

TOGETHER WE

PLAN

NATIONAL CITY

Focused General Plan Update

City Council Meeting

March 19, 2024



**NATIONAL
CITY**
CALIFORNIA · 1887



KEYSER MARSTON ASSOCIATES.

Agenda



Staff Recommendation

Action Items



General Plan Process and Milestones

Community outreach and timeline



Focused General Plan Update

Elements, House National City, Objective Design Standards



CAP

Strategies and Implementation



Municipal Code

Legislative compliance, overlay zones, FAR bonus



FSPEIR

Alternate Project Location Alternative



Next Steps

Implementation



Staff Recommendation

Next steps

Staff Recommendation

For City Council Consideration



- 1.** Resolution to Certify the FSPEIR with the selection of the Alternative Project Location, adopt findings of fact, statement of overriding considerations, and MMRP
- 1.** Adopt the Focused General Plan Update and its Related Land Use Map, Including Minor Text Amendments, and Replacing the 2011 Land Use, Transportation, and Safety Elements, and Climate Action Plan; and
- 2.** Resolution to Amend the Downtown Specific Plan; and
- 3.** Resolution to Adopt the Westside Specific Plan Amendment and Amend the Zoning Text and Map of the Westside Specific Plan; and
- 4.** Ordinance to Adopt the Municipal Code Chapter 18.49 to Provide Objective Design Standards for Housing Development, Adopt Chapter 18.50 to Provide a Floor Area Ratio Bonus Program, Adopt Amendments to Chapters 18.29 (Overlay Zones) to Create a Mixed-Use Overlay Zone to Allow Residential Development on Certain Parcels Zoned CL and CS, and Amending Chapter 18.10 (Understanding the Land Use Code), Chapter 18.12 (Permits and Applications), Chapter 18.22 (Commercial Zones), Chapter 18.24 (Mixed-Use Corridor and District Zones), Chapter 18.30 (Specific Use Regulations), Chapter 18.48 (Residential Density Bonus and Affordable Housing Incentives), and Chapter 18.60 (Glossary) as well as other Amendments to Revise Title 18; and
- 5.** Resolution to Approve the Update to the Bicycle Master Plan.

“ A city is not gauged by its length and width, but by the broadness of its vision and the height of its dreams.”
Herb Caen

Why do we do General Plans?

- ✓ Blueprint for the long-term future
- ✓ Expresses community's development goals and embodies public policy relative to the future distribution of land use
- ✓ Promotes better projects, streamlined processes, integrated planning, and improved access and use of available resources
- ✓ It's required by State law

This Update Includes

Housing Element (already adopted)

Land Use Element

Transportation Element

Safety Element

Climate Action Plan

House National City

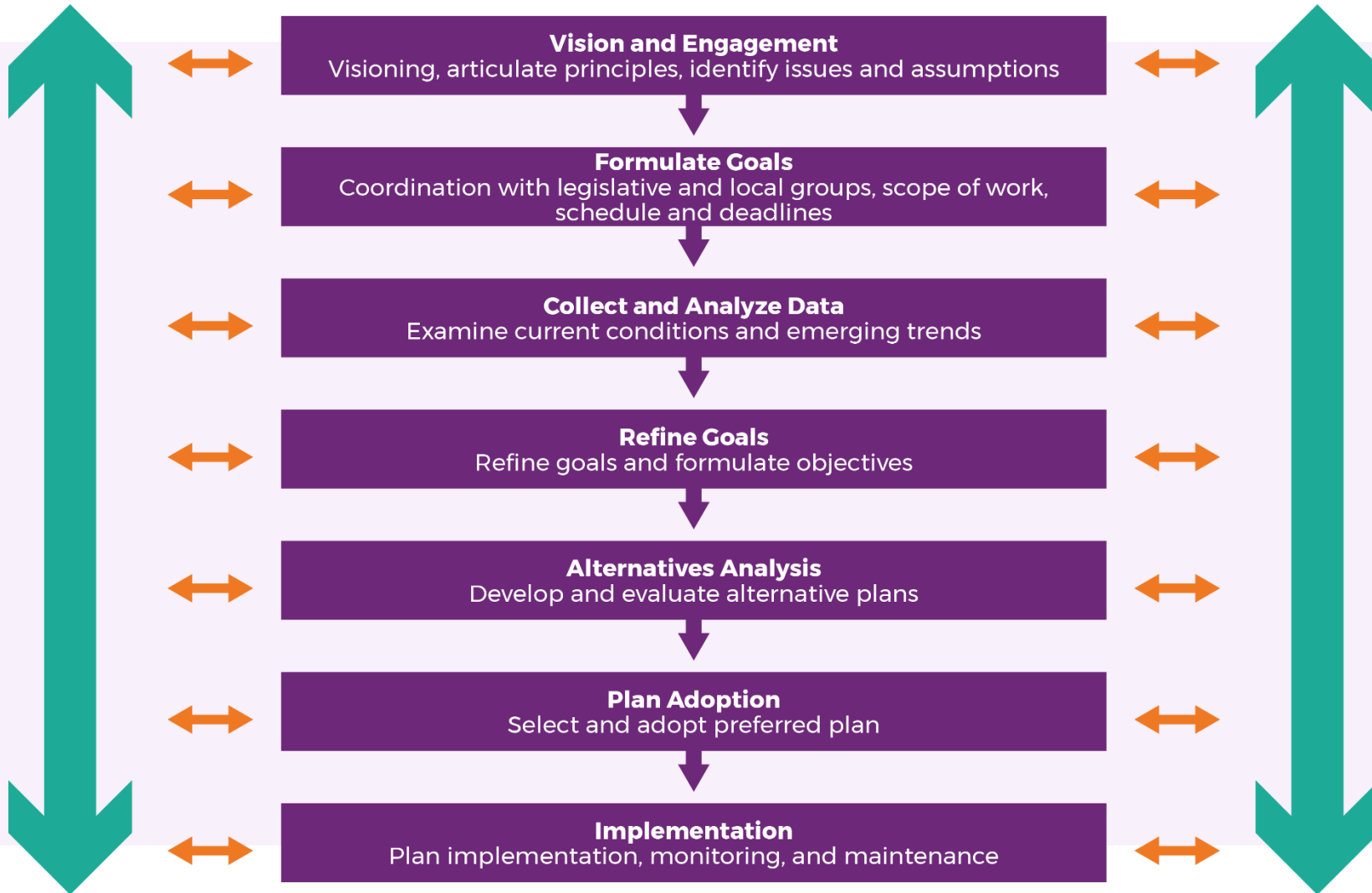
Westside and Downtown specific Plans

Bicycle Master Plan

Objective Design Standards

Updates to the Municipal Code

General Plan Process



Community Engagement

Community Engagement Completed to Date: 2020 – 2023

- Online Survey
- Webinars (7 total)
- Telephone Office Hours
- Interactive Map
- Stakeholder Interviews
- Planning Commission & City Council Briefings
- Workshops & Hearings (for Housing Committee, Planning Commission, and City Council)

Project Milestones

Project Milestones to Date: 2020 – 2023

Milestone	Date
Project Kick-Off	March 2020
Phase 1 Outreach	August - September 2020
Draft Housing Element	January 2021
Draft Land Use and Transportation Existing Conditions	March 2021
Phase 2 Outreach	March - April 2021
Land Use, Transportation, Safety, and CAP Goals and Policies development	March 2021 – March 2022
24 th Street Transit Oriented Development Overlay Approved	June 2021
Housing Element Adopted	August 2021
Housing Element Certified by California Dept. of Housing and Community Development (HCD)	November 2021



Project Milestones

Project Milestones to Date: 2020 – 2023

Milestone	Date
Phase 3 Community Outreach	December 2021 – June 2023
Economic Study	January - September 2022
Traffic Model Run	March - September 2022
SEIR Drafting	April - January 2023
House National City Development	October 2021 - February 2023
Specific Plans Revisions	October 2021 - February 2023
Municipal Code Amendment Development	October 2021 - February 2023
House National City Refinement	March 2023
SEIR Public Review	February - March 2023



Project Milestones

Project Milestones to Date: 2020 – 2024

Milestone	Date
FGPU – Planning Commission and City Council (Information Items)	June 2023
FGPU – Planning Commission (Recommendation)	August 2023
FGPU – City Council	September 2023
House National City Council Briefings	November 2023
Climate Action Plan Council Briefings	November 2023
House National City Council Workshop	December 2023
Climate Action Plan Council Workshop	December 2023
FGPU – Planning Commission	March 2023
FGPU Adoption – City Council	April 2023



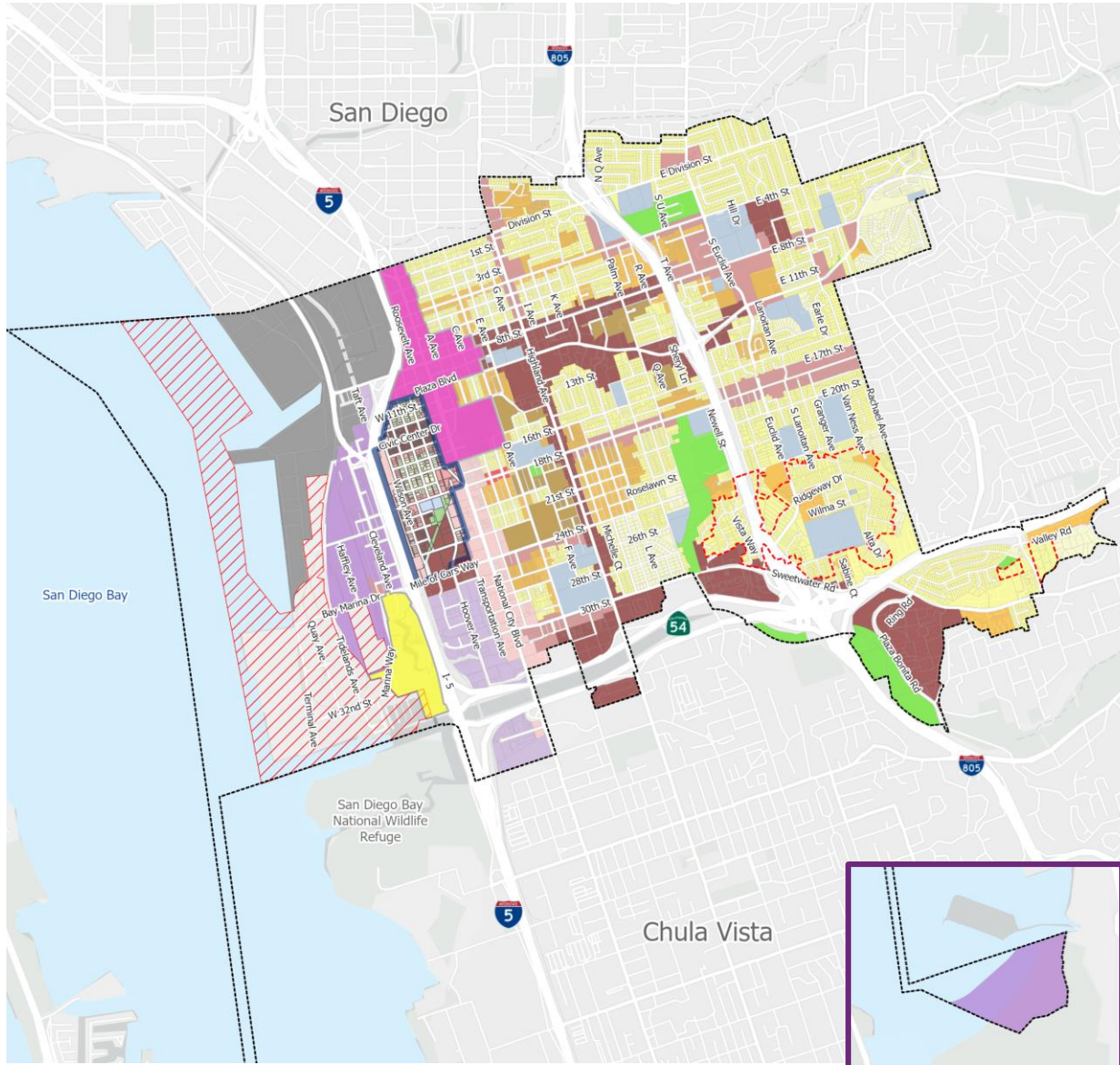
Land Use Element Update

Main Objectives of the Land Use Element

- ✓ Create an integrated development pattern
- ✓ Develop 10-minute neighborhoods
- ✓ Help to meet the CAP and other sustainability goals
- ✓ Aid in increasing housing in areas that have access to transit and resources
- ✓ Assist in adding housing units to meet housing-related needs

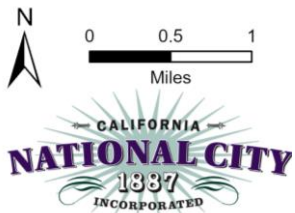


Proposed Land Use Map



Legend

- Residential**
 - Very Low Density Residential (up to 5 du/ac)
 - Low Density Residential (up to 9 du/ac)
 - Medium Density Residential (up to 23 du/ac)
 - High Density Residential (up to 48 du/ac)
 - Very High Density Residential (up to 75 du/ac)
- Mixed-Use**
 - Low Mixed-Use (up to 24 du/ac, Max 1.5 FAR)
 - Medium Mixed-Use (up to 48 du/ac, Max 2.0 FAR)
 - High Mixed-Use (up to 75 du/ac, Max 3.5 FAR)
- Commercial**
 - Commercial and Services (Max 1.5 FAR)
- Industrial**
 - Light Industrial (Max 2.0 FAR)
 - Industrial (Max 2.0 FAR)
- Institutional**
 - Institutional (Max 3.0 FAR)
- Open Space**
 - Open Space (Max 0.25 FAR)
- Military Reservation**
 - Military Reservation
- Westside Specific Plan**
 - RS-4 Single-Family Residential (17.4 du/ac max)
 - MCR-1 Multi-Use Commercial-Residential (24 du/ac max)
 - MCR-2 Multi-Use Commercial-Residential (48 du/ac max)
 - CL Limited Commercial
 - IC Civic Institutional
 - OSR Open Space Reserve
- Harbor District Specific Area Plan**
 - Specific Plan
- Downtown Specific Plan**
 - Specific Plan
- Port Master Plan**
 - San Diego Unified Port District Permitting Authority
- Boundaries**
 - City Boundary / Planning Area Boundary
 - Unincorporated



Housing Element Update

Main Objectives of the Land Use Element

- ✓ Create an integrated development pattern
- ✓ Develop 10-minute neighborhoods
- ✓ Help to meet the CAP and other sustainability goals
- ✓ Aid in increasing housing in areas that have access to transit and resources
- ✓ Assist in adding housing units to meet housing-related needs



Objective Design Standards



Neighborhood compatibility

- Orient entrances, patios, and landscaping to the street. Residential uses and activities may be located near other residential uses.
- Install solid masonry walls and landscaping.
- Place entries, window openings, and outdoor uses towards commercial streets and away from residential uses.

Massing

- Massing breaks at least every thirty feet along any street frontage using varying setbacks, vertical recesses, or recessed building entrances.

The Program

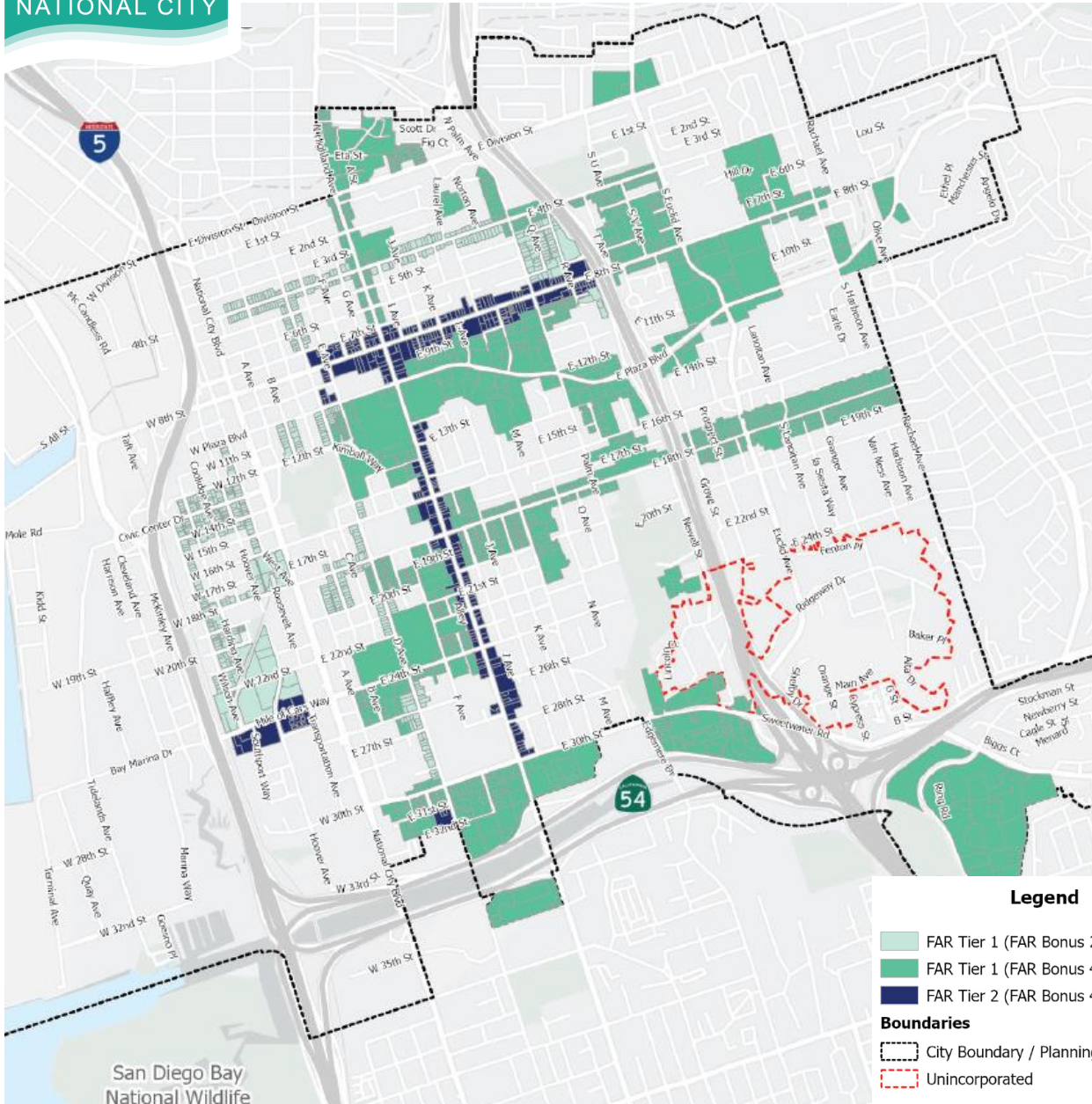
House National City is a new, optional program to incentivize affordable and mixed income housing in strategic areas across the city.

In exchange for affordable housing, qualifying projects receive a Floor Area Ratio (FAR) bonus.

Our Goal

Add more affordable and mixed-income housing, both rental and for-sale options, for current National City residents and new residents.

Our Objectives



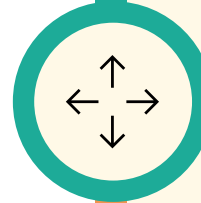
Incentivize Affordable Housing
Incentivize new affordable housing for all generations of National City residents



Tailor Plan to National City
Provide National City residents priority, homeownership opportunities, and a range of unit sizes



Provide Community Benefits
Call for enhanced streetscapes and design, relocation assistance, and replacement of existing units



Support Land Use Goals
Support the 15-minute city concept of Intraconnect and the land use goals of the General Plan and TOD



Achieve Climate Action Goals
Reduce Vehicle Miles Traveled
Supports CAP goals

Our Objectives

The Specifics



- **10% of post density units** for 50% Area Median Income or less
- **10% of post density 3-bedroom units** at 80% area median income or less
- **National City Residents**
Local Preference Policy
- **75% of new units** to National City residents
- **Multifamily or mixed-use parcel** within Transit Priority Areas
- **Zoned at least 20 units** per acre – no impact to single-family
- **FAR Bonus of 2.5 or 4** depending on location
- **Height limits remain the same** based on zone

Our Objectives

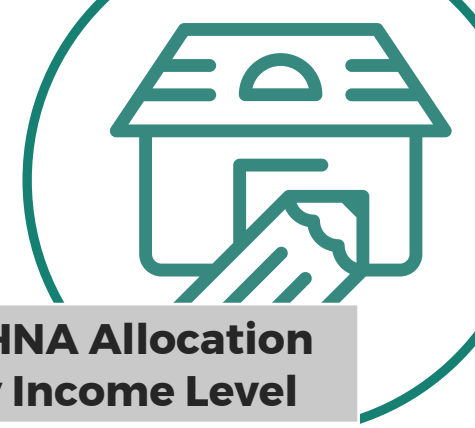
An Example



- **RM-1 Zoning**
45 Height Limit
- **7,000 sf parcel (23 du/ac)**
4 units
- **FAR Tier 1 = 4.0**
28,000 sf = 35 units at 800 sf (2BDR units)
- **Post density restricted**
affordable units at 50% AMI = 7
- **Max number of stories**
4
- **DIF charged for 28 units**
instead of 4

Accessory Dwelling

Production Totals and Allocations



Income Level		2013	2014	2015	2016	2017	2018	2019	2020	Production Totals	RHNA Allocation by Income Level
Very Low	Deed Restricted	0	0	0	45	0	0	0	65	110	465
	Non-Deed Restricted	0	0	0	0	0	0	0	0	0	
Low	Deed Restricted	8	108	0	0	0	0	0	71	187	353
	Non-Deed Restricted	0	0	0	0	0	0	0	2	2	
Moderate	Deed Restricted	0	0	0	0	0	0	0	0	0	327
	Non-Deed Restricted	0	1	0	46	116	0	0	0	163	
Above Moderate		67	16	143	12	7	60	166	186	657	718
Total Units		75	125	143	103	123	60	166	324	1119	1863

Our Objectives

Housing Production Totals

Income Level		2021	2022	Production Totals	RHNA Allocation by Income Level
Very Low	Deed Restricted	0	33	33	645
	Non-Deed Restricted	0	0	0	
Low	Deed Restricted	1	113	114	506
	Non-Deed Restricted	0	28	28	
Moderate	Deed Restricted	0	0	0	711
	Non-Deed Restricted	0	0	0	
Above Moderate		54	131	185	3575
Total Units		55	305	360	5437



Transportation Element Update

Main Objectives of the Transportation Element

- ✓ Build upon the City's focused studies and plans
- ✓ Provide multimodal transportation options to enhance access for residents and visitors to key destinations
- ✓ Improve the pedestrian experience by creating walkable retail corridors and pedestrian safety corridors



Bicycle Master Plan

Main Objectives of the Bicycle Master Plan

- ✔ Consistency with focused studies and regional plans
- ✔ Connected, safe, and accessible network
- ✔ Design guidelines Programs
- ✔ Recommendations based on planning level analysis. Bicycle facility classifications may change during final design with considerations for right-of-way constraints, parking, safety, and operations



City of National City

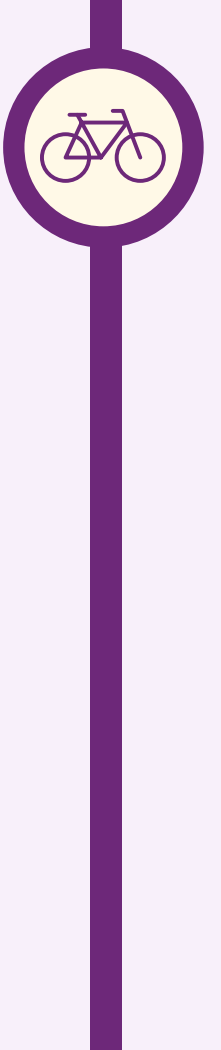
BICYCLE MASTER PLAN

April 2023

Bicycle Master Plan

Revisions to the Bicycle Master Plan

- ✓ Revised to extend the geographical limits of two Class III Bicycle Routes (8th Street & Palm Avenue)
- ✓ Updated to reflect recently constructed bicycle facilities on 8th Ave, Roosevelt Ave, 30th St, Sweetwater Rd, Plaza Bonita Rd, and N/S roadways east and parallel to I-805
- ✓ Updated to reflect approximately 10 miles of new bicycle facilities constructed
- ✓ Updated to be consistent with revised figure in Transportation Element that accounted for 19th Street Greenway improvements
- ✓ Expanded the discussion of how recommendations were developed.
- ✓ Expanded discussion around prioritization process including engineering feasibility



Safety Element Update

Main Objectives of the Safety Element

- ✔ Reduce potential short- and long-term risks.
- ✔ Reflect changes in State legislation, including SB 379, SB 1000, and SB 1035.
- ✔ Be consistent with the 2018 San Diego County Multi-Jurisdictional Hazard Mitigation Plan.
- ✔ Include measures for climate change adaptation and resilience.



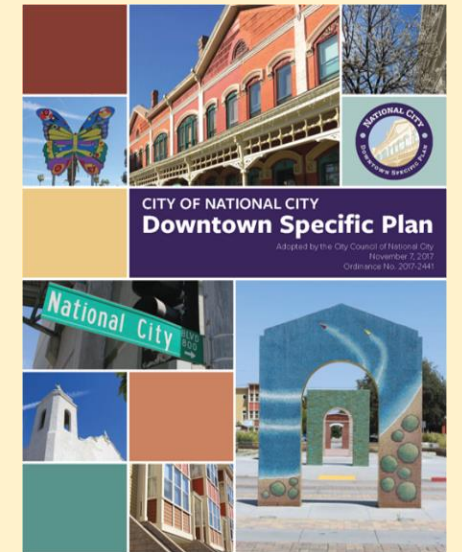
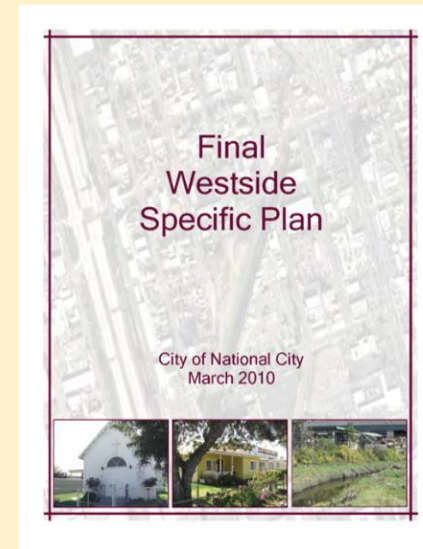
Specific Plan Amendments



Updates to policies, development standards, design guidelines.



Streamline housing production for all income categories.

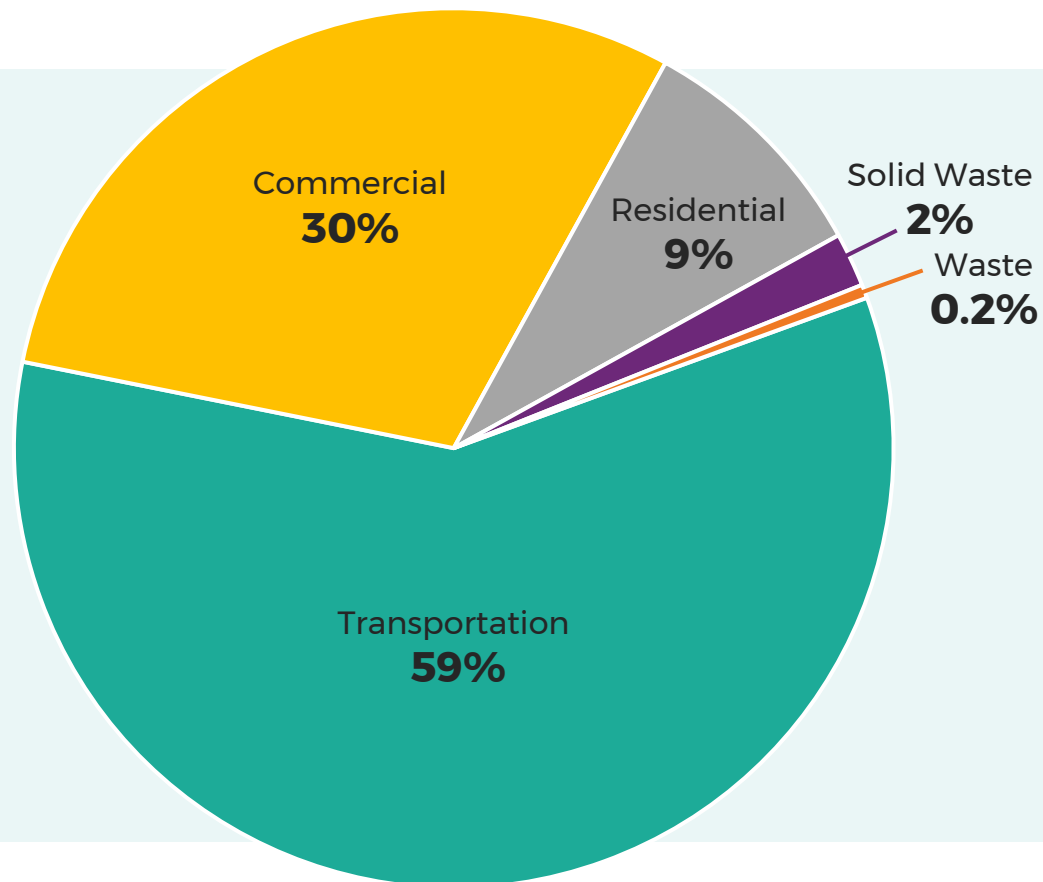


Climate Action Plan

Community-Wide Emissions Inventory

1

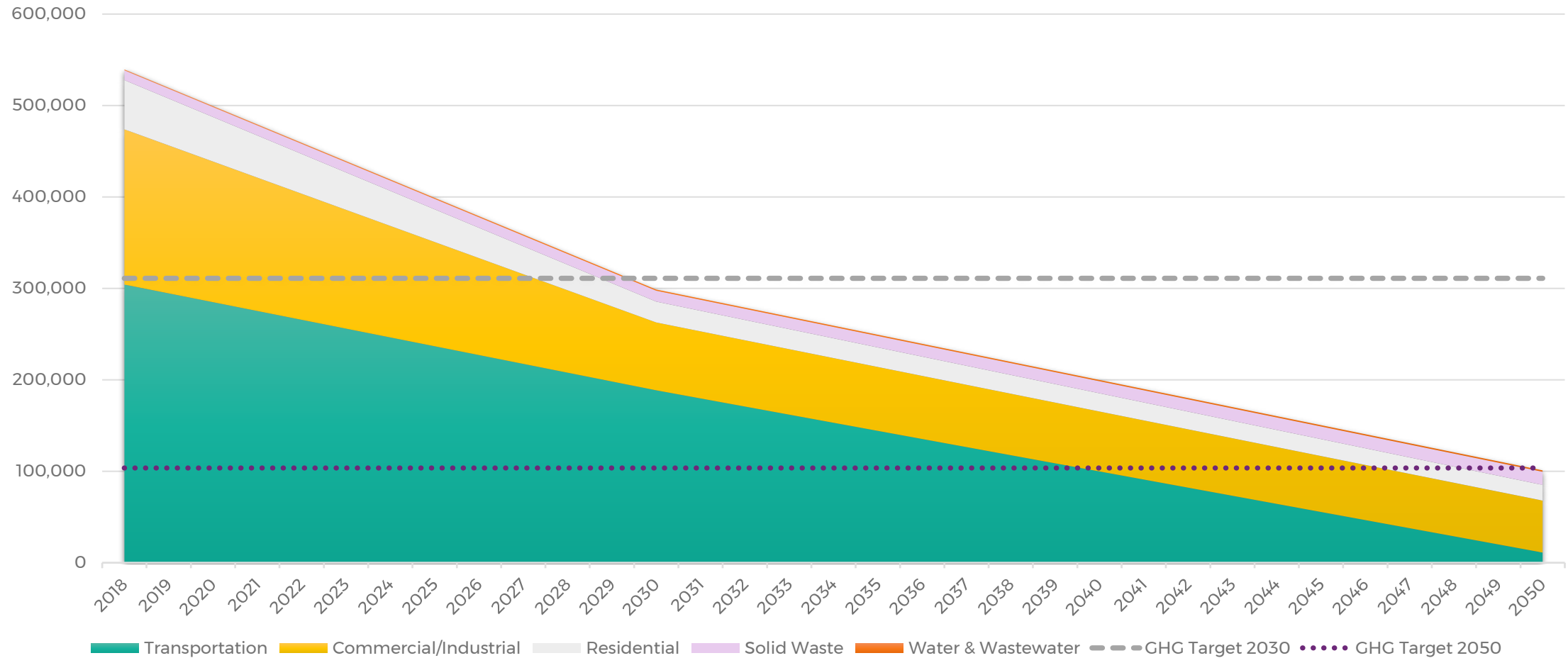
- Transportation
- Residential
- Waste
- Commercial and Industrial
- Water and Wastewater



- Addresses the major sources of greenhouse gas (GHG) emissions in National City.
- Sets forth a detailed and long-term strategy that the City and community can implement to achieve GHG emissions reduction targets.

Emissions Profile

Mitigated Forecast Emissions by Sector



CAP Goals

Target Reductions from CAP Strategies



Vehicle Miles Traveled

- ✓ Reduce VMT per capita from 11.1 in 2012 to 8.21 in 2050
- ✓ Mode share: 30% Reduction in SOV Trips by 2050 (through increases in walking, biking, transit use, carpooling, etc.)



Building and Energy Efficiency

- ✓ 5% of existing building stock upgraded per year; 100% retrofitted by 2050
- ✓ 100% of all new buildings exceed CalGreen requirements;
- ✓ Community Choice Energy: 50% participation by 2025 and 80% 2026 on



Clean & Efficient Transportation

- ✓ 2030: 7% light duty are electric; 2050: 100% light duty are electric
- ✓ 2050: 75% of heavy-duty are electric



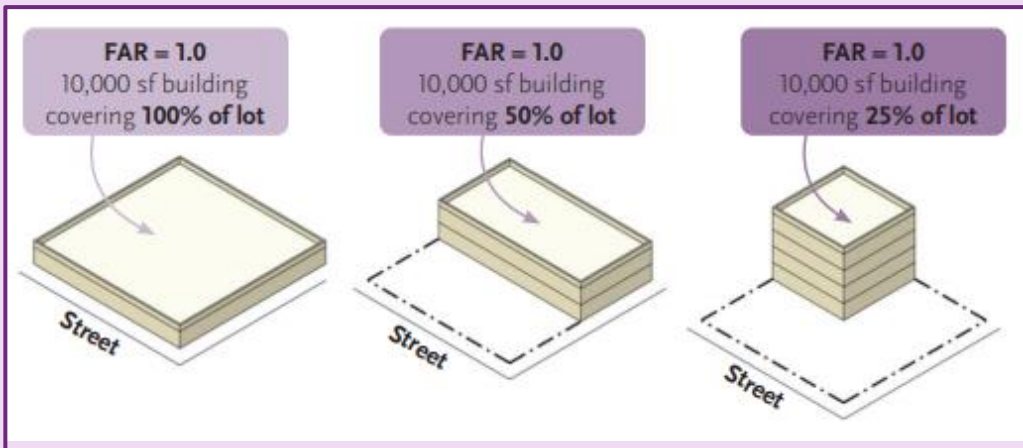
Solid Waste

- ✓ Increase solid waste recycling by 10%

Municipal Code Title 18

All updates aim to ease local impacts of the statewide housing crisis by

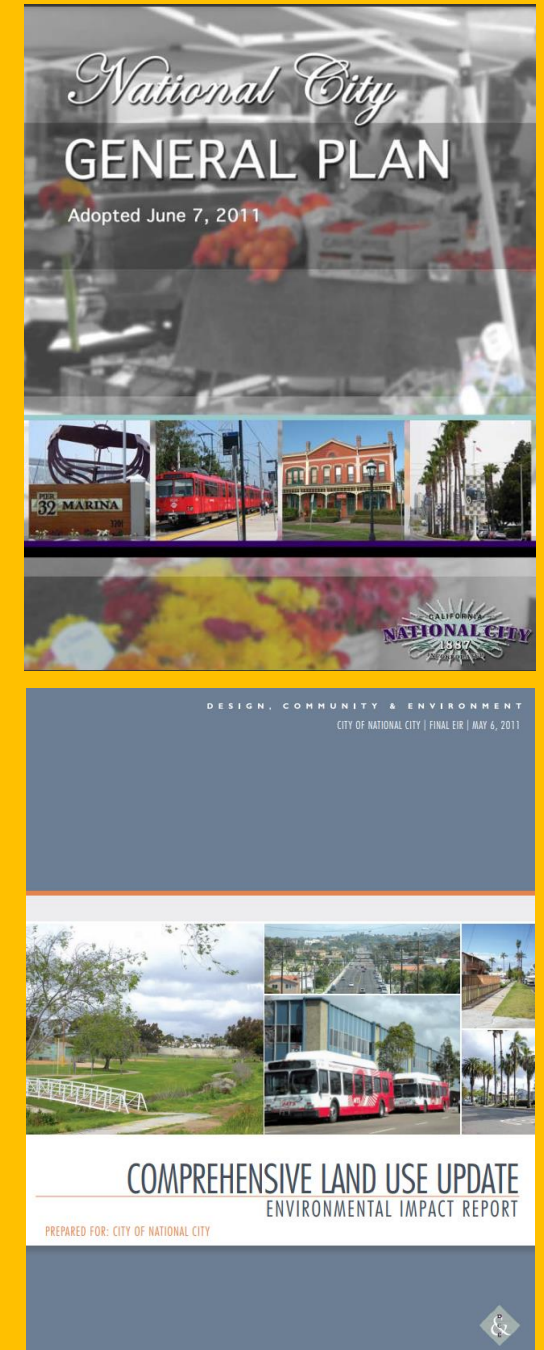
- ✓ **facilitating** easier housing development,
- ✓ **encouraging** deed-restricted affordable housing construction, or
- ✓ **allowing** for a variety of housing types through:



1. Legislative Compliance
2. Overlay Zones to Create a Mixed-Use Overlay Zone to Allow Residential Development on Certain Parcels Zoned CL and CS
3. Objective Design Standards
4. Floor Area Ratio Bonus Regulations
(House National City Opt-In Density Bonus Program)

Why was a Supplemental Program Environmental Impact Report (SPEIR) prepared?

- **Supplemental** – Is an update to the 2011 General Plan EIR
- **Programmatic** – Analysis of potential impacts from policy changes city-wide. No specific projects are proposed at this time.
- **Disclose/Inform** – The potential significant adverse environmental impacts of the FGPU
- **Mitigate** – Includes recommended mitigation measures which could lessen impacts of future development
- **Alternatives** – to the project are presented to evaluate scenarios that further reduce or avoid significant impacts



FSPEIR

CEQA Alternatives Selected for Consideration



To fully evaluate the environmental effects of projects, the CEQA mandates that alternatives to the project be analyzed



Section 15126.6 of the CEQA Guidelines requires the discussion of “*a range of reasonable alternatives to the project, or to the location of the project, which would feasibly **attain most of the basic objectives** of the project but would **avoid or substantially lessen any of the significant effects** of the project*” and the evaluation of the comparative merits of the alternatives.

Alternatives selected for consideration include:

- ✓ the **No Project (Adopted General Plan) Alternative** and
- ✓ the **Alternate Project Location Alternative** (also the Environmentally Superior Alternative)

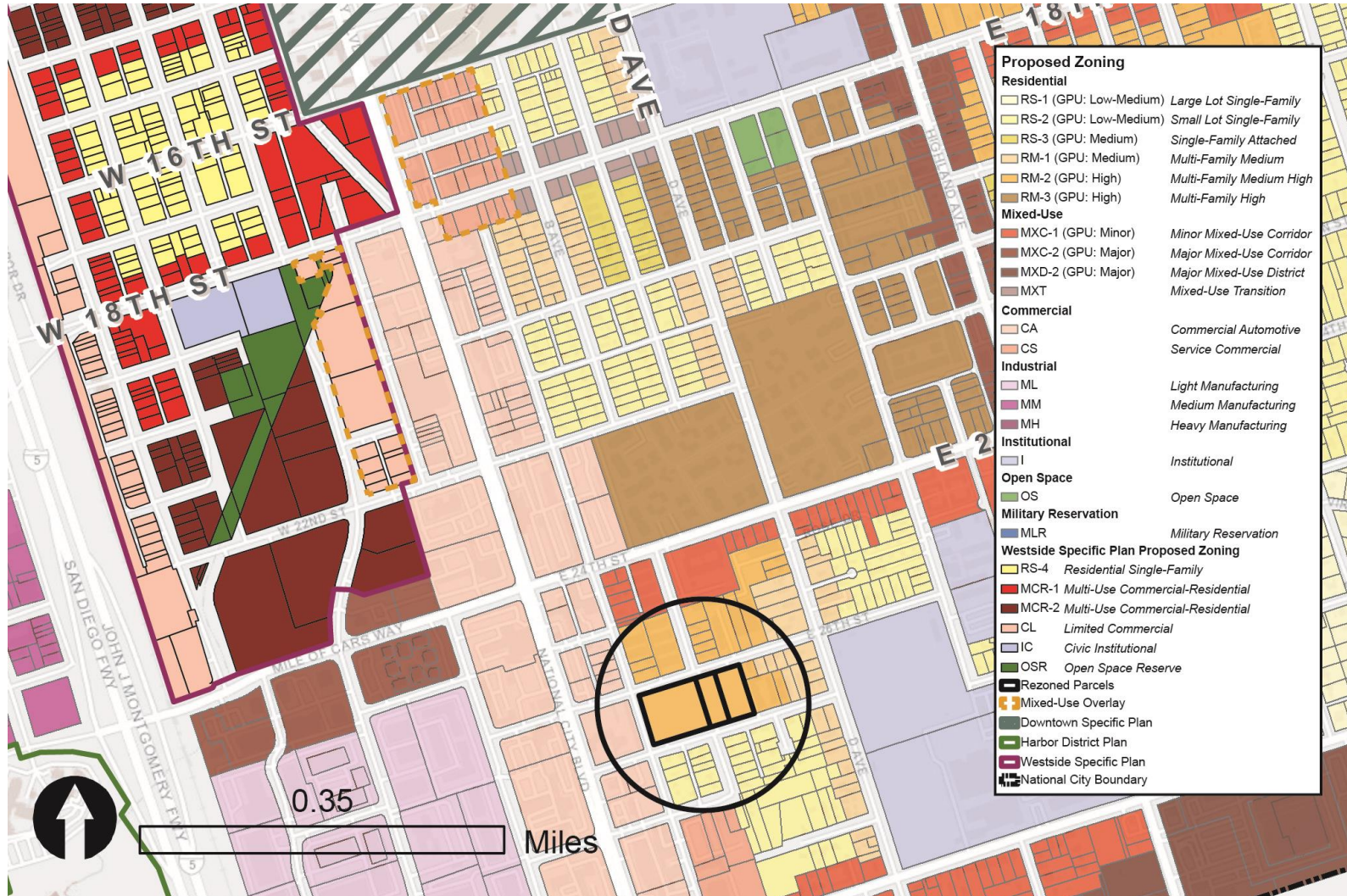


Various sites throughout the Planning Area were considered for inclusion in each Focus Area and ultimately rejected during the FGPU process:

- **TODO - Study Area 2:** Hoover Avenue:
Potential new land use incompatibilities by allowing the co-location of light industrial and residential uses
- **TODO - Study Area 3:** Mile of Cars Way:
Co-locating residential uses with existing automobile-oriented uses
- **TODO - Study Area 4A:** National City Boulevard (Sub-Area):
Concerns with co-locating residential uses with existing automobile-oriented uses
- **TODO - Study Area 4B:** National City Boulevard (Sub-Area):
Concerns with co-locating residential uses with existing automobile-oriented uses
- **TODO - Study Areas 5A and 5B:** Highland Avenue:
Already zoned mixed-use, TODO recommendation was design guideline focused

FSPEIR

Alternate Project Location Alternative



FSPEIR

Alternate Project Location Alternative



Excludes 24th Street Transit Station



Replaces density at alternate site



Nets additional 119 dwelling units



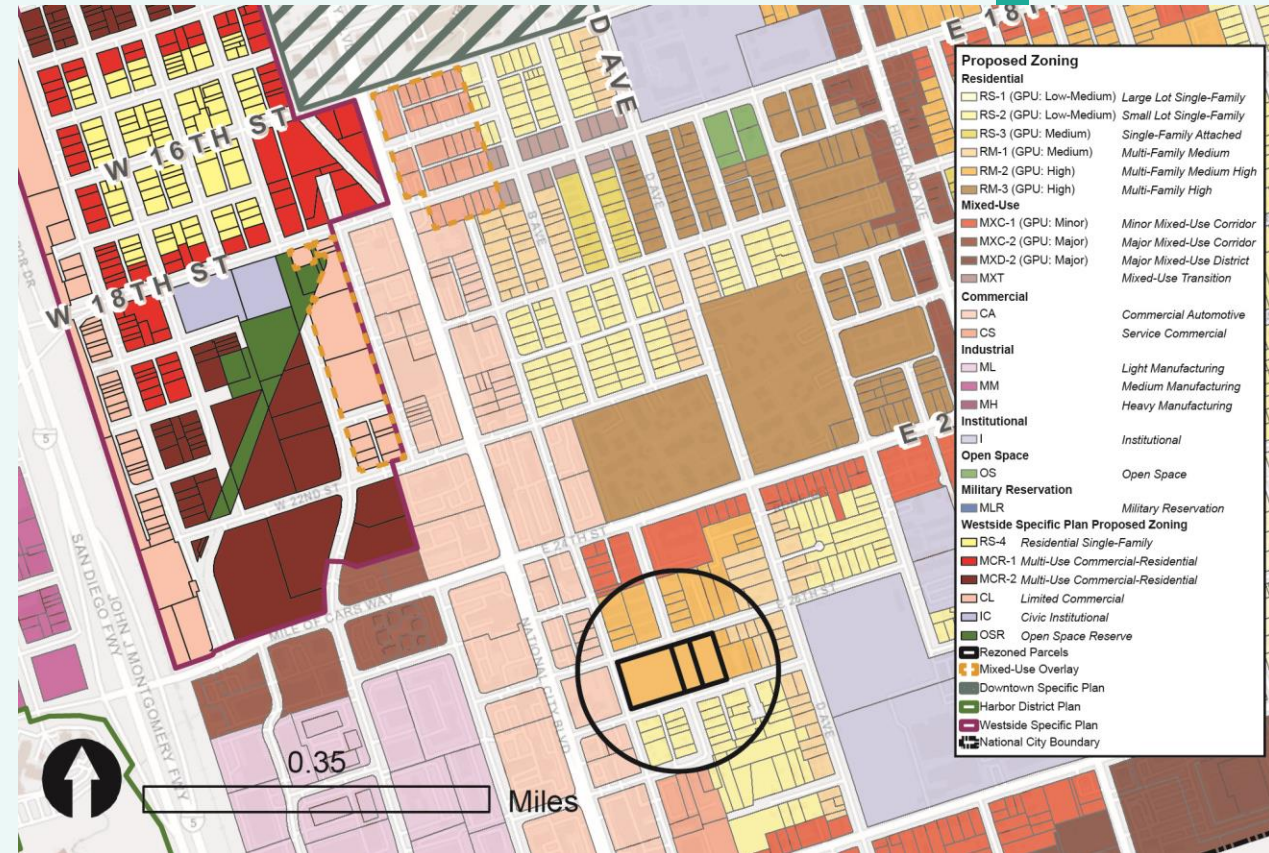
Reduces 87,705 sf of commercial



Reduces air quality and noise impacts



Environmentally superior alternative



FSPEIR

Impacts of the Project vs. Alternate Project Location Alternative



Project

The Project would result in significant and unmitigated air quality impacts, including impacts associated with the placement of sensitive receptors in proximity to the I-5 freeway.

All other issues were found to be less than significant.

Alternate Project Location Alternative

The Alternate Project Location Alternative would move new sensitive receptors within a focus area further from the I-5 corridor; thus, reducing air quality impacts from freeway emissions.

FSPEIR

Fact and Statement of Overriding Considerations

1

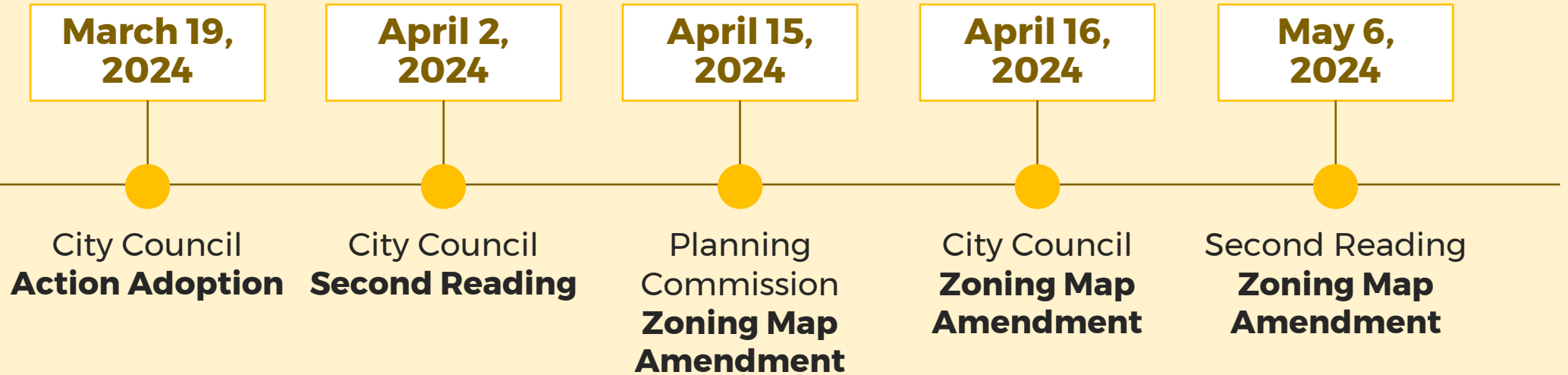
Significant and unavoidable impacts in Air Quality.

2

Most potentially significant impacts will occur regardless of the alternative chosen, including the “no project alternative,” which assumes the 2011 Plan remains in place.

Next Steps

Public Meetings/Hearings



Staff Recommendation

For City Council Consideration



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**Thank You
Questions?**