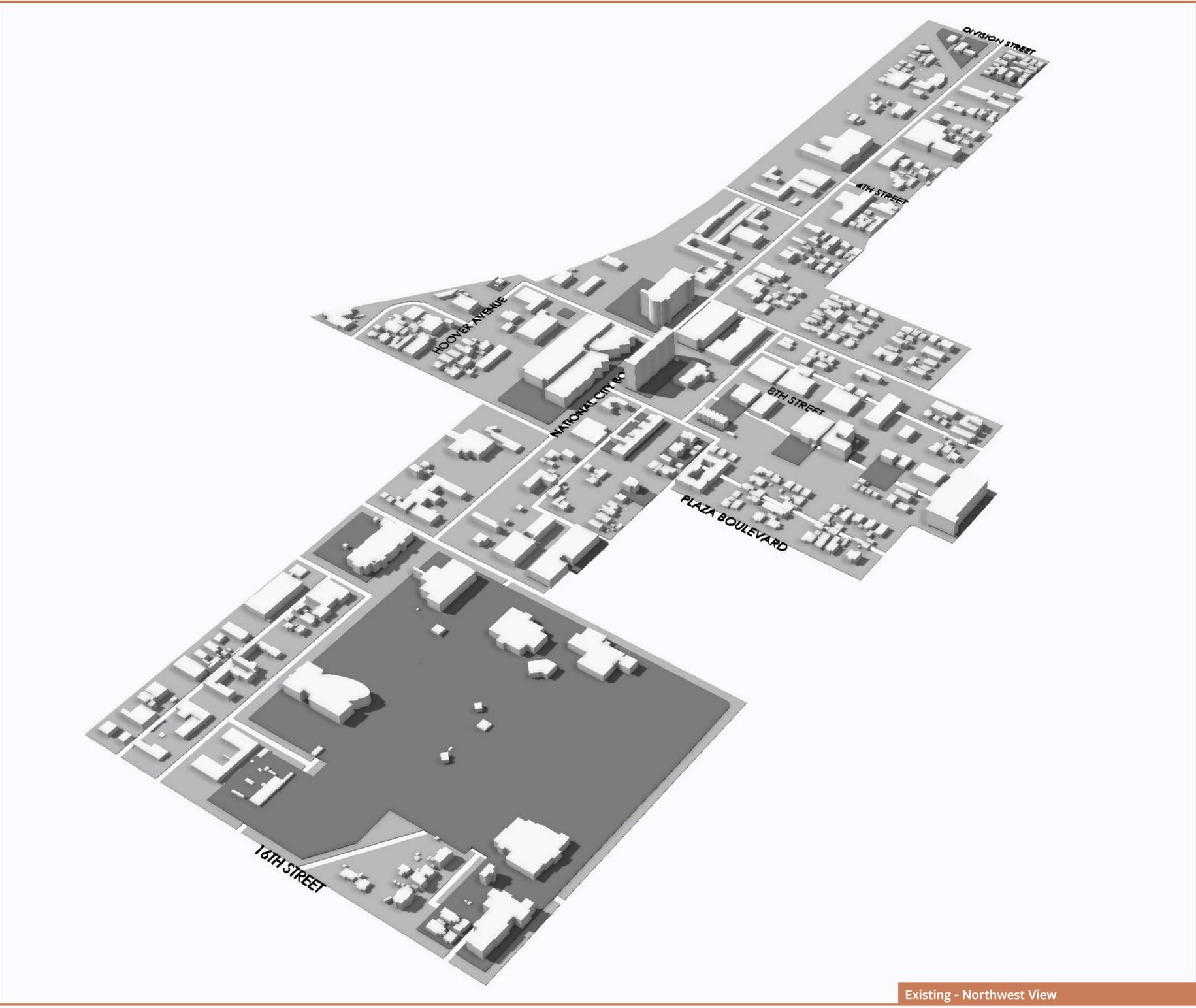
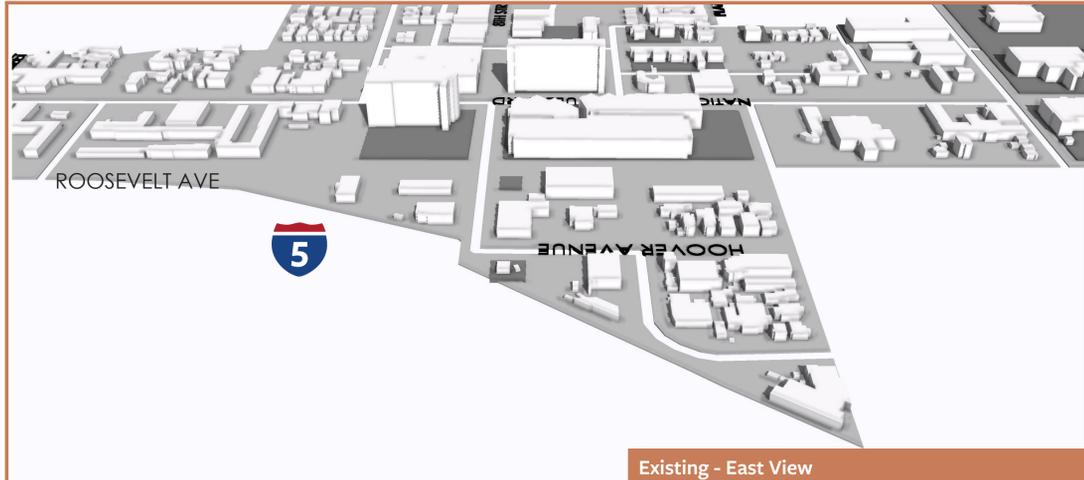


National City Downtown Specific Plan Update



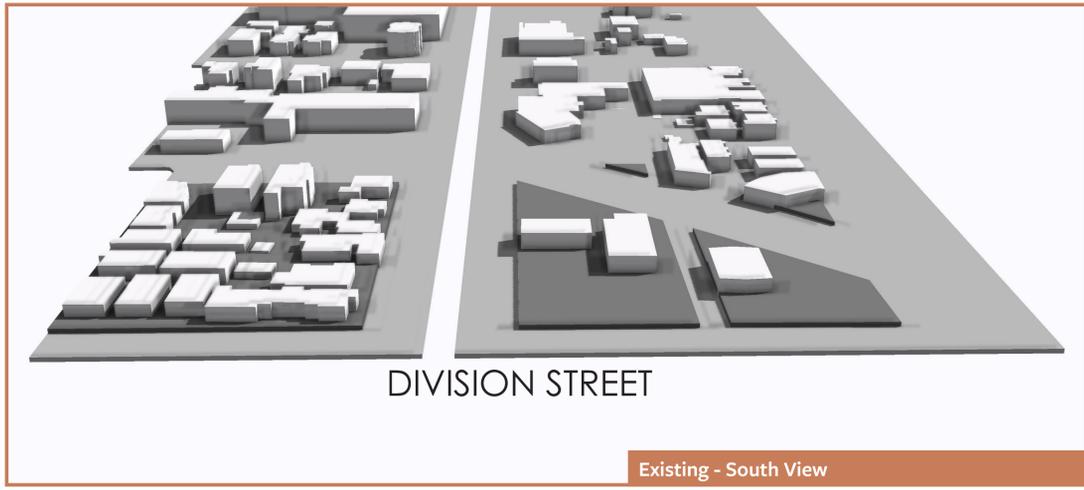
Existing - Northwest View



Existing - East View



Existing - West View

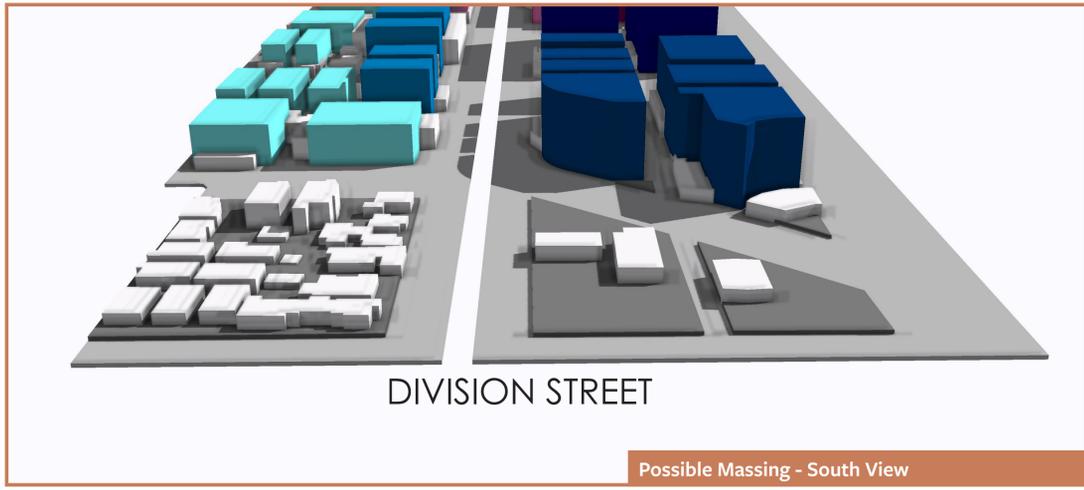
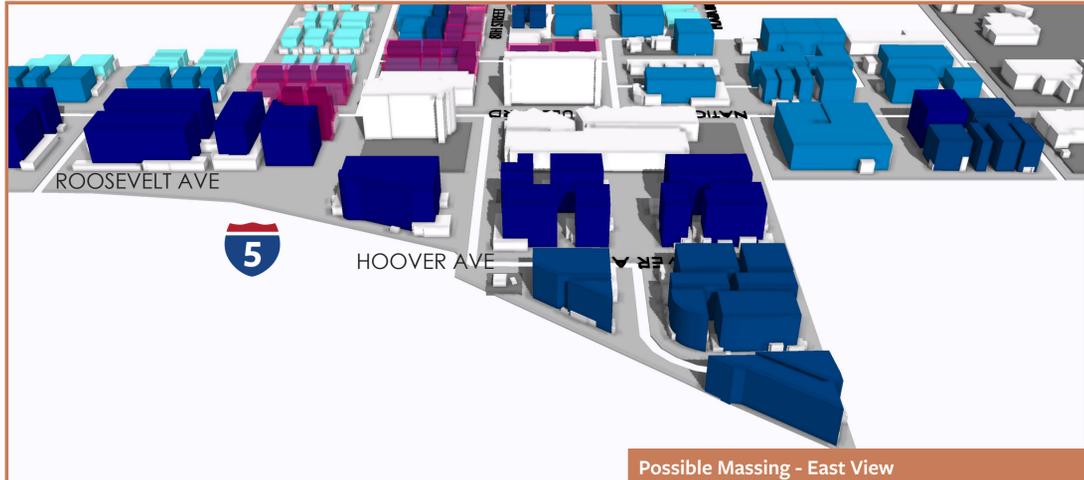
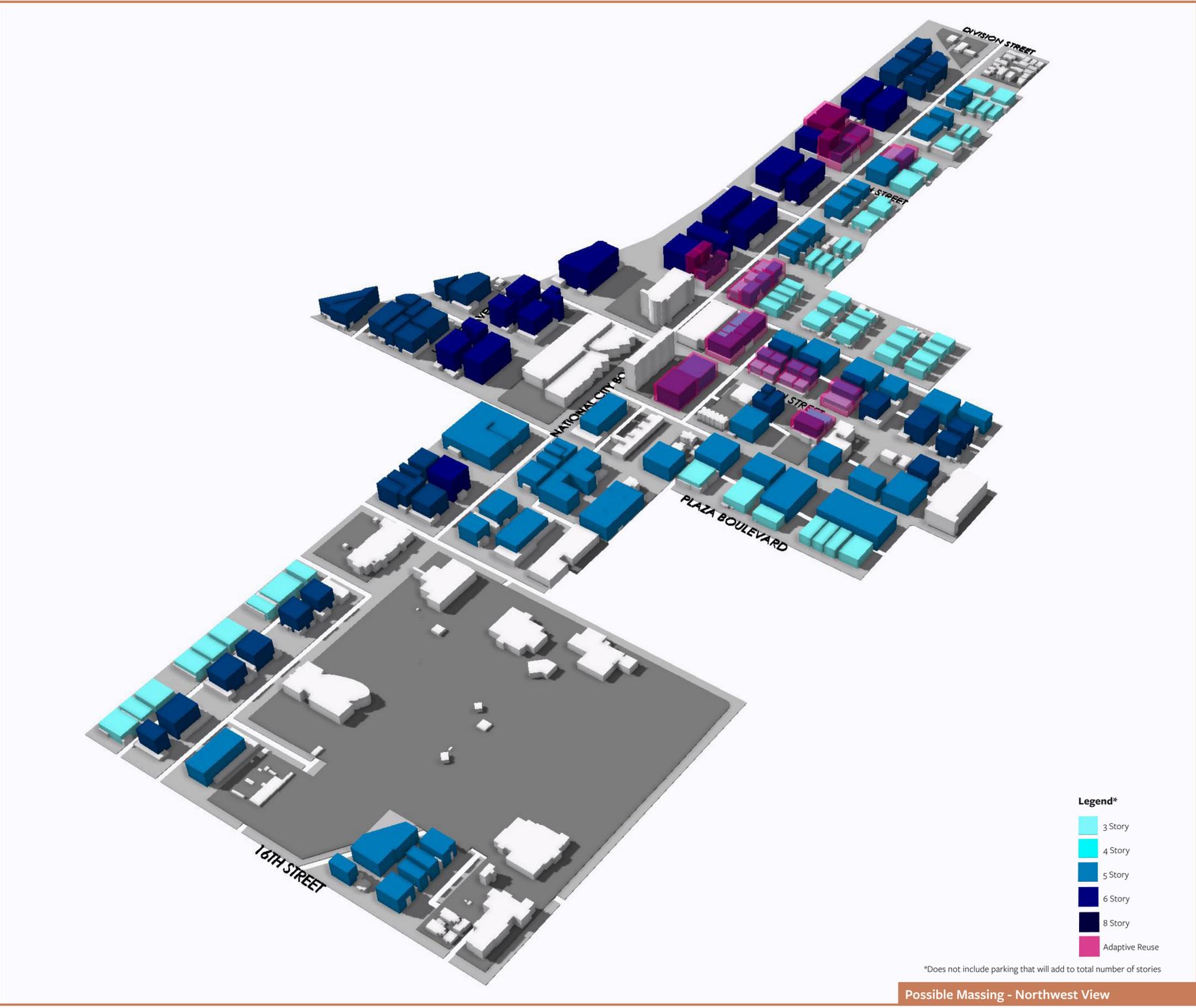


Existing - South View

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CURRENT BUILDING MASSING AND HEIGHTS

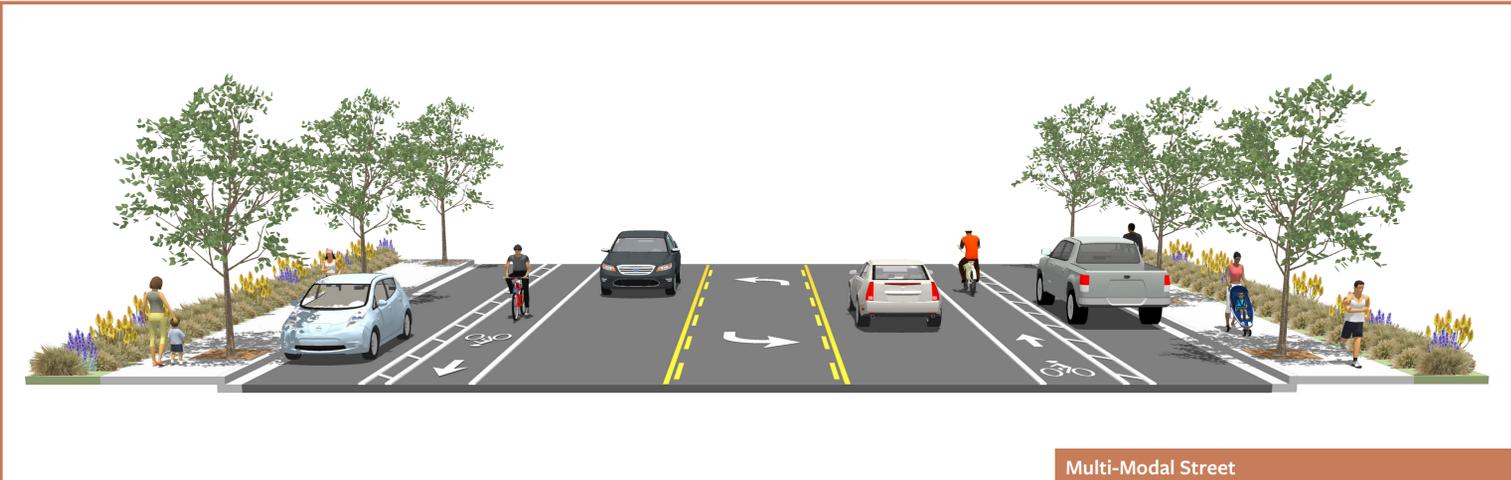
National City Downtown Specific Plan Update



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POSSIBLE DEVELOPMENT SCENARIO

National City Downtown Specific Plan Update



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COMMUNITY CORRIDORS

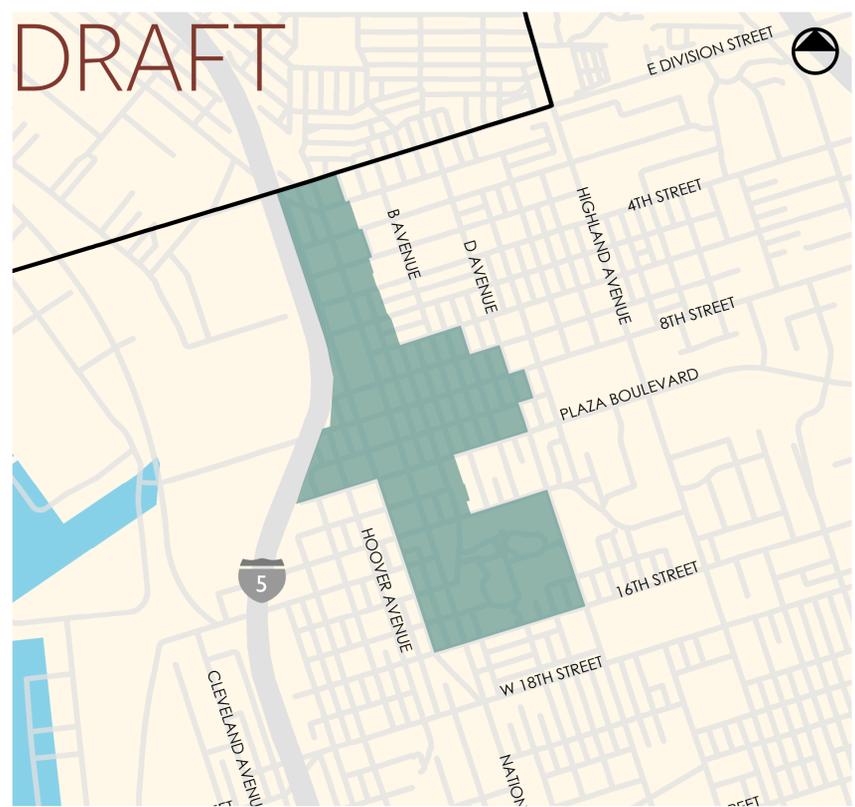
National City Downtown Specific Plan Update



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ROOSEVELT AVENUE RECONFIGURATION

National City Downtown Specific Plan Update



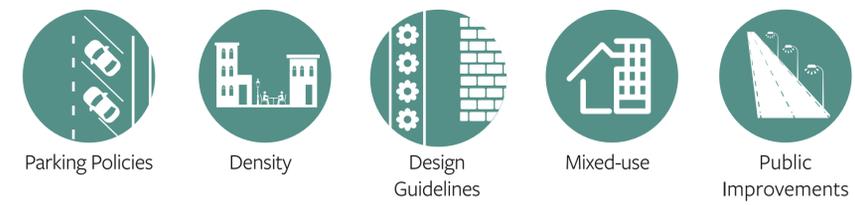
DOWNTOWN SPECIFIC PLAN UPDATE

National City is updating its Downtown Specific Plan (DSP). The DSP implements the broad policies of the General Plan by specifying rules and regulations related to land use, development, and parking. The purpose of the update is to simplify the plan, making it more user-friendly, while aligning it with the General Plan’s sustainability goals and SANDAG’s “Smart Growth Areas.”

PURPOSE OF THE SPECIFIC PLAN

The National City Downtown Specific Plan’s purpose is to provide a guiding policy document to support smart growth, the revitalization of downtown, an enhanced public realm, improved mobility, smart parking, growth of a mixed-use urban center, a more streamlined development process, and preservation of historic and character defining buildings.

Topics of Discussion



CHANGED CONDITIONS

- » Align with General Plan’s sustainability goals
- » Recognize the dramatic changes in retail viability & shopping patterns
- » Eliminate references to the Redevelopment Agency
- » Recognize parking, mobility, & affordability trends
- » Integrate policy changes for VMT / GHG reductions
- » Apply new state guidance for LOS traffic impacts
- » Take advantage of transit area CEQA streamlining
- » Approximately 300 units were developed since the adopted specific plan
- » Approximately 3,200 units can still be developed



DOWNTOWN NATIONAL CITY PARKING

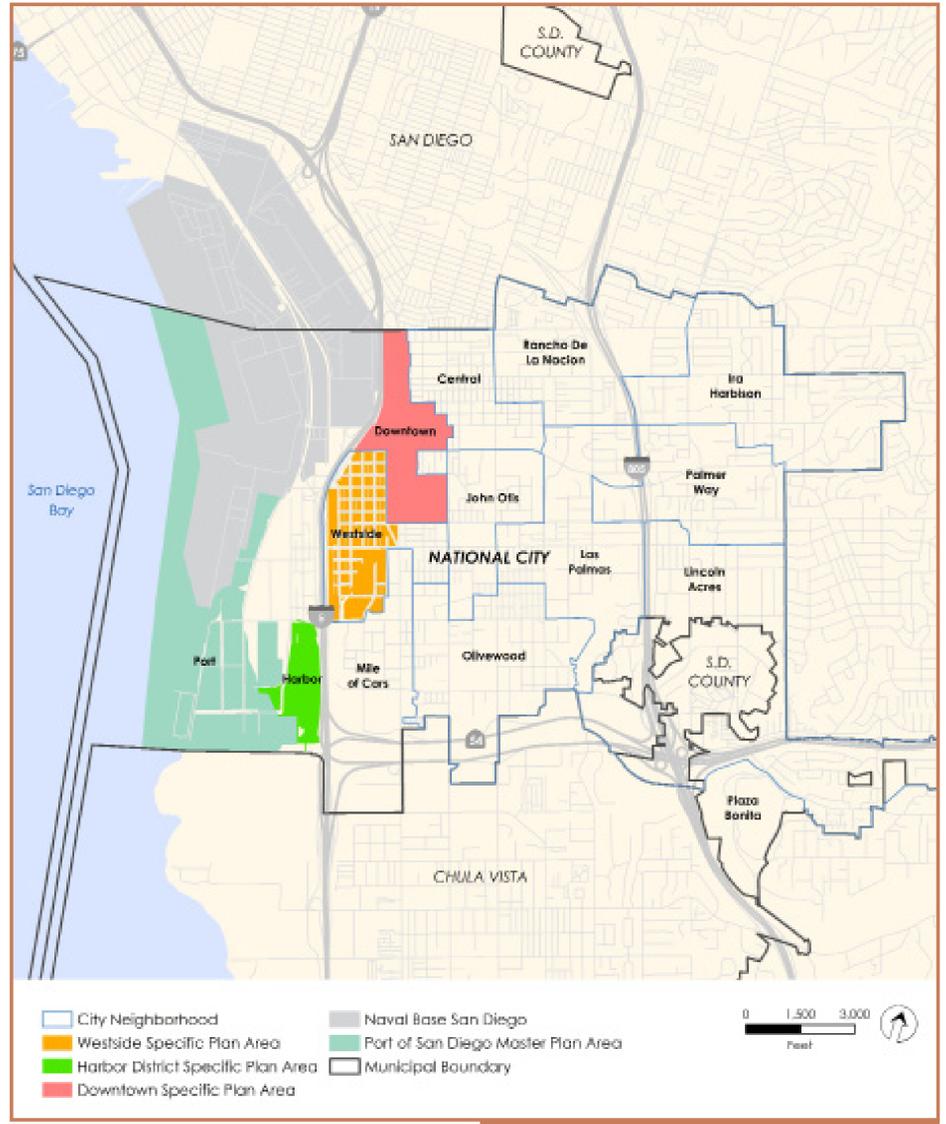
The plan anticipates more neighborhood parking permits areas, time limited spaces to encourage higher turnover, conversion of parallel parking spaces to angled parking to increase the overall supply of parking.



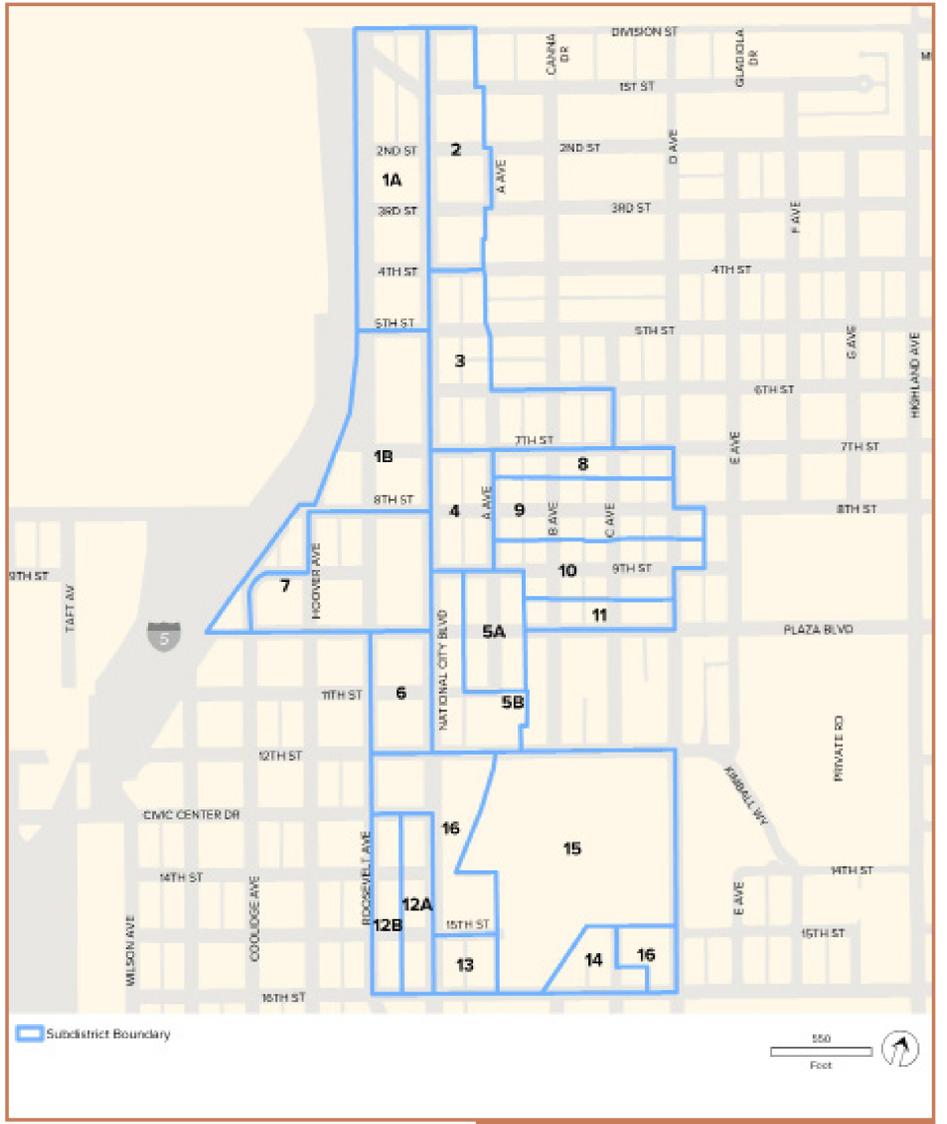
Potential Reconfiguration of Roosevelt Avenue



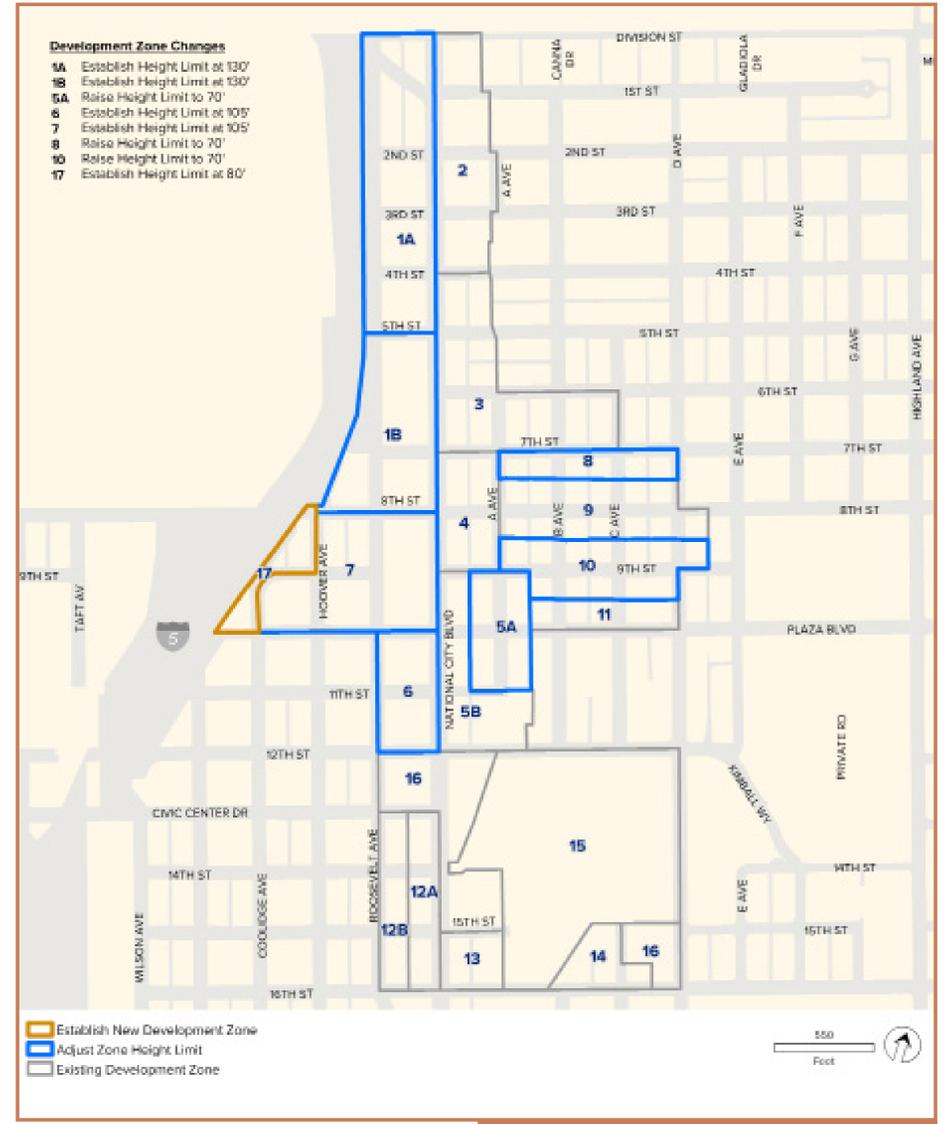
National City Downtown Specific Plan Update



Existing Districts



Current Adopted SPA Zones

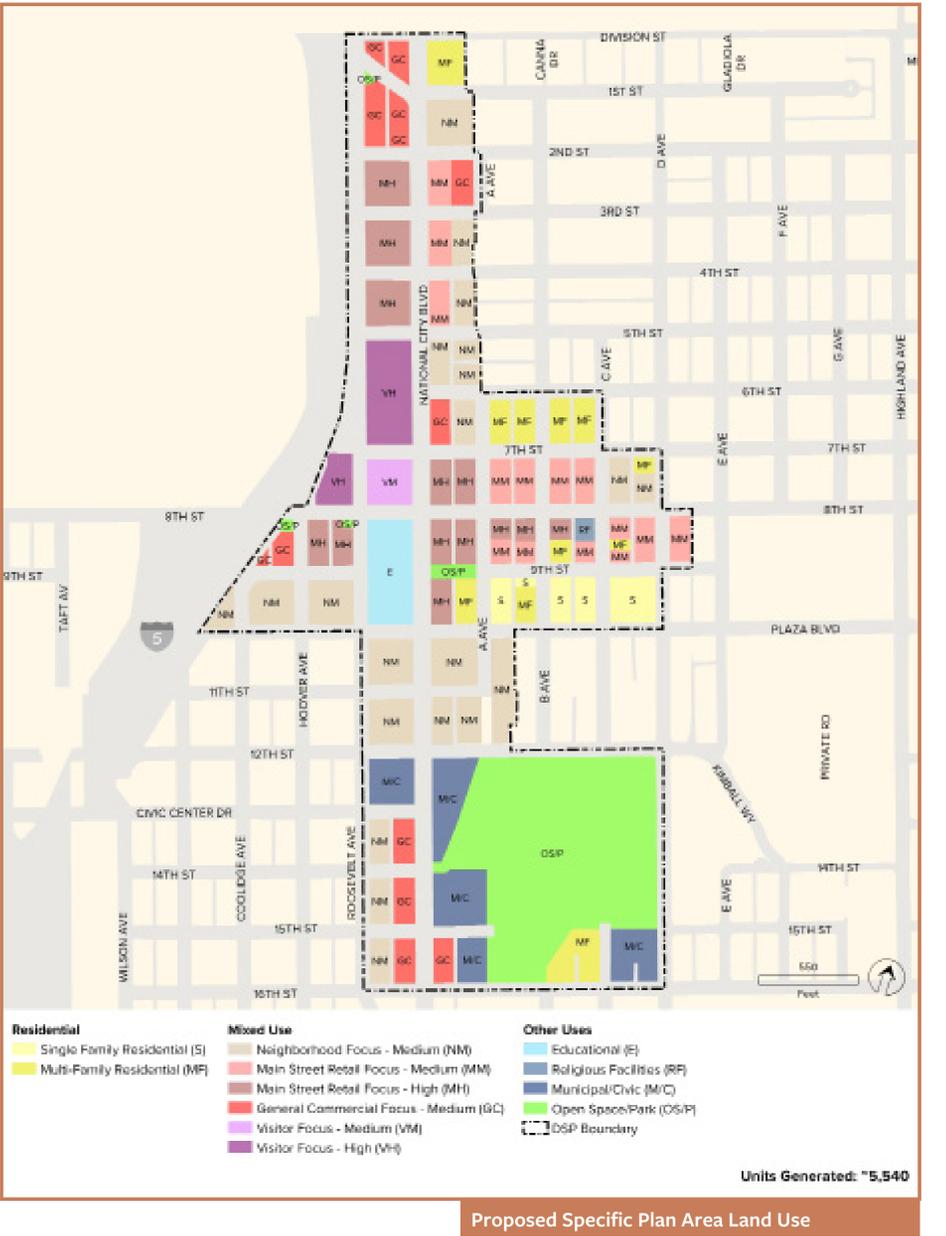
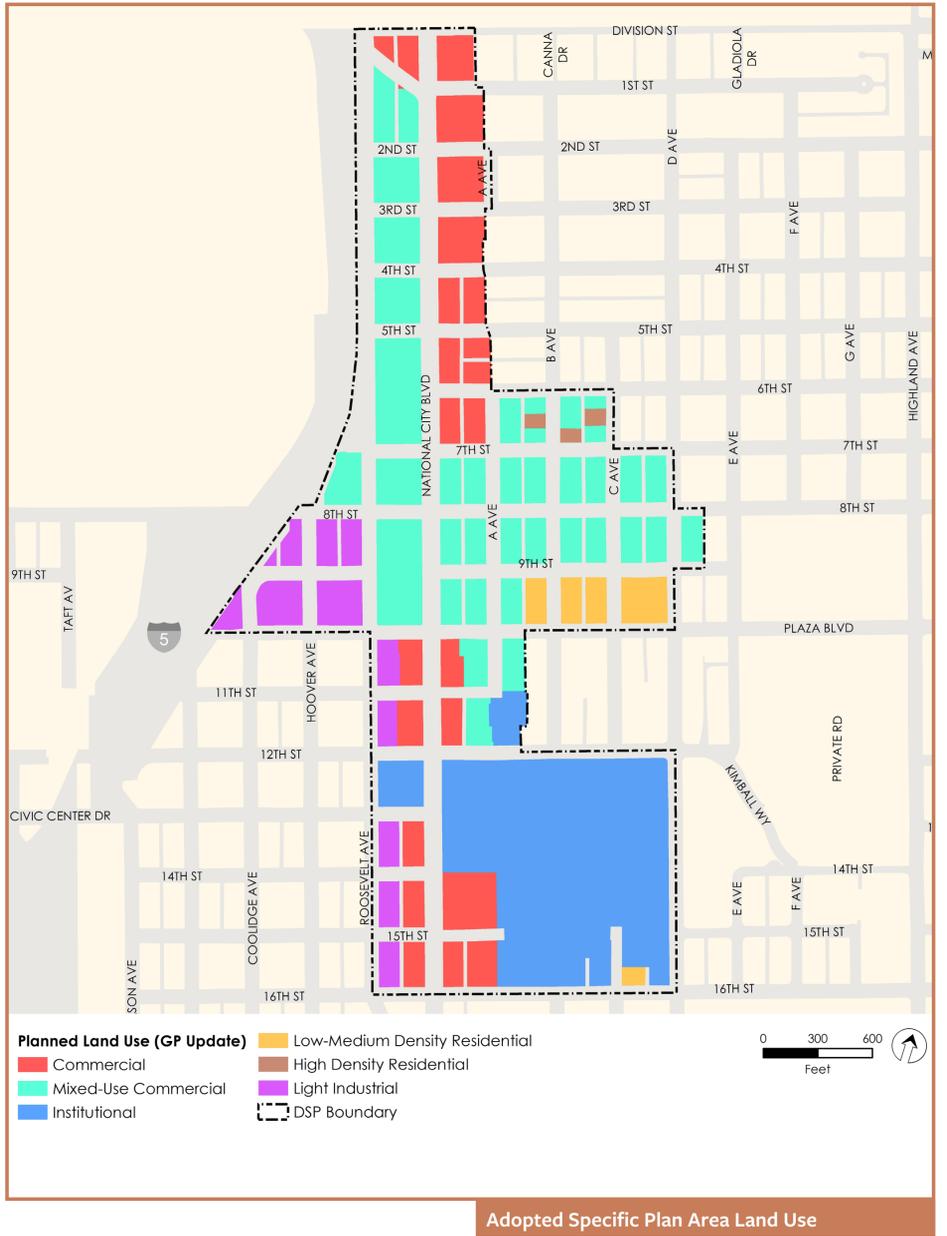
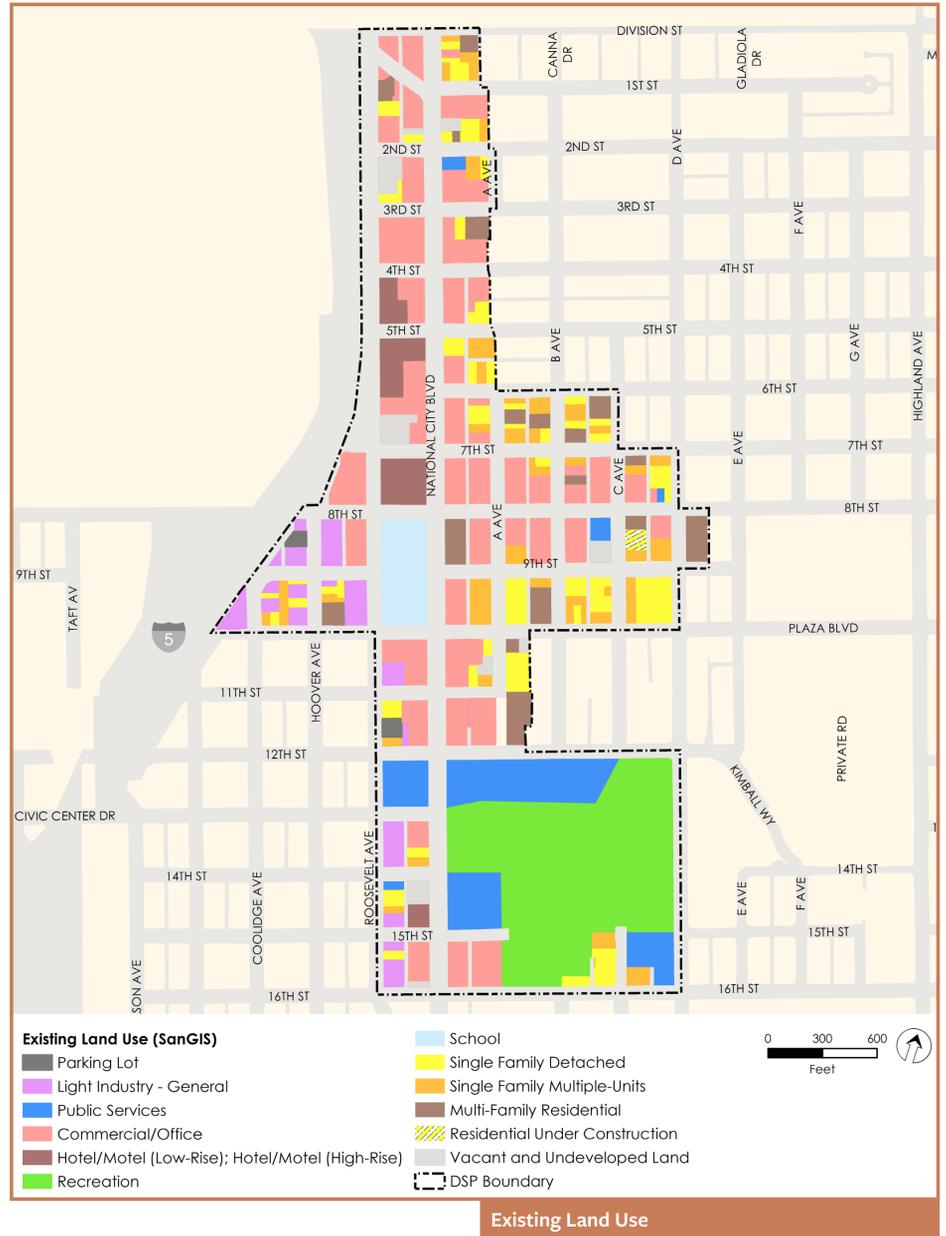


Proposed SPA Zones

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SPECIFIC PLAN AREAS (SPA) AND DEVELOPMENT ZONES

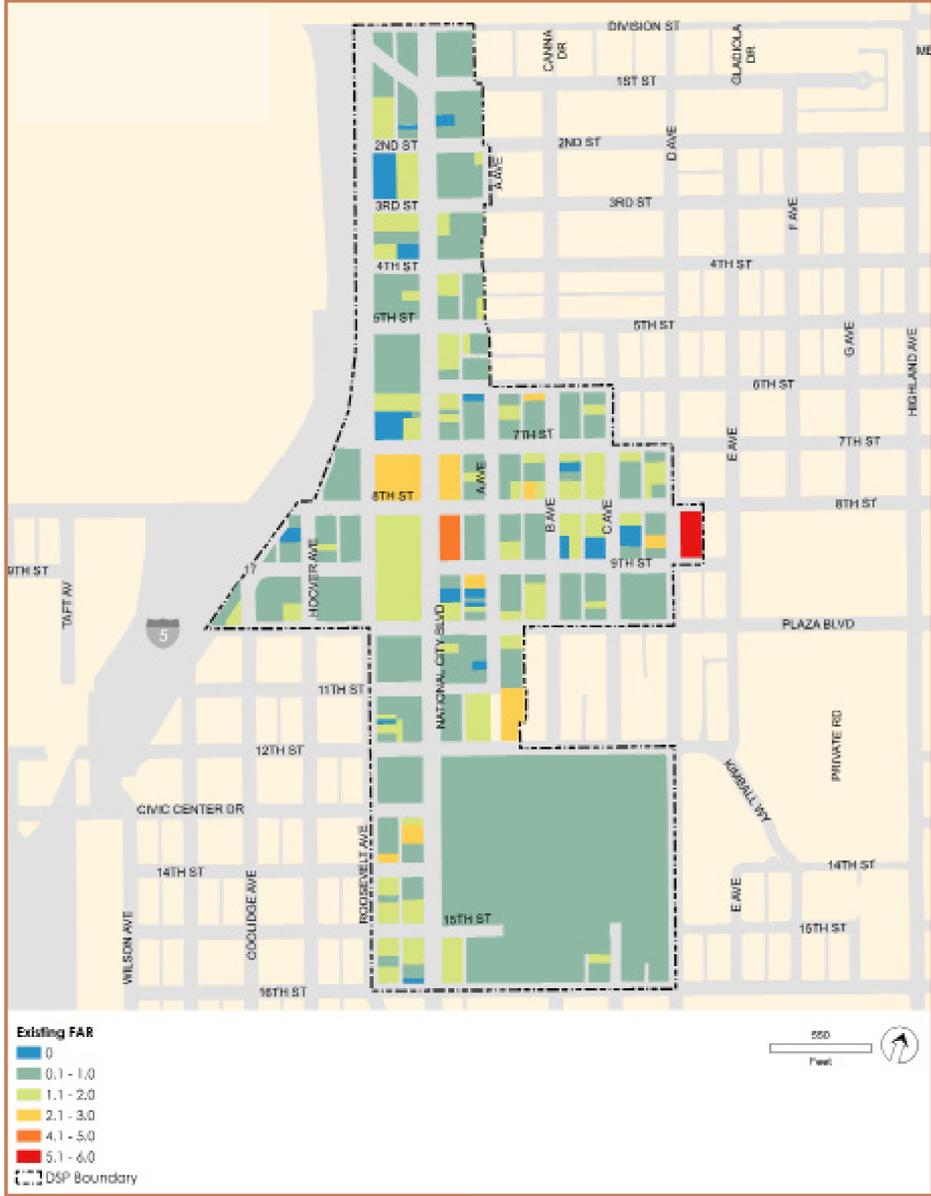
National City Downtown Specific Plan Update



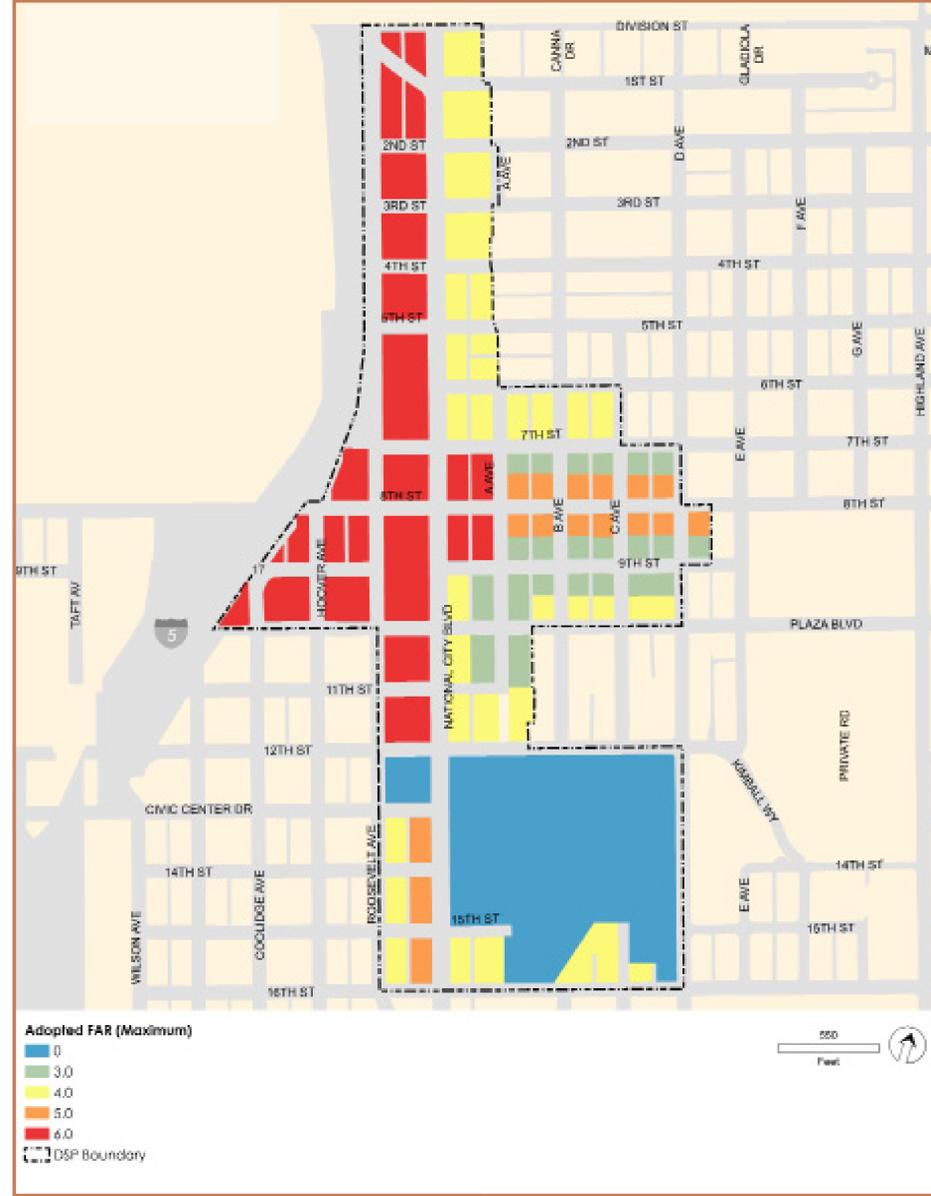
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LAND USE

National City Downtown Specific Plan Update



Existing FAR

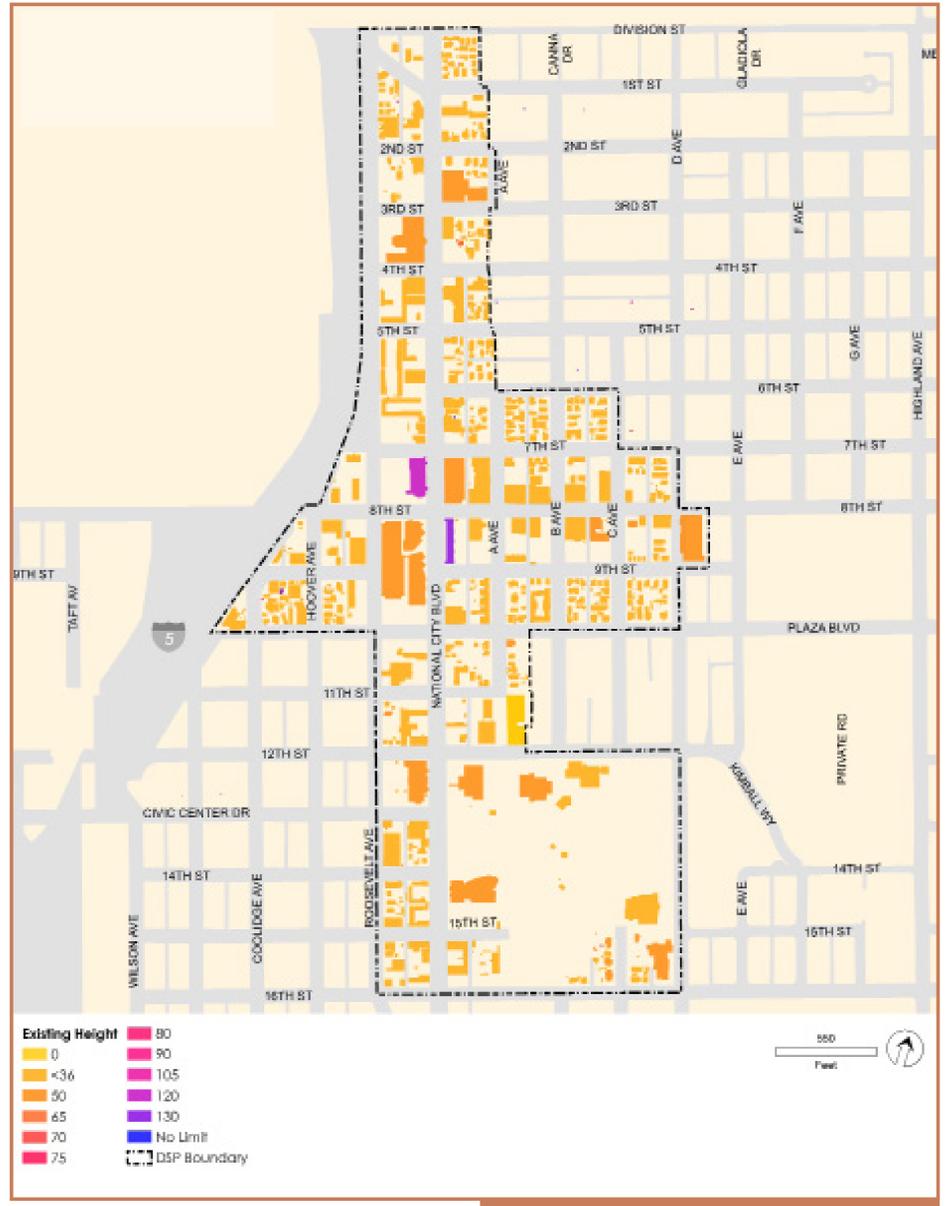


Adopted Specific Plan Area FAR

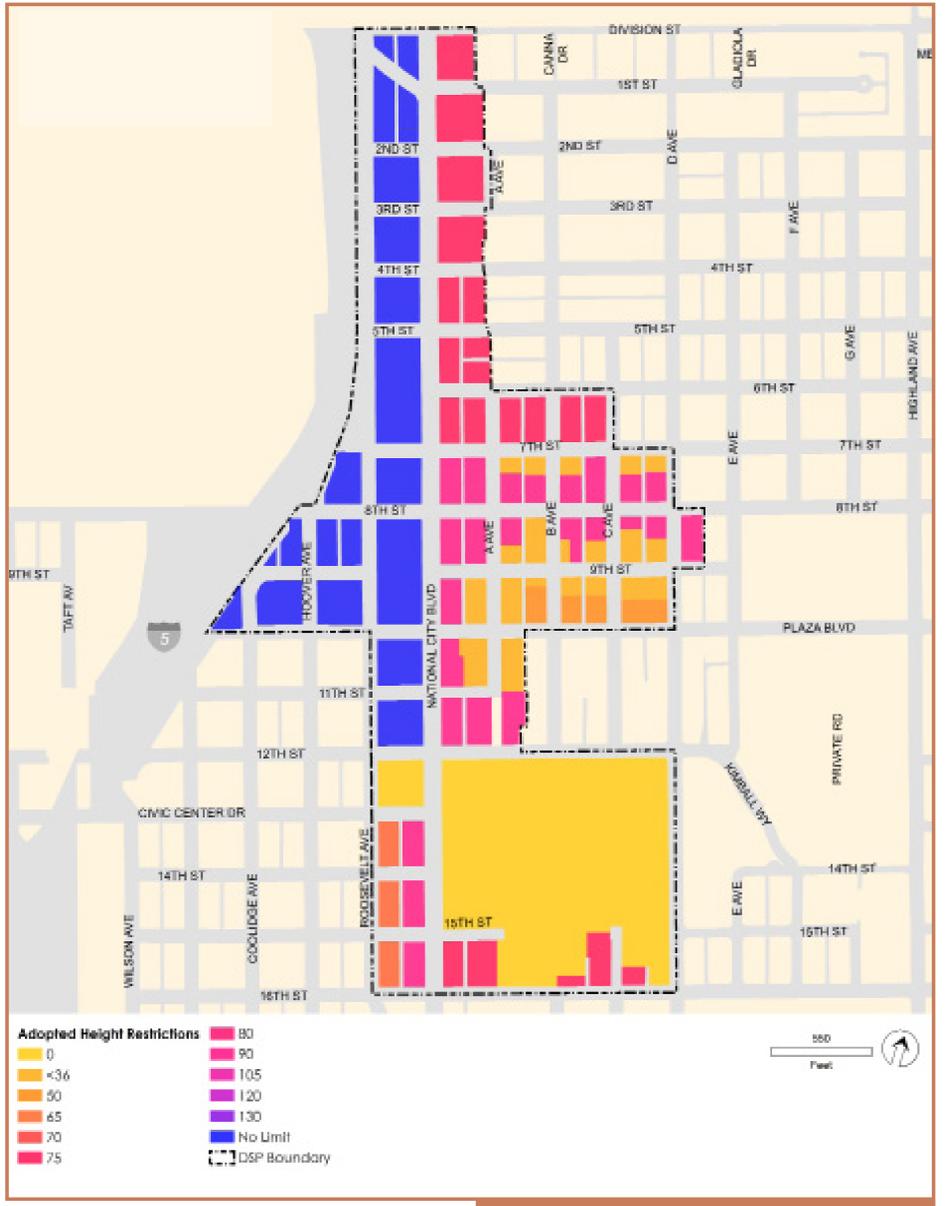
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FLOOR AREA RATIO (FAR)

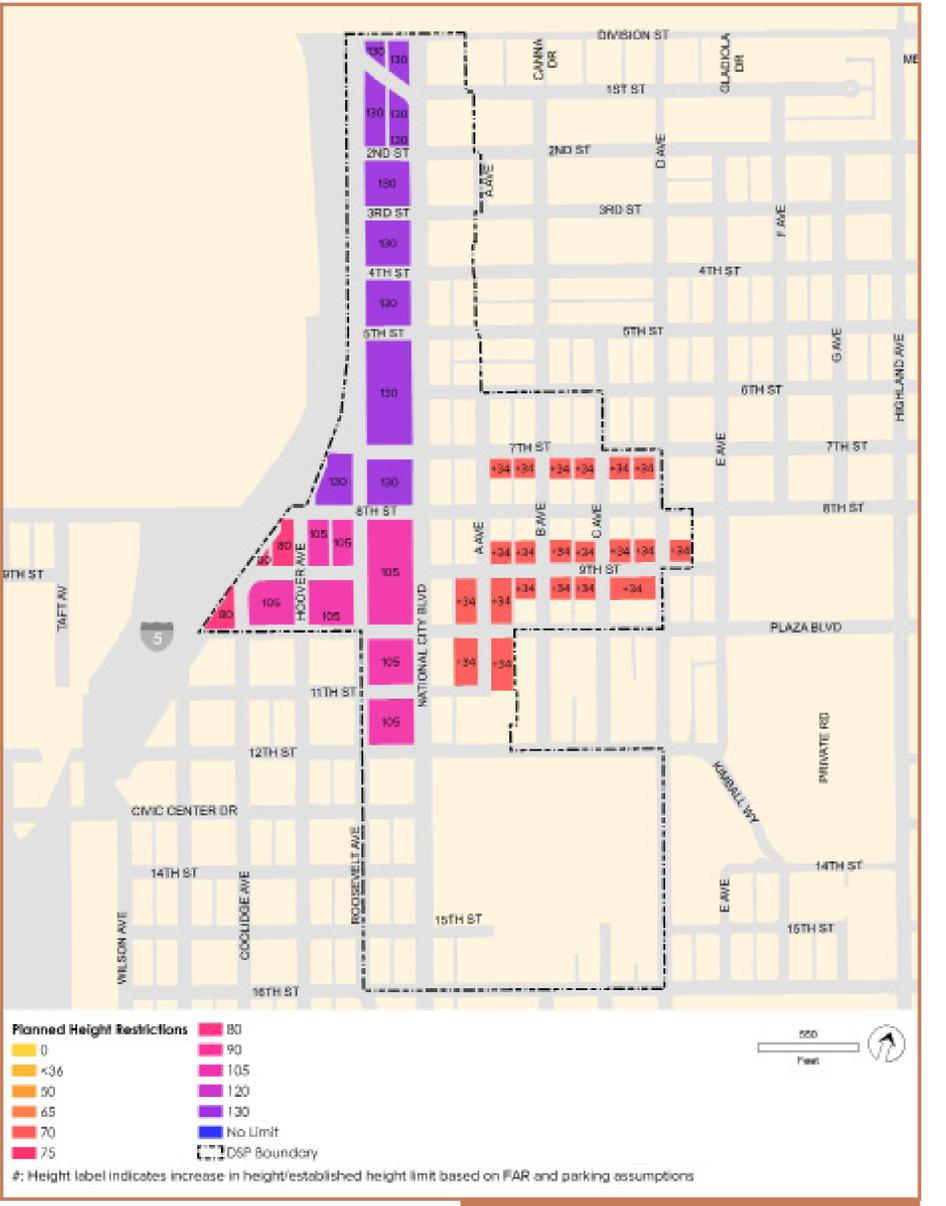
National City Downtown Specific Plan Update



Existing Heights

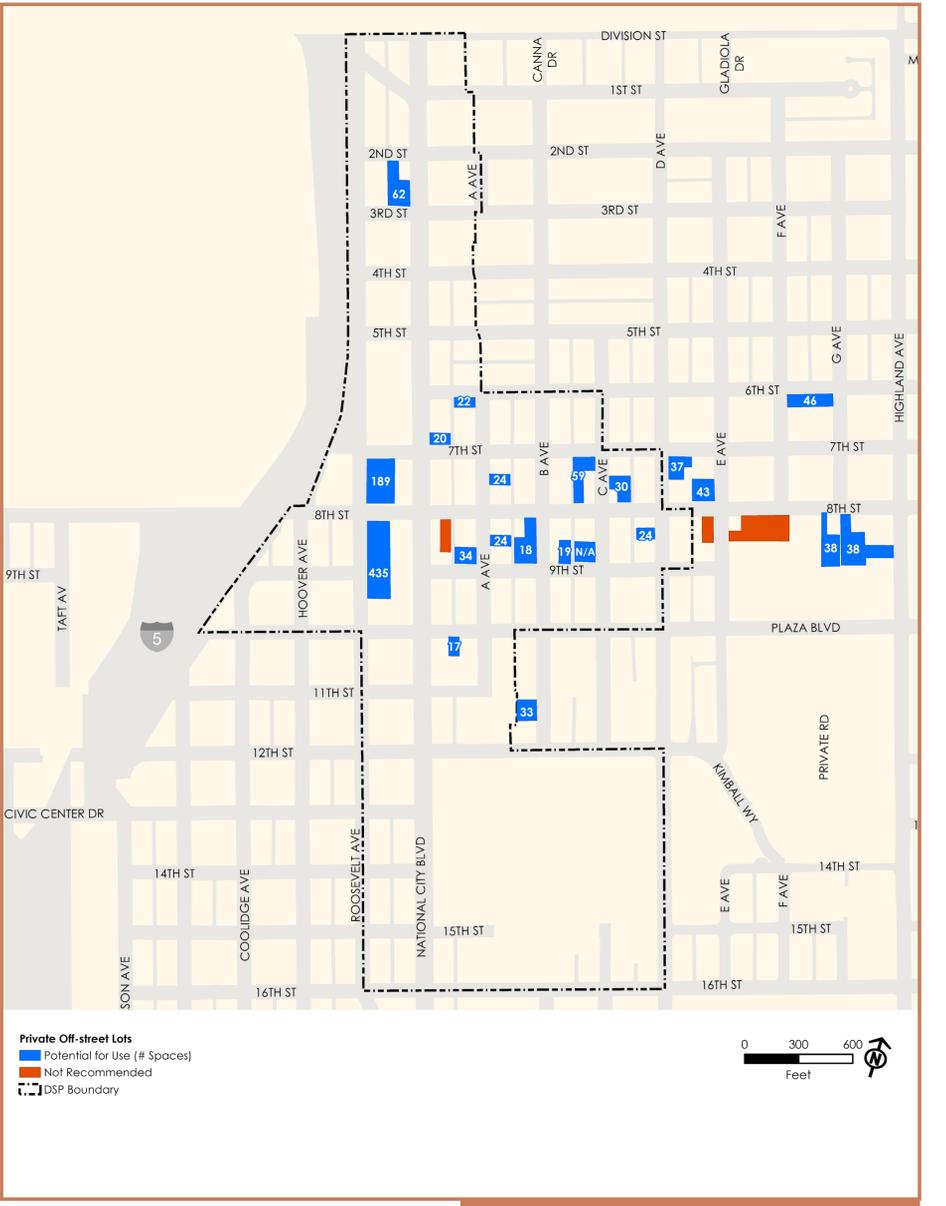
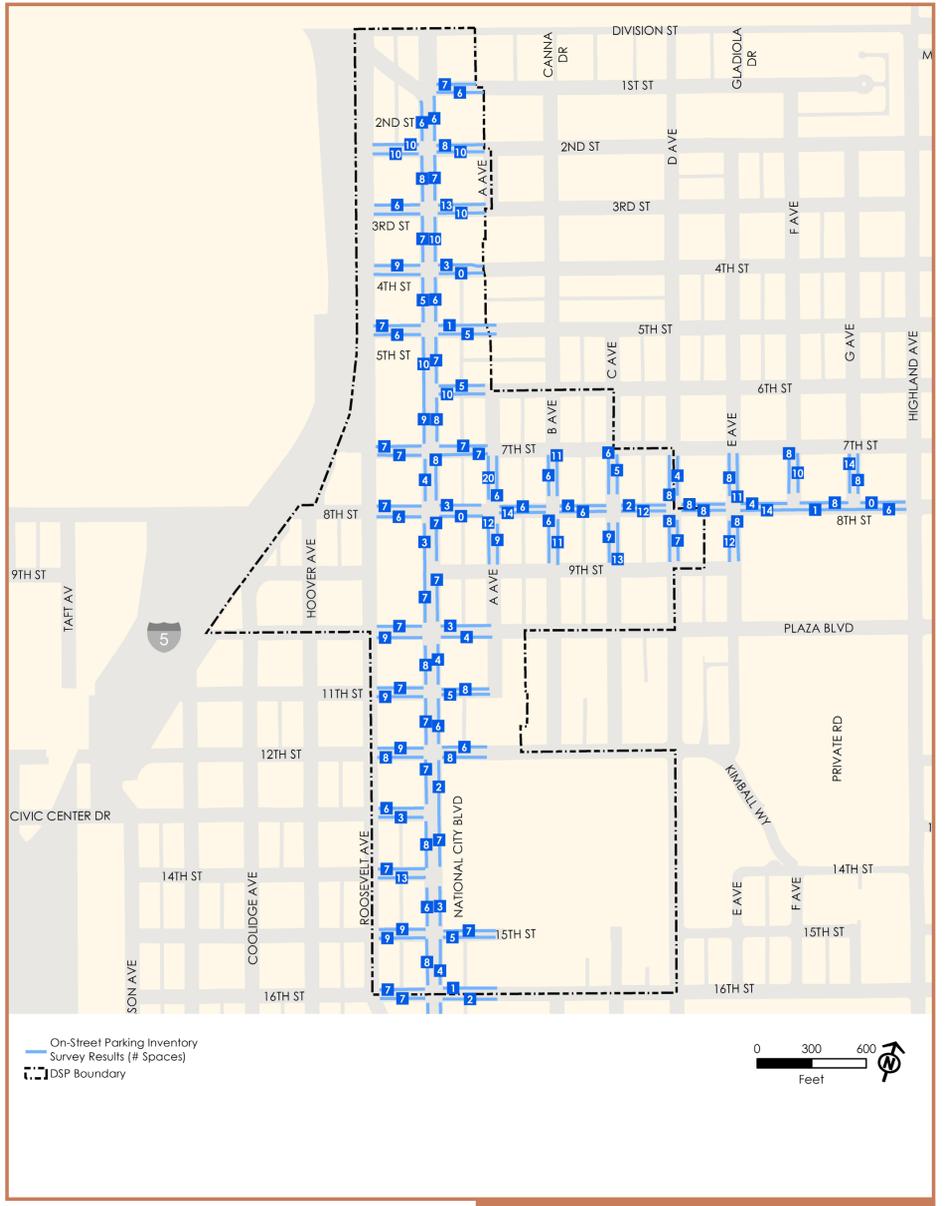
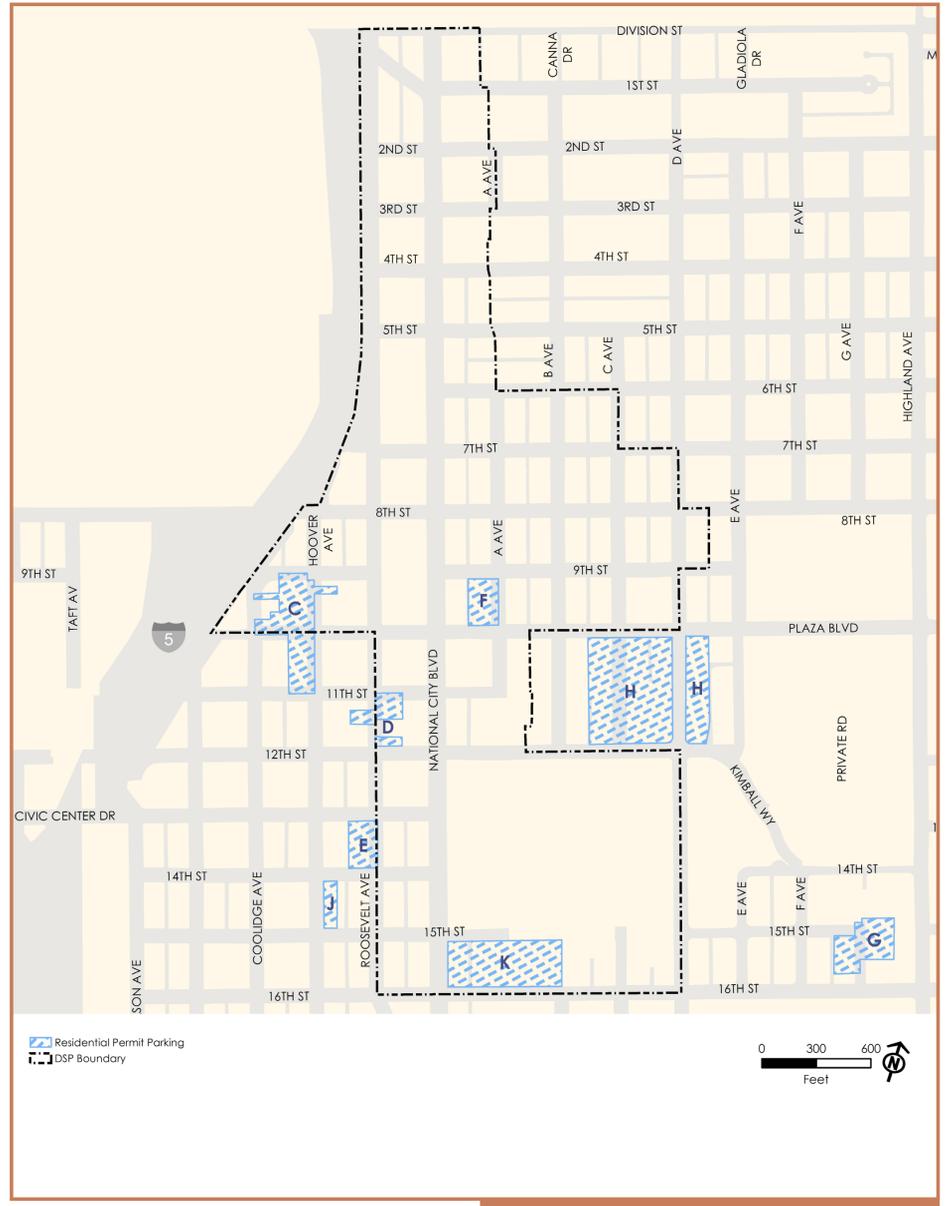


Adopted Specific Plan Area Height Restrictions



Proposed Specific Plan Area Height Changes

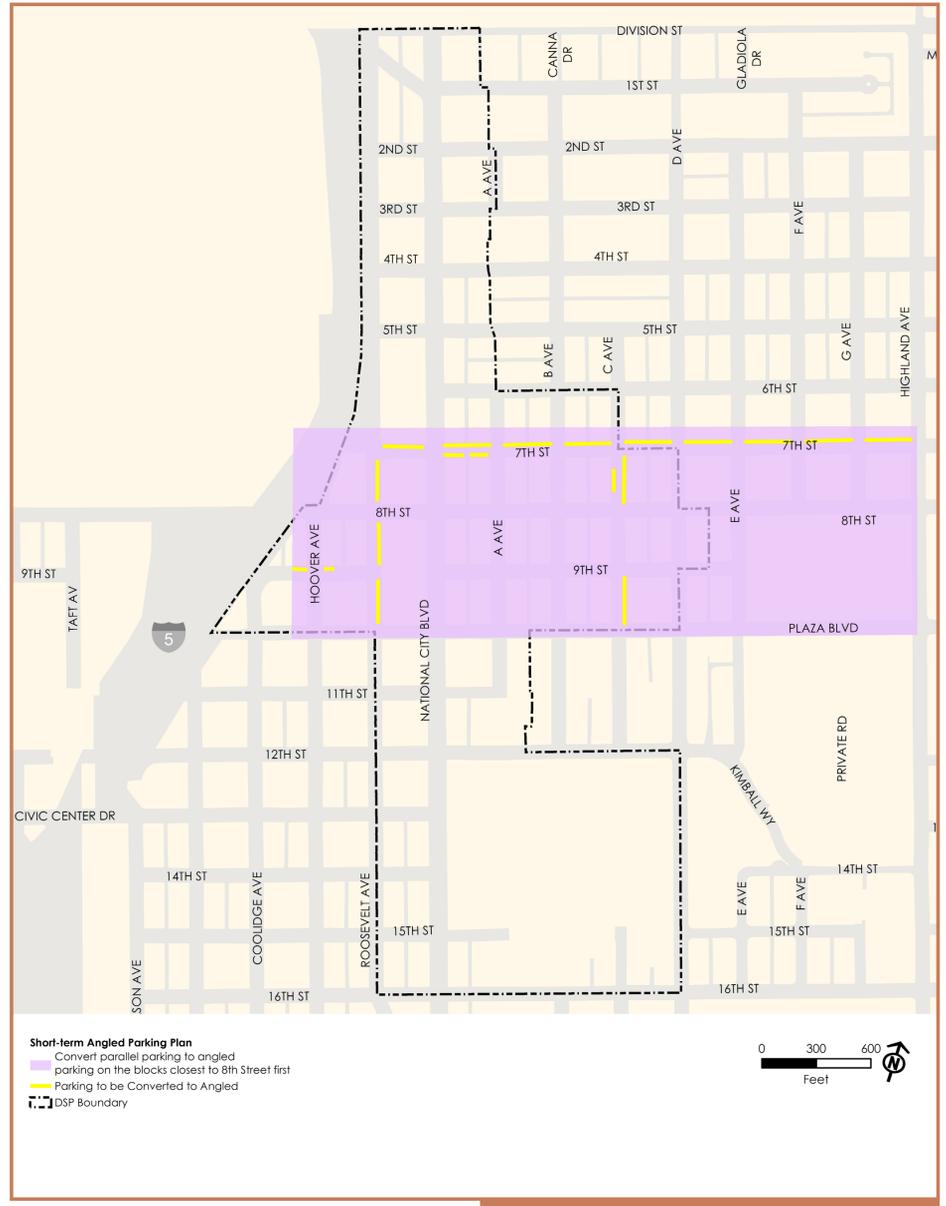
National City Downtown Specific Plan Update



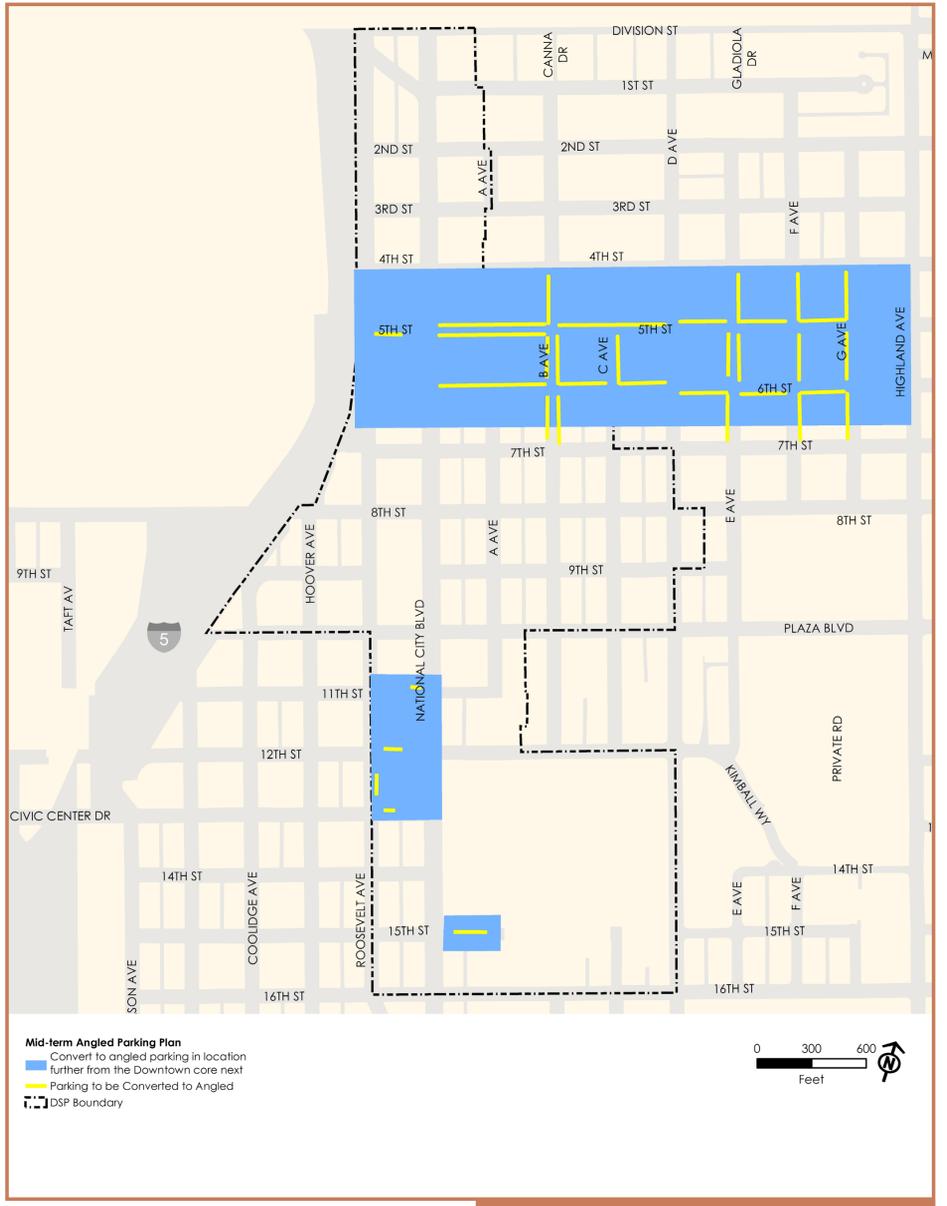
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EXISTING PARKING RESOURCES

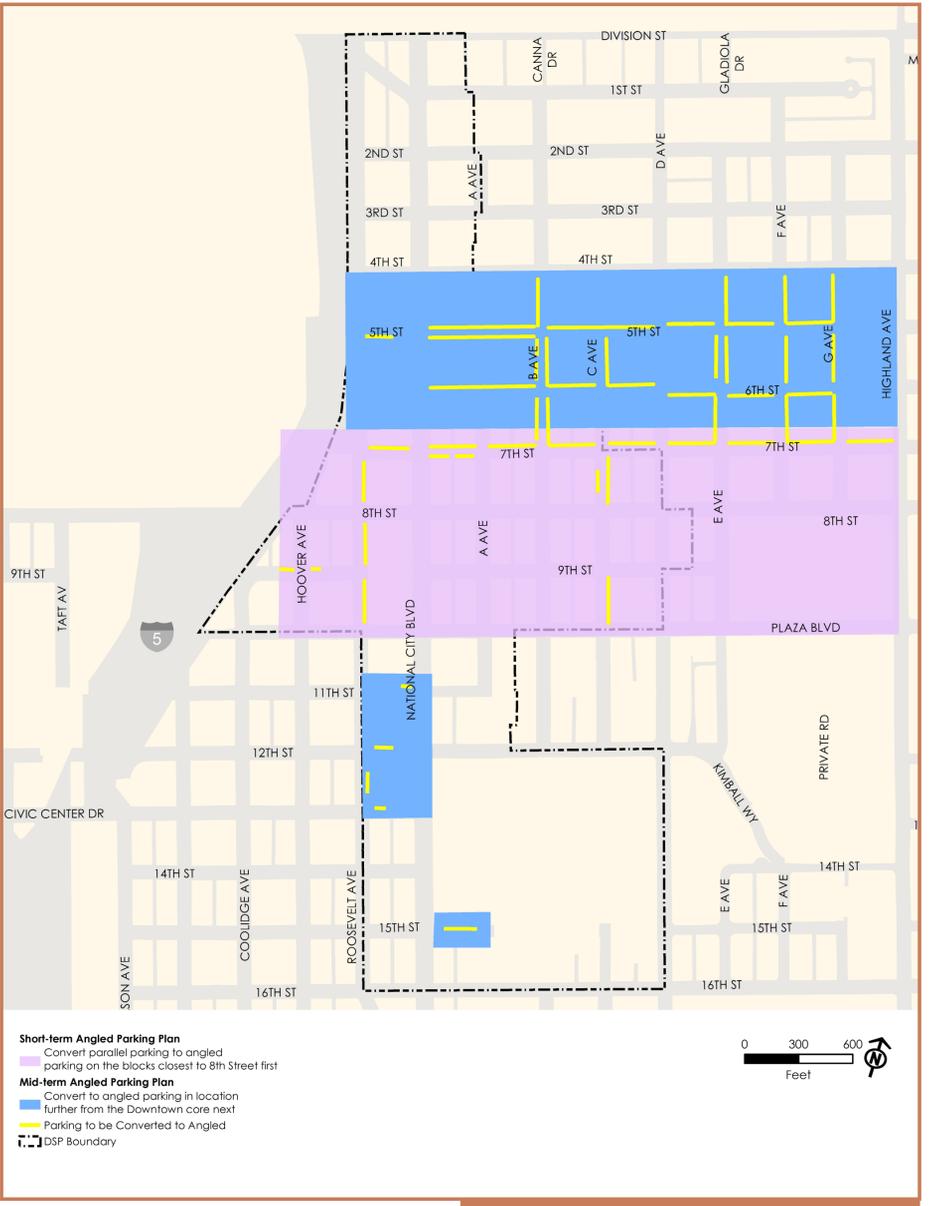
National City Downtown Specific Plan Update



Short-term Angled Parking Conversion Plan



Mid-term Angled Parking Conversion Plan

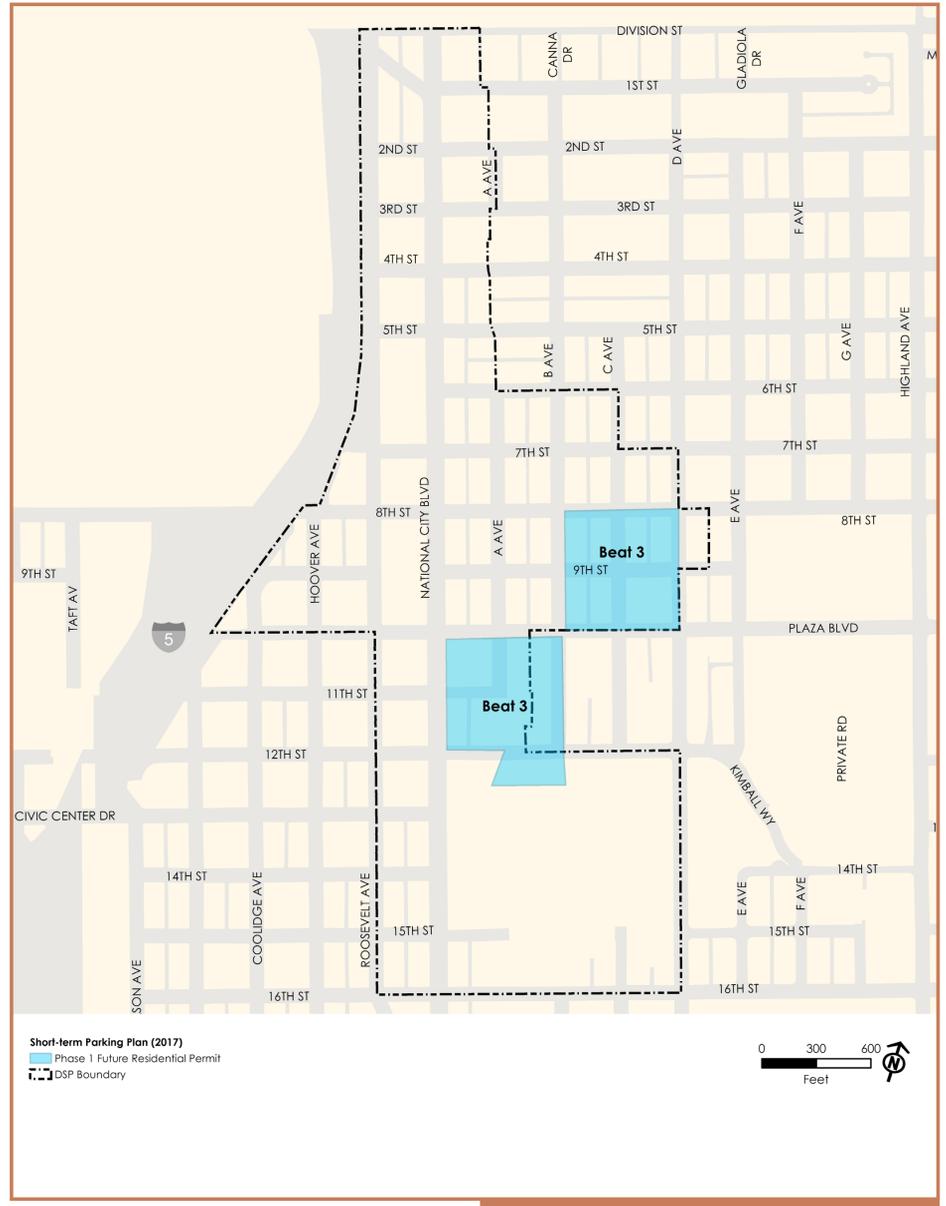


Composite Angled Parking Conversion Plan

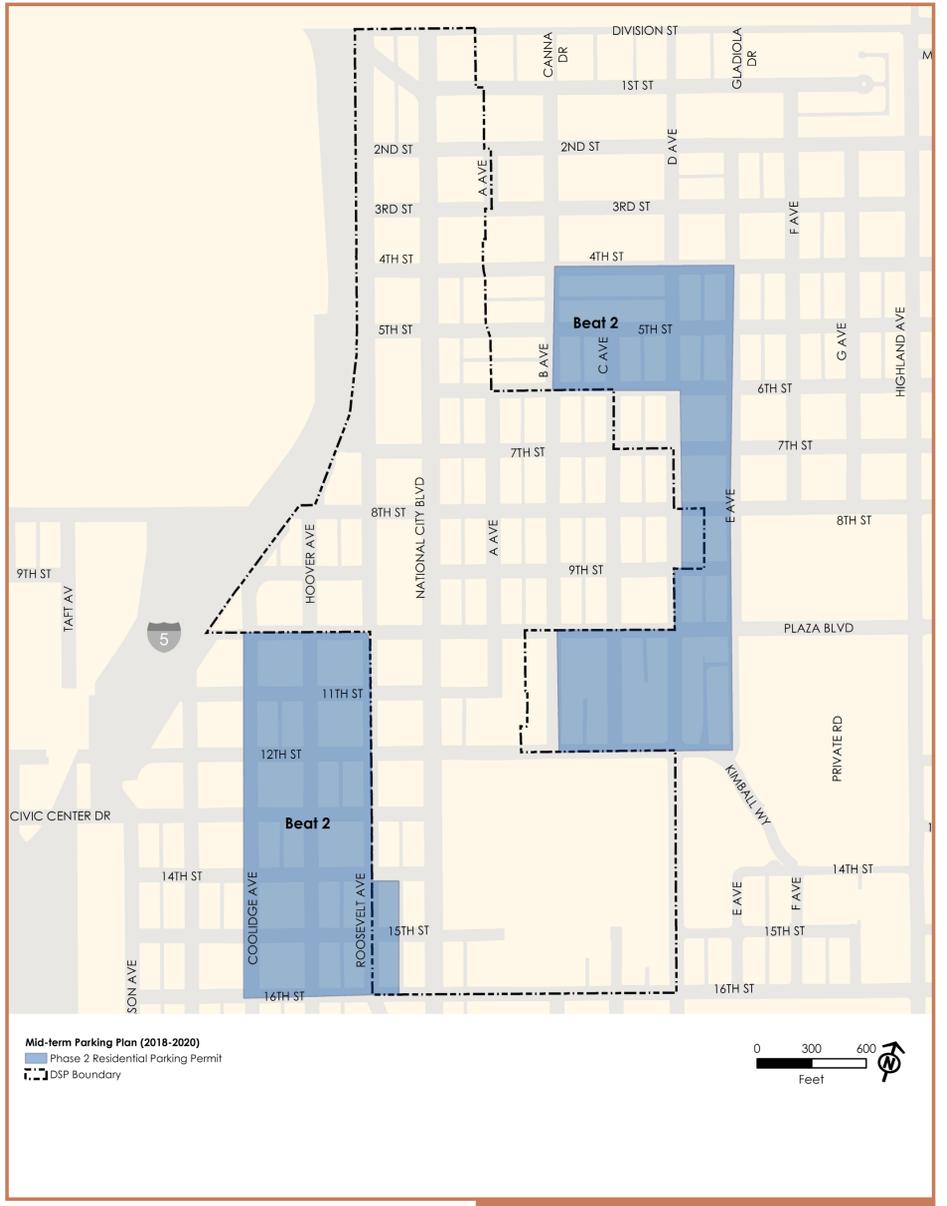
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ANGLED PARKING CONVERSION PLAN

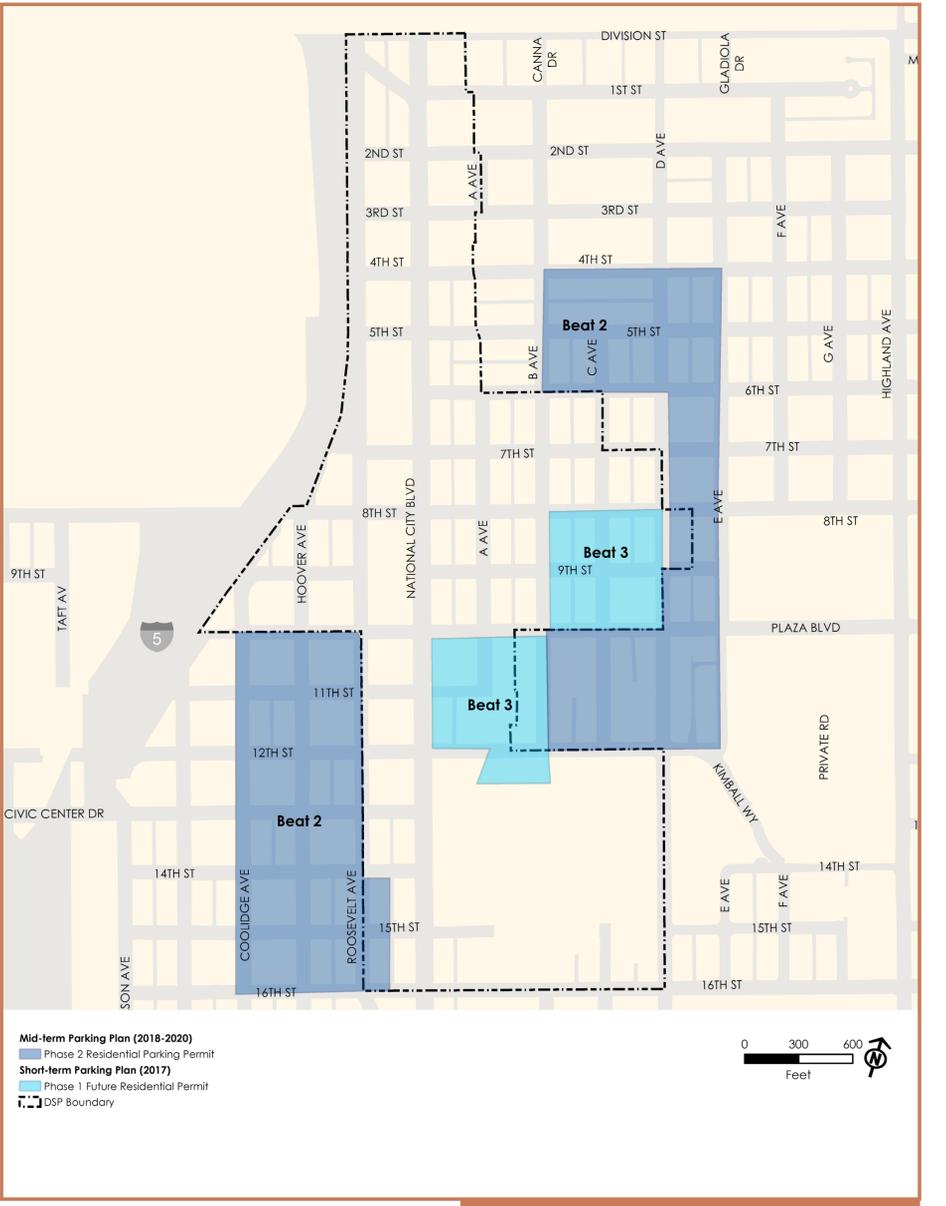
National City Downtown Specific Plan Update



Short-term Residential Parking Plan



Mid-term Residential Parking Plan

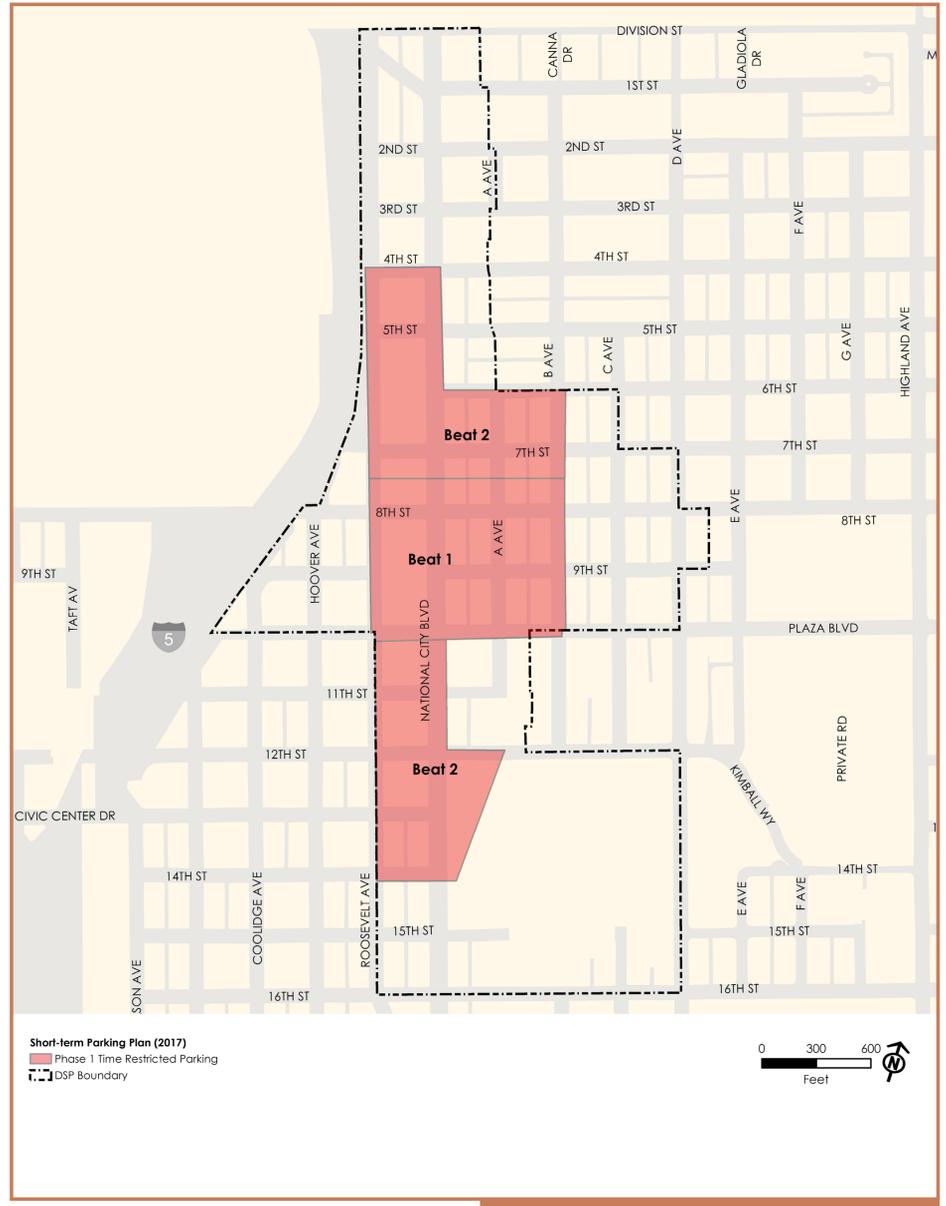


Composite Residential Parking Plan

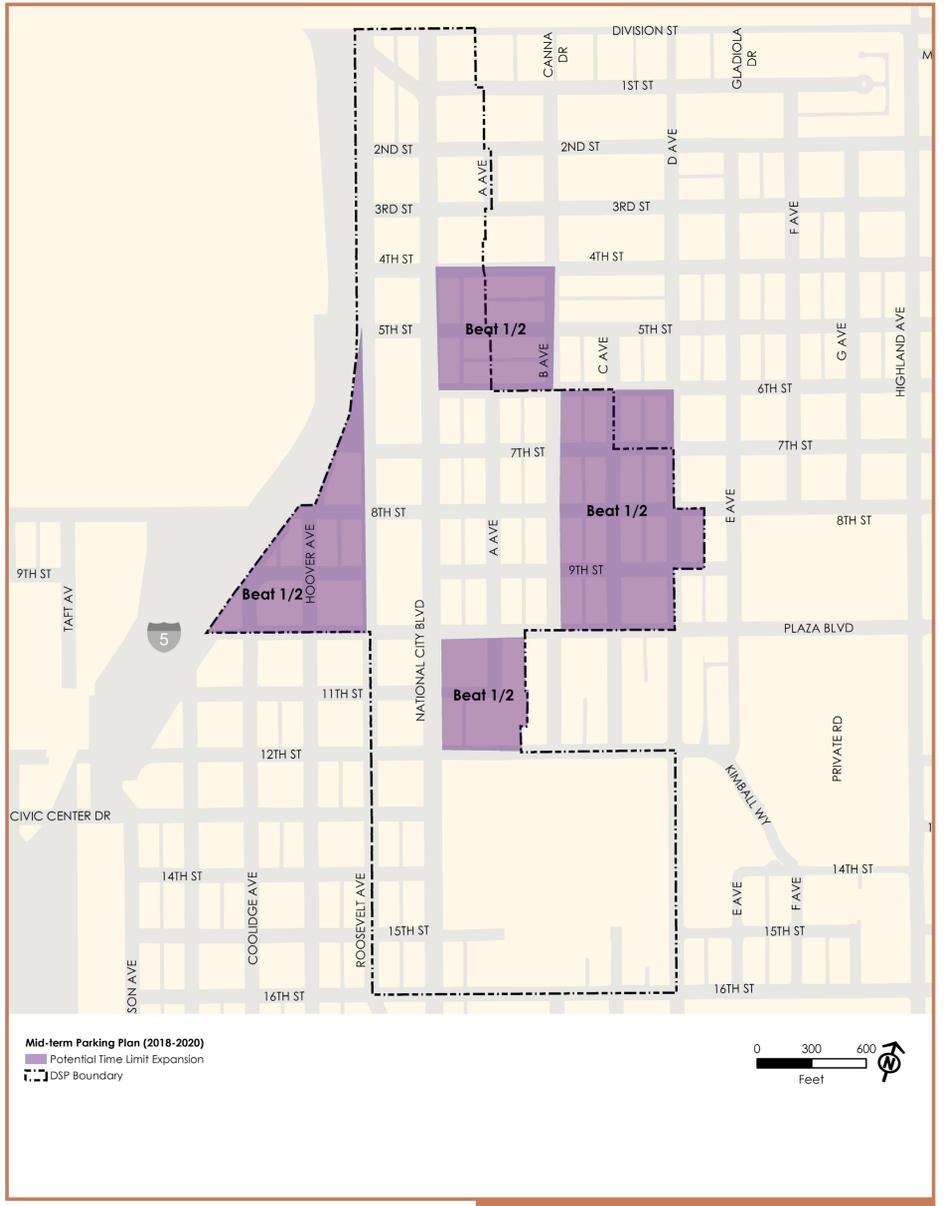
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RESIDENTIAL PARKING PLAN

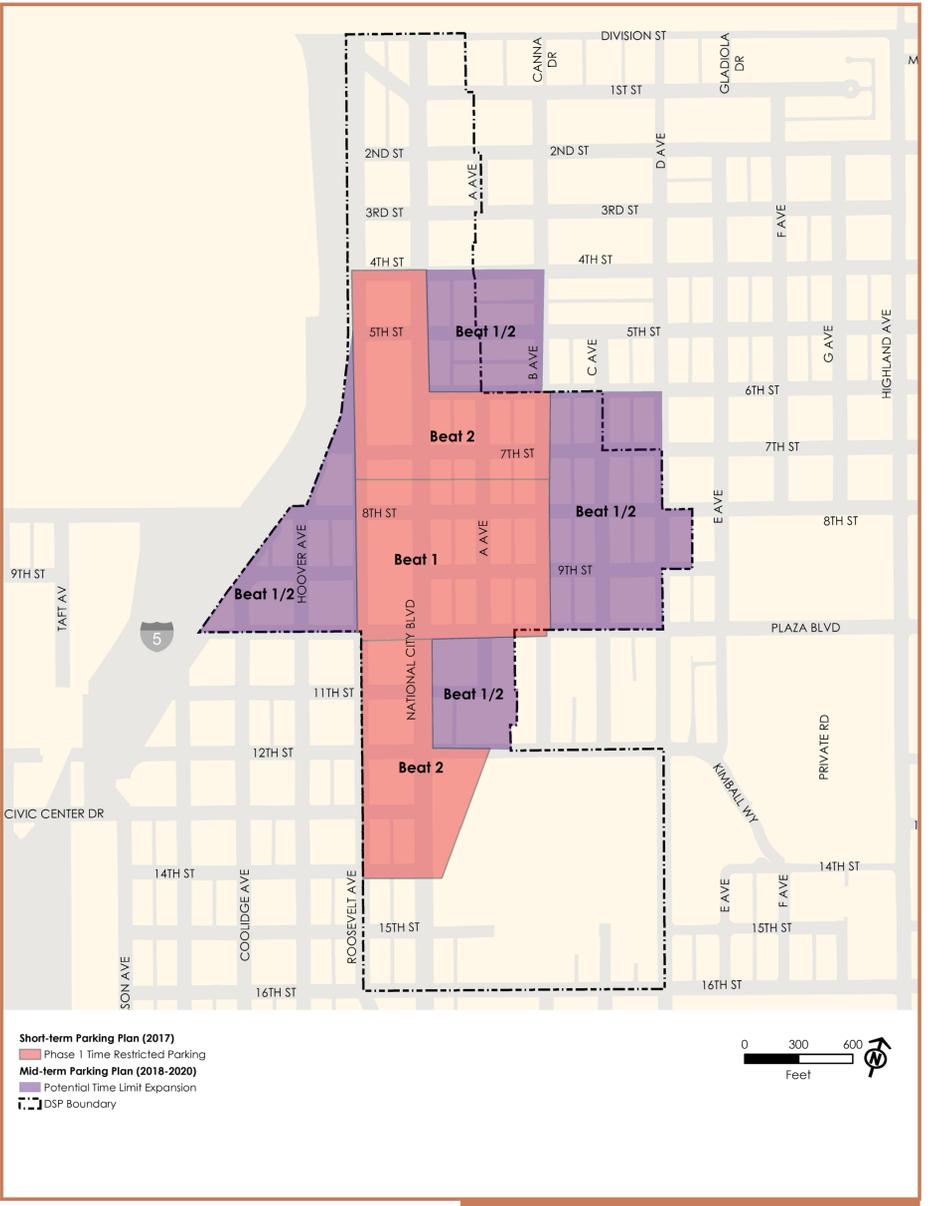
National City Downtown Specific Plan Update



Short-term Time Restricted Parking Plan



Mid-term Time Restricted Parking Plan



Composite Time Restricted Parking Plan

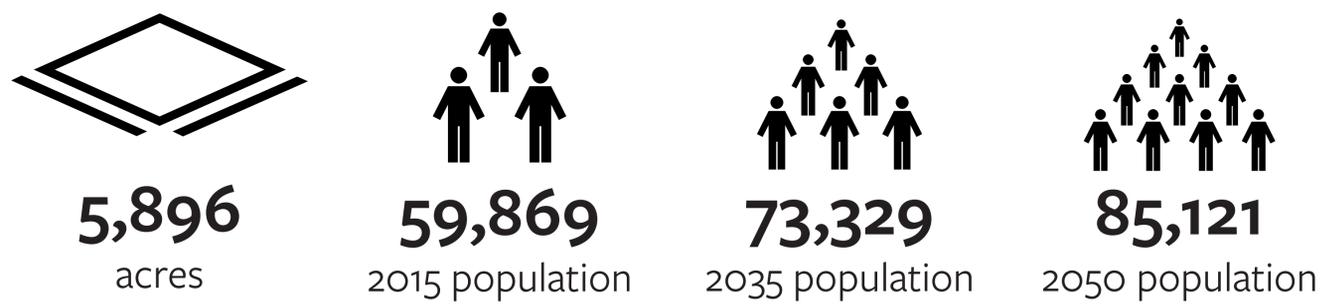
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TIME RESTRICTED PARKING PLAN

National City Downtown Specific Plan Update



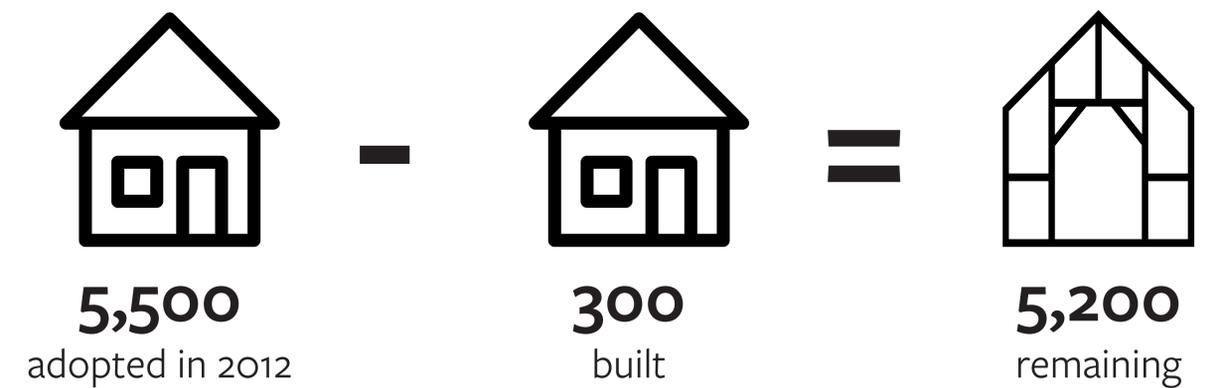
National City



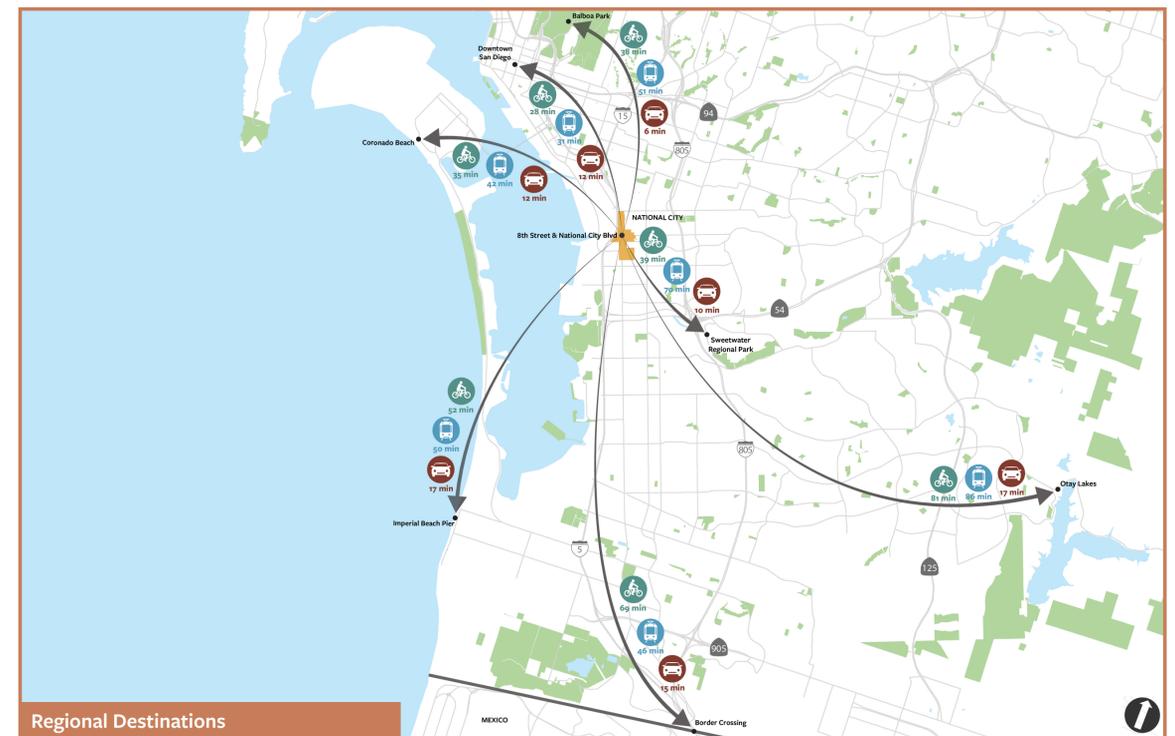
Downtown Specific Plan (DSP) Area



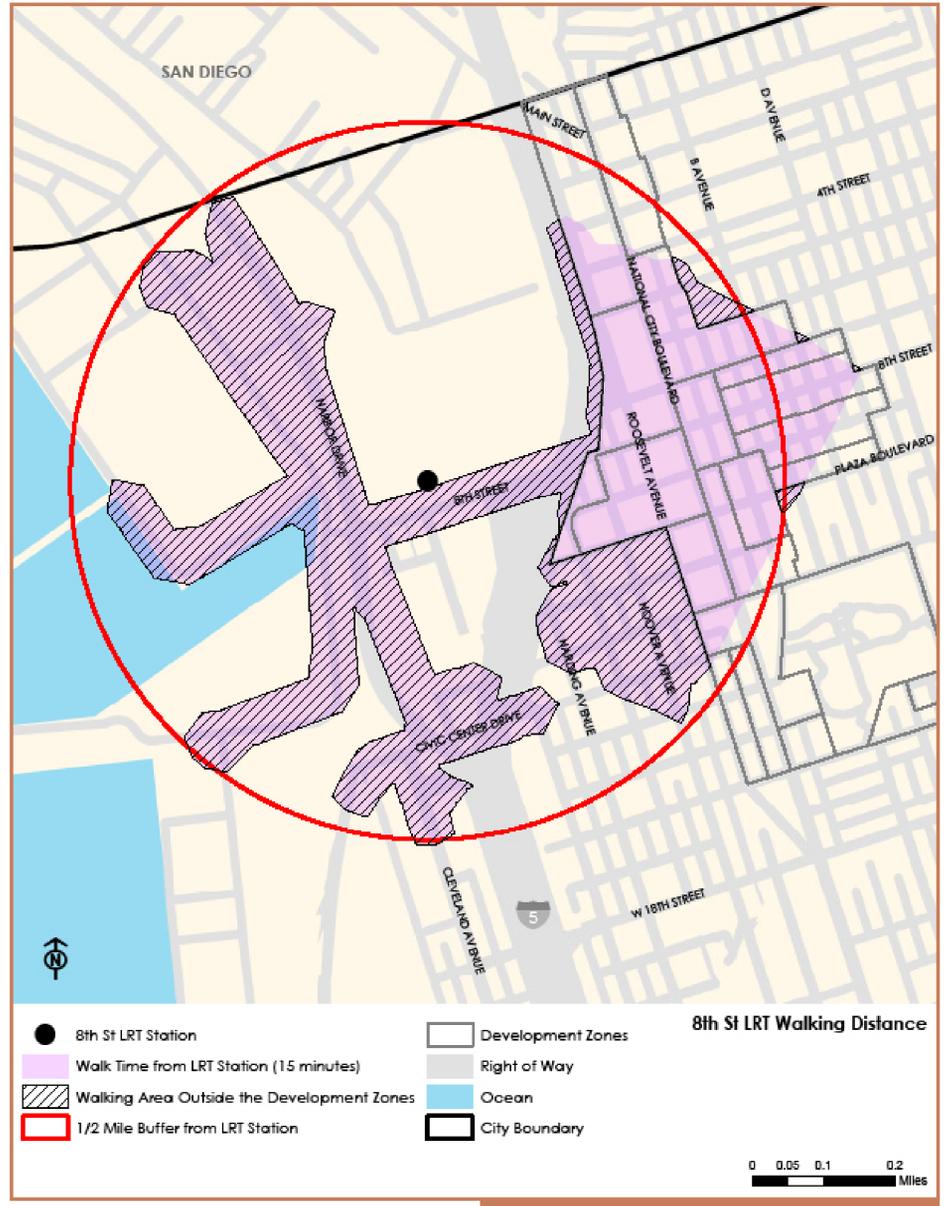
DSP New Dwelling Units



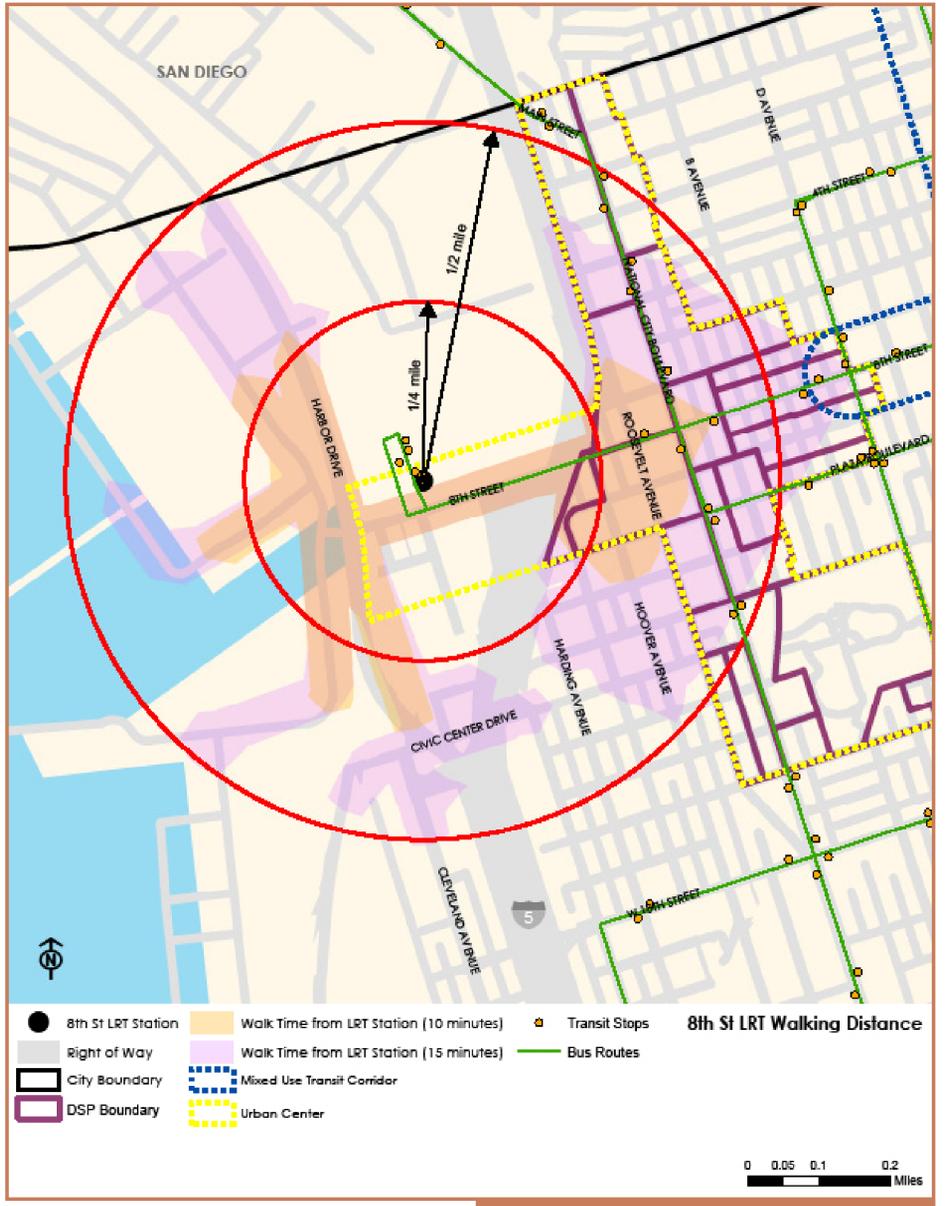
Data Sources
 2015 - SANDAG, Current Estimates
 2035/2050 - SANDAG, 2050 Series 13
 Regional Growth Forecast



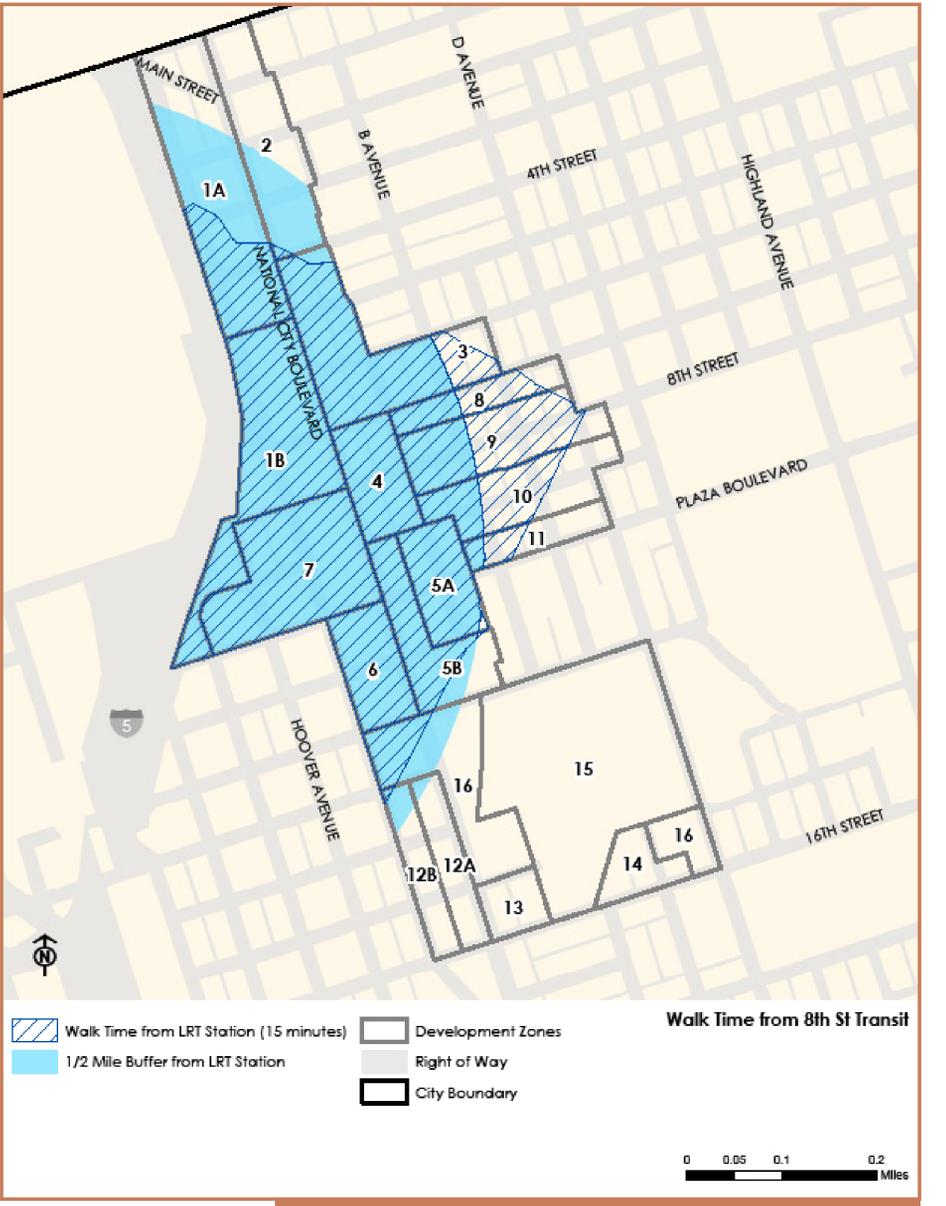
National City Downtown Specific Plan Update



Basic Walk Time Distances from Trolley Station



Overlay of Bus Services

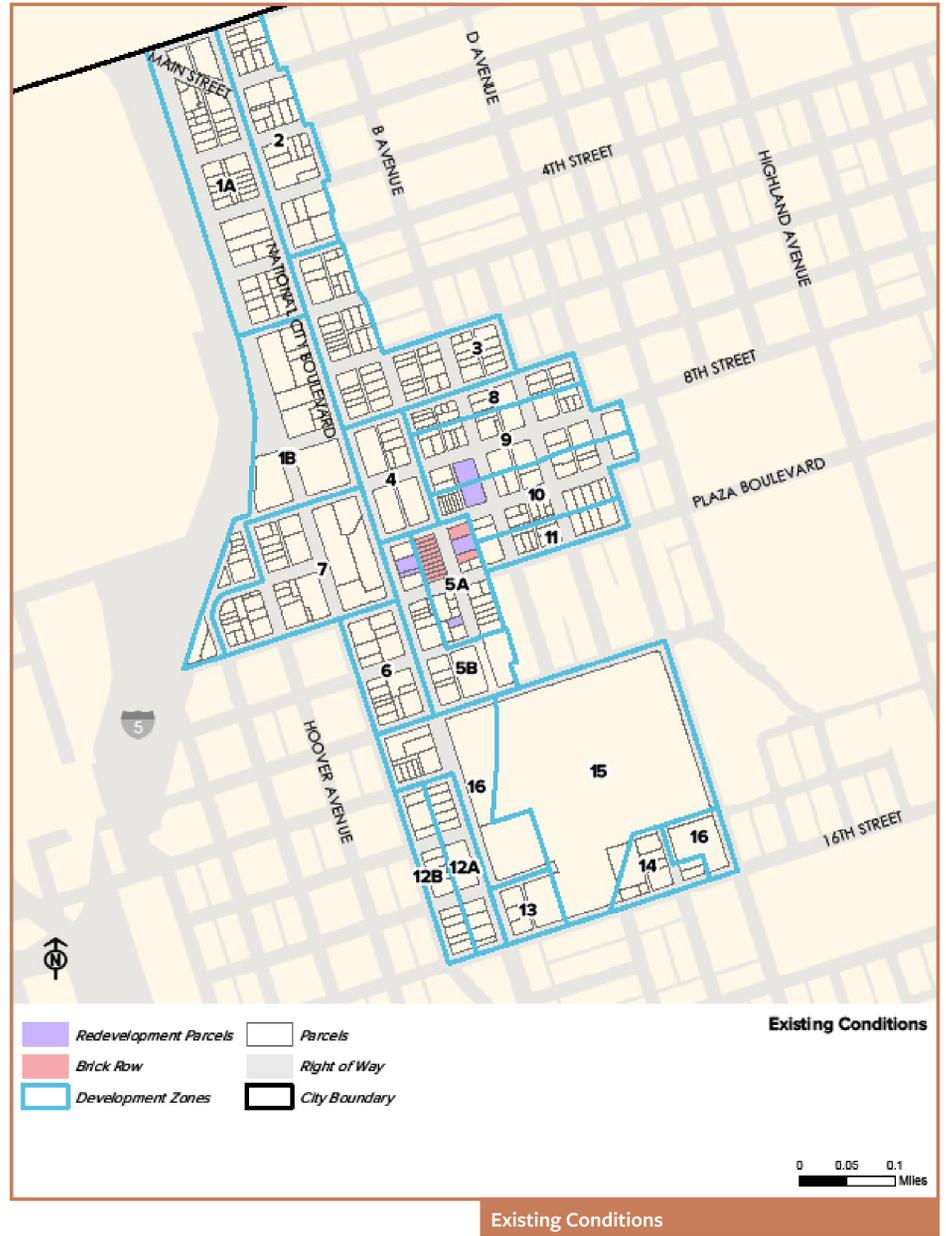


Development Zones Within Walking Distance of Trolley Station

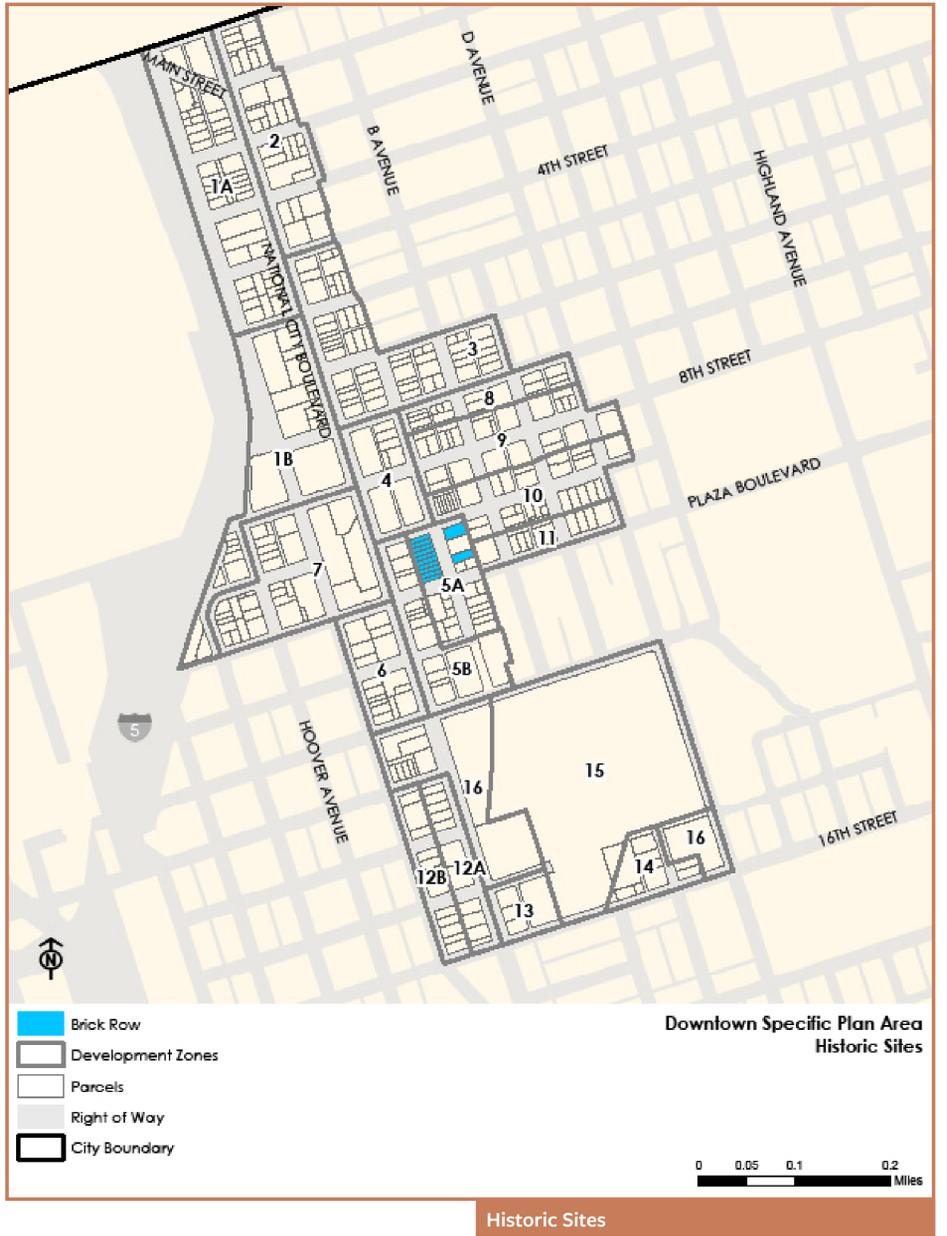
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TRANSIT WALK TIME DISTANCES

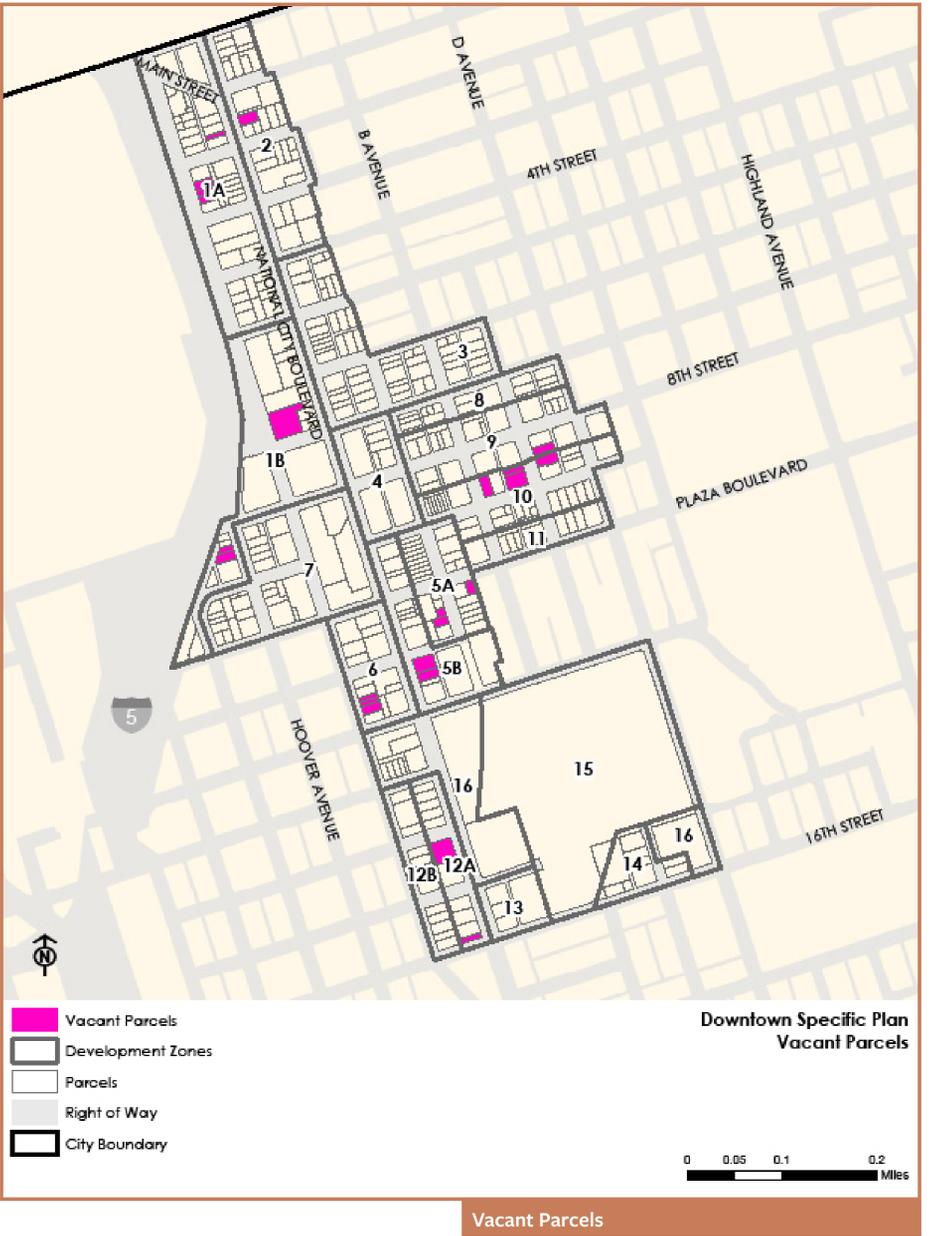
National City Downtown Specific Plan Update



Existing Conditions



Historic Sites



Vacant Parcels

National City Downtown Specific Plan Update



Short Term	Mid Term	Long Term
Review enforcement program & ensure consistent enforcement	Expand residential permit zones	Establish a downtown parking benefit district
Invest in enforcement technology	Implement active monitoring	Add parking availability signage
Implement online permit management system	Transition to digital permitting	Establish In-lieu fees
Begin Converting parallel parking to angled parking	Complete angled parking conversion	Plan infrastructure for autonomous vehicles
Review restrictions & fines	Integrate parking updates into budget	Invest revenue into parking & transportation improvements
Establish parking bonus system for off-street parking/shared parking	Consider implementing paid parking	Implement downtown shuttle system & add multi-use path
Review and adjust time-restricted parking zones & demand pricing	Expand time-restricted parking zones	Re-evaluate parking bonus system for off-street parking

National City Downtown Specific Plan Update



Topic	Zone 9	Zone 10 (limits are negotiable)
FAR	5 to 1 (2.5 min.)	3 to 1
Max. Height	90'	75' (currently 35')
Permitted Uses	Mixed Use- Main St. retail focus	Mixed Use- Neighborhood Focus
Retail Requirements	8 th & "B" Avenue first floors	Can be flex space retail with initial community / tenant uses or office
Parking Required	1, 1.2, 1.4 per 1, 2, and 3 bedrooms. (proposed at 1.3 and 1.5 per 1 and 2+ bedrooms with bonus allowing down to .75)	1, 1.2, 1.4 per 1, 2, and 3 bedrooms. (proposed at 1.3 and 1.5 per 1 and 2+ bedrooms with bonus allowing down to .75)
Parking Assumptions	Max. 2 above / 2 below structured or tuck under. Below grade allowed under walkways / alleyways	Max. 2 above / 2 below structured or tuck under. Below grade allowed under walkways / alleyways
Parking Design	Prefer retail wrap towards 8 th and B. Alley side can be exposed.	Prefer 2-4 story townhome or residential scaled wrap on 9 th
Units per Acre	75 per acre (proposed to drop unit per acre restriction in new plan)	30 per acre (proposed to drop unit per acre restriction in new plan)
Urban Design	Retail activation & stepbacks above 30' along 8 th for main street feel	Height transitions from 4 to 3 to 2 at the corner of 9 th and B
Adaptive Reuse	If 25% of storefront is renovated, density transfer to zone 10 allowed	No structures exist

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SITE 1 - 130 E 8TH STREET - 28,750 SF - LIMITS/ZONES NEGOTIABLE

National City Downtown Specific Plan Update



Topic	Zone 5b
Floor Area Ratio	4 to 1 (2 min.)
Max. Height	90'
Permitted Uses	Mixed Use- Main St. retail focus
Retail Requirements	National City Blvd.
Parking Required	1, 1.2, 1.4 per 1, 2, and 3 bedrooms. (proposed at 1.3 and 1.5 per 1 and 2+ bedrooms with bonus allowing down to .75)
Parking Assumptions	Max. 2 above / 2 below structured or tuck under. Below grade allowed under walkways / alleyways
Parking Design	Required retail wrap towards National City Blvd. Alley side can be exposed.
Units per Acre	No restriction
Urban Design	Retail activation & stepbacks above 30' along National City Blvd. for main street feel

National City Downtown Specific Plan Update



DRAFT PARKING BONUS PLAN WORKSHEET

HYPOTHETICAL TOTAL POSSIBLE POINTS

PARKING DEMAND MANAGEMENT POINTS

City of National City- Downtown Specific Plan

		Very Effective		Effective		Partially Effective	
		Units	Points	Notes	Points	Notes	Points
SITE DESIGN		Metrics to Use / Instructions:					
		1 Unit Point		1/2 Unit Point		1/4 Unit Point	
Access to garage by alleys that lowers on-street parking removals	Enter # of on-street spaces saved	3.00	3.00				
Provide underground parking or street level structure with sides fully screened	Enter 1 for each face block screened					3.00	0.75
Provide flex parking that can be converted later from parking to ground floor retail	Enter # of flex parking spaces					8.00	2.00
Provide surface parking area that doubles as public realm space if not parked on	Enter # of convertible surface spaces					16.00	4.00
Minimize curb cuts to protect on-street parking	Enter # of on-street spaces saved	2.00	2.00				
For employment uses, provide a changing room / shower	Enter # of changing rooms			2	1.00		
Provide secure bike parking internal to building	Enter # of secured bike parking spaces			8.00	4.00		
Widen adjacent public walkways beyond 8' in total width	Enter # of feet above 8' for increased width			3.00	1.50		
Provide work lofts with flex space for "at-home" work or small business	Enter # of lofts with flex work space					8.00	2.00
LAND USE / TENANT MIX							
Include mixed use for local serving retail & services in building	Enter a 1 for every 1,000 sf of services			2.00	1.00		
Provide affordable housing with resale restrictions*	Enter # of affordable units			16.00	8.00		
Provide senior housing or assisted care housing	Enter # of sr. units			4.00	2.00		
PROGRAMMATIC							
Require 2nd parking space for unit paid for separately (unbundled from lease)	Enter # of unbundled residential units					24.00	6.00
Provide public use (free or pay) of unused parking resulting from cash out policy	Enter # of unbundled residential units					24.00	6.00
Unbundle free parking for commercial leases	Enter # of unbundled tenant business units					4.00	1.00
Arrange for shared parking agreements with on-site or near site providers	Enter # of off-site spaces in agreement			24.00	12.00		
Provide priority parking for certified vanpool or carpool users	Enter # of special spaces provided	4.00	4.00				
Provide reserved space for carshare	Enter # of carshare spaces provided	2.00	2.00				
Tenant provided with rent credit for each employee allowed to telework	Enter # of on-site jobs allowed to telework					8.00	2.00
NEAR SITE FEATURES							
Help fund district parking conversions from parallel to angled parking	Enter # of spaces being paid for (@\$1,000 per space)			4.00	2.00		
Provide a drop-off zone for Uber / Lyft / taxis	Enter # of drop off spaces			3.00	1.50		
Finance and maintain an enhanced transit stop	Enter # of transit stops @ \$10k	1.00	1.00				
Provide public recharging facility	Enter # of public charging stations			3.00	1.50		
Provide carshare reserved spaces on street (such as Car2Go)	Enter # of reserved on-street spaces	2.00	2.00				
Provide small parking for NEV, motorcycles or scooters	Enter # of spaces with NEV counting as 3			8.00	4.00		
Provide additional off-site bike parking beyond on-site bike parking	Enter # of bike spaces			6.00	3.00		
FUNDING							
Provide membership in carsharing programs if available	Enter # of memberships offered @ \$100 per year					4.00	1.00
Provide membership in bikesharing programs if available	Enter # of memberships offered @ \$50 per year					6.00	1.50
Property manager to subsidize (75%) transit passes for one car tenants	Enter # of weekly transit passes offered	1.00	1.00				
Property management to subsidize (75%) transit for on-site employers	Enter # of weekly transit passes offered					3.00	0.75
Property manager to subsidize (75%) passes for tenants to give to customers	Enter # of weekly transit passes offered	2.00	2.00				
Property manager to offer links to SANDAG rideshare / iCommute / RideMatcher	Enter # 1 if offered	1.00	1.00				
Pay in-lieu fees for parking structure or lots	Enter # of in-lieu spaces paid for @ \$10k each			6.00	3.00		
		18.00		44.50		27.00	
				Total Unit Points		89.50	

ASSUMPTIONS

- * State legislation requires parking reductions in transit areas unless an alternative bonus program such as this is offered.
- ** The bonus program is based on adoption of a parking management district with parking time limits & resident parking permits.
- *** This program will require the developer, property manager or owner to provide a PTDM status report every 5 years.
- **** Assumed Citywide parking standards of 1.5 vehicles for ave. 2 bdrm without bonus system

GO UP WITH MORE UNITS

1) Total Voluntary Parking Bonus Points from Above **	89.50
2) Originally Proposed # of Units without Parking Bonus	100
3) Required Parking w/o Bonus using Citywide Rates (1.5 per unit)****	150
4) Maximum 50% New Bonus Units	50.00
5) Total Number of Units with Bonus Points Applied	150.00
6) Increase in Units	66.67%
7) Resulting Parking per Unit	1.00

OR

OR GO DOWN IN THE PARKING REQUIREMENT

0r: 8) Reduction in the number of Parking Spaces****	60
9) Number of Units Assumed to be Built	100
10) Parking Spaces Normally Required****	150
10) Maximum 50% Reduction in Parking	75
11) Parking Spaces Required to be Built	75
12) Parking Spaces Reduction %	50.00%
13) Resulting Parking per Unit	0.75

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