



SUBJECT

Mission Boulevard Code Regulations Update Work Session

RECOMMENDATION

That the Commission provides feedback and direction on the Draft Mission Boulevard Code regulations that include proposed zoning map and text amendments.

SUMMARY

This is a work session to obtain feedback from the Planning Commission on the draft Mission Boulevard Code, which replaces the City's two existing form-based codes: Mission Boulevard Corridor¹; and South Hayward BART/Mission Boulevard², requiring a zoning map and text amendments. The intent of the Form-Based Codes update is to supersede (either entirely or in part) the present codes and other local land development regulations that apply to these areas and reflect consistent quality with the Downtown Specific Plan and Hayward 2040 General Plan. The two FBCs have been combined and would now be called the Mission Boulevard Code, with the objective to create a clear and consistent regulatory framework that is understandable and intuitive for residents, developers, and City staff.

The updated Code will continue to regulate development to ensure high-quality public spaces defined by a variety of building types and uses including housing, retail, and office space. The updated Code proposes to modify the regulating plan, building form standards, street standards (plan and section), land use regulations, and other elements needed to implement the principles of urbanism, planning, and practical growth management consistent with the community vision established in the *Hayward 2040 General Plan*.

BACKGROUND

In September 2011, the City Council adopted the South Hayward BART/Mission Boulevard Form Based Code and certified the Environmental Impact Report and related Mitigation and Monitoring Reporting Program for a total area of approximately 240 acres from Harder Road to Garin Avenue on parcels to the east and west of Mission Boulevard.

In October 2013, the City Council adopted the Mission Boulevard Corridor Specific Plan and Form-Based Code and certified the Environmental Impact Report with Mitigation Monitoring

¹ Mission Boulevard Corridor Form-Based Code:
https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART25HAMIBOCOF0SECO

² South Hayward BART/Mission Boulevard Form-Based Code:
https://library.municode.com/ca/hayward/codes/municipal_code?nodeId=HAYWARD_MUNICIPAL_CODE_CH10PLZOSU_ART24SOHABAMIBOF0SECO

and Reporting Program for a total area of approximately 240 acres from areas east and west along Mission Boulevard in two separate segments. The northern segment spans along Mission Boulevard from the northern City boundary south to A Street, and the southern segment extends along Mission Boulevard from Jackson Street south to Harder Road. A map of the existing and proposed Form Based Code planning areas is included as Attachment III.

Since adoption of the FBCs, there have been few revisions or modifications to the Codes and like any zoning ordinance, specific plan, or general plan, regular updates and/or amendments are required to reflect new policies, development standards, and land uses. As part of the approved FY2018 budget, the Development Services Department-Planning Division established a goal of revising and updating the City's two form-based codes and earmarked funds to initiate this project. The project requires a thorough review of each Code to remove inconsistencies, update policies and land uses, and streamline the development review process in an effort to make the Codes easier to understand and administer.

On April 9, 2018, the City issued a Request for Proposals (RFP) to update the Codes and on May 22, 2018, the City Council adopted Resolution No. 18-085, which allowed the City to enter into an agreement with Lisa Wise Consulting, Inc. (LWC) for an update to the Codes. Since May 2018, LWC has been meeting with City staff, conducting public outreach, and evaluating the existing FBCs to identify issues related to Code administration and implementation.

Stakeholder Interviews: On December 10-11, 2018, LWC conducted numerous stakeholder interviews with staff representing public agencies, transit providers, neighborhood associations, community stakeholders, developers, design professionals, and city departments. Similar opinions emerged among interviewees regarding issues with the current form-based codes. While the interviewees differed on the exact recommended changes, there was clear agreement that the Codes need to be reorganized and simplified to make them easier to use and understand. The following is a summary of common themes from the interviews:

1. **Complexity.** The Codes are too complex and hard to interpret, and the document format and layout is difficult to navigate.
2. **Development Standards.** The Codes should focus development standards on key elements of building form. The two FBC are overly prescriptive in some instances, such as roof pitch and building articulation, and offer too many options in other instances.
3. **Parking Supply.** A balance should be struck between providing parking to ensure accessibility and limiting parking to encourage/support transit use, including the development of walkable mixed-use areas. Parking management and enforcement could help alleviate parking problems in the project area and adjacent neighborhoods.
4. **Ground Floor Uses.** The Codes should ensure activity at the ground floor along street frontages. However, restricting the ground floor area to "retail" uses is onerous and likely not viable. Active ground floor uses could include a variety of restaurant, entertainment, and service uses, and in some areas residential and community uses, all of which contribute to a 24-hour street presence and 'eyes on the street'.

5. **Thoroughfares.** Connectivity is important but the thoroughfare standards in the FBCs are overly prescriptive, do not reflect Complete Street best practices and other City standards for the design of accessways/pathways and in some cases, render new development infeasible.
6. **Flexibility.** The Codes should incorporate flexibility to address irregular lot sizes, unique site conditions, or specific issues while still ensuring the intent of the regulation is satisfied. This process can replace warrants/exceptions, which often has a negative connotation, with a new streamlined and simplified process that encourages creativity in design.

City Council Work Session: On January 22, 2019³, the City Council held a work session on the updates to the Form Based Codes and provided feedback to staff on the topics highlighted from the Stakeholder interviews in December. The Council noted that many of the original goals that were identified when the FBCs were adopted are not currently being achieved and as such, the FBCs may no longer be an appropriate land use framework to guide development. The Council expressed concerns with the complexity of the existing Code, the inconsistent development pattern of new projects along the Corridor, and the number of PD Rezones approved since the FBCs were adopted are evidence that the Codes are not achieving the goals and objectives originally envisioned. The Council also confirmed that all the issues raised by the stakeholders are valid and should be addressed as part of the Code update.

Planning Commission Work Session: On February 28, 2019⁴, the Planning Commission held a work session on the updates to the Form Based Codes and provided feedback to staff on the topics highlighted from the Stakeholder interviews as well as feedback on Council recommendations. The Commission recommended additional flexibility with types of land use that are allowed in order to address numerous vacant commercial spaces along the Corridor. The Commission recommended the updated Code reflect a more multi-modal and pedestrian friendly environment where size and scale of buildings, landscaping treatments, and impacts of circulation and parking are evaluated. The Commission also supported efforts to streamline the planning review and entitlement process to encourage additional development activity.

In response to the City Council and Planning Commission feedback, Lisa Wise Consulting and City staff concentrated the work effort on creating a more user-friendly Code that offers additional flexibility, reflects more robust sustainable, environmental and economic development priorities, and creates a regulatory framework consistent with the recently adopted Industrial District guidelines and Downtown Specific Plan.

DISCUSSION

The two existing Form-Based Codes were designed to be used as a set of guidelines for property owners and the development community to understand the vision that the community has established for development along the Mission Boulevard corridor and near

³ City Council Work Session:

<https://hayward.legistar.com/MeetingDetail.aspx?ID=662924&GUID=EB9653B8-EF30-44E3-B842-E5CA6160DD0A&Options=info&Search=>

⁴ Planning Commission Work Session:

<https://hayward.legistar.com/MeetingDetail.aspx?ID=655760&GUID=3B47D0F0-48B2-4B80-AC1E-3B9303D0F70C&Options=info&Search=>

the South Hayward BART Station. The Codes were to provide a framework and a systematic checklist for the City as it plans its investments in capital projects and evaluates the design of new building projects. The Codes are intended to improve the quality of design proposals that the City receives and the value of the City's cumulative investments in the public realm.

Although both FBCs established a framework for new development along the Corridor, the downturn in the local and national economy between 2008-2012 limited the number of new development applications along the Corridor. Over the past several years, the amount of development activity has increased, and the Planning Division has experienced a rise in the number of new, large-scale planning applications within the Code Area and, in the process, determined that inconsistencies within and between the adopted Codes and the City's Zoning Ordinance have resulted in significant warrants and exceptions granted for projects and inconsistent development patterns along the Corridor.

The Mission Boulevard Corridor Code (Attachment II) proposes to supersede and replace Article 24 and Article 25 of the Hayward Municipal Code and includes several improvements, as described below:

General Reorganization. Article 24 and Article 25 were combined into a single code, the Mission Boulevard Code (MB Code). The MB Code has been comprehensively reorganized to be more user friendly, easy to locate information, and follow the same outline, structure, and page layout as the recently adopted Downtown Code (adopted April 2019). As part of this reorganization, the zones were renamed to align with naming convention in the recently adopted Downtown Code, reflect the character and context of the zones, and to eliminate duplicate zones. The changes, noted below, are shown on the attached maps and reflected in the Regulating Plan in the Mission Boulevard Corridor Code.

Zones T-4 and T-4.1 → Mission Boulevard Corridor Neighborhood (MB-CN) Zone
 Zone T-4.2 → Mission Boulevard Neighborhood Node (MB- NN) Zone
 Zone T-5 → Mission Boulevard Corridor Center (MB-CC) Zone

Planned Development Districts (PD) adopted since the adoption of the FBCs have been added to the Regulating Plan and properties formerly zoned T-3 were converted back to original RS Single Family Residential zoning (regulated in the Hayward Municipal Code), as these are established single family neighborhoods.

Refined Development Standards and Regulating Plan. The MB Code incorporates improvements and refinements to development standard and the regulating plan to improve ease of use, predictability in permitting process, and quality of built results. Changes were based on findings from the technical analysis and input received from City staff, stakeholders, and Planning Commission regarding the effectiveness of the FBCs. Refinements include:

- *Parking and Driveways*
 - Removed residential parking maximum to allow parking to be provided to meet demand

- Simplified parking setback requirements by translating ‘layer’ concept into feet and eliminating use of complicated first, second, and third layer-based regulations.
- Modified parking setback requirements to ensure parking is located behind the main building along the primary façade, while adding flexibility to allow parking in front of the building along the street side setback.
- Removed maximum driveway width to allow greater flexibility to meet Fire Code requirements
- *Thoroughfares*
 - Replaced thoroughfare standards and with a new process for development of large sites to ensure original intent of improved internal and external connectivity, while also allowing street design to better align with City plans for roadway improvements and street design. Overly prescriptive street standards, placement, and requirements for new streets (especially on small, shallow lots) was identified as one of the limiting factors for new development along the Mission Boulevard corridor.
 - Added language to emphasize multi-modal access for pedestrian and bicyclists, rather than prioritizing streets for automobiles.
- *Architecture and Design*
 - Removed architectural standards regulating building materials, size of entryways, and roof pitch which were arbitrary and overly restrictive. Instead added new design objectives for façade articulation.
 - Removed building disposition types, which had no regulatory effect on building development and added unnecessary confusion to allowed development.
 - Modified glazing requirement to apply only to non-residential facades, reducing potential constraint to residential uses.
 - Prohibit residential frontage types along Mission Boulevard in the MB-NN Zone, which is intended for higher intensity development with ground floor non-residential uses.
- *Land Uses*
 - Expanded allowed ground floor uses to include all commercial uses, rather than limiting to exclusively retail uses. It was determined ‘retail’ is too narrowly defined, resulting in unused space on ground floor along the Mission Boulevard Corridor.
 - Added standards for temporary uses, to allow flexible use of vacant or underutilized sites while ensuring compatibility. Standards are consistent with the recently adopted Downtown Code.
 - Clarified that uses associated with a residential use, such as leasing office, community space, amenities etc. are allowed on the ground floor in Commercial Overlay #1.
 - Modified Commercial Overlay #2 to prohibit residential units along the ground floor of the primary street frontage only, instead of the entire ground floor of the whole site, unless permitted with a Conditional Use Permit.

- Added flexibility in the MB-CS zone for privately owned property, allowing the existing uses and buildings to continue until the site is redeveloped or becomes under public ownership.
- Allow existing Single-Family Dwellings if they were constructed prior to the effective date of the Code and clarified that no new detached single-family dwellings are allowed.
- *Open Space/Landscaping*
 - Tailored open space regulations to residential and non-residential uses, by zone; requiring all residential to provide a combination of private and common open space, non-residential uses on large sites (≥ 2 acres) to dedicate a percent of lot area to civic space, and all projects to provide landscaping. Reduces constraint to development of small commercial sites while promoting diverse open space and landscaping consistent with City sustainability concepts.
- *Regulating Plan (see below in 'Proposed Map Amendments' for further discussion)*
 - Eliminated the "height overlay", and instead integrated height restrictions into zone standards
 - Eliminated the "shopfront overlay", and instead integrated ground floor use requirements into land use table.
 - Eliminated 'dual zoning' (when more than one zone is mapped on a parcel) and mapped these areas as MB-CC with a Commercial Overlay #1. These sites are greater than 2 acres in size, and must comply with the requirements for large sites, which includes Major Site Plan review.
 - Expanded application of TOD Overlay 2 to include all properties on the north side of Mission Blvd between Tennyson Rd and Valle Vista Ave.
 - Modified application of Commercial Overlay #1 and Commercial Overlay #2 to apply only to parcels with direct access to Mission Boulevard, replaced Commercial Overlay #1 with Commercial Overlay #2 in areas north of Harder Rd, and added Commercial Overlay #1 to formerly dually zoned sites south of Harder Rd.
 - Removed terminated vistas from regulating plan which were not regulatory and added confusion
- *Lot, Height, and Bulk Standards*
 - Removed maximum lot width standard to allow greater flexibility in site development.
 - Reduced minimum residential ground floor height above sidewalk from 2 feet to 1 foot and allow at grade if needed to provide ADA access. Consistent with Downtown Code
 - Removed maximum floor to ceiling height for non-residential ground floor, upper floors, attics, and basements. Simpler to allow maximum building height to regulate rather than height of individual floors.
 - Added minimum depth of ground floor buildings to ensure development of viable commercial space while still allowing flexibility in size and placement of ground floor uses

- Simplified building setback requirements by translating ‘layer’ concept into feet and eliminating use of complicated first, second, and third layer-based regulations.
- Reduced maximum front and street side setbacks in MB-NN Zone and maximum side setback in MB-CC Zone, consistent with intent for higher intensity, more walkable environment
- Simplified standards for MB-CS zone, applying MB-CN Zone standards for MB-CS zoned properties, and eliminated incentives for development of MB-CS properties, including additional density, as these may not be feasible.
- *Administrative Procedures*
 - Replaced warrants and exceptions with new process for minor adjustment, allowing flexibility of Code standards without negative connotation associated with warrants and exceptions.

Consistency with Adopted Plans and Ordinances. The MB Code includes several updates to resolve inconsistencies, overlap, and/or redundancy with the Hayward Municipal Code, General Plan, Downtown Specific Plan, and other city plans and policies. These improvements include:

- *New/Updated*
 - Updated screening requirements to align with recently updated Industrial District standards
 - Added allowance for increased height and density subject to approval of a Major Site Plan, consistent with overall density of the Sustainable Mixed-Use designation in the General Plan
 - Added allowance for reduced density below minimum, subject to approval of a Major Site Plan, in all zones consistent with overall density of the Sustainable Mixed-Use designation in the General Plan.
 - Added requirement for sustainability plan for new development to align with intent of the Sustainable Mixed-Use designation in the General Plan
 - Added safety and security requirements for exterior and parking lot lighting consistent with City CPTED (crime prevention through environmental design) policies
 - Updated bicycle parking requirements to align with recently adopted Downtown Code
 - Updated frontage type standards to use consistent terminology and descriptions as recently adopted Downtown Code and added two new frontage types: Dooryard and Maker Shopfront
 - Updated civic space standards to use consistent terminology and descriptions as recently adopted Downtown Code and added general civic space design requirements and new civic space type: Greenway
- *Resolve Conflict/Inconsistencies*

- Removed parking and parking screening requirements which overlap with Chapter 10, Article 2 of the Hayward Municipal Code regarding off-street parking
- Removed solar energy requirements which are superseded by State law
- Allow wind energy systems with a Conditional Use Permit, consistent with citywide regulations for wind energy conversion systems
- Removed light imprint drainage system information which is superseded by recent improvement to City stormwater regulations
- Removed subdivision regulations which overlap with Chapter 10 of the Hayward Municipal Code
- Allow chain link fences subject to certain conditions, consistent with Chapter 10 of the Hayward Municipal Code
- Aligned table of allowed land uses and permit requirements to be consistent with the land uses and definitions of the Hayward Municipal Code and the Downtown Code
- Removed standards for 'Food Production' and 'Affordable and Special Needs' which overlap and are superseded by the Hayward Municipal Code

Minor Cleanups. In addition to the edits mentioned above, the MB Code includes minor text edits to correct typos or incorrect cross references, clarify and simplify confusing language, match revised content, and align with standard City terminology.

Proposed Map Amendments. As mentioned previously, the two FBCs will be consolidated into one document to simplify understanding and implementation of the revised regulating map by reducing the number and type of duplicative zoning districts. Specifically, staff removed the dual-zoning designation applied to properties on key catalyst sites to help eliminate confusion related to development standards and permitted land uses. Additionally, these sites were updated to also include a Commercial Overlay #1 in order to maintain the viability of these parcels as regional and neighborhood commercial sites.

Staff also recommended that the Commercial Overlay #2 be expanded onto properties where commercial uses and centers already exist in key areas to preserve non-residential uses (e.g. services, retail, and restaurants) along the street level in an effort to balance the pedestrian experience and encourage walkability from nearby residential areas.

Additionally, staff is recommending the TOD Overlay #2 be expanded to include the north side of Mission Boulevard between Tennyson Road and Valle Vista Avenue in order to allow for greater residential densities due to its proximity to the South Hayward BART Station (approximately 0.25-miles away) and consistent with Priority Development Area (PDA) designations. The application of the TOD Overlay #2 allows a higher minimum density "by right" than the base zoning and will help the City meet its transit-oriented development goals by focusing high-density, mixed-use development near major transit stops.

Finally, all parcels that are currently zoned MB-T3 are proposed to be removed from the FBC areas and recommended to revert back to the Single-Family Residential (RS) zoning district. These parcels were previously included in the Plan area but many of these designated areas

are part of an established single-family neighborhood where no redevelopment plans are anticipated.

Additional Land Use Considerations. Planning Division staff has received inquiries from the property owner of 22372 Mission Boulevard (at the northeastern corner of Mission Boulevard and Hotel Avenue) to potentially change the zoning from its current “Civic Space (CS)” classification to allow for more commercially permitted uses. Upon review of the site-specific conditions and past Planning documents, staff is recommending the site maintain its current zoning classification of CS due to the redevelopment limitations resulting from geological hazards associated with two fault traces transecting the property. This designation would allow the City to maintain compliance with the Alquist-Priolo Earthquake Fault Zoning Act⁵.

Additionally, staff has noted that outside of the FBC area boundaries, north of “A” Street, there are two properties (720 Simon Street and 926 Rose Street) that are zoned “Central City – Commercial (CC-C)” but are located outside of the boundaries of the Downtown Specific Plan area and inadvertently excluded from the rezoning of the Downtown plan area. Staff is recommending the property at 926 Rose Street be rezoned from CC-C to the new zoning classification of MB-CN to be consistent with its underlying land use designation of Sustainable Mixed Use (SMU). Staff is also recommending that the property at 720 Simon Street be rezoned from the current CC-C zoning designation to Medium-Density Residential (RM) to be consistent with the Medium-Density Residential (MDR) land use designation in the *Hayward 2040 General Plan*. Staff intends to include these map changes as part of the overall adoption of the Mission Boulevard Code.

POLICY CONTEXT AND CODE COMPLIANCE

Hayward 2040 General Plan. While the proposed update to the Mission Boulevard Code will not require any General Plan Amendments, the *Hayward 2040 General Plan* contains several goals, policies and actions that support the update to the City’s two existing Form Based Codes. The City’s General Plan establishes the community-based vision for the future of Hayward and includes implementation programs to help the City achieve that vision. There are applicable goals and policies that support the Mission Boulevard Code update include the following:

- LU-1.3: The City shall direct local population and employment growth toward infill development sites within the city, especially the catalyst and opportunity sites identified in the Economic Development Strategic Plan.
- LU-2: Revitalize and enhance Hayward’s Priority Development Areas to accommodate and encourage growth within compact, mixed-use, and walkable neighborhoods and districts that are located near the City’s job centers and regional transit facilities.

⁵ Alquist-Priolo Earthquake Fault Zone Act: https://leginfo.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=7.5.&lawCode=PRC

- LU-2.9: The City shall maintain and implement the South Hayward BART Form Based Code to guide and regulate future development and infrastructure improvements within the South Hayward BART Urban Neighborhood and the South Hayward BART Mixed-Use Corridor.
- LU-2.12: The City shall encourage the redevelopment of the Mission Boulevard corridor to create an attractive mixed-use boulevard with a variety of commercial functions and residential densities that support walking and transit.
- LU-3.4: The City shall require new neighborhood commercial and mixed-use developments to have a pedestrian scale and orientation by:
 - Designing the building with ground floor retail frontages or storefronts that front the street
 - Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking
- LU-4.5: The City shall require corridor developments to transition the massing, height and scale of buildings when located adjacent to residential properties. New development shall transition from a higher massing and scale along the corridor to a lower massing and a more articulated scale toward the adjoining residential properties.
- LU-5.2: The City shall maintain flexible land use regulations that allow the establishment of economically productive uses in regional and commercial centers.
- H-3.4 (Residential Uses Close to Services). The City shall encourage development of residential uses close to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.
- H-4.2 (Clear Development Standards and Approval Procedures). The City shall strive to maintain and administer clear development standards, and approval procedures for a variety of housing types, including, but not limited to, multifamily housing and emergency shelters.
- HAZ-2.5: The City shall prohibit the expansion of existing buildings (constructed prior to the adoption of the Alquist-Priolo Special Studies Zone Act) that are located over an active fault. Renovations to existing buildings within a fault zone shall be subject to the limitations and requirements of the Alquist-Priolo Special Studies Zone Act.

South Hayward BART and Assembly Bill 2923. On September 30, 2018, Governor Brown signed AB 2923⁶ that affects zoning requirements on properties owned by the Bay Area Rapid Transit District (BART) within ½ mile of their stations to facilitate Transit Oriented Developments (TODs). Currently, much of the existing South Hayward BART property, along with adjacent properties, is designated as a PD, Planned Development which was established as part of the adoption of the South Hayward BART Concept Design Plan in 2009 and later

⁶ AB 2923, SF BART Transit Oriented Development:
https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB2923

amended in 2014. As preliminarily proposed, the South Hayward BART property is identified as a “Neighborhood/Town Center” which allows up to 75 units per acre, 5-stories buildings, maximum 3.0 floor area ratio, including a maximum residential parking requirement of 1.0 space per residential unit, and maximum 2.5 spaces per 1,000 square-feet of office space. While staff is proposing to consolidate the two existing Form Based Codes and create updated development standards for the Code area, the South Hayward BART property is not included with those revisions and the previous zoning, including any updated State mandates for BART-owned property, would apply.

PDA Designation. A majority of the Mission Boulevard in the Code area has been designated as a Priority Development Area (PDA) by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). PDAs are areas within existing communities that local city or county governments have identified and approved for future growth. These areas typically are accessible by one or more transit services; and they are often located near established job centers, shopping districts and other services. The City currently has five designated PDA areas where residential and job growth are forecast.

For the Bay Area, PDAs are expected to accommodate 78 percent of new housing production (over 500,000 units) and 62 percent of employment growth (almost 700,000 jobs) through the year 2040. PDAs are part of a larger strategy towards growth management, which are part of the Plan Bay Area 2050's Regional Growth Framework, the Bay Area's strategy for coordinating housing and job growth. This Framework will shape the investments and growth pattern to be detailed in the *Plan Bay Area 2050*.

As part of the Code update, staff is proposing to substantially increase the residential densities for properties along the Mission Boulevard Corridor to accommodate the additional residential development, consistent with the vision of Plan Bay Area and supporting the higher densities envisioned with the Sustainable Mixed-Used (SMU) land use designation of the General Plan. The proposed residential densities along the Corridor support transit-oriented development near transit stations and support transportation demand management (TDM) principals. In conjunction with recently adopted State legislation, including SB 330 (Housing Crisis Act of 2019) and AB 1763 (Density Bonus for 100% Affordable Projects), staff believes the increased residential densities are warranted and further support effort the City's efforts towards increased housing production, consistent with the City's Regional Housing Needs Allocation (RHNA) requirements contained in the *Hayward 2040 General Plan*.

ENVIRONMENTAL REVIEW

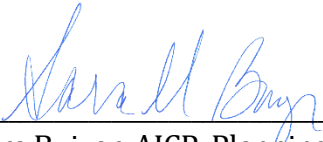
Following study sessions with the Planning Commission and City Council, the draft documents will be finalized and an Initial Study (IS) will be prepared in accordance with the California Environmental Quality Act (CEQA), to determine if and to what extent the proposed regulations and map amendments would have a significant effect on the environment. The impact analysis in the IS will determine whether an Environmental Impact Report (EIR), Negative Declaration or Mitigated Negative Declaration will be prepared for the project.

NEXT STEPS


The City Council will hold a Study Session on the Draft Regulations and related documents in March 2020. Following the City Council Study Session, staff will incorporate comments and finalize the Draft Regulations and undergo environmental review. Following completion of environmental analysis, the Draft Regulations and environmental documentation will come back to the Planning Commission for review and recommendation and to the City Council for ultimate adoption. The draft documents are currently on the project website, and City staff will take public comments on the documents between now and the City Council Study Session.

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