

**CITY OF SAN MATEO
PLANNING COMMISSION
RESOLUTION NO. 2020-Click or tap here to enter text.**

**RECOMMEND APPROVAL OF A GENERAL PLAN AMENDMENT TO REVISE THE CIRCULATION ELEMENT TO
PROVIDE THAT LEVEL OF SERVICE STANDARDS WILL BE USED TO DETERMINE NEED FOR TRAFFIC
IMPROVEMENT EXACTIONS IN ADDITION TO PAYMENT OF TRANSPORTATION IMPACT FEE**

WHEREAS, for purposes of analyzing the environmental impacts of new development in accordance with the California Environmental Quality Act, as of July 1, 2020, California cities are required to estimate transportation impacts by using vehicle miles traveled analysis instead of level of service standards; and

WHEREAS, this requirement is explained in CEQA Guidelines Section 15064.3; and

WHEREAS, the City's Circulation Element of its General Plan currently refers to significant impacts under CEQA in connection with determining the transportation effects of new development and the need for traffic improvement exactions; and

WHEREAS, independent of its CEQA analysis, the City wishes to continue to use level of service standards to determine off-site transportation improvements necessitated by new development; and

WHEREAS, the City wishes to revise its Circulation Element to provide that necessary off-site transportation improvements will be required if the City's level of service standards are exceeded; and

WHEREAS, adoption of the resolution recommending City Council adoption of the General Plan Amendments to the Circulation Element is not a project subject to CEQA in that it can be seen with certainty that there is no possibility that the amendments will cause a significant impact to the environment. The purpose of the General Plan amendments is to allow the City to continue the use of Level of Service standards to impose ad hoc exactions;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF SAN MATEO, CALIFORNIA RESOLVES THAT:

1. The Planning Commission has held a public hearing for the amendment of the General Plan Circulation Element in accordance with Government Code Section 65350 et. seq.
2. The Planning Commission recommends to the City Council, by at least a majority of its members, the following:
 - a. Adoption of the Amendment to the City of San Mateo General Plan which is attached as Exhibit A to this Resolution.

RESOLUTION NO. (2020) adopted by the Planning Commission of the City of San Mateo, California, at a regular meeting held on June 23, 2020, by the following vote of the Planning Commission:

AYES:

NOES:

ABSENT:

City of San Mateo Planning Commission

Exhibits:

- A. Amendments to the City of San Mateo General Plan Circulation Element

Exhibit A

1. The third paragraph of Policy C 2.4, "Transportation Fee Ordinance," of the Circulation Element is amended to read: "The revenues derived from the fee offset only a small portion of the total costs of roadway improvements, and will be used primarily to pay for the less substantial mitigations. The percentage varies depending on the improvement, please see Table 2-1 in the Traffic Mitigation Report (Appendix D), which shows actual percentages. To make up the deficit, a development project may be required to pay the full cost of off-site traffic improvements in addition to paying the impact fee, with a possible provision for reimbursement by the City."
2. Policy 2.5, "Traffic Studies," of the Circulation Element is amended to read: "Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant exactions beyond payment of the City's impact fee if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial effects on the circulation system."

The traffic model does not identify all site specific effects. To ensure that adequate traffic capacity is maintained and project related effects are identified, a traffic impact study is required of all public and private development projects for which an environmental assessment is prepared and where there is the potential for traffic effects. This study should include a traffic flow analysis to determine trip generation and the distribution and assignment of traffic resulting from the proposed project. A development project may be denied or the project may be required to be revised based on the degree of traffic effects created relative to the acceptable Level of Service established by Policy C-2.1, resultant circulation hazards, or other substantial impacts on the circulation system."

The fourth paragraph of Policy C 2.7, "Exceeding the Acceptable Level of Service," of the Circulation Element is amended to read: "Situations may arise where the traffic of a proposed development project would result in an intersection Level of Service in excess of what is determined to be acceptable, and the improvement of the intersection is not scheduled for years to come. If the effect is significant, the City may require the development project to wait until the roadway improvements are made or require the developer to pay the cost of needed off-site improvements with a provision for City reimbursement throughout the timeframe of the Plan or at the time when the improvement was initially scheduled."

3. The third paragraph of Policy C 2.8, "Traffic Signal Installation," of the Circulation Element is amended to read: "The need for traffic signals will be measured by acceptable traffic

engineering standards, such as the Federal Highway Administration Manual on Uniform Traffic Control Devices for traffic signal standards. Where appropriate traffic signal warrants are met, the City may require installation of a traffic signal after consideration of effects on surrounding land uses and the need for coordination with other existing and planned intersection improvements.”

4. The first paragraph of Policy 2.10, “Transportation Demand Management (TDM),” of the Circulation Element is amended to read: “Participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic effects. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.