

**WOODSIDE GLENS
SPECIFIC PLAN**

Town of Woodside

Adopted by Town Council

June 1, 1993

As Amended by Resolution 1999-6129 on January 26, 1999

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	1
II. PURPOSE OF SPECIFIC PLAN	5
III. SPECIFIC PLAN GOALS	7
IV. SPECIFIC PLAN ISSUES AND POLICIES	7
A. Open Space	7
B. Emergency Access and Evacuation	10
C. Roads and Parking	13
D. Water Supply	16
E. Sewer Service	18
V. POTENTIAL BUILDOUT	21
VI. IMPLEMENTATION	23
VII. CONSISTENCY WITH GENERAL PLAN	25

FIGURES

Figure 1:	Location Map	2
Figure 2:	Woodside Glens	3
Figure 3:	Open Space Lands	8
Figure 4:	Emergency Access/Evacuation	12
Figure 5:	Roadway Improvements	15
Figure 6:	Water System	17
Figure 7:	Potential Buildout	20

WOODSIDE GLENS SPECIFIC PLAN

I. INTRODUCTION

The Woodside Glens comprises about 80 acres of land within the Town of Woodside, located approximately one-half mile north of the Town's commercial area, and is bounded by Canada Road on the west, I-280 on the east, Neuman Lane on the south, and Arbor Court and Jane Drive on the north (Figures 1 and 2).

The "Glens" was originally established through the recordation of two subdivisions, the Woodside Glens Map No. 1, filed in 1925, and Woodside Glens Map No. 2, filed in 1929. The two subdivisions created 254 lots, with typical lot sizes of 10,000 to 12,000 square feet, but some as small as 7,000 square feet and a few of 20,000 square feet or more.

Lots in the Woodside Glens were generally intended to serve as second homes or vacation cabins for well-to-do San Franciscans. A 1925 ad in the San Francisco Chronicle called the parcels "Cabin Site Lots" and they were marketed as "only an hour from San Francisco" for "\$250 and up". Over the past 60+ years, however, homes have been constructed on about 185 of the lots, and those homes are now occupied by full-time residents of the Town of Woodside.

Woodside Incorporation

The Town of Woodside was incorporated in 1956. "R-1" zoning was applied to the Woodside Glens area, requiring minimum 20,000 square foot lots, making most of the original lots non-conforming. Because of the small lot sizes, steep slopes, limited parking area, and other constraints, many homes were constructed on two or more adjoining lots. In 1968, in response to public health concerns regarding failing septic systems on many Glens properties, a sewer assessment district was created as part of the Redwood Creek Trunk District, and sewers were provided to the subdivision. Assessments were based on the anticipated level of development for each parcel, as requested by the property owner at that time, and extended over 25 years, so that all assessments should be paid off by the end of 1993.

In 1988, the Town enacted an ordinance limiting the maximum size of main residences, including a limit of 3,000 square feet for homes in the "R-1" zone. The Town also enacted a maximum floor-to-area ratio for building on each lot ranging from 30% for lots larger than 12,000 square feet up to 36% for lots less than 12,000 square feet. Table 1 summarizes the Town's current (prior to 1/26/99) development standards in the "R-1" zone:

FIGURE 1
LOCATION MAP

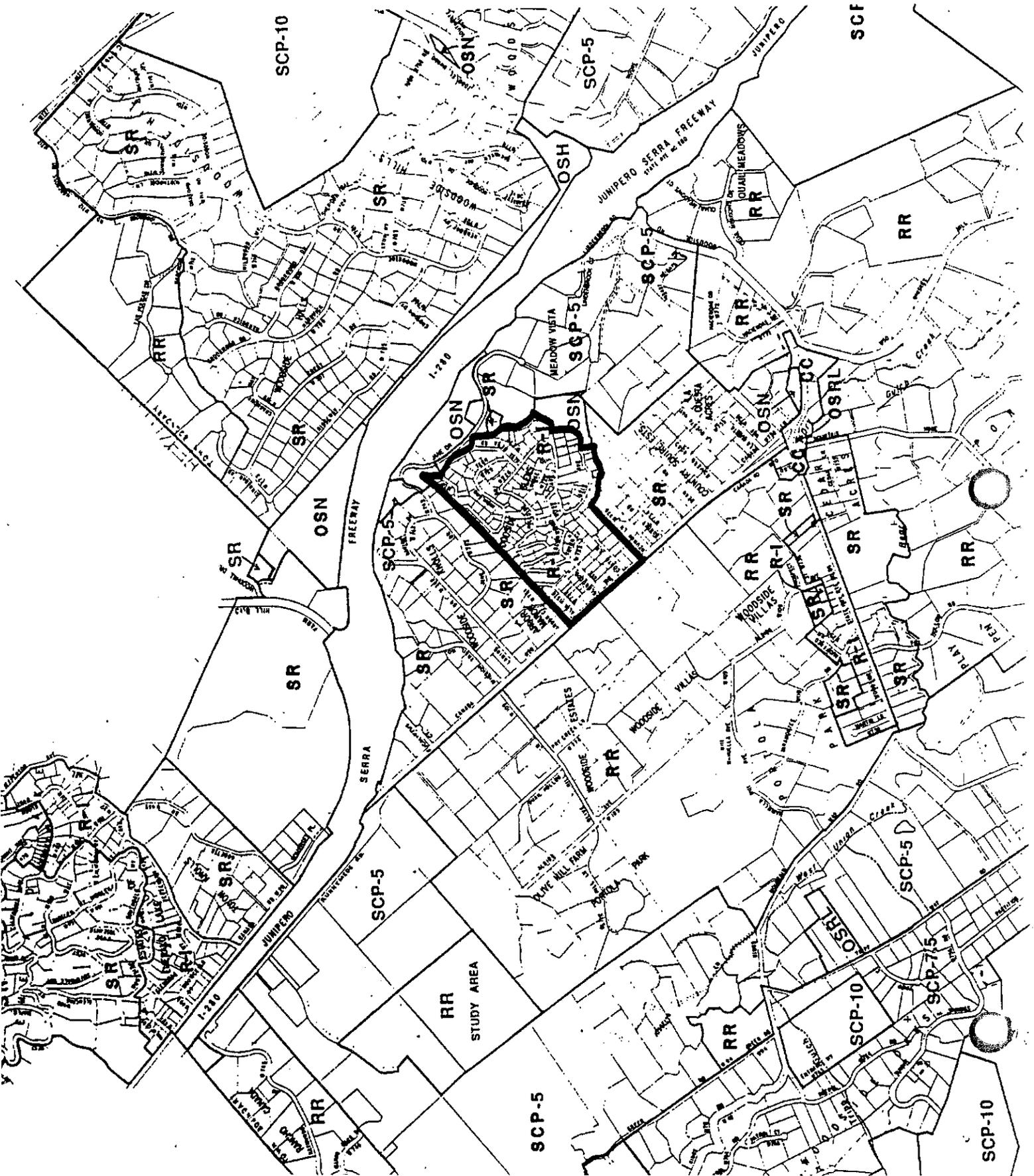


TABLE 1
"R-1" Zone Development Standards

Minimum Lot Size:	20,000 square feet
Minimum Lot Width:	80 feet
Floor Area Ratio:	36% - up to 12,000 sq. ft. 30% - over 12,000 sq. ft.
Maximum Size of Main Residence:	3,000 square feet
Maximum Paved Area:	5,000 square feet
Height Limit:	28 feet
Required Setbacks:	
Front:	30 feet
Rear:	25 feet
Side:	15 feet
	22.5 feet for any portion of structure over 17 feet high

R-1 Committee

In 1991, the Town Council appointed a citizens committee (the "R-1" Committee) to review development standards in the zoning district to determine what changes, if any, were appropriate to better recognize the unique circumstances of these small lots. The Committee was comprised of residents of the Woodside Glens, Emerald Lake Hills, and a small area along Woodside Road, which comprise the three R-1 zoned areas of the Town. The Committee formulated a series of recommendations to the Town Council, including:

1. Re-affirming the goals of the Woodside General Plan and the current R-1 zone setbacks;
2. Allowing existing non-conforming main residences to encroach into front yards, not to exceed 150 square feet and not more than 50% encroachment;
3. An exception procedure to allow encroachments into setbacks for main residences, not to exceed 33% encroachment and to be offset by an equal increase of the opposite yard setback;
4. Allowing a 440 square foot attached garage in addition to the maximum residence size limit;
5. Allowing replacement of demolished non-conforming main residences, within the existing building envelope;
6. Requiring a "minimum natural or landscaped area" of 40% on lots 12,000 square feet or more and 30% on lots less than 12,000 square feet;
7. Improvements to the building permit process to provide more expeditious review and clearer guidelines;
8. Reduction of allowable floor area to a maximum of 25% to 36%, based on lot size;

9. Limiting accessory buildings to 720 square foot maximum, usable as living units only on lots of 30,000 square feet or greater; and
10. Merger of existing non-conforming lots under common ownership.

Many of the Committee's recommendations have become law in the Town of Woodside, and the remainder are under review. Subsequent to the Committee's studies, however, many neighborhood residents have become increasingly concerned with the potential fire safety and traffic safety hazards existing in the area, particularly in light of the Oakland Hills fire of 1991. Also of serious concern is the potential for build-out of small lots which might exacerbate those concerns, as well as the impacts of that future development on open space and the rural quality of the Woodside Glens.

II. PURPOSE OF SPECIFIC PLAN

On June 17, 1992, the Town Council enacted a moratorium on the development of new single family residences in the Woodside Glens and directed staff to prepare a Specific Plan for the area, as well as a Specific Plan for the Emerald Lake Hills area. The Woodside Glens moratorium was subsequently extended on July 22, 1992 through May of 1993, with a target date of February of 1993 to complete the Specific Plan.

On August 11, 1992, the Town Council appointed over 40 property owners in the Woodside Glens and Emerald Lake Hills areas to a Specific Plan Committee. The primary charge of the group was defined as follows:

"Provide direction to the Planning Director regarding priorities and issues to be addressed by the Specific Plan. Issues to be considered should include, but are not limited to: fire safety, traffic safety, road access, parking, sewer and water service, maintenance of rural character and open space, etc."

The Specific Plan Committee subsequently broke up into two groups, one each for the Woodside Glens and Emerald Lake Hills. The Woodside Glens group has met approximately 20 times during the period of August of 1992 through February of 1993, as well as conducting numerous subcommittee meetings and field visits and inventories. Additionally, several of the Committee members have spent their time and money to create professional quality maps for use by the Committee and staff. A number of consensus recommendations were made by the group regarding needed improvements to the neighborhood infrastructure, and input was provided regarding how to address potential buildout concerns.

State Law and Specific Plans

Sections 65450 through 65457 of the State Government Code outlines

requirements for the preparation of "specific plans" for all or part of an area covered by a local government's general plan. In particular, Section 65451 lists the required contents of a specific plan, as follows:

- (a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:
- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- (b) The specific plan shall include a statement of the relationship of the specific plan to the general plan."

State law requires that specific plans be prepared and adopted in the same manner as general plans, i.e., public notice and hearings by the Planning Commission and Town Council. The Government Code also explicitly requires that the specific plan be consistent with the general plan, and that any public works project, subdivision map, and zoning or other regulations must be consistent with the specific plan.

Organization of the Specific Plan

The Woodside Glens Specific Plan is organized as follows:

- ◇ Section III states the overall goals of the Specific Plan.
- ◇ Section IV addresses the key issues of concern by identifying the current status of the issues, policies regarding each issue, and specific actions to be taken to implement the policies.
- ◇ Section V describes the potential for buildout of additional homes in the Woodside Glens, prescribes policies related to future development, and outlines

- ◇ specific actions to implement the policies.
- ◇ Section VI summarizes the implementation actions outlined in the previous sections, and discusses overall regulatory and financing mechanisms to achieve implementation.
- ◇ Section VII discusses the Specific Plan's relationship to the General Plan.

III. SPECIFIC PLAN GOALS

The following represent the key goals of the Woodside Glens Specific Plan:

- G1: *To maintain and, where possible, enhance the existing rural atmosphere of the Woodside Glens.*
- G2: *To enhance the safety and health of all residents of the Woodside Glens for both daily functioning and under emergency conditions.*
- G3: *To allow future development to the extent that such development protects and enhances public safety and the rural quality of the Woodside Glens, and which recognizes the rights of both current residents and applicants.*

IV. SPECIFIC PLAN ISSUES AND POLICIES

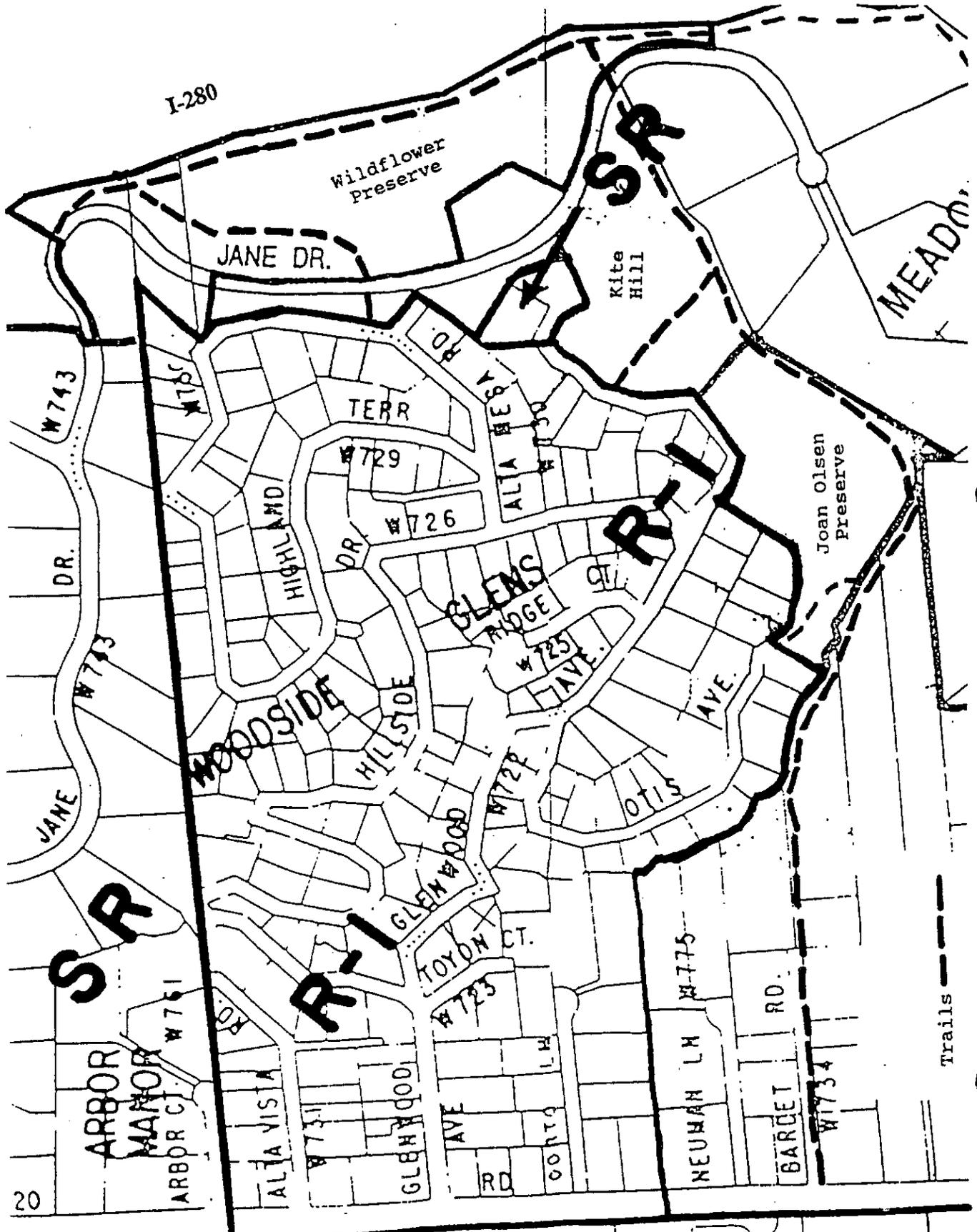
A. Open Space

Current Status:

Public open space in the Woodside Glens currently comprises approximately 30 acres of land, including the Joan Olsen Preserve, Kite Hill, and the wildflower preserve, as well as areas of serpentine soil woodlands and riparian and stream corridors (Figure 3). These areas constitute "passive" open space accessible to the public (through the Town's trail system), and were generally set aside through agreements with landowners at the time of development.

The open space lands serve to prevent development of property which is environmentally constrained by slopes, soils, instability, noise, etc. These areas also provide residents with visual and noise buffers and recreational opportunities in an area of small lots developed prior to requirements for open space preservation. Some areas within the open space lands, however, may require periodic maintenance to minimize fire hazards from dead brush, trees, or weeds.

FIGURE 3
WOODSIDE GLENS
OPEN SPACE LANDS



Private open space on residential properties also plays an important part in maintaining the rural character of the Woodside Glens. Trees and brush on such properties, however, sometimes create traffic safety or fire hazards if not properly trimmed or otherwise maintained.

Policies:

- P1:** *Open space lands in and adjacent to the Woodside Glens should be maintained and enhanced, according to the stated purposes of the General Plan Open Space Element and agreements dedicating such lands for open space use, with oversight by a committee of residents. Oversight of such areas should be provided by a committee of residents.*
- P2:** *Vegetation within open space areas should be appropriately maintained to reduce fire hazards.*
- P3:** *Open space areas should be available for use for emergency access (vehicular, equestrian, and/or pedestrian) as appropriate (see also "Emergency Access and Evacuation" issue).*

Actions:

1. Appoint an Open Space Committee for the area to regularly review open space maintenance issues; the Committee to be composed of three interested Woodside Glens residents, with the District 1 Councilmember as an ex-officio member of the Committee.
2. Clear dead brush which could pose a fire hazard, particularly along the median strip near Kite Hill. Inform agencies which work in those areas that dumping of brush and debris is not allowed on open space lands, and prohibit chemical defoliants from application on or draining to open space or creek areas.
3. Develop, under the auspices of the Open Space Committee, a brush clearance program for residential properties in the Glens, including identification of trouble spots, with the objective of providing clearance of at least three feet from roadway pavement, wherever feasible.
4. Develop, under the auspices of the Open Space Committee, a Scotch Broom removal program to encourage removal of such vegetation from trails and open space areas, and coordination with the Town of Woodside for collection and disposal.
5. Assist with clean-up, collection and disposal of brush

along trails and in open space areas, to enforce current regulations regarding the integrity of stream corridors.

6. Develop a Town-wide weed abatement program to require maintenance of yards and other open spaces to minimize fire hazard and other potential nuisances.
7. Replace the existing metal gate on the emergency exit at Alta Mesa/Jane Drive with a more attractive gate which can be readily used by residents for vehicular access in emergency situations.
8. Complete the trails across the top of Kite Hill and the connecting loop to the Glenwood cul-de-sac, also to serve as pedestrian emergency access.

B. Emergency Access and Evacuation

Current Status:

The Woodside Glens consists of about 185 homes. Over 150 of those homes are dependent on Glenwood Avenue to/from Canada Road for ingress and egress, having no other means of escape or rescue in the event of an emergency closing Glenwood. A single emergency access gate exists between Alta Mesa Road and Jane Drive in the neighboring subdivision, but the gate is locked to all but Fire District personnel. If a disaster such as a fire or an earthquake should occur, the lack of adequate evacuation routes could result in extensive damage, injuries and/or fatalities for residents. Additionally, many of the roads within the Woodside Glens are inadequate in width to accommodate emergency vehicles or the evacuation of residents (see "Roads and Parking" issue). In addition to residents, the Woodside Fire District has expressed concern regarding the limited access routes for emergency vehicles and inadequate turnarounds and clearance along roadways.

Policies:

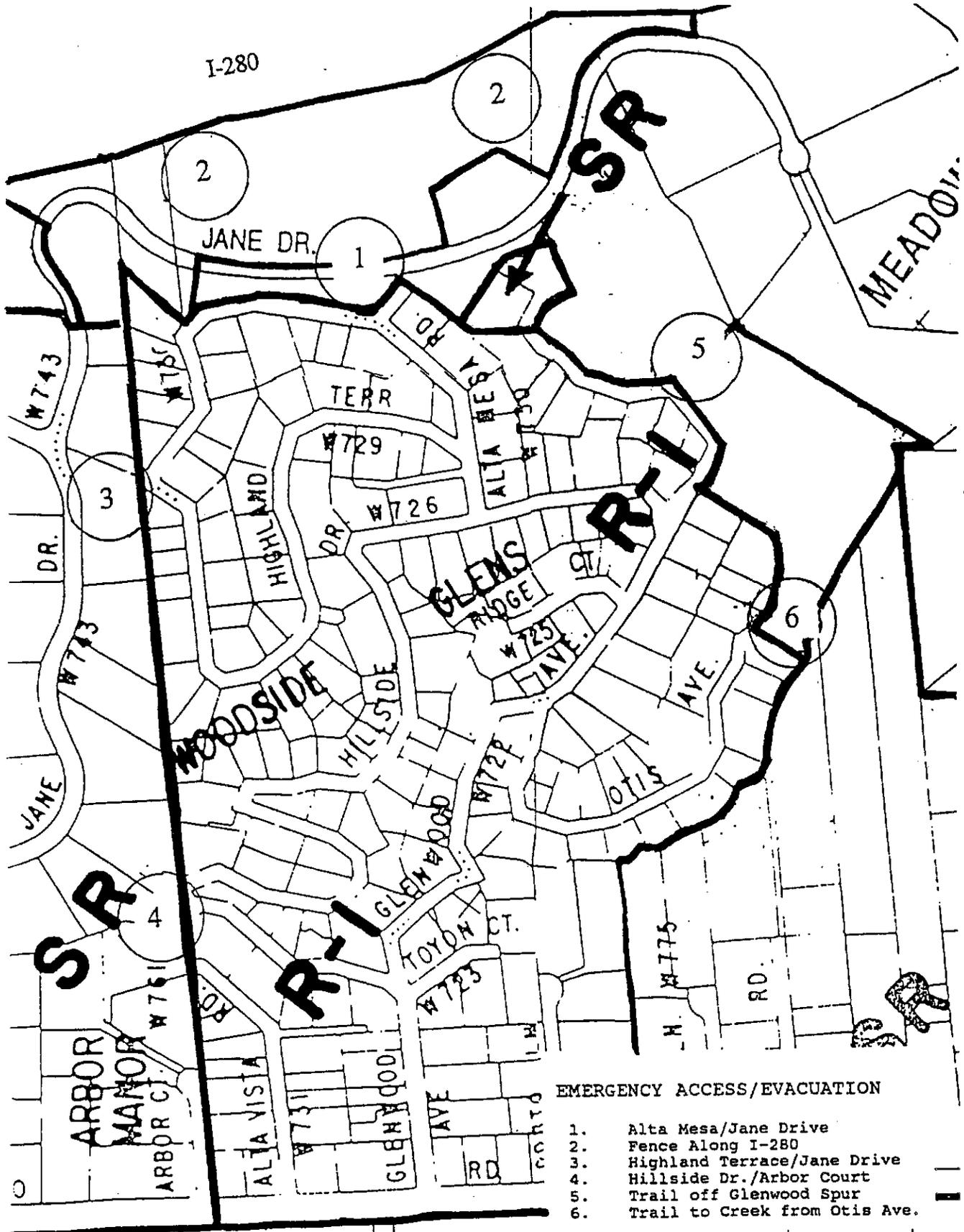
- P1:** Adequate emergency exits should be available and readily usable for residents in the event of a disaster.
- P2:** The residents of the Woodside Glens should, in cooperation with the Woodside Fire District, be organized and educated regarding an effective evacuation plan, in the event of an emergency.
- P3:** Roadways in the Woodside Glens should be upgraded to enhance emergency access and evacuation in the event of

disaster (see "Roads and Parking" issue).

Actions:

1. Pursue enhanced emergency access at the existing connection from Alta Mesa to Jane Drive, in coordination with Meadow Vista homeowners. The existing chain link emergency exit gate should be replaced with a more attractive gate which can be readily used by residents for vehicular access in emergency situations.
2. Provide additional emergency ingress and egress for vehicles and pedestrians for the Woodside Glens, upon evaluation with the Town of Woodside, the Woodside Fire District, and CalTrans. The Town should identify all possible options for vehicular, pedestrian, and equestrian access, including but not limited to (Figure 4):
 - ◇ Enhanced emergency vehicular access from Alta Mesa to the east to Jane Drive.
 - ◇ Designated emergency vehicular or pedestrian access from Jane Drive to I-280, with access gates along Hwy. 280 across Kite Hill.
 - ◇ Designated emergency vehicular or pedestrian access from Highland Terrace to the north to Jane Drive.
 - ◇ Designated emergency vehicular or pedestrian access to Arbor Court/Alta Vista Road from the most westerly curve on Hillside Drive.
 - ◇ Designated emergency pedestrian access from Glenwood Ave. to trails to Hwy. 280 or to the west.
 - ◇ Designated emergency pedestrian access from Otis Ave. to the trail along the creek back to Bardet Road.
3. Pedestrian trails which also can provide emergency exit through open space areas in the event of closed roads should receive the highest priority for completion by the Town's Trails Committee.
4. Appoint an Emergency Preparedness Committee which will:
 - a) work with the Town and the Fire District to prepare an emergency preparedness and evacuation plan, with periodic update;
 - b) develop and distribute an emergency information sheet with evacuation map to every resident of the Woodside Glens; and
 - c) educate, inform, and train residents regarding emergency evacuation and preparedness.

FIGURE 4
WOODSIDE GLENS
EMERGENCY ACCESS/EVACUATION



EMERGENCY ACCESS/EVACUATION

1. Alta Mesa/Jane Drive
2. Fence Along I-280
3. Highland Terrace/Jane Drive
4. Hillside Dr./Arbor Court
5. Trail off Glenwood Spur
6. Trail to Creek from Otis Ave.

C. Roads and ParkingCurrent Status:

The vast majority of roadways in the Woodside Glens are substandard in width, based on the Town's roadway design standards (C-REM Engineers, "Study of the Operational Capacity of the Town's Minor Rural Roads in Certain R-1, SR, and SCP Zones, 1990). These roads are frequently only 50-80% of the standard width, and road surface conditions presently range from fair to very poor on the Pavement Condition Index (PCI), exhibiting uneven pavement, cracked surfaces, depressions and fractures overlaying underground utilities, potholes, and crumbling edges. Speeding motorists further exacerbate safety concerns, particularly on Glenwood Ave. between Canada Road and Hillside Drive.

Traffic flow on roadways in the Woodside Glens is impeded in a number of locations where either natural or man-made features encroach into the road right-of-way (trees, vegetation, cut hillsides, downhill embankments, garages, fences, utility poles, mailboxes, etc.). Additionally, parking which encroaches on or near the roadway pavement further constricts traffic flow, including passage of emergency vehicles in the event of disaster.

Traffic flow is further impeded in several areas by short-radius turns and inadequate turnarounds at the end of cul-de-sacs. As previously mentioned, the road system provides only one point of ingress and egress, Glenwood Avenue, for over 150 existing residences, severely restricting emergency access and evacuation capacity (see "Emergency Access and Evacuation" issue).

Policies:

- P1:** *Provide adequate, unimpeded access to all homes for residents, visitors, delivery, and tradespeople.*
- P2:** *Provide adequate, unimpeded access for emergency vehicles.*
- P3:** *Maintain roadways in not less than fair condition, and preferably good condition (as measured on the "PCI" scale).*
- P4:** *Eliminate parking on the paved roadway to the greatest extent possible and maximize off-street parking. Strictly enforce the Town's requirement for four off-street parking spaces per residence.*

Actions:

1. Establish a funding mechanism (share of road impact fees, new development contributions, assessment district, etc.) to upgrade the existing roadway system, with primary consideration for access and safety, consistent with maintaining the rural character of the neighborhood. Specific improvements (Figure 5) which should be addressed include, but are not limited to:
 - ◇ First sharp turn on Hillside Drive be repaired and, if possible, widened.
 - ◇ Downhill slope between the last sharp turn on Hillside Drive and 515 Hillside be reinforced and stabilized.
 - ◇ At the intersection of Hillside Drive and Glenwood Ave., replace the existing "One Way/No Left Turn" sign with more prominent "ONE WAY/DO NOT ENTER" and mark pavement "DO NOT ENTER".
 - ◇ On Glenwood Ave., paint double yellow line and install traffic dots demarking two lanes of traffic beginning at the top of Glenwood down through the turn at the bottom (228-231 Glenwood). Also, paint a double yellow line and install traffic dots on Glenwood for 100 feet prior to its intersection with Hillside Drive, and for 100 feet on Hillside Drive past the Glenwood intersection.
 - ◇ At the Glenwood Ave. entrance, provide more prominent posting of 30 foot vehicle length limit, and add a height limit for vehicles entering the Woodside Glens.
 - ◇ Install speed bumps along Glenwood Ave. and elsewhere as appropriate to reduce speed.
 - ◇ Trim vegetation back along narrow portions of roadways and request fences be relocated or opened to enhance sight distance as necessary.
 - ◇ Erect a "Yield to Oncoming Traffic" sign or a "Stop" sign for downhill traffic on Glenwood Ave. just west of Otis Ave. and additional signs as recommended by the Town Engineer.
 - ◇ Remove overhead branches above roadways to provide minimum 12 foot clearance; trim limbs which rest on wires, trim dead overhanging branches and trees in danger of falling on roadway.
 - ◇ Post appropriate speed limit signs along the length of Glenwood Ave., after study and recommendation by the Town Engineer.
 - ◇ Direct the Sheriff's Department to make regular passes through the Woodside Glens, particularly to enforce speeding restrictions, especially in conjunction with patrol of the Glenwood/Canada intersection.

2. For a 90-day trial period, evaluate the effects of prohibiting parking on the paved roadways in the Woodside Glens, with the intent of assuring a minimum of 12 feet of clear width for emergency vehicle passage. Develop a system of notification of "violators" who may then explain their parking limitations. Critical parking areas should be identified (such as at the first turn on Hillside, spaces adjacent to 231 and 519 Hillside, initial access to Otis Ave., etc.). The study should also evaluate the feasibility and/or desirability of:
 - ◇ prohibiting overnight parking;
 - ◇ designating fire lanes or specified "no parking" areas;
 - ◇ establishing a parking permit system for residents; and/or
 - ◇ creating some visitor parking areas within the area.
3. Strictly enforce the Town's off-street parking requirements for new developments and additions and require upgrade to provide additional parking for any substantial additions or remodeling. Revise ordinances to allow staff to approve off-street parking improvements such as parking pads and carports within setbacks.

D. Water Supply

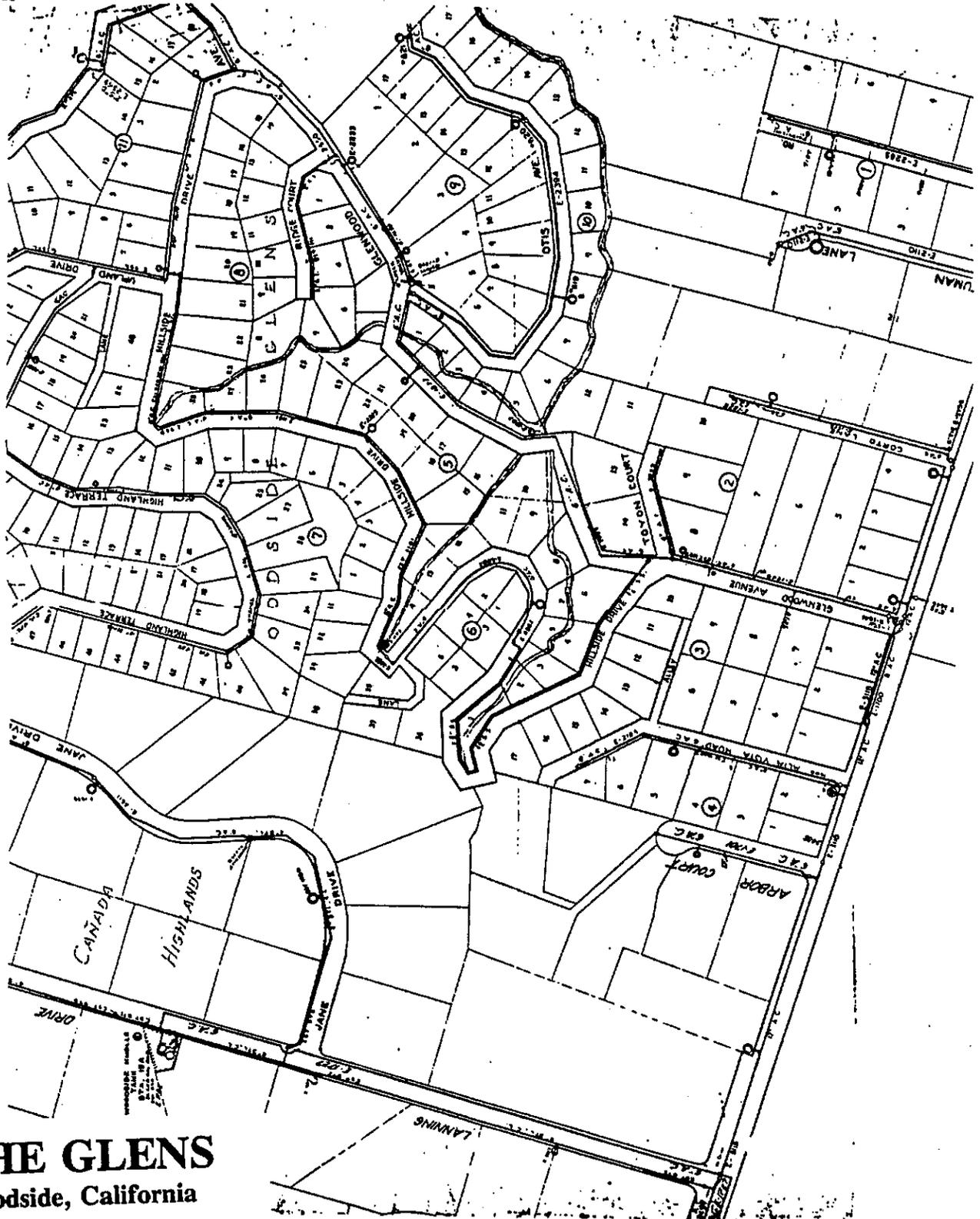
Current Status:

Water service to the Woodside Glens is provided by the California Water Service Company. The water company and the Woodside Fire Protection District rate the water supply in the Glens as generally very good to excellent, with water pressure of 70 to 100 psi throughout the system. All hydrants are capable of meeting the Town's 1,000 gallon per minute criterion for fire flows, and the line pressure is checked once per year by the Fire District.

The water system's primary mains are constructed in a loop configuration (Figure 6), an advantageous design as it allows for the drawing of water from either side of a line break. The exceptions are the closed-end mains serving the spur (cul-de-sac) roads, such as Otis Ave. and Glenwood Ave. Breaks in these lines would result in downstream loss of supply.

The loop system has sufficient unused capacity to accommodate a moderate number of new services without upgrading the mains. The capacities of the closed-end lines serving the residences on the spur roads would have to be evaluated

**FIGURE 6
WOODSIDE GLENS
WATER SYSTEM**



THE GLENS
Woodside, California

individually. Though these mains can be extended and upgraded, if required, the problem of potential loss of supply due to a line break remains unabated unless the loop is closed. Of particular concern is the fact that the two spur roads adjacent to the high fuel load open space areas (Otis Ave. and the 400 block of Glenwood Ave.) are serviced with closed-end lines.

Policies:

- P1:** *Ensure continued adequate water supply and pressure for residential needs.*
- P2:** *Ensure a water supply adequate to meet emergency demands, particularly for fire flow.*

Actions:

1. Evaluate opportunities for looping the water systems at the end of cul-de-sac roadways, particularly for Otis Ave. and Glenwood Ave.
2. Apply mitigation measures, as suggested by the Woodside Fire Protection District, for projects requesting additional service from closed-end water systems.

E. Sewer Service

Current Status:

The Woodside Glens receives sewer service through a system constructed by the Town in the late 1960's and operated today by the Fair Oaks Sewer Maintenance District (FOSMD) of San Mateo County. The Woodside Glens Sewer Assessment District comprises a portion of the Redwood Creek Assessment District (RCAD), which includes other properties outside the Woodside Glens, particularly those east of I-280 and north of Woodside Road (Woodside Hills).

The Town was allotted a sewer service capacity of 150,000 gallons per day through the Fair Oaks District and through Redwood City's treatment plant capacity at the South Bay Sewage Treatment Plant in Redwood Shores. 567 assessments were established within that capacity, assuming 250 gallons of sewage generated per day per household, with some reserve. Of the 567 assessments, 189 were for properties in the Woodside Glens and 378 were for properties elsewhere. To date, about 189 connections appear to have been made in the Woodside Glens, as compared to the 189 initial assessments. Only about 66 of the 378 assessments outside of the study area have been utilized, however, as many of the properties outside the Woodside Glens have either not yet connected or have not been developed as intensely as originally projected.

Over the past 25 years, there have been four additional connections granted for lots without assessments or with partial assessments in the Woodside Glens. There has been no consistent policy or process for granting these connections: some occurred with no Town approval process (through FOSMD); some were approved by Town staff; some were approved by the Town Council by transferring excess assessments from elsewhere in the District; some were approved with no conditions; and some were approved with conditions for merging lots, limiting house size, contributing a present-value amount of the assessment to the sewer fund, etc.

Some concern has been raised that this practice might jeopardize the potential future connections of others outside the Woodside Glens, by surpassing the maximum allotment of 150,000 gallons per day in the RCAD prior to the connection of all those assessed in 1968 for the trunk line.

There is currently an estimated "theoretical" buildout potential for 59 additional requests for sewer connections in the Woodside Glens (Figure 7). Factors which the Town must consider in order to address the capacity issue will include relevant assumptions regarding standard usage per household, the rate of buildout and connections outside the Woodside Glens, and Town policy regarding allocation of that capacity within the service area of the Redwood Creek Assessment District. As of today, probably less than half of the 150,000 gallon per day capacity has been committed.

Policies:

- P1:** *Provide sewer service to Woodside Glens residents without exceeding the 150,000 gallons per day allotment for the Redwood Creek Assessment District.*
- P2:** *Within capacity limitations, establish a rationale for granting additional connections in a fair and equitable manner among potential users within the designated service area for the Redwood Creek Assessment District, as may be amended from time to time.*

Actions:

1. The Town should determine to what extent, if any, capacity exists in the Redwood Creek Assessment District in excess of committed use (existing connections plus original but unused assessments).
2. The Town should develop a sewer plan or policy to determine how any excess sewer capacity should be allocated within the service area for the Redwood Creek

Assessment District, as may be amended from time to time.

3. Develop criteria for granting additional sewer connections within the Woodside Glens for projects which are consistent with the Town's zoning requirements; the goals, policies, and criteria of the "Woodside Glens Specific Plan"; and the Town's Sewer Plan.
4. As part of its sewer policy, the Town may wish to allow unused sewer assessments to be transferred from one property to another, provided that the transferring property is appropriately restricted from future development.

V. POTENTIAL BUILDOUT

A. Current Status

There are currently a total of 245 lots in the Woodside Glens. Of those, homes exist on 186 lots, leaving a total of 59 additional residences which could (theoretically) be built in the area. These potential units can be broken down into four categories (Figure 7):

- ◇ Vacant assessor parcels which have 1 full sewer assessment (4 existing lots);
- ◇ Vacant assessor parcels with no or partial sewer assessments (8 existing lots);
- ◇ Adjacent assessor parcels which are under common ownership with no or partial sewer assessments for the additional lots (13 lots); and
- ◇ Assessor parcels which contain more than one lot and with no or partial sewer assessments for the additional lot(s) (34 lots).

In reality, however, many of the lots would likely not ever be built upon, due to environmental, zoning, and/or cost constraints or because the owner would prefer to maintain the existing house on a more reasonably sized parcel. Theoretically, however, such homes could be demolished, leaving more than one lot available for development, other constraints permitting.

The addition of up to 59 additional homes in the Woodside Glens would certainly exacerbate most all of the inadequacies noted previously in the Specific Plan, namely open space, emergency access and evacuation, road safety and parking problems, water supply, and sewer service. Each additional home constructed would add incrementally to worsening a situation which is at present unacceptable to many of the neighborhood's residents. At the same time, however, new construction could be required to contribute to making public improvements which enhance health and safety for the Woodside Glens.

B. Policies

- P1:** The number of lots available for future development should be limited to assure that additional development will not exacerbate concerns regarding emergency access and evacuation, traffic safety and parking, and water supply, and will not have a significant negative impact on open space and the rural quality of the area.
- P2.** All new development and additions in the Woodside Glens should maintain open space and the rural character of the area through sensitive site and architectural design.
- P3.** All new development and additions in the Woodside Glens should comply with the provisions of the Woodside zoning and site development codes and should be consistent with the provisions of the Woodside Glens Specific Plan.
- P4:** All new development and additions in the Woodside Glens should contribute to making improvements which enhance the health and safety of the existing and future residents of the area.

C. Actions

1. Initiate mergers of all "unbuildable" lots under common ownership within the Woodside Glens, as well as lots which property owners agree to merge. A lot would be considered "buildable" if the owner can demonstrate that an adequate building site and parking area exist consistent with the Town's zoning code provisions, generally without variances; that adequate access is available to the site; and that no portion of an existing main residence is located across lot lines or within the adjacent setback of the potentially developable lot.
2. Enact ordinance changes to maximum residence size, total floor area and paved area coverage requirements, as shown in the following Table 2:

Table 2
"R-1" Zone Development Standards

Minimum Lot Size:	20,000 sq. ft.
Minimum Lot Width:	80 feet
Maximum Size of Main Residence:	10% of lot area, plus 1,000 sq. ft., up to a maximum of 3,000 sq. ft.
Maximum Size of Main Residence with an Exception:	
Lots <20,000 sq. ft.:	Equal to the Total Floor Area limit, up to 3,000 sq. ft.
Lots >30,000 sq. ft.:	Up to 4,000 sq. ft.
Total Floor Area:	1.4 times the maximum residence size allowed without an Exception
Maximum Paved Area Coverage:	1.2 times the maximum residence size allowed without an Exception

3. Require that all new development on non-conforming size lots in the Woodside Glens meet the following criteria:
 - a. Compliance with all of the Town's zoning and site development codes; and
 - b. Merger with another lot or lots to create a conforming size lot; or acquisition of another vacant lot such that the combined square footage of the two lots would constitute a conforming size, and prohibiting any future development of the second lot; subject to the zoning standards being applied only to the lot to be developed; or limitation of floor-area ratio (FAR) to apply to only the "buildable" area of the site, exclusive of slopes over 35%, easements, creek corridors, etc., rather than the gross site area, with a maximum house size of 18% of such area; and
 - c. Contribution of fees toward a fund which would be used to improve roadways, emergency access, water supply, etc. in an amount roughly equivalent to the present value of the 1968 sewer assessment (+/- \$15,000); and/or construction of equivalent dollar improvements determined to further the goals of the Woodside Glens Specific Plan; excepting properties for which a full sewer assessment from 1968 forward was paid.

VI. IMPLEMENTATION

In order to carry out the goals and policies of the Specific Plan, the actions described previously must be implemented within a reasonable timetable and with continued input of the affected residents. The following strategy outlines key implementation steps, including the party responsible for the action, a timeline for action, and estimated financing methods:

1. **Develop enhanced emergency access at the existing connection from Alta Mesa to Jane Drive, in coordination with Meadow Vista homeowners.**

Responsibility: Planning Director/Town Engineer

Timeframe: August 1, 1993

Cost: Staff costs, estimated at \$1,500; costs of improvements estimated at \$1,000 to \$5,000.

2. **Appoint an ad-hoc Woodside Glens Committee to oversee open space maintenance; to review parking strategies, roadway improvements, and emergency access; and to establish a communication network for emergency evacuation.**

Responsibility: Town Council

Timeframe: Immediate

Cost: Minimal staff time to prepare resolution and solicit names; on-going staff time to maintain committee activities, but should be mostly self-sustaining.

3. **Request that Town road funds be set aside to be put into a community improvement fund for the Woodside Glens, along with development contributions, to provide funding for roadway and drainage improvements, additional emergency access, open space protection, fire safety measures, etc.**

Responsibility: Council/Roadway Committee/Finance

Timeframe: Fiscal Year 1993-1994 Budget

Cost: Consider with road program and budget for '93-'94; approximately \$15,000-\$25,000 annually.

4. **Evaluate the feasibility of creating a Multi-Purpose Benefit Assessment District to generate funds for initial roadway, drainage, emergency access, and fire safety improvements, contingent on the Town to contribute annual funding for maintenance of such facilities.**

Responsibility: Town Engineer/Roadway Committee/Council

Timeframe: April 1, 1994

Cost: Estimated at \$250,000- \$500,000 for five-year improvement program (est. \$100-125 per

Engineer's report, bond counsel, etc.

5. **Develop 90-day trial program to prohibit parking on the paved roadways and at other locations as described in the Specific Plan, with subsequent evaluation for long-term program.**

Responsibility: Town Engineer

Timeframe: September 1993

Cost: Cost of signage and public notice; could be funded through road program or Woodside Glens Improvement Fund.

6. **Develop plan for allocating sewer service capacity in Redwood Creek Assessment District.**

Responsibility: Town Engineer/Planning Director

Timeframe: September 1993

Cost: Staff costs, estimated at \$10,000; general fund or sewer funds.

7. **Initiate "voluntary" mergers and mergers of "unbuildable" contiguous lots under common ownership, subject to limitations outlined.**

Responsibility: Planning Director

Timeframe: July 1993 (Planning Commission)

Cost: Staff costs, estimated at \$3,000; general funds.

8. **Develop ordinances regarding floor-to-area ratios, open space, non-conforming lots, parking improvements, etc.**

Responsibility: Planning Director

Timeframe: September 1993 (Planning Commission)

Cost: Staff costs, estimated at \$2,500; general funds.

VII. CONSISTENCY WITH GENERAL PLAN

State law requires that a Specific Plan address the relationship between the Plan and a community's General Plan. The General Plan land use diagram designates the Woodside Glens area as primarily residential with "open space/environmentally sensitive area" designations for the Joan Olsen Natural Preserve, Kite Hill, and the wildflower preserve. The residential designation for the Woodside Glens, however, describes the appropriate zoning district as having 20,000 square feet or larger lots and its purpose as:

"To provide a higher intensity of suburban residential uses and to acknowledge a land use pattern which existed prior to the incorporation of the Town."

The "R-1 Committee" had recommended that the purpose language be

modified to better reflect the need to preserve the rural character and open space of the neighborhood. The suggested revised language would read:

"To acknowledge a higher intensity of residential use which existed prior to the incorporation of the Town, while preserving the remaining open, natural and unique character of such neighborhoods."

The proposed Specific Plan is consistent with the Town of Woodside's General Plan in virtually all respects, and helps to implement many important policies of the General Plan. The Specific Plan particularly supports the following "Policies for Intensity of Use" in the Land Use and Community Design and Aesthetics Element:

- P1: Property shall be developed with minimum disturbance to the natural terrain. The natural environment should be retained or restored as much as possible.**
- P2: Retention of open space shall be considered in the review of all applications for development.**
- P3: Intensity of land uses shall decrease as steepness of terrain increases.**
- P5: Intensity of use of individual parcels and buildings shall be governed by considerations of: health and safety; impact on adjoining properties because of noise, traffic, night lighting, or other disturbing conditions; protection of natural land characteristics.**

The Woodside Glens Specific Plan also suggests maintaining and protecting the adjacent open space areas, all listed in the General Plan Open Space Element for special preservation. Furthermore, the Specific Plan helps implement the following key policy of the Conservation Element of the General Plan:

- P1: The natural features of a site proposed for development shall be one of the planning factors determining the scope and magnitude of development.**

Additionally, the Specific Plan strongly supports the following goals and policies of the Circulation Element regarding roadways and parking:

- G1: To provide safe, pleasant and convenient access to individual properties.**
- G2: To assure access to all properties during emergencies.**

P13: Off-road vehicular parking is the responsibility of individual land owners. On-road parking is usually not appropriate.

P14: Circulation patterns shall be designed so an alternative route is available in the event that the primary access to an area is blocked.

Finally, regarding water and wastewater service, the Specific Plan implements the following policies in the Utilities Element of the General Plan:

P12: The existing water supply systems in the Woodside Planning area should be effectively inter-connected, to assure adequate water supply for fire fighting in the event of a break in any water line.

P23: The Town shall attempt to assure that (sewer) service remains available for any properties included in sewer assessment districts, to the extent of the assessment and within the sewer capacity limits of service providers. Authority to permit additional connections within a sewer service area or assessment district rests with the Woodside Town Council, prior to final approval by the service provider.