

Streets/Roads/Pathway

Policies from previous housing element:

<i>Policy</i>	<i>Jurisdiction</i>	<i>Notes</i>
H-A-4-g Traffic Evaluations. Traffic evaluations shall be completed when site-specific development is proposed and/or a Rezoning application is processed. Each site-specific evaluation should consider intersection and freeway impacts, parking, and pedestrian/bicycle safety. Target: Ongoing. Responsible Agency: Community Development Department.	Foster City	□
(HIP-15) Neighborhood Conservation. Continue the maintenance and enhancement of public facilities, such as streets, water supply, and drainage, in residential neighborhoods by allocations from the general fund, gas tax revenues, Block Grant funds and, where appropriate, through assessment districts, or as conditions of development. Target: 2006. Responsible Agencies: Community Development Department and Public Works Department.	Millbrae	□
(1.13) The City shall ensure the availability of adequate public facilities, including streets, water, sewerage, and drainage, throughout the residential areas of the city. Residential development will be encouraged, as designated on the General Plan Land Use Map, where public services and facilities are adequate to support added population or where the needed improvements are already committed. All dwelling units will have adequate public or private access to public rights of way. (Existing Program 1C-2)	South San Francisco	□
(2.6) The City shall continue to support the revitalization of older neighborhoods by keeping streets, sidewalks, and other municipal systems in good repair. The City shall continue to work cooperatively with other agencies and utilities concerning the maintenance of their properties and equipment in South San Francisco. (New Policy)	South San Francisco	□
(1.335B) Proposed residential subdivisions, as well as proposals to replace existing homes, shall have Adequate drainage and off-street parking shall be provided. Street lighting shall be kept to a minimum. Temporary or guest on-street parking areas shall be minimized.	Atherton	□
(1.335C) Proposed residential subdivisions, as well as proposals to replace existing homes, shall have uniformity of lot design should be avoided by using such techniques as meandering streets.	Atherton	□
(2.371) No street under the jurisdiction of the Town shall be more than two lanes in width.	Atherton	□
(2.372) Meandering street lines shall be preserved consistent with traffic safety.	Atherton	□
(2.373) A public street shall be accepted by the Town only on the condition that it has been improved in accordance with Town standards existing at the time of acceptance.	Atherton	□
(2.374) Use of Town streets as thoroughfares by trucks and other large vehicles shall be carefully controlled.	Atherton	□

<i>Policy</i>	<i>Jurisdiction</i>	<i>Notes</i>
(2.375) Paving for temporary on-street parking within the roadway right-of-way will be prohibited	Atherton	□
(2.721) No new vehicle curbs or sidewalks shall be constructed, as their presence would be incongruent with existing development.	Atherton	□
(2.722) Suitable pedestrian paths along existing minor arterials shall be maintained.	Atherton	□
(6.7A) The City shall continue to enforce State requirements, including Title 24 requirements, for energy conservation in residential development and encourage residential developers to consider employing additional energy conservation measures with respect to the following: 1. Street and driveway design; 2. Lot pattern and configuration; 3. Sitting of buildings; 4. Landscaping; 5. Solar access (New Program)	South San Francisco	□