

Town Center Area Plan Update: CAC Meeting #2 - Summary Notes

Date: December 2, 2025, 6-10 pm | Location: Independence Hall

Attendees

- **Town of Woodside Staff:** Jason Ledbetter, Town Manager; Sage Schaan, Planning Director; Kai Ruess, Deputy Town Attorney; Julie Paping, Deputy Town Clerk.
- **Project Team:** Good City: Aaron Akin, Kevin Gardiner, Troy Reinhalter, Arianna O'Connell. Urban Field Studio: Jane Lin and Ryan Call.
- **CAC Members Present:** Barry Kuhl, Carly Rivera, Caroline New, Christine Roberts, Daniel Druker, Don Lindsay, Ehsan Farkhondeh, Lyle Weaver, Patricia Del Gavio, Richard Ersted, Stephen Lubin, Steve Patrick, Sue Poletti, Sue Sweeney, Vanessa Johnson, LeeAnn Gilbert.
- **CAC Members Absent:** Matt Garr and Julie Sequeira

Overview

On December 2, 2025, the Town Center Area Plan Update Community Advisory Committee (CAC) convened its second meeting regarding the project. The meeting's objectives were to:

- Clarify the Committee's discretion in making recommendations beyond the Town Center Area Plan boundary;
- Provide an overview of existing zoning regulations, including voter-adopted measures that influence future opportunities for change and development;
- Summarize key findings from Phase 1 community engagement;
- Confirm Desired Outcomes and Guiding Principles introduced at Meeting #1; and,
- Explore CAC feedback regarding potential ideas, policies, and improvements for Public Gathering Spaces, Transportation & Mobility, Parking, and Land Use.

The meeting opened with presentations by staff and the project team covering background policy information, Phase 1 engagement takeaways, and potential solutions



for the four key topic areas. Following these presentations, CAC members participated in open discussions and an interactive Menti live polling exercise on Topic #1 Public Gathering Spaces and Topic #2 Transportation & Mobility. Due to time constraints, polling for Topic #3 Parking and Topic #4 Land Use (Commercial & Housing) was completed after the meeting through an online survey shared with the CAC members. Results from live polling and online survey are described below, under the relevant topics.

The meeting included two separate opportunities for public comment and concluded at 10:00 p.m. after a robust, wide-ranging discussion.

Key Takeaways:

Throughout the meeting, several cross-cutting themes emerged:

- **Preservation of Existing Woodside Character:** Across all topics & potential concepts, CAC members emphasized the importance of maintaining Woodside’s rural, equestrian, and small-town identity as part of the Town Center’s future.
- **Circulation Improvements as a Top Priority:** Transportation and mobility improvements, particularly Safe Routes to School, traffic calming, safety-related interventions, and targeted intersection redesigns were viewed as top priorities (ahead of other topics).
- **Strong Support for Gathering Spaces:** Across the CAC, there was interest in creating a few modestly-scaled public gathering opportunities, provided that circulation and parking solutions accompanied these spaces.
- **Interest in Enhanced Parking Management, Enforcement, and Signage:** Broad support emerged around managing/enforcing existing parking spaces more effectively to prioritize residents, and to address impacts created from those not utilizing Town Center businesses/services.
- **Cautious Support for Appropriately Scaled Housing:** Most CAC members were open to allowing low-scale multifamily housing and/or mixed-use commercial/residential development in the Town Center, while a few members noted a preference to locate new multi-family housing developments throughout the Town and outside of the Plan Area. Overall, the CAC was open to further discussion regarding new voter initiatives that could provide more flexibility on development restrictions currently in place.
- **Proposals Beyond TCAP Boundary:** Several CAC members expressed interest in policy or zoning changes for properties adjacent to the initial TCAP update

boundary, especially for parcels fronting the Woodside Road right-of-way near Haciendas Drive, Woodside Elementary School (WES), the Fire Station, and the Library.



Photo taken at Woodside Independence Hall, December 2, 2025

First Half Presentation and Discussion

The meeting began with introductory remarks from Town staff, followed by a presentation from the project team that provided additional context for the CAC's work. Staff reiterated that the CAC may recommend ideas or policies that apply outside the Plan boundary, especially if these allow the Town Center to be approached more holistically. The Deputy Town Attorney and Planning Director offered an overview of the zoning framework and voter-approved measures that govern the Town Center today, outlining how these regulations constrain current development and how they can inform future policy choices, unless new voter approved measures are passed in the future that modify the existing limitations on allowable uses, maximum heights, and related development regulations. Overall, the CAC was open to further discussion regarding new



voter initiatives that could provide more flexibility with respect to development restrictions currently in place.

The project team next summarized key themes from the first phase of community engagement – the public’s vision is best summarized as a Town Center that maintains Woodside’s rural and equestrian identity, improves mobility and safety, supports local-serving businesses, and offers small community gathering opportunities. Next, the project team reviewed the Desired Outcomes and Guiding Principles initially discussed at the August 26, 2025, CAC meeting. The CAC was invited to share their reactions and identify how these objectives should be refined.

Individual CAC members provided specific recommendations on the draft objectives, which are summarized below. The CAC did not vote as a body on these recommendations, but several suggestions were echoed/agreed with by other members:

- Objective #1: Build consensus around a shared vision. No change suggested.
- Objective #2: CAC suggested edits – “Prioritize local concerns over those of visitors” should be amended to read, “Prioritize the concerns of *Town residents* and local stakeholders over those of visitors.”
- Objective #3: CAC suggested edits – “Maintain the treasured rural, small-town character and feel” should be changed to, “Maintain the treasured rural, *equestrian-centric*, and small-town character and feel.”
- Objective #4: CAC suggested deletion – “Enable the long-term economic success & viability of valued local businesses.”
- Objective #5: CAC suggested re-ordering downward to reflect that it isn’t as high of a priority as other items – “Expand the diversity of land uses to better serve residents’ needs” should be moved towards the bottom of the list of objectives.
- Objective 6: CAC suggested edits and re-ordering upwards – “Improve safe movement through and to/from the Town Center for pedestrians, equestrians, vehicles, and bicycles (roughly in that order)” by moving it closer to the top of the list and deleting the language “(roughly in that order).”



- Objective #7: Provide clearer guidance on the desired design and character of buildings. No changes suggested.
- Objective #8: CAC suggested edits – “Foster additional community gathering spaces” should be amended to read “Foster *one or two* small-scale community gathering spaces”.
- Objective #9: Improve the area’s aesthetic appeal and streetscape condition. No edits suggested.
- CAC suggested the addition of an additional objective (#10), “Facilitate seasonal outdoor dining.”

Following this initial discussion, the Committee opened the floor for Public Comment #1, after which the meeting paused for a short break.

Public Comment Period #1

Public comments were made by two members of the community, and their comments are summarized below.

- Mayor Paul Goeld – Encouraged the CAC to not feel limited by the restrictions of previous ballot measures, specifically Measure J, as they plan for the future of the Town Center. He also encouraged the CAC to consider allowing commercial development along the north side of Woodside Road.
- Jim Caldwell – Encouraged the CAC and project team to prioritize solutions for the traffic issues in the Woodside Town Center.

Second Half Presentation and Live Polling

The second half of the meeting then transitioned into a detailed review of potential ideas/concepts for public gathering spaces, transportation and mobility improvements, parking strategies, and land use changes & policies – these topics were explored through facilitated discussion by the CAC combined with live polling conducted with the CAC. This polling was undertaken with “Mentimeter,” which is an interactive polling platform that allows meeting participants to respond to questions in real time using a mobile device or computer. Responses are kept anonymous, which helps encourage



candid feedback and allows participants to share perspectives without attribution. Mentimeter was used to supplement CAC discussion and capture priorities across the four topics.

Live polling was conducted during the meeting for Topic #1: Public Gathering Spaces & Urban Design and Topic #2: Transportation, Mobility & Streetscape. These questions were completed by CAC members during the meeting through their mobile devices, with results displayed in real time to support discussion and reflection among CAC members. Due to time constraints, Mentimeter questions related to Topic #3: Parking and Topic #4: Land Use (Commercial & Residential) were not completed during the meeting. Instead, these questions were distributed to CAC members through an online survey shared after the meeting. This document presents a summary of Mentimeter results for Topics #1 and #2, as well as a summary of the post-meeting survey results on Topics #3 and #4. All individual responses, including free responses, are provided in the Appendix, Section 1 (Mentimeter Results) and Section 2 (post-meeting survey results).

Below is a summary of the content presented for each of the four topics, followed by key themes from CAC discussion and Mentimeter/online survey results. Questions and results are presented first, followed by a summary of the key take-aways, areas of alignment or agreement, and areas of divergence or disagreement that emerged from CAC discussion and voting.

Topic #1: Public Gathering Spaces & Urban Design

Presentation Summary

This section of the presentation highlighted opportunities to create or enhance small-scale public gathering spaces in the Town Center, responding to community feedback from Phase 1 engagement. CAC members were asked to consider which areas in the Town Center may be appropriate for new gathering spaces, what types of activities or amenities could help foster community life, and how the Town might strengthen its rural character through urban design enhancements. The purpose of this discussion was to understand the kinds of public spaces and design improvements that best align with the community's values and to identify concepts that warrant further study.



Mentimeter & Survey Responses

This summary includes responses from both Mentimeter and the post-meeting online survey. On average, 15 to 16 CAC members participated in the polling activities (not all members responded to all questions in both activities). All individual responses are provided in the Appendix, Section 1 (Mentimeter Results) and Section 2 (post-meeting survey results).

Question 1: Rank the following potential public gathering spaces in order of priority

(This was a ranked-choice question; CAC members were asked to order the listed options from highest to lowest priority. Results are presented in the order of final polling results, as well as how many members chose an option as their top priority.)

1. Outdoor dining (8 CAC members indicated that this was their top priority)
2. Community center (1 CAC member indicated that this was their top priority)
3. Other public event space or entertainment venue (2 CAC members indicated that this was their top priority)
4. Farmer's market in Town Center (1 CAC member indicated that this was their top priority)
5. Gazebo between Town Hall and museum (0 CAC members indicated that this was their top priority)
6. Picnic area on Village Hill (1 CAC member indicated that this was their top priority)
7. Public space adjacent to Roberts Market (1 CAC member indicated that this was their top priority)

No graph is included as votes are compiled separately by Mentimeter for each of the possible responses in ranked choice questions.

Takeaway: The majority of CAC members ranked outdoor dining as their top priority for future public gathering spaces. A community center was the second highest vote getter, while public space adjacent to Roberts Market scored the lowest.



Question 2: What urban design programs or treatments should the Town prioritize?

(This was a ranked-choice question; CAC members were asked to order the listed options from highest to lowest priority. Results are presented in the order of final polling results, as well as how many members chose an option as their top priority.)

1. Landscaping enhancements (9 CAC members indicated that this was their top priority)
2. New street trees (3 CAC members indicated that this was their top priority)
3. Gateway / entrance treatments (2 CAC members indicated that this was their top priority)
4. Wayfinding or signage (1 CAC member indicated that this was their top priority)
5. Other program or design treatment (0 CAC members indicated that this was their top priority. CAC members who chose 'Other' were invited to verbally explain their choice.)

No graph is included as votes are compiled separately by Mentimeter for each of the possible responses in ranked choice questions.

Takeaway: The majority of CAC members indicated that their top choice for urban design treatments would be landscape improvements to the Town Center. Some examples of landscaping improvements mentioned during the CAC meeting included enhancements to public medians, native species planting, and greater investment in existing natural open spaces.

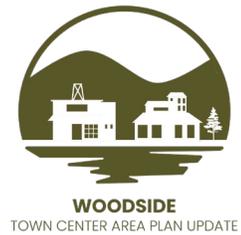
Q 3. Is there anything missing from the list of potential public gathering spaces and urban design treatments?

(This was an open-response question. Participants could provide written comments in their own words. Responses are summarized below. All individual responses are provided in the Appendix, Sections 1 (Mentimeter Results) and Section 2 (post-meeting survey results).



Key takeaways:

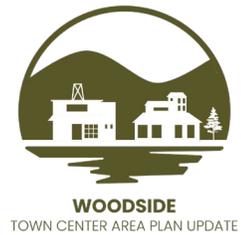
- **Strong emphasis on transportation and safety.** Most CAC members expressed that pedestrian safety, road crossings, multi-use trails, school-zone signage, and overall circulation need to be addressed as a priority before or alongside new public gathering spaces. Concerns were raised about roundabouts, congestion on Woodside Road, and safe access near Woodside Elementary School (WES).
- **Interest in leveraging school and fire station adjacent properties.** Many CAC members made comments about the land between WES, and the fire station, as potential locations for gathering spaces, plazas, or a future community center. Several CAC members suggested expanding the TCAP boundary to include these parcels.
- **Desire for flexible, interim community spaces.** Some CAC members suggested activating existing parking lots and underutilized spaces for temporary uses such as festivals, craft fairs, movie nights, and pop-up events, especially if a permanent community center is a long-term goal.
- **Support for small-scale amenities paired with broader planning.** Several CAC responses emphasized focusing investments on public spaces that are large enough to be actively used and that are well connected to surrounding destinations, rather than on small or isolated improvements with limited community benefit.
- **Need to serve diverse age groups and community members.** A few CAC responses highlighted the importance of designing spaces for kids, teens, and seniors, including engagement with groups like Rotary, rather than focusing only on adult-oriented amenities.
- **Agreement that the list of options was comprehensive, with few gaps identified.** Aside from circulation and boundary considerations, most CAC members felt the list largely captured the right ideas, with one response indicating specifically nothing was missing.



Question 4. Do you have any additional ideas for potential public gathering spaces and urban design treatments?

(This was an open-response question. Participants could provide written comments in their own words. Responses are summarized.)

- **Strong support for public spaces next to the school and at the library.** Most CAC members (and public comments) emphasized that parcels near Woodside Elementary School, the library, and the fire station are integral to the Town Center and should be assessed/considered holistically. These members noted that excluding these areas limits the ability to plan meaningful public gathering spaces.
- **Emphasis on welcoming gateways and wayfinding.** Most CAC members were on board with revitalizing medians, adding gateway signage, and using landscape and wayfinding treatments to slow traffic and signal arrival into the Town Center.
- **Interest in reusing and enhancing existing community assets.** Several CAC comments focused on leveraging current facilities—such as the school, library, Village Church, Guild Hall, and Village Hub—for public events, informal gathering, or potential future expansion (e.g., outdoor meeting areas, amphitheatres, plazas).
- **Desire for informal, everyday gathering spaces.** Most CAC members supported small plazas, welcoming spaces, and seating areas near key intersections (e.g., Woodside/Cañada) and along Woodside Road, designed for casual interaction rather than large, programmed events.
- **Need to better serve a wider range of age groups.** Some CAC members highlighted gaps in facilities for children, teens, and seniors, including playgrounds, teen-friendly spaces, and senior-oriented gathering areas. Several CAC members encouraged targeted outreach to youth and seniors to inform future design.
- **Library as a potential community hub.** Several CAC members mentioned the library as an opportunity for expanded indoor and outdoor public space, including meeting rooms, outdoor gathering areas, and potential reconfiguration or redevelopment to better serve community needs.
- **Circulation and access as a prerequisite.** While not the primary focus of this question, many CAC members reiterated concerns that circulation, parking, and access must be addressed for any new public spaces to function successfully.



Summary of CAC Discussion on Topic #1 Public Gathering Spaces

Areas of Alignment or Agreement

CAC members generally agreed that:

- There is a need to create modest, welcoming gathering spaces that maintain rural character.
- Outdoor dining is desirable as a relatively low-impact way to restore vibrancy to the Town Center. Town regulations should be updated to facilitate more outdoor dining opportunities while balancing parking requirements.
- Enhancing existing public or semi-public spaces within the Town Center is important, such as possible improvements to the Village Hill property and the Town Hall/Museum area.
- There is a need to coordinate public space improvements with circulation and parking solutions.
- Creating landscape improvements throughout the Town Center and along the Dry Creek stream corridor are important to enhance the Town Center.
- There is support for studying the possibility of the parcels adjacent to the Fire Station and the WES tennis courts to be redeveloped with community facilities in coordination with the Fire District and School District.

Areas of Divergence or Lacking Consensus

Where opinions differed:

- Some CAC members expressed doubt about the ability of small parcels in the Town Center to accommodate new useable public gathering spaces, and one CAC member was not comfortable with existing commercial parking being replaced with public space.
- There were mixed opinions about the concept of bringing back a farmers' market to the Town Center, since it was not very successful financially in the past.
- Some CAC members expressed concerns that new public spaces could negatively affect traffic circulation, while other members were more willing to make a trade-off.

Topic #2: Transportation, Mobility & Streetscape

Presentation Summary

The transportation section presented conceptual ideas to improve mobility, safety, and overall circulation in the Town Center. CAC members were asked to reflect on what scale of improvements—ranging from minimal adjustments to more transformative changes—would be appropriate for key roadway segments and intersections, and how these strategies could enhance safety for pedestrians, equestrians, cyclists, and drivers. The presentation also invited input on which concepts should advance for deeper study and which should be tested with the broader community.

Mentimeter & Survey Responses

This summary presents responses from both Mentimeter and the post-meeting survey. All individual responses are provided in the Appendix, Sections 1 (Mentimeter Results) and Section 2 (post-meeting survey results).

Question 1. Which set of improvements would you favor at the Cañada Rd / Mtn Home / Woodside Rd intersection?

Presentation Slide

Transportation, Mobility & Streetscape Improvements

Woodside/Cañada/Mountain Home Road intersection

We heard from everyone that this intersection is not working well. How should this intersection be improved or redesigned?

<p>Option 1: No change</p>	<p>Option 2: Minor redesign; tighten up distances, remove one parking space at Roberts, add visually distinct paving treatment or high-visibility crosswalks</p>	<p>Option 3: Comprehensive redesign; realign Mtn Home Rod, redesign (while maintaining) parking spaces for Roberts Market & incorporate triangle island into redefined public space</p>	<p>Option 4: Install roundabout (could also include other components of Options 2 and 3)</p>
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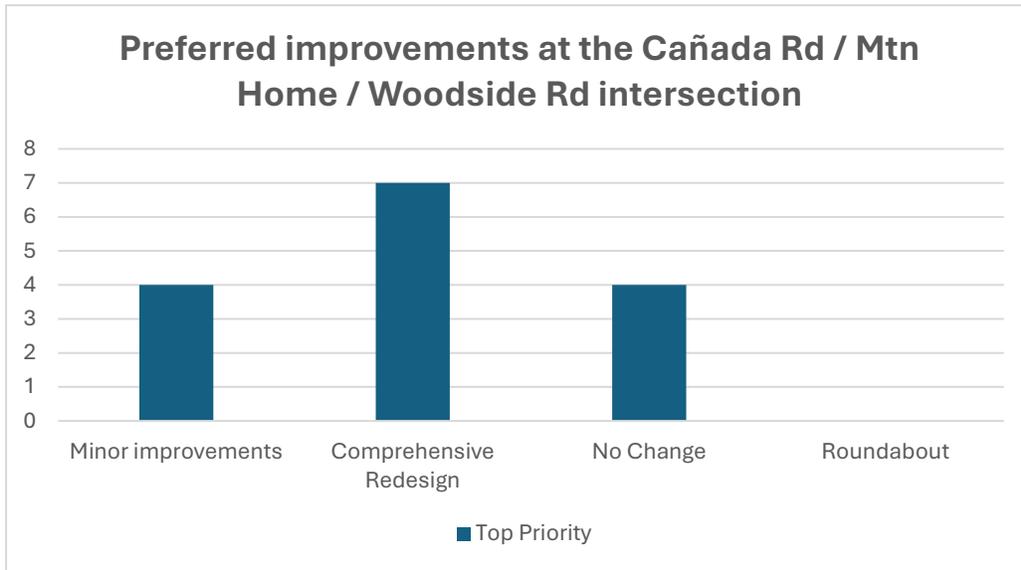



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Slide #40 from CAC Meeting #2 Presentation

Mentimeter Polling Question

(This was a multiple-choice question; members were asked to pick their top option only.)



Takeaway: The majority of CAC members chose a comprehensive redesign as their top priority intervention for the Cañada Rd / Mtn Home / Woodside Rd intersection, with minor improvements and no change tied for second place. No votes were recorded for a roundabout.

Question 2. Which set of improvements would you favor at the Whiskey Hill Road intersection?

Presentation Slide

Transportation, Mobility & Streetscape Improvements

Whiskey Hill Road & Woodside Road intersection

We heard from everyone that this intersection is not working well. How should this intersection be improved or redesigned?

Option 1:
No change

Option 2: Add **marked crosswalk with flashers** or pedestrian-activated beacon



Option 3: Install **three-way stop sign** and pedestrian crosswalk



Option 4: Install **mini-roundabout**



Other Idea: Add signage to encourage traffic to take alternate route away from Woodside Road

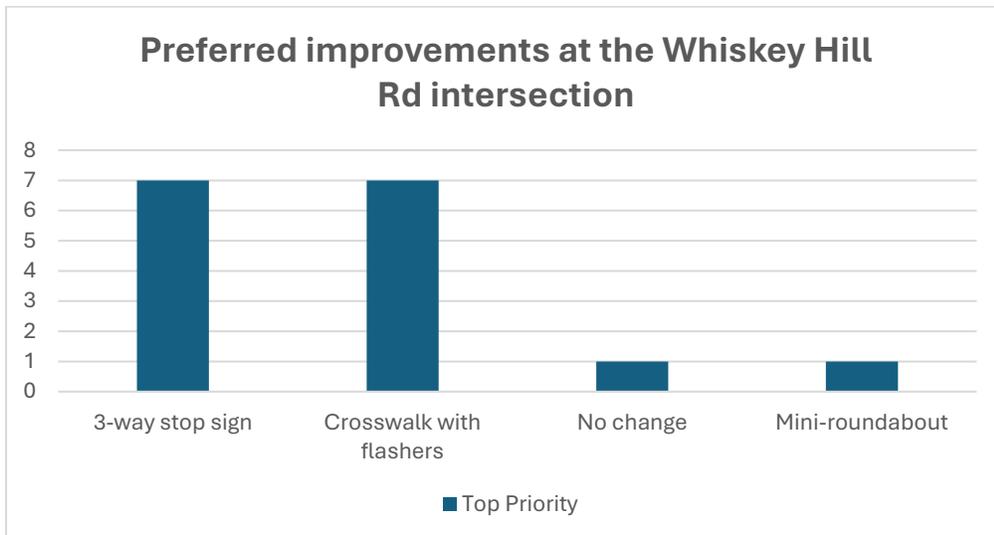


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Slide #38 from CAC Meeting #2 Presentation

Mentimeter Polling Question

(This was a multiple-choice question; members were asked to pick only their top option)



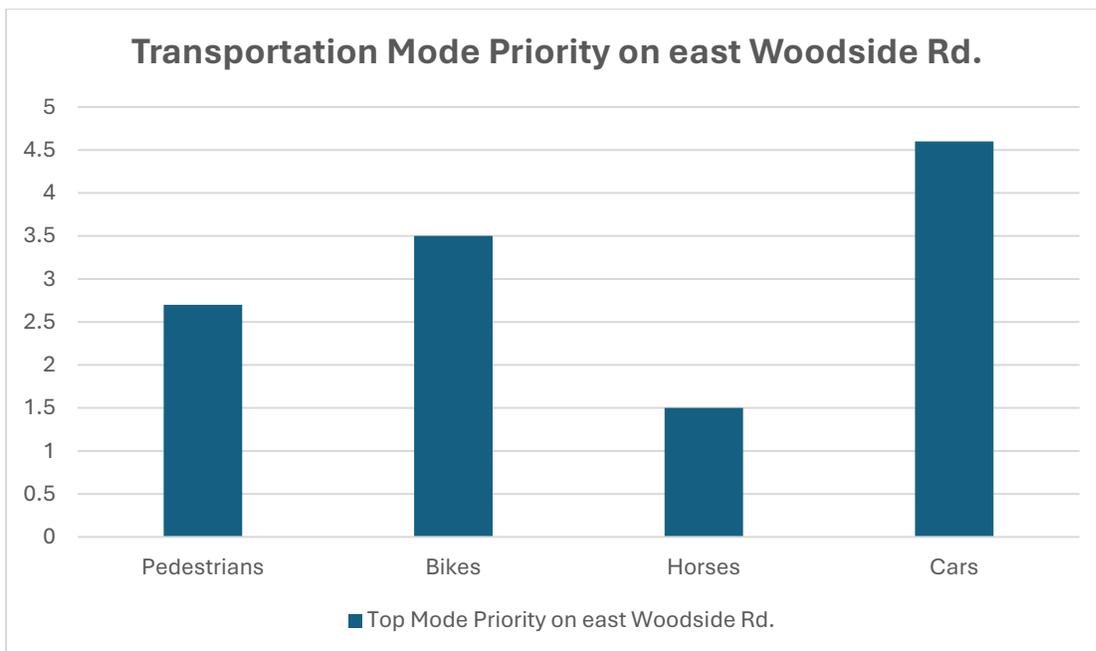
Takeaway: A roundabout was not favored at this location, while a 3-way stop or a crosswalk with flashers were tied for first.

Question 3. What is the transportation mode priority on east Woodside Rd.?

(This question used a sliding scale from 1 - low priority to 5 - high priority. The graph below shows the average score recorded for each option, indicating how high of a priority it is).



Slide #43 from CAC Meeting #2 Presentation



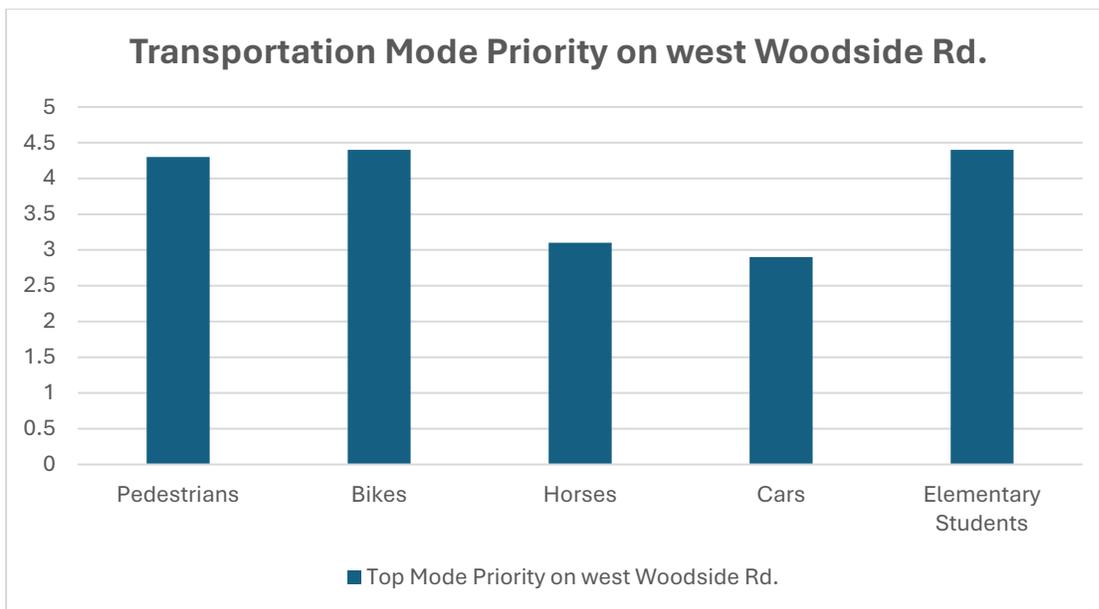
Takeaway: Cars were the top priority, followed by bikes, pedestrians, and horses.

Question 4. What is the transportation mode priority on west Woodside Rd.?

(This question used a sliding scale from 1 - low priority to 5 - high priority. The graph below shows the average score recorded for each option, indicating how high of a priority it is.)



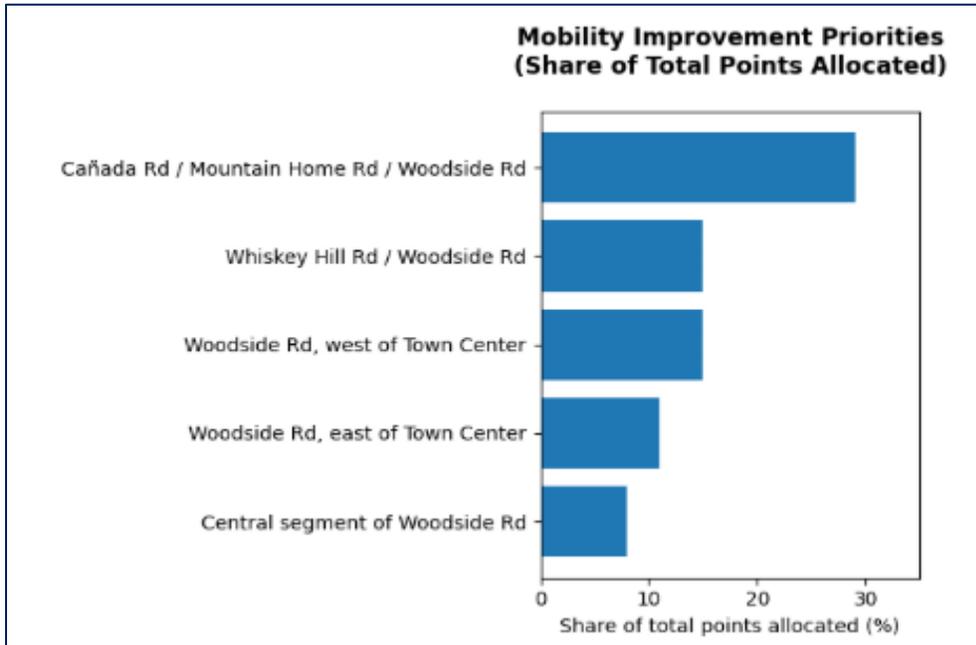
Slide #41 from CAC Meeting #2 Presentation



Takeaway: Elementary students, pedestrian, and bicycles were all tied for top mode priority. The category of elementary students can be inferred to primarily include pedestrian and bicycle modes, as well as being dropped off by car.

Question 5. Where within the Plan Area should the Town focus its resources from a mobility improvement standpoint?

(This question asked CAC members to distribute 100 points across multiple categories to indicate relative priority; allocating more points to a category reflects a higher perceived importance compared to others.)



Takeaway: CAC members overwhelmingly prioritized the Cañada Road / Mountain Home Road / Woodside Road intersection for mobility improvements, with substantially higher point allocations than any other location (one third of the total possible points). The Whiskey Hill Road intersection and segments of Woodside Road west of the Town Center were tied for second, while the central and eastern segments of Woodside Road received relatively fewer points, suggesting these last two are not viewed as a priority (see Questions 3 and 4 above for a map showing the different segments of Woodside Road).



Question 6. What ideas or concepts did we miss on this topic?

(This was an open-response question. Participants could provide written comments in their own words. Responses are summarized below. Full individual responses are provided in the Appendix, Section 1 Mentimeter Results and Section 2 post-meeting survey results).

- **Strong emphasis on traffic calming and speed management.** Most CAC members supported slowing vehicle speeds through measures such as lower speed limits (especially near schools), traffic calming treatments, rumble strips, radar speed signs, ticketing/enforcement, and narrowing roadway widths.
- **Heightened concern for school zones and youth safety.** Many CAC members emphasized the importance of clearly marked and enforced school zones, noting both Woodside Elementary School and Woodside High School, and calling for more prominent signage and safety measures near these areas.
- **Need for improved pedestrian and bicycle safety.** Some CAC members suggested that the Town provide protected or symmetrical bike lanes on Woodside Road, pedestrian crossings with flags, safer pathways, and improved non-vehicle access, particularly for people walking, biking, and using e-bikes.
- **Focus on east-west connectivity, especially across and east of I-280.** A few CAC comments highlighted the importance of improving access from East Woodside, including re-opening the tunnel under I-280 and generally enhancing pedestrian connections to the Town Center from the east side.
- **Interest in reducing cut-through and through traffic.** Some CAC members suggested eliminating the cut-through behind the retail that fronts the central segment of Woodside Road (through the parking aisle). Several CAC members voiced a desire to prioritize local access over pass-through traffic and asked the Town to add signage to encourage drivers to take alternative routes to avoid traffic through the Town Center.
- **Ideas for rethinking land use and right-of-way allocation.** Some CAC members suggested the Town explore the feasibility of repurposing the gas station, reallocating roadway space to prioritize pedestrians and bikes, and a few members questioned whether bike lanes are needed everywhere if vehicle speeds are sufficiently reduced.
- **Sequencing and implementation considerations.** A few CAC members emphasized completing south-side pathways before advancing improvements on the north side, suggesting a phased approach to implementation.



Question 7. Do you have any additional ideas regarding transportation, mobility, or the look, character or safety of streets in the Town Center? *(This was an open-response question. Responses are summarized below. All full individual responses are provided in the Appendix, Sections 1 Mentimeter Results and Section 2 post-meeting survey results).*

- **Pedestrian safety is the primary concern.** Most CAC members made comments highlighting the prioritization of pedestrian safety and walkability in all street and mobility decisions, with particular concern about the feasibility of roundabout options presented.
- **Support for traffic calming through design.** Most CAC members supported slowing traffic through physical street changes such as narrowed lanes, modified intersections, and speed-reducing geometry.
- **Interest in rethinking intersections and excess roadway space.** Some CAC members suggested redesigning key intersections to improve safety and convert underutilized roadway space into pedestrian-oriented or gathering areas.
- **Desire to manage through traffic and heavy vehicles.** Some CAC members supported redirecting or limiting truck and through traffic to reduce conflicts and maintain a pedestrian-focused Town Center.
- **Parking and street character considerations.** Many CAC members raised the need to study on-street parking and clarify the desired Town Center character, balancing parking, walkability, and safety.
- **Long-term vision for a more walkable Town Center.** One CAC member described a long-term vision for a more urban, mixed-use Town Center with active ground floors and improved pedestrian conditions.

Summary of CAC Discussion Themes on Topic #2 Mobility

Areas of Alignment and Agreement

CAC members generally agreed that:

- There was broad consensus that the Area Plan should have a strong emphasis on improving multiuse pathways, crossings, visibility, and overall walkability.
- All CAC members agreed that school-zone safety and access for students coming to and from Woodside Elementary School is a top priority.



- The Town should balance maintaining rural roadway character with improving multimodal mobility.
- The Town should install additional signage and physical improvements such as traffic calming to slow drivers down to the posted 25 mph speed limit along Woodside Road west of Town Center (making it clear that the slower 25 mph zone continues beyond the school).
- Enhanced pedestrian crossings, potentially including flashing red beacons, should be provided at Fox Hollow and Kings Mountain Road.
- There is interest in narrowing Woodside Road in certain segments to provide wider, safer spaces for pedestrians, cyclists, and equestrians.
- There is general hesitation about the frontage road concept along the central segment of Woodside Road, given the potential to attract additional traffic and history of litigation from adjacent business owners.
- Unsafe crossing and parking behaviors are common near the Little Store, and the Area Plan should seek a solution to these issues.
- There is limited enthusiasm for a roundabout at the Cañada Corners intersection, including skepticism that roundabouts would work in the Town Center context, given the presence of horse trailers, adjacent businesses, and pedestrians.

Areas of Divergence or Lacking Consensus

Where opinions differed:

- CAC members differed in their opinions about bicycle lane formats and how circulation improvements could impact equestrian users.
- The CAC expressed concern about the implications of reducing on-street parking/drop-off areas near WES to support mobility improvements.

Other Ideas That Were Shared:

- Explore speed bumps on the western segment of Woodside Road, recognizing potential roadway and emergency-response constraints.
- Install a continuous multi-use trail between WES and Kings Mountain Road, including seating areas.
- Install well-defined bike lanes from Cañada Corners to Kings Mountain Road.

Topic #3: Parking

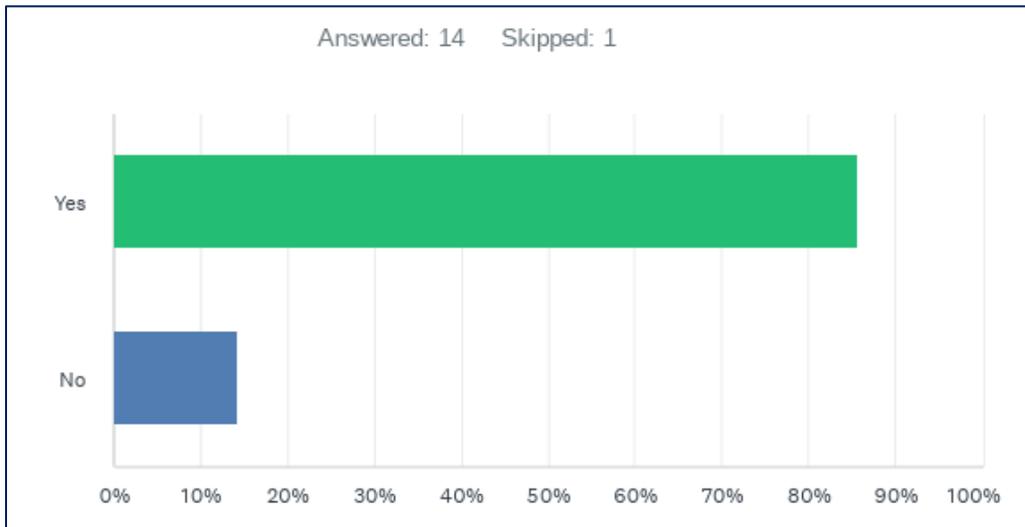
Presentation Summary

The parking section focused on understanding how the Town might better manage existing parking resources and evaluate a potential suite of policy, programmatic, and physical improvements. CAC members were asked to consider which strategies could improve parking turnover, support local businesses, reduce conflicts with visitors and cyclists, and better prioritize resident access, as well as which concepts should advance for deeper analysis.

Post-Meeting Survey Highlights

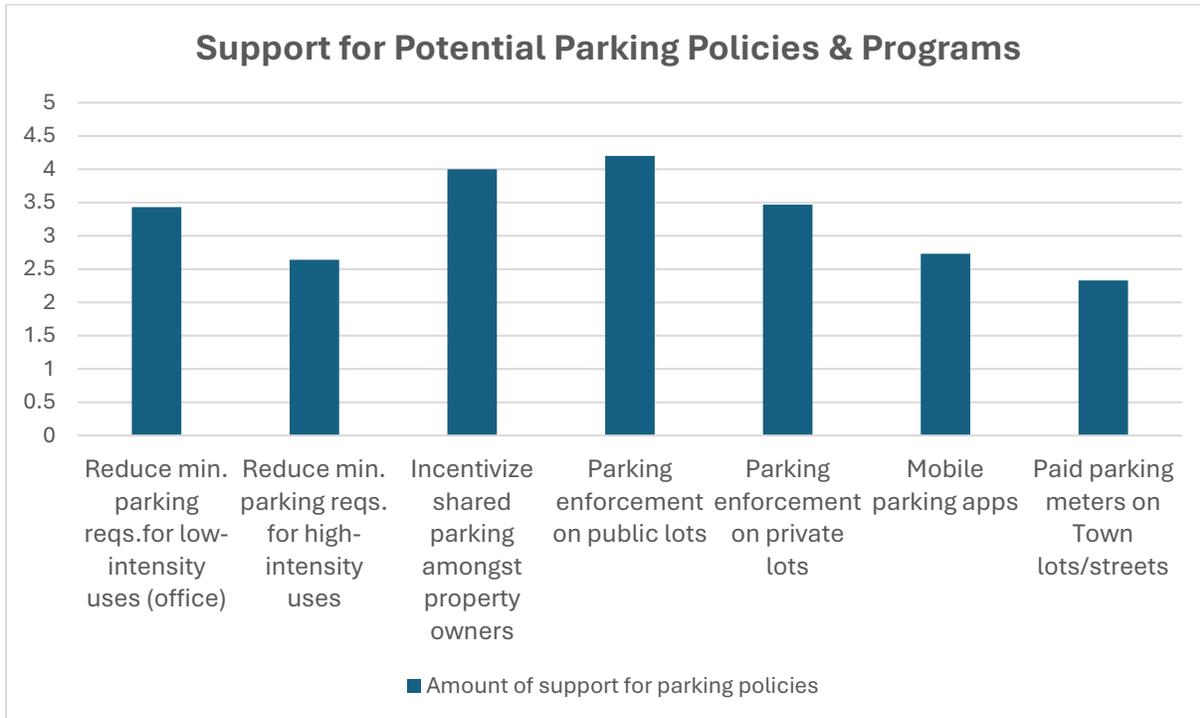
This summary presents responses from the post-meeting survey. All individual responses are provided in the Appendix, Sections 1 (Mentimeter Results) and Section 2 (post-meeting survey results).

Question 1. Is the parking situation in the Town Center worth addressing?



Question 2. Which potential parking policies and programs do you support?

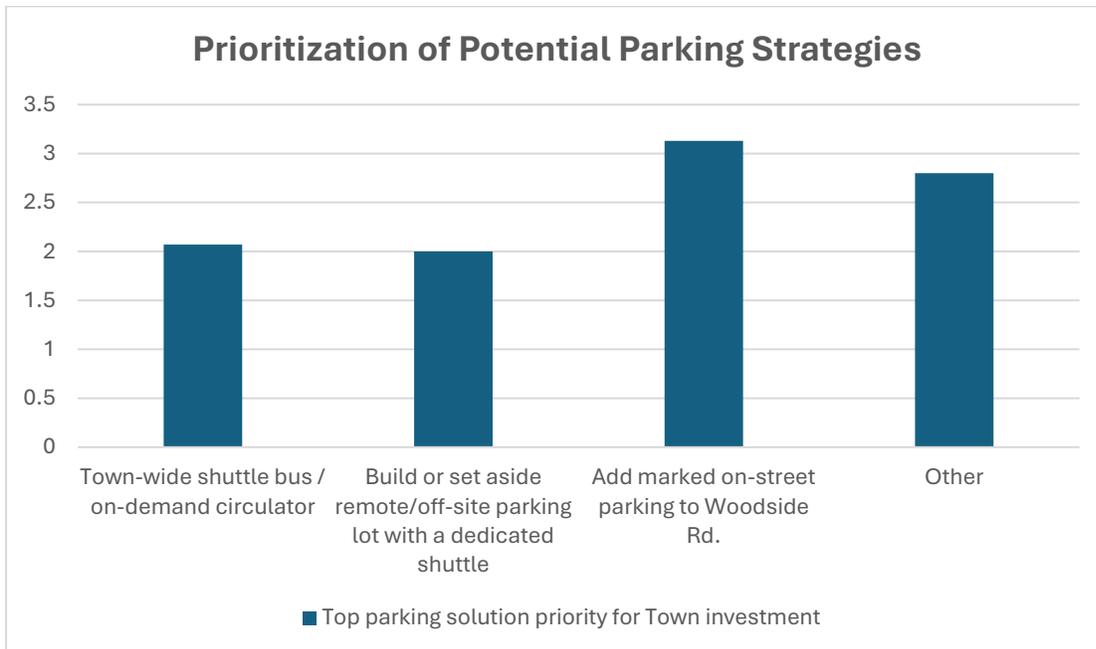
(This question asked that members rank their support for each program between 1-strongly oppose, and 5-strongly support. This chart reflects the weighted average of those responses.)



Takeaway: Parking enforcement on public parking lots was the most popular option (scoring 4.25 out of 5), significantly more popular than instituting paid parking (2.25 out of 5, the lowest score out of the options presented). It should be noted that the Town currently does not conduct enforcement on its lots, as there are no time limits, restrictions, or paid parking. There was a reasonable degree of support for reducing parking requirements for low-intensity uses such as office and shops (3.5 out of 5), but less support for doing the same for restaurants, which traditionally have high turnover and customer traffic (2.6 out of 5).

Question 3. Please rank these strategies in order of importance for Town investment.

(This was a ranked-choice question; CAC members were asked to order the possible options from 4-highest to 1-lowest priority. The average score for each of the strategies is shown below in the graph)

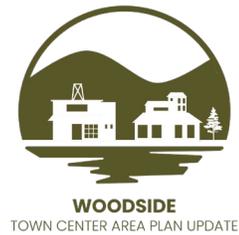


Takeaway: Adding (back) marked on-street parking along Woodside Road was ranked as the highest priority for Town investment. Shuttle-based solutions and off-site parking options were viewed as lower priorities - other strategies such as enhanced parking signage/wayfinding were more popular (as described below in responses to Question 4).

Question 4. Do you have any additional ideas to address parking in the Town Center?

(This was an open-response question. Participants could provide written comments in their own words. Responses are summarized below. Full individual responses are provided in the Appendix, Sections 1 (Mentimeter Results) and Section 2 (post-meeting survey results).

- **Strong preference to limit new parking in the Town Center.** Most CAC members expressed concern that adding parking would encourage more out-of-town visitors, undermine the Town’s rural character, and increase congestion. Several explicitly opposed expanding parking supply within the Town Center.



- **Emphasis on managing demand rather than adding supply.** Some CAC comments focused on reducing parking demand through transportation alternatives (SamTrans, Uber/Lyft, Waymo), encouraging walking and biking, employee-focused solutions, and clearer allocation of existing spaces.
- **Business and employee parking as a key issue.** Most CAC members noted that employee parking—particularly at restaurants—consumes a large share of available spaces. Proposed strategies included employee parking requirements, preferred customer parking, off-site or shuttle parking for employees, and business-led responsibility for parking needs.
- **Mixed views on off-site parking and shuttles.** Some CAC members supported off-site parking paired with amenities or shuttles, while others felt shuttle solutions were impractical, costly, or unlikely to be used by residents.
- **Interest in repurposing sites and rethinking land use.** Some CAC members provided ideas about eliminating or repurposing the gas station, allowing parking across residential and commercial sites, or exploring structured or underground parking paired with public open space—though these concepts were often framed as long-term or speculative.
- **Recognition that enhancements and tools could affect town character.** Parking meters, enforcement, and apps were viewed cautiously, with concern they could negatively impact the perception of Woodside as a rural, small-town place.
- **Near-term operational improvements.** Some CAC members suggested clearer signage identifying public parking, better wayfinding, and confirming public access to existing spaces as practical first steps.

Summary of CAC Discussion Themes on Topic #3 Parking

Areas of Alignment

CAC members generally agreed that:

- The Town should improve management of existing parking spaces before pursuing the construction of new facilities.
- Resident parking should be prioritized over the needs of visitors and cyclists.
- Clearer signage is needed to direct visitors toward appropriate parking areas.
- The CAC is interested in studying parking behavior and constraints at key locations, including the Little Store and WES.



- Improved parking enforcement is essential to addressing existing issues, including the use of tools such as time limits, paid parking meters, mobile parking apps, and consistent enforcement to ensure turnover and discourage unsafe or illegal parking. Any future enforcement and pay parking schemes should provide exceptions or special treatment for residents compared to non-residents (such as exempting residents from paying for parking in the future).
- The Town should pursue strategies that ensure residents have reliable access to parking near key Town Center destinations.
- Clear, consistent signage and wayfinding are needed to reduce confusion, illegal parking, and unsafe driving/cut-throughs.
- Parking pressure from cyclists should be addressed to reduce impacts on residents who are trying to park to patronize local businesses/institutions, however opinions varied about the most effective strategies to do so - through signage, creation of separate designated bicycle parking areas, or stronger enforcement.
- Permit parking in adjacent residential areas is worth studying, particularly where spillover or long-term parking regularly occurs (or might occur in the future).

Areas of Divergence or Lacking Consensus

Where opinions differed:

- CAC members had varied perspectives on whether shuttles are viable or desirable, with some stating that a shuttle or bus would be an effective alternative to driving in the Town Center, while others stated that shuttles would only increase traffic, parking, and overall costs for the Town, and that it was already difficult to hire employees for local businesses (and therefore a parking shuttle would be a further disincentive to work in Woodside).
- Some CAC members were in favor of establishing designated bicycle parking outside of the Town Center, while others questioned whether this approach would solve the problem or only encourage bicyclists to park on local residential streets.
- CAC members expressed mixed views on restoring or expanding the on-street parking supply, and the extent to which paid parking should be introduced versus relying on time limits or enforcement.



Topic #4: Land Use: Commercial & Residential

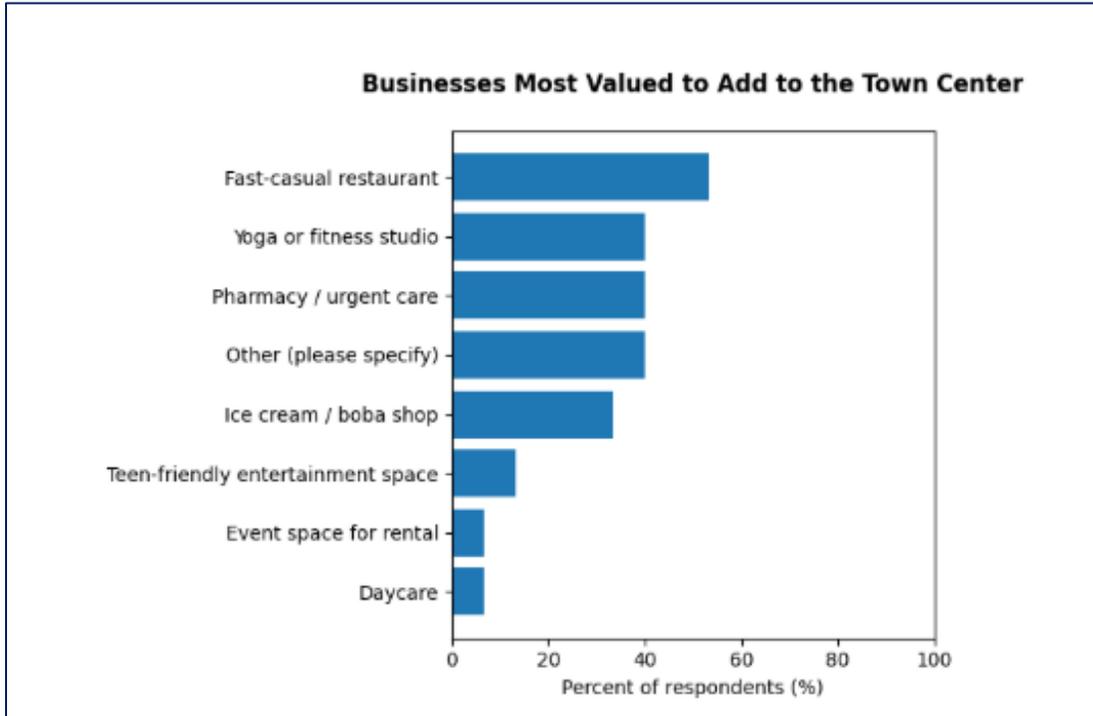
Presentation Summary

This section of the presentation focused on how the Town Center’s mix of commercial and residential uses could evolve to better serve community needs. CAC members were asked to consider which types of commercial uses may be missing today, whether targeted policy changes could help attract desired businesses, and whether the Town should provide greater flexibility for private property owners to introduce residential uses, either through adaptive reuse of existing buildings or the construction of small-scale mixed-use development. The presentation also asked the CAC to evaluate whether residential uses should be allowed on two Town-owned parcels, Village Hill and the Town Hall lot, and under what conditions such uses might be appropriate, given existing zoning and ballot-measure constraints. The purpose of this section was to explore the range of land use ideas that could support long-term community goals and determine which concepts warrant deeper study and broader public discussion.

Survey Responses

This summary presents responses from the post-meeting survey. All individual responses are provided in the Appendix, Section 1 (Mentimeter Results) and Section 2 (post-meeting survey results).

Question 1. Which of these businesses would be most valuable to add to the Town Center? (Select your top 3)



Takeaway: Fast-casual restaurants was the most frequently selected business type, followed by fitness, pharmacy/urgent care, and other uses, while interest in event space, daycare, and teen-focused uses was comparatively limited.

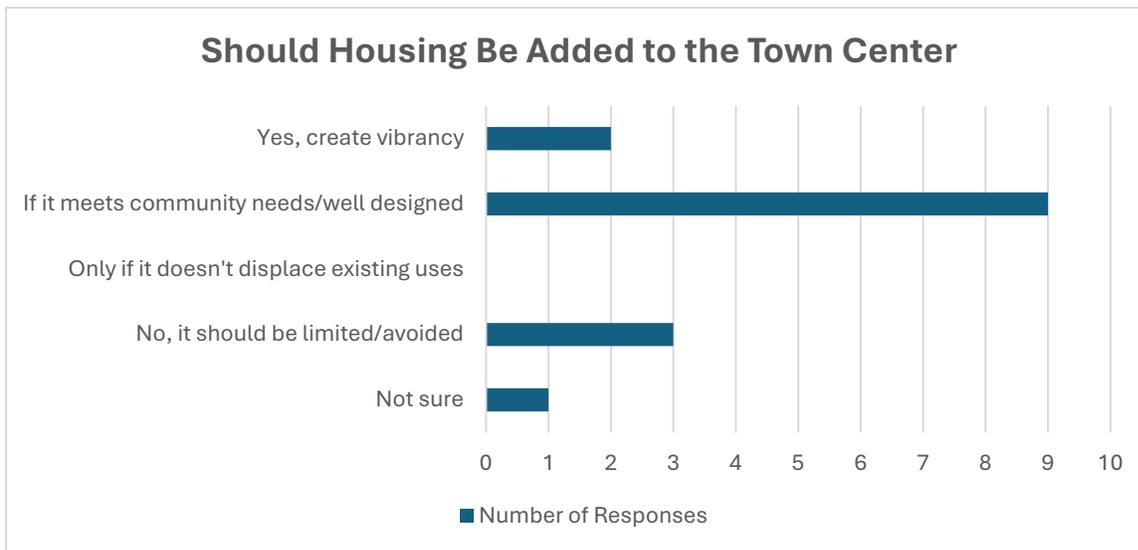
“Other” Response Key Takeaways

- **Skepticism about the Town’s role in attracting specific businesses.** Several CAC members noted that the Town has limited control over which businesses locate in the Town Center and questioned the value of planning for specific retail types.
- **Perception that existing services in Woodside and surrounding cities may already meet local needs.** Some CAC members suggested that nearby communities and existing amenities (restaurants, fitness, urgent care) already serve Woodside residents, reducing the need for similar uses in the Town Center.
- **Mixed views on convenience-oriented retail.** While a pharmacy or similar service was described as potentially convenient, several CAC members also questioned

its long-term viability given past closures, proximity to nearby towns, and the availability of mail-order options.

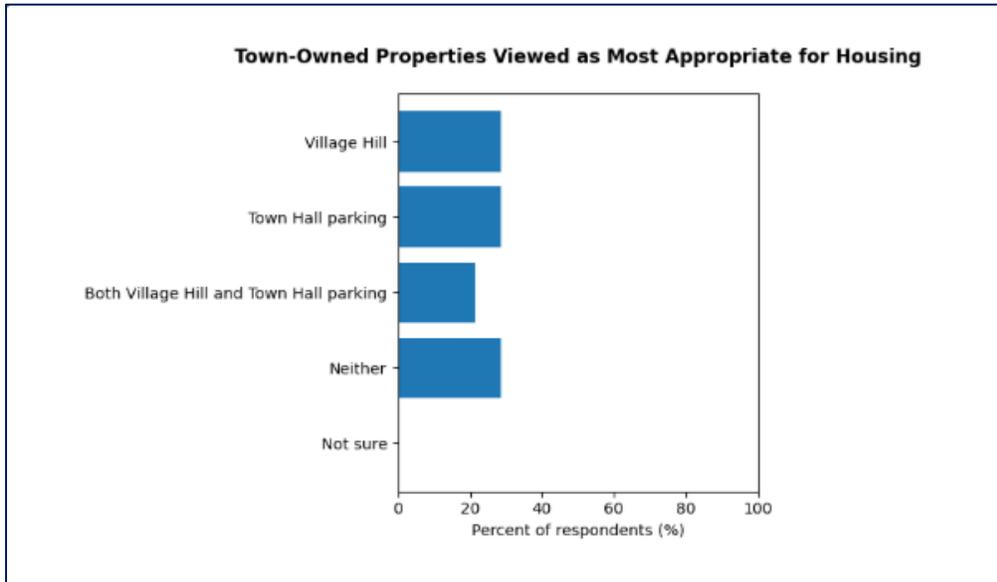
- **Recognition of structural market constraints.** A few CAC members highlighted that Woodside’s population size, density, and drive counts may make it challenging to attract and sustain certain retail uses, regardless of community interest.

Question 2. Which statement best matches your view on housing in the Town Center?
(CAC members were asked to choose one of these 5 options.)



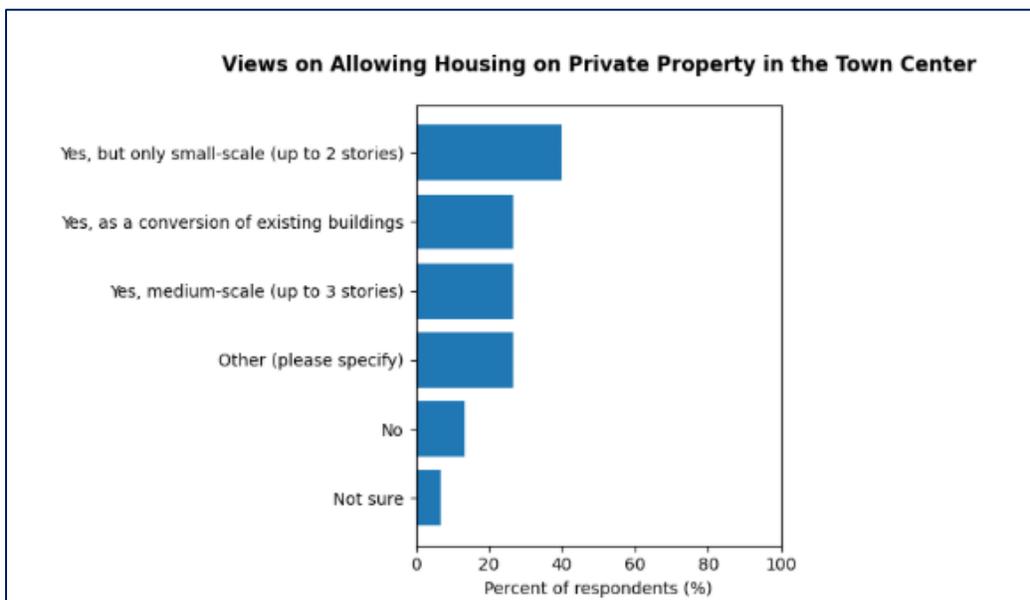
Takeaway: A majority of CAC members supported housing in the Town Center, especially if it helps meet community needs and is thoughtfully designed, while only a few CAC members favored minimal housing or expressed uncertainty. Overall, three-quarters of the CAC supported housing in some fashion in the Town Center.

Question 3. Which, if any, Town-owned properties feel most appropriate for housing?



Takeaways: Responses were evenly split, with similar levels of support for Village Hill, Town Hall parking, and neither site, suggesting no clear consensus on which Town-owned property is most appropriate for housing. However, support for housing on public sites (75%) was stronger than opposition (neither site received ~25% of votes).

Question 4. Should housing be allowed on private property in the Town Center?





Takeaway: A majority of CAC members support allowing housing on private property in the Town Center, with the strongest preference for small-scale development, while a few CAC members opposed housing outright.

“Other” Response Takeaways

- **Support for Town Center housing is somewhat conditional**, with members expressing strong disinterest in larger-scale apartments or condos and greater comfort with housing required by State law or located on select private sites.
- **Mixed-use development was favored**, particularly residential units above ground-floor retail or commercial uses.
- **Site constraints and feasibility matter**, with comments noting limited vacant land and topographic challenges at Town-owned sites.

Question 6. Are there properties outside of the TCAP boundary that you feel should be considered for medium-density residential or mixed-use development?

(This was an open-response question. Participants could provide written comments in their own words. Responses are summarized below. All individual responses are provided in the Appendix, Sections 1 Mentimeter Results and Section 2 post-meeting survey results).

- **Near the Elementary School, along Woodside Road, and at Canada College were locations cited most often.** CAC members frequently mentioned areas included properties east of I-280, along Woodside Road, near Cañada College, and parcels with existing or planned infrastructure, which were viewed as more urban, better served, and less disruptive to the Town’s rural core.
- **Preference for modestly scaled residential and commercial activity that serves local needs.** CAC members generally favored low- and medium-density or clustered housing, mixed-use with a limited footprint, and housing for specific populations (e.g., town employees, teachers, first responders), while expressing concern about large apartment blocks or extensive new commercial uses. The importance of “low visual impact” was cited frequently.
- **Interest in finding appropriate sites beyond the TCAP boundary for medium-density.** A few CAC members supported considering sites outside the TCAP boundary for medium-density residential or mixed-use development, particularly



where infrastructure already exists and impacts to the Town Center could be minimized.

- **Concerns about cumulative impacts and town character.** Many comments emphasized traffic, congestion, skyline impacts, and preservation of rural character, noting that additional housing should not exacerbate circulation challenges or overwhelm existing neighborhoods.
- **Recognition of housing mandates but skepticism about local benefit.** A few CAC members recognized the need to meet RHNA mandates, but questioned whether the Town Center was the right location to focus housing, expressing concern that new development could primarily benefit a small number of property owners while imposing broader community impacts such as increased traffic congestion.

Question 7. Do you have any other ideas for the Town Center that you have that were not discussed in the CAC meeting that you'd like to share with the project team?

(This was an open-response question. Participants could provide written comments in their own words. Responses are summarized and may reflect a wide range of perspectives. All individual responses are provided in the Appendix, Sections 1 (Mentimeter Results) and Section 2 (post-meeting survey result).)

- **Safety and circulation were recurring priorities.** Many comments emphasized child safety, Safe Routes to School, improved crossings, signage, and traffic calming—particularly near the elementary school and key intersections.
- **Calls to reconsider the Town Center boundary and access.** Several CAC members suggested expanding the Town Center to include nearby civic uses (library, fire station) and raised concerns about emergency access, congestion, and parking if activity or density increases.
- **Interest in greater zoning flexibility with attention to town character.** Responses supported exploring zoning changes to allow mixed-use or multifamily development, while emphasizing the need to understand impacts on rural character and community identity.
- **Mixed views on equestrian heritage and public realm enhancements.** Comments reflected differing perspectives on the role of equine uses in the Town Center and supported incremental improvements to trails, paths, beautification, and public spaces.



General Themes Expressed on Topic #4 Land Use

- Most CAC members expressed interest in providing greater flexibility for existing commercial property owners to improve or adapt their buildings, including allowing modernization, expanded commercial activity, or adaptive reuse.
- Most CAC members noted a desire for a broader mix of local-serving commercial uses, such as small eateries, wellness services, and daily needs retail, provided they remain appropriately scaled to Woodside's rural character.
- All CAC members agreed that any residential uses in the Town Center must be carefully designed to maintain the Town's identity, with scale, massing, and aesthetics reflecting rural character. All CAC members emphasized that circulation, safety, and parking constraints must be considered alongside the introduction of new residential uses.

Areas of Alignment or Agreement

CAC members generally agreed that:

Commercial Development:

- The Town Center should support local-serving businesses that meet unmet Woodside community needs rather than attract regional traffic.
- The Town has limited control over the exact businesses that can succeed in the Town Center.

Residential Development:

- Any future development should maintain Woodside's scale and character, avoiding urban intensities or large increases in activity.
- Adequate parking must be provided for any residential uses.
- Small-scale mixed-use—particularly second-story residential over ground-floor commercial—would be appropriate in the Town Center, provided it is designed to fit the existing rural/small-town character.
- Adaptive reuse of existing commercial buildings is an appropriate, low-impact way to introduce new uses or limited residential units, if design and parking requirements are met.



Areas of Divergence or Lacking Consensus

Where opinions differed:

- Residential uses in the Town Center:
 - Some CAC members were open to modest, well-designed mixed-use or workforce housing to support community needs while others were more hesitant, preferring that new housing be constructed in elsewhere in Woodside.
- Town-owned parcels (Village Hill & Town Hall lot):
 - Some members saw potential for limited housing or mixed-use development on these public sites while others preferred retaining these sites for community-serving or public/institutional uses.
- Degree of flexibility for private property owners:
 - Some members favored changing existing regulations to allow broader flexibility in order to enable reinvestment, while others preferred a more cautious approach to avoid unintended intensification.

Public Comment Break #2

Public Comment was made by two members of the community, their comments are summarized below.

- Thalia Lubin – Expressed support for housing in the Town Center. She also provided suggestions related to transportation and parking, specifically that the CAC should oppose placing roundabouts in the Town Center due to space considerations, oppose stop lights due to concerns that they would encourage dangerous driving behaviors (like running yellow lights), and have the Town build a lot specifically for cyclists somewhere outside of the Town Center.
- Paul Goeld, Mayor – Encouraged the CAC to provide additional flexibility to property owners in the Town Center by amending the constraints of the ballot measures on Town Center development. He also suggested that the library in Woodside be reconstructed to accommodate a large meeting room for Town meetings. Finally, he suggested that the CAC consider the following sites for



housing: lot next to the tennis court, Goat Hill, Village Hill, Chevron Station site, and Haciendas.

Next Steps and Closing

The project team is continuing to work on technical analysis related to circulation improvements, residential development feasibility, potential parking strategies, and public space opportunities. These findings will support an upcoming Council Study Session in Q1 of 2026, where staff and consultants will present an update on the CAC's progress and initial direction. CAC Meeting #3 (to occur after the Council Study Session) will focus on reviewing engagement findings from Phase 2, evaluating refined planning solutions, and refining the draft Area Plan content.



Town Center Area Plan Update: CAC Meeting #2

APPENDIX

SECTION 1. ALL MENTIMETER RESPONSES

About Mentimeter Use and Live Polling

Mentimeter is an interactive polling platform that allows meeting participants to respond to questions in real time using a mobile device or computer. Responses are anonymous, which helps encourage candid feedback and allows participants to share perspectives without attribution. During CAC Meeting #2, Mentimeter was used as a facilitation tool to supplement group discussion and capture individual priorities across several planning topics.

Live polling was conducted during the meeting for Topic #1: Public Gathering Spaces & Urban Design and Topic #2: Transportation, Mobility & Streetscape. These questions were completed collectively during the meeting, with results displayed in real time to support discussion and reflection among CAC members.

Due to time constraints, Mentimeter questions related to Topic #3: Parking and Topic #4: Land Use (Commercial & Residential) were not completed during the meeting. Instead, these questions were distributed to CAC members through an online survey following the meeting to ensure all topics received input.

This document presents Mentimeter results by topic and question. For topics addressed through the post-meeting survey, readers are encouraged to refer to Section 2 for a complete list of survey questions and responses.



Topic #1: Public Gathering Spaces & Urban Design

Note: Mentimeter questions for this topic were completed live during CAC Meeting #2.

Mentimeter Results

Q 1. Rank the following potential public gathering spaces in order of priority

(This was a ranked-choice question. Participants were asked to order the listed options from highest to lowest priority. Results reflect the relative importance of each option across all responses, rather than the number of votes for a single choice.)

1. Outdoor dining
2. Community center
3. Other public event space or entertainment venue
4. Farmer's market
5. Gazebo between Town Hall and museum
6. Picnic area on Village Hill
7. Public space adjacent to Roberts Market

Q 2. What urban design programs or treatments should the Town prioritize?

(This was a ranked-choice question. Participants were asked to order the listed options from highest to lowest priority. Results reflect the relative importance of each option across all responses, rather than the number of votes for a single choice.)

1. Landscaping enhancements
2. New street trees
3. Gateway / entrance treatments
4. Wayfinding or signage
5. Other

Q 3. Is there anything missing from this list of potential public gathering spaces and urban design treatments?

(This was an open-response question. Participants could provide written comments in their own words. Responses are summarized verbatim and may reflect a wide range of perspectives.)



1. Pedestrian friendly spaces
2. Property next to the tennis court of WES
3. Acknowledge recent ballot measure regarding area next to Town Hall Land between Fire Department station and School
4. We need to discuss the circulation items to plan as a priority
5. The library is planning to add a community gathering area
6. Properties adjacent to school
7. Add benches along the creek
8. Fire station adjacent to the field behind Roberts (Market) - picnic benches
9. Safe pedestrian road crossings
10. Think about kids and teens not just adults
11. There are so many parking lots; how can they be activated with festivals, craft fairs, movie nights, etc. if a community center can't be built for a long time.
12. Engage seniors/the Rotary on their needs
13. Roundabouts may make crossing the street difficult
14. Public art (commissions or purchases)
15. Circulation
16. Central plaza
17. Community center between school and fire station
18. Sidewalks circulation
19. Fire station property.
20. Property adjacent to the School
21. Circulation
22. School zone signage by school
23. Developing anything along Woodside Rd. near WES will only further congest traffic that will need to be addressed
24. Expand TCAP boundary to include lots between school and fire station
25. Additional properties in the area should be considered where there could be more space rather than spend on those very small spaces
26. Expand TCAP boundary to include land between school and fire station lots
27. No



Topic #2: Transportation, Mobility & Streetscape

Mentimeter Results

Q1. Which set of improvements would you favor at the Cañada Rd / Mtn Home / Woodside Rd intersection?

(This was a ranked-choice question. Participants were asked to order the listed options from highest to lowest priority. Results reflect the relative importance of each option across all responses, rather than the number of votes for a single choice.)

1. Minor improvements / adjustments
2. Comprehensive redesign
3. No change
4. Roundabout

Q 2. Which set of improvements would you favor at the Whiskey Hill Rd. intersection?

(This was a ranked-choice question. Participants were asked to order the listed options from highest to lowest priority. Results reflect the relative importance of each option across all responses, rather than the number of votes for a single choice.)

1. 3-way stop sign
2. Crosswalk with flashers
3. No change
4. Mini-roundabout

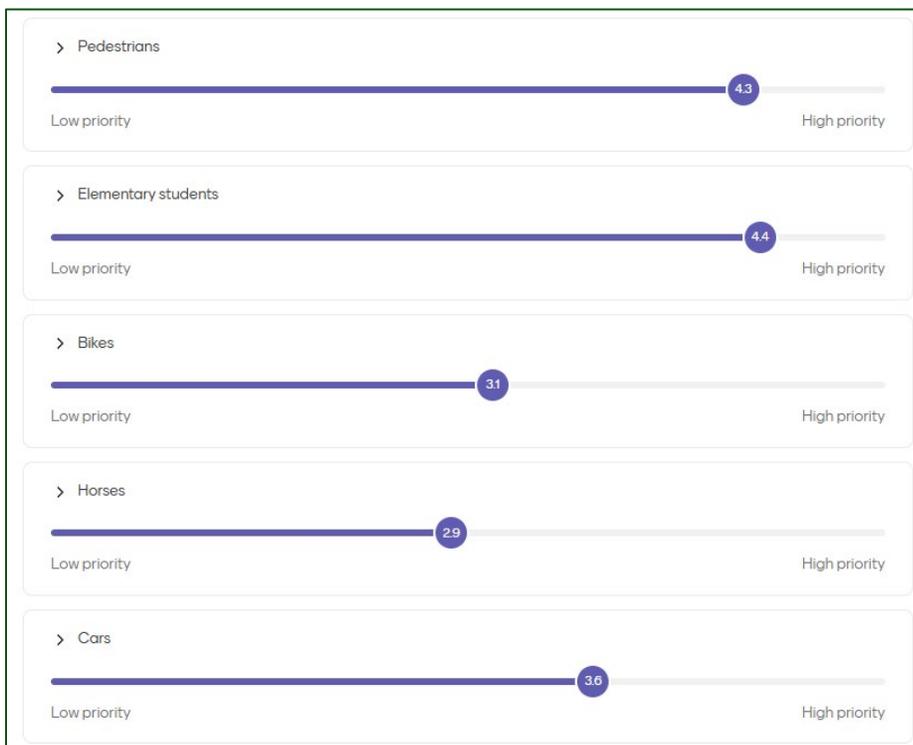
Q. 3 What is the transportation mode priority on east Woodside Rd.?

(This question used a sliding scale from 1 (low priority) to 5 (high priority). Results indicate the relative priority assigned to each transportation mode rather than a yes/no preference.)



Q. 4. What is the transportation mode priority on West Woodside Rd.?

(This question used a sliding scale from 1 (low priority) to 5 (high priority). Results indicate the relative priority assigned to each transportation mode rather than a yes/no preference.)



Q 5. Where within the Plan Area should the Town focus its resources from a mobility improvement standpoint?

(This question asked participants to distribute a fixed number of points across multiple categories to indicate relative priorities. Allocating more points to a category reflects a higher perceived importance compared to others. This exercise was intended to understand relative priorities and does not represent actual funding decisions.)

> Cañada Rd / Mtn. Home Rd. / Woodside Rd. intersection	29 points average
> Whiskey Hill Rd. / Woodside Rd. intersection	15 points average
> Woodside Rd., west of Town Center	15 points average
> Woodside Rd., east of Town Center	11 points average
> Central segment of Woodside Rd. (btwn. major intersections)	8 points average

Q 6. What ideas or concepts did we miss on this topic?

(This was an open-response question. Participants could provide written comments in their own words. Responses are summarized verbatim and may reflect a wide range of perspectives.)

1. Separately, the Town should consider e-bike safety
2. Finish south side pathways before moving to North side
3. Slowing down traffic
4. Rumble strips
5. Lower speed limit by school
6. Feasibility of eliminating the gas station and repurposing the land
7. Prominence of school zone
8. Eliminate cut-through traffic behind buildings on south side of Woodside Rd.
Retain pedestrian, bike, and horse paths
9. We keep forgetting Woodside High
10. Slowing traffic
11. Pedestrian crossings with flags
12. Improvement of the tunnel access from East of 280 to central Woodside

13. Access from East Woodside is so important
14. Radar speed signs
15. Traffic calming
16. Protected bike lanes
17. Traffic calming
18. East of 280 non-vehicle access to Town Center
19. School zone
20. Alternative routes to avoid traffic through town
21. Ticketing at corner of Roberts to slow down
22. Symmetrical bike lane treatment
23. Narrow Woodside Rd. to accommodate pedestrians, bike safety, and walking paths between all points around the Canada intersection
24. Common Woodside Rd experience between west and east of 280
25. Parking
26. Bike lanes not necessary for adult cyclists if cars reduced speed

Topic #3: Parking

Mentimeter Results

Mentimeter questions for this topic were not completed during the meeting and are instead reflected in the post-meeting survey summarized in Attachment 2.

Topic #4: Land Use: Commercial & Residential

Mentimeter Results

Mentimeter questions for this topic were not completed during the meeting and are instead reflected in the post-meeting survey summarized in the next section.



APPENDIX

SECTION 2. ALL SURVEY RESPONSES

(See next page.)

Q1 Do you have any additional ideas for potential public gathering spaces and urban design treatments?

Answered: 9 Skipped: 6

#	RESPONSES	DATE
1	Lyle's comment in the meeting was very relevant. There are 2 lots right by the school which would be a logical and lovely extension of our town center. Why would our study preclude that area and the library across the street? Can we please expand the study so we view our town center holistically as this is definitely part of our "center"? In terms of the ideas presented, I have a significant concern around several of them in regard to circulation. The roundabout and village hill seem to be almost impossible when considering access, parking and egress.	12/12/2025 12:39 PM
2	Utilize/enhance existing gathering areas near town center for public events, e.g. amphitheater at Woodside Elementary School, Church/Village Hub property	12/12/2025 10:23 AM
3	Village church	12/10/2025 1:43 PM
4	properties neighboring school and firehouse would be great spaces for a rec center, park and amphitheater	12/10/2025 12:35 PM
5	Guild Hall, currently part of the church. If that property could be purchased?? The space by the creek at the end of the directly South of the current parking area by the postal office (NOT USPS).	12/5/2025 12:58 PM
6	I would like to see an informal plaza, located near the Woodside/Cañada Roads intersection. This would be a place where people would be able to stop and chat during the course of other activities.	12/5/2025 9:55 AM
7	Revitalize plantings in the median island by the Park-n-Ride and use that space for a welcome treatment or welcome signage. Additional signage closer to the Whiskey Hill intersection should be placed to slow down drivers.	12/4/2025 9:26 PM
8	The library has a substantial capital account - they are currently thinking about adding outdoor public space, but we could also look at completely rebuilding or relocating the library with a focus on public space and community. I do not believe we talked about the need for a kids playground anywhere in or near town center - I don't think the Woodside school has one? My general sense is we often forget to think about the needs of kids of all ages - very young, elementary aged, and teens - and of our senior citizen. It's not clear the needs of high school kids and senior citizens are well represented on our committee. I would be engaging high school and college aged kids for their input, and also the Woodside Rotary to get senior citizen input.	12/4/2025 5:57 PM
9	During the possible reconstruction of Town library, located on the north side of Woodside Road adjoining the TCAP boundary, include (i) indoor public meeting room or rooms, or (ii) outdoor public meeting place or places in the rear, northerly portion of the existing parcel [or both "(i)" and "(ii)"]. Parcel is well-suited to a two-story building; parcel is well-sized, with ample room for parking, the building footprint, and rear public gathering space or spaces.	12/4/2025 2:53 PM

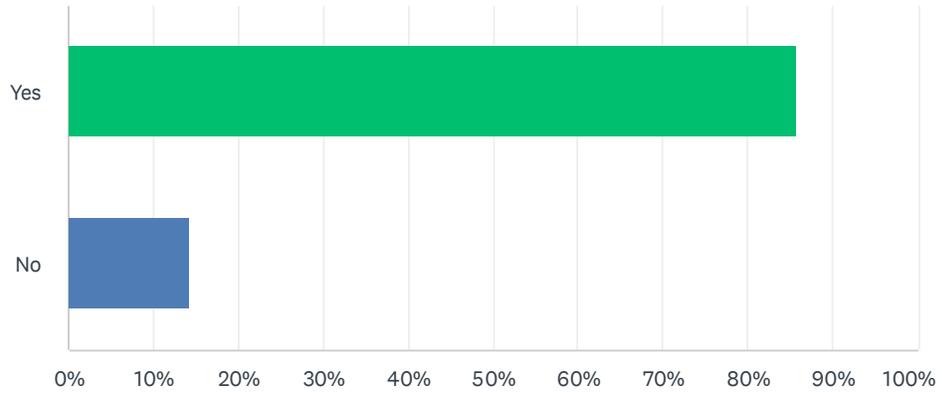
Q2 Do you have any additional ideas regarding transportation, mobility, or the look, character or safety of streets in the Town Center?

Answered: 11 Skipped: 4

#	RESPONSES	DATE
1	Prioritize pedestrian options and safety.	12/12/2025 3:21 PM
2	I agree public safety has to be a key priority when considering all of these options. Roundabout seems like a nightmare as many said in the meeting. The gravel pathway continuing seems like a no brainer.	12/12/2025 12:39 PM
3	Look at ways to direct some types of traffic away from town center. allowing by permit only, e.g. bicycle groups exceeding a certain number of riders, trucks exceeding a certain weight. Provide directional signs at appropriate locations encouraging thru traffic to bypass town center using alternate routes.	12/12/2025 10:23 AM
4	Study parking along north side of Wdsd road	12/10/2025 1:43 PM
5	suggestions regarding removing parking from private property owners is not appropriate	12/10/2025 12:35 PM
6	It would be helpful to understand what characteristics, broadly considered to be "rural", might apply to our town. For example, is on-street parking directly in front of a shop (parallel or angled) considered a rural characteristic? Contrast the parked at Roberts Market as an example.	12/5/2025 3:13 PM
7	The intersection at Roberts and Canada MUST be changed for Pedestrian safety if nothing else- narrow the intersection, get rid of the merge with the island and incorporate the 'island' by merging into a common large gathering space with tables and park benches that would extend into the area near the creek- space referenced in previous comment above. Right now that area is not utilized and even the parking spaces at the end of that throughway are usually empty.	12/5/2025 12:58 PM
8	Slow traffic by physical changes: narrowed traffic lanes (east of Whiskey Hill, west of school, village hill portion of Wds Rd), Whiskey Hill 3 way stop. Oak trees w/parking village hill.	12/5/2025 9:55 AM
9	Could we create a road along the back of the commercial properties between Whiskey Hill and Canada/Mtn Home, as an alternative to 84, reorient the entrances of the offices, to have a more walkable, safer "main street" feel?	12/4/2025 9:26 PM
10	I greatly preferred your "option 4" if we are truly thinking about a 25 year timeline for Vibrant Town Center - I would love to see two story western feel buildings on both sides of Woodside Road through town center, with retail on the lower floor and either office space or housing on the upper floor, with straight in parking on both sides of Woodside Road.	12/4/2025 5:57 PM
11	Public safety is paramount. Suggest the Town prioritize student safety above nearly all else; expand the TCAP boundary to include possible walkways west of the Elementary School ingress entry point; explore a tighter layout of the intersection at Woodside Road, Mountain Home Road, and Canada Road; explore wider crosswalks at such intersection; explore a 3-way stop at Whiskey Hill Road and Woodside Road; and explore wide crosswalks at such intersection.	12/4/2025 2:53 PM

Q3 Is the parking situation in the Town Center worth addressing?

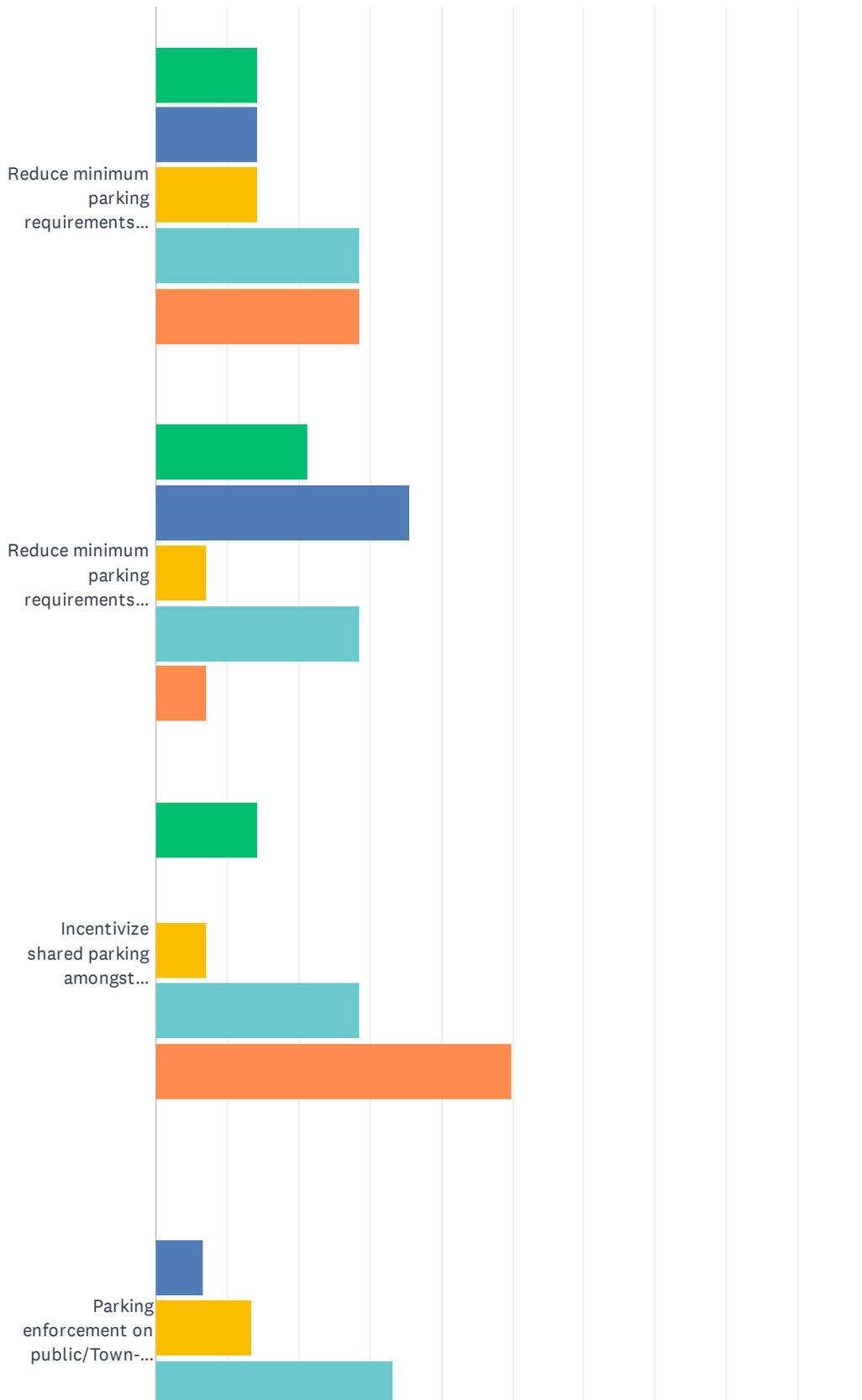
Answered: 14 Skipped: 1



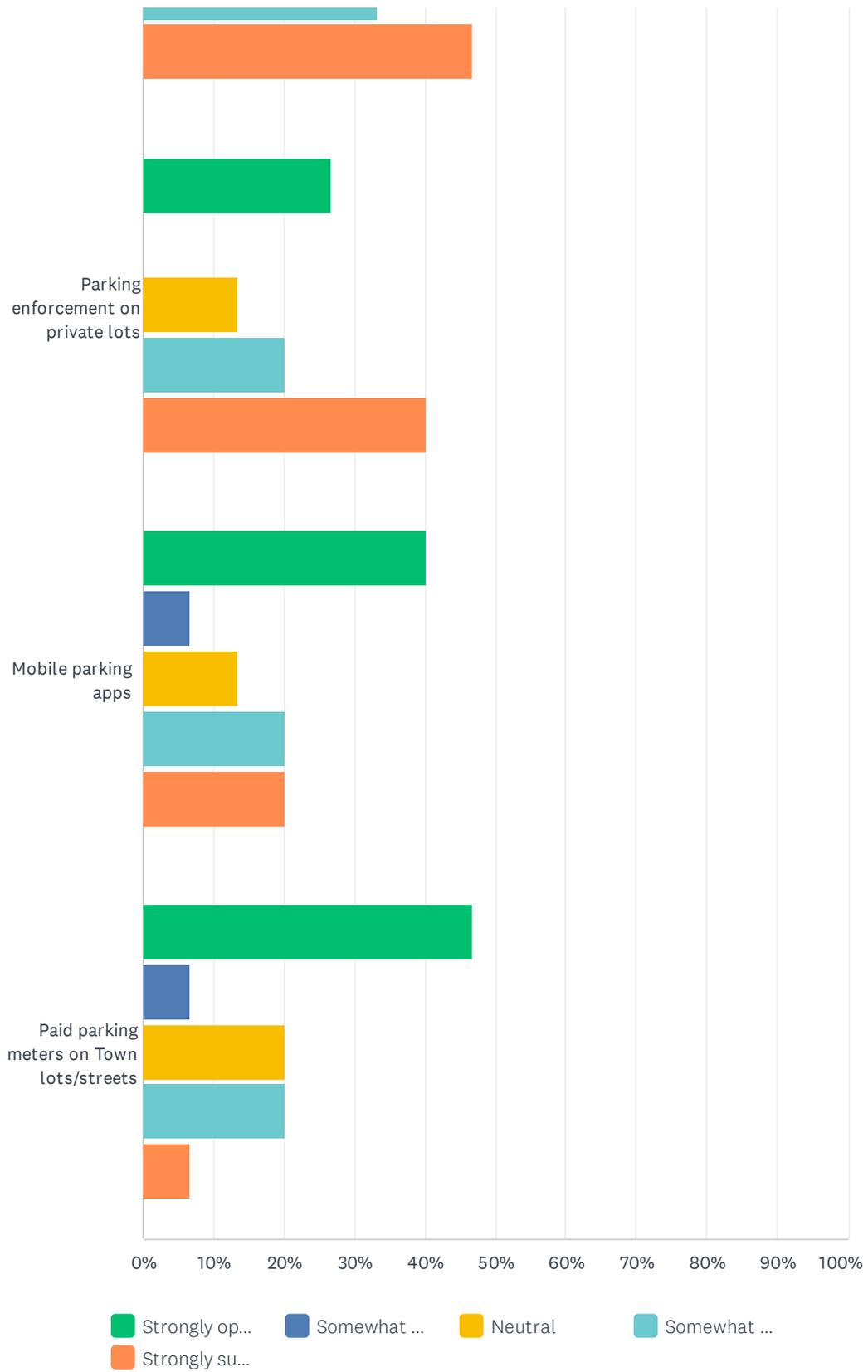
ANSWER CHOICES	RESPONSES	
Yes	85.71%	12
No	14.29%	2
TOTAL		14

Q4 Which potential parking policies and programs do you support

Answered: 15 Skipped: 0



Woodside Town Center Area Plan CAC Meeting #2 Survey

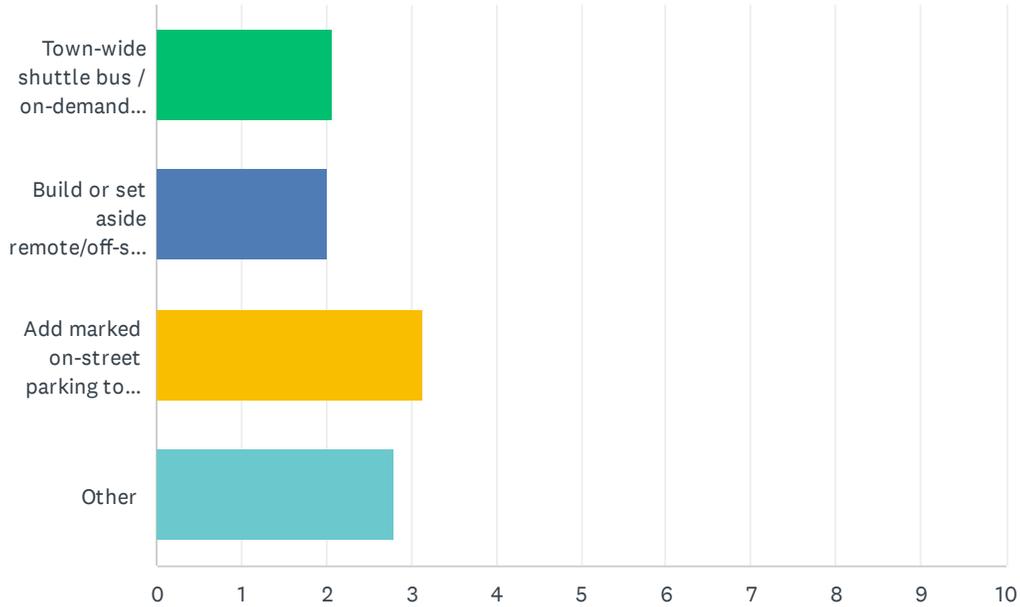


Woodside Town Center Area Plan CAC Meeting #2 Survey

	STRONGLY OPPOSE	SOMEWHAT OPPOSE	NEUTRAL	SOMEWHAT SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Reduce minimum parking requirements for low-intensity uses (office)	14.29% 2	14.29% 2	14.29% 2	28.57% 4	28.57% 4	14	3.43
Reduce minimum parking requirements for high-intensity uses	21.43% 3	35.71% 5	7.14% 1	28.57% 4	7.14% 1	14	2.64
Incentivize shared parking amongst property owners	14.29% 2	0.00% 0	7.14% 1	28.57% 4	50.00% 7	14	4.00
Parking enforcement on public/Town-controlled lots	0.00% 0	6.67% 1	13.33% 2	33.33% 5	46.67% 7	15	4.20
Parking enforcement on private lots	26.67% 4	0.00% 0	13.33% 2	20.00% 3	40.00% 6	15	3.47
Mobile parking apps	40.00% 6	6.67% 1	13.33% 2	20.00% 3	20.00% 3	15	2.73
Paid parking meters on Town lots/streets	46.67% 7	6.67% 1	20.00% 3	20.00% 3	6.67% 1	15	2.33

Q5 Please rank these strategies in order of importance for Town investment.

Answered: 15 Skipped: 0



	1	2	3	4	TOTAL	SCORE
Town-wide shuttle bus / on-demand circulator	6.67% 1	20.00% 3	46.67% 7	26.67% 4	15	2.07
Build or set aside remote/off-site parking lot with a dedicated shuttle	0.00% 0	33.33% 5	33.33% 5	33.33% 5	15	2.00
Add marked on-street parking to Woodside Rd.	60.00% 9	13.33% 2	6.67% 1	20.00% 3	15	3.13
Other	33.33% 5	33.33% 5	13.33% 2	20.00% 3	15	2.80

Q6 Do you have any additional ideas to address parking in the Town Center?

Answered: 13 Skipped: 2

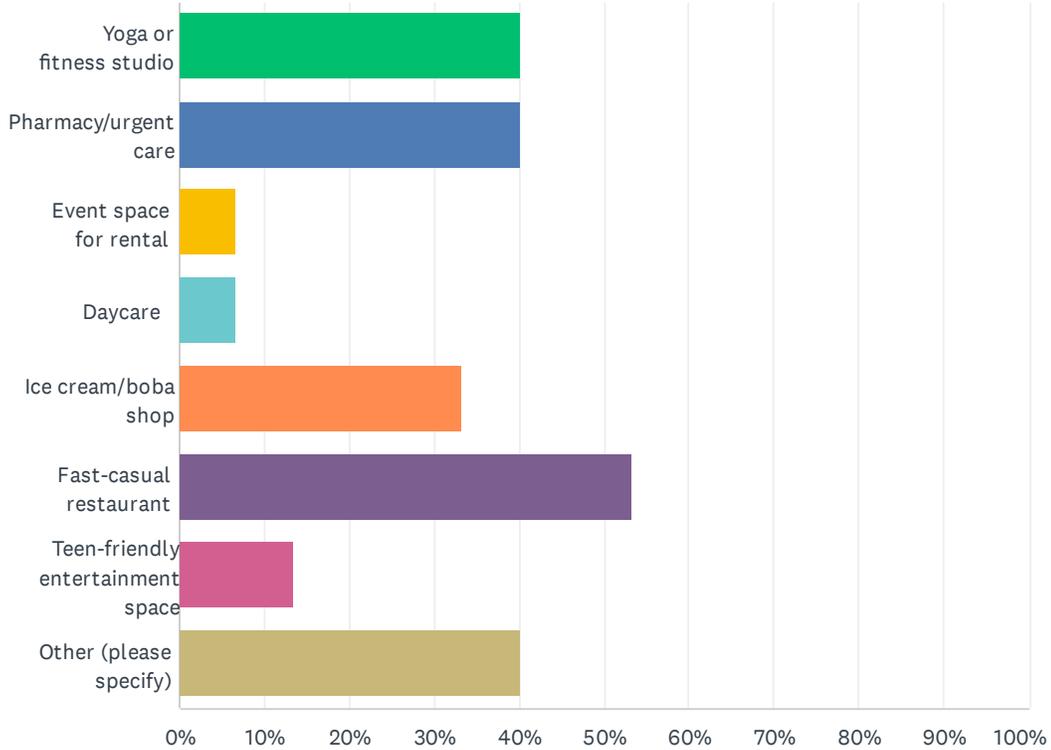
#	RESPONSES	DATE
1	The parking for the private businesses should be the responsibility of the businesses. public parking would be best prioritized for residents and patrons. Encouraging cyclists who drive into town to park elsewhere, out of town center would be idea.	12/12/2025 5:18 PM
2	All of the strategies seem to cater more to outsiders coming into town vs residents. Especially the bikers and pelotons of bikers. Several comments in the meeting focused on using our existing paved areas and parking lots more efficiently and I would agree strongly with this. I put "Other" first because I think that enforcement/meters/etc would be a good first alternative. A dedicated shuttle esp for employees seems like a good idea but I can't see a shuttle bus being used by residents and it would be costly. Woodside Road is rather congested and parking on the street in most areas doesn't seem feasible / ideal. Parking lot outside of town for bikers that came up at the end of the discussion actually interesting - they don't have to be in town so if they had something on the outskirts with the amenities they need might be interesting.	12/12/2025 4:30 PM
3	Eliminate the gas station and repurpose the property, possibly for parking and/or other uses.	12/12/2025 10:39 AM
4	allow parking on any site, residential or commercial, in the TC study area	12/10/2025 1:46 PM
5	Several years ago a 2 story parking structure was considered for the Town center. It was well designed. It could be a solution. As a Woodside resident I have never had a problem parking in Town. I support allowing residents unlimited parking and visitors with an enforced maximum parking of 90 minutes, 24 x 7. A shuttle bus is a ridiculous idea and will create havoc in our tiny town. The Town residents will not use a shuttle bus.	12/10/2025 12:46 PM
6	If we want to preserve our town/s rural, small scale character and avoid turning it into a destination spot, if that's truly our goal, why would we encourage more out of town visitors by adding additional parking?	12/8/2025 5:10 PM
7	Would be useful to know whether parking meters are one of those characteristics that would negatively impact the perception of a rural town center (my expectation is that they would).	12/5/2025 3:16 PM
8	For question #3 above- my answer is NO unless it impacts restoring outdoor dining. If we can eliminate the parking requirements and by doing so reinstate outdoor dining, I'm highly in favor of that option. Question #5 Caveat- adding on-street parking to Woodside Rd, depending on the exact location, would require changing the current structure of the street- I'm in favor of on-street parking between Roberts and the Gas station if we narrow the street to allow for it, making it safer for parking and walking.	12/5/2025 1:07 PM
9	Reduce parking demand by providing alternatives to driving. SamTrans bus Encourage riding and walking to town center Uber, Waymo The problem isn't the number of people or even buildings. It's the number of cars.	12/5/2025 10:01 AM
10	Create a one-level underground parking garage under Area B (all of the surface parking at Town Hall) and turn the cap/roof into a park with a small community center for classes, meetings, events, etc.	12/4/2025 9:29 PM
11	Biggest one is making it much harder for out of town cyclists to park. That might solve the entire problem. Offsite parking with shuttle service for employees - both town and commercial employees - is the next area to attack - 50% of the parking at Canada Corners can be taken up by employees. Encourage restaurants to offer reserved / preferential parking for full cars like Alpine Inn offers Encourage retailers to offer discounts for customers arriving via Ride Share	12/4/2025 6:03 PM
12	None of 3 ideas above seem practical.	12/4/2025 3:31 PM
13	As a first step, add signage, whether at Town Center entry points or otherwise [or both] to clearly indicate, and direct visitors and guests to, public parking spaces; add long-lasting	12/4/2025 2:58 PM

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stencil lettering to all such public spaces confirming same are public. Explore the use of parking apps to control such public parking. These ideas fully replace the ranking above which, given it's relatively narrow reach, is too confining, in my opinion

Q7 Which of these businesses would be most valuable to add to the Town Center? (Select your top 3)

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES
Yoga or fitness studio	40.00% 6
Pharmacy/urgent care	40.00% 6
Event space for rental	6.67% 1
Daycare	6.67% 1
Ice cream/boba shop	33.33% 5
Fast-casual restaurant	53.33% 8
Teen-friendly entertainment space	13.33% 2
Other (please specify)	40.00% 6
Total Respondents: 15	

#	OTHER (PLEASE SPECIFY)	DATE
1	The Town has no control over what shops exist in the Town. It seems to be a waste of all of our valuable time to comment on this topic.	12/10/2025 12:46 PM
2	we have enough restaurants, we have Canada college for fitness, we have stanford for urgent care, not sure we need any of the above. We had a pharmacy but it didn't last long. that wold	12/8/2025 5:19 PM

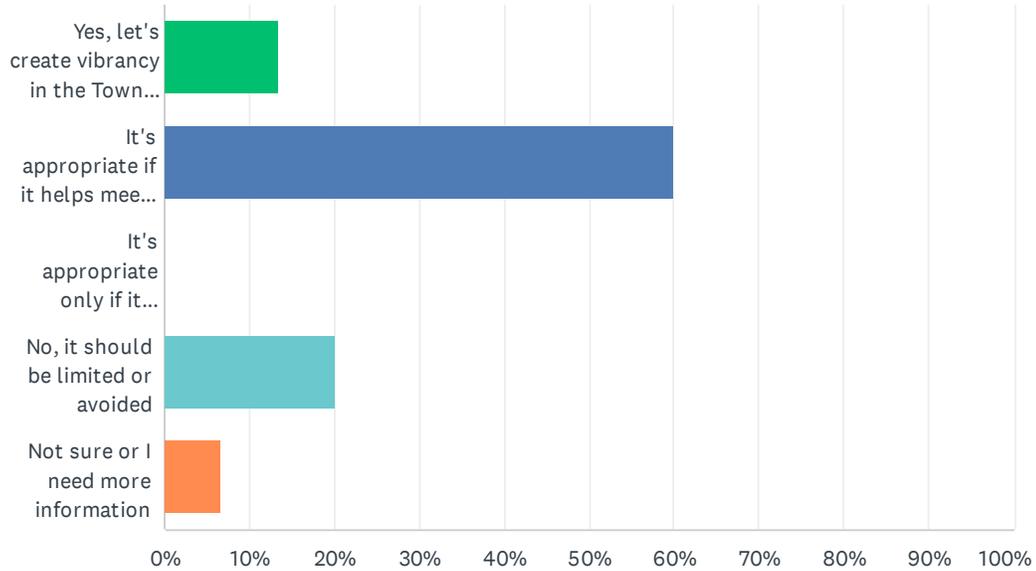
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be nice, but others are so close to town, and mail order, maybe it is not really needed, but it would be convenient.

3	Fast-casual Mexican Restaurant	12/5/2025 2:36 PM
4	Food hall	12/4/2025 6:13 PM
5	Free market should determine who occupies commercial space	12/4/2025 3:35 PM
6	Significant retail requires three metrics, each very often used in retail space marketing in the United States: population density; drive counts; and average income, usually measured in concentric circles. The Town fails on the first two metrics, greatly restricting the possibility of 'making retail work' for the prospective retail tenant	12/4/2025 3:07 PM

Q8 Which statement best matches your view on housing in the Town Center?

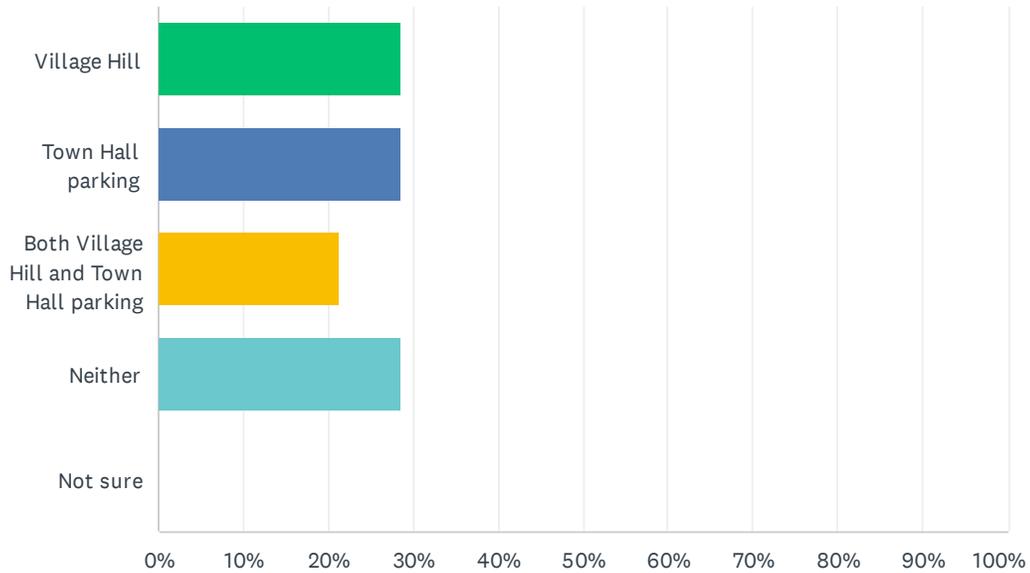
Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, let's create vibrancy in the Town Center	13.33%	2
It's appropriate if it helps meet community needs and is thoughtfully designed	60.00%	9
It's appropriate only if it doesn't displace current uses	0.00%	0
No, it should be limited or avoided	20.00%	3
Not sure or I need more information	6.67%	1
TOTAL		15

Q9 Which, if any, Town-owned properties feel most appropriate for housing?

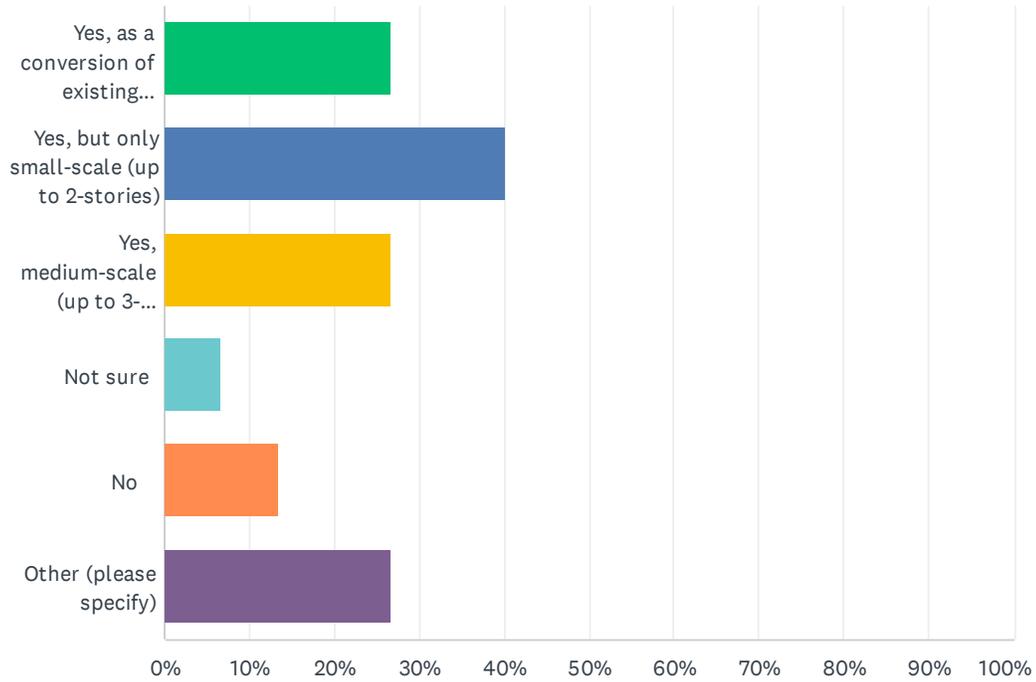
Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES	
Village Hill	28.57%	4
Town Hall parking	28.57%	4
Both Village Hill and Town Hall parking	21.43%	3
Neither	28.57%	4
Not sure	0.00%	0
Total Respondents: 14		

Q10 Should housing be allowed on private property in the Town Center?

Answered: 15 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes, as a conversion of existing buildings	26.67% 4
Yes, but only small-scale (up to 2-stories)	40.00% 6
Yes, medium-scale (up to 3- stories)	26.67% 4
Not sure	6.67% 1
No	13.33% 2
Other (please specify)	26.67% 4
Total Respondents: 15	

#	OTHER (PLEASE SPECIFY)	DATE
1	I am not for more housing if it means apartments or condos, but the law at the moment is forcing us to consider it. The Hacienda lot is the perfect place for apartments or housing if we look at private property.	12/8/2025 5:19 PM
2	Upper (2nd floor) housing and lower level retail	12/5/2025 2:36 PM
3	Yes, but only above retail / commercial	12/4/2025 6:13 PM
4	Town Center is relatively small, with a very limited amount of undeveloped land. Village Hill is a challenging site to develop, given topography. Measure A, passed in '21, has targeted the use of the other two parcels	12/4/2025 3:07 PM

Q11 Are there properties outside of the TCAP boundary that you feel should be considered for medium-density residential or mixed-use development?

Answered: 10 Skipped: 5

#	RESPONSES	DATE
1	390 units are required - this would be a drop in the bucket at 2:59 in the meeting there was a comment that articulated thoughts on this well - the housing element should be defining this and Canada College makes a lot of sense as do other areas and the tiny crowded town center do NOT make sense. Finally the changes to measure J might benefit the few private property owners as they can develop further and maximize the potential of their property in town but that would be at the detriment of basically everyone else in town - for all residents it would be more congested, for everyone in town it would be harder to navigate with more traffic, for the houses which are in the area it would create a visual distraction in our skyline. We need 400 units - no one wants housing near them it seems but if we could only get say 10 units in town why even cause all of this strife - let's focus on the things that matter to residents - community, safe routes to school, good pedestrian paths, gathering spaces, egress options (normally - have you seen how Woodside Road is mounting traffic multiple times of day AND in times of emergency) If we are considering anything the lots by the fire station where the horses are could be interesting - there is room for parking and they would be attractive to teachers, firemen, etc.	12/12/2025 4:35 PM
2	Town should prioritize acquiring property in or near town center, creating more flexibility in addressing needs such as mixed use or housing. Encourage housing restricted to use by municipal, town, school, church, etc employees only.	12/12/2025 10:54 AM
3	Can we find a lot on the east side of 280 that would work? That side of town seems more appropriate for density housing as it is more urban and has less horse riders if any. I prefer to keep our town as rural as possible, separate and unique from the surrounding cities.	12/8/2025 5:19 PM
4	This is already under consideration (Godetia Rd, Canada Rd) for rezoning as first multi-family developments.	12/5/2025 3:19 PM
5	East of 280 on Woodside Rd?	12/5/2025 2:36 PM
6	All properties within walking distance of town center	12/5/2025 10:04 AM
7	Hacienda/Goat Hill, along Woodside Road east of Town Center and east of 280, along Edgewood Road, the lot next to the fire department	12/4/2025 9:34 PM
8	I think we should re-zone the entire Woodside Road frontage properties on both sides from Albion to Hacienda Drive for low visual impact mixed use and medium density residential. I am thinking like clusters of cute cottages for town employees, teachers, etc - for sure not big apartment blocks. I would also change the zoning for the first couple of blocks of Mountain Home, Whiskey Hill and Canada closest to Town Center to allow for low visual impact medium density housing, but not allow commercial in these areas.	12/4/2025 6:13 PM
9	Yes, the two residential lots on south side of Woodside Rd between fire station and WES	12/4/2025 3:35 PM
10	Cañada College is near-perfect for medium- or high-density residential development. Ample infrastructure, including well-sized utilities, roads, and parking lots, is in place now. Transit service is currently available. The views on some of the undeveloped lots are stunning. Medium-density or high-density housing would blend in with existing uses.	12/4/2025 3:07 PM

Q12 Do you have any other ideas for the Town Center that you have that were not discussed in the CAC meeting that you'd like to share with the project team?

Answered: 11 Skipped: 4

#	RESPONSES	DATE
1	Please expand the boundaries of our map - the Town Center expands towards the library and should include the library, the firestation, the empty lots, the school We have not talked about emergency egress enough. If we have more density with housing or visitors coming for retail or diversion we will have more congestion, more parking needs and a harder time to exit in an emergency. It is beyond circulation.	12/12/2025 4:38 PM
2	Somehow incentivize businesses that benefit residents over light-use office space consumers such as non-resident owned venture capital businesses.	12/12/2025 11:03 AM
3	modify zoning regulations for all properties in the TCA, between Haciendas and the Little store along Wdsd Road to be allowed a multifamily overlay zoning component	12/10/2025 1:52 PM
4	Please review the 2 story parking structure that was once considered by the Town Council.	12/10/2025 12:54 PM
5	The horse sculpture could be moved to the triangle in town so it can be enjoyed. It is hidden up on Village Hill.	12/8/2025 5:27 PM
6	1. Private property owners need to express what their interests are. Do they want more flexibility to develop their properties? What restrictions would they like to see removed? 2. Understanding how any specific change might impact the perception of the town's rural character would be helpful. 3. "Do nothing" is always an option which the majority of residents might advocate for.	12/5/2025 3:25 PM
7	Rooftop dining - Bucks and Cafe. Are there guidelines/laws/rules the Town can impose on private commercial properties to address issues such as beautification, dilapidated appearances, safety issues for business tenants, or ratio of types of businesses to encourage diversity in town businesses, etc?	12/5/2025 2:45 PM
8	Dry Creek multi-use recreation path, could start in segments that are joined over time (thinking of a very small scale version of the Schuylkill River Trail extensions in Philadelphia)	12/4/2025 9:36 PM
9	I really do enjoy the equine heritage of Woodside, but the number of people who actually own and ride horses in Woodside has been plummeting. There used to be thousands of head of horse in Woodside, now there are a few hundred and many of those never see a trail. It is not clear to me there is any plan to actually keep horse ownership and trail riding alive and thriving in Woodside over the 25 year horizon of this plan. I think we need an honest discussion with and about the equestrian community - are we going to be a town that is proud of our equine heritage, or are we actually going to be a town with an active and vibrant equine community with horses being ridden into and through town center every day. If it's the former, we don't need to be worrying about horses getting around town center quite so much - but we can still feel horse and western friendly. If it's the latter, we need a serious plan for how we are going to keep horse ownership and ridership active as a community or we are going to end up optimizing around horse friendliness at the same time as actual horses on our trails are going away.	12/4/2025 6:26 PM
10	If e are leaving traffic flow unchanged, then the two priorities would be improving multi-use paths on Woodside Rd from WES to Kings Mountain Rd, and getting crosswalk at Canada Corners intersection across Mt Home Rd.	12/4/2025 3:40 PM
11	More attention on the ingress to the Elementary School; while the Town did great work on Safe Routes to School, could more be done to enhance safety and security of students? To me, this is a very high priority; leave no stone un-turned. Why not make this ingress a state-of-the-art, rural-oriented entry? Stop signs? Wide cross-walks? Crosswalks which light up when vehicles	12/4/2025 3:12 PM

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approach? Better signage? To me, there's nothing more important than child safety [and my wife and I no longer have school-aged children].

Q13 Should we deemphasize any of the topics or ideas discussed as part of future community engagement?

Answered: 9 Skipped: 6

#	RESPONSES	DATE
1	I personally think we should de-emphasize housing in the center. The Housing Element asked us to address it but if anything it would be an incremental part of the required solution and it could distract us from the broader objectives at hand.	12/12/2025 4:38 PM
2	De-prioritize input from non residents who are not attached to the town through business ownership.	12/12/2025 11:03 AM
3	taking away parking from private property owners	12/10/2025 4:04 PM
4	The roundabouts should be abandoned based upon the Committees comments and the very real Cal Trans requirements for land area to support roundabouts on a Highway. It seems wasteful to discuss what shops people want in the Town Center because the Town has absolutely no control over this. We once had a pharmacy that had to close because small pharmacies can no longer survive, only large chains are able to economically survive. Please do not consider non-residents opinions. This matter will need the voters to approve so why waste time discussing any of this with non-voters. Please do not consider shuttle buses in our very small town. It will create havoc and will not help or be used by our residents who we should be supporting.	12/10/2025 12:54 PM
5	I don't see the need for more retail in the town center. As a resident we purchased our home here for the rural, quiet, get away appeal of being in the country yet still close to other towns/cities that provided the retail we needed. Why push to make our town something it is not? I do not want to be a tourist destination. Who benefits? Certainly not us residents.	12/8/2025 5:27 PM
6	1. Focus less on specific retails offerings or services but instead focus on retail expansion as a decision to be supported. My concern here is that staying "we want an ice cream shop" ignores the broader question of "where would it go given the current constraints?"	12/5/2025 3:25 PM
7	Escalate discussion around bringing back outdoor dining	12/5/2025 2:45 PM
8	I think we need to be extremely careful talking about housing. People are scared of low income housing - they hear this and they immediately think gang members. They are also scared of high density housing - they think the giant ugly apartment blocks going up on the El Camino Corridor. In a town where the average lot size is currently >> 1 acre, we need to be extremely clear, with examples, of what we mean when we say medium density or high density or reduced income housing. Who exactly will live in these places? What will they look like? Folks are much more likely to be supportive if we are talking about attractive clusters of cute cottages for our local teachers and cops and town staff and retail employees and their families to live.	12/4/2025 6:26 PM
9	Town Center is too small, with too little undeveloped land, to make housing work. To date, the TCAP CAC has not discussed the economics of housing development. Based on my experience elsewhere in real estate over a long period of time, the economics of developing small-scale housing in Town Center will not work; it's not even close. It's a no-go for private capital.	12/4/2025 3:12 PM