



Legislation Text

File #: 22-542, Version: 1

Resolution making findings and recommending that the City Council adopt the Active South City Bicycle and Pedestrian Master Plan.

WHEREAS, the City of South San Francisco, in 2011 and 2014, adopted a Bicycle Master Plan and Pedestrian Master Plan which outlined infrastructure improvement projects to make walking and biking throughout South San Francisco safer and easier; and

WHEREAS, the City Council adopted a resolution authorizing the City Manager to enter into a consulting services agreement with Alta Planning for the preparation of a citywide Bicycle and Pedestrian Master Plan; and

WHEREAS, the new Bicycle and Pedestrian Master Plan will service as an important component of the Transportation Element of the forthcoming, new General Plan; and

WHEREAS, the analysis conducted and goals and projects generated by the new Bicycle and Pedestrian Master Plan will be utilized when drafting the new General Plan; and

WHEREAS, the Active South City Bicycle and Pedestrian Master Plan is an update to the City of South San Francisco's Bicycle and Pedestrian Master Plans, which integrates walking, bicycling, and other active transportation modes into a single plan that prioritizes project and program recommendations designed to increase safety and comfort for people bicycling and walking in the City; and

WHEREAS, the purpose of the Active South City Bicycle and Pedestrian Master Plan is to establish and improve the quality, footprint, and impact of non-automobile modes for South San Francisco residents and employees; and

WHEREAS, the Active South City Plan will be used as a resource for guiding future operations, priorities, and the development and location of bicycle and pedestrian improvements and traffic safety infrastructure plans; and

WHEREAS, the Plan envisions an environment that enables people of all ages and abilities to comfortably access jobs, schools, recreation, shopping, and transit by walking, biking, or using a mobility device, as part of daily life; and

WHEREAS, Active South City was borne out of a methodology that included utilizing a mixed method of quantitative data analysis and qualitative analysis to develop comprehensive recommendations; and

WHEREAS, analysis included assessing travel demand, trip destinations, key transit points, and assessing local needs through community engagement activities and surveys, as well as developing the high-injury network of the City; and

WHEREAS, the Active South City Plan is in alignment with the City’s updated General Plan, ShapeSSF, and conforms with the vision and goals of ShapeSSF and the Transportation and Mobility elements; and

WHEREAS, the draft Active South City Bicycle and Pedestrian Master Plan was circulated for a 30-day public review on April 1, 2022 to solicit comments on the draft plan; and

WHEREAS, all relevant comments and suggestions from members of the public, City Departments, Youth Commission, Traffic Safety Commission, Bicycle and Pedestrian Advisory Committee members, have been incorporated in the Plan; and

WHEREAS, the Active South City Bicycle and Pedestrian Master Plan arrives at a time of possibility and change. Significant federal, state, county, and local funds will continue to be available through the next few years and beyond, as funding for active transportation improvements are also meant to address climate change in California; and

WHEREAS, the shift away from level of service and analysis of transportation through the lens of vehicular roadway capacity only, provides opportunities to prioritize other non-automobile modes on City streets; and

WHEREAS, the Active South City Bicycle and Pedestrian Master Plan includes recommendations to implement nearly 50 miles of bikeways and over 40 pedestrian spot improvements, can result in improved outcomes for South San Francisco’s children and families; and

WHEREAS, the Planning Commission held a lawfully noticed public hearing July 7, 2022 to solicit public comment and consider the Active South City Bicycle and Pedestrian Master Plan and take public testimony.

NOW, THEREFORE, BE IT RESOLVED that based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code §21000, et seq. (“CEQA”) and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq.; the South San Francisco General Plan and General Plan EIR; the Active South City Bicycle and Pedestrian Master Plan; and all reports, minutes, and public testimony submitted as part of the Planning Commission’s duly noticed July 7, 2022 meeting; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Planning Commission of the City of South San Francisco hereby finds as follows:

SECTION 1 FINDINGS

General

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. The Active South City Bicycle and Pedestrian Master Plan (Attachment A) is incorporated by reference and made a part of this Resolution, as if set forth fully herein.
3. The documents and other material constituting the record for these proceedings are located at the Planning Division for the City of South San Francisco, 315 Maple Avenue, South San Francisco, CA

94080, and in the custody of the Chief Planner, Tony Rozzi.

CEQA Findings

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. Based on the record before it, the Planning Commission, exercising its independent judgement and analysis, has recommended that the City Council find the Project statutorily exempt from review under California Environmental Quality Act, Public Resources Code Sections 21000, et seq. (“CEQA”) pursuant to CEQA Guidelines 15262, on the basis that the Active South City Bicycle and Pedestrian Master Plan involves only feasibility or planning studies for possible future actions. The Active South City Plan only makes recommendations which will serve as guides for future potential pedestrian and bicycle projects, but does not obligate or bound the City to adhere to such recommendations, which may be altered by subsequent analyses or decisions, nor would it obligate the City to fund or construct any improvements. Subsequent projects constructed based on the recommendations of the Active South City Plan would be required to undergo separate environmental analysis. Further, the Active South City Plan is intended to make recommendations that would encourage active transportation/pedestrian improvements to address climate change and promote alternate means of transportation, which further contributes to avoiding significant environmental effects. Thus, it is statutorily exempt under Section 15262 of the CEQA Guidelines.
3. The Active South City Bicycle and Pedestrian Master Plan is an update to the previously established Bicycle Master Plan (2011) and Pedestrian Master Plan (2014) and are determined to be within the scope of the 1999 General Plan EIR pursuant to CEQA Guidelines section 15162 and 15168.

SECTION 2 **DETERMINATION**

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of South San Francisco hereby recommends that the City Council make the findings contained in this Resolution and adopt the Active South City Bicycle and Pedestrian Master Plan.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its passage and adoption.

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