

TOWN OF WOODSIDE

Report to Town Council

Agenda Item 4

Prepared by: Jackie Young, Planning Director

May 28, 2013

Reviewed and Approved by: Kevin Bryant, Town Manager



SUBJECT: PROGRESS REPORT ON THE TOWN CENTER AREA PLAN TASK FORCE AND PROVISION OF DIRECTION TO COMPLETE THE UPDATE PROCESS

RECOMMENDATION

It is recommended that the Town Council review the input of the Task Force and other community members, consider the suggested next steps for the Plan update, accept public input, and direct staff to proceed with the desired next steps.

EXECUTIVE SUMMARY

This report reviews the input of the Task Force and other community members, and proposes next steps for the update of the Town Center Area Plan. Meetings held since February 2013 include: four meetings with the Town Council appointed Task Force, an update to the Architectural Review and Site Board (ASRB), and one meeting with property and business owners. The top concern expressed with the Town Center Area is parking and circulation. Other issues that emerged include the desire to have additional public gathering spaces and amenities (e.g., restrooms, water fountains, recycling receptacles, bicycle parking) and underground overhead utility lines; as well as possible amendments to Measures J and 1 to allow additional desired uses in the Town Center (e.g., parking and a Farmers' Market).

BACKGROUND

The Town Center Area Plan is a sub-area plan of the General Plan. The Town Center Area Plan includes policies, guidelines, and implementation strategies related to buildings and structures, landscaping, signs, lighting, land use, and circulation. This Plan was first adopted in 1970, and was last revised in 1988. The Plan is intended to amplify, augment, and further the policies and proposals set forth in the General Plan. The Town Center Area (TCA) is a commercial district with current boundaries along both sides of Woodside Road between Whiskey Hill Road and Cañada Road. Updating the Town Center Area Plan emerged as a top priority during the update to the Town General Plan, which was adopted in January 2012.

On October 9, 2012, staff presented a proposed approach for the review and update of the Town Center Plan. At this meeting, the Town Council authorized the formation of a 30-member resident Task Force (comprised of Council, Planning Commission, and ASRB members; Town Committee members; and residents at large), and the three initial meetings described in the October 9th staff report.

Members of each Town standing body were appointed by their peers, and on February 12, 2013, the Town Council chose 15 residents at large from the Town-wide applications received.

The Task Force is comprised of the following members:

<u>Participant:</u>	<u>No. of Participants:</u>
Town Council Member	2
Planning Commissioner	2

ASRB Member	2
Circulation Committee	2
Conservation Committee	1
History Committee	1
Livestock/Equestrian Heritage	1
Open Space Committee	1
Trails Committee	1
Woodside Fire Protection District:	1
Woodside School Board:	1
Residents at Large	<u>15</u>
Total:	30

DISCUSSION

Task Force Input (February - May 2013)

Four meetings have been held with the Task Force, as follows:

- February 27, 2013: Ice Breaker (**Attachment 1**)
- March 27, 2103: Land Use and Design, Historic Resources, Conservation & Sustainability (**Attachment 2**)
- April 24, 2013: Public Utilities, Public Health and Safety, & Parking and Circulation (**Attachment 3**)
- May 1, 2013: Continued discussion of Parking and Circulation (**Attachment 4**)

□ *Ice Breaker*

The ice breaker exercise was “If I had a Magic Wand”. The purpose of this exercise was to give the Task Force Members the opportunity, in a more fluid and creative setting, to get to know one another through introductions and both small groups and full group discussions, to learn Town Center history lessons by participating within one of five themed groups, and to begin expressing what is valued in the Town Center to remain and what should be changed.

After this first meeting, three subsequent working meetings were held. Reading primers were prepared for the Task Force Members and homework was assigned the week before each meeting. The discussion below summarizes the content of the reading primer prepared for the Task Force (available at Town Hall), and the input of the Task Force on each topic reviewed. The attachments noted above by each meeting date contain the meeting agenda, meeting notes, and compilations of homework submitted.

□ *Land Use*

The reading primer prepared for the Task Force included the following topics:

- The Origin of Land Use Regulation (Zoning);
- Woodside Land Use Regulation;
- Woodside General Plan, Land Use Element;
- Measure J and Measure 1;
- Environmental Planning (CEQA);
- Community Design; and,
- Town Center Area Plan.

There was spirited discussion regarding the decades-old General Plan policy to utilize the limited commercial space in Town to meet the frequent, reoccurring needs of residents.

Some Task Force members expressed strong desires for:

- Reducing the amount of office space;
- Increasing the amount of retail and restaurant space; and
- Providing more community gathering areas and amenities (e.g., parklets, small amphitheatre in the bowl between Town Hall and museum, benches, water fountains, ...).

Other Task Force members discussed the potential challenges of these desires, including:

- Considering market share, demographic trade realities, and the current day prevalence of online shopping; and,
- Increasing parking demands by increasing retail and restaurant uses.

A thoughtful quantitative and qualitative analysis of the long-standing General Plan Policy to “utilize the limited commercial space in Town to meet the frequent, reoccurring needs of residents” would be highly appropriate during this Plan update.

There was also some discussion of providing mixed-use (commercial/residential) in the Town Center to supply affordable housing for teachers and fire fighters.

With respect to the desire for additional community gathering spaces, staff was also recently contacted with an offer to install a memorial bench (**Attachment 5**) which could create both opportunities to honor past Woodside residents and create the desired opportunities for respite.

With respect to additional desired uses, the Task Force reviewed and discussed the restrictions to commercial development and uses under Measures J and 1 (**Attachment 6**). Amendments to Measures J and 1 would be needed to allow on Farmers’ Market in the Town Center, and to construct the additional parking desired behind Cañada Corners.

Measure J & 1, and any subsequent amendments, will play an important role in the update to the Town Center Area Plan.

□ *Design*

The reading primer prepared for the Task Force included the following topics outlined above under Land Use.

The majority of the Task Force preferred:

- Retaining the eclectic mix of architectural styles and signs;
- Rejecting “programmatic” design standards;
- Landscaping with native plants in informal patterns;
- Foregoing formal “gateway” features and public art;
- Maintaining and improving structures, but in a “rural” genre (i.e., not “sleek” or “urban”); and
- Maintaining the feel of “organic” development over time.

A couple Task Force members voiced a desire for more color in landscaping and building colors.

□ *Historic Resources*

The reading primer prepared for the Task Force included the following topics:

- What is a Historic Resource;
- What is Historic Preservation?;
- What is the Value of Historic Preservation?;
- How is Historic Preservation Regulated?;
- Community Education & Participation;
- Woodside General Plan, Historic Preservation Element; and,
- Historic Resources in the Town Center.

A Historic Resource Inventory of the Town Center Area Plan should be prepared during this Plan update.

The primary ideas expressed by the Task Force regarding historic resources in the Town Center included:

- Maintaining its historic integrity and context;
- Preserving resources;
- Emphasizing the resources as a community asset; and
- Valuing the eclectic mix of eras.

□ *Conservation*

The primer prepared for the Task Force included the following topics:

- Riparian Corridors; and
- Native Landscaping.

The focus of the Task Force's discussion regarding conservation was on Dry Creek. In the Town Center, Dry Creek runs along the west side of Cañada Corners and the south side (rear) of Gilbert Center. Ideas regarding Dry Creek included:

- Beautifying this area;
- Protecting/restoring water quality and riparian vegetation; and,
- Improving the adjacent trail (e.g., reducing dust level, and repairing wet/upslope seep areas).

□ *Sustainability*

The reading primer prepared for the Task Force discussed the Town's recent actions.

The primary ideas expressed by the Task Force regarding sustainability in the Town Center included:

- Increasing the number of recycling receptacles;
- Adopting a Noise Ordinance;
- Reducing vehicular trips (e.g., increase walking, shop local, and carpool to events);
- Increasing energy efficiency; and
- Holding Farmers' Markets.

□ *Public Utilities*

The reading primer prepared for the Task Force included the following topics:

- Gas & Electric, and Alternatives;
- Cable/Internet;
- Phone/Internet;
- Cellular Facilities;
- Water Supplies, and Alternatives;
- Waste Disposal;
- Storm Drainage;
- Solid Waste Management; and,
- Information Handouts available.

The Task Force discussed potential undergrounding of electrical lines for both aesthetic and fire safety reasons.

Two Task Force members submitted proposals for undergrounding: one on Cañada Road, and one on Mountain Home Road (**Attachment 7**). The Task Force discussed the use of PG&E Rule 20A set aside funds (which are currently nominal, enabling perhaps 4-6 regular voltage line poles), and taxation by ballot measure approval for undergrounding.

Several Task Force members preferred that the focus of the Plan update be concentrated on circulation and parking improvements, and expressed concern that undergrounding projects would be very costly and divert resources away from circulation and parking improvements.

□ *Public Health and Safety*

The reading primer prepared for the Task Force included the following topics:

- Urban/Wildland Interface;
- Seismic Safety;
- Emergency Response; and
- Additional Health-related Considerations.

The major concerns expressed regarding public health and safety in the Town Center included the need for:

- Increasing pedestrian and bicyclist safety;
- Providing public restrooms;
- Increasing public awareness or emergency preparedness procedures;
- Expanding 911 coverage; and,
- Accessing fresh, local food (e.g., Farmers' Market).

□ *Parking*

The reading primer prepared for the Task Force included the following topics:

- Parking Assessment District (PAD); and,
- District, Private, and Right-of-Way Parking.

Staff also prepared a Town Center parking plan (**Attachment 8**), which shows the number and locations of PAD and private parking spaces.

The major concerns expressed regarding parking in the Town Center included:

- Assessing which spaces are public and which are private;
- Evaluating the need for parking restrictions/monitoring;
- Controlling the extended use of parking for recreational cyclists;
- Addressing under parked uses (e.g., Village Pub, Woodside Bakery, and Robert's); and,

- Reducing traffic speed in parking lots.

Ideas expressed for improving parking in the Town Center included:

- Providing additional vehicular parking (e.g., behind Cañada Corners);
- Improving the safety of parking by eliminating unsafe turn movements (e.g., relocating the east side parking at Roberts, i.e., the parking that fronts on Mountain Home Road);
- Improving the safety of parking by slowing traffic in parking lots (e.g., speed bumps); and,
- Providing bicycle parking.

□ *Circulation*

The reading primer prepared for the Task Force included the following topics:

- Roads; and,
- Paths/Trails.

The major concerns expressed regarding circulation in the Town Center included:

- Providing safe routes to school; and,
- Crossing conflicts between pedestrians and motorists.

Ideas expressed for improving circulation in the Town Center included:

- Installing additional crosswalks;
- Diverting through-traffic away from the Woodside Road and Cañada/Mountain Home Roads intersection;
- Preparing a Safe Routes to School audit; and,
- Completing Safe Routes to School improvements.

The Task Force also discussed the existing and proposed boundaries for the Town Center Area. Most Task Force Members agreed that the Town Center Area Plan boundary should be expanded to include the right-of-way and adjacent properties of the areas proposed to receive circulation improvements. Bob Page from the Circulation Committee suggested that the Town Center Area Plan boundary be expanded to include additional depth (i.e., more than just the first property adjacent to the right-of-way). His sketch is included as **Attachment 9**. He proposed this boundary to “eliminate a strip mentality approach to the Plan update”.

Town Council input on the desired Town Center Area Plan boundary is critical in determining the scope of scope of the Area Plan, and necessary engineering plans (“Plan line”) for circulation and parking improvements.

A design charrette on circulation improvements was conducted with the Task Force in five small groups using a large formal black and white aerial of the Town Center. Each group’s input is recorded on **Attachment 4**. **Attachment 10** is a Plan Line prepared by one group (Group 2, led by Steve Lubin) which includes the following ideas:

- Create additional circulation options to relieve pressure off of the Woodside Road/Canada - Mountain Home Road intersection.
- Slow traffic at the Town Center.

- Create equilateral geometry at major intersections.
- Relocate the Mountain Home ingress/egress.
- Open Canada Lane.
- Create a Dry Creek Road at Canada Corners (Woodside Road to Canada Road).
- Create a path separated from vehicle traffic to the school.
- Add two-level parking off of Canada Road with large screening trees toward residences.
- Create a plaza at Roberts.
- Shorten the distances between intersections.

During the preparation of a Plan Line for circulation and parking requirements, the costs, impacts (e.g., to adjacent properties and businesses), and benefits must be carefully weighed.

Attachment 10 also includes:

- A graphic of a current CalTrans Highway 84 project (two ADA ramps on Woodside Road, for which they have been completing surveys during the last few weeks). Preparation of these recent surveys by CalTrans should significantly reduce the cost of upcoming plans preparation;
- Sample Existing and Proposed Plan Lines (to show what next step drawings prepared by a professional design consultant would look like). These are not proposing design solutions for the Town Center, they are only samples of a consultant deliverable.

ASRB Update (May 20, 2013)

On April 15, 2013, the ASRB requested an update on the progress of the Plan update. On May 20, 2013, staff presented an update on the input received to date from the Task Force (**Attachment 11**); and heard the following input and questions:

- Private Property Impacts: why is private property being included in the Area Plan, such as new parking behind Cañada Corners (because parking is needed to accommodate the uses on this site, and is desired by the property owner; there are no property condemnation procedures proposed).
- Measure J and 1: why aren't arts and crafts fairs also being considered by the Town Council on May 28, 2012, as they anticipate discussing the amendment of Measures J and 1 to allow for consideration of Farmers' Markets that evening (the ASRB members were encouraged to attend the public hearing).

Property and Business Owner Input (May 22, 2013)

On May 15, 2013, the Town mailed meeting invitations to the 64 property and business owners within the expanded Town Center Area boundary area suggested by the Task Force. This meeting was held on May 22, 2012, 3-5 p.m. (**Attachment 12**), and was attended by:

- (1) Property (Commercial) & Business Owner: Lee Ann Gilbert (Pioneer)
- (2) Business Owners: Margaret MacNiven (Bucks) and Emily Nessi (The Salon)
- (1) Property Owner (Commercial): Richard Ersted
- (2) Property Owners (Residential): Allison Abbo & Amanda North
- (1) Architect (Steve Patrick)

Staff presented an update on the input received to date from the Task Force; and heard input from the group, including:

- **Parking:** Some uses are under parked, and a safe/friendly pedestrian path is not available to inspire the utilization of available, nearby parking.
- **Circulation:** Safety concerns regarding the Highway 84 and Cañada/Mountain Home Roads intersection; Desire for safe routes to school.
- **Noise:** Specifically motorcycles with modifications, and the desire for staggered refuse collection routes to distribute early morning noise nuisance.
- **Private Property Impacts:** Questions were asked about: why residential properties along Highway 84 are being contemplated for inclusion in the Plan Area (because circulation improvements adjacent to these properties are being considered); if residential properties would be subject to rezoning to commercial, to more stringent development standards, or to right-of-way or other property condemnation procedures (this has not been proposed); and, if any Town-initiated creek restoration work would financially obligate private property owners (this has not been proposed).

The group also discussed the history of the Town Center Parking Assessment District (PAD), and the anticipated May 28, 2013, Town Council consideration of amending Measures J & 1 to allow for consideration of a Farmers' Market. Concerns were expressed regarding the inadequacies of parking and the potential impacts of new uses. Additional concerns raised concerning a Farmers' Market in the PAD included: the size and scale of any proposed Farmers' Market, the definition of Farmers' Market, and the desire for consideration under a Conditional Use Permit (which requires a public hearing and specific conditions for operation). Alternative locations were also discussed for a Farmers' Market (e.g., other Town-owned property, or on Town Hall property other than the parking area).

The group also felt that the scope of the proposed Area Plan update should be described in more detail to solicit greater turn out for subsequent property and business owner meetings, and that the meetings be scheduled in the evening.

NEXT STEPS

The discussion below proposes the specific next steps for the Plan Update, including the proposed community process, schedule, resources needed, and fiscal impact.

The Schedule

A schedule should be established for this second phase to respect the time commitment made by each Task Force participant to a finite time frame. An established schedule would not only result in a product at the end of the process, but can also assist in maintaining momentum and interest. It could also have certain disadvantages, such as causing participants to feel that not enough time was spent on a particular subject. Occasional scheduling shifts that occur at crucial times in the process can alleviate these concerns. In the end, the advantages usually far outweigh the disadvantages. The schedule should be presented to the Task Force participants for their review and modification, so that they are actively involved with consenting and committing themselves to a schedule and the process of working toward consensus at the outset.

It is recommended that three design charrette meetings be held with the Task Force, a Design Consultant, and staff to provide input on a plan line for Town Center parking and circulation improvements.

Before the Planning Commission can conduct public hearings, technical studies may be needed to determine the feasibility of certain policy recommendations that may be impacted by such considerations as traffic to assess the environmental implications to meet CEQA requirements. Whenever possible, the technical studies would be scheduled concurrently with the Community process.

Schedule	Topic	Review material	Comments
TASK FORCE SCHEDULE:			
June 2013.	Design Consultant.	Draft RFP for Design Consultant.	Staff
July 2013.	Town Council Hearing/ Design Consultant.	Present draft RFP to Town Council. Circulate RFP.	Staff Presentation/ Open Discussion/ Recommendations
August 2013.	Design Consultant.	Select Design Consultant.	Staff
September 2013.	Plan Line Design - Charrette I	1. Presentation of right-of-way and parking conditions. 2. Review of Past Plan Line Work. 3. Desired Conditions. Summary Notes of previous meeting	Open Discussion/ Recommendations
October 2013.	Plan Line Design - Charrette II	Presentation and review of right-of-way and parking designs. Summary Notes of previous meeting	Open Discussion/ Recommendations
November 2013.	Plan Line Design - Charrette III	Presentation and review of right-of-way and parking designs. Summary Notes of previous meeting	Recommendations
December 2013.	Town Council Hearing	Presentation and review of right-of-way and parking designs. Discussion of any needed ballot measure, and/or zoning code changes.	Staff Presentation/ Open Discussion/ Recommendations
January 2013 (4)	Plan Graphics and Illustrations	Presentation of draft graphics and illustrations. Summary Notes of previous meeting	Open Discussion/ Recommendations
February	Plan Graphics and	Review of draft graphics and	Recommendations

2013.	Illustrations	illustrations. Summary Notes of previous meeting	
March 2013.	Final Task Force Meeting	Presentation of draft Town Center Area Plan. Summary Notes of previous meeting	Recommendations
ADOPTION AND PRODUCTION:			
April 2013	Town Council Hearing	Presentation of draft Town Center Area Plan.	Staff Presentation/ Open Discussion/ Recommendations
May 2013.	ASRB Hearing	Presentation of draft Town Center Area Plan.	Staff Presentation/ ASRB Recommendation to Planning Commission
June 2013.	Planning Commission Hearing	Presentation of draft Town Center Area Plan.	Staff Presentation/ PC Recommendation to Town Council
July 2013	Town Council Hearing	Presentation of draft Town Center Area Plan.	Staff Presentation/ Possible Adoption
September - October 2013.	Document Production	Final Screen Check before Printing.	Staff work

Resource Needs

For the Community Process:

- Facilitator: Planning Director.
- Administrative Support (to advise participants of upcoming meetings and to distribute materials needed for meetings, to set up for the meetings, take notes, prepare summaries, keep attendance records, etc.).
- Town Hall Staff: Planning, Engineering, and Building, as needed to provide support for discussions of specific Area Plan topics.
- Other Staff Resources: CalTrans, Sheriff's Department, Fire Marshal, and County Public Health.

For Drafting the Area Plan:

- Planning Staff, with Facilitator oversight. This would include preparation of the Draft Area Plan, an outline of recommendations for revisions to the Municipal Code that grow out of the Area Plan process, review for legal adequacy, internal consistency and consistency with other land use documents (e.g. zoning, design guidelines).

- Town Attorney, to advise and respond to legal concerns, review and comment on any materials that will be considered for public hearing, and to draft Municipal Code revisions that grow out of the process.
- Town Hall Staff, including the Deputy Town Engineer, and Building Official, to coordinate technical segments of the Area Plan and to review technical material prepared by Consultants.

Additionally, External Resources will be needed to provide technical support not available on staff, such as:

- Design consultants.
- Special studies, such as may be needed for traffic, or historic assessments.
- Environmental support to prepare the necessary environmental documents required for CEQA.

Fiscal Impacts

In addition to the cost of staff time, resources may need to be expended for the following anticipated outside services:

- Design Consultant (Plan Line)
- Traffic Engineer
- Historian
- CEQA Consultant
- Production/Graphics
- Election Costs for any Ballot Measures

Upon approval of the proposed next steps, a determination of cost for outside services will be prepared. The 2013-14 draft Budget will propose \$100,000.00 for the TCAP Update, and it is anticipated that the use of outside resources will all occur during the 2013-14 fiscal year, with the exception of any needed ballot measures.

CONCLUSION

The review of the TCAP and its update emerged as a top priority during the update of the General Plan, and is a significant undertaking for the Town. Providing a process for the preparation of a professionally prepared plan line design is a critical component of the next steps for this Plan update. Staff recommends the next steps described in this report to accomplish this important project.

ATTACHMENTS

1. Recap of Meeting #1, February 27, 2013:

Ice Breaker
 Agenda
 Summary of Task Force Input

2. Recap of Meeting #2, March 27, 2013:

Land Use and Design, Historic Resources, Conservation & Sustainability
 Agenda
 Table of Contents of Primer (*Full primer available at Town Hall*)
 Task Force Input, Full Group Discussion
 Compilation of all Task Force Members' Homework

3. Recap of Meeting #3, April 24, 2013:

Continued Discussion of Town Center Architecture, Signs, and Lighting;
Public Utilities, Public Health and Safety, & Parking and Circulation

Agenda

Table of Contents of Primer (*Full primer available at Town Hall*)

Continued Discussion from March 27, 2013 (Architecture, Signs, and Lighting)

Task Force Input, Full Group Discussion

Compilation of all Task Force Members' Homework

4. Recap of Meeting #4, May 1, 2013:

Continued Discussion of Town Center Parking and Circulation

Agenda

Task Force Input, Full Group Discussion

Public Input

Task Force Group Exercise, Circulation Design Charrette

Suggestion to Alleviate Traffic Congestion in the Woodside Town Business District,
submitted by Rebekah Witter

5. Memorial Benches

6. Measures J and I

7. Undergrounding Information and Proposals from Task Force Members:

Cañada Road Proposal and Fire Hazard Article, submitted by Adolph Rosekrans

Mountain Home Road Proposal, submitted by Silvia Edwards

8. Town Center Area Plan Parking (Map)

9. Town Center Area Plan Boundaries, Existing and Proposed by Bob Page

10. Plan Line Documents:

Plan Line Design Charrette Proposed by a TCAP Task Force Group

Current CalTrans Highway 84 Project

Sample of Existing and Proposed Plan Lines

11. Recap of ASRB Update, May 20, 2013

Attachments List (no attachments included in this packet)

Draft Minutes

12. Recap of Town Center and Property Owner Meeting, May 22, 2013

Agenda

Attachments List (no attachments included in this packet)

**TOWN OF WOODSIDE
TOWN CENTER AREA PLAN (TCAP) TASK FORCE
Agenda for Wednesday, February 27, 2013**

3:00 - 5:00 pm

- I. **Welcome and Introductions.** 3:00 pm
Kevin Bryant, Town Manager
- II. **Town Center Area Plan Background.** 3:15 pm
Jackie Young, Planning Director
- III. **Icebreaker.** 3:30 pm
Team 1. Kevin Bryant, Town Manager
Team 2. Jackie Young, Planning Director
Team 3. Sage Schaan, Senior Planner
Team 4. Sean Mullin, Assistant Planner
Team 5. Michele Gibson, Planning Department Clerk
- IV. **Housekeeping.** 4:00 pm
Kevin Bryant, Town Manager
Jackie Young, Planning Director
- V. **Review of Next Meeting, March 27, 2013.** 4:15 pm
**Topics: Land Use and Design, Historic Resources,
Conservation & Sustainability**
Jackie Young, Planning Director
- VI. **Refreshments & Conversation.** 4:30 pm

**The Town of Woodside
Town Center Area Plan (TCAP) Task Force
Meeting of February 27, 2013**

Summary of Task Force Input

Team Woody:

- More retail options; encourage retail use and variety;
- Less office use on ground floor;
- Underground utilities;
- Better pedestrian access from Town Center to school, including crosswalk at Mountain Home Road and Woodside Road;
- Consistent landscaping; design; recommended planting list;
- Community gathering place;
- A place to mail a letter without getting out of your car;
- Free-flowing traffic at Cañada and Woodside Roads; roundabouts along Woodside Road;
- Beautify corridor from 280 (freeway) to Town Center;
- Educational / "life" along streams (i.e., walking);
- Public rest rooms;
- Better traffic access at gas station; and,
- School buses.

Team Schoolhouse:

- Stop sign of Woodside Road at Whiskey Hill Road;
- Multi-level parking;
- Reconfigure Cañada Road;
- Narrow Woodside Road drive lanes, and widen right-of-way to include trees, trails, and north side parking;
- Public amenities (bathrooms, water fountains, and horse racks);
- Creative retail development (i.e., non-institutional looking);
- Pedestrian improvements at Woodside Road, Cañada Road, Whiskey Hill Road, and Cañada Road at Woodside Road;
- Eliminate parking between mailbox and Palm tree (outside Robert's). Suggest bike parking and plants instead; and,
- Change Measure J/1.

Team Pioneer:

- Expand the boundaries of the Town Center;
- Better management of the bike traffic and the parking they consume;
- Better, safe, access to school, church, library, and Town Center;
- Address the lack of parking – "barn" outside parking inside on Robert's north side;

- Reroute Highway 84;
- Unify the aesthetics of the expanded Town Center;
- Research alternative inter-town transportation (bus, shuttle, etc.);
- Connect Edgewood to Skyline for bike riders;
- Mixed use of commercial buildings, i.e., upstairs housing / downstairs shops;
- More “service” businesses; and,
- Underground the utility lines.

Team My Joy:

- Gathering areas;
- Pedestrian-friendly connectivity;
- Retail versus office uses;
- Formal entry for Town;
- Horse-friendly street crossings;
- Woodside Road / Cañada Road intersection improvements;
- Encourage rural facades;
- Safer street crossings;
- Formalized paths; and,
- Maintain casual / rural character of Town Center.

Team Newman:

- Parking availability for cars, bicycles for all businesses;
- Maintain / enhance Town Center as gathering place for residents; balance between Town attractiveness for residences and / or outsiders (e.g., attracting businesses);
- Balance equestrian appeal / facilities;
- Traffic issues need to be addressed;
- Changes should reflect consideration for all movement modes: pedestrian, drivers, equestrians, and bicyclists; and,
- Preservation of Woodside as a rural town and “attractive”.

Category:	Team:	No. of Responses:
Land Use:		6 – 12%
More retail options; encourage retail use and variety	Woody	
Less office use on ground floor	Woody	
Change Measure J/1	Schoolhouse	
Mixed use of commercial buildings, i.e., upstairs housing / downstairs shops	Pioneer	
More “service” businesses	Pioneer	
Retail versus office uses	My Joy	
Design:		5 – 10%
Creative retail development (i.e., non-institutional looking)	Schoolhouse	
Unify the aesthetics of the expanded Town Center	Pioneer	

Encourage rural facades	My Joy	
Maintain casual / rural character of Town Center	My Joy	
Preservation of Woodside as a <u>rural</u> town and "attractive"	Newman	
Landscaping:		2 - 4%
Consistent landscaping; design; recommended planting list	Woody	
Beautify corridor from 280 (freeway) to Town Center	Woody	
Gateways:		1 - 2%
Formal entry for Town	My Joy	
Gathering Spaces:		3 - 6%
Community gathering place	Woody	
Gathering areas	My Joy	
Maintain / enhance Town Center as gathering place for residents; balance between Town attractiveness for residences and / or outsiders (e.g., attracting businesses)	Newman	
Amenities:		4 - 8%
A place to mail a letter without getting out of your car	Woody	
Public rest rooms	Woody	
Public amenities (bathrooms, water fountains, and horse racks)	Schoolhouse	
Balance equestrian appeal / facilities	Newman	
Conservation:		1 - 2%
Educational / "life" along streams (i.e., walking)	Woody	
Circulation:		18 - 36%
Better pedestrian access from Town Center to school, including crosswalk at Mountain Home Road and Woodside Road	Woody	
Free-flowing traffic at Cañada and Woodside Roads; roundabouts along Woodside Road	Woody	
Better traffic access at gas station	Woody	
Stop sign of Woodside Road at Whiskey Hill Road	Schoolhouse	
Reconfigure Cañada Road	Schoolhouse	
Narrow Woodside Road drive lanes, and widen right-of-way to include trees, trails, and north side parking	Schoolhouse	
Pedestrian improvements at Woodside Road, Cañada Road, Whiskey Hill Road, and Cañada Road at Woodside Road	Schoolhouse	
Better management of the bike traffic	Pioneer	
Better, safe, access to school, church, library, and Town Center	Pioneer	
Reroute Highway 84	Pioneer	
Connect Edgewood to Skyline for bike riders	Pioneer	
Pedestrian-friendly connectivity	My Joy	
Horse-friendly street crossings	My Joy	

Woodside Road / Cañada Road intersection improvements	My Joy	
Safer street crossings	My Joy	
Formalized paths	My Joy	
Traffic issues need to be addressed	Newman	
Changes should reflect consideration for <u>all</u> movement modes: pedestrian, drivers, equestrians, and bicyclists	Newman	
Parking:		5 - 10%
Multi-level parking	Schoolhouse	
Eliminate parking between mailbox and Palm tree (outside Robert's). Suggest bike parking and plants instead	Schoolhouse	
Better management of the bike parking	Pioneer	
Address the lack of parking – “barn” outside parking inside on Robert's north side	Pioneer	
Parking availability for cars, bicycles for <u>all</u> businesses	Newman	
Transportation:		2 - 4%
School buses	Woody	
Research alternative inter-town transportation (bus, shuttle, etc.)	Pioneer	
Utilities:		2 - 4%
Underground utilities	Woody	
Underground the utility lines	Pioneer	
Planning:		1 - 2%
Expand the boundaries of the Town Center	Pioneer	
Number of Responses:		50

TOWN OF WOODSIDE
TOWN CENTER AREA PLAN (TCAP) TASK FORCE
Agenda for Wednesday, March 27, 2013

3:00 - 5:00 pm

- | | |
|---|---------|
| I. Introduction of Topics: <i>Land Use and Design, Historic Resources, Conservation & Sustainability</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, Planning Director</i> | 4:15 pm |
| VI. Review of Next Meeting, April 24, 2013.

Topics: <i>Public Utilities, Public Health and Safety & Parking and Circulation</i>

<i>Jackie Young, Planning Director</i> | 4:45 pm |

Table of Contents.

Recap of Meeting #1..... Page 2
Land Use and Design..... Page 2
 The Origin of Land Use Regulation (Zoning)..Page 2
 Woodside Land Use Regulation..... Page 2
 Land Use Element..... Page 4
 Measure J and Measure 1..... Page 6
 Environmental Planning.....Page 7
 Community Design..... Page 8
 Town Center Area Plan..... Page 12
Historic Resources..... Page 18
 What is a Historic Resource?..... Page 18
 What Is Historic Preservation?..... Page 18
 What is the Value of Historic Preservation?.. Page 18
 How is Historic Preservation Regulated?.....Page 19
 Community Education & Participation..... Page 21
 The Historic Preservation Element..... Page 21
 Historic Resources in the Town Center..... Page 21
Conservation..... Page 23
 Riparian Corridors..... Page 23
 Native Landscaping..... Page 23
Sustainability..... Page 25
 Recent Actions..... Page 26
Task Force Discussion..... Page 27
List of Attachments..... Page 28

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. 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>
<p><i>Feature:</i></p>	<p><i>Observations:</i></p>	<p><i>Suggestions:</i></p>
<p>Signs</p>	<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>
Lighting	<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.</p> <p>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 . 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. 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>
<p><i>Observations:</i></p>	<p><i>Observations:</i></p>	<p><i>Suggestions:</i></p>
<p>Public Art</p>	<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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TOWN OF WOODSIDE
TOWN CENTER AREA PLAN (TCAP) TASK FORCE
Agenda for Wednesday, April 24, 2013

3:00 - 5:00 pm

- I. **Continued Discussion from March 27, 2013: *Town Center Architecture, Signs, and Lighting.*** 3:00 pm

- II. **Introduction of Topics: *Public Utilities, Public Health and Safety & Parking and Circulation.*** 3:15 pm
Jackie Young, Planning Director

- III. **Task Force Questions.** 3:30 pm
Jackie Young, Planning Director

- IV. **Public Input.** 3:30 pm
Jackie Young, Planning Director

- V. **Task Force Discussion.** 3:45 pm
Jackie Young, Planning Director
Dong Nguyen, Deputy Town Engineer
Sage Schaan, Senior Planner
Sean Mullin, Assistant Planner

- VI. **Summary / Wrap Up** 4:15 pm
Jackie Young, Director of Planning and Building

- VII. **Review of Next Steps: *Return to Town Council on May 28, 2013 with Initial Task Force Input*** 4:45 pm
Jackie Young, Planning Director

Table of Contents.

Recap of Meeting #2..... Page 2
Public Utilities.....Page 3
 Gas & Electric, and Alternatives..... Page 3
 Cable/Internet..... Page 4
 Phone/Internet..... Page 5
 Cellular Facilities..... Page 5
 Water Supply, and Alternatives Page 6
 Waste Disposal.....Page 7
 Storm Drainage..... Page 10
 Solid Waste Management..... Page 11
 Informational Handouts..... Page 12
Public Health and Safety..... Page 13
 Urban/Wildland Interface..... Page 13
 Seismic Safety..... Page 20
 Emergency Response.....Page 20
 Additional Health-related Considerations..... Page 21
Parking.....Page 21
 Parking Assessment District (PAD)..... Page 21
 District, Private, and ROW Parking..... Page 22
Circulation..... Page 22
 Roads..... Page 22
 Paths/Trails..... Page 23
Task Force Discussion..... Page 25
List of Attachments..... Page 26

TASK FORCE INPUT

Full Group Discussion

(Continued from the March 27, 2013, TCAP Task Force meeting)

TOWN CENTER DESIGN:

SIGNS

1. Temporary signs, generally not allowed.
2. Small is good.
3. Design Review important.
4. Standardized corporate standards that are not compatible/are not appropriate.
5. No internally lit signs.
6. No homogeneous signs.
7. Light signs at night?
8. Directory sign at Cañada Corners?

LIGHTING

1. Chevron too bright.
2. Pedestrian level too low.
3. Should all be downlights.
4. Shine up into trees?
5. Likes Roberts parking lot.
6. 24-hour Wells Fargo ATM?

ARCHITECTURE

1. Do not do "pre-programmed" architecture.
2. Eclectic good.
3. Not "slick", approachable, not cute, not corporate.
4. Individual.
5. Could ride a horse up to it.
6. Height too uniform?
7. Some buildings run down.

TASK FORCE INPUT
Full Group Discussion

TOWN CENTER DESIGN:

PUBLIC UTILITIES

Undergrounding of Utilities

1. Underground utilities on scenic roads (inventory number of poles).
2. Increases safety (fire).
3. Aesthetics.
4. Funding mechanism? Cost? Maintenance of underground lines?
5. Use existing 20A Funds?
6. Engineering requirements?
7. Combined services (electric, phone lines).
8. Compete with Safe Routes to School?
9. Prioritize phases (e.g., to school). Strategize.
10. Prioritize/ strategize undergrounding which helps circulation.
11. Conduit in Cañada?
12. PG&E upgrade-supply?
13. Vote to fund?
14. Improve 911 coverage.

PUBLIC HEALTH & SAFETY

1. Drainage channels (bikes).
2. 911 coverage (cell phone vs land line).
3. Need CERPP volunteers/emergency awareness-central information (shelter, animals, SMC Alert).
4. Safe routes to school.
5. Major intersection at Roberts.
6. Pedestrian crossing Gilbert Center to Roberts.
7. Farmers' Market.
8. Exit out of Olive Hill Salon.
9. Public restrooms.
10. Bike parking on sidewalk.
11. Unprotected crosswalk at Chevron.

CIRCULATION

1. Stop sign versus light.
2. Surface treatments (e.g., crosswalks).
3. Person at crosswalks (crossing guard).
4. Safe Route to School audit (cost: \$5,000).
5. Inventory easements.

PARKING

(not covered at this meeting)

Compilation of all Task Force Homework:

Identify preferences for utility undergrounding areas, and indicate whether or not you would support an undergrounding district:

1. Yes, but only AFTER Town Center is fixed!
2. Underground is a luxury, not a necessity. We need many necessities first – safe routes to Town for pedestrians, bikes, and horses. NO support until necessities are done.
3. Undergrounding is a secondary issue. It should not cause resources to be diverted from circulation and public space projects.
4. Is the question regarding Town Center, the Edwards proposal, or something more general? Assuming the question is directed to the Town Center only (given the purview of the TCAP Committee), I oppose the relocation of utilities within Town Center to below ground, given the likely significant expense and the lack of known, previously identified public or private monies of size. Town Center properties are too few in number and too small in size to support the financial burden of undergrounding the existing high voltage transmission towers within Town Center. The financial risks to the Town are too great here. On a related issue, I encourage all private and public property owners within Town Center – including, but not limited to, the Town – to band together to support the costs, if any, necessary to extend Comcast internet and voice service throughout Town, including, but not limited to, Town Center.

Identify additional Town health and safety concerns:

1. Existing Town policies seem to cover this.
2. Need public toilets, water fountains, and bike racks.
3. Policy NH2.4: Follow up with regular drills in neighborhoods with CERP. Add places in Town Center that can act as gathering places for emergencies.
4. Encourage the Town to survey tree and plant growth in Town-owned property within the Town Center. At present, overgrowth – perhaps stemming from lack of pruning or other tree and shrub care within Dry Creek on Town-owned property – may increase fire spread risk.

Identify strategies for improving parking and circulation in the Town Center Area:

1. Reconfigure parking along Woodside Road east of Canada Corners to Wells Fargo bank, both sides to accommodate all forms of travel.
2. See Circulation Committee recommendation.
3. Attractive access and support facilities for walkers and riders is the essence of fixing the Town Center. Integrating parking and smoothing circulation are also important.
4. Reduce speeds through the rear of Town Center. Reduce the ‘cut-through’ traffic in drive lane to the south of the buildings along Woodside Road; here vehicles drive through Town Center to avoid the back-up at Canada Road and Woodside Road. Furnish and install engineered speed humps to south of Village Pub and to south of Gilberts’ building (i.e., the one presently leased in part to Tenaya Capital). Furnish and install stop sign in rear drive lane to south of the Village Pub, either at property line shared between Village Pub and Dr. Moran or at property line shared between Dr. Moran and Woodside-Ersted Property. Furnish and

install signage to identify any and all public parking spaces within Town Center. Label public spaces as such: spray paint text – such as ‘Public’ – on the asphalt within each public parking stall. Furnish and install directional signage – such as ‘Public Parking’ with an arrow – at the Town Center entries off Woodside Road and Whiskey Hill Road. Furnish and install individual parking space signage – such as ‘Public Parking’ – on wood post-mounted signs adjacent to each public parking space; Revise the current Woodside Road / Whiskey Hill Road intersection to a four (4) way stop. Add pedestrian and bike crossings at the Woodside Road / Whiskey Hill Road intersection. ‘Pinch down’ the travel lane width along Woodside Road – between Whiskey Hill Road and Mountain Home Road – to reduce travel speed; Add landscaping – trees in particular – to the north side of Woodside Road between Whiskey Hill Road and Mountain Home Road. Either (1) eliminate parking to the north of the railroad tie planters – within the Caltrans right-of-way – at the north side of the property owned by Millstone Property, LLC (Millstone), or (2) stripe such stalls to ensure code compliance; and to facilitate a reduction in vehicular travel noise, request or require Caltrans to (1) resurface Woodside Road with smaller-size aggregate, and (2) seal coat the new surface.

Regarding the Town Center Parking Map, Attachment No. 7, revise as follows:

- a. At the north side of Millstone’s parcel, there are eleven (11) spaces, not ten (10).
- b. At the south side of Sifer’s parcel, the three (3) eastern-most parking spaces – those shown near the east property line – do not exist.
- c. As shown on the parking improvement plan recently approved by the Town’s ASRB, there are several changes to the parking space layout at the south side of the Millstone parcel and the Woodside-Ersted parcel.
- d. The spaces at the north and south sides of Dr. Moran’s building likely do not meet current codes, whether assessable or otherwise; thus, the number of spaces shown on the Attachment should likely be less, reflecting the impact of the code compliance.
- e. The overlapping spaces – one shown overlapping Dr. Moran’s parcel and the Woodside-Ersted parcel; another shown overlapping the Woodside-Ersted parcel and the Millstone parcel – no longer exist.
- f. Portions of the Woodside Road-Whiskey Hill Road Parking Assessment District – much of the Gilbert Center and the southerly portion of the parcel presently occupied by the Town Hall – are not shown on Attachment No. 7.

Regarding the Town Center Area Plan Pathways and Trails Map, Attachment No. 8, revise as follows:

- a. The Paved Pathway through the Town Center is incorrectly shown;
- b. Portions of such Paved Pathway cross private property; such portions are not subject to any recorded easements.

**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

TASK FORCE INPUT
Full Group Discussion
(Continued from the April 24, 2013, TCAP Task Force meeting)

TOWN CENTER CIRCULATION AND PARKING:

CIRCULATION

No new comments.

PARKING

1. Use bioswales for drainage.
2. Inadequate.
3. Especially problematic at Roberts Market and Bakery (spill over).
4. Post Office (parking in red zone).
5. Underparked uses (e.g., Village Pub).
6. Sign public stalls.
7. Identify parking for bicyclists.
8. Problem areas/hours: Village Pub (11:30 am and 4 pm on) and Woodside Bakery (lunch).
9. Reserve parking for Town Hall?
10. Add additional limited duration parking (such as is at the hardware store).
11. Reconfigure existing parking.
12. Expand parking (behind Cañada Corners, 2-level, Village Hill, underground combined with housing above?)
13. Make pedestrian access better to better utilize existing parking (e.g., crosswalks).
14. Address relationship of land uses and parking.
15. Impact of Farmers' Market, gathering areas.
16. Designate employee parking.
17. Create recreational parking.
18. Improve safety of parking lots (speed, deliveries).
19. Restrict, monitor.
20. Change ownership of PAD to private property owners?
21. Expansion of commercial district? Consider parking demand of desired uses.
22. Plan for parking on private property acquisitions?
23. Provide alternative transportation (e.g., school bus).
24. Provide bike parking.
25. Provide hitch racks.
26. Improve accessibility

PUBLIC INPUT

Becky Whitter:

1. Separate business district traffic from through traffic, by providing signs to direct traffic along an alternate route to Skyline:
 - a. Sign at Whiskey Hill Road;
 - b. Sign at Sandhill Road; and,
 - c. Sign at Portola Road.

George Roberts:

1. Need more parking.

Bob Page:

1. Expand the Town Center boundary (get away from strip mentality).

Group Exercise: Design charrette using a large scale black & white aerial of the Town Center Area:

GROUP 1, PRESENTER: STEVE PATRICK

- Create a 3-way stop at Woodside Road/Whiskey Hill Road with equal geometry to encourage additional trips to Whiskey Hill.
- Address big trees at Haciendas.
- Create parking at Village Hill.
- Begin to slow Woodside Road traffic at Whiskey Hill Road.
- Change the cross walk locations at major intersections.
- Create a dining plaza in front of the Canada Corners tenant spaces, by changing to a one-way driveway.
- Add 2-tier parking at the rear of Canada Corners.

GROUP 2, PRESENTER: STEVE LUBIN

- Create additional circulation options to relieve pressure off of the Woodside Road/Canada – Mountain Home Road intersection.
- Slow traffic at the Town Center.
- Create equilateral geometry at major intersections.
- Relocate the Mountain Home ingress/egress.
- Open Canada Lane.
- Create a Dry Creek Road at Canada Corners (Woodside Road to Canada Road).
- Create a path separated from vehicle traffic to the school.
- Add two-level parking off of Canada Road with large screening trees toward residences.
- Create a plaza at Roberts.
- Shorten the distances between intersections.

GROUP 3, PRESENTER: THALIA LUBIN

- Open Canada Lane.
- Use the new triangle created between Canada Land and Canada Road as a gathering are (e.g., for the Farmers' Market).
- Create a Dry Creek Road at Canada Corners (Woodside Road to Canada Road).
- Create a 3-way stop at Woodside Road/Whiskey Hill Road.
- Create a path form Cedar Lane the school.
- Move Roberts parking to the outside edge of a newly created plaza.
- Improve the Woodside Road/Canada – Mountain Home Road intersection.

GROUP 4, PRESENTER: ADOLPH ROSEKRANS

- Expressed concurrency with previous group ideas.
- Add affordable housing for teachers and fire fighters above a new parking structure at the rear of Canada Corners.
- Study traffic movements (i.e., conduct a traffic study).
- Study economic impact of diverting Skyline through-traffic around the business district.

GROUP 5, MILLO FENZI

- Divert traffic away from Woodside Road/Canada – Mountain Home Road intersection.
- Improve walkability.
- Supply more parking, especially at Canada Corners (2-level parking off of Canada Road).
- Provide a round-about at the Woodside Road/Canada – Mountain Home Road intersection.
- Open Canada Lane to divert traffic from the Woodside Road/Canada – Mountain Home Road intersection.
- Eliminate the 5-way intersection at the Woodside Road/Canada – Mountain Home Road intersection.
- Move stop signs and cross walks to correspond to actual crossing locations. Address safety issues of mid-block cross walks.
- Add a cross walk between the Gilbert Center and Roberts (easy – does not involve Cal Trans).
- Break up traffic with more stop signs and cross walks.
- Add more paths for children.
- Secure a pedestrian path easement from the Fire Station?, Bob Page? along the edge of their property.
- Examine the distribution of walkers from the Walk-to School Day data.
- Provide one large multi-purpose path on one side of Woodside Road.

Additional Comments:

- George Roberts: CalTrans will require warrants for stop signs.
- Jackie Young: CalTrans is currently surveying for ADA ramps on Woodside Road (a multi-County Cal Trans project to comply with ADA access requirements).
- Lee Ann Gilbert: Install speed bumps in parking areas to slow traffic.

- Richard Ersted: Communicate the phasing history of the Parking Assessment District to the Task Force.

Suggestion to alleviate traffic congestion in Woodside Town business district.

Place signage on Woodside Rd prior to Whiskey Hill Rd noting:

Woodside Town Center/Business District (straight ahead)

Alternate Rte to Portola Valley, Hwy 84, Skyline Blvd, La Honda (left)

Sign prior to Sand Hill Rd: Portola Valley, Hwy 84, Skyline Blvd, La Honda (right)

Sign prior to Portola Rd: Portola Valley (straight), Hwy 84, Skyline Blvd, La Honda (right)

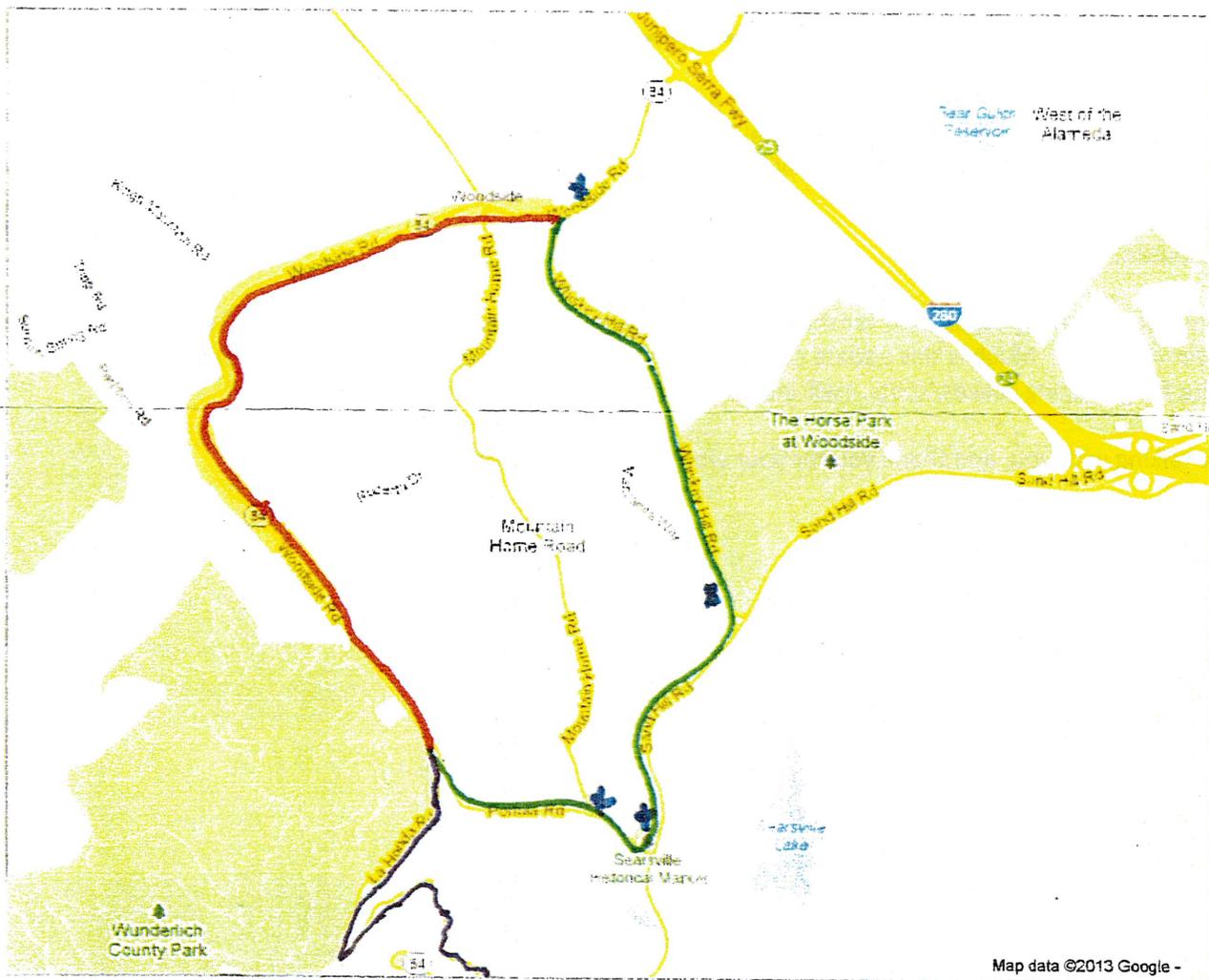
Sign prior to Mt Home Rd: Hwy 84, La Honda (left) Woodside Town Center (straight)

From Whiskey Hill Rd to Portola Rd/Hwy 84 intersection on Woodside Rd is 2.5 miles, However, most of this route (1.9 miles) is slow: 20 – 25 mph through Town and the bends, until Bear Gulch Rd when it becomes 35 mph for .6 miles to the Portola Rd intersection. Driving this route without additional traffic took 6.5 minutes at the proper speed limits. But this route is often congested with school, town events and business district traffic. This route is busier, narrower and windier than Whiskey Hill and Sand Hill roads, with little or no bike lanes after Kings Mt. Rd. *It would be **safer** to minimize traffic on this route by directing through traffic away from the town center, the school and the narrow, windy areas of Woodside Road.*

From Whiskey Hill Rd to Portola Rd/Hwy 84 intersection on Whiskey Hill/Sand Hill/Portola Rd is 3.0 miles. These are wider, straighter, safer roads with good line-of-sight visibility, generous bike lanes and speed limits of 30, 35 & 40 mph, so *this is a quicker and **safer** route to Portola Valley and Hwy 84 to La Honda.* Driving this route without additional traffic at proper speed limits took 6 minutes – 30 seconds faster than the Woodside Rd route. *Plus, circumventing the Town Center/school/business district would relieve congestion, pressure and the ensuing impatience of drivers not expecting a highway to be so slow.*

Thank you for volunteering your time to the Town and for considering implementation of this safety suggestion.

Rebekah Witter
1 Montelena Ct
rfwitter@pacbell.net
650.851.9008



- Alternate Rte. 3.0 miles 35-40 mph. Quicker, safer
Whiskey Hill Rd to Send Hill Rd to Portola Rd to 84,
- Town Center/School/Business District ROUTE 2.5 miles
Woodside Rd 20-25 mph from Whiskey Hill Rd
to Bear Gulch 35 mph to 84 from Bear Gulch
- Shows distance of 20-25 mph zone through
Town, 'the Bends' and to Bear Gulch.
- ✕ Alternate Route sign placements.

Jackie Young

From: Jackie Young
Sent: Tuesday, May 21, 2013 4:05 PM
To: 'Susan McBaine'
Subject: RE: Memorial Bench

Dear Susan,

Thank you for calling today, and for the photo. We are going to Town Council on May 28th with an Update on the Town Center Area Plan. Much of this update concerns circulation improvements in and around the Town Center, as well as a desire for gathering spaces/spots. I will include your idea in the Town Council staff report.

Nice talking with you, and thank you for your wonderful idea and offer.

Warm regards,
Jackie

Jackie C. Young, AICP
Planning Director
Town of Woodside
P.O. Box 620005
2955 Woodside Road
Woodside, CA 94062
(650) 851-6790
jyoung@woodsidesidetown.org

"The best way to predict the future ... is to create it."

From: Susan McBaine [<mailto:susanmcbaine@mac.com>]
Sent: Tuesday, May 21, 2013 2:46 PM
To: Jackie Young
Subject: Re: Memorial Bench

Dear Jackie,

Nice to chat with you and here is an image of the corner of Manuella and Albion where I would like to locate a bench honoring my father (William A Swinerton).

Thanks, Susie McBaine
(415) 387-1883 (takes messages)
(415) 225-0638 cell



On May 21, 2013, at 2:36 PM, Jackie Young wrote:

Jackie C. Young, AICP
Planning Director
Town of Woodside
P.O. Box 620005
2955 Woodside Road
Woodside, CA 94062
(650) 851-6790
jyoung@woodsidetown.org

"The best way to predict the future ... is to create it."

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

Wd.02

11/8/88

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.

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.

Wd.03

6/20/89

ARGUMENT AGAINST MEASURE

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

Section 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 Seitle, Mayor
/s/ Themis Michos, Mayor-Pro-Tem

On Behalf of the Woodside Town Council

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

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

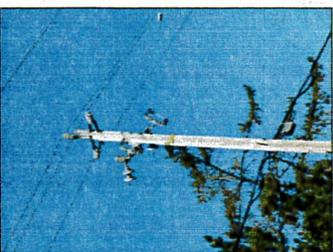
**NO REBUTTAL TO ARGUMENT IN FAVOR
OF MEASURE 1 WAS SUBMITTED**

CAÑADA ROAD

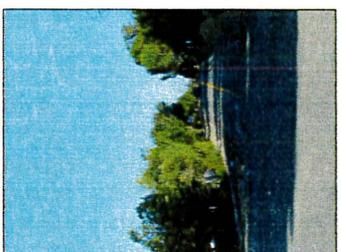
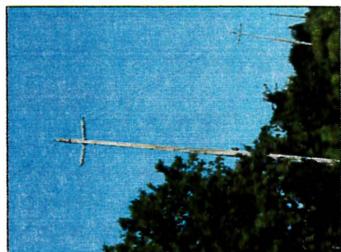
LEGEND

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

APRIL, 2013



EXISTING



AFTER UNDERGROUNDING

Firefighters contain remote brush fire in Huddart Park

By Dave Boyce
Almanac Staff Writer

Firefighters on the ground declared a small brush fire in a remote part of Huddart Park in Woodside under control on Friday afternoon (May 10) after some two hours of trying to find it and reach it using hiking trails and fire roads. The fire, first reported shortly after 2 p.m., had been

slowly burning in an area about 50 feet square, Woodside Fire Protection District Fire Chief Dan Ghorso said.

A downed power line is the suspected cause, but the investigation is ongoing, Chief Ghorso said. A row of tall electrical towers crosses Interstate 280 and heads toward Skyline Boulevard through the park along the Richards Road Trail and the Crystal Springs Trail.

Firefighters drove these trails in their trucks, according to radio dispatches.

In an interview at about halfway through the effort to reach the fire on the ground, Chief Dan Ghorso described the fire as "not going anywhere real fast." And a dispatcher around that time described it as "not doing much" and "just smoking."

A crucial element in the suc-

cessful effort were nine airdrops of fire retardant and water, four from fixed-wing aircraft and five from helicopters, the chief said. The tree canopy did hinder the effort somewhat because the fire was in the underbrush where the airdrops could not easily reach.

The California Department of Forestry and Fire Protection (Calfire) operated the aircraft. Since wildfire season has offi-

May 15, 2013 ■ TheAlmanac

cially begun, crews at Calfire stations near Highway 17 and in Morgan Hill automatically respond with "everything they have," including aircraft, bulldozers and ground crews, Chief Ghorso said.

"That's really what knocked it down," the chief said. "A lot of kudos to Calfire."

The San Mateo County Fire Department also responds automatically in wildfire season, the chief said. Also fight-

BRUSH FIRE

continued from page 5

ing this fire, which never got beyond one alarm, were firefighters from Redwood City and the Kings Mountain Volunteer Fire Department. Some of the firefighters were ferried in by helicopter, the chief said.

Firefighters relied on the aircraft to direct them, according to radio dispatches. At one point, firefighters reported being three-quarters of a mile to a mile away from where they thought the fire was. At another, they reported being blocked by a downed power line. "Our biggest challenge was access to the fire," the chief said.

Workers from Pacific Gas & Electric Corp. eventually arrived and shut down the power, fire fighters said.

Low wind and moderate temperatures helped, Chief Ghorso said. "I hope this is a wake-up call for people. It's not a matter of when, but if. We throw everything we can at (incident like) this," he added. ■

See BRUSH FIRE, page 8

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Almanac News

Updated: Friday, May 10, 2013, 3:08 PM
 Updated: Sunday, May 12, 2013, 11:20 PM

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Huddart Park fire under control, chief says Fixed-wing aircraft and helicopters dropped fire retardant

by Dave Boyce
 Almanac Staff

Firefighters on the ground declared a small brush fire in a remote part of Huddart Park in Woodside under control on Friday afternoon (May 10) after some two hours of trying to find it and reach it using hiking trails and fire roads.

The fire, first reported shortly after 2 p.m., had been slowly burning in an area about 50 feet square, Woodside Fire Protection District Fire Chief Dan Ghiorso said.

A downed power line is the suspected cause, but the investigation is ongoing, Chief Ghiorso said. A row of tall electrical towers crosses Interstate 280 and heads toward Skyline Boulevard through the park along the Richards Road Trail and the Crystal Springs Trail. Firefighters drove these trails in their trucks, according to radio dispatches.

In an interview at about halfway through the effort to reach the fire on the ground, Chief Dan Ghiorso described the fire as "not going anywhere real fast." And a dispatcher around that time described it as "not doing much" and "just smoking."

A crucial element in the successful effort were nine air drops of fire retardant and water, four from fixed-wing aircraft and five from helicopters, the chief said. The tree canopy did hinder the effort somewhat because the fire was in the underbrush where the airdrops could not easily reach.

The California Department of Forestry and Fire Protection (Calfire) operated the aircraft. Since wildfire season has officially begun, crews at Calfire stations near Highway 17 and in Morgan Hill automatically respond with "everything they have," including aircraft, bulldozers and ground crews, Chief Ghiorso said.

"That's really what knocked it down," the chief said. "A lot of kudos to Calfire."

The San Mateo County Fire Department also responds automatically in wildfire season, the chief said. Also fighting this fire, which never got beyond one alarm, were firefighters from Redwood City and the Kings Mountain Volunteer Fire Department, reportedly the first firefighters on the scene.

Almost from the beginning, there were six engine companies engaged, with four firefighters per company. Some of the firefighters were ferried in by helicopter, Chief Ghiorso said.

Firefighters relied on the aircraft to direct them, according to radio dispatches. At one point, firefighters reported being three-quarters of a mile to a mile away from where they thought the fire was. At another, they reported being blocked by a downed power line. "Our biggest challenge was access to the fire," the chief said.

Workers from Pacific Gas & Electric Corp. eventually arrived and shut down the power, firefighters said.

Low wind and moderate temperatures helped, Chief Ghiorso said. "I hope this is a wake up call for people. It's not a matter of when, but if. We throw everything we can at (incidents like) this," he added.

Fire Marshal Denise Enea of the Woodside district added in an email that she and Chief Ghiorso "have been actively communicating to the towns and the residents that we fear a very aggressive fire season this year. With one of the driest springs on record and having already experienced high temperatures and winds, we are already seeing an uptake in fires.

"The County Parks, our Towns and most importantly our residents will have to be very proactive in their fire safety measures this year," Ms. Enea continued. "The Fire District will be extra diligent in fire code inspections for compliance regarding defensible space around homes."

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Comments

Posted by John, a resident of another community, on May 12, 2013 at 10:24 am

Neglected to mention that the Kings Mountain volunteer fire department was first on the scene.

Report Objectionable Content

Posted by Ralph, a resident of the Atherton: other neighborhood, on May 13, 2013 at 12:27 pm

It seems every year is reported as high danger. Too much rain brings in more fuels...not enough rain makes everything dry. It is a good thing the fog makes the area a perpetual damp forest where if a pack of matches are left out overnight, they are ruined.

Report Objectionable Content

Posted by SteveC, a resident of the Menlo Park: Downtown neighborhood, on May 13, 2013 at 2:49 pm
SteveC is a member (registered user) of Almanac Online

@ John: they were credited w/being he first.

Report Objectionable Content

Posted by Dave Boyce, Almanac staff writer, on May 13, 2013 at 4:00 pm
Dave Boyce is a member (registered user) of Almanac Online

The story's statement about the Kings Mountain Fire Department being first is a reference to John's comment. The original story was edited to include this reference, but did not have it initially.

Report Objectionable Content

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Jackie Young

From: Silvia Edwards [sferroni@alumni.stanford.edu]
Sent: Thursday, May 16, 2013 9:19 AM
o: Jackie Young
Subject: Re: town council meeting

Jackie,

Thank you for your email. I would be happy to have staff introduce the idea of the undergrounding project I presented at the TCAP meeting. I would like to speak at the public comment time with the details of the Mountain Home Road undergrounding project. I met with Donna, the PG&E representative who deals with Rule 20(a) issues yesterday and she will be coming to the May 28 meeting as well in order to answer any technical questions about undergrounding. I just want to be absolutely sure that if Donna makes the trip down here for a Town Council meeting, that she and I will be given a forum to speak and answer questions from the Council. What time would be convenient for us to meet next week? I will reach Kevin Bryant again today--I imagine he must be pretty busy because my past two attempts to reach him have been unsuccessful.

Warm Regards,
Silvia Edwards

On May 16, 2013, at 7:59 AM, Jackie Young wrote:

> Dear Silvia,

>

> I would suggest that you let staff introduce the idea of undergrounding projects to the Council as part of the TCAP report. This will be the first time the whole Council is hearing this input. Staff will request direction from Council on how they wish to proceed. The TCAP report is a public hearing which means that you are welcome to speak during public comment time. I would be happy to talk with you about the specifics of the TCAP report late next week. Have no fear. We are taking this request seriously. Adolph submitted an article to me yesterday detailing the recent fire caused by downed lines. I will include this as a report attachment.

>

> If you have further questions or concerns, please contact Kevin Bryant, our Town Manager. He sets the Council agenda.

>

> Thanks for your patience, and I do appreciate your time and research on the subject.

>

> Warm regards,

> Jackie

>

>

>

>

From: Silvia Edwards [sferroni@alumni.stanford.edu]

> **Sent:** Thursday, May 16, 2013 6:14 AM

> **To:** Jackie Young

> **Subject:** Re: town council meeting

>

> Jackie,

> I would like to speak at the Town Council meeting. Is that possible?

> Silvia

> On May 15, 2013, at 9:51 PM, Jackie Young wrote:

>

>> Dear Silvia,

>>

>> The May 28th staff report to the Town Council will include the TCAP Task Force's input on undergrounding. Kevin suggested today that you contact Paul, our Public Work Director, with your updates. Also, if you would like me to include any written update as an attachment to the May 28th TCAP staff report, please feel free to email me with that information.

>>

>> Thanks,

>> Jackie

>>

>>

>> Jackie C. Young, AICP

>> Planning Director

>> Town of Woodside

>> P.O. Box 620005

>> 2955 Woodside Road

>> Woodside, CA 94062

>> (650) 851-6790

>> jyoung@woodsidetown.org

>>

>> "The best way to predict the future ... is to create it."

>>

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

>> From: Silvia Edwards [<mailto:sferroni@alumni.stanford.edu>]

>> Sent: Wednesday, May 15, 2013 9:41 AM

>> To: Jackie Young

>> Cc: Anne Kasten

>> Subject: town council meeting

>>

>> Hi Jackie,

>> Just following up on my last email to you. I spoke to Donna from PG&E yesterday, who specializes in Rule 20 underground projects. We are going to meet before the Town Council meeting so that she can look at the area along Mountain Home Road that I would like to propose the town designate an Underground District. She is also willing to come to the May 28 meeting to answer any technical questions. Can I please be put on the agenda for the May 28 meeting?

>> Warmly,

>> Silvia Edwards

Jackie Young

From: Silvia Edwards [sferroni@alumni.stanford.edu]
Sent: Wednesday, April 17, 2013 11:43 AM
o: Jackie Young
Subject: Re: Burying power lines along scenic portion of Mountain Home Road
Attachments: MHR Utilities; ATT00001.txt

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 ensures 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.