



**PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS AND VIRTUAL (ZOOM)  
PARTICIPATION  
Thursday, February 26, 2026, 7:00 p.m.**

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The Planning Commission meeting was called to order at 7:04 p.m. by Chair Goodbody. The Planning Commission held a hybrid meeting in the Council Chambers and virtually via Zoom.

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

Present: CHAIRPERSON: Goodbody  
COMMISSIONERS: Haman, Hardy, Lowe, Meyers, Stevens, Yorgov  
Absent: COMMISSIONER:

Staff Members Present: Allen, Chang, Kowalski, Lochirco, Ochinero, Richard, Saebi, Tabari, Tang, Terentieff, Vigilia

**PUBLIC COMMENTS**

There were none.

**ACTION ITEMS**

1. Election of Officers - Secretary Nomination - Item Continued from 1/22/2026

Commissioner Meyers accepted the nomination for Secretary made during the January 22<sup>nd</sup> meeting. The item was motioned by Commissioner Stevens, seconded by Commissioner Haman, and unanimously approved.

**PUBLIC HEARING**

2. Proposed Demolition of an Existing Vacant Office Building and Development of 58 Residential Townhouse-Style Condominium Units and Related Site Improvements on a 2.4 Acre Site at 24041 Amador Street (APN: 431-0064-001-01), Requiring Approval of a Vesting Tentative Tract Map, Site Plan Review, Density Bonus and Findings that the Project is Exempt from the California Environmental Quality Act (CEQA) Pursuant to California Public Resource Code Section 21080.66, Application No. TM-25-0004. Applicant: Kian Malek, City Venture. Owners: Nejasnich-Horn Family Trust, et al.  
**PH 26-005**

Staff report submitted by Associate Planner Richard, dated February 26, 2026, was filed.

Commissioner Stevens recused himself from this item.



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Associate Planner Richard introduced the item and provided a synopsis of the staff report.

Commissioner Meyers asked how many kilowatts would be installed per home, how much that would offset the average electric bill, and whether a minimum system size would be used. Associate Planner Richard replied that the project must comply with Cal Green standards, which will be verified during the building permit stage. Developer Malek added that City Ventures has several solar-powered projects in the Bay Area and explained that, depending on household size, the systems can back up a home for up to four days during a power outage. He noted he did not have a specific kilowatt figure.

Commissioner Meyers asked if each building has its own solar panel system and if each condominium unit receives a specific amount of energy credit, to which Developer Malek confirmed.

Commissioner Meyers asked whether the project would include battery backup systems. Developer Malek confirmed that all homes will be solar with battery backup capability and will also be EV-ready, with garages equipped to support the solar battery systems.

Commissioner Meyers asked whether the homes would have the batteries installed or if they will only be designed to be battery-capable for future installation. Developer Malek explained that the homes will be pre-wired with conduit, allowing homeowners the option to purchase and install a battery if they choose.

Commissioner Meyers asked whether there is a single bike rack for the entire development or multiple racks. Associate Planner Richard replied that all bike racks will be in a single area, with the number of spaces meeting Cal Green standards. Developer Malek added that, in addition to the guest parking racks, all homes will have bicycle storage in their garages. He noted that the project includes two bike racks on the frontage, accommodating a total of four bicycles, providing easy access for residents and visitors.

Commissioner Meyers asked whether the project would help meet state housing goals for very low, low-, and moderate-income units. Associate Planner Richard explained that the City typically meets its above-moderate targets but struggles with lower-income units, relying on on-site affordable units and in-lieu fees from market-rate projects. Planning Manager Lochirco added that 100% affordable projects depend on limited outside funding, which is becoming scarcer due to state and City budget constraints, so cities like Hayward often rely on market-rate developments to help meet these goals.

Commissioner Meyers asked whether the City has additional incentives or programs to encourage developers to build more lower-income housing. Associate Planner Richard replied that the City offers incentives such as an enhanced density bonus ordinance and



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noted the applicant's proposed participation in the SKIP program. Developer Malek added that the City also provides density incentives for universal design features and that programs like SKIP and BOLD can help finance impact fees, supporting more affordable home pricing and future developments.

Commissioner Meyers asked whether the City has plans for using in-lieu fees to build affordable housing and how that would be managed to avoid concentrating low-income homes in a single complex. Housing Management Analyst Tang explained that the City distributes affordable housing and in-lieu fee funds through a competitive process called a NOFA, where developers apply for funding and the City reviews and potentially finances selected projects.

Commissioner Meyers asked whether the proposed ADA features are only included if specifically ordered during purchase, and whether it's possible for homes to be built without any ADA-inclusive elements. Associate Planner Richard said the project includes baseline accessibility with 34% of units having ground-floor living and 10% fully ADA accessible, plus an optional package with features like wider doors, adjustable cabinets, accessible rooms, and slip-resistant flooring.

Commissioner Meyers asked for confirmation that the 10% of units mentioned are the ones that are specifically fully ADA accessible. Associate Planner Richard confirmed that there are 6 fully ADA-accessible units, representing 10% of the entire project.

Commissioner Meyers asked how the 6 fully ADA-accessible units are allocated across income levels. Associate Planner Richard explained that the accessible units are separate from the affordable units. She noted that there are 5 affordable units and 6 fully accessible units, with the accessible units proposed as market-rate homes.

Commissioner Haman asked whether meeting the City's housing goals would remove the need to offer density bonuses or other incentives. Associate Planner Richard replied that state density bonus laws and the City's municipal code still apply regardless of RHNA status. She noted that meeting RHNA goals provides some authority under SB 330 to deny projects, but the City has not reached that point.

Commissioner Haman asked whether the City intends to use SB 330 authority to deny projects once RHNA goals are met. Planning Manager Lochirco replied that the City does not intend to use SB 330 for that purpose and instead focuses on ensuring legal findings are met and working collaboratively with developers on compliant projects.

Commissioner Haman asked whether any project incentives are contingent on constructing accessible units. After clarifying he was referring to density bonuses, Associate Planner



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Richard explained that density bonuses require a certain number of affordable units, and Hayward's code allows additional density for including universal design features. She noted that the project includes 12% affordable units and at least 20% universal design units, qualifying the applicant for additional density.

Commissioner Haman asked whether a project must include ADA-accessible units to qualify for density bonuses. Planning Manager Lochirco replied that ADA qualification is not required, noting that Hayward's ordinance provides additional density bonuses when developers include universal design features beyond state requirements.

Commissioner Haman asked whether future owners could opt out of universal design features installed for the original buyer. Planning Manager Lochirco replied that these features are intended to benefit all homeowners by supporting aging in place or accommodating future accessibility needs.

Commissioner Haman asked whether the solar panels will be installed and ready for use, or if they will be in place for homeowners to choose whether to connect later. Developer Malek clarified that all homes will be all-electric and will come with solar panels installed.

Commissioner Haman asked whether the garages will include EV chargers or only be EV-ready. Developer Malek replied that the garages will be Level 2 EV-ready, with wiring and conduit installed so homeowners can add a charger of their choice.

Commissioner Haman asked whether homeowners would need a permit to install an EV charger in the garage. Developer Malek replied that the wiring and conduit will be permitted during construction, so homeowners would only need to purchase and install a charger. He noted he was unsure of Hayward's specific permitting requirements for the charger itself.

Commissioner Haman asked whether the developer could provide documentation or a streamlined process so homeowners could easily get a permit for an EV charger installation. Developer Malek replied that they can look into providing documentation or guidance for homeowners, though interaction after purchase is limited. He noted they survey existing communities through HOAs and could explore including this as a resource.

Commissioner Haman asked whether the storm drains run underneath the units. Developer Malek replied that the storm drains do not run under the units. He noted that most homes have area drains in the yards for stormwater capture and treatment.

Commissioner Haman sought clarification that there are no storm drains running beneath the units, to which Developer Malek replied no.



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Commissioner Haman asked whether more trees could be planted beyond the minimum required by the City's tree ordinance. Developer Malek replied that space and density constraints limit additional planting, but the project includes larger redwood trees within the 20-foot frontage setback and preserves several existing mature trees on the site.

Commissioner Haman asked if there's any possibility to add extra landscaping or greenery to enhance the project visually. Developer Malik replied that they can review adding more landscaping during the permitting process, though the City has already required a detailed planting plan, and they've maximized plantings while preserving existing trees.

Commissioner Haman asked where overflow parking would go when tandem garages and guest spaces are full. Developer Malek replied that they accounted for parking by providing 33 more stalls than required, ensuring each home effectively has two spaces to accommodate family-sized homes and reduce overflow onto nearby streets.

Commissioner Haman asked about the option to reduce parking in the future and which spaces would be removed if used. Developer Malek explained that the option is included in the density bonus letter as a precaution for unforeseen construction issues and that there are no plans to remove spaces. Associate Planner Richard added that any parking changes would require a minor or major modification review to ensure compliance with City code.

Commissioner Haman asked whether any such modifications would need to return to the Planning Commission for approval. Associate Planner Richard replied that the Planning Director will determine whether a modification is minor or major, which will dictate whether it needs Planning Commission review.

Commissioner Haman asked whether homeowner fees are distributed equally, or if fees for very low-income units will be reduced compared to other homes. Associate Planner Richard replied that the City does not charge park, school, or affordable housing impact fees on affordable units. She noted that those fees only apply to market-rate homes.

Commissioner Yorgov asked whether the SKIP and BOLD programs are the ones that allow financing of impact fees, to which Associate Planner Richard replied yes.

Commissioner Yorgov asked whether the SKIP and BOLD programs are administered through state financing agencies or by the City. Associate Planner Richard replied that the programs are administered through the state, but the City must first pass a resolution to opt in.

Commissioner Yorgov asked whether this would be the first project for which the City is opting into the SKIP and BOLD programs, to which Associate Planner Richard replied yes.



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She noted that the applicant has met with the City Manager, who is awaiting their formal proposal before presenting it to the City Council.

Chair Goodbody asked where the mailboxes would be located. Associate Planner Richard replied that the mailboxes are located between buildings 7 and 6, primarily in front of building 6 along the main drive aisle.

Chair Goodbody asked whether the mailboxes could be divided or relocated to improve accessibility. Associate Planner Richard noted that USPS requires clustered mailboxes and controls their design and placement. Developer Malek added that they must be centrally located near parking and positioned close to Buildings 7 and 6 for resident access.

Chair Goodbody asked whether there will be sufficient lighting in the mailbox area. Developer Malek replied that a full lighting plan will be required as part of City permitting, with bollard-style light posts along ADA paths, including the sidewalk by the mailboxes at the project center.

Chair Goodbody opened and closed the public hearing at 7:51 p.m.

Commissioner Hardy expressed appreciation for the design, the two-car garages, and exceeding parking requirements. She noted that the requested waivers and water meter concessions were minimal and that the project respects neighborhood scale. She acknowledged learning about programs like the pattern books, SKIP, and BOLD, and requested that residents in the large apartment complex across the street be notified about the upcoming demolition, given potential hazardous materials.

Commissioner Yorgov admired the project for creatively using density bonuses to deliver more affordable homes and diverse housing types in Hayward. He highlighted the challenges of funding 100% affordable housing, noting scarce resources and a backlog of projects, and emphasized that in-lieu fees and City incentives help add affordable units within market-rate developments. He also appreciated learning about programs like SKIP and BOLD.

Commissioner Meyers expressed strong support for the project, praising the developers' candidness and approach. He appreciated the extra parking, ADA-compliant features, and highlighted the quality of the tree report, describing the overall project as outstanding and exciting.

Commissioner Lowe expressed strong support for the project, commending its location, aesthetics, and homeownership opportunities. She agreed that the requested waivers were minimal, and highlighted features like solar panels and preservation of redwoods. She noted nearby parks benefit families and mentioned that ample two-car garages should address



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parking concerns.

Commissioner Haman expressed support for the project, calling it educational and a good example of effective housing development and infill use. He noted it provides a promising opportunity for first-time homebuyers and saw no issues with approvals, density bonuses, or site plans. His only concern was potential challenges with tandem parking and possible overflow into streets or nearby business parks.

It was moved by Commissioner Lowe, seconded by Commissioner Yorgov, to approve the Vesting Tentative Tract Map 8757, Site Plan Review and Density Bonus and Density Bonus application and finds the proposed project is exempt from CEQA pursuant to California Public Resource Code Section 21080.66, subject to the attached Findings and Conditions of Approval.

AYES:	COMMISSIONER	Haman, Hardy, Lowe, Meyers, Yorgov
	CHAIR	Goodbody
NOES:	COMMISSIONER	
ABSENT:	COMMISSIONER	
ABSTAIN:	COMMISSIONER	
RECUSED:	COMMISSIONER	Stevens

3. Proposed Demolition of an Existing 14,640-Square-Foot Truck Terminal and Construction of a New 45,336-Square-Foot Truck Terminal and Related Site Improvements on a 7.9-acre parcel located at 2256 Claremont Court (Assessor Parcel Number 436-0025-043-04), Requiring Approval of a Conditional Use Permit and Major Site Plan Review, and Adoption of a Mitigated Negative Declaration and Accompanying Mitigation Monitoring and Reporting Program. Applicant/Project Manager: Ryan Bernal, Kimley Horn; Property Owner/Developer: Andrew Falzarano, Hayward Property LLC/Crown Enterprises, Inc. **PH 26-007**

Staff report submitted by Senior Planner Kowalski, dated February 26, 2026, was filed.

Senior Planner Kowalski introduced the item and provided a synopsis of the staff report.

Commissioner Haman inquired about the contingency plan given the uncertainties before FEMA's formal map revisions. Senior Civil Engineer Saebi explained that due to FEMA suspending the LOMR-F processing, the project will conduct a flood study and third-party review to prevent impacts on neighboring properties, with a condition to pursue a LOMR once FEMA resumes processing, without delaying occupancy.



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Commissioner Haman asked if the owner is willing to assume the risk. Senior Civil Engineer Saebi replied that the options are limited: either wait for FEMA to resume processing or follow the required measures to mitigate any potential adverse impacts.

Commissioner Haman asked how the vapor barrier under the building will protect the site. Planning Manager Lochirco replied that the vapor barrier, required under Condition of Approval #67, is a mitigation measure that was determined to be required by the City's environmental consultant who has expertise in that particular field. He noted that the applicant must submit plans for the vapor barrier for approval by the Building and Hazardous Materials Divisions, and staff will verify compliance during construction and before occupancy of the new building as part of the mitigation monitoring plan.

Commissioner Haman suggested that a geomembrane liner could potentially be used more extensively across the site. Planning Manager Lochirco stated that swapping the vapor barrier for a geomembrane liner would require applicant agreement and consultant approval, as City staff could not confirm effectiveness of a liner compared to a vapor barrier. He highlighted that the current condition remains under Development Services Director and Hazardous Materials Division oversight.

Commissioner Haman asked whether the review will also cover protection measures for the diesel exhaust fluid, trash enclosure, underground fuel tank, and generator. Planning Manager Lochirco replied that all protections must be satisfied before building permits are issued. He noted that detailed construction-level mitigation measures will be reviewed, based on the methods recommended by the environmental consultants and agreed to by the applicant.

Commissioner Haman asked whether trucks will be washed on-site or off-site. Applicant Heinrich with Crown Enterprises replied that truck washing will not occur on-site, as this location lacks the necessary facilities. He noted that instead trucks are washed and serviced at nearby Central Transport properties.

Commissioner Haman asked whether the main and alternative feeder roadways would be maintained with the Claremont Court upgrade. Applicant Heinrich explained that the project focuses on upgrading the site to improve operational efficiency and driver facilities, including fuel access. Commissioner Haman clarified that his question concerned potential impacts on roads leading to the freeway. Applicant Heinrich replied that although a few additional doors are being added, there would be no significant change to overall traffic impacts.

Commissioner Haman asked whether the applicant would be responsible for repairing the roadways if increased use from the project caused them to deteriorate. Applicant Heinrich



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replied that the road is also used by adjacent properties, including XBO and FedEx, so any wear would not be solely due to their project.

Commissioner Haman asked whether stormwater would be collected and treated on-site, and whether it would discharge to the sanitary sewer or storm drain. Civil Engineer Azab replied that, under Alameda County regulations and the Clean Water Act, runoff from impervious surfaces will be treated in bioretention areas on the site before being discharged to the existing storm drain system.

Commissioner Haman asked for clarification on whether stormwater would be discharged to the storm drain system rather than the sanitary sewer. Civil Engineer Azab confirmed that it would go to the storm drains, not the sanitary sewer.

Commissioner Haman asked how the project will ensure compliance with the “only rain in the drain” requirement. Civil Engineer Azab replied that stormwater will first pass through bioretention areas for treatment before entering the storm drain system.

Commissioner Haman asked whether stormwater treatment relies on the project’s bioretention areas. Civil Engineer Azab replied that bioretention is a standard stormwater management strategy recognized by the San Francisco Bay Regional Water Quality Control Board. He explained that runoff will be directed through curb cuts into bioretention strips around the perimeter of the site, where it will pond and infiltrate before discharging to the storm drain system, preventing untreated runoff from entering the drains.

Commissioner Haman asked how the employee recreation amenities, such as the basketball court and fitness areas, were selected. Senior Planner Kowalski replied that he suggested the basketball court as a popular form of exercise for employees that could utilize a paved surface on a site having a large amount of pavement, while the exercise equipment and outdoor seating were proposed by the developer’s design team. He noted the amenities were developed collaboratively between staff and the developer.

Commissioner Haman asked whether employees could modify the recreational space in the future if their needs change. Senior Planner Kowalski replied that the amenities are part of the approved site plan review and were provided in exchange for Planning Commission approval, so they could not be freely altered.

Commissioner Haman asked whether a walkway could be added along the landscaped perimeter for employee use. Senior Planner Kowalski replied that it would depend on the developer, noting the area is planned for truck and trailer parking with required landscaping. He added that the Commission could require a walkway if desired, though the current landscaping represents the minimum for the site. Planning Manager Lochirco noted that



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adding a walkway could create additional site design challenges due to landscaping and stormwater treatment requirements.

Commissioner Haman asked why solar panels are not included in the project. Senior Planner Kowalski replied that he didn't believe solar panels are required for new industrial projects like they are for residential developments, though the developer's design team could perhaps provide more insight.

Commissioner Haman asked about when the fleet might become 100% electric. Senior Planner Kowalski replied that staff does not have that information and that no one present at the meeting could provide that answer.

Commissioner Haman asked whether there are goals or timelines for transitioning the fleet to fully electric. Planning Manager Lochirco replied that the City has no such requirements, noting that electrification is a private business decision and not all vehicles currently have supporting infrastructure. He added that while some companies are gradually electrifying their fleets, any transition would depend on the operator's business plan.

Commissioner Haman asked whether the state is requiring or encouraging a transition to all-electric vehicles. Planning Manager Lochirco replied that the state is promoting electrification, but any uniform requirements would come through state law, and the project must comply with state green energy and CalGreen standards. Applicant Heinrich added that all forklifts at their facilities are electric, consistent with their practices at other locations, though he did not provide details on the larger question of electrifying the entire truck fleet.

Commissioner Haman asked whether the project includes electric vehicle (EV) chargers for employees, to which Applicant Heinrich replied yes.

Commissioner Meyers asked whether Central Transport would continue as the tenant under the new project. Applicant Heinrich confirmed that it would.

Commissioner Meyers asked how many employees currently work at the site. Applicant Heinrich replied that he would need to confirm with the terminal operator, but estimated that about 80% of the projected 50 new employees reflect anticipated growth in the market rather than current staffing levels.

Commissioner Meyers asked whether the existing building will be completely demolished. Applicant Heinrich replied that the new building will be constructed adjacent to it, with the east side remaining intact and in use during construction, and eventually demolished after the tenant relocates to the new facility.



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Commissioner Meyers asked whether any employees would need to be furloughed or otherwise displaced during the construction and transition to the new building. Applicant Heinrich replied that the goal is to retain all employees during construction, ensuring no furloughs or disruptions to staffing throughout the transition.

Commissioner Meyers asked whether there is a secondary point of egress near the diesel storage tank and refueling station for safety, since the walkway crosses over the underground tank. Applicant Heinrich replied that any egress requirements, including in the event of an explosion, would follow fire department regulations and be fully adhered to during construction.

Commissioner Meyers confirmed that, as currently designed, the diesel storage and refueling station are located entirely along the frontage road.

Commissioner Meyers asked whether the on-site generator is intended primarily for backup power during outages. Applicant Heinrich confirmed that it is, explaining that the computer system is essential to operations and a power loss would halt all activities.

Commissioner Meyers confirmed that the generator undergoes maintenance and is tested monthly.

Commissioner Meyers asked whether the generator only runs for about half an hour each month during testing, to which Applicant Heinrich replied yes.

Commissioner Meyers asked whether the Mitigated Negative Declaration and building conditions address potential construction-related dust. Senior Planner Kowalski replied that standard dust control measures, such as watering the site to prevent dust in dry or windy conditions, are typically included in the project documents. Senior Civil Engineer Saebi added that grading permit conditions also require dust control measures, which are standard in the permit and plans, and noted that monitoring and enforcement are generally handled by other parties, not Public Works construction inspectors.

Commissioner Meyers asked whether the two existing power poles on Front Street will remain or be undergrounded to match the project's electrical plan. Senior Civil Engineer Saebi replied that all existing overhead poles and wires along the frontage will be placed underground as part of the project, consistent with standard conditions of approval.

Commissioner Hardy asked how it was determined that this area of the City has low vehicle miles traveled (VMT) per employee. Transportation Planner Chang replied that VMT is based on the Alameda County regional model, which divides the City into Transportation Analysis



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Zones (TAZs). He explained that each TAZ has a set VMT per employee, and this project falls in a zone with below-average VMT, so it meets the City’s VMT requirements.

Commissioner Hardy asked how the City, developer, or employer could ensure the project’s job growth results in a net increase in employment for Hayward residents. Senior Planner Kowalski replied the document does not specify new employees will be Hayward residents.

Commissioner Hardy asked for clarification, noting that the study states the project would increase jobs “in the region,” but does not guarantee employment specifically for Hayward residents, and asked how the City could ensure local hiring. Planning Manager Lochirco replied that hiring decisions would be made by the operator. While they could target Hayward residents for new positions, existing employees may live elsewhere and retaining them is a priority. Applicant Heinrich added that all drivers are domiciled at this location, meaning they start and end their shifts there, and he expects most employees will be locally employed.

Chair Goodbody opened and closed the public hearing at 8:45 p.m.

Commissioner Meyers expressed support for moving the overhead power lines underground, noting that gradual improvements like this benefit the community.

Commissioner Haman expressed support for staff’s recommendations for the Conditional Use Permit and Major Site Plan Review, emphasizing environmental protection, hazardous material containment, and solar panels. He highlighted favorable design features and noted that the Mitigated Negative Declaration raised only construction noise and vapor barrier issues as potentially significant environmental impacts.

Commissioner Yorgov expressed appreciation for the business remaining in the city, expanding operations, and creating employment opportunities for local residents.

It was moved by Commissioner Stevens, seconded by Commissioner Lowe, to approve the Conditional Use Permit and Major Site Plan Review Application No. UP- 2 4- 0006 as shown in the proposed plans, based on the Findings and subject to the Conditions of Approval; and adopt the Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program, which was prepared in accordance with the requirements of the California Environmental Quality Act ( CEQA).

AYES:	COMMISSISONER	Haman, Hardy, Lowe, Meyers, Stevens, Yorgov
	CHAIR	Goodbody
NOES:	COMMISSIONER	
ABSENT:	COMMISSISONER	



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ABSTAIN: COMMISSIONER

**APPROVAL OF MINUTES**

4. Minutes of the Planning Commission Meeting on January 8, 2026 **MIN 26-024**

It was moved by Commissioner Lowe, seconded by Commissioner Haman, and carried unanimously, to approve the Minutes of the Planning Commission Meeting on January 8, 2026.

AYES:            COMMISISONER       Haman, Hardy, Lowe, Meyers, Stevens, Yorgov  
                      CHAIR                    Goodbody  
NOES:            COMMISSIONER  
ABSENT:         COMMISISONER  
ABSTAIN:        COMMISSIONER

**COMMISSIONERS' ANNOUNCEMENTS, REFERRALS**

Planning Manager Lochirco made three announcements: 1) an informational memo on implementation strategies for the Downtown Specific Plan will be sent soon; 2) the next Planning Commission meeting is scheduled for March 12, 2026, with two items: a residential project on Walpert for final approval and the General Plan annual report; and 3) he will be out of town for the March 12, 2026, meeting, and Principal Planner Leah Schmidt will serve as the Commission liaison.

**ADJOURNMENT**

Chair Goodbody adjourned the meeting at 8:55 p.m.

**APPROVED:**

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Ron Meyers, Secretary  
Planning Commission

**ATTEST:**



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Attachment I

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Briea Allen  
Planning Commission Secretary  
Office of the City Clerk