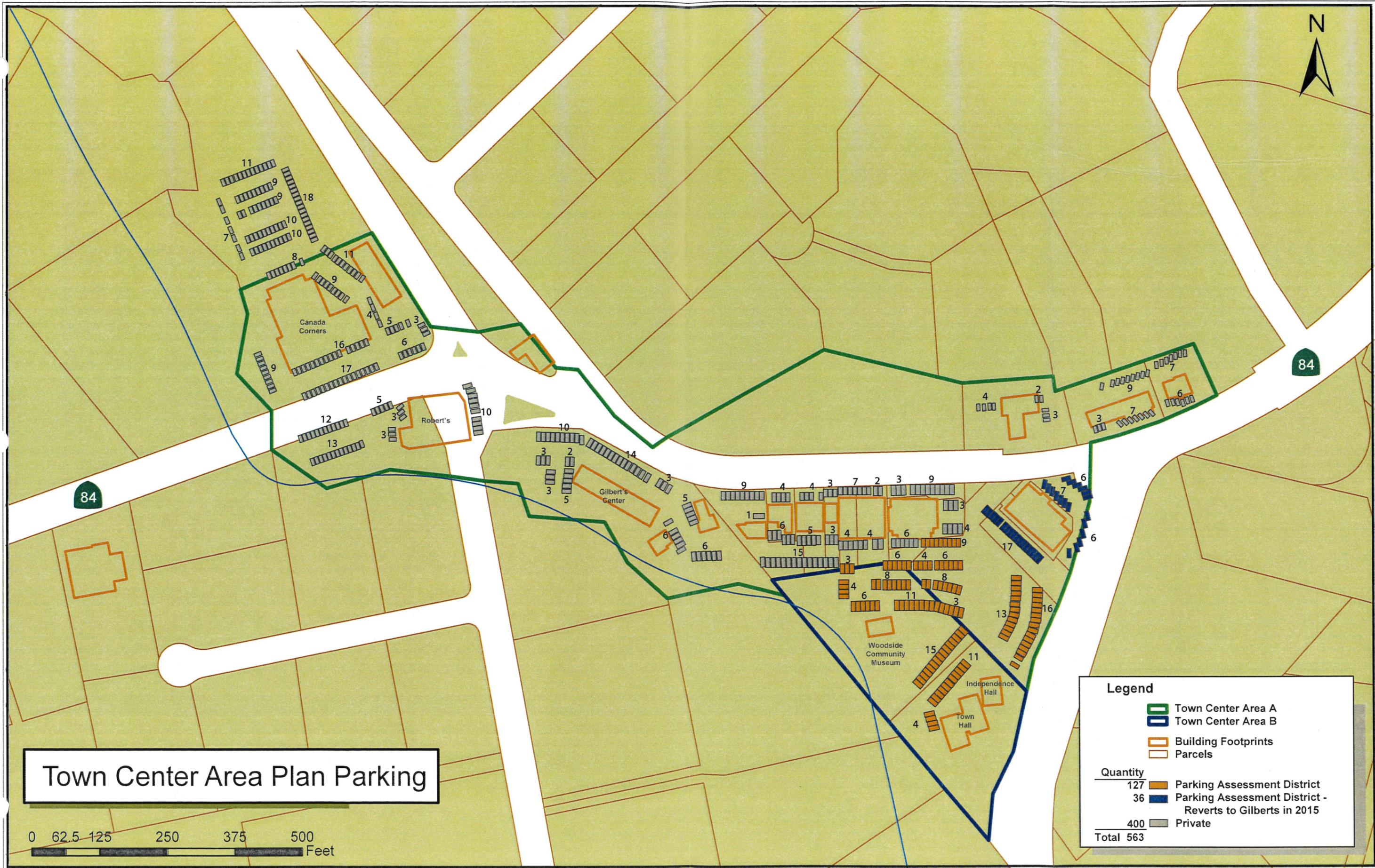
The use permit for Canada Corners provided parking on residentially zoned property based upon the proposed uses for the adjacent, commercially zoned property. The balance of residential property was dedicated as open space to restrict the intensity of future commercial use and preserve Woodside's rural character. Measure 1 will allow the same policy to be used for Town Center without allowing additional commercial use over what is allowed under existing ordinances.

Expansion of the bakery in Canada Corners was not turned down. The application was withdrawn by the applicant before it could be considered by the Planning Commission.

Mr. Roberts states that Town Hall is rezoning residential property for its own commercial purposes. The functions of town government are not commercial. The limited use of residential property for parking in Town Center will help solve longstanding traffic and parking problems along Woodside Road which will benefit all Woodside residents.

Vote Yes on Measure 1.

/s/ Marsha BonDurant
/s/ John Kapel
/s/ Steve Lubin
/s/ Boris Wolper



Town Center Area Plan Parking

0 62.5 125 250 375 500 Feet

Legend

- Town Center Area A
- Town Center Area B
- Building Footprints
- Parcels

Quantity

127	Parking Assessment District
36	Parking Assessment District - Reverts to Gilberts in 2015
400	Private

Total 563

-  Bike Lane
-  Through Auto Lane
-  Right Turn Auto Lane
-  Left Turn Auto Lane
-  Parking
-  Paved Multi Use Path
-  Gravel Multi Use Path
-  Stop Bar



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 From: Steve
 Wbin,
 TCAP
 T-Force

- Bike Lane
- Through Auto Lane
- Right Turn Auto Lane
- Left Turn Auto Lane
- Parking
- Paved Multi Use Path
- Gravel Multi Use Path
- Stop Bar

