

# APPENDIX B: LAND USE CHAPTER ASSESSMENT

## STATUS OF POLICIES: LAND USE CHAPTER

The following is summary of the status of implementation of the North Fair Oaks Community Plan (NFOCP). Information about the status of each policy is included. Priority policies are indicated by a diamond symbol (◆) and summarized on pages 8-10 of the North Fair Oaks Community Plan Review.

GOALS, POLICIES, AND STATUS	DESCRIPTION OF CURRENT STATUS
<p><b>GOAL 2.1: Encourage mixed-use development along major commercial corridors and within industrial areas to support a vibrant, urban community that integrates a range of amenities in close proximity to surrounding residential neighborhoods.</b></p>	
<p><b>Policy 1A:</b> Allow and promote appropriately scaled mixed-use development along Middlefield Road, El Camino Real, and along segments of Edison Way and 5<sup>th</sup> Avenue, to encourage a range of commercial, residential, institutional, and industrial (by conditional use permit) development and community facilities. <b>STATUS: COMPLETE</b></p>	<p>The NFO Rezoning and General Plan Amendment Project was initiated in January 2022, with the following components:</p> <ol style="list-style-type: none"> <li>1) Amendments to existing mixed-use zoning districts along Middlefield Road, El Camino Real, and 5<sup>th</sup> Avenue, and to the Design Review and Site Development Regulations to ensure the Regulations are consistent with State law, improve clarity, and implement the Community Plan;</li> <li>2) Amendments to the Community Plan for clarity, elimination of redundancy, and consistency with the amended Zoning Regulations and State law; and</li> <li>3) Rezoning and General Plan land use designation changes for several residentially-zoned areas adjacent to El Camino Real and Middlefield Road from low- and medium-density residential to high-density residential and mixed use. No changes to allowed height, bulk and density are proposed for existing CMU and NMU districts.</li> </ol> <p>All phases of NFO Rezoning and General Plan Amendment Project have been completed. Amended zoning classifications along Middlefield Road, El Camino Real, and 5<sup>th</sup> Avenue, ensure that the zoning regulations are implementing the goals of the North Fair Oaks Community Plan, are consistent with recent changes to State law, and improve clarity and usability of the regulations. The new districts allow a mix of residential and commercial uses, with commercial uses on the ground floor, and residential above, allow heights of approximately 4 to 6 stories, and allow from 60 to 120 housing units per acre. Commercial, residential, institutional, and community facilities are allowed in the new mixed-use districts. Light industrial and R&amp;D are allowed in the mixed-use districts by Conditional Use Permit (CUP) only. San Mateo County facilitated community meetings and received public input regarding updated zoning classifications and definitions. See: <a href="https://www.rezoningnorthfairoaks.org/about">https://www.rezoningnorthfairoaks.org/about</a></p>

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<p><b>Policy 1B:</b> Promote mixed-use development in existing industrial areas along Edison Way to provide flexible space for a range of industrial, commercial, institutional and live-work residential (by conditional use permit) land uses and community facilities to revitalize underutilized and vacant land.</p> <p><b>STATUS: COMPLETE</b></p>	<p>Adopted zoning that allows mixed-use development, includes live-work residential uses in existing industrial areas along Edison Way by Conditional Use Permit (CUP).</p>
<p><b>Policy 1C:</b> Encourage continued and expanded industrial uses in the Spring Street area, with the potential for live-work residential (by conditional use permit) land uses and community facilities. Also allow limited commercial uses in this area, fronting on Bay Street only, to support adjacent industrial and institutional uses.</p> <p><b>STATUS: COMPLETE</b></p>	<p>The County has continued to encourage industrial uses in the Spring Street area by maintaining industrial and commercial uses at the same scale and introducing live-work residential and mixed-uses. Due to State law requiring the identification of zoning capacity for housing, the County has also introduced high density residential/multi-family in this area. Market conditions have allowed industrial uses to continue in the area despite the high demand for residential.</p>
<p>(♦) <b>Policy 1D:</b> Ensure that the design of the public and private realm land uses along residential and commercial streets promotes safe, convenient, and well-integrated walking, bicycling, and public transit use.</p> <p><b>STATUS: ONGOING</b></p>	<p>Caltrans and the County require future development to contribute to active Caltrans transportation improvement projects such as the SR-82 Bike Safety Project and bicycle and pedestrian crossing improvements. Adopted zoning requires new developments to incorporate sidewalks and bike facilities into projects.</p>
<p>(♦) <b>Policy 1E:</b> Ensure that all new commercial, institutional, industrial, and mixed-use development provides space for or contributes to the creation of community-oriented facilities (i.e., pocket parks, community gardens, plazas, community gathering spaces, and other facilities).</p> <p><b>STATUS: NOT INITIATED</b></p>	<p>The County does not require this for residential projects because there are no discretionary approvals associated with residential projects. For nonresidential projects that require discretionary approval, the County has the authority to do this but has not in part due to the size of commercial projects proposed in North Fair Oaks. Typically, negotiation of community benefits is limited to large commercial development projects. It is a high priority to identify how the County can encourage private development projects to contribute to community amenities under current state law.</p>
<p>(♦) <b>Policy 1F:</b> Identify key parcels with development potential, and potential barriers to such development. Address these barriers through creative solutions (rezoning, parcel consolidation, and others) to attract private developers and encourage higher intensity infill development.</p> <p><b>STATUS: ONGOING</b></p>	<p>Rezoning to allow higher densities and mixed-use was completed for all parcels with the highest density potential through the North Fair Oaks Rezoning Project. In addition, the 2023-2031 Housing Element identifies barriers to development and recommends policies to reduce barriers and streamline development regulations to encourage higher intensity infill development. The County has not directly completed parcel consolidations.</p>
<p><b>GOAL 2.2: Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to create jobs and housing and support community and economic development.</b></p>	
<p><b>Policy 2A:</b> Identify areas that should be preserved for current and future industrial and job generating uses, particularly in existing industrial areas identified as appropriate for additional</p>	<p>The County has continued and expanded industrial uses in these areas by maintaining industrial and commercial uses at the same scale and introducing live-work residential and mixed-uses. Job generating uses continue to be allowed on Edison, Spring Street and Bay</p>

GOALS, POLICIES, AND STATUS	DESCRIPTION OF CURRENT STATUS
<p>development. Designate and preserve these areas for activities that are consistent with industrial and job generating uses, such as warehousing, office, research and development, and light manufacturing and assembly.</p> <p><b>STATUS: COMPLETE</b></p>	<p>Road, which include warehousing, office, research and development, and light manufacturing and assembly. Due to State law requiring the identification of zoning capacity for housing, high density residential/multifamily in some industrial areas. There are two limited areas where both industrial and higher density housing are allowed, and a larger area where industrial with small scale residential live-work is allowed in combination with industrial; however, the majority of the areas previously zoned for industrial remain zoned to allow or require primarily industrial uses. Market conditions have allowed industrial uses to continue in the area despite the high demand for residential. SB 6 provisions, in effect as of July 1, 2023 allow residential development on property zoned for commercial use if a project meets a number of criteria and requirements.</p>
<p><b>Policy 2B:</b> Take advantage of potential demand generated by new job rich development, such as the Stanford Redwood City campus, to catalyze redevelopment and job creation in the industrial areas in the northern end of North Fair Oaks in the Spring Street area along Bay Street. Allow a range of uses in this area, including warehouse and other industrial, institutional, live-work (by conditional use permit only), and retail (along Bay Street only).</p> <p><b>STATUS: COMPLETE</b></p>	<p>Adopted zoning resulting from the North Fair Oaks Rezoning Project is consistent with this policy. Edison, Spring Street and Bay Road are areas primarily zoned and preserved for job generating uses, including warehouse and other industrial, institutional, live-work (by conditional use permit only), and retail (along Bay Street only).</p>
<p><b>Policy 2C:</b> Allow residential infill development on vacant and underutilized residential parcels and within areas identified as appropriate for additional mixed use residential, commercial, and other development. Encourage multi-family residential and mixed-use residential development in these areas, and revise subdivision regulations to remove barriers to the development of multi-family attached for-sale housing in all appropriate areas in North Fair Oaks.</p> <p><b>STATUS: COMPLETE</b></p>	<p>The North Fair Oaks Rezoning Project adopted zoning allows for significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors. The rezoning program established a higher density mixed-use district that allows high intensity uses (50-70 feet) and 60-120 du/acre depending on location. The County also adopted new subdivision regulations that remove barriers to the development and do not conflict with the provisions associated with multi-family attached housing in the North Fair Oaks Community Plan.</p>
<p><b>Policy 2D:</b> Consider the use of centrally located vacant or underutilized parcels in residential neighborhoods for parks, play lots, community gardens and/or residential parking lots.</p> <p><b>STATUS: COMPLETE</b></p>	<p>Since the adoption of the North Fair Community Plan, the County completed or supported the following activities:</p> <ul style="list-style-type: none"> <li>▪ Purchase of four parcels between Middlefield Road and 2nd Ave and develop it into public parking lot.</li> <li>▪ Identification and maintenance of a small parking lot at the corner of Berkshire Avenue and Huntington Avenue.</li> <li>▪ Rehabilitation of Friendship Park on a centrally located underutilized parcel.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ Support to the Fair Oaks Beautification Association (FOBA), an all-volunteer, non-profit community organization, to complete the construction of a pocket park on the Hetch Hetchy right-of-way at the corner of Bay Road and 18<sup>th</sup> Avenue in 2013.</li> <li>▪ Support for two community gardens located next to and maintained by the St. Francis Center.</li> <li>▪ Support for additional community garden maintained by the San Mateo County Health Center.</li> <li>▪ Support for Triangle Park (not a formal park) is a small irregularly shaped lot bordered by Ninth, Edison, and Fair Oaks Avenues which is also maintained by FOBA and supported by the County.</li> </ul> <p>Typical opportunity sites for these types of uses included lots that were smaller than the minimum lot size to build housing. Updates to state law (SB-9), allow housing to be constructed on small lots, which will increase the cost and limit the County’s ability to purchase small lots for community-serving uses.</p>
<p><b>Policy 2E:</b> Address incompatible industrial uses in residential and mixed-use areas, particularly along Middlefield Road, through County assistance to relocate uses to more appropriate industrial areas within North Fair Oaks, through fee waivers, incentives, identification of appropriate sites, and other measures.</p> <p><b>STATUS: ONGOING</b></p>	<p>This was addressed through the North Fair Oaks Rezoning Project. Body shops, detailing shops, open industrial yards, storage, and recycling uses are no longer allowed uses in this area. The County provides technical assistance related to relocation of businesses that may turnover via market forces.</p>
<p><b>(◆) Policy 2F:</b> Explore opportunities to strengthen neighborhood-scaled and neighborhood located commercial and retail locations, such as the existing commercially-zoned area at 13<sup>th</sup> Avenue and Fair Oaks, through modifications to zoning designations, expansion of commercial areas, and other modifications to improve compatibility and appropriateness of local uses and provide accessible local serving retail throughout North Fair Oaks.</p> <p><b>STATUS: NOT INITIATED</b></p>	<p>This policy was not initiated in the 13th Avenue commercial area because this area ceased to operate as a local-serving commercial use and community feedback helped determine that the community no longer valued this as a commercial location and prioritized its redesignation for future residential uses. Accessible, local serving retail is a priority in North Fair Oaks and is primarily located along existing commercial corridors.</p>
<p><b>GOAL 2.3: Amend and streamline land use categories to strengthen neighborhood and community character and to incentivize needed and appropriate development.</b></p>	
<p><b>Policy 3A:</b> Simplify and combine land use categories for residential uses to reduce redundancies and provide clear guidance on the type</p>	<p>The North Fair Oaks Rezoning Project included amendments to provide clarification, correction, and/or streamlining of various standards and processes, to make the regulations more readily</p>

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<p>and density of development that is desired within residential areas.  <b>STATUS: COMPLETE</b></p>	<p>understandable, easier, and more effective in implementation, and to incorporate recent changes in State law. Examples include:</p> <ul style="list-style-type: none"> <li>▪ Land use standards will be clarified to indicate that floor area ratio (FAR) limits apply to non-residential development. Residential intensity would continue to be limited by maximum density.</li> <li>▪ Energy efficiency and green building standards superseded and exceeded by the California Building Code, and water-efficient landscaping, low-impact design, and stormwater treatment covered by other County ordinances will be eliminated.</li> <li>▪ Parking requirements would be standardized across zoning districts, and electric vehicle charging requirements superseded by State law would be eliminated.</li> </ul>
<p><b>Policy 3B:</b> Implement new mixed-use land use categories to promote mixed-use development in appropriate areas. Mixed-use development guidelines should recognize the needs of any retail, so the space meets the requirements of businesses, especially brand tenants.  <b>STATUS: COMPLETE</b></p>	<p>As a result of the North Fair Oaks Rezoning Project, the county adopted mixed-use zoning designations, standards, and procedures that are consistent with the North Fair Oaks Community Plan. The adopted zoning changed some R-3 zoning districts and a few parcels zoned R-1 east of Middlefield Road, to a new mixed-use residential and commercial zoning district, similar to the adjacent, existing mixed-use districts. These zoning changes would allow greater height, more housing, and commercial ground floor uses in these priority development areas. The mixed-use districts also allow commercial ground floor uses, residential multifamily and commercial-residential mixed-use development ranging from 3 to 6 stories, depending on area, and from 60 to 120 units/acre. The CEQA analysis estimated that project implementation could facilitate up to 332 additional dwelling units and 74,179 square feet of commercial space.</p>
<p><b>Policy 3C:</b> Update the County’s General Plan map and zoning ordinance to be consistent with the new Community Plan land use map and land use designations for North Fair Oaks.  <b>STATUS: COMPLETE</b></p>	<p>Following the adoption of the North Fair Oaks Community Plan, the County adopted Zoning Regulations for various areas of NFO, implementing the Community Plan. These zoning districts included higher density commercial-residential mixed-use districts along El Camino Real (CMU-1, NMU-ECR), 5<sup>th</sup> Avenue (CMU-1, CMU-2), Middlefield Road (NMU, CMU-3), and areas around Middlefield Road and the Dumbarton Rail (CMU-3).</p> <p>Additional revisions included updates to the County General Plan Land Use Map, rezone of 54 parcels to allow for higher-intensity and higher-density residential and/or residential mixed-use development, and updates to physical standards, allowable activities, and development procedures that would be implemented when new buildings and/or site improvements are proposed on parcels.</p>
<p><b>GOAL 2.4: Encourage transit-oriented development within North Fair Oaks.</b></p>	
<p><b>Policy 4A:</b> Establish a higher density mixed-use district within a ¼ mile radius of the potential future multi-modal-transit hub at the intersection of the Southern Pacific Railroad tracks and Middlefield Road. Higher densities in this area will support transit, reduce automobile use, and maximize development of vacant and</p>	<p>This area was included in the North Fair Oaks Rezoning Project. Amended zoning classifications allow for significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors including the intersection of the Southern Pacific Railroad tracks and Middlefield Road. The highest</p>

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<p>underutilized lots while providing needed housing and other uses.  <b>STATUS: COMPLETE</b></p>	<p>density rezoning, up to 120 units/acre, is limited to 1/4 mile from the rail crossing; the areas along El Camino Real, another primary corridor, allow up to 80 units/acre.</p> <p>The highest density rezoning completed in 2023 as a part of the rezoning project, was up to 120 units/acre limited to 1/4 mile from the rail crossing; the areas along El Camino Real, another primary corridor, allow up to 80 units/acre, and fall within 1/4 mile of El Camino Real.</p> <p>In 2024, the county completed an assessment of the potential for a pedestrian and bicycle railroad crossing to make it easier to walk and bike in North Fair Oaks. The North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study explored potential for a bicycle and pedestrian crossing as well as improvements on local streets in North Fair Oaks that provide connections to the new rail crossing and local destinations along the railroad track.</p> <p>The 2021 Unincorporated San Mateo County Active Transportation Plan does not include planning for the future multi-modal-transit hub at the intersection of the Southern Pacific Railroad tracks and Middlefield Road.</p>
<p><b>Policy 4B:</b> As part of Plan implementation, study appropriate timing and interrelation of 1) increased development densities, and 2) transit improvements required to support higher intensity development, in the high density mixed use district, and explore appropriate methods, including specific zoning regulations and development phasing contingent on specific transit improvements, to ensure that higher density development is adequately supported by approved and funded transit, and that development densities are appropriately supportive of approved and funded public transit.  <b>STATUS: INITIATED AND PARTIALLY COMPLETE</b></p>	<p>The North Fair Oaks Rezoning Project adopted zoning that allows for significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors. The rezoning program established a higher density mixed-use district that allows high intensity uses (50-70 feet) and 60-120 du/acre depending on location. Adopted zoning has reduced barriers to development (such as reduced parking requirements) while streamlining development regulations to encourage higher intensity development that supports transit-oriented development. State law has also reduced barriers to development near transit corridors by eliminating parking minimum requirements for new developments close to public transit.</p> <p>The 2021 Unincorporated San Mateo County Active Transportation Plan does not include planning for the future multi-modal-transit hub at the intersection of the Southern Pacific Railroad tracks and Middlefield Road. MTC's Regional Transportation Plan has relocated the identified hub slightly north of the prior location at the crossing of the rail tracks, although the potential for the Dumbarton rail line is unknown. SamTrans has increased service on Middlefield and El Camino Real, but there is currently no plan for a specific transit hub at the identified location. Work with transportation partners and agencies to determine the long-term feasibility of the multimodal transit hub in North Fair Oaks.</p> <p>As of summer 2024, SamTrans is evaluating alternative options for the corridor, including bus rapid transit as well as bike and pedestrian access. The preliminary analyses will determine the feasibility of bus rapid transit and bike and pedestrian access on the right of way between</p>

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<p><b>Policy 4C:</b> Encourage transit-oriented uses through incentives such as unbundled parking and reduced parking standards, and through measures such as amendments to land use regulations to allow higher densities that will support future multimodal transit improvements, including a potential multi-modal transit hub.</p> <p><b>STATUS: COMPLETE</b></p>	<p>downtown Redwood City and East Palo Alto, which would provide connectivity in North Fair Oaks while preserving the corridor for future transit.</p> <p><u>North Fair Oaks Rezoning Project</u>            Adopted zoning allows significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors. The rezoning program established a higher density mixed-use district along major corridors and included significant reductions in parking standards for various types of development. The parking requirements in the amended zoning ordinance are standardized across zoning districts.</p> <p><u>Inclusionary Housing Ordinance and State Density Bonus</u>            Most projects subject to the Inclusionary Housing Ordinance will also qualify under the State Density Bonus Law. Under the State Density Bonus Law, projects automatically qualify for reduced parking ratios. In addition, projects may use concessions under the law to further reduce onsite parking.</p> <p><u>Assembly Bill 2097 (AB 2097)</u>            Under AB 2097 a project that includes a minimum of 20% affordable units cannot be subject to local parking minimum requirements when the project is located within a half-mile radius of a major transit stop. Projects subject to SMC’s Inclusionary Housing Ordinance located in the AB2097 radius will not have parking minimums.</p> <p><u>Unbundling Parking</u>            There have been no proposals for unbundling of parking from developers in North Fair Oaks. Senate Bill 743 (SB 743) will require unbundled parking to be provided for certain new development projects starting in 2025. Unbundled parking means that parking costs are separated from the cost of renting or owning a residential unit or commercial space, allowing individuals to pay for parking only if they need it.</p>
<p><b>(◆) Policy 4D:</b> Allow and encourage transit-oriented development and the integration of development with multiple transportation options along major corridors including El Camino Real, 5<sup>th</sup> Avenue, and Middlefield Road, if and as these transportation options emerge.</p> <p><b>STATUS: ONGOING</b></p>	<p>The North Fair Oaks Rezoning Project adopted zoning that allows for significantly greater residential densities and mixed-use within defined priority development areas in proximity to transit corridors. The rezoning program established a higher density mixed-use district that allows high intensity uses (50-70 feet) and 60-120 du/acre depending on location. Adopted zoning has reduced barriers to development (such as reduced parking requirements) while streamlining development regulations to encourage higher intensity development that supports transit-oriented development. State law has also reduced barriers to development near transit corridors by eliminating parking minimum requirements for new developments close to public transit.</p>
<p><b>GOAL 2.5: Create distinct gateways at key locations in North Fair Oaks that reflect the area’s unique identity.</b></p>	

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<p>(◆) <b>Policy 5A:</b> Designate the following six locations as primary gateways: El Camino Real and 5<sup>th</sup> Avenue; Middlefield Road at the Southern Pacific Railroad crossing (at the potential site of the multi-modal transit hub); Middlefield Road and 8<sup>th</sup> Avenue; 5<sup>th</sup> Avenue and Bay Road; Spring Street and Charter Street; and Marsh Road at the Southern Pacific Railroad crossing. Apply distinctive design treatments and streetscape elements to distinguish gateways as key entry and exit points to and from North Fair Oaks. The intersection of Middlefield Road and 5<sup>th</sup> Avenue is also designated as a neighborhood activity node where special intersection and corner treatment (such as creation of a plaza or other community space) should be considered.</p> <p><b>STATUS: INITIATED AND PARTIALLY COMPLETE</b></p>	<p><u>El Camino Real and 5<sup>th</sup> Avenue</u> None at this intersection but there is a public art utility box at the intersection of 5<sup>th</sup> Avenue and Waverly (0.1 miles or a three-minute walk away).</p> <p><u>Middlefield Road at the Southern Pacific Railroad</u> The Middlefield Road Improvement Project (underway) includes bike lanes and wider sidewalks as well as the installation of amenities near this intersection (Middlefield Road and Pacific Ave), such as benches, street trees and landscaping, streetlights, trash receptacles, bike racks, and street art. Improvements will also be made at the Fair Oaks Clinic/Redwood Junction driveway at the railroad crossing including the installation of traffic signals. There are also two art installations located nearby, one on Middlefield Road in front of the Fair Oaks Library (yellow North Fair Oaks entry sign) as well as a public mural on the Fair Oaks Community Center. The county is also conducting the North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study to assess the potential for a pedestrian and bicycle railroad crossing at this intersection.</p> <p><u>Middlefield Road and 8<sup>th</sup> Avenue</u> There are two art installations located at this intersection (utility art box and a blue North Fair Oaks entry sign).</p> <p><u>5<sup>th</sup> Avenue and Bay Road</u> None at this intersection.</p> <p><u>Spring Street and Charter Street</u> None at this intersection.</p> <p><u>Marsh Road at the Southern Pacific Railroad</u> None at this intersection.</p> <p><u>Additional Public Art Completed or Planned</u></p> <ul style="list-style-type: none"> <li>▪ Purple North Fair Oaks entry sign located at the corner of 5<sup>th</sup> Avenue and Fair Oaks Avenue</li> <li>▪ Utility art box on 5<sup>th</sup> Avenue at Middlefield Road</li> <li>▪ Utility art box on 5<sup>th</sup> Avenue at Semicircular Road</li> <li>▪ Public mural on Middlefield Road and 2nd Ave</li> <li>▪ Public mural at 5<sup>th</sup> Avenue Underpass (Healthy Community Mural Project)</li> </ul> <p><u>North Fair Oaks Public Art Workgroup</u></p>

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<p>(◆) <b>Policy 5B:</b> Provide incentives and allow flexibility to encourage creative building forms and design elements that emphasize the prominence of gateway locations.  <b>STATUS: INITIATED AND PARTIALLY COMPLETE</b></p>	<p>The North Fair Oaks Public Art Workgroup is an ad hoc group formed to implement the North Fair Oaks Community Plan. Specifically, they provide input and recommendations regarding public art to the North Fair Oaks Community Council and the County.</p> <p>Design standards or incentives specifically aimed at encouraging the prominence of gateway locations have not been developed. Updates to state law that streamline and encourage housing development limit the availability of local incentives. To comply with state laws requiring objective design standards and ministerial review of development projects, the County is replacing subjective design standards with objective standards and has limited authority to provide incentives. For example, development projects that qualify for concessions through the existing State Density Bonus Law will receive concessions, exceptions, and bonuses due to state law. In addition, to comply with State law, the County is in the process of eliminating public hearings for minor permits for projects not otherwise requiring hearings as well as revising or removing design standards that are no longer best practices or have been superseded.</p>
<p><b>GOAL 2.6: Adopt a development incentive and exception program to encourage the creation of community benefits as part of private development projects, in exchange for specified exceptions to development standards.</b></p>	
<p>(◆) <b>Policy 6A:</b> As part of the Implementation Program for the adopted Community Plan, create a development incentive and exception program, as described in more detail in Section 2.5, which specifies the amount and type of contribution to the creation of community benefits required in order to be eligible for specified exceptions to normal development standards and restrictions.  <b>STATUS: ONGOING</b></p>	<p>Updates to state law that streamline and encourage housing development limit the availability of local incentives. For example, development projects that qualify for concessions through the existing State Density Bonus Law will receive concessions, exceptions, and bonuses that are already available to developers due to state law. The county may determine what discretionary authority is available, for example in providing fee waivers or streamlined approvals, in exchange for community benefits. The county is in the process of eliminating its community benefits policies because of current state laws that limit discretionary approvals for housing development.</p>

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