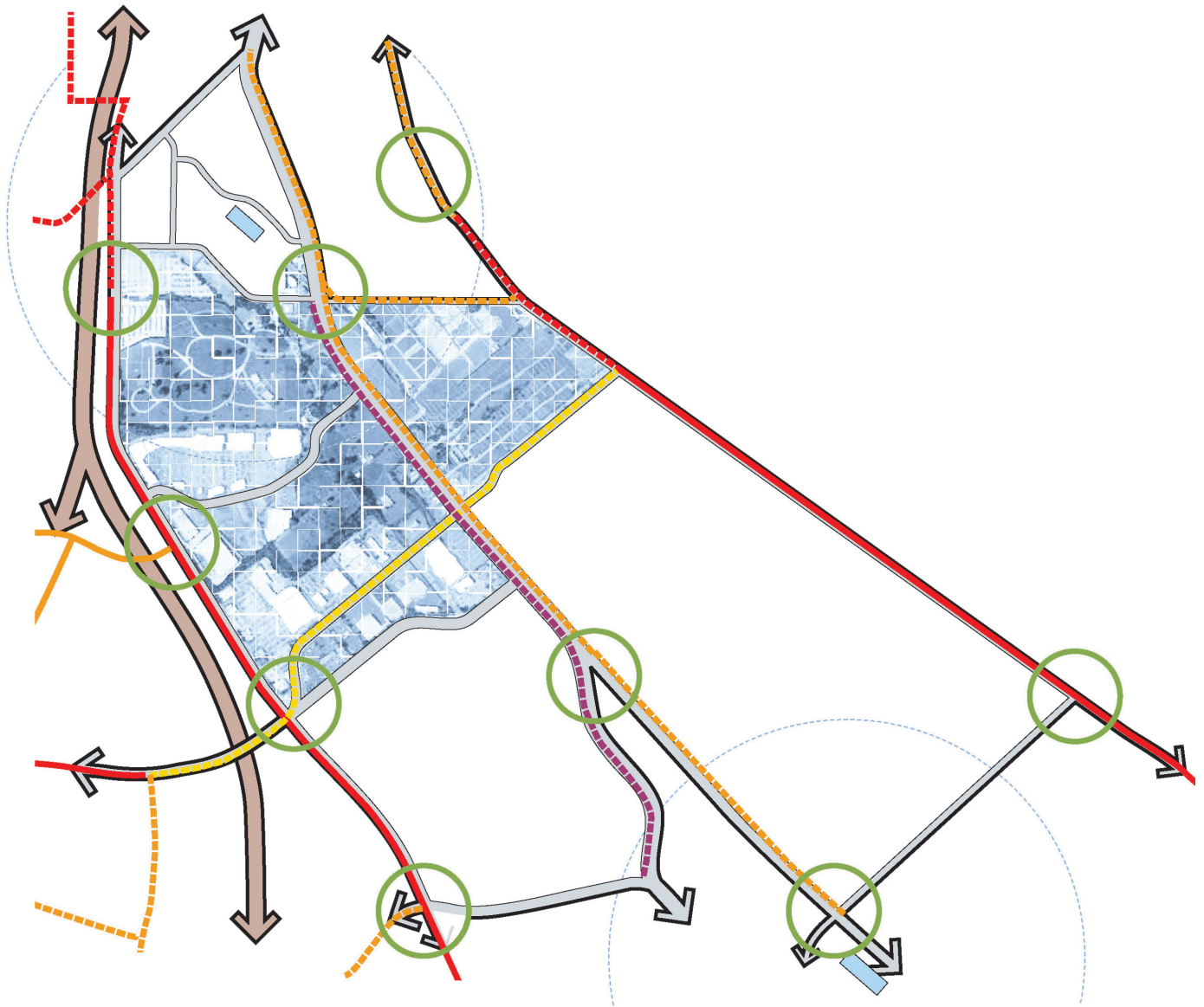




2014

# CIRCULATION ELEMENT

TOWN OF COLMA GENERAL PLAN



Adopted by Colma City Council  
on September 10, 2014  
Resolution 2014-42



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## **5.03.000 INTRODUCTION**

### **5.03.010 PURPOSE**

The goals of the Circulation Element are to identify facilities for the safe, efficient, and environmentally responsible movement of people and goods through the Town, ensure these facilities reflect the land uses contemplated by the Land Use Element, and ensure a range of transportation options are available throughout the Town. The element accomplishes these goals by describing the Town's existing circulation, identifying areas where improvements are required, and proposing policies and tasks to improve circulation. It includes a plan of the streets and highways designed to serve the community in the most efficient manner. Colma's system is shown on the Land Use Map (Exhibit LU-2). Guidelines are given for the appropriate location, size and overall design of roads. Various improvements are recommended. Included are provisions for pedestrian and bike facilities and transportation for the entire community.

The California Complete Streets Act requires that Colma plan a multimodal transportation network that allows for effective travel by motor vehicle, foot, bicycle, and transit to key destinations within the community and the larger region. The law emphasizes that cities prioritize the construction of public improvements that accelerate development of a balanced, multimodal transportation network. The element accomplishes this goal in-part through a Complete Streets Policy. The Town of Colma is committed to improving mobility whenever possible as capital improvement projects or private developments are considered. Exhibit C-8 shows the locations of existing and future bikeways.

The element also defines certain scenic roads in Colma and recommends measures to maintain and improve their scenic qualities. Entry points to Colma are identified along selected routes. Landscaping and other treatments are recommended to enhance



these gateways to the community. Scenic routes and gateways are shown on the Scenic Routes Map (Exhibit C-1).

### 5.03.020 RELATION TO OTHER ELEMENTS

The Circulation Element is primarily related to the Land Use, Housing, Safety and Open Space Elements. Circulation routes must consider the accommodation of public utilities, the intensity and pattern of land use, and the provision of logical connections among destination points, retail areas, memorial park locations, as well as concentrations of residential and employment groups to be served.

### 5.03.100 CIRCULATION SYSTEM

The street system within Colma is structured around State Highway 82, (El Camino Real) and Interstate Highway I-280, (Junipero Serra Freeway) which carry traffic into and out of Town. The internal street system consists of arterial streets, collector streets and local streets. Usable road width, sight distance, and travel speed generally decrease as one moves from major highways to local streets. Overall, the amount of total traffic affecting Colma is anticipated to increase by 2-3% per year on most streets as a result of increased development in Colma and in the surrounding areas. This incremental increase in traffic volume creates pressure for road widening, installation of turn lanes along certain roads, and the installation of stop signs and signals at certain intersections. In the following section each of the major components is analyzed, its operating characteristics are described and recommendations for improvements are given. Table C-1 summarizes the operating characteristics of the system.

#### 5.03.101 Capacity and Level of Service (LOS)

The **Capacity** of a roadway is the maximum number of vehicles that can be handled in one hour by a given section of road under prevailing conditions. The conditions which affect capacity include physical conditions, such as width of roadway, number of lanes, alignment, grade and surface condition, and operating conditions, such as number of trucks and buses, traffic interruptions and distribution characteristics of traffic into lanes. See Table C-1.

**“Level of Service (LOS)”** describes the general operating conditions that a driver will experience while driving on a particular street or highway. Six levels of service are used to describe the driving experience under various speeds and traffic volume conditions. It is typically the measure of operating conditions at road intersections. Levels of service range from A to F, with A being a condition of free movement, low traffic volumes and high speeds. Level F is a situation of low operating speed, high volumes and stoppages. With Level F conditions, traffic volumes are below capacity. Levels of Service



**TABLE C-1  
OPERATING CHARACTERISTICS OF COLMA'S ROADWAYS**

ROADWAY	# of Lanes	Speed Limit	Side walks	Use Levels			Scenic Corridor?	Entry Gateways?
				Peak Hour (veh/hr)	Vehicle Capacity (veh/hr)	Percent of Capacity		
MAJOR HIGHWAYS								
Interstate Hwy 280								
North of Serramonte Blvd	12	65	N/A	18,100	21,600	84%	Yes	No
South of Serramonte Blvd	10	65	N/A	15,100	18,000	84%	Yes	No
Hwy 82 (El Camino Real)								
Northern and Central Section (north of Mission Road)	6	40	east side, portions of west side	2,950	9,000	33%	Yes	Yes
Southern Section	4	40	east side, portions of west side	1,550	6,000	26%	Yes	Yes
ARTERIAL STREETS								
Junipero Serra Boulevard	4-5	40	portions east side	2,050	6,100	34%	No	No
Serramonte Boulevard	4	25	Yes	1,430	3,000	48%	No	Yes
Mission Road	2	30	Yes	620	2,400	26%	No	Yes
Hillside Boulevard	2-4	40	portions	1,180	2,400	49%	Yes	Yes
COLLECTOR STREETS								
Collins Avenue	2	25	portions both sides	400	2,335	17%	No	No
Colma Boulevard	2-4	25	north side	640	5,950	11%	No	No
D & F Streets	2-4	25	Yes				No	No
Clark Avenue	2	25	Yes				No	No

Source: Traffic Counts, Fall 2013



B-E are gradations of progressively worsening conditions. Level of Service C, which is characterized by stable flow but where speed and maneuverability is limited by higher volumes, and Level of Service D, characterized by very limited maneuverability and long delays where traffic flow is approaching an unstable condition, are the generally accepted standard for Planning applications. Colma should seek to achieve LOS D or better. Levels of Service E and F should be tolerated during peak demand periods. See Table C-2.

### 5.03.110 MAJOR HIGHWAYS

#### 5.03.111 Interstate Highway 280 (Junipero Serra Freeway)

Interstate Highway 280 provides access to Colma at three locations - Hickey Boulevard, Serramonte Boulevard and D Street at Junipero Serra Boulevard. Hickey Boulevard is a full interchange with on- and off-ramps for both northbound and southbound traffic. The

TABLE C-2 LEVEL OF SERVICE AT KEY COLMA INTERSECTIONS		
INTERSECTION	PEAK HOUR	LOS
Serramonte Boulevard at Junipero Serra Boulevard	5:00 – 6:00 PM	E
Serramonte Boulevard at El Camino Real	5:15 – 6:15 PM	C
Colma Boulevard at El Camino Real	5:15 – 6:15 PM	A
Colma Boulevard at Junipero Serra Boulevard	5:30 – 6:30 PM	B
Junipero Serra Boulevard at Southgate Avenue	5:15 – 6:15 PM	B

Source: Traffic Counts, Fall 2013

Serramonte Boulevard interchange provides a northbound on-ramp and a southbound off-ramp only. A northbound off-ramp exists in the vicinity of D Street at Junipero Serra Boulevard in Daly City.

There are weaving conflicts between the Serramonte Boulevard on-ramp traffic and the I-280 traffic accessing the D Street (Eastmoor) and Highway 1 off-ramps. These conflicts could be reduced by constructing a fly-over for Highway 1 traffic.

#### 5.03.112 State Highway 82 (El Camino Real)

State Highway 82 is a major north/south route extending from San Francisco, south to San Jose. North of F Street it becomes Mission Street; south of F Street it becomes El Camino Real. Highway 82 bisects the Town of Colma with three lanes in each direction, narrowing to two lanes in each direction south of Mission Road. Most of El Camino has a 28-foot wide landscaped median. There are overhead electric, telephone, and cable TV lines along both sides of the street starting just south of F Street to the Town's southern boundary. On-street parking is allowed, but few vehicles park along El Camino Real







*The “Y” at El Camino Real and Mission Road*

because of the small number of business frontages and available off-street parking. Sidewalks have been installed on the entire east side of the roadway, but the west side lacks sidewalks north of the Greek Cemetery Driveway and south of Cypress Lawn (which transitions into the jurisdiction of South San Francisco). Ultimately, sidewalks should be constructed on both sides of the street along the entire length of El Camino Real. Although El Camino Real is a designated bicycle route, there are no marked bicycle lanes and no sidewalk or bicycle facilities have been provided north from South San Francisco into Colma. Because Highway 82 is a State Highway, state approval must be obtained for driveway and utility encroachments.

Left turns from Collins Avenue and from various cemetery entrance driveways onto El Camino Real can be dangerous at times due to the width of El Camino Real (three lanes in each direction) and at times the high speeds of traffic. The wide median is important for the protection it provides. Median landscaping improvements must not obscure lines of sight. Controls on left-turn movements should be considered. Likewise, access to parcels fronting El Camino Real south of Mission Road is potentially hazardous due to poor visibility caused by the curvature of the road, and the relatively high speed of traffic. Left turns to and from these parcels should be restricted. Access to parcels with frontage on both El Camino Real and Mission Road should be restricted to Mission Road. In general, additional driveway encroachments to El Camino Real should be discouraged to protect the greenbelt appearance and to promote traffic safety. Where possible, access should be from other streets.

Future projects included in the Colma Capital Improvement Program for the El Camino Real include upgrading and signaling the merging of El Camino Real and Mission Road, commonly known as the “Y.”

#### **5.03.113 Scenic Corridors - Major Highways**

The State of California has identified I-280 as a State Scenic Highway from the Santa Clara County line to the San Bruno City limit. The section from the San Bruno City limit north through Colma is an Eligible State Scenic Highway – not officially designated. Although the State has no jurisdiction over development in Colma, local consideration should be given to what is visible from the highway. For the most part there is a sense of open space that prevails except in the vicinity of Serramonte Boulevard where Colma’s commercial core is concentrated.

While traveling on I-280, San Bruno Mountain is a major focal point to views east of the freeway. The existing backdrop of trees along most cemetery boundaries provides an important buffer at the edge of urban development. As long as the Town’s open space character is maintained by retaining large tree buffers and adding





*El Camino Real*

new landscaping with future development, the view of Colma from the freeway will remain nearly the same.

Landscaping along El Camino Real adds to the road's scenic quality and successfully reinforces Colma's open space character. The median is landscaped with lawn, which contributes a greenbelt theme. This should be enhanced with other landscape elements to create a distinctive appearance through Colma. Tree planting along the roadway and undergrounding of the overhead utility lines is recommended to better define the corridor and further contribute to the road's scenic quality. Site planning criteria for development along the El Camino Real scenic corridor should be adopted in order to maximize the visual effects of landscaping.

#### **5.03.114 Entry Gateways**

Colma's image is dependent on what is seen from the road as people approach and move into the Town. A key feature of Colma's General Plan is the recognition of natural gateways to the community along specified routes. Colma's separate identity and sense of containment is strengthened by nine gateway locations:








- El Camino Real - North: In median near intersection of B Street
- El Camino Real - South: At Mission Road, in landscaped area forming "T" intersection
- Serramonte Boulevard: At northeast corner of Junipero Serra Boulevard
- Junipero Serra Boulevard – North: In median near northern Town boundary
- Junipero Serra Boulevard – South: In median at southern Town boundary
- Junipero Serra Boulevard: At southwest corner of Southgate Avenue
- Hillside Boulevard – North: In median near Hoffman Street
- Hillside Boulevard – South: In median north of Lawndale Boulevard
- Old Mission Road – South: At northeast corner of Lawndale Boulevard





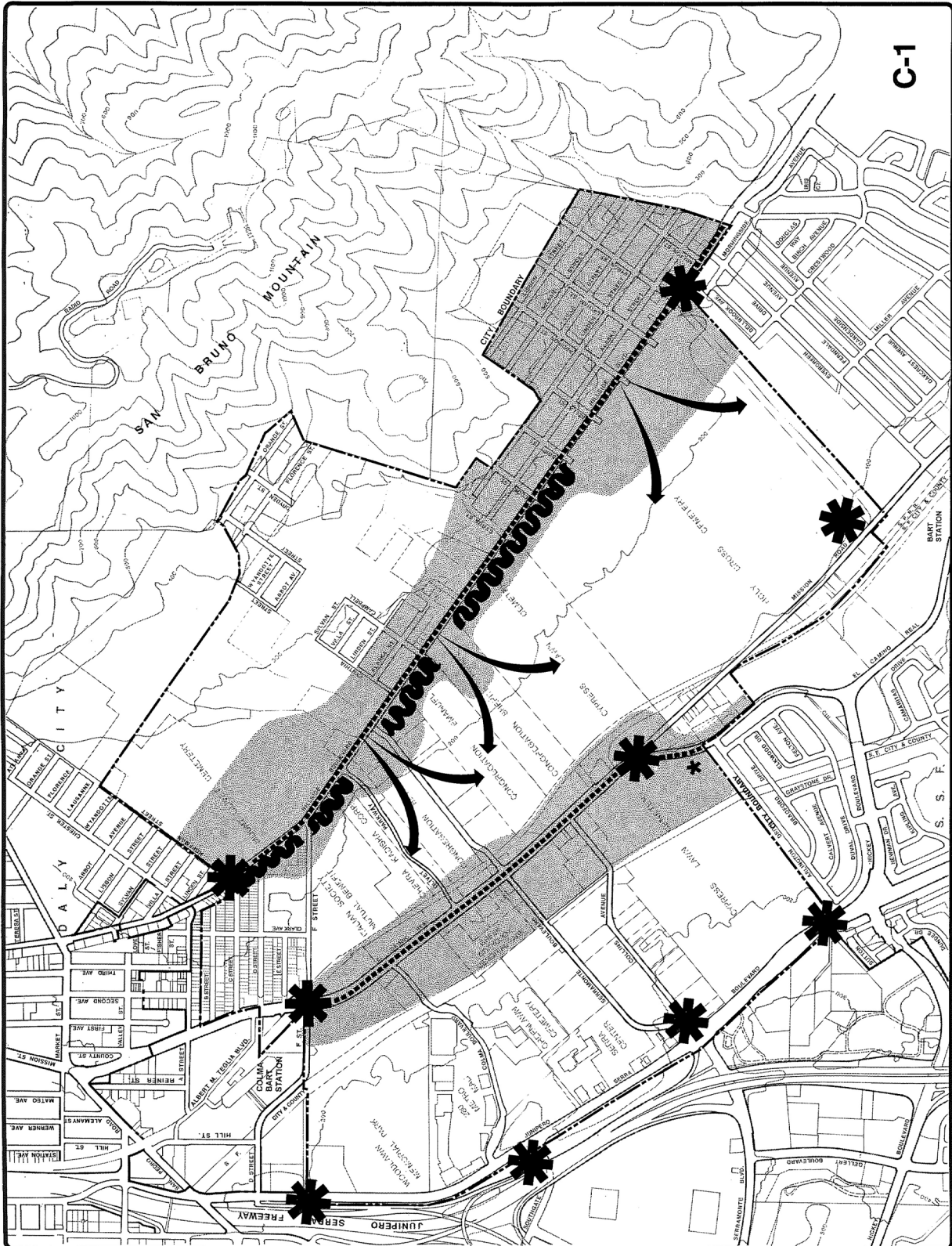
**TOWN OF COLMA  
GENERAL PLAN**

**SCENIC ROUTES**

 Scenic Routes	 Gateways	 Views	 Focal Point	 Visual Buffer [Blocks Views]	 Approximate Limit of Scenic Corridor	 Area Viewed in Foreground From Scenic Routes]
---	--	---	---	---	--	---

SCALE IN FEET  
0 400 800 1200

NORTH







*Colma Entry Gateway*

Most of Colma's natural gateway locations are formally identified with landscaping and a stone sign which reads, "Welcome to Colma," but there are some locations which haven't yet been formally identified due to anticipated capital improvement projects or intersection reconfigurations. Appropriate landscaping and a stone sign reading, "Welcome to Colma," should be installed at the following remaining locations:

- El Camino Real - South: At Mission Road, in landscaped area forming "Y" intersection
- Hillside Boulevard – North: In median near Hoffman Street (scheduled for installation in 2014-2015)
- Hillside Boulevard – South: In median north of Lawndale Boulevard

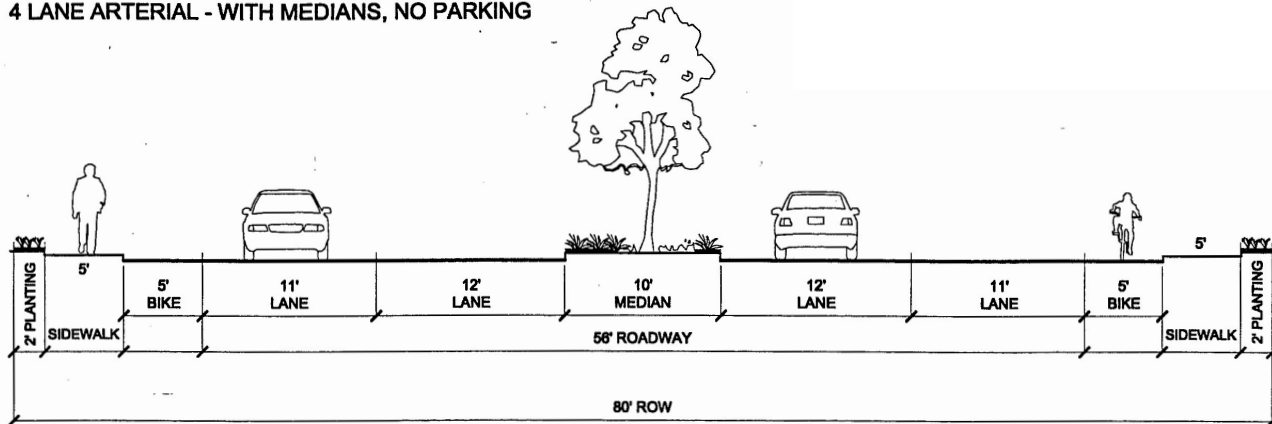
The nine gateway locations are shown on Exhibit C-1.

### **5.03.150 ARTERIAL STREETS**

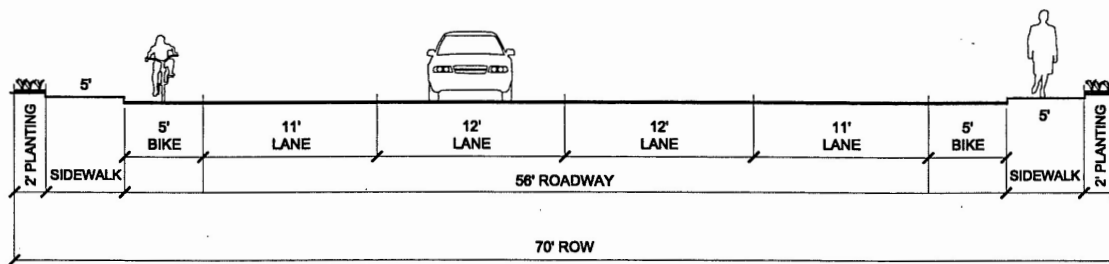
Arterial streets connect Colma's residential, commercial and cemetery districts and provide a link to surrounding communities. Arterials also act as alternative north-south routes should the major highway system be blocked. Arterial streets should ideally contain two lanes in each direction with no on-street parking, sidewalks at least five feet wide on both sides of the street and a minimal number of access points. A planting strip should be created adjacent to the sidewalk to enhance the appearance of the road. Existing arterial streets in Colma may not be built to this standard but any future arterials should have a minimum 70 foot right-of-way with a minimum roadway width of 56 feet curb to curb including medians. Some flexibility will be



#### 4 LANE ARTERIAL - WITH MEDIANS, NO PARKING

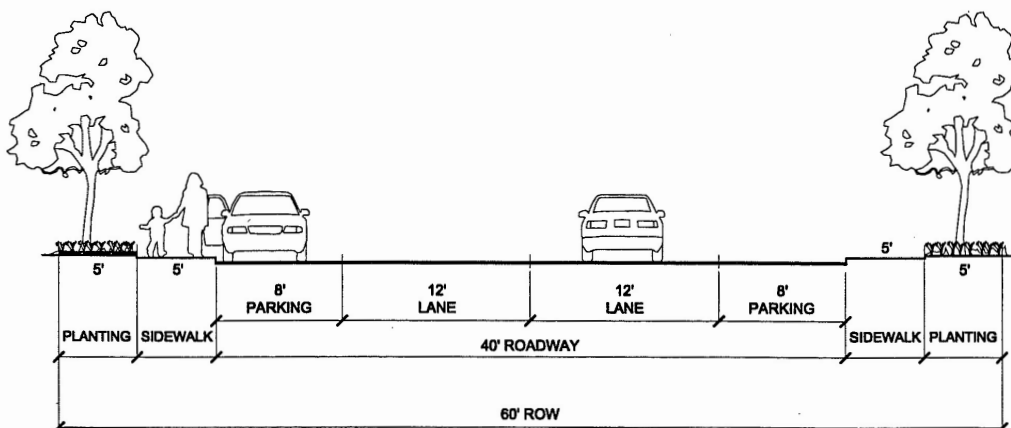


#### 4 LANE ARTERIAL - WITHOUT MEDIAN, NO PARKING



#### 2 LANE ARTERIAL - WITH PARKING

Note: A Class I Bikeway could be created by substituting a Bikeway for parking along one side of the roadway.



**EXHIBIT C-2: Recommended Minimum Arterial Roadway Standards**





needed to match new work to old work in the field.

#### **5.03.151 Junipero Serra Boulevard**

Junipero Serra Boulevard (JSB) is a north/south arterial street extending from Daly City, through Colma, and into South San Francisco. Traffic signals are located at Serramonte Boulevard, the entrance to the Serra Shopping Center, Southgate Avenue and Colma Boulevard. JSB has four lanes of traffic that travel in north and south directions, with occasional right-turning lanes. The four lanes of traffic are divided by raised landscape medians. A sidewalk exists along the vast majority of the east side of the street, along with bicycle paths that run the entire length of JSB within the Town of Colma. On-street parking is prohibited along the entire length of Junipero Serra.



*Junipero Serra Boulevard*

#### **5.03.152 Serramonte Boulevard**

Serramonte Boulevard is a four lane collector street extending from St. Francis Boulevard in Daly City to Hillside Boulevard in Colma. There is a partial interchange with I-280 consisting of a southbound off-ramp and a northbound on-ramp. Colma's major retail core, which includes auto dealerships and shopping centers, is centered on Serramonte Boulevard between Junipero Serra Boulevard and El Camino Real.



*Serramonte Boulevard*

There are sidewalks along both sides of Serramonte between Junipero Serra Boulevard and El Camino Real, and along the south side only from El Camino Real to Hillside Boulevard. Currently the low level of pedestrian activity and the presence of an existing cemetery on the north side of the road minimizes the need to develop a sidewalk on both sides. However, the addition of a sidewalk on the north side will be considered when upgrades to Serramonte Boulevard are needed.

Parking is not allowed along any portions of Serramonte Boulevard. The lack of left turn lanes to driveways along Serramonte Boulevard is a potential source of congestion. Loading and unloading of car carriers or other vehicles on the street is prohibited.

About 700 feet west of El Camino Real, Serramonte Boulevard passes over a parcel owned by the San Francisco Water Company. A portion of this parcel has the potential to be an open space amenity. Landscaping should be required against the retaining wall at the west edge of the property, along the east edge of the site for runoff percolation and along the Collins Avenue and Serramonte Boulevard frontages. The Town should work with the San Francisco Water Company to determine what improvements are possible.

#### **5.03.153 Mission Road**

Mission Road is a two-lane road which connects from El Camino Real in Colma to Chestnut Avenue in South San Francisco. Mission





*Mission Road*



*Hillside Boulevard*



*Lawndale Boulevard*

Road is used as an alternate to El Camino from many sections of South San Francisco. Access to Mission Road from El Camino Real is controlled by a stop sign. Left turns from Mission Road into the south bound lane of El Camino Real are prohibited because of poor sight lines and fast-moving traffic; instead, motorists must make a u-turn at one of several median breaks on El Camino Real. On-street parking is allowed on both sides of Mission Road, although there are time restricted zones in some areas. Most of this route has sidewalks along both sides of the street. Auto repair uses in this area result in heavy demand for parking both on-and off-street. A program of restriping to add bicycle lanes coupled with sidewalk and landscape improvements is recommended to improve bicycle, pedestrian and traffic safety and visual appearance. Street tree planting, special sidewalk and pavement treatments, street furniture, and decorative street lights could be done as part of a utility undergrounding/street beautification program.

#### **5.03.154 Hillside Boulevard**

Hillside Boulevard is a north-south arterial roadway connecting Daly City near the San Francisco city limits, through Colma, to Highway 101 in South San Francisco. Hillside Boulevard has been striped for two lanes through Colma. Traffic signals are located at Olivet Parkway, Serramonte Boulevard, and Lawndale Boulevard. The intersections at F Street and at Hoffman Street are controlled by stop signs. Sidewalks are going to be installed on both sides of Hillside Boulevard between Serramonte Boulevard and Hoffman Street (these Phase 1 improvements from Hoffman Street to Serramonte Boulevard are scheduled for construction in the latter half of 2014, see Exhibit C-3). Future capital improvement plans will incorporate a continuous sidewalk from Serramonte Boulevard on the west side of the roadway to Lawndale Boulevard. Hillside Boulevard is a designated bicycle route with marked bicycle lanes.

#### **5.03.155 Lawndale Boulevard**

Lawndale is a east/west connector between Hillside Boulevard and Mission Road. Pacific Gas and Electric Company have installed gas and electric transmission lines the entire length of Lawndale Boulevard.

#### **5.03.156 Scenic Corridor - Arterial Streets**

Hillside Boulevard is designated a scenic corridor in Colma. It is located at a higher elevation than the rest of the Town. Therefore, the drive along Hillside provides unique foreground views of San Bruno Mountain and panoramic views of Colma, South San Francisco, and Daly City.

The view to the east along the Hillside Boulevard corridor is mostly of San Bruno Mountain and open space, including flower growing plots, cemeteries, and a few houses. The view to the west overlooks Colma



and its surrounding communities (refer to the Scenic Route Map). Part of this view is blocked by roadside fencing and vegetation, which emphasizes the view to the east. Consequently this adds variety and interest to Hillside Boulevard.

As one travels along Hillside Boulevard there is a rural character to the corridor. There is a sense of separation from the urban development that surrounds Colma. This atmosphere should be protected if any development occurs along the Hillside Boulevard scenic corridor. Special care should be given to the landscape treatment associated with future uses along this route.



*Collins Avenue*

### **5.03.200 COLLECTOR STREETS**

Collector streets serve the important function of transferring traffic from local traffic generators such as shopping and employment areas to the arterials. Collector streets do not form a continuous system -- otherwise there would be a tendency to use them as arterials. The Plan for Colma includes collectors serving the Sterling Park residential area and the Core Commercial area.



*Colma Boulevard*

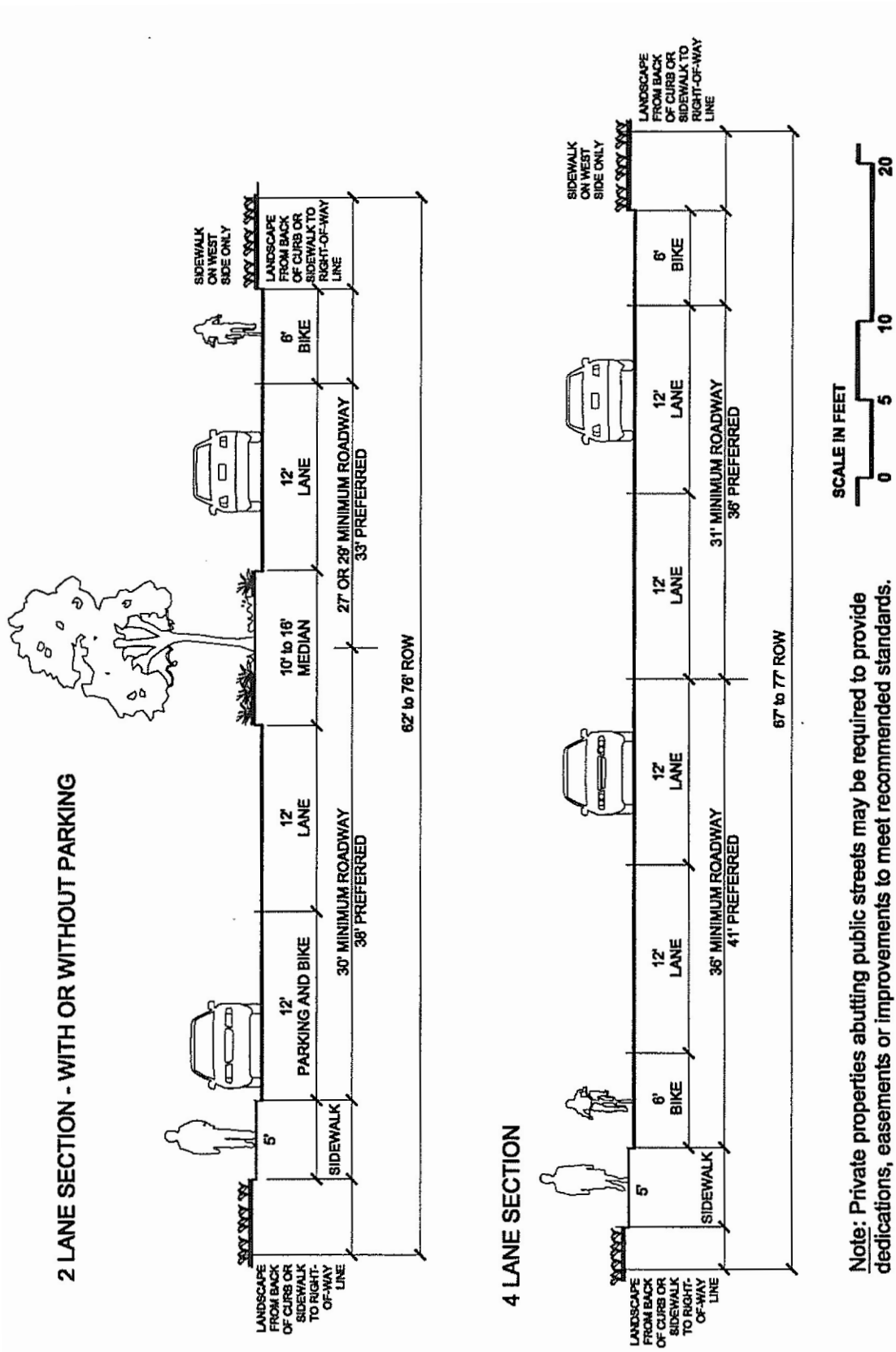
The recommended standard for two-lane collectors is a 50-foot right-of-way with a minimum 36-foot wide roadway, curb to curb. Collector streets should have a five foot wide sidewalk on both sides of the street. Four-lane collectors should have at least a 60 foot right-of-way with a minimum 46-foot wide roadway curb-to-curb. A planting strip should be created adjacent to the sidewalks to enhance the appearance of the road. Existing collector roadways serving Colma have not been built to these standards, but any future collectors should be. Some flexibility will be needed to match new work to old work in the field.

#### **5.03.210 Collins Avenue**

Collins Avenue is a two-lane road which connects El Camino Real at its east end with Serramonte Boulevard at its west end. There is an existing sidewalk along Collins Avenue on the south side of the street near Junipero Serra Boulevard. In the western portion of Collins Avenue, parking is allowed only along the south side of the street. The eastern portion has a wider roadway, sidewalks and parking lanes on both sides of the street in accordance with the Collins Avenue Plan Line specifications (refer to Exhibit C-5). Collins Avenue descends from west to east and is bordered by a steep downslope along most of its north side.

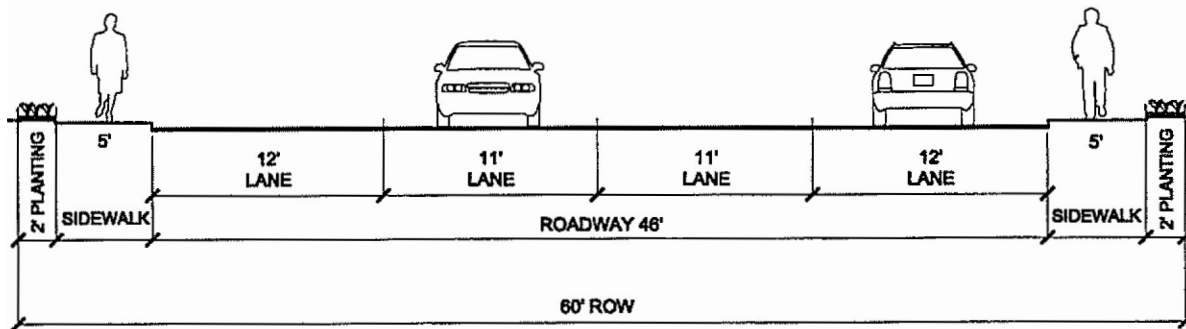
The Town requires improvements to Collins Avenue as a condition of approval of new development projects. Improvements have occurred incrementally and some segments of the street still need to be improved.



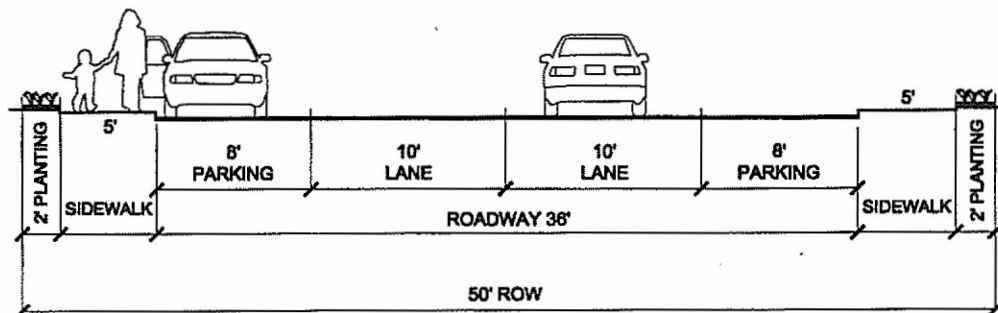




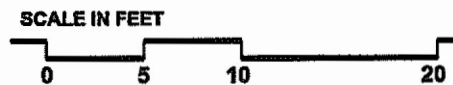
#### 4 LANE - NO PARKING



#### 2 LANE WITH PARKING



**Note:** Private properties abutting public streets may be required to provide dedications, easements or improvements to meet recommended standards.



**EXHIBIT C-4: Recommended Minimum Collector Roadway Standards**

#### 5.03.211 Colma Boulevard

Colma Boulevard is a collector connecting Junipero Serra Boulevard with El Camino Real. It has two lanes in each direction but widens to four lanes at the west end for access to abutting commercial uses. No on-street parking is allowed. A sidewalk exists on the entire north side of the street. On the south side there is no sidewalk in front of the Greenlawn Paupers' Cemetery.

#### 5.03.212 D Street and F Street

F Street provides access to the Sterling Park neighborhood between Hillside Boulevard and El Camino Real. As part of the Sterling Park Street Beautification Program, this segment has received improvements such as street trees, ornamental light fixtures, underground utilities and special paving.

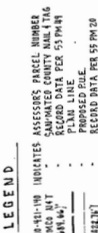
West of El Camino Real, F Street turns northwest, passes by the Colma







**PLAN LINE FOR  
COLLINS AVE.**



BART station, merges with D Street, and ultimately leads to Junipero Serra Boulevard and an I-280 on-ramp. Approximately two-thirds of this segment is part of unincorporated San Mateo County, not within the Colma Town Limits.

On-street parking is allowed on the F Street portion between Hillside and El Camino Real, and along some portions between El Camino Real and Junipero Serra Boulevard. The intersections at El Camino Real are not aligned, so in effect the two segments function as two different streets. There is a signal at El Camino Real serving the western segment and a stop sign at El Camino Real serving the eastern segment.



*Clark Avenue*

### **5.03.213 Clark Avenue**

Clark Avenue is two-lane residential collector street running north/south between A Street in San Mateo County and F Street in Colma (Clark Avenue extends further north to Fisher Street in Daly City). Clark Avenue to A Street is a principal route in and out of the Sterling Park residential area, particularly for residents on D and E Streets. Sidewalks are provided and parking is allowed on both sides of the street.



*Sterling Park Streetscape*

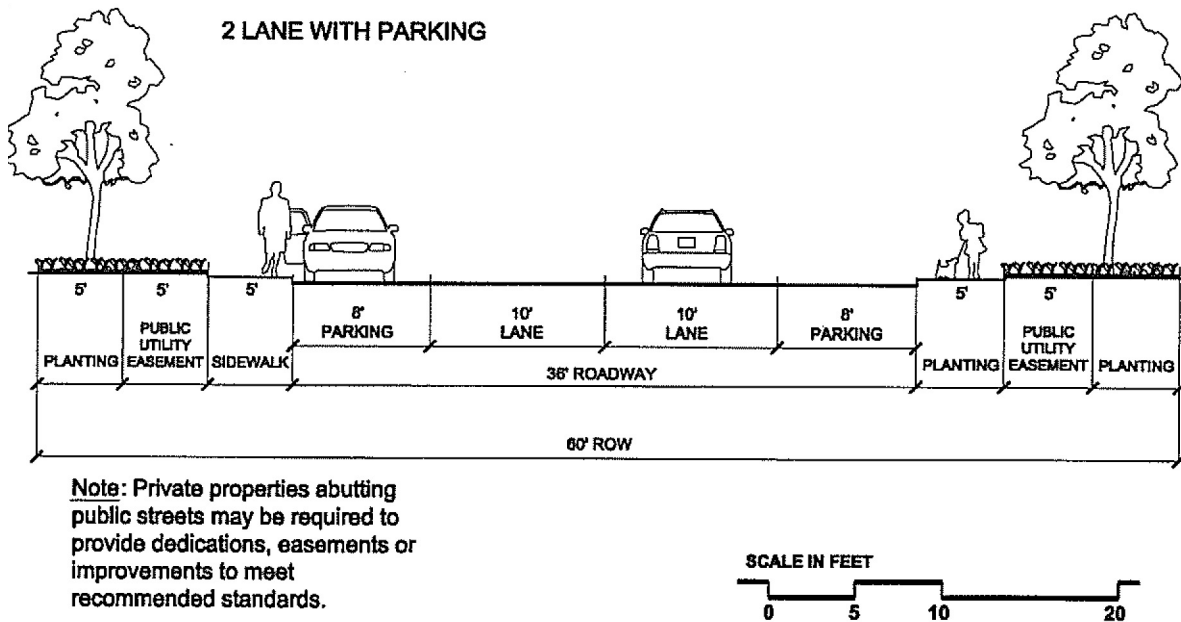
### **5.03.250 LOCAL STREETS**

The function of local streets is to provide access directly to abutting property. Local streets play an important secondary role as locations for utilities, locations for easements, open space for light and air, and firebreaks between buildings. Through traffic from one part of the Town to another is not intended to be carried on local streets.

The recommended standard for any new two-lane local residential street consists of a 60 foot right-of-way with a paved surface 36 feet wide, curb to curb. Road width can be reduced in special cases where no on-street parking is allowed (minimum road width is 28 feet). Sidewalks should be constructed on both sides of local residential streets, measuring at least five feet wide.

In 1998 the local streets in the Sterling Park neighborhood were upgraded through the Sterling Park Street Beautification Program. Due to existing constraints the improvements resulted in a 30 foot curb-to-curb distance within a 60 foot right-of-way. Initially conceived of as a utility undergrounding project, the program has resulted in the installation of street trees, ornamental light fixtures, and special paving. These improvements have significantly improved the appearance of the neighborhood, demonstrating how public works projects can be used to enhance neighborhoods.





**EXHIBIT C-6: Recommended Minimum Local Street Standards**

#### **5.03.251 Private Streets**

Private streets may be permitted for planned residential, commercial or cemetery developments in Colma. The improved width of private roads should be designed to accommodate the level of traffic the road is expected to carry. The minimum standard for a private road with no on-street parking is a 24 foot wide paved surface from curb to curb. All curbs should be vertical to facilitate drainage and cleaning.

#### **5.03.252 “Paper” Streets**

The Cypress Hills District has a series of public easements remaining from when the land was originally platted for development. Although the streets were never built, a number of lots within the platted area were sold speculatively. These lots, known as “in-holding” lots, have not been developed, but nevertheless the Town is obliged to maintain the paper streets as a theoretical means of access. The paper streets remain on the County Assessor’s maps. The Town supports land owner applications to abandon paper streets that do not provide access to in-holding lots, are not needed for utility purposes or are redundant with other paper streets. Applications are typically considered along with Lot Line Adjustment requests.

#### **5.03.253 Cypress Hills Access Road (Proposed)**

Within Cypress Lawn Memorial Park, a loop road will eventually extend from the cemetery entrance at Hillside/Serramonte to the Hillside/golf driving range access driveway that leads back to Hillside Boulevard. This access loop is intended to provide emergency access to cemetery properties and the base of San Bruno Mountain. The





road will be a private road, available for police and fire emergency use but general public access will be restricted.

#### **5.03.254 Decommissioned Landfill/Park Access Road**

Access to the decommissioned Hillside Landfill is provided by a two-lane road (Sand Hill Road; privately owned road). If the decommissioned landfill is redeveloped in the future, this access road will become the entrance to the site. The actual configuration and routing of the road may change depending on final end uses and conformance to accessibility and emergency access standards.

### **5.03.300 STREET TREES**

Street trees can improve Colma's appearance and provide a link between cemetery/open space and developed areas, especially where new development occurs. Street trees can enhance the building scale and soften the visual impact of development in new and existing areas, and can also act as a moderator to Colma's windy climate. Street trees are an important element of landscape plans and should be required as a condition of private development, where possible. A street tree program should be implemented along arterial and collector streets, where needed. The Town's Climate Action Plan encourages/mandates the planting of street trees when street projects or opportunities exist.

### **5.03.350 PARKING**

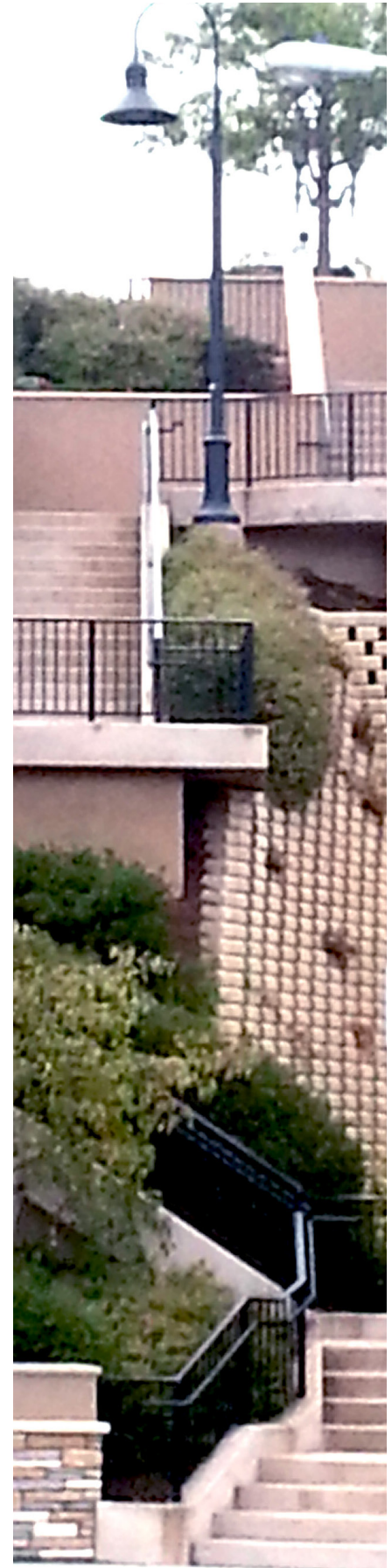
#### **5.03.351 Off-Street Parking**

Colma's Zoning Ordinance specifies the size and amount of off-street parking required for various types of land uses. Off-street parking keeps the roadways clear, reducing potential conflicts and facilitating traffic movement. To the maximum extent possible all parking should be off-street in Colma. On-street parking, where available, should be oriented primarily to short-term convenience use.

#### **5.03.352 Facilities for the Disabled**

The State of California Administrative Code requires that parking spaces for disabled persons be provided near the entrance to public buildings, business developments and multiple unit residential projects. Colma uses these standards for its off-street parking requirements for the disabled.

Curb ramps are essential for facilitating wheelchair access along City sidewalks and at street crossings. These facilities should be constructed at every street intersection whether signalized or not. Wheelchair access should also be incorporated where driveways



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cross sidewalks.

SamTrans provides Redi-Wheels, a service for disabled patrons. It is a curb-to-curb service for residents of San Mateo County who are unable to use the regular bus service. In addition, some SamTrans buses on local routes are equipped with wheelchair lifts.

### **5.03.400 RECREATIONAL TRAILS**

#### **5.03.410 PEDESTRIAN TRAILS AND WALKWAYS**

The Town should encourage the provision of pedestrian trails and walkways where opportunities arise. Opportunities include walkways along the open sections of Colma Creek, and a pedestrian path along the San Francisco Water Company right-of-way between Serramonte Boulevard and Collins Avenue. Likewise, the Town should maintain its sidewalk policy, which requires new development projects to provide sidewalks as a condition of development. Future improvements to still be considered or constructed are:

1. Hillside Boulevard between Hoffman and Serramonte (Phase I Hillside Improvement Project), which includes accessibility upgrades, bike lanes, street parking, a sidewalk on the east side (there already exists a sidewalk on the west side), high visibility crosswalks, pedestrian and vehicular lighting, and landscaping consisting of rain gardens and street trees, were approved as part of the Capital Improvement Plan in 2013. Improvements will extend between Serramonte Boulevard and Lawndale Boulevard when funding becomes available.
2. North side of Serramonte Boulevard from El Camino Real to Hillside Boulevard;
3. West side of Junipero Serra Boulevard between Serramonte Boulevard and Southgate Avenue.

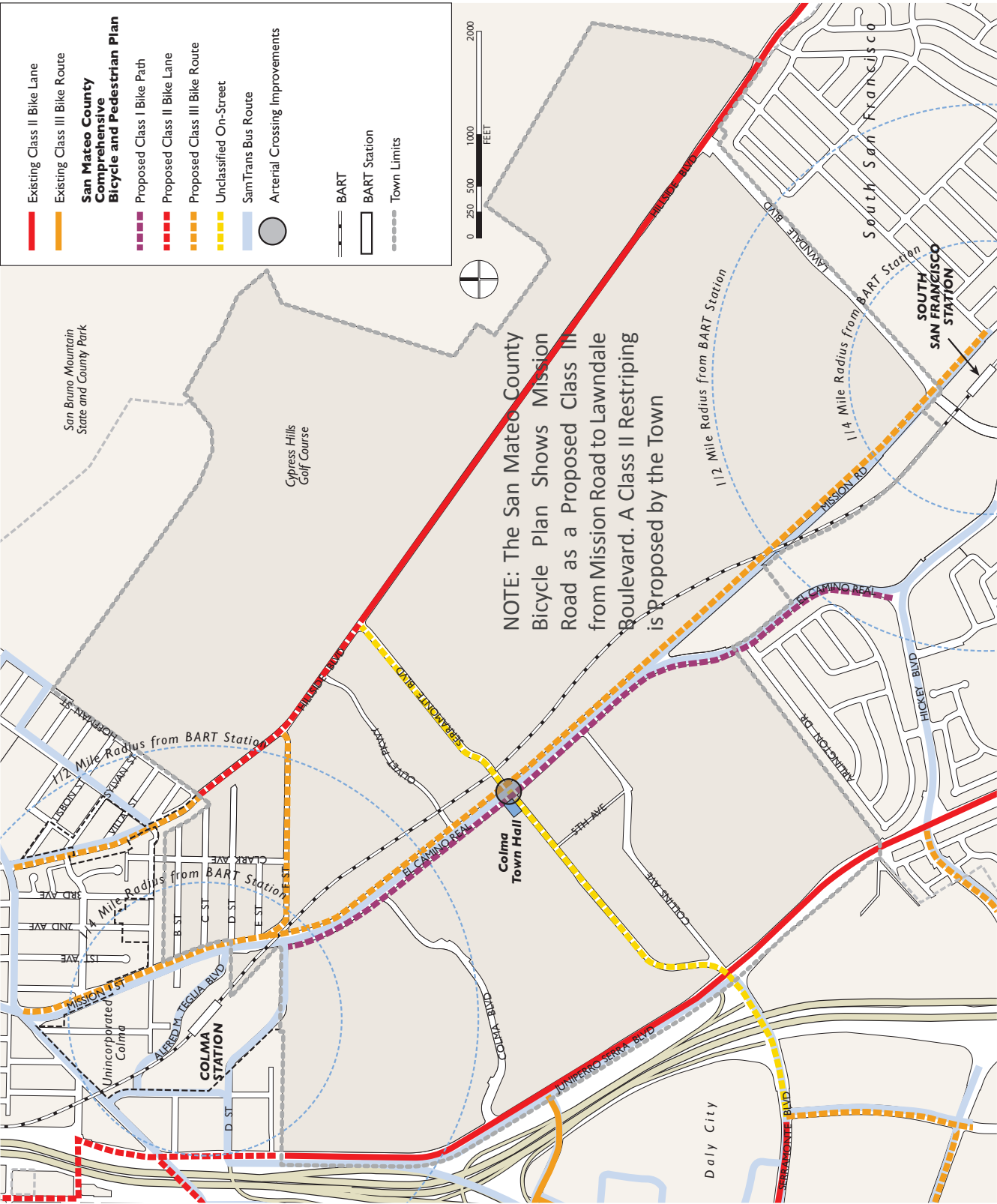
#### **5.03.420 BICYCLE FACILITIES**

For the addition of bicycle lanes to existing streets, San Mateo County has prepared and adopted a comprehensive San Mateo County Comprehensive Bicycle and Pedestrian Plan (September, 2011 – prepared by C/CAG). This plan includes proposed segments in Colma. Within Colma, existing bicycle facilities are currently limited to a Class II lane along a Hillside Boulevard and Junipero Serra Boulevard; however, there are several proposed segments in the County's Plan that the Town will consider adding when improvements are made to existing roadways. These include:





# EXHIBIT C-7: Bicycle and Transit Facilities



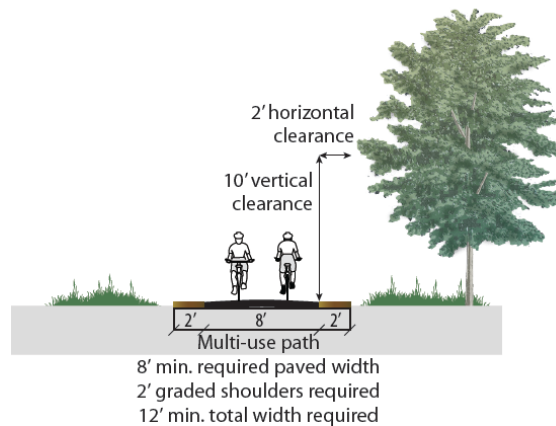
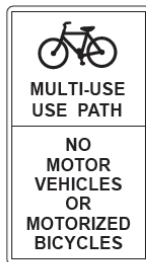
Source: CalTrans Design Standards for Bicycle Facilities, 2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan, Dyett and Bhatia, Town of Colma

## EXHIBIT C-8: CalTrans Design Standards for Bicycle Facilities

### CLASS I

#### Multi-Use Path

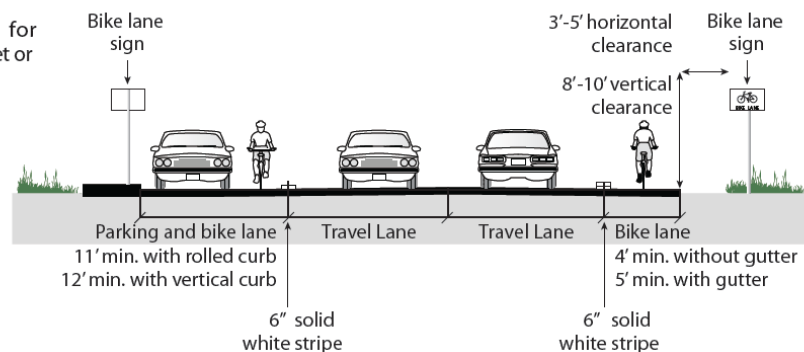
Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



### CLASS II

#### Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.

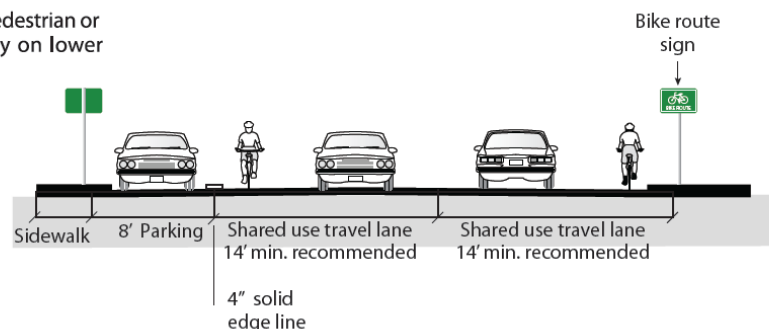


### CLASS III

#### Bike Route

#### Signed Shared Roadway

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.



Source: CalTrans Design Standards for Bicycle Facilities, 2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan



1. South San Francisco BART to Colma BART: Class 1 multi-use path – right-of-way yet to be determined, roughly along the west side of El Camino. This may involve use of the right-of-way of multiple agencies.

2. Class II lanes along all of Hillside Boulevard.

3. Mission Road/El Camino: Class 2 and 3 bike route along Mission Road and El Camino Real into Daly City and South San Francisco.

4. F Street between Hillside and El Camino: Class 3 bike route (would not have pavement markings due to brick streets), signs only.

5. Serramonte Boulevard between Hillside Boulevard and Junipero Serra: Unclassified on-street. Since Serramonte is narrow, steep and with high traffic volumes, any designated bike use would need to be studied.



*Bicycle Rack at Community Center*

#### **5.03.421 Bikeway Classifications**

Class 1: Bike Path. A separate right-of-way for bicyclists and pedestrians with minimal automobile cross-flow, a minimum two-way paved width of eight feet.

Class 2: Bike Lane. A dedicated five foot wide, one-way, striped lane for bicyclists within the existing street right-of-way, for bicyclists which allows for vehicle parking, pedestrians, and automobile crossflows.

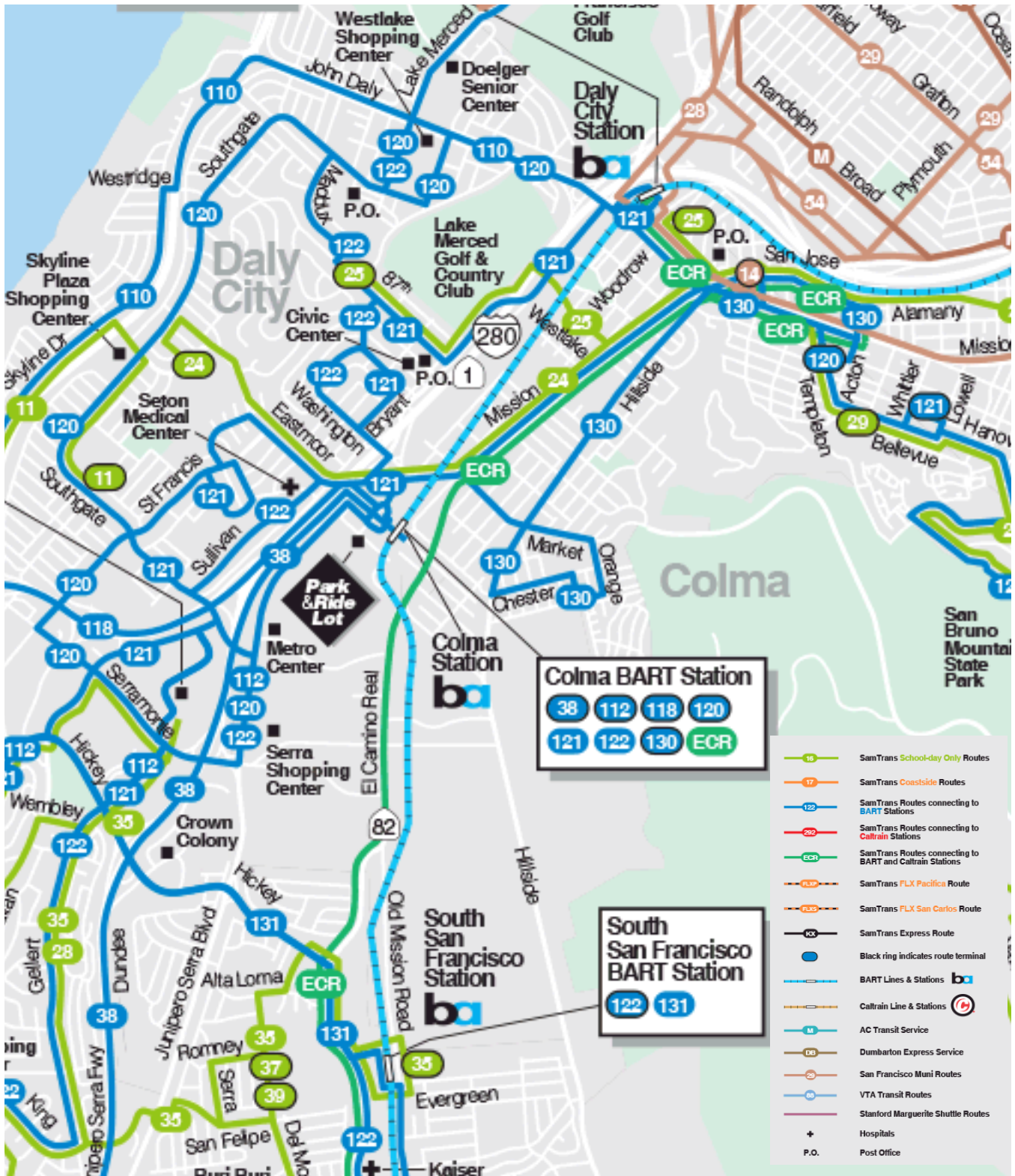
Class 3: Bike Route. Shared right-of-way with signage and possibly pavement markings which delineate shared use of the roadway with vehicles and pedestrians.

Unclassified on-street lanes would allow for bicycles, but may not have any regular improvements or signage. See Exhibit C-7 for bicycle facility design standards.

### **5.03.500 TRANSPORTATION FACILITIES AND PROGRAMS**

The public road system allows schedule and routing flexibility for those who use it. In contrast, transportation facilities (such as public transit) provide for the movement of goods and people generally along fixed routes and on a fixed schedule. Colma is fortunate to have

## EXHIBIT C-9: SamTrans Bus Route Map



Source: San Mateo County Transit District





access to three different modes of public transportation: air, rail, and bus. In addition, Colma residents and workers can take advantage of paratransit opportunities. The Town also has a Transportation System Management program.

### **5.03.510 PUBLIC TRANSPORTATION**

#### **5.03.511 Air Transit**

San Francisco International Airport is located approximately six miles from Colma, east of Highway 101 and adjacent to the Cities of San Bruno and Millbrae. The airport is a major regional passenger and cargo air terminal and the seventh most active commercial airfield in the world. It can be reached by Colma residents via private auto, SamTrans bus, and BART.

#### **5.03.512 San Mateo County Transit Facilities**

San Mateo Transit District (SamTrans) provides bus service throughout San Mateo County with connections to the Colma, Daly City, and South San Francisco BART Stations, San Francisco International Airport, Peninsula CalTrain Stations, San Francisco Greyhound Depot, and Downtown San Francisco's TransBay Terminal. It also provides access to Santa Clara County Transit, with connections in Menlo Park and Palo Alto.

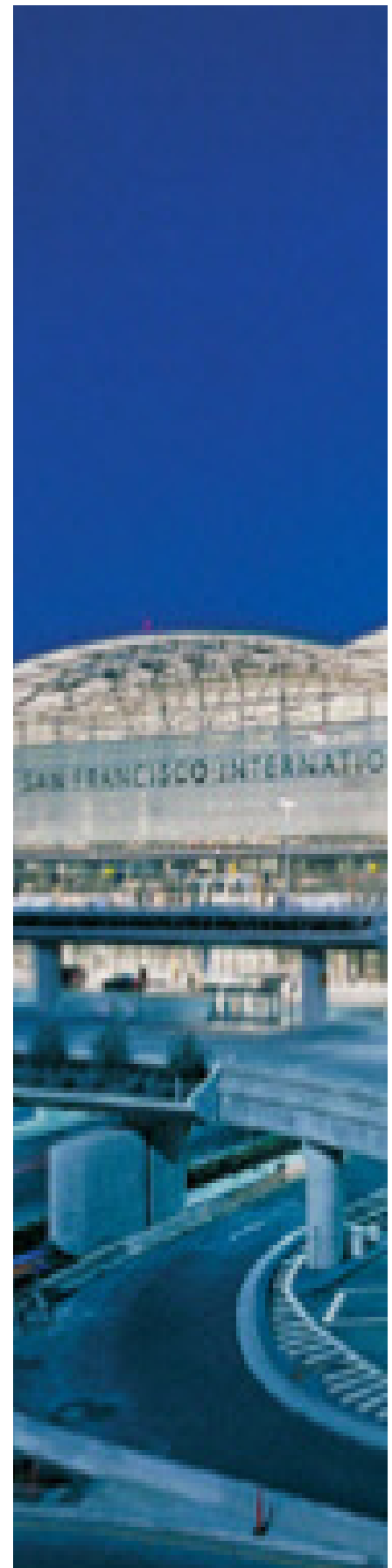
Colma residents can catch SamTrans Mainline Routes along El Camino Real or SamTrans Local Routes along El Camino Real and Junipero Serra Boulevard. Senior citizens and disabled patrons may ride anywhere in the County for a reduced fare.

#### **5.03.513 Bay Area Rapid Transit (BART)**

The Bay Area Rapid Transit District (BART) runs trains north and south through the Colma station. North bound trains pass through Daly City and San Francisco stations on their way to the East Bay (East Bay destinations include Richmond, Pittsburg/Baypoint, Dublin and Fremont), and south bound trains pass through South San Francisco, San Bruno, and Milbrae stations on their way to San Francisco International Airport. Trains run Monday through Friday from 4:00 A.M. to midnight and on Saturday and Sunday from 6:00 A.M. to midnight. The Colma BART station is located at Mission Street and Albert M. Teglia Boulevard, just north of the Colma Town Limits. The station has parking for 1400 automobiles.

#### **5.03.514 BART to San Francisco International**

In 2003, an 8.7 mile BART extension to the San Francisco International Airport was completed. In Colma, the extension follows the former route of the SPRR. This route runs roughly parallel to El Camino Real from F Street to the Mission Road "Y", then roughly parallels Mission Road to the South San Francisco city limits. The extension



Source: 2014 JetHub LLC







is underground (using cut-and-cover construction) along its entire length through Colma. The right-of-way is landscaped with a variety of trees and groundcover so that the existence of BART is virtually undetectable, supporting Colma's greenbelt theme. BART stations are in operation at South San Francisco, San Bruno, Millbrae, and within the airport at the International Terminal. The Millbrae station is "intermodal," providing a direct connection to CalTrain.

#### **5.03.515 CalTrain**

CalTrain, operated by the Peninsula Corridor Joint Powers Board, provides passenger rail service to the Peninsula cities, extending from San Francisco to San Jose and Gilroy. Trains run Monday through Friday from 5:00 A.M. to midnight, Saturday from 7:00 A.M. to midnight, and Sunday from 8:00 A.M. to 10:00 P.M. Colma's nearest CalTrain station is located approximately four miles away in South San Francisco. The station can be reached by Colma residents via private auto, SamTrans, cycling, or via BART through Milbrae's BART/CalTrain intermodal station.

#### **5.03.516 Paratransit**

Paratransit can best be described as participant or provider scheduled, collective transit using smaller vehicles such as vans and automobiles. Colma is fortunate to have many types of paratransit available for the benefit of citizens, employees and customers of local establishments. The following are examples of paratransit operating in Colma:

**5.03.516.1 511.org.** 511 is managed by a partnership of public agencies led by the Metropolitan Transportation Commission, the California Highway Patrol, and the California Department of Transportation. 511 was developed with the mission to provide comprehensive, accurate, reliable and useful multimodal travel information to meet the needs of Bay Area travelers. All Bay Area transit agencies are partners, so users can find resources for all modes of transport around the Bay Area.

**5.03.516.2 Redi-Wheels.** SamTrans provides on-call, curb to curb service for disabled and elderly residents of San Mateo County. Total ridership has increased steadily since its first year of service in 1980.

**5.03.516.3 Airport Shuttle Services.** Numerous airport shuttle services provide pickup service from or to a home or business in Colma to or from San Francisco International Airport. Airport shuttles provides a cost effective and efficient alternative to driving and parking for airport transfers.

**5.03.516.4 Taxis.** Private taxi companies are another form of paratransit in Colma. Colma is served by taxicab companies located in Pacifica, Daly City, unincorporated Daly City and South San Francisco. Cumulatively, there are over fifty (50) cabs available for these nearby companies to serve Colma. Due to the difficulty in monitoring taxi



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companies and current satisfactory service, it is the current policy of the Town to discourage the establishment of a new taxi service in Colma.

**5.03.516.5 Auto Dealer Shuttles.** Many of the local auto dealers provide a shuttle service to customers who are having auto repair work done on their cars. These shuttles assist individuals who live or work in Colma or neighboring communities.

**5.03.517 Transportation System Management (TSM)**

Transportation System Management seeks to limit expansion of parking and roadway improvements in favor of meeting future transportation demand by better usage of existing facilities. TSM includes such measures as car pooling, van pooling, variable work hours, high occupancy vehicle lanes, park and ride facilities, parking management, and facilities for bicycle commuters. TSM techniques generally serve to meet increased demand without large scale investments to increase capacity. The Town of Colma currently has a TSM ordinance which outlines the responsibilities and opportunities of the program within the bay area. Employers of 25 or more individuals are encouraged to participate in the program to provide information and alternatives to employees to reduce automobile dependence. The Town seeks to establish bicycle paths when possible.

**5.03.520 CONGESTION MANAGEMENT**

New development projects should be reviewed for their impacts on the transportation infrastructure. The impact of a specific project can vary depending on its relationship to roadways and public transportation facilities.

If a new or redeveloped project is projected to add a net 100 or more trips during any peak period (defined as 6-10AM and/or 3-7PM), a report must be made to the City/County Association of Governments of San Mateo County (C/CAG).

Local jurisdictions must ensure that the developer and/or tenants will mitigate all of the new peak hour trips generated by the project by selecting one or more of the options that follow. It is up to the local jurisdiction working together with the project sponsor to choose the methods that will be compatible with the intended purpose of the project. Additional measures to those listed below may be proposed for consideration by C/CAG in advance of approving the project, this list is not all inclusive:.

1. Reduce the scope of the project so that it will generate less than 100 peak hour trips.
2. Build adequate roadway and/or transit improvements so that





the added peak hour trips will have no measurable impact on the Congestion Management Program roadway network.

3. Contribute an amount per peak hour trip to a special fund for improvements to the Congestion Management Program roadway network. This amount will be set annually by C/CAG based on a nexus test.

4. Require the developer and all subsequent tenants to implement Transportation Demand Management programs that mitigate the new peak hour trips. A list of acceptable programs and the equivalent number of trips that are mitigated will be provided by C/CAG annually. Programs can be mixed and matched so long as the total mitigated trips is equal to or greater than the new peak hour trips generated by the project. These programs, once implemented, must be on-going for the occupied life of the development. Programs may be substituted with prior approval of C/CAG, so long as the number of mitigated trips is not reduced. Additional measures may be proposed to C/CAG for consideration. Also there may be special circumstances that warrant a different amount of credit for certain measures. These situations can also be submitted to C/CAG in advance for consideration.

### **5.03.600 SCENIC ROUTES MAP**

#### **5.03.610 SCENIC ROUTES**

El Camino Real, Hillside Boulevard, and Junipero Serra Boulevard have been defined as scenic routes through Colma. Key visual features of each have been described on the Scenic Routes Map. A generalized view corridor is shown along each of the routes. A more detailed analysis of each route, for the purpose of establishing precise boundaries for these corridors, is beyond the scope of the General Plan, but an analysis with specific corridor plans should be prepared in the future. The width of the corridor should be maximized when scenic quality is high, and minimized where existing development forms the visual boundary (see Exhibit C-1).

#### **3.611 Protection of the Scenic Corridors**

Every effort should be made to protect the overall visual experience along each of the identified scenic corridors, primarily through enforcement of sensitive site planning. Distant, panoramic views of Colma and its environs can be appreciated in a number of locations. In these locations (see Exhibit C-1), first priority should be in keeping buildings out of the corridor so that views are not blocked. In some cases, noise compatibility planning will support this approach. Where development is permitted in the corridor, landscaping should be required to screen views of buildings, and to quickly cover any scars





left from grading. The open quality of views should be retained by concentrating landscape materials near the objects to be screened rather than by creating a wall of vegetation adjacent to the road.

### **5.03.620 CRITERIA FOR SITE PLANNING IN SCENIC CORRIDORS**

Each development project within scenic corridors should be located, sited and designed to carefully fit within its environment. The scenic character of the site should be maintained as much as possible. The following criteria can be applied to development proposals in meeting the above stated goals.

#### **5.03.621 Site Planning**

**5.03.621.1** All roads, buildings and other structural improvements or land coverage should be located, sited and designed to fit the natural topography.

**5.03.621.2** All development should be sited and designed to minimize the impacts of noise, light, glare and odors on adjacent properties and the community-at-large.

**5.03.621.3** No use, development or alteration should create uniform, geometrically-terraced building sites which are contrary to the natural land form or which substantially detract from the scenic and visual quality of the Town.

**5.03.621.4** Development should not contribute to the instability of the parcel or adjoining lands, and all structural proposals including excavation, proposed roads and other pavement should adequately compensate for adverse subsurface conditions. Roads and structures should not be located where downward lateral forces can adversely effect a slope or creek bank.

#### **5.03.622 Paved Areas**

**5.03.622.1** The number of access roads to a Scenic Corridor shall be minimized wherever possible. Development access roads shall be combined, with the intent of minimizing intersections with scenic roads.

**5.03.622.2** Small, separate parking areas are preferred to single large parking lots.

**5.03.622.3** Paved areas should be integrated into the site, related to their structure,





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and should be landscaped to reduce their visual impact from scenic corridors. Textured paving should be considered.

#### **5.03.623 Landscaping and Views**

**5.03.623.1** Public views within and from Scenic Corridors should be protected and enhanced, and development should not be allowed to significantly obscure, detract from, or negatively affect the quality of these views. Vegetative screening may be used to mitigate such impacts.

**5.03.623.2** Selective clearing of vegetation, which allows the display of important public views may be permitted.

**5.03.623.3** Wherever possible, vegetation removed during construction should be replaced. Vegetation for the stabilization of graded areas or for replacement of existing vegetation shall be selected and located to be compatible with surrounding vegetation, and should recognize climatic, soil and ecological characteristics of Colma.

**5.03.623.4** A smooth transition should be maintained between development and adjacent open areas through the use of natural landscaping and plant materials which are native or appropriate to the area.

**5.03.623.5** Screening, as required under these design criteria, should not consist of solid fencing, rather it should be of natural materials of the area, preferably vegetation appropriate to the area in conjunction with low earth berms.

#### **5.03.624 Architecture**

**5.03.624.1** The design of the structure should be appropriate to the use of the property and in harmony with the shape, size and scale of adjacent buildings in the community.

**5.03.624.2** The architectural style of new buildings should incorporate a Spanish Mediterranean design theme with pitched roofs and varied horizontal planes to create shadows. Exceptions may be approved where this approach would clash with existing structures having historical or architectural merit.

**5.03.624.3** Highly reflective surfaces and colors are discouraged.

#### **5.03.625 Signs**

**5.03.625.1** No signs should be permitted within the front setback, or on rooftops. Billboard signs and pole signs should not be permitted within scenic corridors.

**5.03.625.2** Signs appropriate for use in a scenic corridor are small identification signs, small building face signs and monument signs. Night lighting should be limited to direct spot lighting.



### 5.03.626 Utilities

**5.03.626.1** Overhead utility lines should be placed underground to reduce the visual impact along scenic corridors.

**5.03.626.2** Underground utility lines will be required for all new public and private developments.

**5.03.626.3** Public utility structures shall be designed and sited so as to have an uncluttered appearance, subordinate to the setting.

### 5.03.700 ADOPTION DRAFT CIRCULATION ELEMENT POLICES

The following policies are set forth to help guide decision making with regard to circulation, transportation, and scenic routes in Colma. Programs necessary for the implementation of those policies are described following the policies section.

<b>5.03.710 CIRCULATION SYSTEM</b>		
<b>POLICY NUMBER</b>	<b>POLICY</b>	<b>IMPLEMENTATION MEASURE</b>
5.03.711	Commercial and industrial truck traffic, except for trucks serving local business, should be limited to highways or arterial streets for movement through the Town.	The City Engineer will require appropriate routes consistent with this policy.
5.03.712	Improvements to Collins Avenue consistent with the Plan Line for Collins Avenue should continue to be implemented as a condition of approval of new development projects.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.
5.03.713	On-street parking should typically be prohibited except on local streets. On-street parking, where necessary to support commercial businesses, should be oriented primarily to short-term use for the convenience of patrons.	Areas with prohibited or restricted on-street parking are designated with painted curbs and/or signs. The Public Works Department will maintain these designations. The City Engineer will recommend changes when applicable.
5.03.714	A loop road allowing access for emergency vehicles should be included in any future development of the Cypress Hills area. The road should connect the Serramonte Boulevard extension through the Cypress Lawn Hillside Campus to the current golf course access road.	The City Planner will make recommendations consistent with this policy to developers during the design review process. If the property is developed for open space use the road may be private and restricted as to general public access. The road may be installed in increments as land adjoining the right-of-way is improved.
5.03.715	The Town shall favorably consider street abandonment applications for paper streets that do not provide access to in-holding lots, are not needed for utility purposes, or are redundant with other paper streets, and will not in the foreseeable future serve a public purpose.	The City Planner and City Engineer will identify streets that meet the policy's criteria and make recommendations for abandonment to the City Council based on the merits of the abandonment application.
<b>5.03.720 COMPLETE STREETS POLICIES</b>		
<b>POLICY NUMBER</b>	<b>POLICY</b>	<b>IMPLEMENTATION MEASURE</b>
5.03.721	Private off-street parking should be developed in all of Colma's commercial areas to minimize traffic congestion. Private off-street parking should be developed in conjunction with residential development projects.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.



5.03.722	Pedestrian sidewalks or walkways should be constructed typically along all streets. These should be done as a requirement of private development, <u>where possible</u> .	The City Planner will make recommendations consistent with policy to the City Council for new development projects.
5.03.723	Sidewalks should be constructed where they do not presently exist, where feasible, on: <ul style="list-style-type: none"> <li>the west side of El Camino Real north of the entrance to the Greek Cemetery to the Colma BART station</li> <li>one side of Hillside Boulevard</li> <li>the north side of Serramonte Boulevard from El Camino Real to Hillside Boulevard</li> <li>the south side of Collins Avenue</li> </ul>	Projects will be considered as part of on-going CIP projects. For improvements on El Camino Real, Caltrans coordination will be required.
5.03.724	All loading and unloading of trucks associated with commercial uses should take place out of the road right-of-way in order to avoid potential conflicts with through traffic.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.
5.03.725	Facilities for disabled persons should be constructed in Colma including specified parking spaces, curb ramps at street crossings, sidewalk clearance around obstacles and sidewalk transitions at driveway crossings.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.
5.03.726	Additional driveway access points to El Camino Real and to arterial and collector streets should be discouraged in order to promote traffic safety and retain landscape corridors. Where possible, access should be developed from other streets.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.
5.03.727	The long term improvement of Hillside Boulevard should include sidewalks and landscaping.	Sidewalks and landscaping are proposed in improvements between Serramonte Boulevard and Hoffman Street. Sidewalks are proposed between Serramonte Boulevard and Lawndale Boulevard on the west side of the street. Existing sidewalk sections exist on the east side of Hillside Boulevard between Serramonte Boulevard and Sand Hill Road. Sidewalk on the east side of Hillside Boulevard between Sand Hill Road and Lawndale Boulevard would be required at the time of property development by the property owner.
5.03.728	The intersection of Mission Road and El Camino Real should be reconfigured to improve safety and to permit left turns from Mission Road onto El Camino Real.	The City Engineer will coordinate with Caltrans on an appropriate configuration. Any necessary funding will be considered in a future CIP.
5.03.729	The Town should strive to maintain a Level of Service D or better for all intersections. Levels of E or F should be tolerated during peak periods.	The City Planner and City Engineer will consider and require mitigation, where feasible, to the traffic impacts of new development projects in Colma and proposed in adjoining jurisdictions.



### 5.03.730 TOWN IMAGE

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE
5.03.731	<p>Colma recognizes six major gateways to the Town:</p> <ul style="list-style-type: none"><li>• El Camino Real at the intersection of F Street</li><li>• El Camino Real and Mission Road</li><li>• Serramonte Boulevard and Collins Avenue where they intersect Junipero Serra Boulevard</li><li>• Hillside Boulevard at the intersection of F Street</li><li>• Hillside Boulevard at Lawndale Boulevard</li><li>• Mission Road at Lawndale Boulevard</li></ul> <p>The Town's gateways should be enhanced and maintained with appropriate landscaping and to strengthen Colma's identity. Gateway elements (such as a sculpture or distinctive architecture) should be included at each gateway. The gateway elements should have a consistent theme. Improvements should be included as an element of private development, where appropriate.</p>	<p>The City Planner will make recommendations for the installation of new gateway signs and landscaping consistent with this policy to the City Council whenever a new development project or a CIP project is proposed that will allow for implementation. Remaining gateways to implement include:</p> <ul style="list-style-type: none"><li>• El Camino Real and Mission Road (which can be implemented when the intersection is reconfigured or improved, or property at 1988 Mission Road is developed)</li><li>• Hillside Boulevard at the intersection of F Street (to be implemented in Summer 2014)</li><li>• Hillside Boulevard at Lawndale Boulevard (to be implemented when the southern section of Hillside Boulevard is improved)</li></ul>
5.03.732	<p>Street trees should be planted along Colma's street system. Trees should be selected from a plant list approved by the City Council in order to create a unifying theme. Street trees should be planted as a requirement of private development, where such developments involve the public street frontage.</p>	<p>The City Planner will designate preferred trees for each street and make recommendations to the City Council for new development projects.</p>
5.03.733	<p>A utility undergrounding/street beautification program should be carried out for Mission Road in conjunction with the provision of additional off-street parking to improve visual appearance and traffic safety.</p>	<p>Undergrounding and beautification of Mission Road will be considered in as a future Capital Improvement Program project when funds become available.</p>
5.03.734	<p>Overhead transmission lines should be placed underground in order to improve the visual quality of all roadways.</p>	<p>Utility undergrounding will be considered in a future Capital Improvement Program.</p>

### 5.03.740 BICYCLE AND RECREATION IMPROVEMENTS

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE
5.03.741	<p>Bicycle lanes should be clearly marked on all designated bicycle routes.</p>	<p>The Town will implement, where feasible, San Mateo County's Comprehensive Bicycle and Pedestrian Master Plan (2011) when projects are being considered under the CIP. In addition, the Town will add Class II and class II bicycle markings and improvements to Mission Road, where feasible.</p>
5.03.742	<p>The Town should seek ways to implement bikeways along El Camino Real, and Hillside Boulevard.</p>	<p>Consistent with the San Mateo County Comprehensive Bicycle and Pedestrian Master Plan (2011), the Town will consult with Caltrans when improvements are being considered for El Camino Real in order to add bicycle lanes where feasible. Future phases of improvements to Hillside Boulevard will consider, where feasible, the addition of bikeways.</p>





5.03.743	The Town should work with the San Francisco Water Company to see what landscaping improvements are possible on the Water Company right-of-way between Serramonte Boulevard and Collins Avenue.	Securing of an access easement and landscaping of portions of the Water Company right-of-way on the Collins Avenue side shall be considered in the future. The Serramonte half of the right-of-way is proposed to be developed with a wellhouse structure that will be fenced for security.
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### 5.03.750 SCENIC ROUTES

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE
5.03.751	The Town recognizes El Camino Real, Hillside Boulevard, and the Junipero Serra Freeway as scenic routes. Detailed studies and mapping of the scenic routes should be undertaken as necessary to define precise corridor boundaries. Standards for site planning within scenic corridors should be adopted.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.

## 5.03.800 PROGRAMS FOR CIRCULATION ELEMENT IMPLEMENTATION

Circulation Element policies are intended to be implemented using both existing and proposed action programs. Reference is made as to whether the program is existing or proposed and the responsibility for program operation.

### 5.03.810 COMPLETE STREETS POLICY

#### 5.03.811 Complete Streets Principles

(1) *Complete Streets Serving All Users.* The Town of Colma is committed to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.

(2) *Context Sensitivity.* In planning and implementing street projects, departments and agencies of the Town of Colma shall consider local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements to be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks,



refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and traffic calming circles, transit bulb outs, and road diets.

(3) *Complete Streets Routinely Addressed by All Departments.* All relevant departments and agencies of the Town of Colma shall work towards making Complete Streets practices a routine part of everyday operations, and seek opportunities to improve streets and the transportation network for all categories of users through Complete Streets policies. The following projects provide opportunities to implement Complete Streets policies: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.

(4) *All Projects and Phases.* Complete Streets infrastructure shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C. 1 of this policy).

### 5.03.812 Implementation

(1) *Plan Consultation and Consistency.* Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except when such consistency cannot be achieved without negative consequences. In such instances, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation.

(2) *Street Network/Connectivity.* As feasible, the Town of Colma shall incorporate Complete Streets features into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

(3) *Bicycle and Pedestrian Advisory Committee Consultation.* Since the Town of Colma is a jurisdiction of fewer than 10,000 people, and does not have a Bicycle and Pedestrian Advisory Committee, the Capital Improvement Program (CIP) committee comprised of representatives of the Town's Public Works, Engineering, Planning, Police, Recreation



*Pedestrian*

*Source: 2014 Dog Breed Info Center*



*Bicyclists*

*Source: 2014 Atlas Obscura*



*Sterling Park Streetscape*



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Services and Finance Departments shall make determinations on the modes of transit to be considered with improvements being contemplated by the Town. The Committee may seek outside input from the community or other groups as part of their decision making process.

(4) *Evaluation.* All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of the Town of Colma are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

#### **5.03.813 Exemptions**

(1) *Leadership Approval for Exemptions.* Projects that seek Complete Streets exemptions must provide written finding of why accommodations for all modes that were not included in the project and signed off by the Public Works Director or equivalent high level staff person. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel.

#### **5.03.820 SUBDIVISION ORDINANCE**

(EXISTING; AMENDMENT RECOMMENDED)

The Town's Subdivision Ordinance should be amended to include standards consistent with the Circulation Policies set forth in the General Plan, including policies relating to protection of scenic corridors.

#### **5.03.821 Responsibilities**

##### ***City Planner***

Reviews tentative and final subdivision maps; coordinates the review process.

##### ***Department Heads***

Comment on development proposals; suggest conditions for project approval.

##### ***Public Works Director/City Engineer***

Provide input regarding project suitability.

##### ***Interested Citizens***

Provide input regarding project suitability.

##### ***City Council***

Decision making body; recommends, approves, or denies project, with or without conditions, based on findings set forth in the



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ordinance.

#### **5.03.830 ZONING ORDINANCE (EXISTING - AMENDMENT RECOMMENDED)**

The Zoning Ordinance sets forth minimum development standards including parking facilities, provisions for the disabled, and site plan standards. The Design Review zone should be amended so that site planning criteria for uses in scenic corridors is made part of the Zoning Ordinance.

#### **5.03.831 Responsibilities**

##### ***City Planner***

Evaluation of projects per standards; coordinates the review process.

##### ***Department Heads***

Comment on development proposals; suggest conditions for project approval.

##### ***Interested Citizens***

Provide input regarding project suitability.

##### ***City Council***

Decision making body; recommends, approves, or denies project, with or without conditions, based on findings set forth in the ordinance.

#### **5.03.840 CAPITAL IMPROVEMENT PROGRAM (EXISTING)**

The City Council has approved a Capital Improvement Program for implementing many of the projects described in the General Plan.

#### **5.03.841 Responsibilities**

##### ***City Engineer/Public Works Director***

Evaluation of projects per standards; coordinates the review process.

##### ***Department Heads***

Comment on development proposals; suggest conditions for project approval.

##### ***City Planner***

Provide input regarding project suitability, consistency with the General Plan and Complete Streets Policies .





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### ***Interested Citizens***

Provide input regarding project suitability.

### ***City Council***

Decision making body; recommends, approves, or denies project, with or without conditions, based on findings set forth in the ordinance.

#### **5.03.850 TRANSPORTATION MANAGEMENT (EXISTING)**

Local representation on County-wide and regional transportation agencies should be continued. The Planning Department should provide information to citizens on the availability of transit and the benefits of transportation management systems. Local incentives for participation in Transportation System Management should be considered.

#### **5.03.860 CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) CONGESTION MANAGEMENT PROGRAM (EXISTING)**

Under the policies of the Congestion Management Program (CMP), all land use changes or new developments that are projected to generate a net (subtracting existing uses that are currently active) 100 or more trips during any peak period (defined as 6-10AM and/or 3-7PM) must be reported to C/CAG.

#### **5.03.861 Responsibilities**

##### ***City Planner***

Evaluation of projects per standards. If projects meet CMP review criteria, the City Planner reports to C/CAG and coordinates the review process.



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***Department Heads***

Comment on C/CAG conformance options; suggest conditions for project approval.

***City Engineer/Public Works Director***

Provide input regarding conformance options and project suitability.

***Interested Citizens***

Provide input regarding conformance options and project suitability.

***City Council***

Decision making body; recommends, approves, or denies project, with or without conditions, based on findings.



