



LAND USE ELEMENT



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LAND USE ELEMENT

5.02.000 INTRODUCTION

5.02.010 PURPOSE

The Land Use Element is intended to describe the general distribution and intensity of present and planned future use of all land areas within the Town's jurisdiction.

5.02.020 RELATION TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element is influenced by each of the other Plan elements. While each land use type has certain basic land area requirements and service needs, the distribution of uses is significantly influenced by circulation and access, topographic features, noise factors, and the desire of cemetery owners and residents for open space and attractive surroundings.

5.02.030 LAND AREA AND LAND USE

Approximately 1.98 square miles are contained within Colma's town boundaries. Of this land area approximately 76% is presently committed to cemetery and agricultural land uses. This dominant land use type gives Colma its greenbelt theme. The town is primarily viewed by its residents as a community of cemeteries although the Town has a significant commercial core that primarily serves a regional market. The table below indicates the share of total land resources currently designated in each major land use category. The Land Use Map (Exhibit LU-2) illustrates the locations of these uses.

TABLE LU-1: PERCENTAGE OF TOTAL LAND AREA IN EACH LAND USE CATEGORY

Residential	1.82%
Commercial	13.68%
Public	0.36%
Cemetery/Agriculture	76.12%
Executive/Administrative	1.22%
Circulation	6.79%
Total	100%



Cemeteries are the most extensive and established land uses in Colma.

5.02.100 LAND USES

5.02.110 LAND USE COMPATIBILITY

5.02.111 Concept of Compatibility

There are inherent differences among land use types which help determine the most appropriate location for each type. The locational designations set forth in the Land Use Element are meant to provide for compatibility between adjacent uses and the features of the setting such as land slope, geologic condition, and noise level.

5.02.112 Use of Buffer

When it is necessary or desirable to place diverse land use types near each other, such as residential uses adjacent to manufacturing uses, or commercial uses adjacent to a cemetery, the use of a buffer to provide separation is recommended. This usually consists of fencing and planting, but may include building orientation to minimize conflicts that could result from such factors as noise, lighting, trespass, building aesthetics, traffic and parking.

5.02.113 Circulation and Access

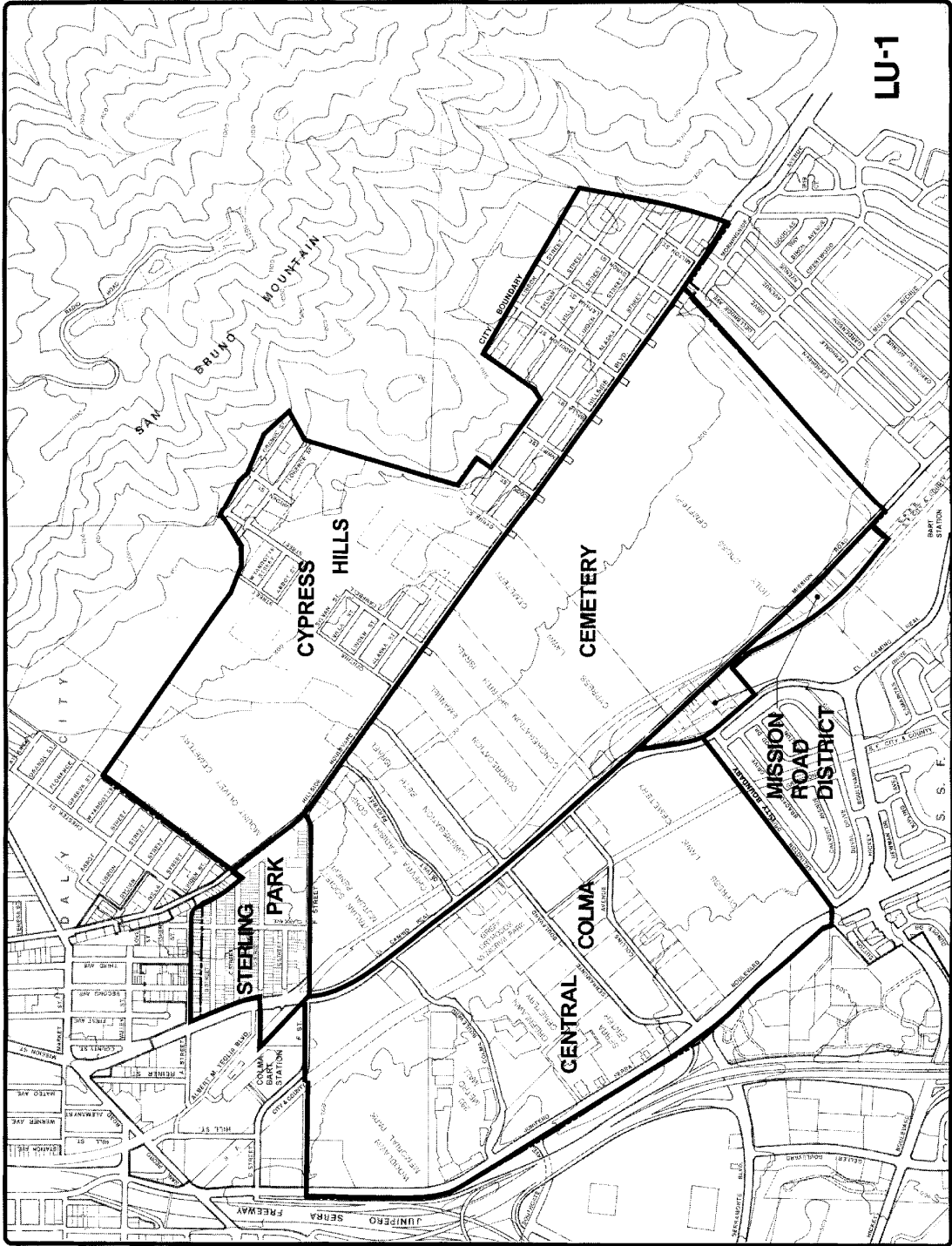
As a general rule, care should be taken so that non-residential traffic is not routed through local residential streets. Sufficient off-street parking should be provided for all new land uses to minimize congestion so that on-street spaces, where they are provided, are available for visitors. Where commercial uses may be placed in close proximity to residential or cemetery uses, even with the use of a buffer, care should be taken to orient the access and service areas of those commercial uses to avoid noise and visual intrusion.

5.02.114 Importance of Cemeteries

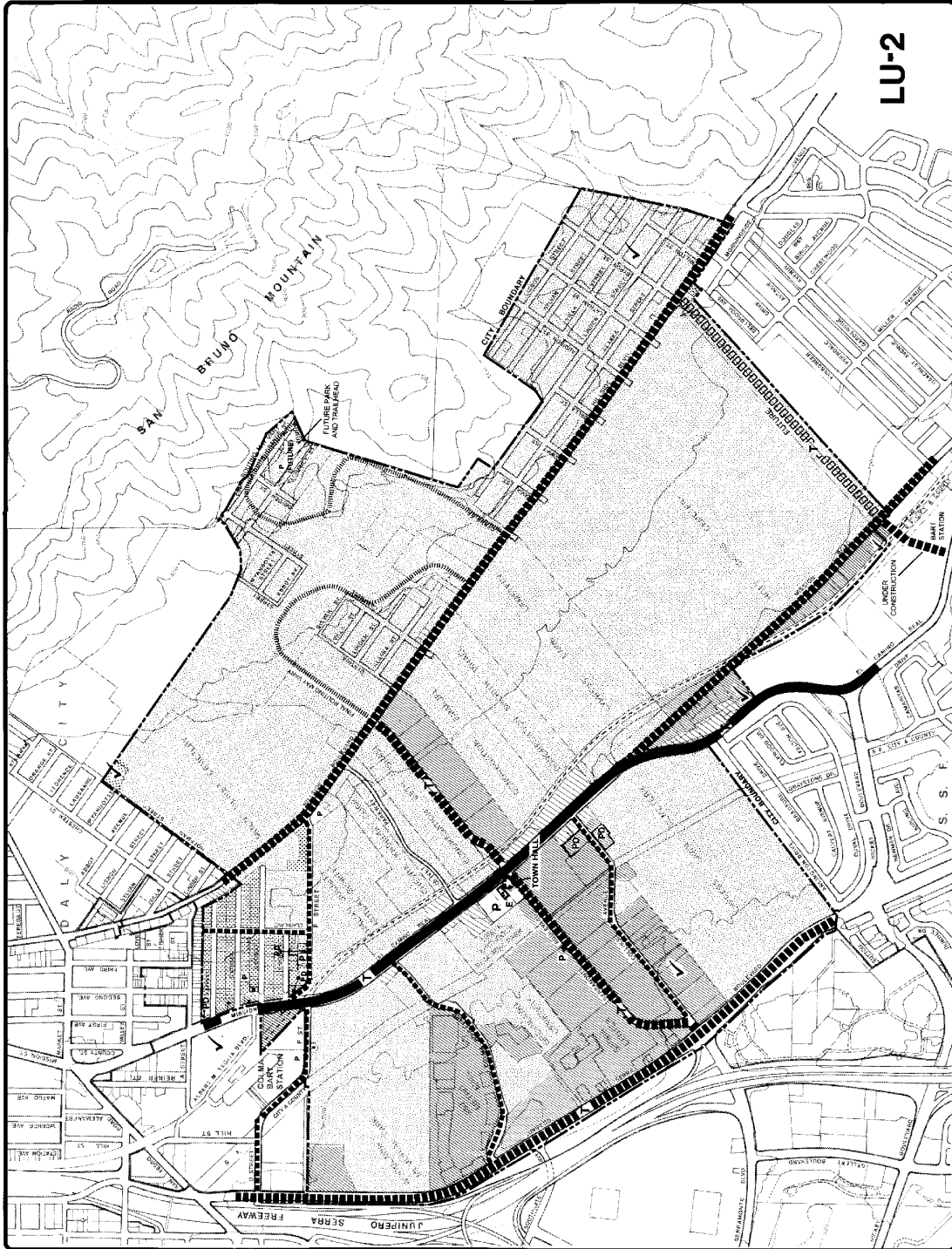
The most extensive existing and established land uses in Colma are memorial parks and associated uses including monument shops and florists. The aesthetic component of the community's character is largely a by-product of these land uses.

Large properties throughout the Town are rich in highly aesthetic amenities. Well-groomed lawns, rolling hills, manicured landscaping and

TOWN OF COLMA GENERAL PLAN
PLANNING AREAS
<small> MALCOLM CARPENTER ASSOCIATES CITY AND REGIONAL PLANNERS 8/99 </small>



TOWN OF COLMA GENERAL PLAN	
LAND USE	
GENERAL PLAN LAND USE DESIGNATION	
	RESIDENTIAL
	COMMERCIAL
	PUBLIC
	CEMETERY/ OPEN SPACE
	EXECUTIVE/ ADMINISTRATIVE
	PLANNED DEVELOPMENT
	SPECIAL POLICY APPLIES
CIRCULATION SYSTEM	
	STATE HIGHWAY (NON-FREEWAY)
	ARTERIAL
	COLLECTOR
	FUTURE
	TRUCK ROUTE
	BART UNDERGROUND SUBWAY
SCALE IN FEET 0 400 800 1200 NORTH	
MALCOLM CARPENTER ASSOCIATES CITY AND REGIONAL PLANNERS 6199	



natural vegetation, quiet scenic areas for meditation, and tranquil paths for strolling are common and essential features of Colma's memorial park uses.

Some high intensity land uses could present conflicts with this established land use. Visual effects of future development and noise impacts upon the Town's memorial parks are two factors which will receive attention in consideration of any future proposed development applications. Despite this constraint to properties adjacent to or within memorial park land, there are areas in the Town which are sufficiently removed or buffered from the memorial parks to allow for the development of a variety of higher intensity land uses.

5.02.115 Land Use Compatibility Chart

A land use compatibility chart can be found in the Noise Element to illustrate the types of uses which are most compatible with each of the noise zones. The Noise Element also contains a discussion on noise buffers.

5.02.120 RESIDENTIAL LAND USE

5.02.121 Planning Context

Only 1.82% of the area within the Town boundary is currently committed to residential land use. This is primarily concentrated in the Sterling Park Planning Area at present.

Single family homes and a small number of duplex, three and four unit structures comprise the predominant form of residential



The Sterling Park neighborhood is Colma's principal residential area.

development. The prevailing standards for lot size and housing unit size are 3,300 square feet and 1,200-1,500 square feet, respectively. Residential structures have a median age of about 50 years. The 1980 Census reported the condition of 70% of Colma's housing units to be good while 27% needed rehabilitation. Housing condition was not reported in the 1990 Census; however, a 1998 windshield survey found significantly fewer units needing rehabilitation. This may be due to private rehabilitation efforts inspired by a Town-sponsored beautification effort in the area. See the Housing Element for more detail on housing.

Colma's plan allows for a mix of residential types and unit sizes to occur. Land designated for residential purposes can be used for single family homes and small day care facilities as allowed uses. Home occupations and large child care facilities may be allowed in residential districts subject to a Use Permit. Residential facilities, including multiple dwellings, may be allowed in areas designated for commercial use upon approval of a Use Permit.

In order to assimilate additional population in an orderly fashion and so as not to exceed a total population of approximately 1500 by the year 2005, Colma regulates the rate at which new residential development occurs. A growth management policy restricts to 50 the maximum annual number of new units which become available for rent or purchase.

Areas suitable for residential use include Sterling Park, Mission Street near the Colma BART station, Mission Road near the future South San Francisco BART station and several scattered sites. These areas are identified on the Figure H-1 found in the Housing Element.

5.02.122 Residential Density

Intended residential density is expressed in terms of units per net acre. The number of residential units that can be accommodated on a development parcel can be calculated by dividing the acreage of the parcel by the number of units allowed per acre for a specific location in the Town. For unsubdivided parcels larger than five acres, the gross acreage must be reduced by 23% to account for circulation before

the theoretical number of residential units is calculated. If the number of units calculated results in a fraction, the answer is rounded down to the next full number.

5.02.123 Sterling Park Sub-Area (Intended Density: 13-30 units per net acre)

Sterling Park is the residential area bounded by Hillside Boulevard on the east, Mission Street on the west, and B Street and F Street on the north and south, respectively. It is largely the result of annexation of unincorporated County land to the Town of Colma. This neighborhood contains the majority of the Town's population and housing structures. Approximately 280 housing units are located in this area and it contains approximately 98% of Colma's population. Homes here consist of modest sized tract homes east of Clark Avenue, and both older single family and multiple units to the west. A number of the buildings west of Clark Avenue were relocated to the area during the construction of Highway 280 in the 1960's. The low end of the density range (13 units per net acre) corresponds to the density that is realized by constructing single family detached residential units on a minimum 33 1/3 x 100 foot lot for all infill development in the residential area. The upper end of the intended density range corresponds only to the commercial frontage on Mission Street and acknowledges the potential for development of higher density

residential units on upper floors in conjunction with retail frontage at the street level.

There are some properties in the residential area that are used for open storage, flower sheds and older warehouses. If these uses are destroyed or eliminated they may only be replaced with conforming residential uses. Development proposals will be rejected where building height, mass or residential density are incompatible with surrounding, developed sites. If existing duplex or multiple units are destroyed they may be replaced with an equal number of units only if current off-street parking, building height and setback standards are met.

Development of single family detached homes for infill to Sterling Park will help strengthen the residential area by encouraging home ownership and minimizing traffic. New housing should be compatible with the architectural style of existing buildings. The design must include pitched, rather than flat, rooflines, one and two story average height and building surfaces well articulated with windows, doors, balconies, bays, exposed beams, overhangs and similar features. A single story front facade should be featured. Buildings should be set back from the street to allow for attractive landscaping. Front yard areas, other than driveways, should not be used for parking nor for storage. Provision should be made to conceal trash receptacles,



Examples of new housing suitable for Sterling Park infill. Requirements for this area include pitched rooflines, one and two-story average height, and building surfaces well articulated with windows, doors, balconies, bays, exposed beams, and overhangs. These examples also have recessed garages, which help improve the appearance of the street.

mechanical and electrical equipment. Garages should be used for vehicle storage and not converted to living space.

Some commercial land uses exist at the neighborhood boundary along Mission Street. The boundary between land designated for residential use and that designated for commercial use in Sterling Park is intended to follow lot lines at the top of the steep bank paralleling the east side of Mission Street. In this way, the commercial uses, primarily with frontage on Mission Street, are at the lower elevations and the residential uses, with access from minor streets, are at the upper elevations.

With the opening of the Colma BART Station just west of the Sterling Park area in February 1996, the major investment and convenience of the transit system is expected to cause the value of surrounding land to increase. Pressure will be brought to develop vacant and underutilized sites more intensively. Residential demand will increase as will the demand for pedestrian-oriented retail uses. The Mission Street frontage in the Sterling Park Planning Area should change, over time, from a few commercial enterprises to a more intensive mix of street level retail uses with at least one level of off-street parking above or below grade. Street level commercial use is addressed in Section 5.02.134. Typically, two floors of residential units may be accommodated above the street level. Where possible, access to parking should be developed from side streets so the number of curb cuts on Mission Street can be minimized. Residential densities up to 30 units per net acre may be considered where ground level retail frontage is included along Mission Street. New buildings should be set back at least ten feet from the street curb with the setback area paved as sidewalk but articulated with planters, street trees and benches. Overall building height should be limited so that no more than two stories are seen from the prevailing elevation of the residential portion of Sterling Park. Pitched rooflines and articulated wall surfaces should be used to insure compatibility with the remainder of the Sterling Park Planning Area.

5.02.124 Scattered Sites (Intended Density: up to 22 units per net acre)

Various scattered sites that are not inventoried here may be suitable for residential development. Proposals for residential uses on scattered sites will be considered but may be rejected if the residential use would conflict with existing or planned land use for the specific area.

5.02.130 COMMERCIAL LAND USE

5.02.131 Planning Context

Approximately 13.68% of the land area within the Town limits is committed to commercial land use. Although the Zoning Ordinance identifies only one commercial zone, the General Plan locates specific commercial sub-areas and contains policies and guidelines aimed at directing specific types of commercial uses to specific sites. Four commercial sub-areas are recognized in the Plan: a Core Commercial Area, two Service Commercial Areas and two areas identified for mixed Commercial/Residential uses. There are also some scattered, outlying commercial sites that are not included in these recognized planning areas. Specific policies are included to govern the types of uses at various identified sites. Where noted, coverage refers to the percentage of the site area that may be covered by buildings or structures, and, FAR refers to floor area ratio which is the ratio of building floor area to site area.

5.02.132 Core Commercial Area (Coverage: 50%; FAR: 1.5)

Colma's core commercial area is associated with the Central Colma Planning Area. It is intended to house the Town's most extensive use of commercial land including two regional shopping centers, an extensive new car Auto Sales District, and several large individual retail facilities. The Commercial Core Area is centered on Serramonte Boulevard between El Camino Real and Junipero Serra Boulevard, extends south to Collins Avenue and north to Colma Boulevard. The City Council should encourage tenants that strengthen the retail orientation of the Serra Center and 280 Metro Mall. Emphasis should also be given to encouraging the expansion of the Auto Sales District onto vacant and redevelopable properties located at the

westerly end of Collins Avenue. Commercial uses should not be expanded easterly from the 280 Metro Center along Colma Boulevard in order to protect the cemetery frontages on Colma Boulevard and the continuity of cemetery uses along El Camino Real north and south of Colma Boulevard. Service facilities related to the major automobile dealerships on Serramonte Boulevard may be included on the same site with the principal retail use or in separate facilities located on Collins Avenue or in one of the two identified Service Commercial Areas. It is intended that new development in the Core Commercial Area will include convenient off-street parking and high quality landscaping that results in an attractive street frontage. Signs should be integrated with building architecture; however, it is recognized that freestanding signs may be necessary in the Core Area.

**5.02.133 Service Commercial Areas
(Coverage: 50%; FAR: 1.0)**

Service commercial uses include auto servicing, light manufacturing, warehousing, contractors' supplies and other non-retail uses. Three areas suitable for the concentration of service commercial uses include Serramonte Boulevard east of El Camino Real, the central portion of Collins Avenue, and the northerly portion of the Mission Road District. Service commercial uses should be contained within a building. No open, uncovered storage of materials, supplies or refuse should be permitted and all repair and manufacturing work must be done inside of a building qualified to meet building and fire code standards for such use. Auto repair and servicing facilities, in particular, should not be approved unless there is sufficient off-street parking for each employee, vehicles waiting for service or repair, repaired or serviced vehicles waiting for pickup and vehicles stored until needed parts arrive. It is intended that new development in the Service Commercial Areas will include convenient off-street parking and landscaping that results in an attractive street frontage. Signs should be integrated with building architecture; pole signs should be discouraged.

In the Mission Road District, some commercial parcels have frontage on both Mission Road and El Camino Real. Access to and from the

segment of El Camino Real bordering the Mission Road District is potentially hazardous because of poor visibility due to the curvature of the road, relatively high traffic speeds, and a steep embankment. Access to parcels with frontage on both El Camino Real and Mission Road should be restricted to Mission Road.

Special guidelines and design standards for development along the Collins Avenue corridor have been adopted and are covered under a separate heading. Uses along Collins Avenue have included auto servicing, light manufacturing, and contractor's supplies -- uses that are primarily contained in a building and do not, regularly, draw a large clientele to the site. Buildings with these service uses may not cover more than 50% of the site and total floor area may not exceed 1.0 times the lot area. As properties along Collins Avenue are redeveloped, however, new uses that support the Auto Row function of the Core Commercial Area should be encouraged. Where a new use is consistent with those of the Core Commercial Area, an FAR of 1.5 would apply.

5.02.134 Mixed Commercial/Residential Areas (Coverage: 75%; FAR: 3.0; Intended Density: 30 units per net acre)

Mixed commercial and residential uses will be encouraged in the southerly portion of the Mission Road District and in the commercial frontage along Mission Street in the Sterling Park Planning Area pursuant to Planned Development Zoning. Both of these locations are within convenient walking distance of existing or planned BART stations and bus lines, helping to minimize reliance on automobile use. With the development of the new BART stations near D and Mission Streets, west of Colma, and adjacent to the Hickey Boulevard extension, south of Colma, it is expected that surrounding land values will increase and pressure will be brought to develop vacant and underutilized sites more intensively. It is intended that mixed commercial/residential uses will consist of pedestrian-oriented retail facilities on the ground floor with two or more levels of residential or office uses above. It is the most intensive use of commercial land in Colma.

New buildings should be set back at least ten feet from the street curb with the setback area



A building with pedestrian-oriented retail facilities on the ground floor and residential uses above.

sites will be compatible with nearby, established land uses. Sites that are close to cemeteries or residences, for instance, should be restricted to uses that do not generate traffic or noise and that are not visually unsightly. Signs, other than small identification signs, should be discouraged. Planning and zoning designations should not be changed to create any new scattered commercial sites. When opportunities arise, the outlying commercial uses should be eliminated and the land use designation changed for improved compatibility with surrounding uses.

5.02.136 Commercial Land Use Development Guidelines

It is intended that new buildings in all commercial districts, with the exception of established shopping centers, will incorporate a Spanish/Mediterranean architectural theme. Exceptions will be considered if this approach would clash with existing improvements having recognized historical or architectural merit.

paved as sidewalk but articulated with planters, street trees and benches. Pitched roofs should be used and the front facades should be well articulated with windows, doors, balconies, bays, exposed beams, overhangs and similar features. Appropriate ground floor uses are listed below:

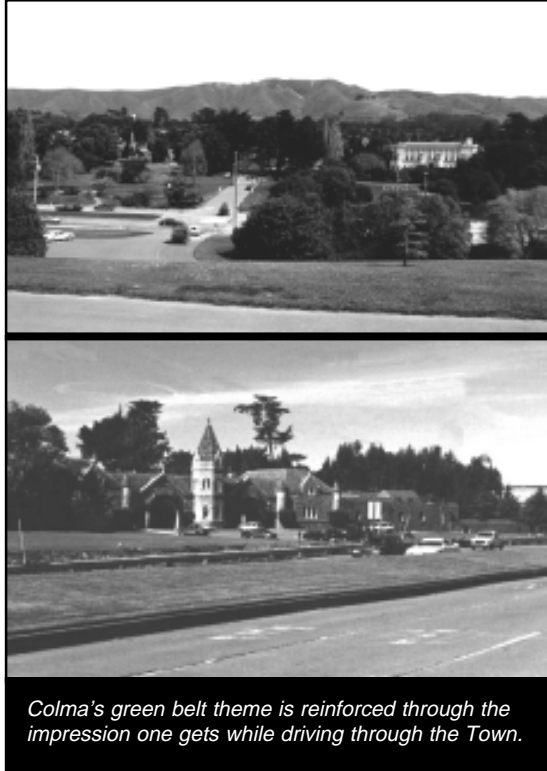
- | | |
|----------------|-------------------|
| Baker | Hardware Store |
| Barber Shop | Health Club |
| Beauty Salon | Home Furnishings |
| Book Store | Office Supplies |
| Butcher Shop | Pet Store |
| Camera Store | Pharmacy |
| Clothing Store | Restaurant |
| Coffee Shop | Shoe Sales/Repair |
| Delicatessen | Specialty Foods |
| Dry Cleaner | Sporting Goods |
| Florist | Toy Store |
| Gift Store | Video Rental |

5.02.135 Outlying Commercial Areas (Coverage: 50%; FAR: 1.0)

Outlying commercial uses are scattered across the Town. Specific policies should be used to ensure that the types of uses allowed on these



Examples of a commercial buildings incorporating Spanish Mediterranean architectural themes.



Colma's green belt theme is reinforced through the impression one gets while driving through the Town.

5.02.140 CEMETERY, AGRICULTURE AND OPEN SPACE LAND USES

5.02.141 Planning Context

Cemetery, agriculture and open space uses make up 76% of the land area in Town. Cemetery uses are concentrated in the Cemetery Planning Area and are also found in each of the other planning areas. In addition to memorial parks, uses found in this designation include flower growing plots, florists, greenhouses, monument shops and the Cypress Hills Golf Course. Other uses appropriate for this designation are private schools and churches. This land use designation is essential in maintaining Colma's greenbelt theme and it contributes to the economic base of the Town. The facilities on these lands draw people from around the Bay Area.

As the current trend toward cremation rather than ground burial continues, some cemetery owners may find that they have undeveloped land that could be leased or sold for other uses. As this occurs more intensive land uses may take the place of certain cemetery designations. These changes would, most likely, require a

General Plan Amendment and zone change. Maintaining Colma's greenbelt theme throughout such changes can be accomplished in the way specific development proposals are implemented.

Colma's green belt theme is reinforced through the impression one gets while driving through the Town. Open space features such as large tree masses throughout the cemeteries, median strip landscaping and street trees on principal routes and the open, naturalized channel along open sections of Colma Creek, are all necessary in maintaining the open space character of the Town. The City Council will take action to improve civic beauty including tree planting, road median landscaping and enforcement of conditions related to private development projects. Further discussion of open space is found in the Open Space/Conservation Element.

5.02.142 Cemetery, Agriculture and Open Space Land Use Development Guidelines

Cemeteries are generally required to have Building Permits for most structures. However, Use Permits are not required for crypts, mausoleums and chapels. Use Permits are required for cemetery business offices, maintenance buildings, corporation yards, mortuaries and other uses which could detract from the green belt theme if they are not designed and sited properly. Cemetery structures should be set back from property lines to ensure land stability and to provide space for building maintenance and buffer landscaping. It is intended that new buildings seen from public streets will incorporate a Spanish Mediterranean architectural theme unless this approach conflicts with existing improvements having recognized architectural or historic merit. Exterior walls should be well articulated and landscaped to be attractive to neighboring land uses particularly where cemetery grounds abut a residential area.

5.02.150 EXECUTIVE/ADMINISTRATIVE LAND USE (Coverage: 50%; FAR 1.0)

5.02.151 Planning Context

The Executive/Administrative land use category was established to expand the range of possible land uses and economic opportunities along El



An example of an Executive/Administrative building incorporating a Spanish Mediterranean architectural theme.

Camino Real while continuing to protect the green belt theme of cemeteries. The Executive/Administrative designation is applied to land where the previous land use designation was Cemetery/Agriculture/Open Space. It may also be used to replace a commercial land use designation when access constraints and aesthetic objectives warrant such a conversion. In this land use category cemetery or memorial parks and floricultural or agricultural uses are allowed with no Use Permit. Those uses allowed upon issuance of a Use Permit are nurseries, flower shops, monument shops, medical service offices and professional business offices. These uses are typically compatible with cemetery uses because traffic generation is minimal, large signs are not needed and buildings can be screened with landscaping. Restaurants, in general, are not intended for this land use category however to encourage expansion of suitable places for business and community gatherings the City Council will consider proposals for restaurants which include banquet facilities capable of accommodating 50 or more people separated from the main dining rooms. No fast food facilities will be permitted.

At this time just over one percent of the Town's land area is designated for Executive/Administrative land use. Designations occur along both sides of El Camino Real. As conversions from the Cemetery/Agriculture/Open Space land use designation are made on other lands fronting El Camino Real, the Executive/Administrative designation will be applied.

5.02.152 Executive/Administrative Land Use Development Guidelines

Preservation of Colma's greenbelt theme is an important objective of the Executive/Administrative land use category. It is intended that new buildings on land designated for Executive/Administrative use will incorporate a Spanish Mediterranean architectural theme with a pitched roofline and that each development will include convenient off-street parking and high quality landscaping that perpetuates the greenbelt theme. Parking should be placed behind buildings or in fenced or walled enclosures well screened by landscaping. Roll up doors and loading areas should be located so they do not face the front of the lot. Signing should be restricted to small, building face signs whenever possible and no pole signs should be approved.

5.02.160 PUBLIC AND QUASI-PUBLIC UTILITIES, FACILITIES AND SERVICES (Coverage: 50%; FAR 1.0)

5.02.161 Planning Context

Because of Colma's small residential population, many basic utilities, public facilities, and services are provided by contract with special districts or through agreements with adjacent cities. Colma residents are provided with utilities such as water, sewer, and power, public facilities such as local government and schools, and services such as police and fire protection. This land use category typically includes the types of activities and facilities which are generally recognized to be more efficiently provided by a public or quasi-public agency than by individuals. Public facilities and Town-owned facilities other than streets, include the City Hall, an office building and senior housing complex next to Town Hall, two small parks, a neighborhood community center site on F Street, an office building on Hillside Boulevard at F Street and a sewer pump station. Publicly-owned properties are so designated on the General Plan Land Use Map (Exhibit LU-2).

When opportunities arise, Colma should acquire additional vacant or underutilized land for community recreation purposes, a new public safety facility, playing fields, a library, and a corporation yard. Certain minimum levels of

water quality, sewage treatment, and power are prescribed by State and Federal guidelines; and, there are ratios of personnel to total population for police and fire service which are desirable goals to achieve. Basic utilities and facilities that are located outside of the Town are discussed but are not indicated on the land use map.

5.02.162 Public and Quasi-Public Facilities

5.02.162.1 Town Administration. Colma's government offices are housed in an attractive Spanish-style building complex located at the corner of Serramonte Boulevard and El Camino Real. Administrative offices and police facilities are contained in the main Town Hall. In addition, the Town owns a small office building adjacent to Town Hall on the north along El Camino Real. This building houses the Town's Engineering, Building and Planning functions.

Colma's government is the Council-Manager form. A five member City Council, including the mayor, is elected by the Colma citizens. The City Manager is hired by the City Council. The City Council sets official Town policy and acts as Planning Commission in administering planning activities.

The Town employs its City Manager and Police force on a full time basis. Other functions such as City Attorney, City Engineer, Building Official and City Planner are provided on a contract basis by private consultants.

The maintenance of public facilities and landscape is performed by town staff or is

contracted out to private individuals or firms, while the maintenance of roads is provided by San Mateo County on contract.

5.02.162.2 Public Schools. Colma has neither public nor private schools within the town limits. School age children living in Colma attend school in nearby Daly City or South San Francisco. The Town is part of both the Jefferson Elementary School District, the Jefferson Union High School District, and the South San Francisco Unified School District. The Jefferson districts include the Sterling Park neighborhood and houses on Hillside Boulevard. The South San Francisco district includes houses in the Mission Road area. None of these school districts provides buses to transport students to and from school.

Colma Children within the Jefferson Elementary School District attend kindergarten through the 4th grade (K-4) at Colma Elementary School. The school is located at 444 East Market Street near Hillside Boulevard, about one-half mile north from Colma's Sterling Park residential area. There are 463 students (1998) currently enrolled. The school's capacity is 480.

Children in grades 5-6 attend the Susan B. Anthony School, which opened in 1998 to relieve overcrowding that was occurring at Colma Elementary. 639 students are currently enrolled (1998), with a capacity of 670. The school is located at 575 Abbot Avenue, about one-half mile from Sterling Park.

Junior High school aged children attend grades 6-8 at Thomas R. Pollicita Middle School. The Middle School is located adjacent to Colma Elementary School at 500 East Market Street. Current enrollment at Pollicita is 565 students (1998) with a capacity for 900 students.

Colma high school students within the Jefferson Union High School District attend grades 9-12 at Jefferson High School. The school is located at 6996 Mission Street between Westlake Avenue and West Cavour Street. The school is approximately 1-1/4 miles north from Colma's Sterling Park residential area. Jefferson's current enrollment is 1400 students (1998) and its capacity is 1700 students.



Colma's government offices. The Spanish-style architecture of Town Hall provided the inspiration for Colma's design guidelines.

Colma children living within the South San Francisco Unified School District attend elementary school at Sunshine Gardens Elementary School. The school is located at 1200 Miller Avenue, about one-half mile southeast from Colma's Mission Road area. There are 384 students (1998) currently enrolled.

Children in middle school attend Parkway Heights Middle School, located 825 Park Way, about 1.5 miles southeast from the Mission Road area. Current enrollment is 817 students (1998).

Colma high school students living within the South San Francisco Unified School District attend El Camino High School. The school is located at 1320 Mission Road, just across the city limits from Colma. The school's current enrollment is 1,512 students (1998).

All of the South San Francisco schools serving Colma students are reportedly at capacity (1998). There is an open enrollment policy within the district, however, allowing students to attend other schools in the district on a space-available basis.

5.02.162.3 Private Schools. The nearest private school available to Colma residents is the Holy Angels School. It is located at 20 Reiner Street in Daly City, one-half mile west of Colma's Sterling Park residential area. The school is operated by the Holy Angels Catholic Church and teaches grades kindergarten through 8th. Its current enrollment is 327 students (1998) and their capacity is 330 students. Tuition is paid monthly and varies depending upon the number of children enrolled from a family, and the amount of parental participation in the school.

In the case that a private school is proposed to be constructed in Colma, it is appropriate to find a site located near established residential areas and public transit routes. A General Plan Amendment will be required except for sites in a commercial district.

5.02.162.4 Recreational Facilities. The Urban Land Institute (ULI) has suggested standards for park facilities based on population to be served. The ULI standards recommend a two

acre neighborhood park for every 1,000 population to be located within one-half mile radius of the population served. Parks located within the town limits include Bark Park (dog exercise park, 0.11 acres) at 427 D Street, the Sterling Park Community Center (0.33 acres) located at 427 F Street, the Auto Row Lunch Park (0.06 acres) located on Serramonte Boulevard and an unimproved community garden area measuring about 1.35 acres (gross) included as part of the 2.2-acre senior housing complex located adjacent to Town Hall. Recreation facilities that are available include the nine hole Cypress Hills Golf Course, located east of Hillside Boulevard and several private health clubs located within a one-half mile distance of Colma in Daly City. Residential developments over ten units in size will be required to provide on-site recreational facilities or to contribute to the purchase or improvement of off-site facilities. When possible, the Town should acquire vacant or underdeveloped sites for development of additional recreational facilities.

San Bruno Mountain State and County Park lies adjacent to Colma's easternmost boundary. The park entrance, however, is approximately four and one-half miles from the Sterling Park neighborhood. The park consists of 2,266 acres of rugged landscape offering hiking opportunities and outstanding views of Colma and the central Bay Area. The facilities provided here include an extensive trail system, picnic grounds, day camp, and an handicap accessible nature trail. Vehicular access to the park is gained from Guadalupe Canyon Parkway in Daly City. Pedestrian access to the park from Colma can be gained via a trailhead on Hillside Boulevard near the southernmost boundary of the Town. This trailhead leads up a ravine to the ridge top where the greater trail network can be accessed. A future trailhead is proposed on the Hillside Landfill property to be improved when the landfill is closed (estimated after year 2000).

5.02.162.5 Churches. Although Colma has several memorial chapels within the town limits, there are no churches in Town. Memorial chapels are generally small facilities within cemetery grounds where mourners can gather for special services. Chapels do not have regular hours or agendas and do not require a

Use Permit. There are several churches nearby in Daly City, however. Some of these churches are: Holy Angels Catholic Church on Reiner Street, First Baptist Church on Lisbon Street, Hope Lutheran Church on San Fernando Way, and United Methodist church on Southgate Avenue.

Churches are distinguished from memorial chapels by having a regular schedule, a pastor or other regular speaker, a regular congregation and/or mailing list, and a group that organizes activities. Adequate off-street parking must be provided, and a Use Permit is required. If a church is proposed to be built in Colma, a site should first be sought within a cemetery/agriculture land use area; second, in an executive/administrative land use area; third, in a commercial area.

5.02.162.6 Library. The nearest library to which Colma residents have access is the Daly City Main Branch Library located at Gellert Park on Wembly Drive in Daly City. The library is part of the Peninsula Library System and offers direct or computer access to a wide variety of information sources. Colma will seek to establish its own library.

5.02.162.7 Child Care. Day care homes and child care centers are located within Daly City and South San Francisco, adjoining Colma. Child care facilities should be encouraged in Colma, in both residential and non-residential areas in ways that are compatible with existing uses. All facilities will be encouraged to register with the Child Care Coordinating Council of San Mateo County.

5.02.163 Public and Quasi-Public Services

5.02.163.1 Safety Service. Colma has its own police department located within the Town Hall at the intersection of Serramonte Boulevard and El Camino Real. The Department (1998) consists of 17 sworn officers, 4 sergeants, a chief, a lieutenant, a dispatch supervisor, 4 dispatchers, 2 per diem dispatchers, and an administrative assistant. Counting both sworn officers and sergeants, there are a minimum of two per shift. The Department has 9 patrol cars. Average response time to a call for service is less than two minutes. It is expected that as Colma's population and commercial base grows the need for additional personnel will have to be evaluated.

Police facilities at Town Hall are currently too small for the department's needs. The Town should investigate whether to expand the existing facility or acquire a site elsewhere for a new facility. If the Police Department remains at Town Hall, additional space could be generated by expanding into the parking area behind Town Hall or onto adjacent Town-owned land.

Fire protection is provided to Colma by the Colma Fire Protection District, made up of 29 paid call fire fighters and three salaried part-time personnel (Chief, Battalion Chief, and Staff Captain) (1998). The Fire Protection District responds to calls within the town limits and the surrounding unincorporated areas. The station is located at 50 Reiner Street. The volunteers have an average response time of 3.5 to 4.0 minutes. Available equipment consists of 4 engines (three 1,500 gallon per minute capacity and one 1,000 gallon per minute reserve engine), one 75-foot aerial ladder truck and one squad truck (1998). For additional protection the Town has mutual aid agreements with the Daly City and San Mateo County Fire Departments. The California Division of Forestry protects the San Bruno Mountain Park.

Should the Fire Protection District be dissolved in the future, the Town should consider acquiring the District's existing Reiner Street facility, which is strategically located relative to Colma's most urbanized areas and is convenient to the Sterling Park residential area. Alternatively, the Town could acquire a site for a new public safety facility.

5.02.163.2 Medical Services. Both the police department and fire protection district provide emergency first aid and rescue service. At this time the Town has no doctors or other medical facilities other than veterinary within the town limits. The nearest hospital is Seton Medical Center located west of I-280 at 1900 Sullivan Avenue in Daly City. Facilities there include 357 licensed beds (1998) plus emergency and outpatient service.

5.02.163.3 Health and Safety Services. Public health inspections are provided by San Mateo County personnel. This service is on a request basis and includes inspection of water and sewer facilities, water quality in Colma Creek

and monitoring of septic systems. San Mateo County is responsible for administering a plan to regulate hazardous materials. Colma will provide information to the County on such matters as land fill sites and individual business which handle hazardous materials. Colma will assist in regulating the use, transport and disposal of hazardous materials in Colma through conditions of Use Permits.

5.02.163.4 Public Transit Services. Transit services in Colma are provided by the San Mateo County Transit District (SamTrans). Residents of and visitors to Colma can catch a SamTrans Mainline bus along El Camino Real or a SamTrans Local bus along Junipero Serra Boulevard, El Camino Real, or Mission Road. From Colma a person can take the bus to nearly any place in San Mateo or San Francisco Counties, including schools, shopping areas, BART Stations, the San Francisco Airport, or the Seton Medical Center.

The San Francisco International Airport is located east of Highway 101 approximately six miles south from Colma. This airport provides access to domestic and worldwide destinations.

The Colma BART Station is located in an unincorporated area located just west of the Sterling Park residential neighborhood at Mission Street and D Street. From here one can travel into San Francisco, across the Bay to Oakland, and from there north to Richmond, east to Concord, or south to Fremont.

SamTrans and BART are sponsoring a BART extension to San Francisco International Airport that is scheduled for completion by the year 2003. To ensure that visual and noise effects do not detract from the tranquil atmosphere required for Colma's memorial parks, the line extension through Colma is being constructed underground following the abandoned S.P.T. Railroad right-of-way. A new station will be built just south of Town adjacent to the Hickey Boulevard extension.

5.02.163.5 Postal Service. A small branch post office is located at the back of the Drug Barn in the Serra Shopping Center. It is conveniently located for merchants and shoppers. The nearest Post Office to Colma's Sterling Park residential area is the Colma Station of the Daly City Post Office. It is located

at 7373 Mission Street, just north of Market Street.

5.02.164 Public Utilities

5.02.164.1 Sewer Service. Colma's existing sewer system is mapped on Exhibit LU-3. Extensions to this system are possible to any areas of the Town requiring new service due to development. Currently, the Town, through joint powers agreements, uses the South San Francisco - San Bruno Joint Wastewater Treatment Facility and the North San Mateo County Sanitation District Treatment Plant. The collection system in Town is, therefore, segmented.

The northern part of Town is served by 10 inch, 8 inch, and 6 inch sized lines which connect to a 10 inch force main located along the unincorporated portion of A Street. A sewer pump station is located at F Street. The Colma Creek Branch of the South San Francisco sewer system is located along Mission Road near the Holy Cross cemetery. The central and southern part of Town is served by this gravity flow system.

5.02.164.2 South San Francisco Sanitary Treatment Plant. The South San Francisco Sanitary Treatment Plant is located east of Bel Aire Road in South San Francisco. The plant has an average dry weather flow capacity of 9.0 million gallons per day (mgd). The current demand is approximately 9.6 mgd which can be processed using chemicals to meet the regional water quality control discharge requirements. A \$41 million expansion program, expected to be completed in 2001, will result in a nominal design capacity of 13.0 mgd.

Through an agreement with South San Francisco and San Bruno, Colma has purchased the right to contribute maximum flows up to 450,000 gallons per day (gpd) to the shared plant. The Town currently uses approximately 130,000 gpd (1998). This represents 29% of the maximum flow rights. There is adequate system capacity to service the projected foreseeable development in Colma.

5.02.164.3 North San Mateo County Sanitation District Treatment Plant. The North San Mateo County Sanitation District Treatment Plant is located near John Daly

Boulevard and Lake Merced Boulevard in Daly City. Through an agreement with the Sanitation District, Colma is allowed the treatment of 490,000 gpd of wastewater with annual growth increments not to exceed 30,000 gpd. The plant has a design capacity of 10.3 mgd and currently treats approximately 6.8 mgd (1998). Colma currently contributes 37,617 gpd (1998) representing 7.7% of the Town's full allocation.

Wastewater at the plant is given secondary treatment and then discharged into the Pacific Ocean. Wastewater solids are transported off-site for land disposal.

5.02.164.4 Water Service. Water service is provided to the Town by California Water Service Company (See Exhibit LU-4). Colma is within Cal Water's South San Francisco District, which provides water from a combination of groundwater and purchased water sources. The purchased water is acquired from the San Francisco Water Department, whose sources are the Hetch Hetchy System, the Tuolumne Basin, and individual local sources. A new treatment plant for the groundwater supply opened in 1997. The supply and storage capacity of water reservoirs is adequate to meet the present needs and foreseeable growth of Colma as projected in the Housing Element.

Colma is located above a ground water aquifer associated with local geology. Well water is the primary source of irrigation water used by the cemeteries in Colma.

The City and County of San Francisco, acting under the jurisdiction of its Public Utilities Commission, owns land and easements for its water transmission lines through Colma. The main right-of-way, from the southern edge of Cypress Lawn Cemetery on the south, to the northern edge of Woodlawn Cemetery on the north, has a consistent open space designation through Colma recognizing the fact that the subsurface waterlines prevent structures from being built. The right-of-way between Collins Avenue and Serramonte Boulevard is designated for Commercial land use allowing commercial uses that do not require a building such as parking of vehicle inventories related to the auto sales industry.










5.02.164.5 Power and Energy Use. Colma's principal sources of power are from natural gas and electricity supplied by the Pacific Gas and Electric Company (P.G.& E.).

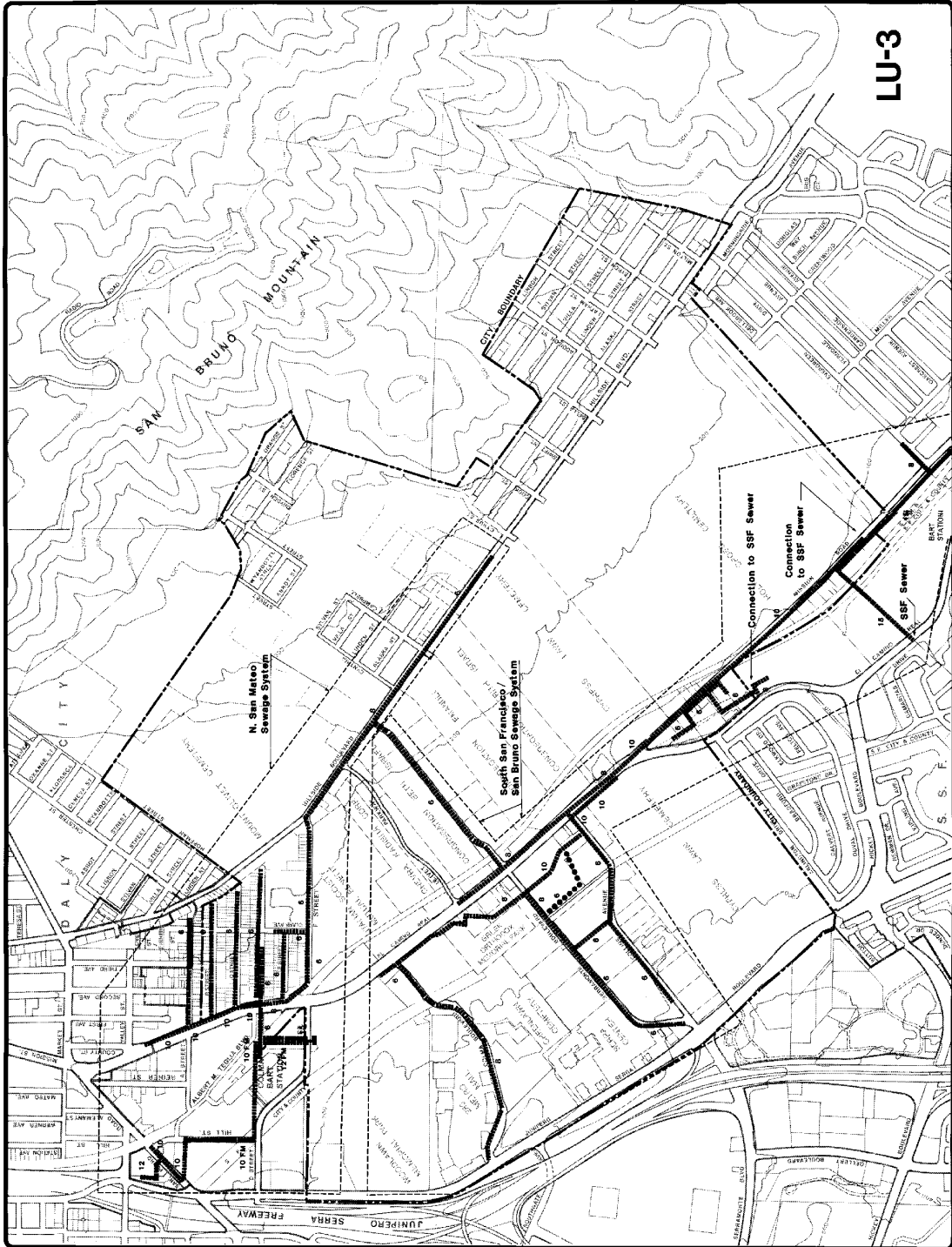
Various figures are available for estimating the average use of energy for residential projects. However, much larger quantities of energy are used by various industries in manufacturing processes, and by businesses in heating and lighting. Estimates of energy use should be prepared for the environmental assessment of specific projects and ways sought to minimize consumption wherever possible. The following approaches to energy use minimization are suggested:






- Maximize the north-south orientation of homes in order to take advantage of solar energy. As solar information becomes more readily available and understood by the general public, the use of solar equipment for preheating of water and for space heating and cooling should be required.

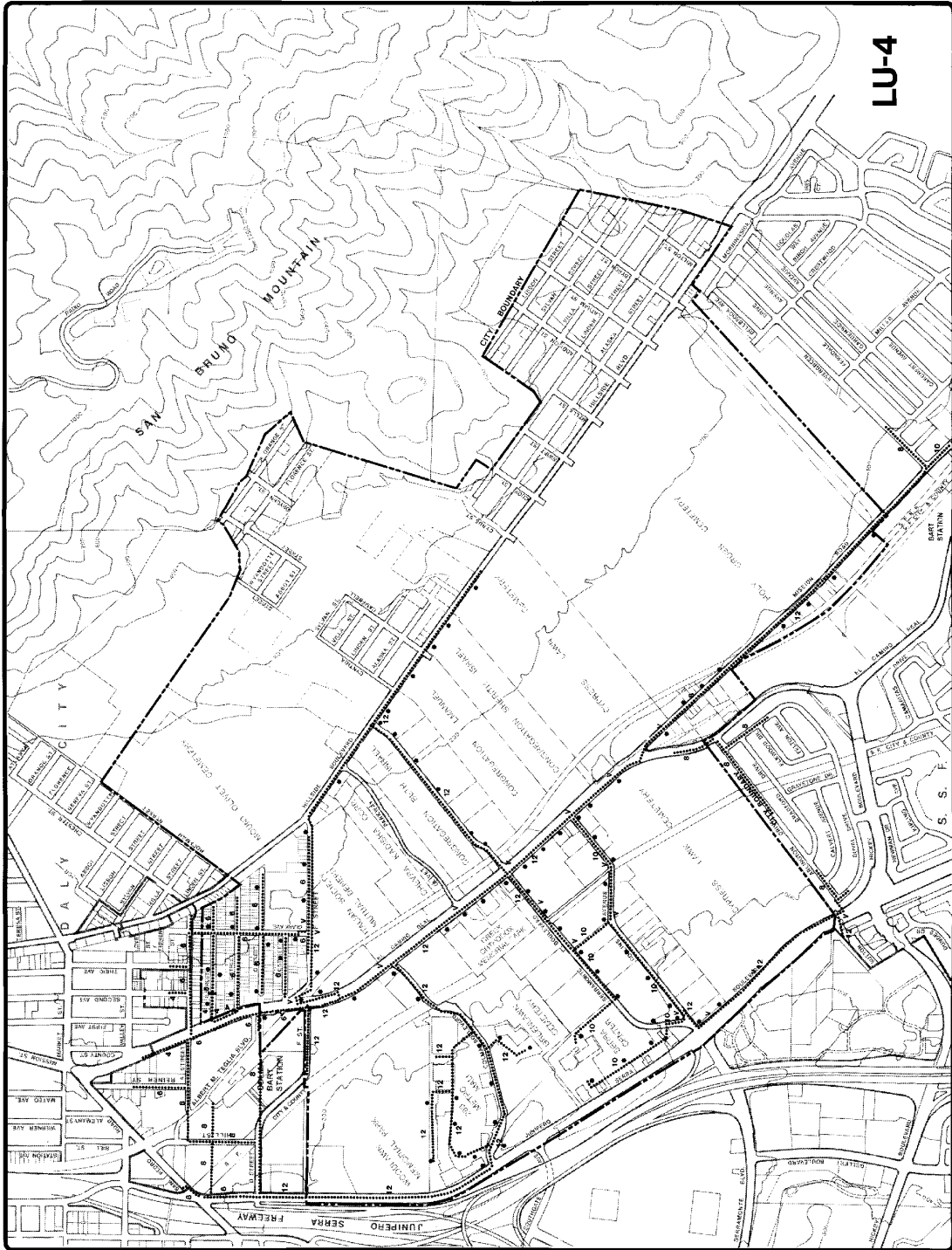


The utility undergrounding project in Sterling Park (under construction, left) has resulted in the creation of a handsome streetscape (middle and right).

TOWN OF COLMA GENERAL PLAN	
SEWER	
	Sewer Line Location
	Pipe Diameter in inches
	Force Main
	Pump Station
	Proposed New Sewer Line
	Private Sewer Line
	Sewage System Boundary
 SCALE IN FEET	
 NORTH	
MALCOLM CARPENTER ASSOCIATES CITY AND REGIONAL PLANNERS 6/99	



TOWN OF COLMA GENERAL PLAN	WATER	<ul style="list-style-type: none">  Water Line Location  10" Pipe Diameter in Inches  Fire Hydrant Locations  Water Shutoff Valve  Proposed Water Line Location 	<p>SCALE IN FEET 0 400 800 1200</p> <p>NORTH</p> <p>MALCOLM CARPENTER ASSOCIATES CITY AND REGIONAL PLANNERS 6/99</p>
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- Maximize the use of proper insulation in construction of buildings to be used for habitable purposes.
- Design office buildings to have operable windows for natural air conditioning rather than relying on artificial means.
- Utilize fluorescent and other lower cost means of illumination to minimize the cost of lighting.
- Utilize good quality space heaters to minimize energy lost through exhaust. Combine heating with heat pumps to make furnaces more efficient.

5.02.164.6 Utility Undergrounding. In all new construction, whether residential or commercial, power lines and telephone lines must be placed underground. Service utility boxes and transformers must be screened from view by fencing and/or landscaping.

In areas of existing development, utility lines should be placed underground in order to give Colma's streets a neater appearance. This undergrounding should occur as funds become available, and in the following priority:

1. Mission Street - Daly City to F Street
2. El Camino Real - F Street to Serramonte Boulevard.
3. El Camino Real - Serramonte Boulevard south to town boundary.
4. Mission Road - El Camino Real to town boundary.
5. Hillside Boulevard.
6. Junipero Serra Boulevard.
7. Collins Avenue
8. Serramonte Boulevard - El Camino Real to Hillside Boulevard.

5.02.164.7 Telephone and Communications. Local and nearby telephone communication is provided by Pacific Bell to Colma residents. Long distance telephone service is provided by numerous companies as selected by local users. TCI Cable TV provides a television cable service for subscribers in Colma. Commercial

communication structures such as towers, antenna and equipment buildings are only allowed in commercial and open space districts subject to a Use Permit and then only when not highly visible from public roads.

5.02.164.8 Storm Drain Facilities. All storm water runoff flows by gravity through open channels and culverts to Colma Creek. Once the creek leaves Colma it continues most of the way in an open channel through South San Francisco and into the Bay. Areas with flooding potential are discussed in the Safety Element. Open space characteristics of the creek are discussed in the Conservation/Open Space Element.

5.02.164.9 Solid Waste Disposal Facilities. Solid waste produced in Colma is collected by Browning Ferris Industries (BFI). Garbage is collected once a week and, subscription to the service is mandatory in Colma. The main solid waste disposal site for San Mateo County is the Ox Mountain landfill located north of Highway 92, three miles east of Half Moon Bay. The landfill site had a remaining capacity of approximately 22.8 million tons as of January 1998. It has adequate capacity to serve the needs of Colma and other subscribers into the year 2016, assuming cities meet the Assembly Bill 939 requirement to reduce waste by 50%.

A private landfill site, operated by Calco, is located in the Cypress Hills area east of Hillside Boulevard in Colma. The Hillside Landfill is located partly in the County and partly in Colma. It accepts contractor's refuse and debris boxes with the intent of emphasizing recycle of usable materials. The approved plan for landfill closure specifies June 1999; however, the operators are seeking an extension to September 2001.

5.02.170 LAND USE FOR CIRCULATION

The amount of land used for freeways, local roads, and railroads in most communities is significant. Colma, however, has a relatively small amount of land committed to circulation routes because of the large tracts of land held by the various cemeteries. At the present time approximately 6.79% of the total land area is devoted to public roads. The road system is discussed in detail in the Circulation Element.

5.02.171 Access to In-Holding Lots

The Cypress Hills District has a number of historic “in-holding” lots. These are lots typically purchased many years ago for speculative purposes and remain even though the bulk of the land has been acquired by Holy Cross Cemetery and Cypress Abbey Company. Roads were never physically constructed to provide access to these lots, although public easements, known as “paper streets,” have been maintained to provide theoretical access. The paper streets remain on the maps presented in the General Plan as well as on the County Assessor’s maps. Wherever possible, the Town should abandon paper streets that do not provide access to an in-holding lot, are not needed for utility purposes, or are redundant with other paper streets.

5.02.180 PLANNED DEVELOPMENT LAND USE

Colma’s Zoning Ordinance contains a Planned Development (PD) Zone to allow flexibility of design to deal with special situations such as might be encountered with mixed uses. Developments under PD zoning are expected to be similar in intensity to projects that would be allowed under a standard zone and must be compatible with the surrounding neighborhood. PD zoning is expected to result in an exemplary project that provides an amenity value that might not otherwise be afforded by normal standards. PD zoning is not intended to accommodate density increases.

5.02.190 VACANT AND REDEVELOPABLE SITES

Colma has a limited number of vacant and redevelopable sites (See Exhibit LU-5). Not all vacant sites are available for urban development, however -- the large tract of vacant land in the Cypress Hills area east of Hillside Boulevard, for example, is designated open space. Refer to Exhibit LU-2 for the Land Use designations of specific vacant sites.

Colma does not have a redevelopment district as described by California planning law. Rather, the term “redevelopable sites” in the Colma General Plan refers to underdeveloped sites,

underutilized sites, and those with non-conforming uses. Generally, the current uses of these sites are not considered the “highest and best” uses. These sites represent private redevelopment opportunities.

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, as well as its compatibility with surrounding land uses. Large size projects are subject to City/County Association of Governments (C/CAG) Congestion Management Program review (see Section 5.03.516 in the Circulation Element).

5.02.200 GATEWAY SITES

Colma’s image is dependent on what is seen from the road as people approach and move into the Town. Colma’s separate identity and sense of containment can be strengthened by the experience of entering the Town through park-like gateways. The Plan identifies six distinct gateways:

- Mission Street at the intersection of B Street
- El Camino Real and Mission Road
- Serramonte Boulevard and Collins Avenue where they intersect Junipero Serra Boulevard
- Hillside Boulevard at the intersection of Hoffman Street
- Hillside Boulevard at the Hickey Boulevard extension
- Mission Road at the Hickey Boulevard extension

Improvements to these gateways are described in the Circulation Element.

5.02.210 COLLINS AVENUE CORRIDOR DEVELOPMENT GUIDELINES

A number of vacant underutilized or non-conforming uses exist in the Collins Avenue Corridor. The purpose of this section is to establish guidelines to be followed in the future development of properties fronting Collins Avenue.

**TOWN OF COLMA
GENERAL PLAN**

**INVENTORY OF VACANT
& REDEVELOPABLE
SITES**

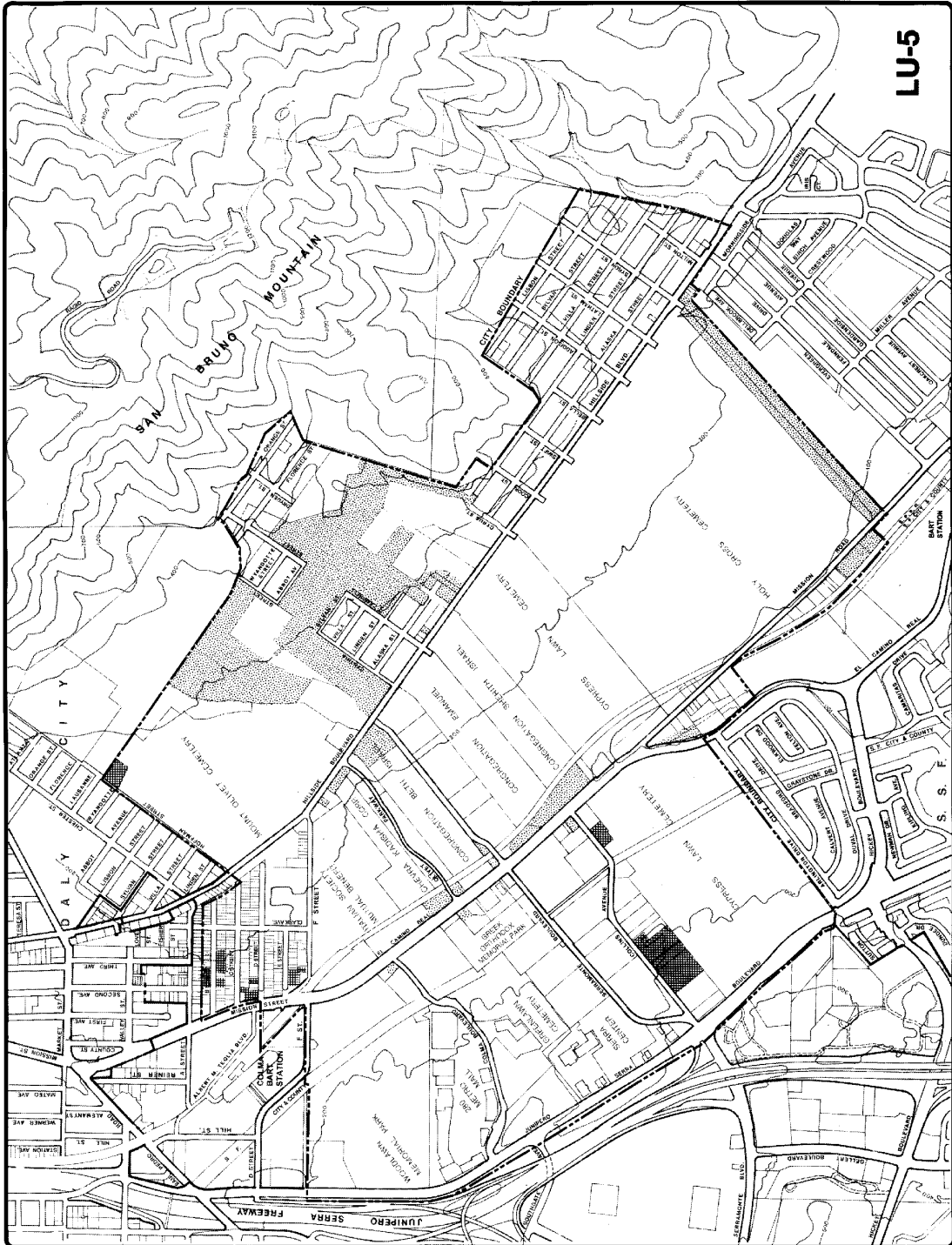
**VACANT
PARCEL**

**REDEVELOPABLE
PARCEL**
(Parcel with non-conforming uses
or undeveloped condition)

NOTE: Refer to Town of Colma Vacant
Parcel Inventory and Redevelopment
Parcel Inventory for each parcel's street
address and acreage

SCALE IN FEET
0 400 800 1200 NORTH

MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
6/99



5.02.211 Development Guidelines

5.02.211.1 Preferred Land Uses. Collins Avenue is a Service Commercial area supportive of the principal retail uses in the core commercial area centered on Serramonte Boulevard. The principal orientation of uses should be Service Commercial in the central portion and new auto sales in the western portion of Collins Avenue. All service, repair and light manufacturing operations must be performed within a building. Where warehouse or work space is contemplated, the access doors should be oriented so as not to open toward the street. No new contractors equipment yards or auto tow/storage yards will be permitted.

5.02.211.2 Signs. Building face signs painted on the building or consisting of cutout letters on the face of the building will be the preferred method of business identification. Monument signs may be utilized near driveway entrances but no part of the sign may be within five (5) feet of the front property line. New pole signs will not be permitted.

5.02.211.3 Building Setbacks. Due to the narrow right-of-way for Collins Avenue a minimum of ten (10) feet must be reserved from the property line to the nearest building face. Five feet of this area will be reserved for a public utility easement and five (5) feet will be available for tree planting. Cemeteries will be allowed to utilize portions of the five (5) foot tree planting strip as indicated on the Collins Avenue-Plan View (Exhibit LU-6).

5.02.211.4 Frontage Landscaping Requirements. All properties will be required to maintain a minimum ten (10) foot wide landscaping strip along the Collins Avenue frontage with the exception that cemeteries will be allowed to utilize portions of the five (5) foot tree planting strip as indicated on the Collins Avenue-Plan View (Exhibit LU-6). The five (5) feet reserved for public utilities will be utilized for ground cover and low growing shrubs. The additional five (5) feet will be available for tree planting. Parking will be allowed in front of buildings but a ten (10) foot planting strip between parking areas and the back of the sidewalk must always be maintained. Each

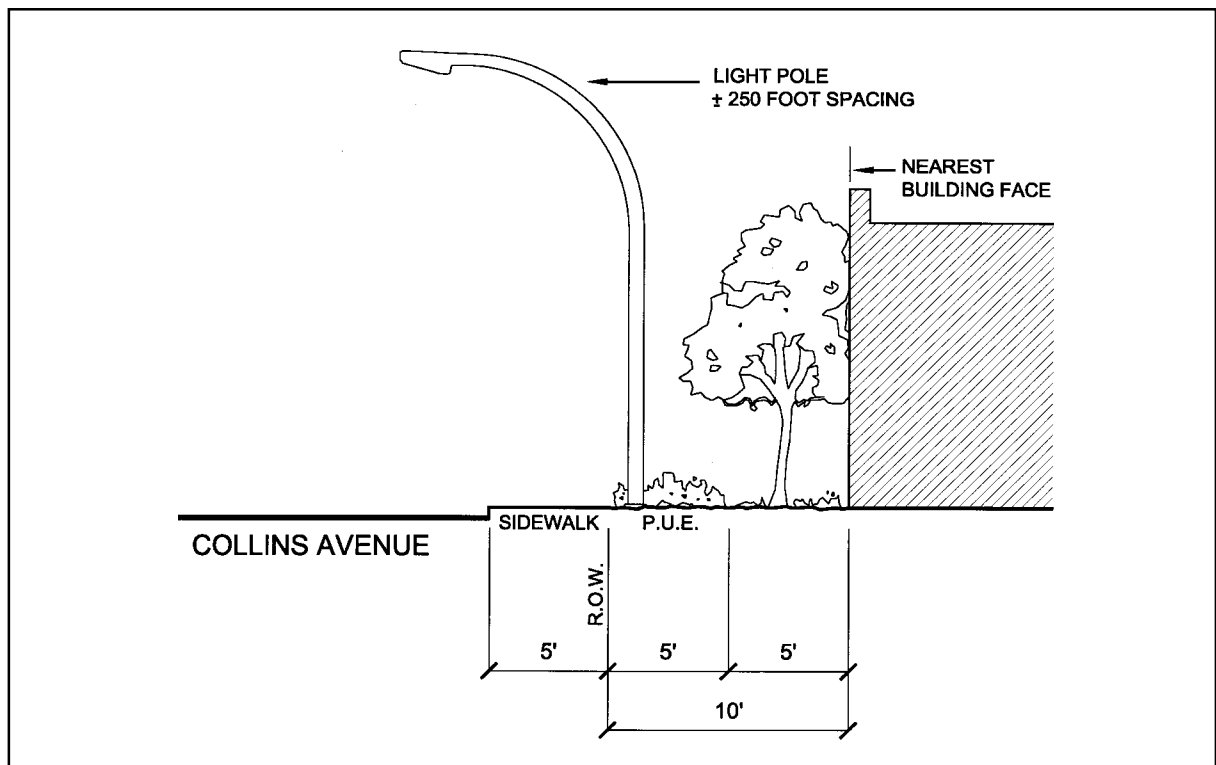


EXHIBIT LU-6: Urban Street Standard, Collins Avenue

private property will be required to install street frontage trees to be selected from a Town approved list at a spacing of no greater than twenty (20) feet on center. On some properties there are existing, mature heritage trees that must be retained in the development of the property. Any tree to be removed requires a Tree Removal Permit approved by the Town. Properties with frontages on both Serramonte Boulevard and Collins Avenue will be required to landscape their Collins Avenue frontage in accordance with these guidelines. All developments will be encouraged to use brightly colored flowers in the selection of ground cover materials for the five (5) foot wide planting area over the top of the public utility easement.

5.02.211.5 Rear Lot Line Landscaping. All projects will be required to plant large scale trees along the rear property line to help separate potentially incompatible commercial uses from adjoining cemetery property.

5.02.211.6 Collins Avenue Parking. The south side of Collins Avenue will be available for on-street parking except in the vicinity of El Camino Real at the east end and Serramonte Boulevard at the west end where additional road width is required for turning lanes. Areas where parking is prohibited will be painted red. Private, off-street parking will be required consistent with the existing zoning regulations. No off-street parking will be allowed perpendicular to the street where the individual vehicles must back up from the parking space into the public right-of-way.

5.02.211.7 Colma Creek Crossing. Established General Plan policy provides for keeping Colma Creek in an open visible condition at the south edge of Collins Avenue. Construction of a pedestrian bridge will be considered compatible with established policy but the Town will not permit culverting of the Creek or construction of large-scale crossings.

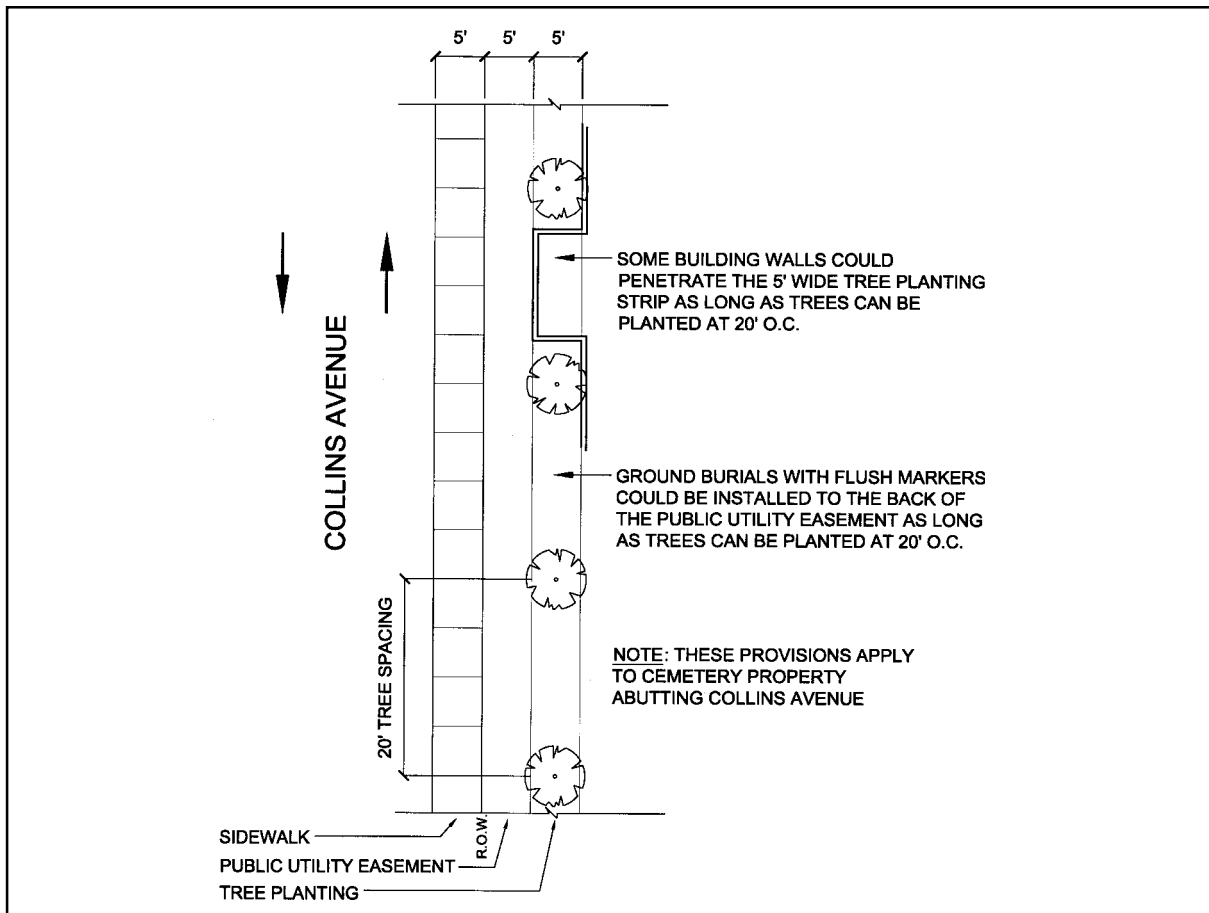


EXHIBIT LU-7: Collins Avenue, Plan View

5.02.220 TEMPORARY USES OF LAND

A minor, short-term, or temporary use of land may be permitted after consideration of the use, its proposed location and duration and upon making a finding that the use will have negligible or no permanent effects on the environment. Temporary use permits will normally be considered only when the use is consistent with the underlying zoning, such as the use of a portion of a commercial parking lot for Christmas Tree sales or a radio promotion. Temporary permits may, however, be granted even when the zoning designation would not normally accommodate the proposed use. Examples include short term use of open space or cemetery land for the mobilization of equipment and supplies needed to construct regional transit facilities, use of open space or cemetery land for mobilization of equipment and supplies needed to repair regional utility infrastructure or use of an established but unused parking lot for temporary off-street parking.

5.02.300 LAND USE POLICIES & IMPLEMENTATION MEASURES


The following policies are set forth to help guide decision making with regard to land use in Colma:

5.02.310 LANDSCAPING, DESIGN AND COMPATIBILITY			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.311	In any proposed development the Town shall balance and use judgement in reviewing the visual effects and the potential impacts of the proposed development, facilitating the tranquil atmosphere required for the Town's memorial parks.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	Open Space/ Conservation 5.04.351
5.02.312	The Town should take action to improve civic beauty including tree planting, road median landscaping, and enforcement of conditions related to private development projects.	The Town of Colma will commit financial resources for beautification projects including tree planting and road median landscaping in future budgets. Existing budget resources are committed to landscape maintenance. The City Planner currently tracks and enforces conditions related to private development projects.	
5.02.313	Particular encouragement should be given to those new developments that incorporate passive and/or active solar energy systems for preheating water and for space heating and cooling.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	
5.02.314	The Town should prohibit land uses generating excessive amounts of traffic or requiring large signs from locating on El Camino Real.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects, and an Environmental Review will be conducted pursuant to the California Environmental Quality Act to consider traffic impacts. The Sign Ordinance allows only small signs for businesses facing the El Camino Real.	
5.02.315	The Town should encourage the private redevelopment of properties along Collins Avenue to strengthen the commercial retail core.	The City Planner will make property owners aware of the Town's desire to have properties redevelop.	

continued



5.02.310 LANDSCAPING, DESIGN AND COMPATIBILITY (continued)

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.316	<p>Culverting or covering of the remaining open sections of Colma Creek through Colma should not be permitted, except for a short segment near the junction of El Camino Real and Mission Road required for installation of a flood control diversion structure. The Town will seek to enhance the remaining open sections of Colma Creek with creekside landscaping and lighting where appropriate, and will seek to establish a pathway following all open sections of the creek as a condition of approval for improvement projects on properties abutting the following open sections of Colma Creek:</p> <ul style="list-style-type: none"> a) Parallel to El Camino Real from near F Street to near Colma Boulevard b) El Camino Real to Serramonte Boulevard c) Collins Avenue to El Camino Real d) Parallel to Mission Road from near El Camino Real to the south Colma boundary. <p>Culverting or covering of the remaining open sections of Colma Creek may be allowed by the City Council pursuant to a Use Permit and Design Review provided that the creek section is not visible from a public right-of-way and that a substantial community amenity is provided as mitigation.</p>	<p>The City Planner will make recommendations consistent with this policy to the Town Council for new development projects. Flood control projects will be constructed by the County Department of Public Works.</p>  <p style="text-align: center;"><i>Pathway along Colma Creek.</i></p>	Open Space/ Conservation 5.04.321 and 5.04.322
5.02.317	No new metal clad buildings should be permitted in the Town of Colma, other than agriculturally-related.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	
5.02.318	The Town should condition the approval of permits for all site and building improvement projects where such projects involve the public street frontage to require the installation of street trees along the public street frontage of the affected property. Spacing of trees should be in accordance with an adopted tree planting plan or, if no plan exists, trees should be installed at a minimum spacing of one tree each 25 feet parallel to the public roadway. Exceptions should be made if this approach would clash with an established landscape scheme of merit.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	Circulation 5.03.732
5.02.319	In the case of properties located at gateway sites, the Town should require gateway elements to be included as part of the design of any new development where applicable.	The City Planner will recommend design alternatives and a preferred design will be adopted by the City Council. Gateways will be implemented as part of the Town's Capital Improvement Plan or alternatively, as part of the permitting for private site development.	Circulation 5.03.731
5.02.3110	It is intended that new buildings in design review districts where such buildings are visible from public roads, with the exception of established shopping centers and private cemetery family crypts and markers, should incorporate a Spanish/Mediterranean architectural theme. Exceptions should be allowed if this approach would clash with existing improvements having recognized historical or architectural merit.	Design requirements consistent with this policy have been added to the Design Review section of the Zoning Ordinance. The City Planner will make recommendations consistent with this policy to the City Council for new development projects, or at an administrative level if the project does not require City Council review	

5.02.320 RESIDENTIAL			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.320	The Town should allow only the construction of single family detached housing units as infill in the Sterling Park neighborhood.	In 1998, the City Council adopted a new Neighborhood Residential (R-S) Zoning for the Sterling Park Sub-area. This ordinance clearly defines density and design guidelines to maintain the single family detached character of the neighborhood.	
5.02.321	Residential developments having ten or more units should be required to provide park and recreation facilities or contribute to the improvement of community-wide facilities.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	
5.02.322	The Town should restrict to 50 the maximum annual number of new residential units that become available for rent or purchase and should monitor population growth so that the total population is only approximately 1500 by the year 2005.	Regulation of population growth is necessary so that City Services are not overburdened and can be expanded in an orderly manner.	
5.02.323 ✓	The existing commercial use on Hoffman Street should be phased out and replaced with a residential use.	The City Planner will make recommendations consistent with this policy to the Town Council. The City Planner will work with the property owner to design a Planned Development that is compatible with the surrounding residential development.	

5.02.330 COMMERCIAL			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.331	Shopping facilities, auto dealerships, and other general commercial land uses should be located in the commercial core area centered on Serramonte Boulevard and extending northward along Junipero Serra Boulevard to the 280 Metro Center.	The existing commercial zoning pattern, lot sizes and existing development follow this policy. Developments of this type in other commercial areas are not appropriate due to lot size constraints.	
5.02.332 ✓	The City Council should encourage expansion of the Auto Sales District onto vacant and redevelopable properties located at the westerly end of Collins Avenue. All development in the Collins Avenue Corridor should be required to follow specific development guidelines set forth in the General Plan. Heavier service commercial uses such as auto body shops, roofing companies, light manufacturing and similar uses should be located in the Mission Road District.	The City Planner has and will continue to make recommendations for the implementation of the Collins Avenue Corridor development guidelines in the General Plan at a staff level or in proposals presented to the City Council.	

✓ Special site specific policy. See Exhibit LU-2 for locations.

continued

5.02.330 COMMERCIAL (continued)			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.333	As properties on Collins Avenue are redeveloped, new uses which reinforce the Auto Sales District should be encouraged.	The City Planner has and will continue to make recommendations for the implementation of the Collins Avenue Corridor development guidelines in the General Plan at a staff level or in proposals presented to the City Council.	
5.02.334	Commercial land uses requiring frequent truck deliveries should not be located adjacent to residential or cemetery land uses without a sufficient buffer incorporated into their site plans.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects. Colma's primary residential area is physically removed from the commercial areas of Town.	
5.02.335 ✓	Mixed commercial and residential uses should be encouraged in the southerly portion of the Mission Road District and in the commercial frontage along Mission Street in the Sterling Park Planning Area.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects. Planned Development zoning should be encouraged.	

✓ Special site specific policy. See on Exhibit LU-2 for locations



5.02.340 EXECUTIVE/ADMINISTRATIVE			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.341	Development proposals for parcels located on El Camino Real between F Street and Mission Road should be consistent with the Cemetery (G) or Executive/Administrative (E) land use categories. Zoning changes on El Camino Real from the Commercial (C) or Cemetery (G) category should only be made to the Executive/Administrative (E) category.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects or rezoning requests.	
5.02.342	The Town should encourage medical service offices and professional business offices to locate their facilities in the Executive/Administrative land use area along El Camino Real.	The Exexutive/ Administrative land use designation along El Camino Real permits and encourages these uses. Other zoning designations do not encourage these uses.	

5.07.350 CIRCULATION AND TRANSIT

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.351	The Town should cooperate with SamTrans and BART to facilitate the extension of BART service through Colma in a manner that does not detract from Colma's greenbelt theme. All tailtrack and line extensions shall be located underground following the abandoned S.P. Railroad right-of-way through Colma. Replacement landscaping including the use of tree species that will attain significant height and mass should be required.	The Town of Colma was involved in the BART Environmental Impact Report review process and in the review of specific development plans. Verbal and written comments were submitted back to BART consistent with this policy. The Town will continue to review detailed development plans and to monitor construction operations.	
5.02.352	Sufficient off-street parking should be required for all new construction, in amounts varying with the type of use.	The Zoning Code specifies the amount of off-street parking required for all new construction.	
5.02.353	The City Council should condition the approval of permits for all site and building improvement projects where such projects involve the public street frontage to require the installation of a public sidewalk, if one does not already exist, within the public right-of-way fronting the affected property.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	Circulation 5.03.722 Open Space/ Conservation 5.04.392
5.02.354 ✓	The Town should abandon "paper streets" in the Cypress Hills district that do not provide access to in-holding lots, or are redundant with other paper streets. Paper streets which provide direct access to in-holding lots should be maintained as public easements.	The City Planner will make recommendations consistent with this policy to the City Council. If a paper street is made redundant by an in-holding lot being acquired by an adjoining landowner, the City Planner will recommend to the City Council that the street be abandoned.	Circulation 5.03.718
5.02.355 ✓	Access to parcels fronting El Camino Real south of Mission Road should be restricted to right-turn in/right-turn out only. Access to parcels with frontage on both El Camino Real and Mission Road should be restricted to Mission Road.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	Circulation 5.03.725

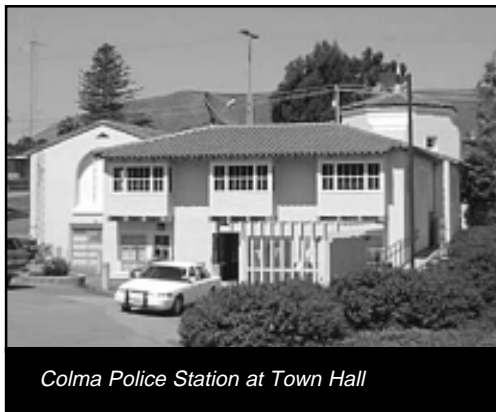
✓ Special site specific policy. See Exhibit LU-2 for locations.

5.02.360 UTILITIES

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.361	The Town should require all new construction projects to place power, telephone and cable TV lines underground. Utility boxes and transformers should also be undergrounded if possible. If there is no reasonable alternative than above ground placement then these facilities should be screened by fencing and/or landscaping.	The Town of Colma Municipal Code includes a section on utility undergrounding consistent with this policy.	
5.02.362	The Town should require all new construction projects to hook up to public water and sewer systems.	The City Planner will make recommendations consistent with this policy. Cemeteries will be allowed to continue using groundwater for irrigation purposes.	

5.02.370 PUBLIC SERVICES AND FACILITIES

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.371	The Town should acquire additional vacant or underutilized land for civic purposes such as community recreation facilities, playing fields, a library, a public safety facility, and a corporation yard.	The Town continues to investigate opportunities for acquiring additional sites for civic purposes. The City Council will be asked to rate acquisition priorities.	Open Space/ Conservation 5.04.391 Safety 5.07.438
5.02.372	The Town should insure that the community is served by a self-sufficient fire protection system which may include support for the existing District, establishment of a joint powers agreement, acquisition of the existing District and facilities or development of a new free-standing fire station.	A preliminary facility study has been prepared to assess current and future needs of the District. This study will be periodically be evaluated and used in decisions to purchase property or expand existing facilities.	Safety 5.07.437
5.02.373	If the police department maintains its facility at Town Hall, the City Council should consider ways to expand office space and facilities on-site or at a new, off-site location. An off-site location should be sought for a Town corporation yard.	A preliminary space needs assessment has been conducted which indicates that there is an urgent need to expand the Police Department facility to meet current and near-term growth. Maintaining the facility at Town Hall would retain the central location that the current facility enjoys.	
5.02.374	In the case that a private school is proposed to be constructed in Colma, it is appropriate to find a site located near established residential areas and public transit routes. If a church is proposed to be built in Colma, a site should first be sought within a cemetery/agriculture land use area; second, in an executive/administrative land use area; third, in a commercial area.	The City Planner will advise prospective applicants accordingly and make recommendations consistent with this policy to the Town Council for new development projects.	
5.02.375	Child care facilities should be encouraged in both residential and non-residential areas in ways that are compatible with existing uses, in order to promote availability and accessibility of services. Facilities will be encouraged to register with the Child Care Coordinating Council of San Mateo County.	The City Planner will advise prospective applicants accordingly and make recommendations consistent with this policy to the Town Council for new development projects.	



Colma Police Station at Town Hall

**5.02.400 LAND USE ELEMENT
IMPLEMENTATION PROGRAMS**

Colma has adopted environmental review procedures, a Subdivision Ordinance, Tree Removal Ordinance, Grading Ordinance and Zoning Ordinance to regulate public and private development proposals.

Below are listed both existing and proposed action programs for Plan implementation. Reference is made as to whether the program is existing or proposed and the responsibility for its operation.

**5.02.410 CALIFORNIA ENVIRONMENTAL
QUALITY ACT (CEQA) ENVIRONMENTAL
REVIEW PROCEDURES
(EXISTING)**

Private and public land use proposals undergo an initial study to determine if environmental impacts will result. A determination is made as to whether a Negative Declaration is appropriate or an Environmental Impact Report (EIR) is required. Public input is collected and a decision is made regarding completeness and accuracy of the report before a project is approved or denied.

5.02.411 Responsibilities

City Planner

Prepares initial study; coordinates the review process.

Department Heads

Comments on environmental reports.

Interested Citizens

Provide input regarding report adequacy.

City Council

Decision making body; certifies report.

**2.420 ZONING ORDINANCE (EXISTING,
AMENDMENT RECOMMENDED)**

This ordinance sets forth minimum spatial, intensity, and performance requirements for each type of land use consistent with the

broader goals and policies of the General Plan. Amendments should be considered to allow private schools and churches to be located within G or E zones upon issuance of a Use Permit.

5.02.421 Responsibilities

City Planner

Evaluation of projects per standards; coordinates the review process.

Department Heads

Comment on development proposals; suggest conditions of project approval.

Interested Citizens

Provide input regarding suitability of specific uses at specific locations.

**5.02.430 TREE REMOVAL ORDINANCE
(EXISTING)**

The Tree Removal Ordinance was enacted to prohibit the removal of trees without permit to do so. The Ordinance recognizes that removal of certain trees can destroy the natural beauty of some areas, contribute to erosion and increase the cost of drainage systems, reduce protection against wind, and impair residential privacy and quiet. It is designed to protect the character and beauty of the Town as well as to promote public health, safety and welfare.



Trees add natural beauty and privacy to Colma, and are beneficial for controlling erosion, wind, and noise.

5.02.431 Responsibilities

City Planner

Inspect the site and trees to be removed; coordinate the review process.

Department Heads

Comment on tree removal; suggest conditions of granting removal permits.

Interested Citizens

Provide input regarding effects of tree removal.

City Council

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

5.02.440 SUBDIVISION ORDINANCE (EXISTING)

The Subdivision Ordinance sets forth minimum standards for land divisions, access, and utility service.

5.02.441 Responsibilities

City Planner

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

City Engineer

Reviews tentative and final subdivision maps, signs final maps and parcel maps prior to their recording.

Department Heads

Comment on development proposals; suggest conditions of approval.

Interested Citizens

Provide input regarding suitability of project.

City Council

Decision making body; approves or denies subdivision with, or without, conditions based on findings set forth in the Ordinance.

5.02.450 GRADING ORDINANCE (EXISTING)

The grading ordinance regulates land disturbance so that work results in stable slopes, erosion control and proper drainage. In most instances the issuance of a grading permit will follow issuance of a Use Permit.

5.02.451 Responsibilities

City Engineer

Inspects the site and coordinates the review process. Refers proposals to City Planner for CEQA review. Decision making body; issues permits with or without conditions following final CEQA action.

Department Heads

Comment on grading proposals when requested by City Engineer.

City Council

Acts on CEQA documents when applicable.

