



CITY COUNCIL STAFF REPORT

MEETING DATE: May 27, 2025

ITEM TITLE: Receive a Presentation and Provide Input on the Northeast Area Specific Plan Public Draft.

RECOMMENDATION:

Staff recommend that the City Council receive a presentation and provide input on the Northeast Area Specific Plan Public Draft.

FISCAL IMPLICATIONS:

There is no fiscal impact or no additional appropriation is necessary at this time.

Funds for this process were appropriated by the City Council as part of the Adopted Mid-Cycle Budget Adjustment for fiscal year (FY) 2022-23 under Capital Improvement Project C2211 (Northeast Area Specific Plan).

BACKGROUND:

The Northeast Area is comprised of approximately 145 acres on the eastside of San Carlos comprising of the area north of Holly Street, to the San Carlos City limits at Belmont Creek, and between Highway 101 and Old County Road (see Figure 1). The Northeast Area consists of over 175 diverse businesses, including large employers such as Sutter Health Palo Alto Medical Foundation and PG&E, and a variety of industrial uses.

Figure 1: Map of the Northeast Area Specific Plan Boundaries



As part of the City of San Carlos 2022 Strategic Plan, the City Council directed staff to create a specific plan to thoughtfully plan for, manage, and direct change in the Northeast Area given the renewed development interest in this area. The City Council further directed staff to explore the possibility of introducing housing to the Northeast Area. On February 12, 2024, a milestone was reached when the City Council endorsed a preferred land use plan, which included housing.

The Northeast Area Specific Plan is intended to be a comprehensive planning and policy document that establishes a long-term vision and guides growth in the Northeast Area over a 20-year period. Since the commencement of this effort in late 2022, a robust strategy for community engagement has been conducted to shape the Northeast Area Specific Plan. This included stakeholder focus group meetings, pop-ups, online surveys, and virtual community workshops. In addition, the Planning and Transportation Commission and the City Council have provided input and direction at key points in the process including endorsement of a preferred land use plan and urban design framework in early 2024 that incorporates residential uses, public open space, retail uses, and continued allowance for light industrial uses. See Attachment 2 for links to the staff reports and meeting minutes from the January 16, 2024 Planning and Transportation Commission and February 12, 2024 City Council study sessions.

Since receiving the City Council's endorsement of the preferred land use plan and urban design framework, staff finalized the development projections in conjunction with the 2045 General Plan Reset project. The projected growth anticipated in the Northeast Area Specific Plan is 1,890 new residential units and over 4.5 million square feet of nonresidential uses. Using these development projections, staff and the consultant team are currently preparing an associated Environmental Impact Report (EIR) and related technical studies including noise, traffic, and greenhouse gas emissions. The Draft EIR is anticipated for release in mid-June of this year.

The purpose of this meeting is to introduce the Public Draft Northeast Area Specific Plan to the City Council (see Attachment 1), which was developed based on the collective input from the community and direction from the Planning and Transportation Commission and the City Council. The Public Draft was also presented to the Planning and Transportation Commission on April 2, 2025 (see Attachment 2 to view the Planning and Transportation Commission's input).

ANALYSIS:

The Northeast Area Specific Plan incorporates overarching guiding principles that reflect the community's aspirations into an overall vision for a district that balances traditional industry, innovation, environmental resiliency, and inclusive community life. The Specific Plan also proposes an overall framework of land uses, mobility improvements, and resiliency standards to accomplish the overall vision. See Figure 10 in Attachment 1 for a map that diagrams the overall vision. The Specific Plan is structured into seven comprehensive chapters that serve as a detailed framework for guiding development in the Northeast Area:

1. Introduction
2. The Vision
3. Existing Conditions
4. Land Use and Urban Form
5. Mobility and Parking
6. Environmental Resilience
7. Implementation

Land Use and Urban Form

The Land Use and Urban Form chapter identifies two land use classifications (Planned Industrial and Mixed-Use 75-90 DUs/Ac) which encompass four zoning designations within the Northeast Area as summarized in Table 1 below. See Figure 66 in Attachment 1 for a zoning map showing the proposed zoning designations.

Table 1: Summary of Land Use Classifications and Zoning Designations

Land Use Classifications	Associated Zoning Designations
Planned Industrial	1. Production and Innovation 2. Industrial Professional
Mixed-Use 75-90 DUs/Ac	1. Mixed-Use Northeast – 75 DUs/Ac (MU-NE-75) 2. Mixed-Use Northeast – 90 DUs/Ac (MU-NE-90)

Below is a description of each zoning designation:

- **New Production and Innovation Zone:** This zone is intended to continue to allow the same land uses that are currently allowed in the existing Light Industrial zone, which are a range of light industrial uses, including general service, research and development, biotechnology, warehousing, and service commercial uses. This has been expanded to also allow for industrial workshops, commercial recreation, office, and retail.
- **New Mixed-Use Northeast Zones:** These zones provide for multifamily residential uses at a density of 90 dwelling units per acre (MU-NE-90) for the block bounded by Glenn Way, Old County Road, Bragato Road, and Taylor Way; and 75 units per acre (MU-NE-75) for sites bounded by Industrial Road, Taylor Way, Old County Road, and an adjacent easement bordering the Greater East San Carlos (GESC) neighborhood.
- **Existing Industrial Professional Zone:** These zones are meant to accommodate existing permitted facilities, including PG&E and Sutter Health Palo Alto Medical Foundation.

The Specific Plan also maintains three previously approved Planned Development (PD) Districts: 642 Quarry Road (PD-28), Palo Alto Medical Foundation (PD-21), and 201 Industrial Road (PD-18). Proposed PD Plans would still be considered and regulated pursuant to San Carlos Municipal Code Chapters 18.10 and 18.36.

Development Standards

The Land Use and Urban Form chapter also provides development standards for each zone, including floor area ratio (FAR), density, height, setbacks, etc., which are summarized in Table 2 below. The maximum FAR and maximum building heights range and decrease toward the adjacent GESC residential neighborhood to transition to lower scale development. The MU-NE-75 zone specifically has a required stepdown to 35 feet along its rear setback adjacent to the GESC neighborhood.

Projects within the Production and Innovation zone may request additional building height - from 100 to 155 feet - in exchange for community benefits. The proposed community benefits strategy is discussed further in this report. Projects within the Mixed-Use Northeast zones are not eligible

for additional bonus heights through a community benefits process; this reflects current state law provisions a developer may exercise through State Density Bonus Law, which could include requests for additional building height among other reductions from zoning standards.

Table 2: Summary of Floor Area, Height, and Density Standards

	Production and Innovation	Mixed-Use: 90 DUs/Ac	Mixed-Use: 75 DUs/Ac	Industrial Professional
Maximum Floor Area Ratio (FAR)	1.0 to 2.0	NA	NA	1.5
Maximum Base Height	75 to 100 ft.	90 ft.	75 ft. (35 ft. along rear)	100 ft.
Maximum Bonus Height	100 to 155 ft.	NA	NA	NA
Minimum Density	NA	75 DU/Ac	50 DU/Ac	NA
Maximum Density	NA	90 DU/Ac	75 DU/ac	NA

The Land Use and Urban Form chapter also draws from the Objective Design Standards for mixed-use residential projects, which are currently in progress and are expected to be adopted prior to the Northeast Area Specific Plan. The Specific Plan expands on the Objective Design Standards where appropriate for the Northeast Area, including standards for active ground floor uses, public open space, and building height step downs for sites adjacent to single-family residential zoning districts.

Ground Floor Active Use Requirements

To encourage a range of active uses and support ground floor activation in the Northeast Area, the Land Use and Urban Form chapter identifies frontages where active uses are either allowed or required. See Figure 69 in Attachment 1 for a map showing specific locations designated for ground floor active uses.

- **Allowed Active Use Corridors:** To create pedestrian and visual activity at the ground floor, these frontages allow a range of active uses including retail, restaurant, and personal service uses with a minimum usable depth of 12 feet for a minimum of 65% of the frontage.
- **Required Industrial, Artisan, Manufacturing Uses:** Along Quarry Road, these frontages require ground floor uses where goods are fabricated either as a primary use or accessory to another use (such as retail or restaurant uses) to create an environment where production is visible to the public with a minimum depth of 20 feet for a minimum building length of 30 feet.
- **Required Retail Corners:** To enhance vibrancy and district vitality, building corners at key intersections must provide ground floor active uses with a minimum usable depth of 12 feet for a minimum of 65% of the frontage.

The Land Use and Urban Form chapter also provides design standards at the ground level to support the pedestrian experience of the various ground floor active use corridors through minimum height and façade transparency standards. It is important to note that new developments, complete redevelopments, or major additions would be subject to the ground floor

active use requirements summarized above.

Public Open Space

To provide public open space and community amenities, the Specific Plan requires various forms of public open space that would be created through new developments. New developments located on sites greater than 15,000 square-feet but less than one acre must dedicate at least 10% of the total site area to publicly accessible open space. If located on a site greater than one-acre, new developments must dedicate at least 15% of the total site area to publicly accessible open space.

As an example, should the entire Mixed-Use Northeast 90 block (bounded by Glenn Way, Old County Road, Bragato Road, and Taylor Way) be redeveloped, the approximate 14-acre site would yield an approximate 2.1-acre public open space amenity. This block, in particular, is identified as a potential site for a future public park in the Specific Plan, consistent with community input and past study sessions with the Planning and Transportation Commission and City Council. While the exact design of the public park would be determined as part of a future development project, the Specific Plan outlines minimum criteria, specifically that it shall be located at the ground level with direct access from a public street; be unenclosed by a fence or gate; and be open to the public without charge.

In addition, new developments along Belmont Creek must create a multi-use pathway at least 10 feet in width for pedestrians and bicycles, as shown in Figure 112 in Attachment 1. These developments are also encouraged to allow an additional 15-foot buffer for flexible recreation spaces. Lastly, certain sites throughout the Northeast Area would also be required to create Paseos, which are shared pedestrian and bike paths with a minimum combined width of 26 feet.

Nonconforming Uses and Structures

Adoption of the Northeast Area Specific Plan will result in nonconforming uses and structures given its new zoning designations and associated development standards. For example, an existing industrial use in the Mixed-Use Northeast zones would be considered nonconforming because new or additional industrial uses would no longer be permitted in this zone. To address this issue, the Land Use and Urban Form chapter refers to San Carlos Municipal Code Chapter 18.19 (Nonconforming Uses, Structures, and Lots) and summarizes requirements that are most likely to apply in the Northeast Area.

Development standards set forth in the Northeast Area Specific Plan apply to *new* developments which include building additions, significant remodels, and complete redevelopments. Existing uses (i.e. current business operations) that become, as a result of this Specific Plan, a legal nonconforming use can continue to operate provided no alteration (other than maintenance) or addition is proposed. The current use/business operation can continue even with a change of ownership or change in tenant that maintains the same use. If the legal nonconforming use, however, were to lapse (i.e. no longer operate or vacate) for a period of six months or more, the use may not resume unless the use is re-established through a Conditional Use Permit process and subject to specific findings and approval by the Planning and Transportation Commission.

Mobility and Parking

The Mobility and Parking chapter of the Northeast Area Specific Plan outlines a multi-modal transportation network that aims to support various modes of transportation within the Northeast

Area, and considers freight and vehicle movement to support the existing and future businesses. The proposed transportation network emphasizes bicycle facilities, pedestrian connectivity, roadway safety improvements, and introduces a new street segment. This chapter also provides updated parking and Transportation Demand Management framework for new developments to better manage parking and support vehicle trip reductions.

Street and Active Mobility Network

The proposed street network identifies key roadway improvements that prioritize multi-modal connectivity, access, and safety as shown in Figure 89 in Attachment 1. These improvements include:

- A new north-south street segment connecting Quarry Road to Bragato Road
- Signalized intersections on Industrial Road at Quarry Road and at Taylor Way
- Pedestrian crossings with rectangular rapid flash beacons
- Curb management, including specific locations to account for a variety and function of curb uses, including on-street parking and commercial loading

The Mobility and Parking chapter also contains high level street design guidance for street redesigns in the Northeast Area. A future Streetscape Master Plan with more specific dimensional requirements based on surveyed conditions will be necessary to carry out the proposed improvements. Key street designs include:

- **New Street:** A proposed new street connecting Bragato Road to Quarry Road would serve as a service street for light industrial uses in the Northeast Area. The proposed new street would consist of one lane in each direction, a 9-foot pedestrian through zone on each side, and an 11-foot multi-use curb zone that could support loading activities.
- **Industrial Road:** The proposed street design for Industrial Road consists of one travel lane in each direction with a center turn lane reducing the existing two travel lanes in each direction to accommodate active mobility improvements including a widened 8-foot pedestrian through zone on each side and 5-foot protected bicycle lanes in each direction. The proposed street design is also consistent with the design for Industrial Road envisioned in the East Side Innovation District Vision Plan approved by the City Council in 2021.

Pedestrian and Bicycle Facilities

The Mobility and Parking chapter also proposes recommendations for pedestrian and bicycle improvements throughout the Northeast Area, which builds upon the adopted 2020 Bicycle and Pedestrian Master Plan. See Figure 90 for a roadway network map with pedestrian and bicycle improvements. These improvements include:

- Minimum pedestrian through zone of 8 feet throughout the Northeast Area
- Three publicly accessible Paseos 26 feet in width
- Bicycle facilities ranging from shared roadway markings (Class III) to protected bicycle lanes (Class I)
- One District Mobility Hub and three Small Mobility Hubs which are specific open areas consisting of facilities such as bicycle parking, pick-up/drop-off zones, and wayfinding to support multiple transportation options

Parking and Loading Requirements

The Mobility and Parking chapter outlines parking requirements for the Northeast Area that addresses the need for sufficient vehicle parking while recognizing that creating excess parking limits land available for other uses and can increase traffic congestion. The proposed parking requirements also ensure consistency with state law and regional policy, including Assembly Bill (AB) 2097 and the Metropolitan Transportation Commission (MTC) Transit-Oriented Communities (TOC) Policy. Compliance with the MTC TOC Policy makes the City eligible for future One Bay Area Grant (OBAG) funding that could go toward bicycle and pedestrian improvements, local road repair, and Safe Routes to School programs.

New standards for parking include the removal of parking minimums, and instead, introduce parking maximums. This approach is consistent with the MTC TOC Policy, as well as the Citywide TDM and Parking Reform project, which was recently presented to the City Council at their April 28, 2025 meeting. In addition, the Northeast Area is already subject to AB 2097, which eliminated parking minimums for projects within one-half mile major transit. See Table 11 in Attachment 1 for a complete list of parking maximum ratios. The Specific Plan establishes two tiers of maximum vehicle parking: Tier 1, which is the soft parking maximum, and Tier 2, which is the firm parking maximum. Enacting soft and firm maximums provide flexibility for future development to create more parking, if desired, in exchange for publicly accessible parking, additional trip-reduction strategies, or other benefits that support multimodal travel.

Given the prevalence of industrial and commercial uses with high loading activity in the Northeast Area, the Mobility and Parking chapter also specifies on-site loading requirements to support efficient loading activity for both non-residential and residential mixed-uses.

Transportation Demand Management Requirements

The Mobility and Parking chapter establishes Transportation Demand Management (TDM) requirements that apply to new developments in the Northeast Area. The TDM framework outlined in this chapter aims to be consistent with the TDM framework presented to the City Council on April 28, 2025 as part of the Citywide TDM and Parking Reform project.

TDM requirements apply to all new development projects or changes of use in the Northeast Area, which require a reduction ranging from 25 points to 35 points depending on the project's land use and size. See Tables 17 and 20 in Attachment 1 for TDM thresholds and applicable trip reductions. To reach the required points target, development projects must incorporate TDM measures from a menu of strategies listed in Tables 18 and 19 in Attachment 1.

Parking Management Strategies (On-Street and Off-Street)

In anticipation of new development, land use changes, and an increase in future parking demand in the Northeast Area, the Mobility and Parking chapter identifies various parking management strategies to better manage and utilize on- and off-street parking supply in the district. Currently, on-street parking in the Northeast Area is not actively managed—spaces are largely unregulated and there is limited enforcement of common parking infractions. As a result, many businesses and motorists park vehicles on the sidewalk and/or use curb spaces for commercial vehicle storage. Some vehicles are left parked for long periods of time, limiting access for district users and customers. Off-street parking is not shared, often goes underutilized, or can be difficult to find. As development occurs in the district, especially in the context of AB 2097 where the City can no longer require off-street parking, the lack of comprehensive parking management could

exacerbate parking inefficiencies.

In addition, parking management and trip reduction through the TDM requirements summarized above are highly dependent on each other for success. Lacking any comprehensive parking policy or management with existing and future parking supply would undermine the effectiveness of the TDM requirements which are designed to reduce vehicle trips. The Northeast Area Specific Plan introduces a framework for improved parking management through the following strategies:

- **Shared Parking:** Per the provisions of AB 2097, require that new on-site parking be shared (accessible to the general public, shared between businesses, or reserved for carshare vehicles for all or a portion of the day), which will help to ensure efficient use of new on-site parking.
- **Unbundled Parking:** All on-site parking spaces for residential uses shall be leased or sold separately from the rental or purchase fees for the individual units (excepting 100% affordable housing projects), which can reduce the demand for on-site parking and allow individuals without vehicles to avoid paying for unused parking. All on-site parking spaces for non-residential uses shall be unbundled, with the cost of the parking space included as a separate line item in the lease.
- **Priced Parking and a Parking Benefit District:** The Northeast Area Specific Plan is a 20-year plan, and when conditions are warranted, the City Council could choose to implement pricing and time-restrictions on public parking in the Northeast Area. Priced parking is one of the most effective tools to manage parking spaces, reduce congestion, and ensure that municipalities have the resources to effectively operate the parking system. As part of this framework, the City Council could also choose to establish a Parking Benefit District, which would allow for reinvestment of net parking revenue back into the district to fund overall transportation and streetscape improvements.

The strategies listed above were also presented at a City Council Study Session on April 28, 2025 where the Council provided input on parking and TDM strategies in the context of the Citywide TDM and Parking Reform project. Individual councilmembers expressed not being in favor of priced parking in particular. Priced parking has not been removed as a strategy in the Public Draft of the Specific Plan, as Public Draft was prepared prior to the April 28 City Council meeting. In addition, staff and the consultant team seek input from the full Council on priced parking and other parking management strategies in the context of the Northeast Area Specific Plan.

The Specific Plan is a long-term policy document that contemplates new growth and land use changes where these parking management strategies could be essential tools in the future. Best practices based on research and case studies show that comprehensive parking management leads to reduced vehicle trips. Fewer vehicle trips would help the City achieve other goals, including the reduction of greenhouse gas emissions and reduced traffic congestion. However, as noted above, staff do not expect priced parking to be an immediate tool, but rather a long-term policy strategy that could be considered in the future as parking conditions change.

Environmental Resilience

Recognizing the Northeast Area's vulnerabilities to flood events, the Northeast Area Specific Plan includes an Environmental Resilience chapter that identifies priority sewer and stormwater updates and establishes two resilience zones in the Northeast Area's most vulnerable areas. This chapter creates a coordinated resilience framework that leverages new investment and

development in the Northeast Area. Key resilience measures required for all new development in the Northeast Area include:

- Prepare project-specific hydrology and hydraulic analyses demonstrating that peak stormwater flow is reduced when compared to pre-development conditions
- Elevate critical site infrastructure (such as transformers and generators)
- Adhere to OneShoreline's recommended Sea Level Rise Base Flood Elevation (SLR-BFE) of 3-feet above the project's BFE

Sea Level Rise Priority Zone

The Sea Level Rise Priority Zone applies to Northeast Area properties within the FEMA 100-year flood plain, as shown in Figure 110 in Attachment 1. Properties within this Zone require context-specific strategies for new development given their heightened vulnerability to flooding due to extreme weather events and sea level rise. Key measures include a minimum 25-foot building setback from the edge of an existing drainage channel to create a buffer to support stormwater management and providing engineered detention basins as part of open space.

Creek Front Zone

The Creek Front Zone applies to properties adjacent to Belmont Creek, as shown in Figure 111 in Attachment 1. Belmont Creek is prone to flooding causing property damage to properties in this Zone. Key measures specific to properties in the Creek Front Zone include a minimum 35-foot setback from the existing top of bank to support stormwater detention, and providing native riparian vegetation at the initial 25 feet from the top of bank to filter pollutants and maintain water quality.

Implementation Chapter

The Implementation Chapter was incorporated into the Public Draft and posted on the project website on May 16, 2025, following a meeting with the City Council Infrastructure Financing Subcommittee on April, 4, 2025. The purpose of the Implementation chapter is to outline infrastructure improvements (such as stormwater, storm drain, electrical utilities, and telecommunication utilities); a community benefits strategy; and funding and financing strategy required to deliver the vision of the Specific Plan.

Funding and Financing Strategy

Because of the 20-year horizon of the Specific Plan, the implementation of the Specific Plan's vision will happen incrementally in conjunction with development projects. The Implementation chapter outlines possible funding sources and resources the City can use to realize the Specific Plan vision recognizing that timing of development is uncertain. The funding sources identified in the Implementation chapter are the following:

- **Developer Contributions:** Achieved through development standards, future impact fees, community benefits
- **Property Owners:** Ongoing maintenance by individual property owners, and a potential future Community Facilities Districts (CFDs)

- **City Resources:** General Fund, Capital Improvement Program (CIP), and from a potential future Parking Benefit District
- **Outside Sources:** Regional, state, and federal grant programs

These funding sources would pay for two kinds of expenditures: capital improvements (infrastructure or public facilities construction) and ongoing operations and maintenance of the infrastructure or facility. Many improvements identified in the Specific Plan are anticipated to require a combination of funding sources. In addition, new development may offset some of these costs through increased taxes and fee revenue.

Community Benefits Strategy

As discussed in the Development Standards section of this report, nonresidential projects are eligible to exceed the maximum base height and floor area ratio (FAR) in exchange for provision of community benefits. The proposed community benefits approach allows developers to pay a community benefits fee, negotiate an agreement to provide the community benefit, or a combination of both. This approach would provide developers a higher degree of certainty through a fee option, while ensuring the City will receive investment in critical infrastructure and community amenities to support the growth contemplated in the Specific Plan. The City Council Infrastructure Financing Subcommittee preferred the community benefits fee option, but the Specific Plan includes all three options for full Council input.

The community benefits fee determined by an economic consultant is \$20 per square-foot of all floor area that exceeds the base floor area or is above the maximum base building height (whichever yields a higher fee). This fee could include an escalator in its adoption recognizing inflation costs and that development will occur over time.

The Implementation chapter also includes a community benefits menu outlining the City's goals and objectives for tangible, community serving amenities that could be delivered by future development in the Northeast Area. The menu of community benefits includes public open space, affordable commercial space, multi-modal street improvements, and community facilities. These contributions are required to be improvements beyond those achieved through base development standards, environmental mitigation measures, and impact fees.

COMMUNITY ENGAGEMENT:

Staff and the consultant team began community engagement efforts in February 2023, which marked the start of a series of community workshops that were aligned with the Specific Plan's key decision milestones. Community engagement touchpoints to date include:

- (3) Online surveys
- (3) Virtual focus groups with property owners, business owners, and developers
- (2) Pop-up events
- (1) Open house event
- (2) Project updates with the GESC neighborhood group
- (2) Project updates with the Harbor Industrial Association (HIA)
- (6) City Council Subcommittee Meetings
- (3) Virtual community workshops
- (3) Planning and Transportation Commission Study Sessions, including the recent Study

Session on April 2, 2025 to present the Public Draft

- (2) City Council Study Sessions

The most recent virtual community workshop was held in November 2024 to provide an update on the City Council-endorsed preferred land use plan and receive comments before finalization of the Public Draft. See Attachment 3 for a summary of the November 2024 community workshop, and Attachment 4 for all public comments received since the virtual community workshop. In addition, staff presented and received input at a Harbor Industrial Association (HIA) meeting and a staff-led Open House meeting in January 2025, which are summarized in Attachment 5 and Attachment 6 respectively.

NEXT STEPS:

Following this study session, staff and the consultant team will update the Specific Plan based on input received from the City Council, Planning and Transportation Commission, and the community. The project team will also continue preparing the associated Environmental Impact Report, with adoption of the final Specific Plan and EIR expected in the Fall of this year.

PUBLIC NOTICE:

A courtesy notice of this study session was published in the *San Mateo Daily Journal* newspaper on May 16, 2025. See attachment 7: Courtesy Notice – Proof of Publication.

ALTERNATIVES:

The alternatives available to the City Council include:

1. Receive a presentation and provide direction to staff on the Public Draft Northeast Area Specific Plan; or
2. Do not provide direction to staff on the Public Draft Northeast Area Specific Plan; or
3. Provide staff with alternative direction.

Respectfully submitted by:

Al Savay, Community Development Director

Approved for submission by:



Jeff Maltbie, City Manager

ATTACHMENT(S):

1. Public Draft Northeast Area Specific Plan

2. Links to Staff Reports and Meeting Minutes from the Planning and Transportation Commission Study Session on Sept. 18, 2023, City Council Study Session on Sept. 25, 2023, Planning and Transportation Commission Study Session on Jan. 16, 2024, City Council Study Session on Feb. 12, 2024, Planning and Transportation Commission Study Session on Apr. 2, 2025
3. November 2024 Community Workshop Summary
4. Public Comments as of November 2024
5. Harbor Industrial Association Meeting Summary
6. Open House Meeting Summary
7. Courtesy Notice – Proof of Publication