

**CITY OF SAN MATEO**  
**RESOLUTION NO. \_\_\_\_ (2020)**

**AMENDING CIRCULATION ELEMENT OF GENERAL PLAN 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, in accordance with Government Code Sections 65353 and 65354, the Planning Commission held a noticed public hearing to consider the proposed amendments on June 23, 2020 and recommended approval; and

WHEREAS, in accordance with Government Code Section 65355, the City Council held a noticed public hearing on August 17, 2020, to consider the proposed amendments;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN MATEO, CALIFORNIA, HEREBY RESOLVES AS FOLLOWS:

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.”

3. 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.”
4. 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.”
5. 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.
6. California Environmental Quality Act. This General Plan amendment is a project subject to CEQA, but is exempt from CEQA pursuant to the “common sense” exemption. It can be seen with certainty that this General Plan amendment will not impact the environment, because it will maintain the status quo by allowing the City to continue to impose ad hoc exactions on new development based upon the City’s level of service standards.
7. Effective Date. This Resolution will take effect 30 days after its adoption date.