



AGENDA REPORT

Department: Housing Authority
Prepared by: Carlos Aguirre, Housing Director
Meeting Date: Tuesday, June 20, 2023
Approved by: Armando Vergara, Interim City Manager

SUBJECT:

Public Hearing and Review of the Focused General Plan Update's Supplemental Program Environmental Impact Report and California Environmental Quality Act (CEQA) Findings.

RECOMMENDATION:

Hold the Public Hearing, Discuss the Project and the Alternate Project Location Alternative, and Consider the National City Planning Commission's Recommendation In-Favor of the Alternate Project Location Alternative.

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:

On June 5, 2023, the National City Planning Commission held a public hearing, discussed the Supplemental Program Environmental Impact Report and CEQA findings, and voted unanimously in favor of the Alternate Project Location Alternative.

EXPLANATION:

BACKGROUND

The City's General Plan serves as the guiding document for achieving the community's vision for the future. Since the last update in 2011, new State legislation and other regional and local changes have taken effect. As result, in March 2020, the City initiated the Focused General Plan Update (FGPU), Case File 2021-14 GPA, to support housing-related goals, comply with changes in State legislation, update per City planning studies, and coordinate growth through a holistic process. To follow the adoption of the Housing Element on August 3, 2021, the Land Use Element, Transportation Element, Safety Element, Zoning Map, and Climate Action Plan are being updated. The Downtown Specific Plan, Westside Specific Plan, and Municipal Code are being updated for consistency, as well. Additionally, new Objective Design Standards are being created to comply with State legislation and streamline the housing approval process. One environmental document, a Supplemental Program Environmental Impact Report (SPEIR), was prepared to analyze these actions.

The goals, policies, and actions in the General Plan will guide development in National City through the horizon year 2050. These documents will supersede the current Land Use Element, Transportation Element, and Safety Element of the City of National City General Plan, which were last updated in 2011, and portions of the current Municipal Code.

OUTREACH SUMMARY

The FGPU is the product of approximately two (2) years of analysis and outreach. Due to the COVID-19 pandemic and consistent with official public health guidance, outreach activities were shifted from

in-person events to virtual platforms. To address potential barriers to participation and maximize reach, a variety of media and activities were used to share information and gather input. These activities were outlined in the project's Community Engagement Plan and on the project's website (www.nationalcityca.gov/fgpu).

Mailers announcing the project and opportunities to get involved were sent to all registered addresses in National City in the summer of 2020 and spring of 2021 in both English and Spanish. Since the project kickoff in March 2020, the project team has conducted a total of seven webinars to gather public input. Of these webinars, six were conducted in English with live Spanish interpretation and one was conducted primarily in Spanish. The combined total attendance over the course the 7 of these webinars has been 159 participants (an average of approximately 22 participants per session). An interactive survey was prepared and circulated to the public using the MetroQuest platform; a total of 201 responses were collected. These activities were supplemented with telephone office hours staffed by English- and Spanish-speaking staff. Meetings with stakeholders, including community organizations and developers, were also conducted.

Events and notices were marketed via the City's email listserv, FGPU stakeholder list, and the City's social media sites to share the dates and times of outreach events and opportunities to get involved. Additionally, an interactive map link was made available on the project's website from November 14, 2021, to June 30, 2022, to collect input through an on-going basis on the proposed land use changes, as well.

Focused General Plan Update

To address changes in State legislation, a changing regional context, a forecasted future growth, and implement the City's 2021 Housing Element, National City is conducting a FGPU. The FGPU includes updates to policies and supporting updates to codes, ordinances, and development standards. Specifically, the FGPU includes policy updates to the following Elements (last updated in 2011), which are addressed in detail later in this section:

- Land Use Element
- Transportation Element
- Safety Element
- Housing Element*

*The Housing Element was adopted by the City Council on August 3, 2021, covering the planning period from April 2021 to April 2029 (6th Cycle). On November 10, 2021, the California Department of Housing and Community Development (HCD) provided a letter certifying the Housing Element.

The FGPU considers separate recent planning documents, including the 24th Street Transit Oriented Development Overlay (TODO) study, Downtown Specific Plan, Westside Specific Plan, Harbor District Specific Plan, and INTRACONnect. Recommendations from these predecessor planning studies have been carried forward to all components of the FGPU. In addition, the General Plan will be expanded to include the annexation of approximately 50 acres of the unincorporated community of Lincoln Acres into the City of National City, which was completed in 2020.

Land Use Element Update

The Land Use Element designates the general distribution, location, and extent of uses of land for housing, businesses, industry, open space, etc. This element identifies and designates where future development and redevelopment should be directed and it is intended to balance growth and change with preserving and improving well-established residential neighborhoods and commercial and industrial cores, and overall quality of life. Community character is also integrated in this element to ensure that the physical forms, patterns, and aesthetic features of future development and redevelopment advance the City's desire for a higher quality of life and a more sustainable future.

The Land Use Element update includes revisions to policies to incentivize housing development in an integrated way with circulation network improvements. Based on the existing conditions analysis, community feedback, recent planning studies, and housing-related needs, a series of goals and policies were updated to guide land use and zoning changes across National City to accomplish this goal. These land use policies updates intend to:

- Foster an integrated development pattern.
- Improve development opportunities in areas served by transit and facilitate the creation of 10-minute neighborhoods based on National City's prior INTRACONnect (2020) study.
- Support the City's CAP and other sustainability goals.
- Prioritize increasing housing in areas that have access to transit and resources.
- Stimulate the production of additional housing units to meet housing-related needs.

Transportation Element Update

The Transportation Element guides the City's decision making related to the movement of people and goods. This Element considers the evolving needs of mobility through the development of an integrated multimodal circulation network that accommodates both local and regional trips, and supports public transit, walking, bicycling, vehicular traffic and parking. It also identifies the general location and extent of existing and proposed major roadways, transportation routes, terminals, air and water ports, and pedestrian and bikeway facilities.

The Transportation Element update builds on the focused studies and plans that were completed since it was the last updated in 2011, including integrating findings from the SMART Foundation Plan (2014), Downtown Specific Plan (2017), INTRACONnect (2020), Homefront to Waterfront Connectivity Study (2020), and Bicycle Master Plan (2010). Traffic modelling was completed to inform the development of the update to the Transportation Element to ensure that the proposed network adequately accommodates anticipated growth in the region and includes the annexation of approximately 50 acres of the unincorporated community of Lincoln Acres.

Goals and policies within the Transportation Element were revised to provide more effective language. The following policies were removed from this Element to streamline and consolidate interrelated policies and provide the City with flexibility for multimodal improvements:

- Policy C-1.4: Require new development and redevelopment to apply universal design standards.
- Policy C-9.6: Keep abreast of bicycle facility innovations in other cities and regions, and seek to incorporate these into the bicycle network.

The Transportation Element update adds additional community corridors/districts to the circulation network to better connect multimodal resources into a complete network so that residents and visitors can access key destinations (such as schools, commercial centers, public facilities, homes, and the waterfront) through the city safely and easily by any mode. In addition, the Transportation Element Update incorporates TODO Network recommendations, including:

- Road diets on 24th Street, 30th Street, and Hoover Avenue
- Closure of 19th Street under Interstate 5 (I-5)
- Conversion of one-way to two-way traffic on 18th Street under I-5
- Signal at National City Boulevard and 22nd Street

The Transportation Element Update expands upon the existing community corridors typology and identifies two new typologies specific to pedestrians: walkable retail corridors and pedestrian safety corridors. Both typologies are focused on pedestrian improvements to improve the pedestrian experience and pedestrian safety. Walkable retail corridors are located along existing and planned commercial corridors. Pedestrian safety corridors are located along existing and planned residential corridors. Additionally, roads and sub-communities in National City that have a prevalence of speeding issues were identified. To address this, a new typology has been defined, the Traffic Calming District or Traffic Calming Corridor, and recommendations are provided for locations for additional traffic-calming investments by the City. Proposed improvements from the Transportation Element would be implemented via the Capital Improvement Plan through the horizon year (2050).

Safety Element Update

The Safety Element addresses the potential short- and long-term risks of fires, floods, earthquakes, landslides, climate change, hazards, emergency services and disaster response, and other locally relevant safety issues. This Element establishes goals and policies that work to protect the community from risks of injury, loss of life and property, and environmental damage associated with natural and human-caused hazards such as wildfires, geologic and seismic hazards, flooding, hazardous materials, military installations, and brownfields. It includes mapping of known seismic and geologic hazards, along with areas subject to flooding and fire risk. This element also includes methods to reduce criminal behavior through environmental design and response objectives related to police and fire operations and emergency services.

The Safety Element update reflects changes in State legislation, including:

- SB 379: Requires Safety Element updates to include climate adaptation and resilience strategies
- SB 1000: Requires the identification of environmental justice communities
- SB 1035: Requires that the Safety Element be revised no less than every eight years.

The 2018 General Plan Guidelines from the State Office of Planning and Research mandate that the Safety Element complement the San Diego County Multi-Jurisdictional Hazard Mitigation Plan, last updated in 2018, and include a comprehensive hazard mitigation and emergency response strategy. Information in the Safety Element Update has been updated to be consistent with information about the city, provided in the 2018 San Diego County Multi-Jurisdictional Hazard Mitigation Plan. In

addition, the proposed policies address methods to minimize risks and ways to minimize economic disruption and recovery following an incident.

The Safety Element update includes the addition of a set of feasible implementation measures for climate change adaptation and resilience, including a vulnerability assessment and measures to address vulnerabilities that are increasingly impacting California communities.

Rezoning of parcels within Focus Areas

The FGPU includes several Focus Areas across the City, which were examined in depth for potential zoning changes on the City's Zoning Map. Various factors were taken into consideration when developing and selecting the Focus Areas, including their proximity to major transportation corridors, employment centers, transit stops, schools, parks, and other major amenities and services within National City. The rezoning intends to improve development opportunities in areas served by transit and facilitate the creation of 10-minute neighborhoods based on the INTRACONnect study completed in 2020. Some recommendations from the TODO study were carried forward, including the creation of an overlay zone that would allow for multi-family residential development and a zoning change for the 24th Street Transit Station. The Alternative Project Location Alternative would include all the same components as the Proposed Project: updates to the Land Use, Transportation, and Safety Elements and CAP, along with code and Specific Plan amendments. The sole difference between this alternative and the Proposed Project pertains to one Focus Area: the exclusion of the 24th Street Transit Station. This alternative would relocate density from the 24th Street Transit Station to a set of parcels ("Alternative Site"), which would be rezoned to High Density Multi-Unit Residential (RM-2). The Alternative Site is composed of a set of parcels between "A" Avenue, E 26th Street, E 27th Street, and D Avenue. Under the Alternative Site Alternative, the City would net an additional 119 dwelling units as compared to the Proposed Project, but would see a reduction of 87,705 square feet of commercial space. This reduction would stem from this location being rezoned from commercial uses to RM-2, which is purely residential. The Alternative Site was selected as a replacement for the 24th Street Transit Station Focus Area to reduce potential air quality and noise impacts to residential uses near the Interstate 5 (I-5) corridor. The Alternative Site is located approximately 2,400 feet (0.4 miles) from the I-5 corridor (as the crow flies), as compared to the 24th Street Transit Station Focus Area, which is approximately less than 200 feet from the edge of parcel to the nearest off-ramp (as the crow flies).

The zoning changes recommended in both alternatives intend to facilitate housing production and promote mix-used development by increasing the maximum allowable density and height, as well as allowing commercial uses for areas currently zoned for residential uses. In addition, an overlay area is being proposed to allow for multi-family residential development in areas zoned for commercial and institutional uses near transit. This overlay is intended to facilitate progress toward an integrated land use pattern where housing is well-supported by services and amenities and create a transition to neighboring residential areas.

The Focus Areas for the Project were identified based on the recommendations of prior studies, existing conditions analyses, and community feedback and are identified by the following names:

- 24th Street
- 18th Street

- 4th Street
- D Avenue
- Hospital Area
- 16th Street

Table 1: Focus Area Proposed Rezoning

Focus Area	Acres	Current Zoning	Adopted	du/ac	Proposed Zoning	du/ac
24th Street	4.2	Limited Commercial (CL)		0	Multi-Use Commercial-Residential (MCR-1)	24
18th Street	2.2	Small Lot Residential (RS-2)		9	Mixed Use Transition (MXT)	24
		Very High Density Multi-Unit Residential (RM-3)		75	Open Space (OS)	0
4th Street	16.6	Small Lot Residential (RS-2)		9	Medium Density Multi-Unit Residential (RM-1)	23
D Avenue	17.4	Small Lot Residential (RS-2)		9	Medium Density Multi-Unit Residential (RM-1)	23
Hospital Area	38.6	Small Lot Residential (RS-2)		9	Minor Mixed-Use Corridor (MXC-1)	48
		Medium-Low Density Multi-Unit Residential (RS-3)		15		
		Institutional (I)		0		
16th Street	12.3	Multi-Use Commercial-Residential (MCR-1)		24	Mixed-Use Overlay	24
		Limited Commercial (CL)		0		
		Service Commercial (CS)		0		

24th Street

The 24th Street Focus Area is a 4.2-acre site located in the Westside Specific Plan area that includes the 24th Street Transit Center, the National City Adult School, and commercial establishments. The 24th Street Focus Area is currently zoned as Limited Commercial (CL), which does not allow residential development and has a height limit of three (3) stories or 50 feet and a FAR of 0.6. Rezoning this area to Multi-Use Commercial-Residential (MCR-1) with an increased allowed residential density of 24 du/ac and an increased height of five (5) stories or 65 feet are intended to support the creation of housing by transit and facilitate progress toward National City's goals for transit-oriented development.

18th Street

This Focus Area is a 2.2-acre area along 18th Street that includes a variety of uses, including single-family residential, multi-family residential, commercial, religious facility, and open space. The 18th

Street area is currently zoned as Small Lot Residential (RS-2), which allows for a maximum density of nine (9) du/ac and a maximum height of two (2) stories or 35 feet. This Focus Area consists of approximately three blocks along 18th Street. 18th Street is within a Transit Priority Area and is near a variety of amenities and services, including Kimball Park, John Otis Elementary School, and existing commercial uses. To facilitate a more integrated land use pattern and encourage housing production near community amenities and services, this area is proposed to be rezoned to Mixed Use Transition (MXT) to allow for a maximum density of 24 du/ac and a maximum height of four (4) stories or 45 feet.

The 18th Street Focus Area also includes the parcel located at 1845 E Avenue; a former redevelopment site owned by the successor agency. This parcel is proposed to be rezoned to Open Space (OS) to expand National City's existing park and open space inventory to accommodate the City's current demand, as well as the future needs that will result from the increased density. This rezone will not result in any net loss of dwelling units since higher residential densities are proposed for other areas of National City.

4th Street

The 4th Street Focus Area is a 16.6-acre area that includes a variety of single-family and multi-family residences along 4th Street. This Focus Area is currently zoned as RS-2, which allows for a maximum density of nine (9) du/ac and a maximum height of two (2) stories or 35 feet. The 4th Street Focus Area is one of National City's east-west corridors that connect key destinations, such as Downtown National City, Highland Avenue, and Paradise Valley Hospital. This Focus Area is within a Transit Priority Area (TPA) and near a variety of amenities and services, including commercial uses. Under the adopted zoning, only single-family development is allowed, making the existing multi-family complexes present along the corridor nonconforming uses. To facilitate a more integrated land use pattern and encourage housing production near community amenities and services, this area is proposed to be rezoned Medium Density Multi-Unit Residential (RM-1) to allow for a maximum density of 23 du/ac and a maximum height of four (4) stories or 45 feet.

D Avenue

The D Avenue Focus Area is a 17.4-acre area that includes a variety of single-family and multi-family residences along D Avenue. This Focus Area is currently zoned as RS-2, allowing a maximum density of nine (9) du/ac and a maximum height of two (2) stories or 35 feet. D Avenue is a north-south corridor that connects key uses, including Downtown National City, Kimball Park, multiple schools, and various commercial uses and is located in a Transit Priority Area. It is recommended to rezone this area from RS-2 to RM-1 to allow multi-family residential development and increase the allowed height from two (2) stories or 35 feet to four (4) stories or 45 feet and allow a maximum density of 23 du/ac.

Hospital Area

The Hospital Area includes 38.6 acres near the Paradise Valley Hospital. This area includes a variety of residential uses, group quarters, healthcare, and religious facilities. The current adopted residential zones in this area include RS-2 and Medium-Low Density Multi-Unit Residential (RS-3), which allow for a maximum of nine (9) du/ac and 15 du/ac, respectively. Additionally, some parcels are currently zoned as Institutional (I), which does not allow residential uses. The current maximum height in the area is two (2) stories or 35 feet in RS-2, three (3) stories or 35 feet in RS-3, and five (5) stories or 65 feet in I. This area is also near a variety of commercial uses along key corridors, including 4th Street and 8th Street. To facilitate a more integrated land use pattern and encourage

housing production near community amenities and services, this area is proposed to be rezoned to Minor Mixed-Use Corridor (MXC-1) to increase the maximum density to 48 du/ac and maximum height to five (5) stories or 65 feet.

16th Street

The 16th Street Focus Area covers 12.3 acres bounded by 16th Street, Hoover Avenue, 22nd Street, and A Avenue. This area includes a variety of commercial establishments and automobile dealerships and is located in a Transit Priority Area. The current adopted zoning in this area includes MCR-1, CL, and Service Commercial (CS). While MCR-1 allows for residential densities of up to 24 du/ac, CL and CS do not permit residential development. The height limit for the entire 16th Street focus area is three stories or 50 feet. A mixed-use overlay is proposed to facilitate progress toward an integrated land use pattern where housing is well-supported by services and amenities and creates a transition to neighboring residential areas. The mixed-use overlay would allow for a maximum density of 24 du/ac and a maximum height of five stories or 65 feet.

Climate Action Plan

The Climate Action Plan (CAP) addresses the major sources of greenhouse gas (GHG) emissions in National City and sets forth a detailed and long-term strategy that the City and community can implement to achieve GHG emissions reduction targets. The CAP would also be utilized for tiering and streamlining of future development in National City pursuant to CEQA Guidelines 15152 and 15183.5.

The FGPU includes a comprehensive update to the 2011 CAP by updating the 2009 GHG emissions inventory to 2018 as its baseline year and forecasting emissions for 2030 and 2050, consistent with Executive Order B-30-15 and SB 32. The CAP update would account for new policies stemming from the General Plan update that are expected to expand the City's housing capacity and implement mobility improvements in select corridors. Updates to the Land Use and Transportation Elements are expected to yield revised projected vehicle miles traveled estimates, which will result in updated GHG emissions projections and reductions from transportation sources included in the adopted 2011 CAP. The 2022 CAP update accounts for existing plans, programs, and activities that the City has already completed or implemented to reduce emissions and revises, removes, or expands upon 55 emission-reducing strategies from the 2011 CAP to improve GHG reductions in the residential, commercial/industrial, transportation, solid waste, and water and wastewater sectors.

ENVIRONMENTAL DETERMINATION

Final Programmatic Environmental Impact Report (FPEIR)

The City of National City, as lead agency, has prepared a Draft and Final Supplemental Program Environmental Impact Report (PEIR) to provide information to the public, agencies and policy makers about the potential environmental effects that could occur with implementation of the Focused General Plan Update (FGPU). The California Environmental Quality Act (CEQA) requires a process through which agencies and the public can evaluate the potential environmental effects of implementing the FGPU (the "project"), understand the potential scale of any environmental impacts to the degree feasible, and develop measures to reduce these impacts.

Impacts identified in the Final SPEIR (which incorporates the Draft PEIR) will be mitigated through application of federal, State, and local laws and regulations; through the application of General Plan policies and programs; and through application of the mitigation framework during project level

environmental review and that reflects the implementation of General Plan goals, policies, and actions.

In accordance with §15126.6 of the CEQA Guidelines, the EIR describes two (2) reasonable alternatives to the project, which could feasibly attain most of the basic objectives of the project and might avoid or substantially lessen any of the significant effects of the project. As documented in FSPEIR Section 3.4 (Alternatives Analysis) of the FSPEIR, three alternatives to the proposed FGPU were evaluated in accordance with §15126.6 of the CEQA Guidelines.

Environmentally Superior Alternative

To fully evaluate the environmental effects of projects, CEQA mandates that alternatives to the project be analyzed. The Environmentally Superior Alternative (ESA) includes the same components as the Project. The sole difference pertains to the exclusion of the 24th Street Transit Station Focus Area. This alternative replaces the 24th Street Transit Station Focus Area with the 27th Street Focus Area, a set of three (3) parcels located between A Avenue, E 26th Street, E 27th Street, and D Avenue.

Table 2: Environmentally Superior Alternative Focus Area Proposed Rezoning

Focus Area	Acres	Current Zoning	Adopted du/ac	Proposed Zoning	du/ac
18th Street	2.2	Small Lot Residential (RS-2)	9	Mixed Use Transition (MXT)	24
		Very High Density Multi-Unit Residential (RM-3)	75	Open Space (OS)	0
4th Street	16.6	Small Lot Residential (RS-2)	9	Medium Density Multi-Unit Residential (RM-1)	23
D Avenue	17.4	Small Lot Residential (RS-2)	9	Medium Density Multi-Unit Residential (RM-1)	23
Hospital Area	38.6	Small Lot Residential (RS-2)	9	Minor Mixed-Use Corridor (MXC-1)	48
		Medium-Low Density Multi-Unit Residential (RS-3)	15		
		Institutional (I)	0		
16th Street	12.3	Multi-Use Commercial-Residential (MCR-1)	24	Mixed-Use Overlay	24
		Limited Commercial (CL)	0		
		Service Commercial (CS)	0		
27th Street	3.2	Service Commercial (CS)	0	High Density Multi-Unit Residential (RM-2)	48

The current adopted use in the 27th Street Focus Area is Service Commercial (CS), which does not allow residential uses. The current maximum height in the area is three (3) stories or 50 feet. Under this alternative, these parcels are proposed to be rezoned to High Density Multi-Unit Residential

(RM-2), to allow the production of higher-density residential development with a maximum density of 48 du/ac and a maximum height of six (6) stories or 65 feet. This alternative would relocate density from the 24th Street Transit Station, which would remain zoned as Limited Commercial (CL).

The 27th Street Focus Area was selected as a replacement for the 24th Street Transit Station Focus Area to reduce potential air quality and noise impacts on residential uses near the Interstate 5 (I-5) corridor. Additionally, this site is surrounded by medium- and high-density residential uses and is located near a school, major transportation corridors, 24th Street Transit Station, and is in a Transit Priority Area. This Focus Area is located approximately 2,400 feet (0.4 miles) from the I-5 corridor, as compared to the 24th Street Transit Station Focus Area, which is approximately less than 200 feet from the edge of the parcel to the nearest off-ramp. The SPEIR determined this rezoning alternative to be the Environmentally Superior Alternative because it would result in fewer impacts and would still meet the FGPU's objectives.

Final SPEIR - Findings and Determinations/Statement of Overriding Considerations.

In accordance with Public Resources Code (§21081) and State CEQA Guidelines (§15091), the Council must make one or more written findings addressing any potentially significant impacts associated with approval of the project. The Council must balance the economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks when determining whether to approve the project - in this case adoption of the FGPU. If the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the project outweigh the unavoidable environmental effects, the adverse environmental effects may be considered "acceptable." (Cal. Code Regs. tit. 14 § 15093).

The "Findings of Fact and Statement of Overriding Considerations," identified that implementation of FGPU project could result in significant and unavoidable impacts in the following environmental areas: Air Quality (Air Quality Plans, Air Quality Standards and Sensitive Receptors). Given this circumstance, a "Statement of Overriding Considerations" has been prepared for FGPU. As reflected in the FSPEIR Section 3.4 "Alternatives", most potentially significant impacts will occur regardless of the alternative chosen, including the "no project alternative" which assumes the 2011 Plan remains in place. However, the No Project and Alternate Project Location Alternative would reduce impacts to Sensitive Receptors.

The "Statement of Overriding Considerations" is a written statement explaining the specific reasons why the social, economic, legal, technical, or other beneficial aspects of adopting the FGPU outweigh the unavoidable adverse environmental impacts and why the City is willing to accept such impacts. These reasons include:

1. The City has identified the need to serve the residents of National City and the region; to meet projected increases in demand for housing opportunities; and to further become a resilient, transit-oriented development community by providing a framework for future development through 2050.
2. The FGPU will provide opportunities for infill development of new housing and commercial properties, specifically in proximity to transit corridors.
3. The FGPU provides guidance to improve vehicular, pedestrian, and bicycle connections and circulation.

4. The FGPU provides a framework to reduce citywide GHG emissions to meet state reduction targets.

5. The FGPU provides guidance for smart growth that will encourage the development of complete neighborhoods that meet the community's needs for sustainable and high-quality living environments.

The Statement acknowledges the significant and unavoidable impacts of the implementation of the FGPU project but provides findings supporting the position that FGPU conveys social, legal, economic, technological, and other benefits that outweigh such impacts. Once the General Plan Update EIR has been certified and the plan adopted, the EIR will then be used to inform and streamline CEQA review for future development projects in the City.

Summary

The FGPU will guide development and conservation in National City through 2050. The goals, policies, and actions that will be reflected in the Land Use Element, Transportation Element, Safety Element, and the CAP will allow National City to address changes in State legislation, accommodate forecasted future growth in a changing regional context, and implement the City's 2021 Housing Element. These updates, along with the rezoning of parcels in focus areas, will support National City's housing-related goals, foster economic development, encourage mixed-use and infill development, promote alternate modes of transportation, and achieve GHG emissions reduction targets.

FINANCIAL STATEMENT:

Not Applicable

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:

Housing and Community Development

ENVIRONMENTAL REVIEW:

This Focused General Plan Update is a project under CEQA and requires a full environmental review and the preparation of an environmental impact report. CCR 15362.

PUBLIC NOTIFICATION:

Agenda Report posted within 72 hours of meeting date and time in accordance with Brown Act.

ORDINANCE:

Not Applicable

EXHIBITS:

Exhibit A – House National City Program Guide

Exhibit B – [Final Supplemental Program Environmental Impact Report for the National City Focused General Plan Update National City, California](https://fc.nationalcityca.gov/ui/core/index.html?mode=public&shareto=#expl-tabl/SHARED/!2cAmdTIY983DHLv78OB34/D28QfINrxPmNKjel)
(<https://fc.nationalcityca.gov/ui/core/index.html?mode=public&shareto=#expl-tabl/SHARED/!2cAmdTIY983DHLv78OB34/D28QfINrxPmNKjel>)

Exhibit C – PowerPoint Presentation