

National City

GENERAL PLAN

Adopted June 7, 2011



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PART

1

INTRODUCTION



Dynamic – Ambitious, full of new ideas, flexible, adaptable to new conditions, and produces change.

Durable – Useful, able to perform over a long period, implementable, and reliably delivers results.



The General Plan identifies a preferred future for National City and steers land use and development policies in that desired direction. It serves as the foundation for all planning decisions in National City. This is the first comprehensive revision of the city's General Plan in thirteen years. The previous General Plan was adopted in 1996. One of the main objectives of this comprehensive update is to create a dynamic and durable document that describes the interconnectedness of key urban planning issues, responds to the needs of a diverse citizenry, identifies realistic implementing actions, and establishes evaluation criteria to track National City's progress towards reaching its goals and policies.

A. What is a General Plan?

California law requires every city and county in the state to prepare and adopt a comprehensive and long-range general plan for the physical development of the jurisdiction¹. The general plan serves as a blueprint for both public and private future development and outlines goals, policies, and implementation measures that reflect the city's values and priorities.



Refer to Part 2 – Vision and Guiding Principles for statements regarding National City's values.

The following example shows the relationship among goals, policies, and implementation measures. The example is arranged to show a hierarchy from the general to the specific – goal to implementation measure. Although only one policy and one implementation measure are listed in the example, goals may have multiple policies and policies may have multiple implementation measures. In addition, implementation measures may relate to more than one policy.

¹ Government Code § 65300 et seq.



Goal – A general direction-setter and a description of the general desired result that the City seeks to create through implementation of the General Plan.

Policy – A specific statement that guides decision-making. A policy is carried out by implementation measures.

Implementation Measure – An action, procedure, program, or technique intended to help achieve a specific goal or policy.

Example Goal:

- ❖ Maintain and enhance the quality of existing residential neighborhoods in National City.

Example Policy:

- ❖ Improve the conditions of existing housing by continuing to provide assistance for housing rehabilitation and home improvement.

Example Implementation Measure:

- ❖ The City shall provide loans and rebates to income-qualified households to correct health and safety code violations, increase energy efficiency, and make other essential repairs.

State law requires every general plan to address seven specific topics, known as “elements,” to the extent that they are locally relevant². The city must ensure that the general plan and its elements form an integrated, internally consistent, and compatible statement of development policies³. The following briefly describes the State requirements for the seven, mandatory elements:

- The **Land Use Element** designates the general distribution and general location for specific uses of the land including population density and building intensity for residential uses, commercial uses, industrial uses, public facilities, and open space, among others.
- The **Circulation Element** identifies the general location and extent of existing and proposed major transportation facilities, including major roadways, bikeways, pedestrian trails, rail and transit, seaports, and airports. This Element plans for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel.
- The **Housing Element** assesses current and projected housing needs and establishes policies and proposals for improving housing and providing adequate housing sites to meet all economic levels. State law requires that the Housing Element be reviewed by the State Housing and Community Development Department. Pursuant to Senate Bill 575 [2009], the June 30, 2010 deadline for the housing element has been eliminated. The Regional Housing Needs Assessment (RHNA) for the next housing

² Government Code §§ 65301 and 65302.

³ Government Code § 65300.5.

element cycle has been aligned with the San Diego region 2050 Regional Transportation Plan (RTP), which is scheduled to be adopted in July 2011. The next RHNA will be completed by July 2011, and the deadline for completion of the next housing element revisions will be December 31, 2012.

- The **Safety Element** establishes policies and programs to protect the community from risks associated with natural and manmade hazards such as seismic, geologic, flooding, and fire hazards.
- The **Noise Element** identifies and assesses noise problems and includes policies to protect the community from excessive noise levels.
- The **Open Space Element** details plans and measures for the preservation of land for the managed production of resources, protection of natural resources, and for public health and safety.
- The **Conservation Element** addresses the conservation, development, and utilization of natural resources, including water, forests, soils, rivers and creeks, wildlife habitats, sensitive vegetation, and mineral deposits.

State law allows cities to adopt a general plan in the format that best fits its unique circumstances and allows for the inclusion of optional elements.⁴ National City has chosen to adopt a general plan that integrates optional elements into the mandatory elements and includes two additional elements:



Community Garden - A piece of land gardened collectively by a group of people. (American Community Garden Association (2007).

Sustainability - Meeting the needs of the present without compromising the ability of future generations to meet their own needs.



- **Community character**, which refers to the distinguishing characteristics of a place that make it unique, is included as a component of the Land Use Element;
- **Agriculture**, including the establishment of community gardens and other food-producing opportunities, is included as a component of the Open Space Element;
- **Sustainability** is a theme throughout all of the elements, but it is specifically included as a component of the Conservation Element as it relates to water and energy consumption and water and air quality;

⁴ Government Code § 65301.



Public Health - A state of complete physical, mental, and social wellbeing, not just the absence of disease or infirmity. (World Health Organization)

Environmental Justice - The fair treatment and meaningful participation of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

- **Nuisances**, which refer to activities that interfere with the use and enjoyment of one’s property, are included as a component of the noise element;
- **Health and Environmental Justice**, which refers to improving public health and well being equally for all segments of the population through the design of the built environment, is an added element; and,
- **Education and Public Participation**, including partnering with school districts and increasing educational and public participation opportunities, is an added element.

All elements of a general plan, whether they are mandatory or optional, are regarded as equally important. In addition, the goals and policies within each element are consistent with each other and with the other elements of the plan.

The general plan’s maps, diagrams, and development policies form the basis for the zoning ordinance, subdivision ordinance, design guidelines, and the capital improvement program – tools which implement the general plan. Under California law, no specific plan, zoning, subdivision map, or public works project may be approved unless the City finds that it is consistent with the adopted general plan.

B. National City Profile

National City is located in San Diego County, approximately five miles south of downtown San Diego and eleven miles north of the Mexican border (Refer to Figure 1-1, Regional Location). It encompasses 9.2 square miles and is considered almost fully developed. It is bordered by the City of San Diego to the north and east, the San Diego Bay to the west, and the City of Chula Vista to the south. In addition, a small unincorporated community, known as Lincoln Acres, is located to the southeast of National City, generally north of SR-54 and east of I-805. I-5 and I-805 cross National City from north to south, and SR-54 traverses the southern edge.

National City is San Diego County’s second oldest city and was incorporated on September 17, 1887. It has a long and rich history. The land that National City now occupies was originally home to the Jamacha Tribe of the Diegueno Indians and was later used by Spanish soldiers to graze horses. It was part of the 26,000-acre El Rancho de la Nacion Spanish land grant, which was granted to John Forster, the son-in law of Mexican governor Pio Pico, in



Legend

Base Layers

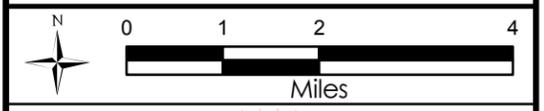
-  National City Planning Area Boundary
-  National City Boundary
-  Freeways
-  Roads

Source: City of National City (City Boundary, 2009), SANDAG (Streams, 2003), San Diego LAFCO (Planning Area Boundary, 2009), SanGIS (Lakes, 2006; Roads, 2008). Portions of this derived product contains geographic information copyrighted by SanGIS. All Rights Reserved.

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Figure 1-1
Regional Location



BACK SIDE OF FIGURE

1845. The United States claimed California following the Mexican-American War (1846-1848). Even though California became a state in 1850, land grants were allowed to continue as private property under American law. After ten years, Forester sold his land to a French developer and in 1868, it was purchased by Frank, Warren, and Levi Kimball.

The Kimball brothers cleared the lands, built roads, constructed the city's first wharf and brought the first railroad into town. The Kimballs were responsible for opening the first post office and the first library in National City. They were also involved in several other business ventures including brick burning, lumber cutting, raising sheep, and growing produce. Frank Kimball worked with the US Department of Agriculture to plant a variety of items imported from other areas, including orange trees, lemon trees, eucalyptus trees, olive trees, grape vines, red oats, and potatoes⁵. In 1885 the Kimball brothers began advertising San Diego County by taking its best produce to national and international fairs, where it always won top honors. During this time many travelers took advantage of low cost train tickets and came to California intending to visit, but ended up settling here. The result was a financial boom⁴.

National City experienced a sudden increase in building and population growth during the mid- to late 1880's. By 1893, America experienced a serious economic depression due largely to overbuilding and shaky financing of railroads. During this time, Frank Kimball sold much of his land to Ralph Granger, a Colorado silver mining man. Ralph built a music hall, Granger Hall, where many famous musicians played.

National City's automotive heritage began in 1904 when Ralph Granger bought his first car. It was the first motor car in the City. The motor car was quickly accepted by the pioneers of National City. Clarence and William Hunt opened the first auto dealership in 1904. The brothers were contacted by the wealthy Arnie Babock, whose father built the famous Hotel del Coronado, to build a reliable sturdy motor car in their machine shop. The "Hunt Special" was successfully tested in 1910. While the Hunt Special was under construction, National City citizens learned about the new Ford Model T that sold for \$850 and National Avenue (renamed National City Boulevard in 1978) was packed with vehicles sputtering down the newly paved road. In the late 1920's Chevrolet began to outsell Ford's basic Model T and

⁵ Phillips, I. (July 1962). National City in Review. San Diego Historical Society Quarterly. Vol. 8, No. 2.

National Avenue was graced by the automobiles of some of Hollywood's most famous stars including Clark Gable and Jean Harlow. By 1955, car dealerships were flourishing along National Avenue and advertising themselves as the "Mile of Cars"⁶.

Agriculture in National City experienced two natural disasters that would impact the industry. In 1913, a major frost damaged many of the fruit and olive trees and in 1916, the Sweetwater Dam collapsed and a flood destroyed much of the farmland and several homes in its path to the ocean. As a result, various industries began to gradually replace farming. In 1954, the South Bay Plaza Shopping Center became the second shopping center to open in the county⁷.

As of 2009, National City has a population of approximately 56,522⁸. Since the 1990s, National City has experienced slight changes in ethnic mix. In 1990, 26.1% of residents were White, compared to 9.6% in 2009. The population of African Americans declined from 7.9% in 1990 to 4.7% in 2009. The percentage of Hispanic/Latino residents increased from 49.8% in 1990 to 62.6% in 2009. In 1990, 15.9% of residents were Asian/Pacific Islander, compared to 19.3% in 2009. Filipinos make up a significant portion of this Asian population. These numbers indicate that National City has experienced an influx of immigrants from Mexico and Central America as well as from Asia and the Pacific Islands, while the population of White and African American residents has been decreasing. The percentage of other races or two or more races has increased approximately 93% between 1990 and 2000, but still makes up a relatively small percentage of the total population at just fewer than 3%. Possible reasons for this increase include people becoming more aware of the mixed race designation and the US Census making it easier to choose this designation. Refer to Table 1-1.

⁶ "History of the Mile". (2008). Mile of Cars Association. <http://www.mileofcars.com/history-of-the-mile.php>

⁷ Schoenherr, S. (n.d.). National City in Pictures. <http://www.sandiegohistory.org/journal/v54-3/pdf/v54-3schoenherr.pdf>

⁸ SANDAG, Current Estimates (2009). <http://profilewarehouse.sandag.org/profiles/est/city11est.pdf>.

**TABLE 1-1
Population Characteristics 1990-2009⁹**

Race/Ethnicity	1990		2000		2009		Percent Change 1990-2009
	Number	Percent	Number	Percent	Number	Percent	
White	14,080	26.1%	7,653	14.1%	5,878	9.6%	-58.3%
Hispanic/Latino	26,914	49.8%	32,053	59.1%	35,391	62.6%	+31.5%
Asian/Pacific Islander	8,608	15.9%	10,262	18.9%	10,897	19.3%	+26.6%
African American	4,265	7.9%	2,823	5.2%	2,683	4.7%	-37.1%
Other Races or 2+Races	124	0.23%	1,469	2.7%	1,673	3.0%	+92.6%
TOTAL	53,991	100%	54,260	100%	56,522	100%	+4.7%

National City’s population has increased 4.7 percent from 2000 to 2009. The San Diego Association of Governments (SANDAG) 2050 Regional Growth Forecast estimates that National City is one of the six jurisdictions in the County that will grow at a faster rate than the regional average. National City’s population is expected to increase 23% between 2008 and 2030, while housing is expected to increase by 19.5%. By 2050, National City’s population is expected to increase by 60% and housing is expected to increase by 56%. Refer to Table 1-2.

**TABLE 1-2
Population And Dwelling Unit Projections (2008-2050)¹⁰**

National City	2008		2020		2030		2040		2050		2008-2050 Change			
	Pop.	DUs.	Pop.		DUs.									
											Num.	%	Num.	%
	56,144	15,733	62,300	17,117	69,306	18,804	78,715	21,429	90,070	24,663	33,926	60	8,890	56

These projections give an idea of the quantity of growth that is likely to occur in the future. These projections are not targets or absolute limits, but can serve as guides to help ensure that the city is adequately prepared to address future needs.

⁹ 1990 Census; 2000 Census; SANDAG Current Estimates, 2009.

¹⁰ SANDAG 2050 Regional Growth Forecast Update, February 2010.

C. The Planning Area



Sphere of influence – The probable ultimate physical boundaries and service area of the City, as determined by the Local Agency Formation Commission (LAFCO) of the county. National City’s sphere of influence corresponds with city limits in all areas except that it encompasses the unincorporated community of Lincoln Acres.

The State of California encourages cities and counties to look beyond their borders during general plan development and update processes, and to consider a planning area that extends beyond the municipal limits. Therefore, this General Plan assesses an area known as the planning area, which extends beyond the City’s limits to include the sphere of influence (Refer to Figure 1-2, Planning Area Boundary). While the City does not have regulatory power over the unincorporated portion of the planning area, including it in the planning area signals that National City recognizes the impact that development within this area has on the future of the city. The unincorporated portion of the planning area will remain under the jurisdiction of San Diego County unless and until such time as it is annexed into the City of National City. There is no other land outside of the sphere of influence within the planning area boundary because all of the other land surrounding National City is located within the city limits of Chula Vista or San Diego.

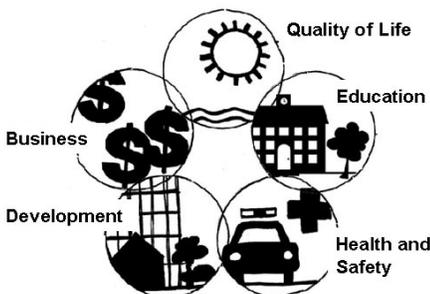
D. General Plan Organization

National City’s General Plan contains five parts as follows:

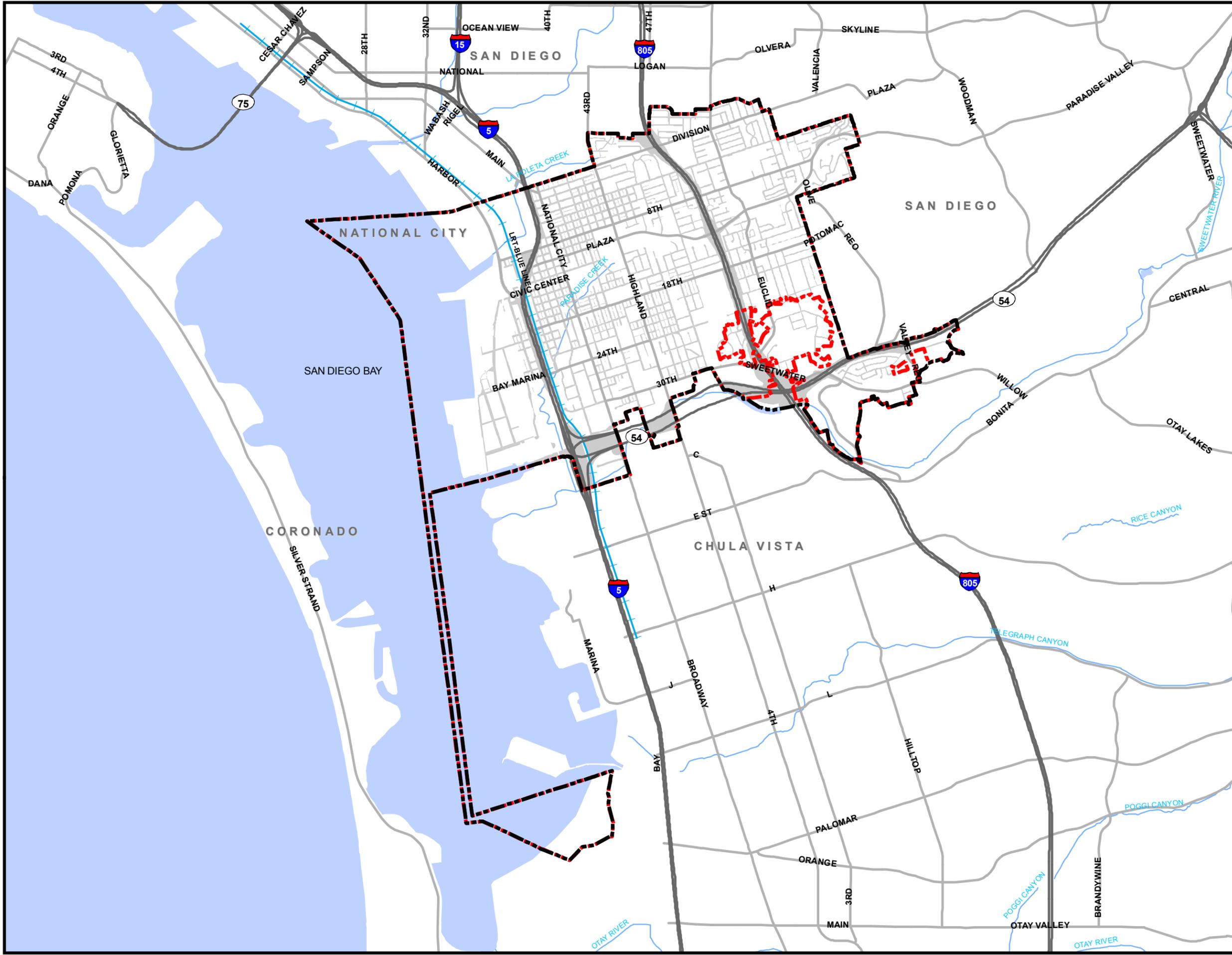
PART 1: INTRODUCTION. The introduction identifies what a General Plan is and what its purpose is. It contains a description of National City and the General Plan planning area. It also reviews the organization and use of the General Plan as well as the process of how it was prepared.

PART 2: VISION AND GUIDING PRINCIPLES. Part 2 describes National City’s vision for the future and the guiding principles upon which the goals, policies, and implementation measures are based.

PART 3: GENERAL PLAN ELEMENTS. Part 3 contains the nine topical elements of the General Plan, which set out citywide goals and policies. The nine elements are:



The Land Use and Community Character Element.



Legend

Base Layers

- National City Planning Area Boundary
- National City Boundary
- Freeways
- Roads
- Railroad

Source: City of National City (City Boundary, 2009), SANDAG (Railroad, 2008; Streams, 2003), San Diego LAFCO (Planning Area Boundary, 2009), SanGIS (Lakes, 2006; Roads, 2008)
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Figure 1-2
Planning Area Boundary

0 0.375 0.75 1.5
 Miles

1-11

BACK SIDE OF FIGURE



The Circulation Element.



The Housing Element. This element is located in a separately bound document.



The Safety Element.



The Noise and Nuisance Element.



The Open Space and Agriculture Element.



The Conservation and Sustainability Element.



The Health and Environmental Justice Element.



The Education and Public Participation Element.



Indicator – A measurement that identifies the progress (or lack of progress) being made towards a particular goal. For example, if a goal is help kids get active and healthy, one way to measure progress is by assessing annual physical fitness test results before and after a specific recreational program has been implemented.



PART 4: CITYWIDE IMPLEMENTATION MEASURES. To help ensure that appropriate actions are taken to implement the General Plan, Part 4 includes a set of implementation measures. Implementation measures identify the specific steps to be taken by the City to implement the policies outlined in the General Plan. They may include revisions of current codes and ordinances, plans and capital improvements, programs, financing, and other measures that should be assigned to various City departments after the General Plan is adopted.

PART 5: INDICATORS. Part 5 of the General Plan identifies a series of indicators that the City can use to track its progress towards achieving its General Plan goals and policies. Measuring how well a city is currently performing on a specific issue and identifying changes that have occurred as a result of implemented policies and programs helps to identify the effectiveness of certain actions and provides the opportunity to modify those actions as necessary in order to meet desired targets.

E. How to Read the General Plan

The following principles govern how the National City General Plan should be read, interpreted, and implemented.

Relationships between the Plan’s various goals and policies. In California, the general plan is often characterized as being a community’s “constitution” for development and conservation. A general plan is called upon to address a range of diverse, sometimes, divergent, public interests. A city enjoys broad discretion to weigh and balance competing interests in formulating general-plan policies. As discussed in the Governor’s Office of Planning and Research (OPR) General Plan Guidelines, “given the long-term nature of a general plan, its diagrams and text should be general enough to allow a degree of flexibility in decision-making as times change.” (Office of Planning and Research 2003, page 14.)

All general plans, including this one, must also address a host of concerns within a consistent, well-integrated policy framework. In implementing the Plan, it is the task of the City Council (or its delegates) to make policy determinations in a manner that promotes the overall goals of the Plan and the public welfare, in accordance with existing resources, staffing, and priorities available at the time. Policy and program implementation will require reasonable and thoughtful consideration of other Plan policies. Such implementation decisions will come up on a case-by-case

basis as the City Council, Planning Commission, City staff, and others work to effectively implement the entire Plan.

Another overall principle to guide the reading, interpretation, and implementation of the Plan is that none of its provisions will be interpreted by the City in a manner that violates state or federal law. In reading every provision of the Plan, one should infer that it is limited by the principle, “to the extent legally permitted.”

Background Reports. Preparation of this General Plan involved developing a series of technical-background reports. While these reports provided background information utilized during the drafting the City’s General Plan, they are not part of the Plan.

Introduction, Vision and Guiding Principles, Existing Setting, Regulatory Framework, Existing and Projected Noise Contours, Terminology, Roadway Classifications, and Buildout Projections. These sections are not intended to provide new goals or policies. Rather, these sections provide the general context, and in some cases the general rationale, for the goals and policies mentioned in the applicable Element(s). As noted above, the General Plan should be general enough to allow a degree of flexibility in decision-making as times change. While these sections may aid in the interpretation of goals, policies, and land use designations, they are not intended to be the exclusive method of interpretation, but a factor the decision makers may consider on a case-by-case basis.

To the degree that these sections conflict with the language of the goals, policies, and land use designations they accompany, the language of the goals, policies, and land use designations shall govern.

Effect of headings and titles. The Plan’s goals and policies are typically accompanied by a heading or title. These are provided for convenience only. To the degree that these headings or titles conflict with the text they accompany, the text of the goals and policies shall govern.

“Why is this important?” Within the General Plan there are sections labeled “Why is this important?” which occur subsequent to the goals and policies. These sections are not intended to provide new goals or policies. Rather, these sections provide the context, and in some cases the rationale, for the adoption of the goals and policies these sections accompany. While these sections may aid in the interpretation of the goals and policies, they are not

intended to be the exclusive method of interpretation, but a factor the decision makers may consider on a case-by-case basis.

To the degree that these sections conflict with the language of the goals and policies they accompany, the language of the goals and policies shall govern.

Sidebars. Sidebars in the context of this General Plan serve two purposes: (1) The sidebars provide cross references to other portions of the General Plan and related documents which address similar or related issues. The City does not intend to incorporate by reference documents located outside the General Plan, such that a revision to these documents would constitute a General Plan amendment. (2) The sidebars also provide definitions for technical terms. While these definitions are provided to give clarity to the reader, they are not necessarily the exclusive definitions by which the document is to be interpreted.

To the degree that these sections conflict with the language of the goals, policies, and land use designations they accompany, the language of the goals, policies, and land use designations shall govern.

Plan Implementation. The City's General Plan includes specific implementation measures and indicators. The following principles guide Plan implementation.

- Implementation can take time, especially when needed resources are limited and required for more than one program.
- Because implementation can take time, the City Council, and those to whom the Council delegates, may need to prioritize programs. The Plan contemplates this ongoing process as part of National City's policy-making function.
- While the Plan identifies specific programs, implementation measures may be adjusted over time based on new information, changing circumstances, and evaluation of their effectiveness, so long as they remain consistent with the intent of the Plan.
- It is important to note that by adopting Citywide Implementation Measures (Chapter 4), and Indicators (Chapter 5), which are not required to be included in a general plan, National City does not intend to

establish additional general plan goals or policies. Because the Implementation Measures and Indicators are intended only as an aid in implementation of the General Plan, they are included in the plan only for convenience and updates to these sections will not be considered amendments to the General Plan.

- To the degree that these sections conflict with the language of the goals, policies, and land use designations they implement, the language of the goals, policies, and land use designations shall govern.

Specific Plans. In some instances the General Plan discusses and references Specific Plans. The City did not incorporate these Specific Plans by reference into the General Plan, such that revisions to the Specific Plans require a General Plan amendment. (Government Code Section 65453) Rather the Specific Plans were created to provide for the systematic implementation of the General Plan. (Government Code Section 65450 et seq.)

To the degree that the Specific Plans conflict with the language of the goals, policies, and land use designations they implement, the language of the General Plan's goals, policies, and land use designations shall govern.

F. How to Use the General Plan

The City's General Plan is intended for use by all members of the community including residents, businesses, developers, City staff, and decision-makers. The organization of the General Plan allows users to find topics or sections that interest them and to quickly review city policies. However, users should realize that the policies throughout all elements are interrelated and should be examined comprehensively and must be considered together when making planning decisions.

For residents, the General Plan indicates the general types of uses that are permitted within their neighborhoods and the long-range plans and changes that may affect their neighborhoods. The General Plan also identifies the policies the City will use to evaluate development applications. It indicates how the City will attract businesses that provide goods and services to meet daily needs and new jobs that lessen the need to commute. The General Plan informs residents how the City plans to improve transportation infrastructure, continue to provide adequate public services and facilities, and protect valued open spaces and

environmental resources. It also describes the actions the City will take to help ensure that the city and its neighborhoods remain great places to live.

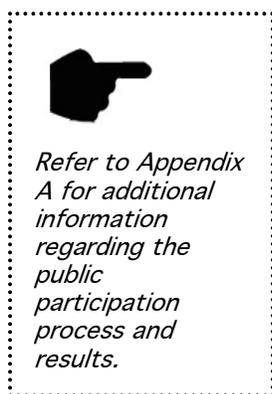
For businesses, the General Plan outlines the measures the City will take to protect investments and encourage future success. Expectations for business districts are identified and policies ensure that business operations will be compatible with other businesses and nearby residential areas.

For developers, or those moving homes or businesses to the city, the General Plan introduces the community, provides background information, and outlines development regulations. It is important to review all maps and policies throughout this General Plan, Design Guidelines, and the National City Municipal Code to get a complete perspective on how and where development may occur.

For decision-makers, the General Plan is a tool to help City staff, the Planning Commission, other boards and commissions, and the City Council make land use and public investment decisions. Future development decisions must be consistent with the General Plan.

The General Plan is also intended to help other public agencies, from Caltrans to SANDAG to local school districts, as they contemplate future actions in and around National City.

G. General Plan Preparation Process



This General Plan was prepared over a two year period by City staff and a consultant team. The process began in March of 2009 with a Strategic Plan Update workshop that helped to establish the broad vision and guiding principles that shaped the General Plan. In June of 2009, a student fellowship program consisting of a total of eight graduate and undergraduate students from across California was organized to assist with background research. In August, the initial results of their research were presented to the City Council and in October, the completed background report was presented at a joint meeting with the City Council and the Planning Commission. Additional existing condition studies were prepared by the consultant team to help inform policy development. In addition, key issues to consider within the General Plan were identified by the public through workshops and a survey that asked respondents to identify National City's existing strengths and weaknesses

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PART

2

VISION AND GUIDING PRINCIPLES

A. Vision: A National City



Global Climate Change – Refers to the change in the average weather of the earth. Human activities associated with the combustion of carbon-based fossil fuels are widely believed to be one of the main causes of global climate change.

National City seeks to become a nationally recognized model that shows how small jurisdictions inside of large metropolitan areas can implement innovative solutions to pressing issues such as global climate change, population growth, regional coordination, social equity and well being, resource conservation, public health, education, and economic vitality. National City strives to approach these issues by becoming a sustainable community that reduces its impact on the environment, maintains economic health, and promotes a high quality of life for all.

Under this General Plan, National City will become a sustainable community that meets the needs of the present without compromising the ability of future generations to meet their own needs. National City will provide decent, affordable homes; offer a wide range of employment opportunities; accommodate pedestrian, bicycle, and automobile movement; facilitate access to and use of transit and alternative transportation modes; celebrate a diverse and inclusive community; offer opportunities for community members to become engaged and make a difference; use natural resources effectively and efficiently; provide access to goods and services; promote safety in public places; provide high quality education; cultivate the arts; preserve and celebrate cultural and historic resources; provide access to open space and recreational opportunities; improve and protect the quality of air, water, and food; promote healthy living; and cater to the needs of the young, individuals, families, the elderly, and the disabled. National City will be a place where people want to live, work, and play.

B. Guiding Principles

In 2007, National City adopted a Five-Year Strategic Plan to address community and economic development. That plan

was updated in March of 2009. As part of the process, a series of public workshops was held to identify significant goals and objectives. Five interlocking guiding principles were formed to promote collaboration, improve public communication, and align city departments. These guiding principles were expanded upon during the General Plan Update process to become the basis for the goals, policies, and implementation programs in this General Plan.



SMART GROWTH: Recognize the importance of linking land use and transportation planning. According to the San Diego County Association of Government’s (SANDAG) 2030 Regional Growth Forecast, San Diego County’s population is expected to increase faster than housing supply. This trend leads to higher housing costs, forcing many residents to move to neighboring areas with less expensive housing. These people become long distance commuters, and with few transit options, San Diego County’s freeways become more congested. The result is an ongoing housing crisis and worsening traffic and air quality.




Smart Growth Opportunity Areas
– Areas where compact, mixed use, pedestrian-oriented development exists now, is currently planned, or has the potential for future incorporation into local land use plans.



To help combat this problem, SANDAG adopted a Regional Comprehensive Plan (RCP) in 2004. The RCP balances regional population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. It directs SANDAG to use regional transportation funding as an incentive for local agencies and service providers to make land use decisions and infrastructure investments that support smart growth. One of the main aspects of the RCP is the identification of Smart Growth Opportunity Areas, which are areas where SANDAG places a higher priority on directing transportation facility improvements and other infrastructure resources.



National City’s General Plan is designed to complement and support the RCP by basing its land use pattern on the smart growth principles outlined in the RCP. Under this General Plan, redevelopment, infill, and new growth will be targeted into compact, mixed-use, and walkable areas that are connected to the regional transportation system. Higher density and intensity development will be focused around transit stops and major corridors that link residences to employment, shopping, health care, educational facilities, and recreational areas. This General Plan will result in increased personal transportation options with priority given to the needs and safety of people traveling by foot, bicycle,


Greenhouse Gases
 – Gases in the atmosphere such as carbon dioxide, methane, and nitrous oxide that reduce the loss of heat into space and therefore contribute to rising global temperatures.



and transit. Regional coordination will be a key to effectively guiding land use and transportation planning and investment.

This smart growth land use pattern will also help the City to address global climate change issues. It is widely accepted that the concentration of greenhouse gases in the atmosphere has increased significantly as a result of the combustion of fossil fuels, primarily associated with automobile use and energy production. In 2006, the California State Legislature adopted Assembly Bill 32, which focuses on reducing greenhouse gas emissions in California. It requires the California Air Resources Board to adopt rules and regulations to achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. Senate Bill 375, which was signed into law in 2008, provides incentives for integrating regional land use planning and local development while reducing greenhouse gas emissions consistent with AB32. It requires each metropolitan region to adopt a Sustainable Communities Strategy to encourage mixed-use development and alternative modes of transportation to reduce passenger vehicle use. As of the writing of this General Plan, SANDAG was working on its first Sustainable Communities Strategy. National City will continue to coordinate with SANDAG and align its local plans with regional transportation and land use goals and policies.



QUALITY OF LIFE: Improve the quality of life for everyone within National City.

National City is one of the lowest income communities within San Diego County. According to SANDAG 2009 estimates, the median household income in National City is \$46,731, whereas the median household income for the region is \$72,963. National City also has a large “minority” population where the majority of residents are Hispanic or Latino. The low socio-economic status of National City residents has led to overcrowded households, overpayment for housing, a disproportionate share of undesirable land uses, crime, poor education, and a lack of shopping opportunities.



National City has a series of auto services, light manufacturing, and warehouse uses that are interspersed throughout residential neighborhoods. This mixture of land uses has resulted in community concerns related to traffic, parking, noise, air quality, and hazardous materials exposure. These same neighborhoods often lack public facilities and



services that enhance quality of life such as community centers, parks, and open space.



National City is devoted to improving the quality of life for all of its residents by recognizing these inequities and balancing new development and redevelopment with important community amenities accessible to all segments of the population. National City also seeks to improve quality of life for its residents by providing a mixture of housing opportunities; offering better access to transportation choices; enhancing community character and cultural arts; addressing noise, nuisance, health, and maintenance issues; amortizing incompatible land uses over time, and ensuring that future generations can meet their environmental resource needs.



HEALTH AND SAFETY: Seek opportunities to

improve public health and safety performance. According to San Diego County health statistics, National City suffers disproportionately from health issues compared to the rest of the region¹. For example, in 2004, National City had the highest rate of deaths from diabetes in the County (41 deaths per 100,000 population compared to 18 deaths per 100,000 population countywide). In 2004, National City also experienced a high rate of deaths from coronary heart disease (191 deaths per 100,000 population compared to 133 deaths per 100,000 population countywide). In addition, in 2005, childhood asthma hospitalization rates in National City were higher than the County average (247 per 100,000 children compared to 140 per 100,000 children county wide).



National City recognizes that there is a direct connection between how the city is physically structured and its residents' health. The built environment influences how much people walk, drive, use public transit, or ride a bike, their level of stress, what type of food they eat, and the quality of their water and air – all factors that affect health and wellbeing. To encourage healthier living, this General Plan seeks to increase urban agriculture, make the city more walkable and bikeable, increase recreational opportunities, and improve air and water quality through sustainable development.



¹ County of San Diego Community Health Statistics Unit, 2009.



Crime Prevention Through Environmental Design (CPTED) – *A multi-disciplinary approach to deterring criminal behavior through the physical design of the built environment. CPTED strategies rely on the ability to influence offender decisions that precede criminal acts.*



Another factor that influences public health and safety is crime. In 2008, National City had one of the highest crime rates in the County². This General Plan focuses on crime prevention through environmental design (CPTED) techniques to deter criminal activities. Compact, mixed-use development helps to reduce crime by increasing human activity on the street. Criminals are less likely to commit offenses when there is a risk of being seen or caught. Community farms and gardens will also help get people out of their homes and into common areas. The City will also work to increase lighting and surveillance features and will focus on maintaining and improving police and fire facilities and services.



Transit-Oriented Development (TOD) – *Moderate to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto.*



The City is also committed to reducing risks of injury, loss of life and property, and environmental damage associated with natural and manmade hazards such as wildfires, geologic and seismic hazards, flooding, hazardous materials, military installations, and brownfields. The land use pattern balances these hazard considerations with environmental considerations such as reducing green houses gases and improving air quality. In order to accommodate smart growth and transit-oriented development, higher density development may need to be located within a hazard area. However, construction and other development methods shall be utilized to minimize potential damage.



EDUCATION: Emphasize the importance of schools by making them focal points within every neighborhood. This General Plan is built upon the “Neighborhood Unit Concept”, in which all residential portions of the City are to become identifiable neighborhoods focused on their local public elementary schools. The General Plan identifies nine neighborhoods based on elementary school attendance boundaries (Refer to Figure 2-1). The local elementary school is intended to become a community gathering place within its neighborhood.



The City is also devoted to strengthening partnerships with the school districts and finding opportunities to share facilities. For example, neighborhoods that may be lacking park and recreational facilities may have the ability to utilize or expand a school’s play area.

² County Sheriff’s Department 2008 crime statistics.



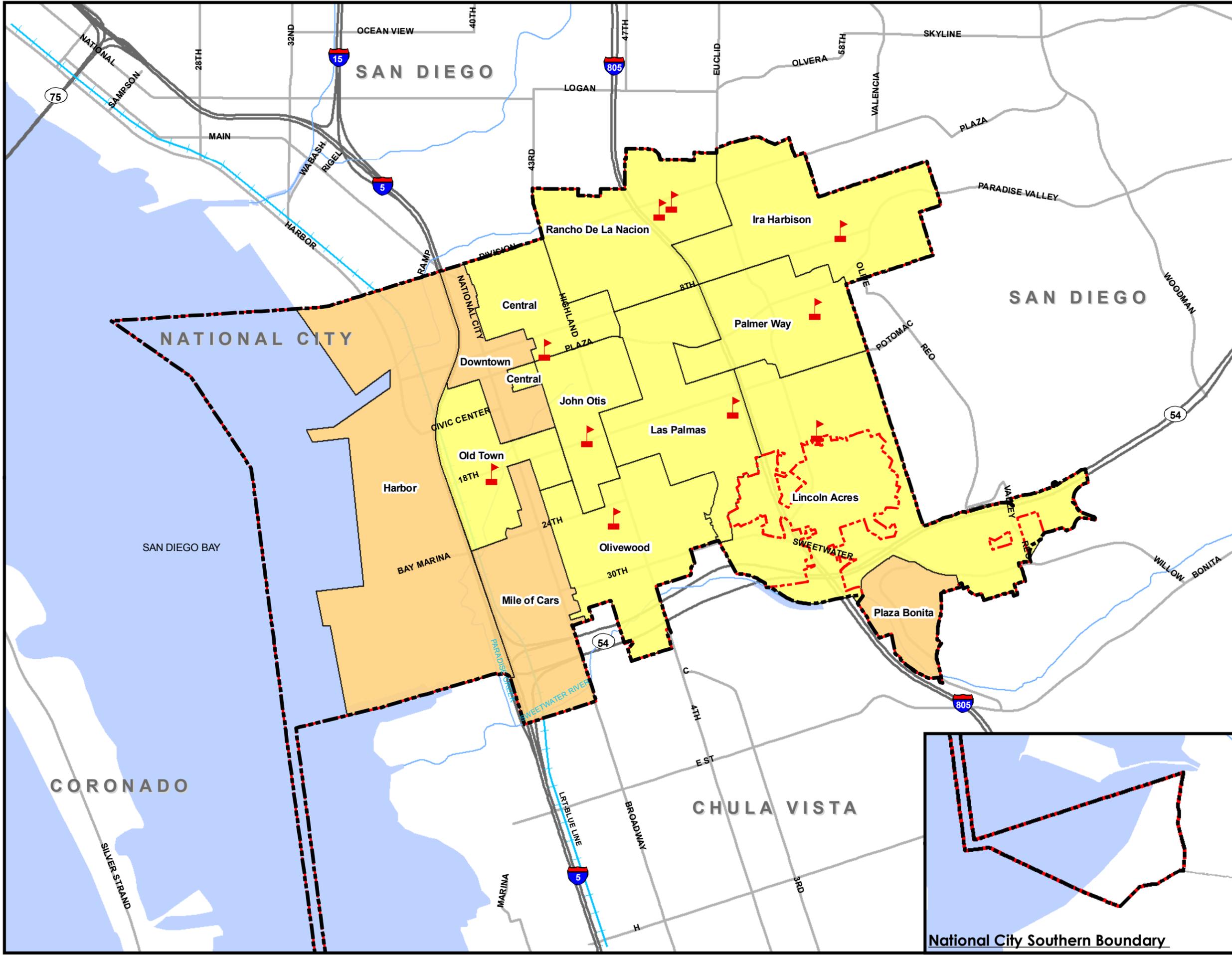
Providing educational opportunities to the community and promoting citizen participation in local issues is a critical component of this General Plan. National City strives to improve the academic performance of schools, offer lifelong learning opportunities, and maintain open and honest channels of communication with its citizens.



ECONOMIC DEVELOPMENT: Provide a framework for sound economic development strategies. In addition to the nine neighborhoods, National City has four business districts: Downtown, the Mile of Cars, Plaza Bonita, and the Harbor (Refer to Figure 2-1). Implementation measures for these districts should focus on maintaining and enhancing economic development opportunities as well as retaining and attracting businesses.



In addition, General Plan elements address economic health and viability within the goals and policies. Increasing revenue and providing living wage employment opportunities are essential components of a sustainable community and are a focus of this General Plan. Limited funding for implementation programs is a major obstacle when it comes to carrying out goals and policies. Therefore, viable funding options and financial constraints were considered in the development of General Plan programs.



Legend

Neighborhood and District Boundaries

- District
- Neighborhood
- Public Elementary Schools

Base Layers

- National City Planning Area Boundary
- National City Boundary
- Freeways
- Roads
- Railroad

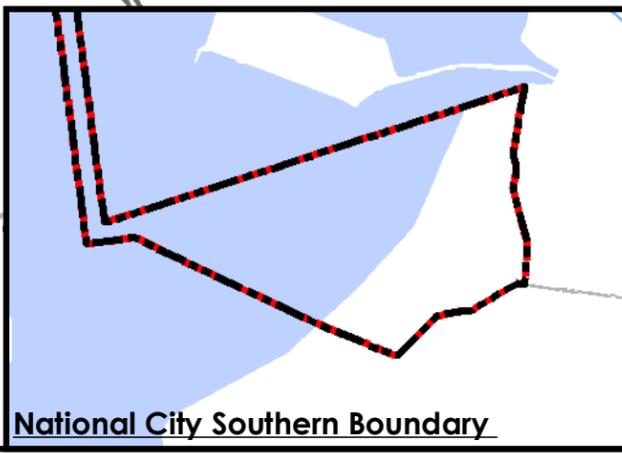
Source: City of National City (City Boundary,2009; Neighborhood Boundaries,2007), SANDAG (Railroad,2008; Schools,2008; Streams,2003) San Diego LAFCO (Planning Area Boundary,2009), SanGIS (Lakes,2006; Roads,2008)
 *Portions of this derived product contains geographic information copyrighted by SanGIS. All Rights Reserved.

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**Figure 2-1
Neighborhoods & Districts**

0 0.25 0.5 1
Miles

NATIONAL CITY
1837
INCORPORATED



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PART

3

GENERAL PLAN ELEMENTS

The citywide goals and policies located within the following elements are the heart of the General Plan. The goals and policies flow directly from the Guiding Principles and address a broad range of topics required by state law and those that address unique local concerns. For each goal, there is an explanation regarding its importance as it relates to sustainability – advancing a prosperous economy, supporting a healthy environment, and/or promoting social equity.

Goals and policies that are being relied upon for mitigation purposes in the General Plan Update Environmental Impact Report (EIR) are denoted by this symbol ☼.

Citywide implementation measures for the policies are located in Part 4.

The nine citywide elements of the General Plan are as follows:

- Land Use and Community Character (LU)
- Circulation (C)
- Housing (H) – Located in a separately bound document
- Safety (S)
- Noise and Nuisance (NN)
- Open Space and Agriculture (OS)
- Conservation and Sustainability (CS)
- Health and Environmental Justice (HEJ)
- Education and Public Participation (E)

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Land Use and Community Character (LU)



A. Introduction

The purpose of the Land Use and Community Character Element is to plan for and identify where future development and redevelopment should be directed. This element balances growth and change with preserving and improving well established residential neighborhoods and commercial and industrial cores, and overall quality of life.

National City recognizes that creating a complementary mix of residential, employment, commercial, service, food-producing, and recreational uses is essential to supporting a sustainable community. In addition, creating and preserving a unique community identity fosters a positive sense of place and enriches quality of life. Therefore, land use and community character are 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.

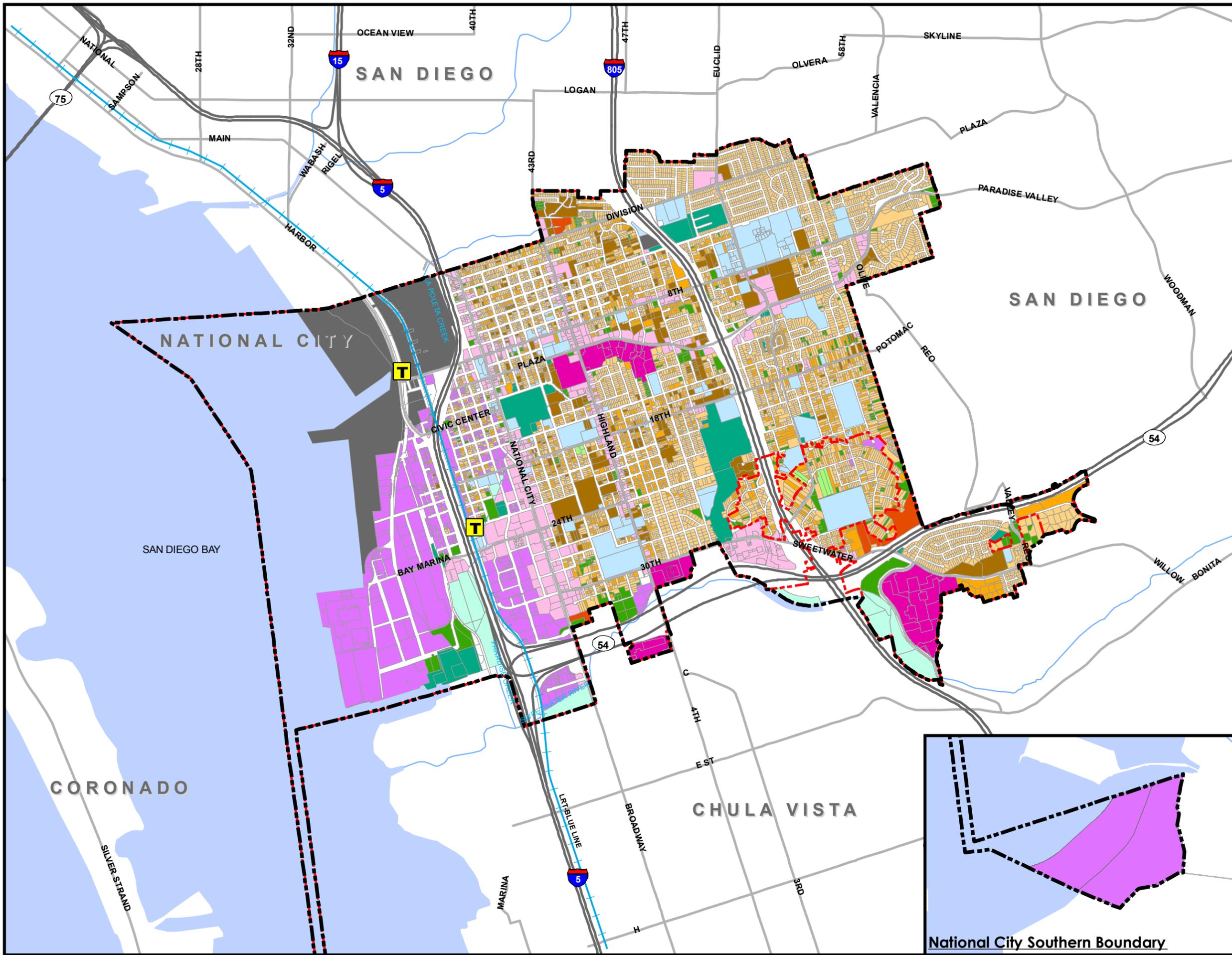
B. Existing Setting

EXISTING LAND USES

To identify existing land uses within the planning area, existing land use data obtained from the San Diego Association of Governments (SANDAG) was verified or corrected based on field observations as well as a review of aerial imagery. Land uses in existence as of September of 2009 are shown in Figure LU-1. The existing land uses were grouped in the following general categories:



- **Single-Family Detached Residential.** This land use refers to parcels that contain a detached single-family residence and related structures, such as a garages and sheds.
- **Single-Family Attached Residential.** This land use includes single-family attached housing units such as duplexes, townhouses, and lower density condominium developments (in general, less than 12 dwelling units per acre). Single-family attached units are structures with one or more walls extending from the ground to the roof separating adjoining structures.
- **Multi-Family Residential.** This land use includes apartments and higher density condominium developments (in general, more than 12 units per acre). Uses associated with multi-family developments are also included in this category such as clubhouses, recreation areas, pools, tennis courts, etc.
- **Mobile Home Park.** This land use includes mobile home parks with 10 or more spaces that are primarily for residential use.
- **Commercial and Office.** This land use includes neighborhood commercial uses, recreational commercial uses, specialty commercial uses, automobile dealers, commercial activities found along major streets, service stations, and other retail trade, wholesale trade, and strip commercial uses. This category also includes government office buildings, banks, and other offices for business and professional services.
- **Shopping Center.** This land use includes regional and community shopping centers. Regional shopping centers contain one to five major department stores and usually have more than 50 tenants. Community shopping centers are smaller than regional shopping centers and can contain a variety store by itself or a junior department store or variety store as a major tenant with 15 to 50 other tenants.
- **Industrial.** This land use includes light industrial uses such as auto repair services and recycling centers, manufacturing uses such as lumber, furniture, paper, rubber, stone, clay, and glass, and warehousing and public storage uses.
- **Transportation, Communication, Utilities.** This land use includes trolley stations, parking areas associated with trolley stations, transit yards and walking bridges, freeways, railroad rights-of-way, all street right-of-ways, TV and radio broadcasting stations, relay towers, electrical and power generating plants, water and



Legend

Land Use

- Single Family Detached
- Single Family Attached
- Multiple Family
- Mobile Homes
- Commercial and Office
- Shopping Centers
- Industrial / Salt Production
- Transportation, Communications, Utilities
- Institutional / Education
- Military
- Recreation
- Open Space
- Agriculture
- Vacant
- Water

Transportation

- T Trolley Station

Base Layers

- National City Planning Area Boundary
- National City Boundary
- Freeways
- Roads
- Railroad

Source: City of National City (City Boundary,2009; Land Use,2009), SANDAG (Railroad,2008; Streams,2003; Transit,2008), San Diego LAFCO (Planning Area Boundary,2009), SanGIS (Lakes,2006; Parcels,2009; Roads,2008)
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Figure LU-1
Existing Land Use Map

0 0.25 0.5 1
 Miles

NATIONAL CITY
 1837
 INCORPORATED

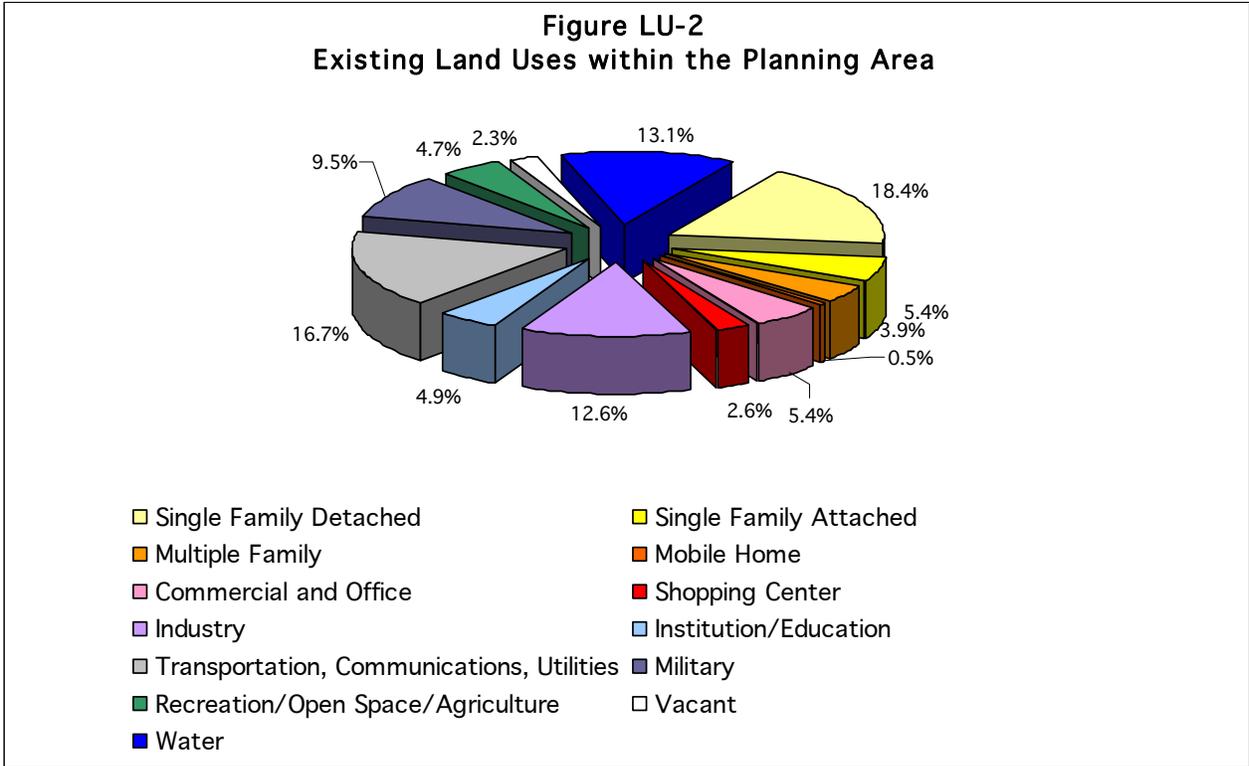
National City Southern Boundary

BACK SIDE OF FIGURE



- sewage treatment facilities, and large public water storage tanks.
- **Institution/Education.** This land use includes elementary, junior, and high schools, colleges, adult schools, and non-residential day care and nursery schools.
 - **Military.** This land use includes land that is under military jurisdiction.
 - **Recreation.** This land use includes parks and recreational centers containing activities such as tennis or basketball courts, baseball diamonds, soccer fields, or playgrounds. Public and private golf courses are also included in this category.
 - **Open Space.** This land use identifies wildlife and natural open space preserves.
 - **Agriculture.** This land use includes urban farms that grow produce.
 - **Vacant.** This land use identifies parcels that are currently vacant.
 - **Water.** This land use identifies the area within the city limits that extends into San Diego Bay.

Figure LU-2 identifies the approximate percentage of land area within each existing land use category. The most prominent existing land uses are single-family detached residential, industry, and military. Transportation, communications, and utilities make up a large part of the planning area mainly because of the freeways that run through the city: I-5, I-805, and SR-54. Water also makes up a large component because the city limits extend into San Diego Bay.



TIMBERLAND

The planning area does not contain any land suitable for timber production and does not contain any parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982 (Chapter 6.7 (commencing with Government Code Section 51100) of Part 1 of Division 1 of Title 5).

MINERAL RESOURCES

The planning area contains a limited amount of land suitable for the extraction of mineral resources. A southern, noncontiguous area of National City located within the South San Diego Bay Unit of the San Diego National Wildlife Refuge contains salt ponds (Refer to Figure LU-3). Within the refuge, approximately 1,050 acres of salt ponds are currently in active salt production by a commercial solar salt operation, which is permitted to operate within the refuge. The operation, which occurs at the southernmost end of San Diego Bay, has produced salt at this site for more than 130 years. The United States Fish and Wildlife Service (USFWS) has prepared a Comprehensive Conservation Plan that



Legend

Base Layers

-  National City Planning Area Boundary
-  National City Boundary

Source: City of National City (City Boundary, 2009),
 San Diego LAFCO (Planning Area Boundary, 2009)
 AirPhotoUSA (Aerial Photograph, 2006)

The information on this map was derived from various digital databases, sourced above. Care was taken in the creation of this map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users are cautioned to field verify information on this product before making any decisions.

**Figure LU-3
 Salt Ponds**



BACK SIDE OF FIGURE

includes a holistic habitat restoration plan for the existing salt works property¹.


Solid and liquid waste disposal are also addressed in the Conservation and Sustainability Element.



SOLID WASTE DISPOSAL

All solid waste in the city is collected by EDCO Waste and Recycling Services. Non-recyclable solid waste is sent to the Otay Landfill, located at 1700 Maxwell Road in Chula Vista, approximately ten miles south of National City and operated by Allied Waste Industries. Recyclable materials are processed by EDCO at one of its three Material Recovery Facilities (MRFs) in Southern California. Currently, the Otay Landfill is preparing a construction and demolition recycling site and operating a cogeneration plant, in which the gas from decomposing trash is used to power the landfill. The landfill has a maximum permitted throughput of 5,830 tons of solid waste per day. At the existing rate of disposal, operations are estimated to cease in 2021².

As of January of 2010, one new landfill site, Gregory Canyon, is proposed in San Diego County. Gregory Canyon is located in North County, near the communities of Fallbrook, Vista, and Pauma Valley. The 1,770-acre Gregory Canyon site is designed for a 30-year life expectancy. Its opening date is uncertain due to opposition to the facility.

In south San Diego County, an initiative petition to provide for the siting of a new recycling center and solid waste landfill in the East Otay Mesa area of unincorporated San Diego County was filed by the proponents with the Registrar of Voters on August 18, 2009. On October 13, 2009, the County Board of Supervisors directed County staff to prepare a report on the proposed impacts of the petition to enable the Board to make an informed decision as to whether to adopt the proposed initiative by ordinance or to place it on the June 8, 2010 ballot.

These two sites, if permitted, would be potential disposal sites for National City’s waste once the Otay Landfill in Chula Vista reaches capacity. There are no plans to provide future solid waste disposal facilities within National City.

¹ USFWS. (2006). *San Diego Bay National Wildlife Refuge, Sweetwater Marsh and South San Diego Bay Units Comprehensive Conservation Plan.*
² Cal Recycle. (2010). *Solid Waste Information System.* Retrieved March 19, 2010 at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0010/Detail/>.

MILITARY FACILITIES



The impact of new growth on military readiness activities has been considered as part of this General Plan update. All land within Naval Base San Diego will remain designated as military reserve. The Navy was consulted during the preparation of this General Plan update and confirmed that the updated land use changes, goals, and policies would not impact military facilities or activities within or adjacent to the planning area. The following facilities were also considered as part of this update:

- The Army National Guard located at 303 Palm Avenue in National City. No changes have been made to the land use designation for this facility or to the surrounding land use designations that could affect this facility. An institutional land use designation is applied to the area, which accommodates the uses associated with the Guard.
- The US Government Navy Department located at 1005 East Plaza Boulevard in National City. No changes have been made to the land use designation for this facility or to the surrounding land use designations that could affect this facility, which is located within an existing shopping center. A major mixed-use land use designation is applied to this area which accommodates the uses associated with the Department.
- The US Naval Station Point Mugu located outside of the planning area boundary at 3235 Albacore Alley in San Diego. This General Plan will not have an impact on this facility.
- The 32nd Naval Station located outside of the planning area boundary at 3445 Surface Navy Boulevard in San Diego. This General Plan will not have an impact on this facility.
- The Naval Air Station (NAS) North Island located outside of the planning area boundary in Coronado. This General Plan will not have an impact on this facility or its aviation routes.

AIRPORT LAND USE COMPATIBILITY

No airports are located within the planning area; however, there are three airports located near National City: the San Diego International Airport (SDIA) at Lindbergh Field, the NAS North Island located in Coronado, and Brown Field Municipal Airport located to the south of the planning area in the Otay Mesa community of San Diego.

The state requires that the San Diego County Regional Airport Authority Board, as the Airport Land Use Commission (ALUC), prepare Airport Land Use Compatibility Plans (ALUCPs) for each public-use airport and military air installation in the county. For military air installations, the state also requires that the ALUC prepare the compatibility plans consistent with the Air Installation Compatible Use Zone study prepared by the military. The intent of an ALUCP is to help ensure compatibility between airports and future land uses that surround them by addressing noise, overflight, safety, and airspace protection concerns, thereby minimizing the public’s exposure to excessive noise and safety hazards within an airport influence area (AIA) over a 20-year horizon. Since the ALUC does not have land use authority, cities must implement the compatibility plan through their local land use plans, development regulations, and zoning ordinances.


Refer to the Noise and Nuisance Element for additional information regarding airport noise.

The adopted ALUCP for SDIA was most recently amended in 2004. National City is outside of the AIA identified in SDIA’s adopted compatibility plan. In the spring of 2010, the ALUC will begin a comprehensive update for the ALUCP for SDIA.

The ALUCP for NAS will be prepared when the updated Air Installations Compatible Use Zones (AICUZ) studies are available.

A portion of the Salt Flats, located within the southernmost extent of National City as illustrated on Figure LU-3, lies within the AIA for Brown Field Municipal Airport. The Salt Flats are located within an area of the AIA that is outside the area of primary noise concern, but within the airspace protection and/or overflight notification areas. This area is referred to as “Review Area 2” in the Brown Field ALUCP and only contains land use restrictions that limit the heights of structures, particularly in areas of high terrain³.

REDEVELOPMENT AREA

California’s Community Redevelopment Law allows cities and counties to redevelop blighted areas. National City’s redevelopment area includes most of the land west of I-805. The City’s Redevelopment Division assists with revitalization through land assemblage, private and public redevelopment projects, infrastructure projects, remediation and redevelopment of contaminated sites, development of affordable housing, natural habitat restoration, and economic development efforts. The Division also manages the City’s Brownfield Grants Program.

³ San Diego County Regional Airport Authority. (2010.) *Brown Field Municipal Airport Land Use Compatibility Plan.*

LOCAL COASTAL PROGRAM

The California Coastal Act, which was passed by the legislature in 1976, establishes the California Coastal Commission as having jurisdiction over the coastal zone. The Act outlines standards for development within the coastal zone to protect, maintain, enhance, and restore the overall quality of the coastal zone, maximize public access, assure orderly and balanced utilization and conservation of coastal zone resources, encourage mutually beneficial uses, and assure priority for coastal-dependent and coastal related development over other development on the coast. The Act directs each local government within the coastal zone to prepare a Local Coastal Program (LCP), which consists of a local government's land use plans, zoning ordinances, zoning district maps, and actions that implement the provisions and policies of the Coastal Act. After the LCP has been reviewed and adopted by the local government, it is submitted to the State Coastal Commission for review and certification. After the LCP is certified by the Coastal Commission, review authority for new development within the coastal zone reverts from the Coastal Commission to the local government. The local government must make the finding that the development is in conformity with the approved LCP.

The coastal zone of National City includes all the area west of I-5 and a small area east of I-5, south of 30th Street. The coastal zone is controlled by three separate agencies: the San Diego Unified Port District, the United States Navy, and the City of National City. The land controlled by the Port District is identified in the Port Master Plan, which has been approved by the Coastal Commission. Federal lands under the jurisdiction of the US Navy are under the jurisdiction of the Federal Coastal Zone Management Act, which states that military lands shall comply with coastal planning to the extent that national security is not imperiled.

C. Land Use Designations, Population Density, and Building Intensity Standards

The following are descriptions of the allowable uses, density, and intensity standards for each General Plan land use designation. For purposes of correlating density standards with the number of people in a given area, the total household population for the planning area as of 2009 (56,588) was divided by the total number of housing units estimated for the planning area as of 2009 (16,883) to arrive at the existing number of persons per dwelling unit (3.35). For 2030 projected build out, the number of persons per household is

expected to increase to 3.44. Figures LU-4a and LU-4b depict the General Plan Land Use Map, which identifies the location and extent of the land use designations within the planning area. These two land use maps are identical except that they reflect two different flood hazard zone scenarios. Refer to the Safety Element for additional information.

Density Bonus. Consistent with the State Density Bonus Law (California Government Code Section 65915 et seq.), a developer, upon request, shall be granted a density bonus, incentive(s), concession(s), and/or modification of development standard(s) if the developer proposes to build a qualified project satisfying criteria set forth in the city’s Density Bonus Ordinance. This applies to both the residential and mixed-use designations.

RESIDENTIAL LAND USE DESIGNATIONS

Low-Medium Density Residential. Allows up to 9.0 dwelling units per gross acre or 33 persons per gross acre. This designation provides for single-family detached and secondary residential units (accessory dwelling units), and compatible uses.



Compatible Uses –
Uses that do not substantially impact the residential character of the area. Such uses may include community gardens, parks, and small corner/produce stores.



Medium Density Residential. Allows 9.0 to 23.0 dwelling units per gross acre or 33 to 83 persons per gross acre. This designation provides for a variety of moderate intensity residential uses including detached and attached single-family and multi-family housing, and compatible uses. This designation is typically located in transitional areas between high density residential uses and lesser intensity single-family areas and is intended to retain private yards and patios and other characteristics of single-family residential uses.

High Density Residential. Allows 23.0 to 75.0 dwelling units per gross acre or 83 to 269 persons per gross acre. This designation provides for multi-family housing at densities greater than other residential designations. This designation provides for condominiums, townhomes, triplexes, fourplexes, multi-family residential units, group quarters, senior housing, and compatible uses.

MIXED USE LAND USE DESIGNATIONS

The intent of the mixed-use land use designations is to provide for a mixture of stores, services, restaurants, offices, and homes (dwelling units) in close proximity, thereby allowing residents to work and shop close to home and reduce the length and frequency of trips between home, work,



Vertical Mixed-Use

– A mixed-use development whereby different compatible uses are integrated within the same building on separate floors.

An example would be a development with ground floor retail and upper floor residential units.

Horizontal Mixed-Use

– A mixed-use development whereby different compatible uses occur adjacent to one another. An example would be an apartment complex located adjacent to an office building.

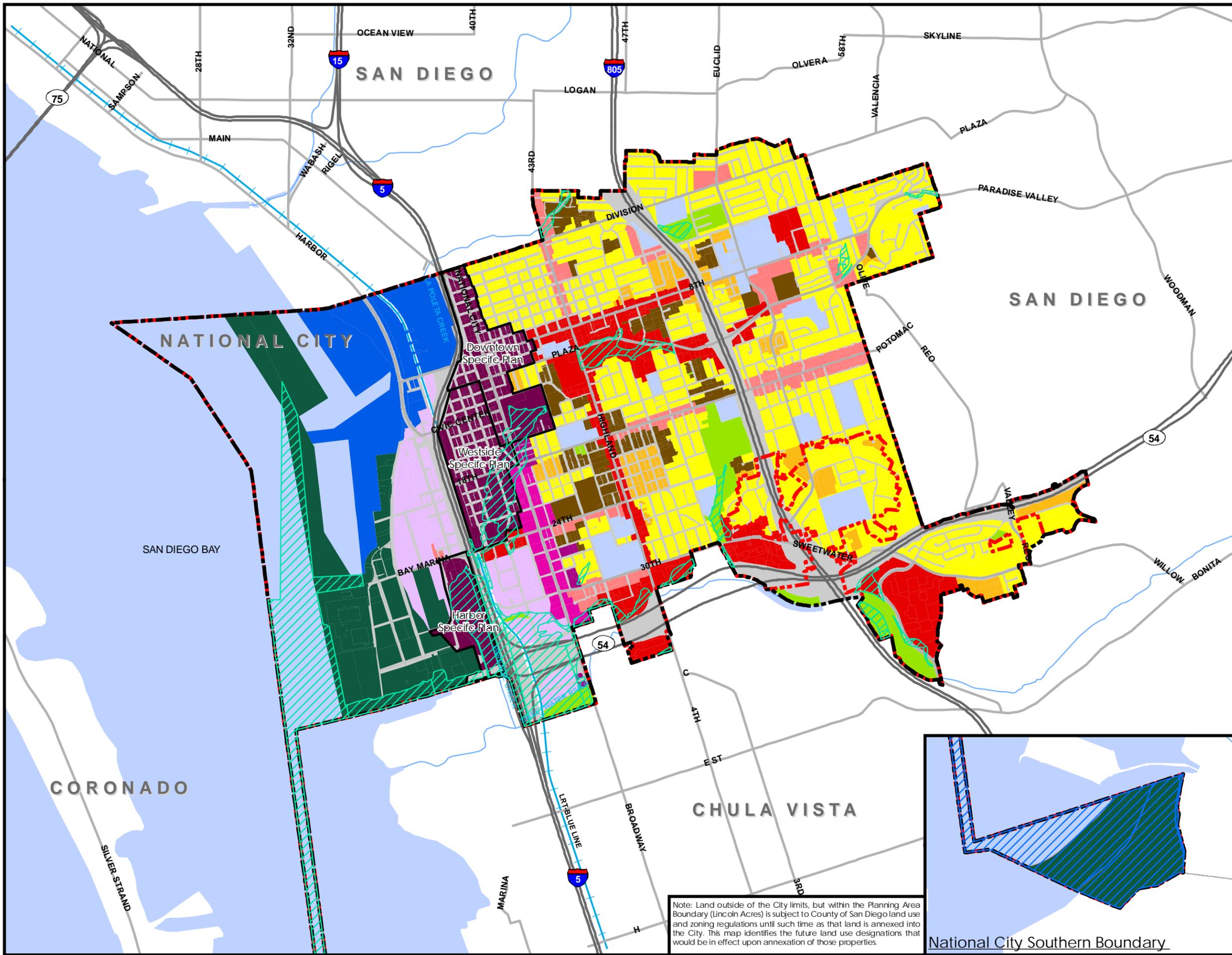
FAR (Floor Area Ratio) – *The ratio of building square footage to square footage of land. For example, a FAR of one means that for every square foot of land, the land owner may build one square foot of building. The FARs listed here apply to residential floor space in addition to commercial floor space.*

shopping, and services. This contributes to opportunities to increase the use of public transit, reduce auto dependency, provide a wider range of housing choices, and promote activity during more hours of the day. Both vertical and horizontal mixed-use developments are permitted in the mixed-use designations. Mixed-use is not required in individual development projects, but will be encouraged through the use of incentives such as density bonuses and reductions in parking requirements.

Minor Mixed-Use. Allows for a FAR of 2.0 for the entire building for mixed-use projects (including dwelling unit floor area) with a maximum of 48.0 dwelling units per gross acre or 172 persons per gross acre. The FAR for single-use developments shall be 1.5. This designation generally occurs in a linear fashion along bus routes and provides transitional links between residential neighborhoods and more intense activity centers. It is intended to facilitate redevelopment and transit-oriented design opportunities in developed areas in a manner that is compatible with surrounding residential areas. It provides for a variety of uses including low-rise attached single-family or multi-family residential development, retail, restaurants, personal services, professional and administrative offices, public and quasi-public uses, and similar compatible uses.

The minor mixed-use designation is characterized by high-quality, compact, smart-growth design that promotes a quaint, small-town, village-like feel. A comfortable and attractive pedestrian environment is promoted through the use of street trees; awnings, canopies, or arcades; outdoor seating; clearly-marked crosswalks; and small courtyards or plazas. Bicycle facilities are also provided. Buildings are placed close to the street, parking lots are de-emphasized, and driveway cuts are limited. Building facades include details that add visual interest, distinctiveness, and human scale.

Major Mixed-Use. Allows for a FAR of 3.5 for the entire building for mixed-use projects (including dwelling unit floor area) with a maximum of 75.0 dwelling units per gross acre or 269 persons per gross acre. The FAR for single-use developments shall be 3.0. This designation generally occurs along major transportation corridors, at major intersections and activity centers, and near transit stations. It facilitates redevelopment and transit-oriented design opportunities at higher intensities than those allowed in the minor mixed-use designation. It provides for a variety of uses including low to mid-rise multiple-family dwellings, retail, restaurants, personal services, professional and administrative offices, public and quasi-public uses, and similar compatible uses.



Legend

Land Use

- Low-Medium Density Residential (Up to 9 du/ac)
- Medium Density Residential (9-23 du/ac)
- High Density Residential (23-75 du/ac)
- Minor Mixed-Use (48 du/ac max: FAR 2.0)
- Major Mixed-Use (75 du/ac max: FAR 3.5)
- Commercial Automotive (FAR 1.0)
- Service Commercial (FAR 1.5)
- Industrial (FAR 2.0)
- Institutional (FAR 3.0)
- Open Space (FAR .25)
- Military
- San Diego Unified Port District
- Specific Plan

Base Layers

- National City Planning Area Boundary
- National City Boundary
- Freeways
- Roads
- Railroad
- FEMA FIRMs 100-year Floodplain (High Risk)

Source: City of National City (City Boundary, 2009; Land Use, 2009), SANDAG (Railroad, 2008; Streams, 2003; Transit, 2008), San Diego LAFCO (Planning Area Boundary, 2009), SanGIS (Lakes, 2006; Parcels, 2009; Roads, 2008) Flood hazards delineated from FEMA FIRMs panels 1903, 1904, 1911-1914, 1916, 1918 (Date: June 19, 1997)
 *Portions of this derived product contains geographic information copyrighted by SanGIS. All Rights Reserved.

The information on this map was derived from various digital databases, sourced above. Care was taken in the creation of this map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users are cautioned to field verify information on this product before making any decisions.

Figure LU-4-A
General Plan Land Use Map

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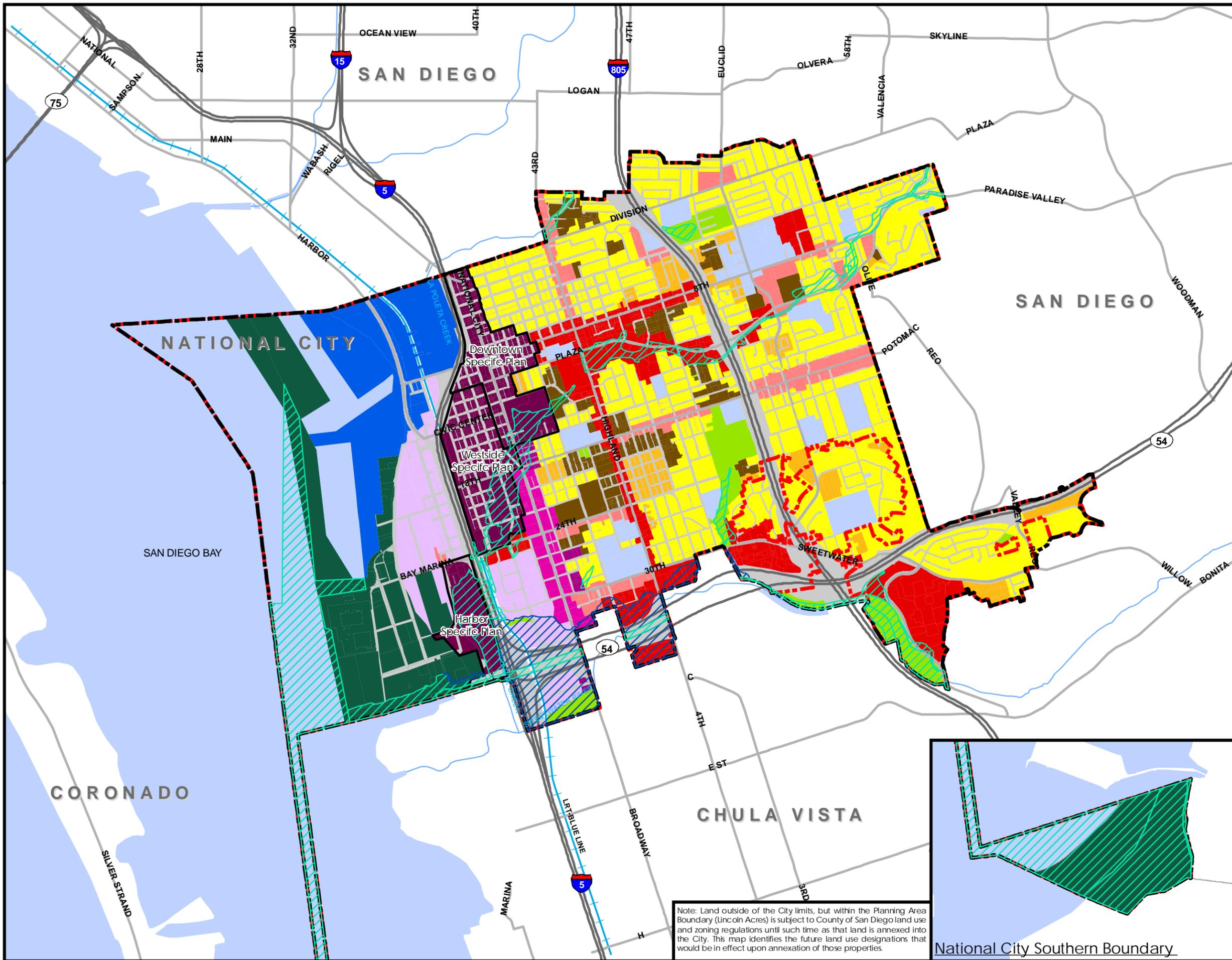
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National City Southern Boundary

Note: Land outside of the City limits, but within the Planning Area Boundary (Lincoln Acres) is subject to County of San Diego land use and zoning regulations until such time as that land is annexed into the City. This map identifies the future land use designations that would be in effect upon annexation of those properties.

BACK SIDE OF FIGURE



Legend

Land Use

- Low-Medium Density Residential (Up to 9 du/ac)
- Medium Density Residential (9-23 du/ac)
- High Density Residential (23-75 du/ac)
- Minor Mixed-Use (48 du/ac max: FAR 2.0)
- Major Mixed-Use (75 du/ac max: FAR 3.5)
- Commercial Automotive (FAR 1.0)
- Service Commercial (FAR 1.5)
- Industrial (FAR 2.0)
- Institutional (FAR 3.0)
- Open Space (FAR .25)
- Military
- San Diego Unified Port District
- Specific Plan

Base Layers

- National City Planning Area Boundary
- National City Boundary
- Freeways
- Roads
- Railroad
- FEMA FIRM 100-year Floodplain (High Risk)
- Area Protected By Levee

Source: City of National City (City Boundary, 2009; Land Use, 2009), SANDAG (Railroad, 2008; Streams, 2003; Transit, 2008), San Diego LAFCO (Planning Area Boundary, 2009), SanGIS (Lakes, 2006; Parcels, 2009; Roads, 2008) Source: Flood hazards delineated from FEMA FIRM panels 1903, 1904, 1911-1914, 1916, 1918 (Date: June 19, 1997), and modified per flood boundary updates according to the following FEMA letter of map revisions (LOMRs): 1) Case No. 97-09-422P (April 9, 1997 and revalidated June 20, 1997), 2) Case No. 04-09-1445X (November 4, 2004), and 3) Case No. 08-09-1802P (July 8, 2009). Note: Flood boundaries are approximate in nature because graphic information was compiled from multiple sources. Refer to FEMA for detailed information.

The information on this map was derived from various digital databases, sourced above. Care was taken in the creation of this map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users are cautioned to field verify information on this product before making any decisions.

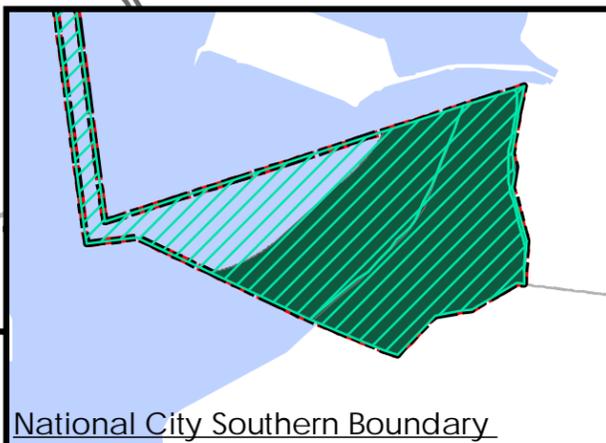
Figure LU-4-B
General Plan Land Use Map

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Note: Land outside of the City limits, but within the Planning Area Boundary (Lincoln Acres) is subject to County of San Diego land use and zoning regulations until such time as that land is annexed into the City. This map identifies the future land use designations that would be in effect upon annexation of those properties.



BACK SIDE OF FIGURE

The major mixed-use designation is characterized by higher density and intensity development intended to increase transit ridership and transform significant activity centers into popular destinations. The major mixed-use areas have an urbanized, community center-type character. Ground-floor community-serving commercial and retail development is emphasized along with multi-family apartments and condominiums. The major mixed-use areas have a comfortable, multi-modal environment with qualities such as inviting street lamps; outdoor seating; pedestrian plazas; attractive street trees; buildings that face onto sidewalks with wide storefront windows and appealing architectural details; bicycle facilities; and convenient access to transit stops and stations.

COMMERCIAL LAND USE DESIGNATIONS

Commercial Automotive. Allows for a FAR of 1.0. This designation provides for new and used automobile and truck sales and services and sales and services that support and complement such use. Other land uses may include alternative fuel vehicle sales, services and related supplies, and rental car facilities. Additional compatible uses may be permitted pursuant to a use permit.

Service Commercial. Allows for a FAR of 1.5. This designation provides for intensive commercial activities, specialized service establishments, and other compatible uses. Light manufacturing, wholesaling, and distribution uses are restricted to those that can be operated in a clean and quiet manner.

INDUSTRIAL LAND USE - FAR: 2.0.

This designation provides for employment intensive uses, light manufacturing, business parks, research and development, technology centers, corporate and support office uses, “green” industry, recycling facilities, supporting retail uses, auto, truck and equipment sales and related services (i.e., auto service and repair), large format retail, storage facilities, warehousing and distribution, and other compatible uses.

INSTITUTIONAL LAND USE - FAR: 3.0

This designation provides for a wide range of public institutional and auxiliary uses including public, quasi-public, and private facilities. Allowed uses include wastewater treatment facilities, water tanks, electrical substations, cemeteries, educational facilities, community centers, urban



Urban Agriculture

– The growing, processing, and/or distribution of food through intensive plant cultivation in and around cities. (Community Food Security Coalition, North American Urban Agriculture Committee (2003))

Community Garden

– A piece of land gardened collectively by a group of people. (American Community Garden Association (2007)).

agriculture such as community gardens and farms, libraries, museums and cultural centers, government offices and courts, medical and retirement centers, public safety facilities (i.e., fire and police stations), and similar compatible uses.

OPEN SPACE LAND USE– FAR: 0.25

This designation provides for both public and private improved and unimproved open space. Allowed land uses include urban agriculture, such as community gardens and farms; recreational areas such as parks, golf courses, athletic fields, playgrounds, and recreational trails; open space not used for active and passive recreation, such as nature and wildlife preserves, marshes and wetlands, water bodies, public utility areas, flood control channels; and other scenic and open space areas.

MILITARY RESERVATION LAND USE

This designation identifies lands under the jurisdiction of the United States military. Permissible land uses are governed by the US Navy.

SAN DIEGO UNIFIED PORT DISTRICT

This designation identifies land that is under the jurisdiction of the San Diego Unified Port District. Permissible land uses are governed by the Port Master Plan.

SPECIFIC PLAN

This designation denotes areas that are covered by an adopted specific plan. Land uses are identified within the adopted specific plan. As of the writing of this General Plan, there are three adopted specific plans in National City: the Downtown Specific Plan, the Harbor District Specific Area Plan, and the Westside Specific Plan.

The Downtown Specific Plan was adopted in 2005. National City’s downtown is a compact and intense district featuring City Hall, a library, social agencies, a college campus, and numerous churches. The Specific Plan represents a major effort to revitalize National City’s historic downtown area. It establishes a central core of high rise residential and mixed use buildings with ground floor shops, offices, and cafes lining the streets surrounded by mid rise and townhouse residential uses. Table LU-1 identifies the building densities and intensities for each development zone within the Downtown Specific Plan.

**TABLE LU-1
Downtown Specific Plan Zones**

Development Zone	Density	FAR
1A	91	6
1B	91	6
2	91	4
3	45	4
4	91	6
5A	20-30	3
5B	45	4
6	91	6
7	91	6
8	20-30	3
9	91	5
10	20-30	3
11	91	4
12A	68	5
12B	23	4
13	91	4
14	91	4
15 (Kimball Park)	N/A	N/A

In November of 1988, the City adopted the Harbor District Specific Area Plan, which is a resource-based environmental implementation plan that establishes site-specific conservation and development standards within the portion of the City’s coastal zone south of Bay Marina Drive. The main objective of the Harbor District Specific Area Plan is to be consistent with and carry out the requirements of the certified Local Coastal Program. Lands within this Specific Plan are designated as tourist commercial with a FAR of 1.0, medium manufacturing with a FAR of 4.0, and open space reserve.

The Westside Specific Plan was adopted by the City in March of 2010 and is the result of a collaborative effort by the community, interested and concerned groups, and business owners to revitalize the Westside and improve the quality of life for its residents. Table LU-2 identifies the building densities and intensities permitted within each Westside Specific Plan zone.

**TABLE LU-2
Westside Specific Plan Zones**

Zone	Density	FAR
Residential (RS-4)	17.4	N/A
Mixed-Use Residential-Commercial (MCR-1)	24	0.6
Mixed-Use Residential – Commercial (MCR-2)	45	0.6
Mixed-Use Residential-Commercial (MCR-2) – Transit-Oriented Development (TOD)	60	0.6
Open Space Reserve (OSR)	N/A	N/A
Civic Institutional (IC)	N/A	N/A


Refer to the Safety Element for additional information and policies related to the floodplains and flood hazards.

AREA OF SPECIAL CONCERN

Floodplain. This designation identifies the 100-year floodplain limits for the Sweetwater River and Paradise Creek. These areas are subject to annual review.

D. Citywide Goals and Policies


Smart Growth – Compact, mixed-use, pedestrian, and transit-oriented, environmentally sensitive, and efficient land use patterns.

SMART GROWTH AND REGIONAL PLANNING

 **Goal LU-1: Smart growth that is consistent with statewide and regional transportation and planning goals and policies.**

 **Policy LU-1.1:** Use SANDAG’s Smart Growth Opportunity Areas map as a guide for identifying appropriate locations to direct future growth and development within the planning area.

Policy LU-1.2: Concentrate commercial, mixed-use, and medium to high density residential development along transit corridors, at major intersections, and near activity centers that can be served efficiently by public transit and alternative transportation modes.

 **Policy LU-1-3:** Use SANDAG’s Regional Transportation Plan, Regional Comprehensive Plan, and Sustainable Communities Strategy as the basis for land use and transportation planning and policy development.


Refer to SANDAG’s Regional Comprehensive Plan for additional information regarding Smart Growth Opportunity Areas.



California Environmental Quality Act (CEQA) – A statute that requires state and local agencies to identify the significant environmental impacts of a proposed project and to avoid or mitigate those impacts, if feasible.

SB375 – A senate bill that provides incentives for integrated regional land use planning and development while reducing greenhouse gas emissions.



Policy LU-1.4: Work with SANDAG to ensure that applicable transit priority and residential or mixed-use projects may benefit from California Environmental Quality Act (CEQA) streamlining pursuant to SB375.

Policy LU-1.5: Consider the effects of land use proposals and decisions on the region and efforts to maintain a jobs-housing balance.

Policy LU-1.6: Enable residents to reduce their commutes by supporting telecommuting, satellite work centers, and home occupations that are compatible with adjacent or surrounding properties.

Why is this important?

The State of California has made significant strides in its efforts to reduce greenhouse gas emissions with the passage of SB375 in August of 2008. It requires the preparation of a sustainable communities strategy as part of the regional transportation plan. The purpose of the strategy is to reduce greenhouse gas emissions by reducing passenger vehicle use and encouraging more mixed-use development. Under SB375, a city or county’s land use authority is preserved and local land use policies, including the general plan, are not required to be consistent with the regional transportation plan and sustainable communities strategy (Senate Bill No. 375; Government Code § 65080 (b)(2)(J)). The above goal and policies are intended to achieve consistency between National City’s land use plans and regional planning documents. This requirement will help to lessen congestion on freeways, improve regional air quality, and revive communities.

MIX OF LAND USES

Goal LU-2: A mix of land uses including residential, commercial, employment, service, agricultural, open space, and recreational uses that accommodate the needs of persons from all income groups and age levels.

Policy LU-2.1: Provide for housing near jobs, transit routes, schools, shopping areas, and recreation to discourage long commutes; promote public transit, walking, and biking; and lessen traffic congestion.

Policy LU-2.2: Allow for density bonuses and other incentives to encourage mixed-use development projects in mixed-use designations.

Policy LU-2.3: Provide for a variety of housing types including, but not limited to, single-family attached and detached, multi-family apartments, condominiums, and mobile homes.

 **Policy LU-2.4:** Provide additional recreational open space areas and connect these areas to trails, bikeways, pedestrian corridors, and other open space networks, where feasible.

 **Policy LU-2.5:** Encourage the establishment of community farms and gardens.

Policy LU-2.6: Support development and redevelopment that creates jobs for all income levels.

Policy LU-2.7: Allow and encourage the creation of studios and workspaces for artists, craftspeople, and other professions and allow for self-employment and home occupations, where compatible with the desired neighborhood character.

 **Policy LU-2.8:** Designate land for industrial uses sufficient to meet future city needs, but only in locations that will not negatively impact residential neighborhoods.

Policy LU-2.9: Designate land for commercial, office, and service uses sufficient to meet future city needs.

Policy LU-2.10: Encourage the development and expansion of institutions, such as schools and health care facilities, as needed to meet future city needs.

Why is this important?

A wide mix of land uses will allow residents to meet their needs without traveling long distances. Producing as much as possible locally helps to reduce the City’s ecological footprint and helps increase job opportunities for all segments of the population. In addition, compact mixed-use developments allow the young, elderly, and those without a personal vehicle to reach their destinations by modes other than a car.


Refer to the Open Space and Agriculture Element for additional policies related recreational open space and urban agriculture.


***Ecological Footprint** – A gauge of how many resources one uses. It represents the amount of land area needed to regenerate the resources a human population consumes and to absorb the corresponding waste. Using this assessment, it is possible to estimate how much of the Earth (or how many planet Earths) it would take to support humanity if everybody lived a given lifestyle.*

COMPATIBLE DEVELOPMENT

☀ Goal LU-3: A land use pattern that avoids the creation and continuance of incompatible land uses.

☀ **Policy LU-3.1:** Work with neighboring jurisdictions in planning contiguous areas in order to ensure compatible land uses.

☀ **Policy LU-3.2:** Prevent the intrusion of new incompatible land uses and environmental hazards into existing residential areas and phase out existing non-conforming uses.

☀ **Policy LU-3.3:** Discourage development in areas with high natural resource value.

☀ **Policy LU-3.4:** Regulate development in areas with a high threat to life and property, such as floodplains, to minimize adverse impacts. Areas covered by the General Plan that are subject to flooding are identified in Figures LU-4a and LU4b and will be reviewed annually.

☀ **Policy LU-3.5:** Preserve, protect, and enhance established neighborhoods by providing sensitive transitions between those neighborhoods and adjoining areas, and requiring new development to respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood.

☀ **Policy LU-3.6:** Prohibit the establishment of new residential and other sensitive land uses near industrial land uses and within the Harbor District (unless proposed as part of a mixed-use development adjacent to the 8th Street Trolley stop) and buffer existing residential uses and other sensitive land uses from industrial uses, while protecting and enhancing visitor-serving, commercial, retail, industrial, working-waterfront, and maritime related job-producing industries.

☀ **Policy LU 3.7:** Limit impacts from industrial or mixed-uses by establishing performance standards to regulate noise, glare, vibrations, odor, lighting, air pollution, and other potential disturbances.



Refer to the Conservation and Sustainability Element for additional policies related to natural resources.

Refer to the Safety Element for additional policies related to floodplains.



Sensitive Land Uses – Land uses where segments of the population most susceptible to the potential impacts of industrial development such as noise, odors, vibrations, or air pollution are most likely to spend time. Such uses may include schools and schoolyards, parks and playgrounds, day care centers, nursing homes, hospitals, and residential communities.

☼ **Policy LU 3-8:** Allow non-conforming uses to continue, but do not encourage their enlargement, expansion, or extension unless they have been found not to be substantially impactful to the community and they provide an avenue of progressive change.


Nuisance - An unreasonable or unlawful use of property which results in material annoyance, inconvenience, discomfort, or damage to another person or to the public.

☼ **Policy LU-3.9:** Ensure that any development that falls within an airport influence area (AIA) is consistent with the applicable Airport Land Use Compatibility Plan (ALUCP).

Why is this important?

Placing incompatible land uses adjacent to one another often creates a series of health, safety, or nuisance issues. By minimizing these incompatible uses National City seeks to reduce or avoid these concerns.

NEIGHBORHOODS

Goal LU-4: Complete neighborhoods that meet the community’s needs for sustainable and high-quality living environments.


Refer to the Education Element for additional policies related to the link between schools and neighborhoods.

Policy LU-4.1: Strengthen National City’s existing development pattern by establishing neighborhoods with public elementary schools as the main focal point within each. The schools are intended to act as a neighborhood “center” or gathering place.

Policy LU-4.2: Promote the design of complete neighborhoods that are structured to be family-friendly, encourage walking, biking, and the use of mass transit, foster community pride, enhance neighborhood identity, ensure public safety, improve public health, and address the needs of all ages and abilities.

☼ **Policy LU 4.3:** Promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively to existing neighborhoods and surrounding areas.

Policy LU-4.4: Establish policies and implementation programs specific to the unique needs of each neighborhood.

Policy LU-4.5: Support and encourage the involvement of resident volunteers in the implementation of actions for the betterment of their neighborhoods.

Why is this important?

The establishment of neighborhoods provides the opportunity to develop policies and implementation measures that can respond to the unique needs of certain geographic areas within the city. Complete neighborhoods promote livability and safety for all ages, incomes, and cultural backgrounds. They provide a mix of housing types and housing affordability, neighborhood services and facilities such as schools, parks, and retail uses, a sense of personal safety, and a variety of transportation options.

DISTRICTS

Goal LU-5: Enhanced business districts and a strong local economy.

Policy LU-5.1: Support, stimulate, and foster increased activity of existing businesses within the city through the establishment of mixed-use areas that will promote activity during more hours of the day.

Policy LU 5.2: Identify and attract selected businesses that will fulfill currently underserved city needs, such as grocery stores.

Policy LU-5.3: Recognize the diverse needs of the city’s business districts through the development of policies, design guidelines, and implementation measures specific to the unique requirements of each district.

Policy LU-5.4: Allow for the adaptive reuse of vacant car dealerships and the establishment of new compatible uses along the Mile of Cars.

Policy LU-5.5: Continue to support the redevelopment and revitalization of downtown.

Policy LU-5.6: Support the expansion and revitalization of the Plaza Bonita Shopping Center.

Policy LU-5.7: Work with the Port District regarding land use changes within the National City Bayfront area of the Port Master Plan. Encourage the establishment of additional visitor serving commercial opportunities and cargo movement improvements to help revitalize the Harbor District.

Policy LU-5.8: Consult with the Navy regarding land use changes within Naval Base San Diego and encourage the

establishment of mixed-use residential and commercial development near the 8th Street trolley stop to help revitalize the Harbor District.

Policy LU-5.9.: Encourage members of the business community to participate in implementing actions to improve business districts.

Policy LU-5.10: Assist the business community in evaluating National City’s marketing and development potential and in identifying development strategies that are beneficial to the public and private sectors.

LU-5.11: Support efforts to reduce unemployment rates for city residents.

Why is this important?

The strengthening of business districts provides the opportunity to develop policies and implementation measures that can respond to the unique needs of each district. Supporting National City’s businesses contributes to a healthier, more robust local economy.

INTERAGENCY COMMUNICATION

 **Goal LU-6: Effective inter-agency communication regarding land use planning, policy development, and implementation.**

 **Policy LU-6.1:** Consider the impact of new growth on military readiness activities and contact the US Navy, the Army National Guard, and other applicable military branches when proposing significant changes to land adjacent to military facilities and when making changes to the land use code, specific plans, or the General Plan that could have an impact on military readiness activities or installations.

 **Policy LU-6.2:** Consult with San Diego County regarding land uses for areas outside of the incorporated City but within National City’s sphere of influence.

 **Policy LU-6.3:** Maintain involvement in SANDAG’s planning programs and activities.

☼ **Policy LU-6.4:** Work with and understand the planning efforts of the adjacent cities of San Diego and Chula Vista, special districts, service providers, and San Diego County, as well as regional, State, and federal agencies when implementing the General Plan.

☼ **Policy LU-6.5:** Work with adjacent cities, SANDAG, service providers, and San Diego County regarding housing and nonresidential growth projections.

☼ **Policy LU-6.6:** When reviewing future annexation proposals, consider the preferences of residents and owners in the area, San Diego County, and LAFCO as well as the financial impact on the City.

Why is this important?

The land use decisions of one agency often have rippling effects on other agencies. Working with and notifying other agencies of National City’s local plans eliminates surprises and helps to achieve a more coordinated development pattern. In addition, California Government Code §65302 requires cities and counties to consider the impact of new growth on military readiness activities and facilities.

EXISTING ASSETS

Goal LU-7: The efficient use of land and infrastructure.

Policy LU-7.1: Establish incentives to promote the use and development of vacant infill parcels and the intensification of land uses on underutilized parcels to realize the greatest benefit to the community.

Policy LU-7.2: Support historic preservation, adaptive reuse, and refurbishing of existing buildings and structures.

Policy LU-7.3: Plan and direct growth to areas where the existing infrastructure system has the capacity to handle additional development.

Policy LU-7.4: Encourage privately initiated redevelopment efforts in residential, commercial, and industrial areas and use public redevelopment resources where necessary to stimulate and leverage private investment.

☀️**Policy LU-7.5:** Develop land that may become accessible as a result of a public improvement effort in a way that is compatible with surrounding land uses and in the best interests of the community.

Policy LU-7.6: Support the strategic conversion of certain sections of streets into developable land only where the conversion positively contributes to the redevelopment and revitalization of the area, improves traffic safety, and does not impede emergency access.

Why is this important?

National City is almost completely built out, but additional population growth and development still needs to be accommodated. Vacant parcels, underutilized parcels, and existing vacant buildings are the most logical locations to direct future development.

PUBLIC FACILITIES, SERVICES, AND INFRASTRUCTURE AVAILABILITY


Refer to the Conservation and Sustainability Element for additional policies related to infrastructure systems and efficiency.

☀️**Goal LU-8: Efficient, high quality public infrastructure facilities and services and assurance that new, upgraded, or expanded facilities and services are phased in conjunction with the development they are intended to service.**

☀️**Policy LU-8.1:** Require new development, including infill projects, to provide fair share contributions toward the costs of the public facilities, services, and infrastructure necessary to serve the development, including, but not limited to, transportation, water, sewer and wastewater treatment, solid waste, flood control and drainage, schools, fire and police protection, and parks and recreation.

☀️**Policy LU-8.2:** Ensure that development impact fees reflect the costs of improvements.

☀️**Policy LU-8.3:** Development should only occur when adequate infrastructure is available to serve it.

☀️**Policy LU-8.4:** Plan the circulation system and public infrastructure and services to provide capacity for the realistic build-out of the city.

☀Policy LU-8.5: Update the capital improvement program for the improvement of existing public facilities and the development of new facilities and plan for the equitable distribution of infrastructure improvements and public facilities and services considering both number/size and access/distance to facilities.

Policy LU-8.6: Leverage federal and state funds to support public works projects.

Why is this important?

In many cases, the revenue that local governments receive is not sufficient to provide adequate municipal services to area residents. Acquiring other financing sources such as development impact fees and government grants helps to ensure that infrastructure and services can be maintained and upgraded. In addition, it is important to ensure that public facilities and services are equally distributed throughout the city so that no one geographic area is underserved.

COMMUNITY DESIGN

☀Goal LU-9: Enhanced community character and identity through good urban design that considers function, form, pedestrian scale, amenities, and aesthetics.


Refer to the Circulation Element for additional information regarding community corridors.

Policy LU-9.1: Design developments along mixed-use and “community corridors” for the comfort and enjoyment of pedestrians and bicyclists. This includes features such as street trees, placing buildings close to the street, de-emphasizing parking lots and garages, limited driveway cuts, traffic-calming features, clearly defined street crossings, adequate lighting, and street furnishings where appropriate.

Policy LU-9.2: Encourage and facilitate outdoor dining/cafes as part of the desired character for mixed-use areas and appropriate business districts.

Policy LU-9.3: Support form-based zoning for areas along mixed-use and community corridors to guide physical form, achieve predictable built results, and foster a high-quality public realm.

Policy LU-9.4: Encourage an overall high quality streetscape design, where feasible, that promotes narrow roadways; bike lanes; on-street parking; minimal curb cuts; enhanced

crosswalks; appropriate sidewalk widths; landscaped medians and parkways; street trees, planters, and wells; street lighting; street furniture; wayfinding; enhanced paving; public art; and other features that contribute to the desired character for National City, where appropriate.

☀️ **Policy LU-9.5:** Apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping, signage, and amenities.

Policy LU-9.6: Encourage the use of alleys and side-loaded garages to de-emphasize the garage as the prominent visual feature of a residence.

Policy LU-9.7: Promote a variety of housing styles and encourage the use of front porches, stoops, and individual unit entries, where appropriate.

Policy LU-9.8: Apply right-of-way design standards that promote urban forestry and encourage urban greening throughout the streetscape.

☀️ **Policy LU-9.9** Promote appropriate transitions in building height and bulk which are sensitive to the visual and physical character of adjacent neighborhoods.

Why is this important?

A positive community image and quality community design instills a sense of pride and well-being in the community.

PUBLIC ART

Goal LU-10: An enhanced level of public art, educational, and cultural amenities throughout the City.

Policy LU-10.1: Connect and enhance the Cultural Arts Center, the Playhouse on Plaza, the library, the Civic Center, Heritage Square, Morgan Square, and Brick Row.

Policy LU-10.2: Provide opportunities for artistic and cultural expression in the design of public facilities and their spaces through public art donations, working with local artists, students, and community groups.

Policy LU-10.3: Encourage the incorporation of public art into larger commercial and/or mixed-use projects that enhance community character as well as the built environment.

Policy LU-10.4: Incorporate public art into utility facilities, where feasible and appropriate.

Policy LU-10.5: Encourage new projects to include design features that identify and celebrate the different cultures and history of National City.

Why is this important?

Public art has a significant impact on the local environment and can be used to encourage regeneration and enhancements of public or private spaces. Public art also plays an important role in our everyday lives as it can enhance and complement our environments, bring communities together, offer social and educational opportunities, and promote tourism.

COMMUNITY IDENTITY

Goal LU-11: A recognizable community identity and high quality appearance and harmony between existing and new uses.

 **Policy LU-11.1:** Continue to use Design Guidelines and Landscape Guidelines when reviewing development applications to ensure that proposed development is compatible with its surroundings and contributes to a positive image of National City.

Policy LU-11.2: Identify gateways at major entrances to the city using such features as buildings, street trees, welcome signs, banners, decorative lighting, archways, and other design techniques to announce the gateway. Refer to Figure LU-5 for an exhibit identifying National City’s gateways.

Policy LU-11.3: Incorporate creeks and other natural features into new development and redevelopment and reintroduce them where they have been lost or undergrounded, where feasible.

 **Policy LU-11.4:** Recognize, maintain, and enhance the character and identity of residential neighborhoods and business districts.

Policy LU-11.5: Promote greater public awareness of the architectural, urban design, and cultural heritage of the city.


Refer to the Open Space and Agriculture Element for additional policies related to creek access.



Refer to the Open Space and Agriculture Element for additional information and policies related to historic resources.

Policy LU-11.6: Identify ways to improve building facades and exteriors consistent with the historic character of the city.

Policy LU-11.7: Encourage residents and businesses to clean and maintain their properties and public spaces to further a sense of ownership and community pride.

Policy LU-11.8: Require the sensitive placement, screening, and/or treatment of utility meters, boxes, valves, vaults, switches, plumbing, wiring, fences, etc. to eliminate or minimize the aesthetic impact to the neighborhood.

Policy LU-11.9: Encourage the improvement of existing signage to help promote a more attractive street scene in business districts.



Refer to the Safety Element for additional policies regarding crime prevention.

Why is this important?

Maintaining a high quality appearance of the city fosters a sense of community pride and can reduce crime. Studies indicate that signs of social disorder breed bad behavior⁴. A successful strategy for preventing vandalism and criminal behavior is to maintain a clean and aesthetically pleasing environment.

VIEWSHEDS

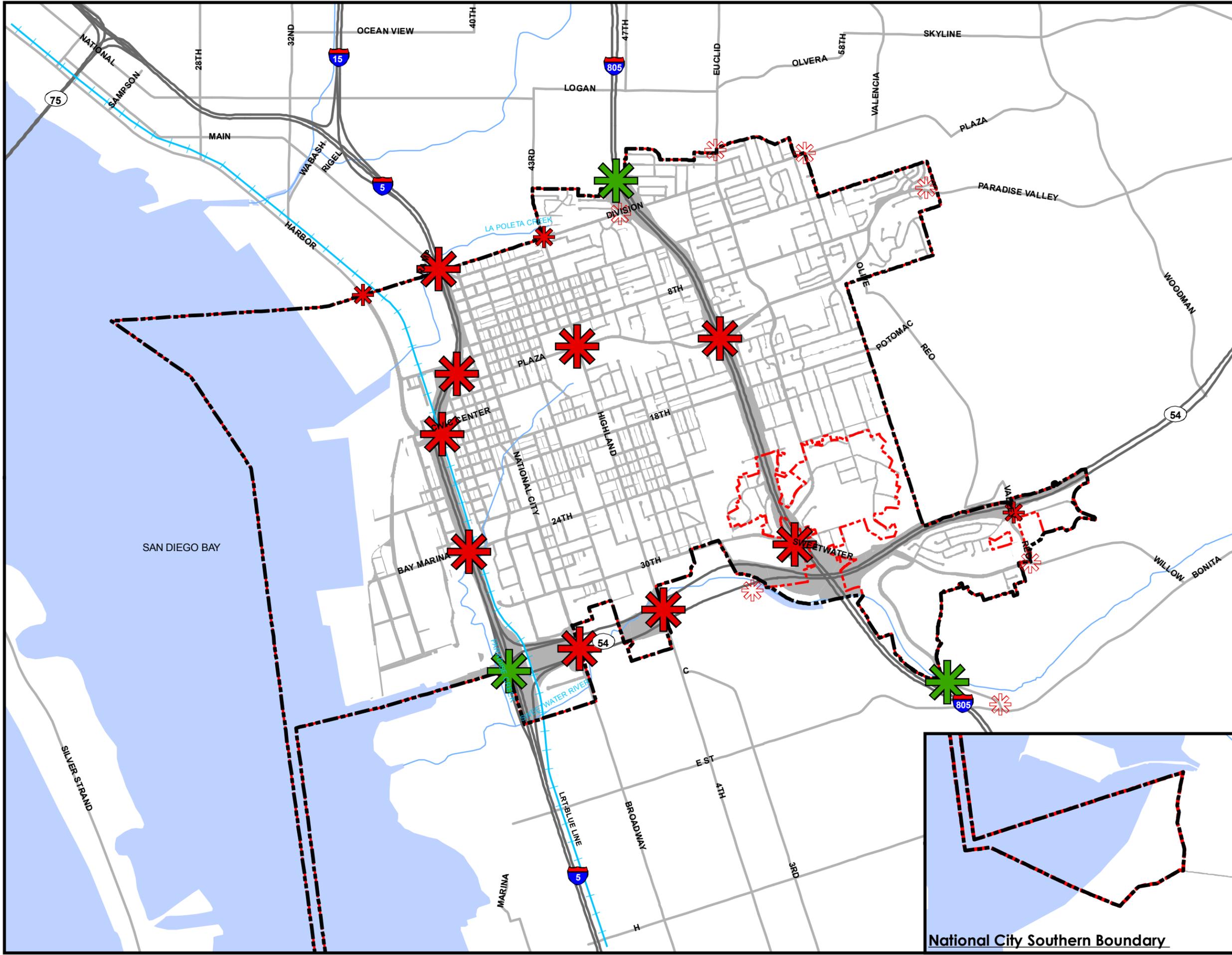
 **Goal LU-12: The preservation of scenic resources and significant viewsheds.**

 **Policy LU-12.1:** Encourage building placement, orientation, height, and mass to maintain and enhance views of San Diego Bay, open space, creeks, and other distinctive scenic resources.

 **Policy LU-12.2:** Encourage the retention and enhancement of natural hillsides.

 **Policy LU-12.3:** Maintain and enhance views of locally admired buildings such as historic structures and other visually appealing manmade features.

⁴ Johnson, Caroline. (2009, February 8). Breakthrough on “broken windows”: In Lowell experiment, crime linked to conditions. The Boston Globe. http://www.boston.com/news/local/massachusetts/articles/2009/02/08/breakthrough_on_broken_windows/?page=1.



Legend

Gateways

-  Major Gateway
-  Major Gateway - Visual Only
-  Minor Gateway
-  Lesser Gateway

Base Layers

-  National City Planning Area Boundary
-  National City Boundary
-  Freeways
-  Roads
-  Railroad

Source: City of National City (City Boundary, 2009), SANDAG (Railroad, 2008; Streams, 2003), San Diego LAFCO (Planning Area Boundary, 2009), SanGIS (Lakes, 2006; Roads, 2008)
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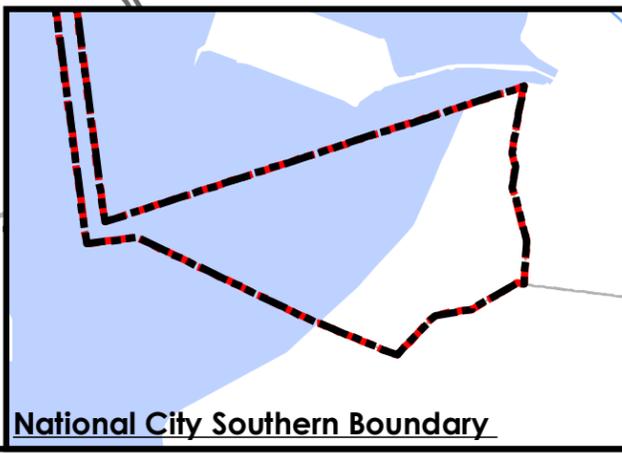
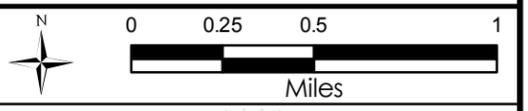


Figure LU-5 Gateways



BACK SIDE OF FIGURE



Nature Deficit Disorder – A description of the human costs of alienation from nature, which can include attention disorders, obesity, anxiety, and depression. The thought is that humans have an instinctive liking for nature and that restricting access to natural areas can result in behavioral problems.

Why is this important?

Protecting scenic vistas and viewsheds from the effects of haphazard development allows a community to preserve its unique charm, build civic pride, and attract positive growth to the area. It also helps generate a relationship with the natural environment. A new and growing body of research indicates that direct exposure to nature is essential for healthy childhood development and for the physical and emotional health of children and adults⁵. A disconnect from nature can lead to attention problems, obesity, anxiety, and depression. This condition, referred to as nature-deficit disorder, occurs mainly in children living in urban cities. Protecting and enhancing a connection to the environment will improve the quality of life for residents.

OTHER PLANS AND CODES

Goal LU-13: Effective plans, codes, resolutions, ordinances, and zoning to implement this General Plan.

Policy LU-13.1: Ensure that the Capital Improvement Program is consistent with the General Plan.

Policy LU-13.2: Encourage the preparation of specific or master plans to guide development in areas that have particular importance due to their location, characteristics, or potential for new development, such as the Bayfront area west of I-5 and Plaza Bonita.

Policy LU-13.3: Develop action plans for neighborhoods and special business districts to increase community involvement in the planning and implementation of improvements at the neighborhood and district level.

 **Policy LU-13.4:** Ensure that the land use code, design guidelines, subdivision ordinance, and grading and improvement requirements are consistent with the General Plan.

 **Policy LU-13.5:** Review and amend existing specific plans, the Local Coastal Program, and the Redevelopment Plan as necessary to ensure consistency with the General Plan.

⁵ Louv, Richard. (2005). Last Child in the Woods: Saving our children from nature deficit disorder. Algonquin Books

Why is this important?

State law requires consistency between specific plans and the general plan (Government Code §§65454 and 65400), the coastal land use plan of the Local Coastal Program and the General Plan (Public Resources Code §30513; Government Code §65300.5), and public works projects and the general plan (Government Code §65455). Ensuring consistency between these plans and the General Plan leads to the implementation of General Plan goals and policies.

E. Build-Out Projections

Based on the allowable densities and intensities identified within this Element, the maximum theoretical build-out of the General Plan, assuming that every parcel is built to full capacity, would result in approximately:

- 48,232 new dwelling units;
- 167,788 new residents;
- 31.7 million square feet of new retail/office space; and
- 18.9 million square feet of new industrial space.

It is unlikely that maximum theoretical buildout would ever occur, since it assumes that every parcel is developed at the maximum allowed density and intensity without taking any other General Plan policy constraints or development regulations into consideration. This pattern of development would not be consistent with the historical growth patterns in National City and is highly unlikely given the current economic climate. Therefore, maximum theoretical buildout does not provide an accurate or appropriate estimate of build-out of this General Plan.

A more realistic assumption of the projected 2030 buildout of this plan would result in approximately:

- 5,091 new dwelling units;
- 20,362 new residents;
- 2.6 million square feet of new retail/office space; and
- 3.2 million square feet of new industrial space.

These projections are based on a more realistic estimate of the development that may occur on vacant or underutilized parcels along with sites that are likely to redevelop within National City, recognizing that there are constraints to developing parcels to their full allowable densities and intensities. Such constraints include parking and access

requirements, setbacks, height limitations, open space provisions, topography, etc. In addition, developers often want to build a variety of product types to meet market demands, some of which could be at a lower density than the maximum allowed.

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Circulation (C)



Multi-Modal Circulation Network –

Transportation infrastructure that serves a variety of users including, but not limited to, pedestrians, bicyclists, transit riders, and drivers.



Public utilities and facilities are addressed in the General Plan in the Conservation and Sustainability Element, the Open Space and Agriculture Element (park facilities), the Safety Element (public safety facilities), and the Education element (school and library facilities).

A. Introduction

This Circulation Element is a transportation plan for the movement of people and goods and identifies the general location and extent of existing and proposed major roadways, transportation routes, terminals, air and water ports, and pedestrian and bikeway facilities. This Element addresses the needs of mobility through the development of an integrated, multi-modal circulation network that accommodates both local and regional trips and supports public transit, walking, bicycling, and vehicular traffic and parking. The city's circulation system is strongly correlated with to the Land Use Element, which supports increased densities and a mix of uses that reduce reliance on personal vehicles by making walking and bicycling more comfortable and convenient. This system benefits people and the environment by providing a wider range of mobility options; making transportation more inclusive and affordable; reducing greenhouse gas emissions and air pollution; increasing activity on the street to support businesses and improve safety, and addressing public health by promoting physical activity.

National City residents' commutes presently rely less on driving alone and more on public transit and other means than commuters throughout San Diego County. Table C-1 shows the modal split of commutes of National City's employed residents compared to San Diego County residents overall¹. (It is important to note that this data does not account for recreational or non-work related trips).

¹ U.S. Census Bureau. (2008). *2006-2008 American Community Survey*. Retrieved March 5, 2010 at: http://factfinder.census.gov/home/saff/main.html?_lang=en



**TABLE C-1
Mode of Commute**

Mode of Commute	National City	San Diego County
Drove Alone	60.7%	74.4%
Carpooled	14.0%	10.9%
Public Transit	6.9%	3.4%
Walked	3.7%	3.0%
Biked	0.6%	0.6%
Worked From Home	12.5%	6.1%
Other	1.6%	1.3%

Source: U.S. Census Bureau, 2008.

B. Roadway Classifications



The street system within the planning area includes major roadways, which are broken down into four classifications: freeways, arterials, collectors, and local roads. Figure C-1 identifies the locations of these various roadway typologies within the planning area. Definitions of these classifications are provided below.

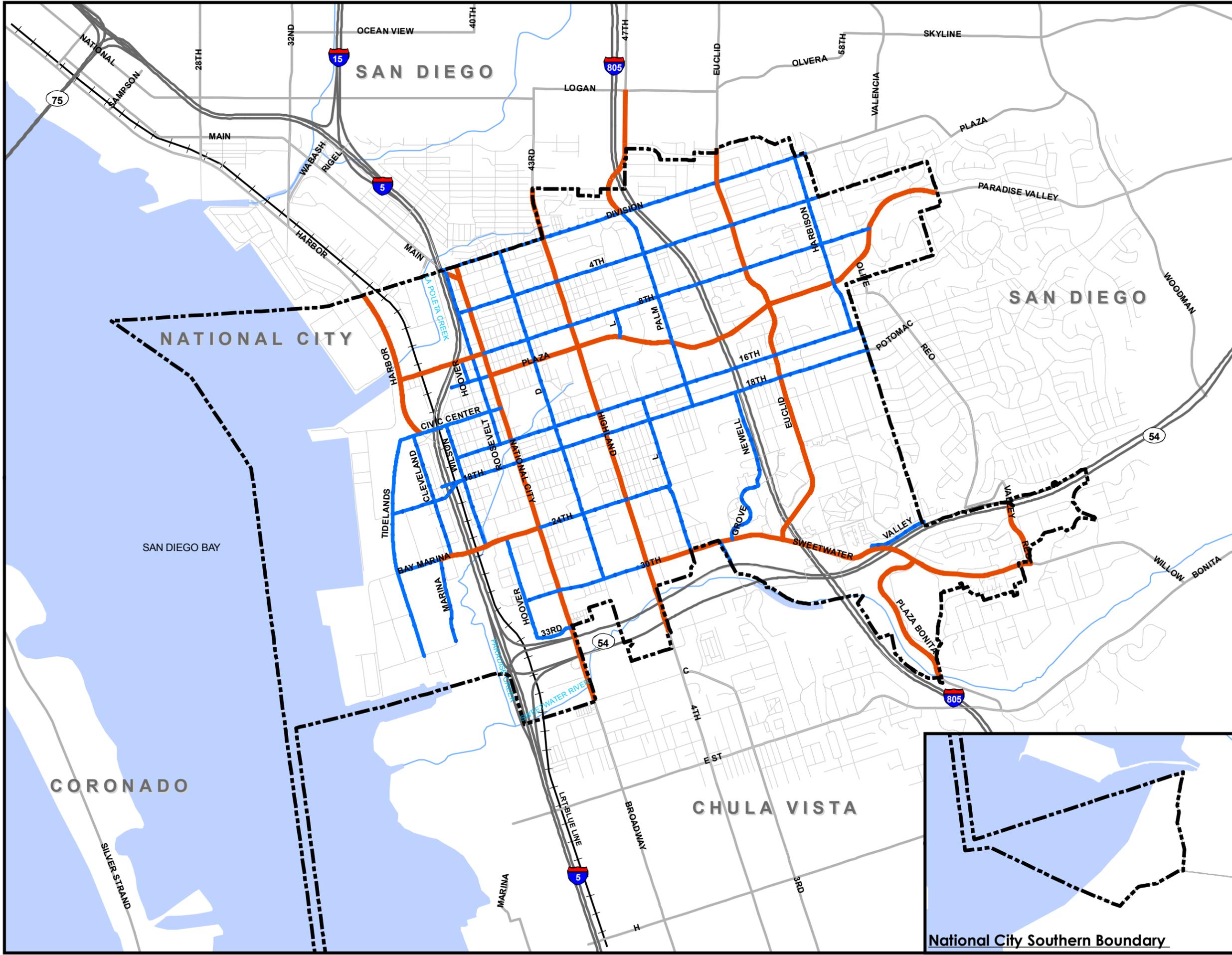
Freeway: A state-designated, high-speed, high capacity route with limited direct access that serves statewide and interregional transportation needs.

Arterial: A major local traffic channel, providing circulation across the City and access to major destination points throughout the region. These are usually comprised of four to six driving lanes, often with synchronized signals to help traffic flow.

Collector: A local conduit that distributes vehicular traffic from neighborhoods or business districts onto arterials and sometimes to other collectors. These may serve as alternate routes to arterials for movement across the city.

Local: A low capacity, low-speed road providing direct access to individual properties within neighborhoods. These roads usually consist of two driving lanes.

The National City street system plan also includes a community corridor street typology in addition to the



Legend

Roadway Classification

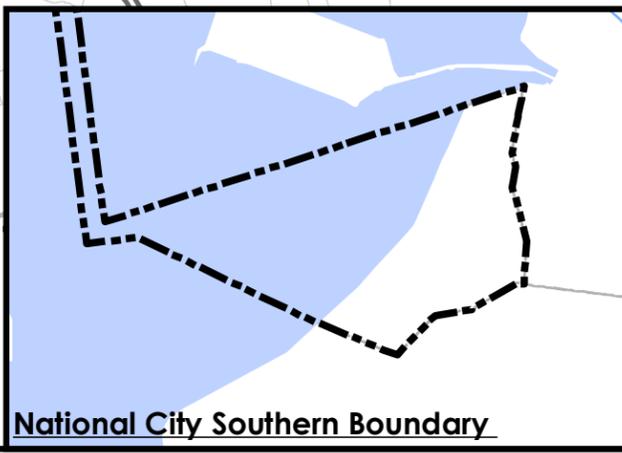
- Freeway
- Arterial
- Collector

Base Layers

- National City Planning Area Boundary
- Railroad
- Local Roads

Source: City of National City (City Boundary,2009; Roadway Class,2009); SANDAG (Railroad,2008; Streams,2003); San Diego LAFCO (Planning Area Boundary,2009); SanGIS (Lakes,2006; Roads,2008)
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**Figure C-1
Roadway Classification**

0 0.25 0.5 1
Miles

NATIONAL CITY
1837
INCORPORATED

3-45

BACK SIDE OF FIGURE



Glorietta –
Another term for
a round-about or
traffic circle.



functional classifications. This street type is applied to arterials, collectors, and local streets and is intended to increase the comfort of walking and/or bicycling on these roads through traffic calming measures such as on-street parking, bulb-outs, or gloriettas; streetscape improvements such as landscaping, street trees, and medians; pedestrian enhancements such as wider sidewalks and street furniture; and bicycle improvements such as designated bicycle lanes and bike rack facilities. Figure C-2 identifies the location of designated community corridors in National City and Figures C-3 through C-7 identify sample cross sections for community corridors to illustrate the types of improvements they may contain within the right-of-way.

C. Existing Setting

VEHICULAR CIRCULATION SYSTEM

The planning area currently has approximately 110 miles of paved streets and 90 signalized intersections². The existing roadway system generally follows a traditional grid pattern.



The main regional freeway facilities through the planning area are I-5, I-805, and SR-54. Both I-5 and I-805 provide north-south movement while SR-54 is an east-west corridor.

The City has 15 major arterial roadways providing circulation across the City and to major destination points throughout the region. These streets are typically four lanes and are generally spaced at half-mile intervals.

Additionally, the City is served by 30 collector roadways that operate as local conduits to take users in and out of neighborhoods and business districts onto the arterial routes. These are generally two lane roads with signalized intersections.

PARKING

National City has a variety of parking options including on-street parking with and with out time restrictions (up to four hours), off-street parking lots, and residential garages, carports, driveways, etc. Designated permit parking districts are located in select neighborhoods. Permit parking districts are applied to areas which have over 70 percent occupancy for on-street parking. In these areas, the City charges an annual fee to residents for a parking permit. The main

² City of National City Engineering Department (2009).



purpose of the program is to keep unauthorized vehicles (mainly from industrial shops near residential neighborhoods) from monopolizing the residential street parking supply. On-street signage designates the allowable amount of time vehicles without proper permits may park before being liable for citations. Parking for commercial vehicles and large trucks is restricted on certain streets as well and is also identified by on-street signage.

TRUCK ROUTES



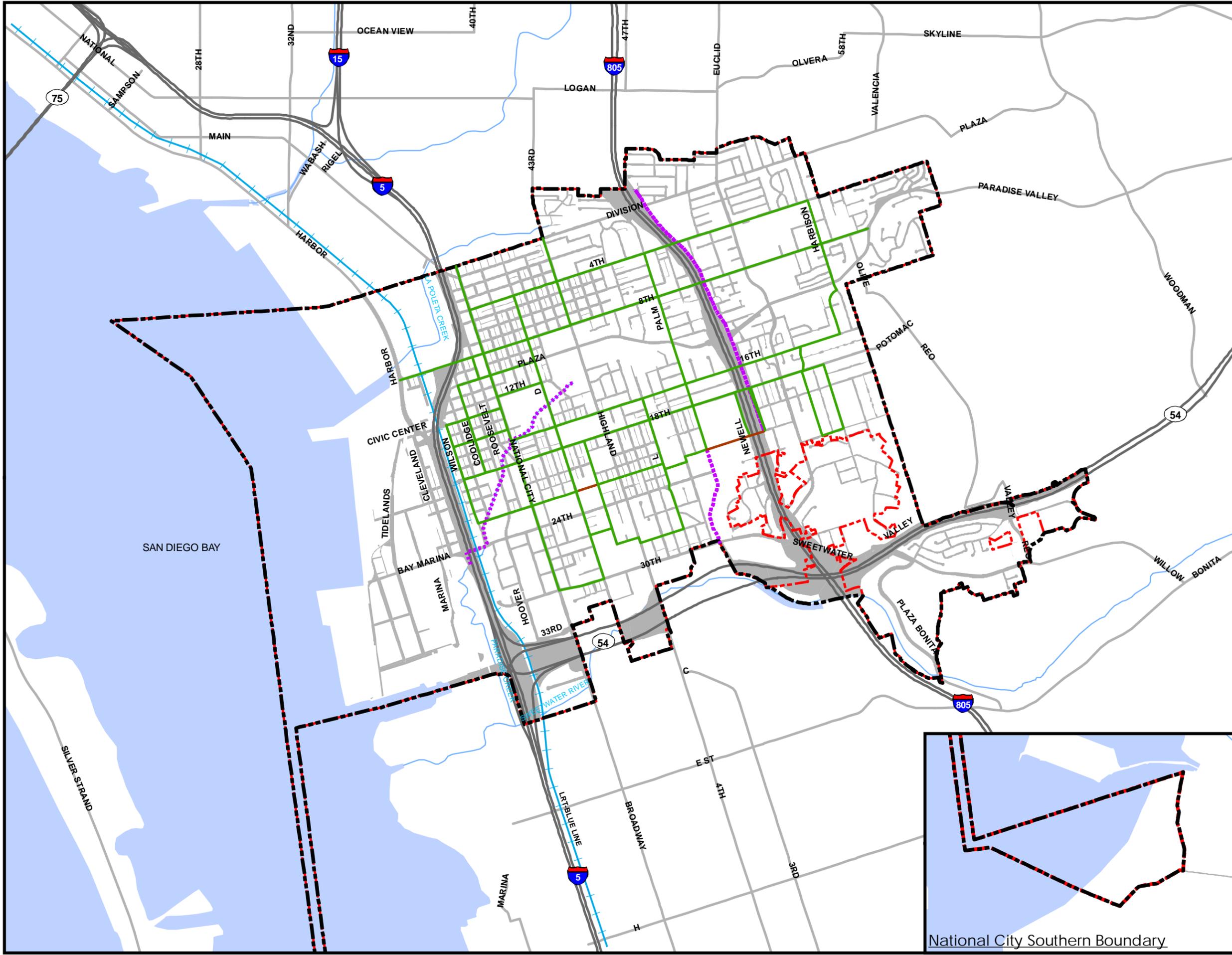
National City has designated trucking routes originating mainly from the Marine Terminal and linking to regional highways (Refer to Figure C-8). The truck routes through National City are either classified as “primary” or “alternate” routes. Primary routes are generally described as the most direct routes to freeways and are used for regional delivery. Alternate routes are those roads used to move trucks through the City to local destinations.

National City’s primary truck routes include:

- Tidelands Avenue from 24th Street to Civic Center Drive;
- Harbor Drive from Civic Center Drive to the northern City limit;
- National City Boulevard from 24th Street to southern City limit;
- Roosevelt Avenue from 8th Street to the northern City limit;
- All of Euclid Avenue (from Sweetwater Road to the northern city limit);
- Bay Marina Drive from Tidelands Avenue to Interstate 5;
- 24th Street from Interstate 5 to National City Boulevard;
- 30th Street/Sweetwater Road from National City Blvd. to the eastern City limit;
- Plaza Bonita Center Way/Reo Drive from 30th Street/Sweetwater Road to Tonawanda Drive; and
- Plaza Boulevard/Paradise Valley Road from Highland Avenue to the eastern City limit.

National City’s alternate truck routes include:

- Highland Avenue from Plaza Boulevard to 30th Street;
- Civic Center Drive from Harbor Drive to National City Boulevard



Legend

Community Corridors

- Combination of Modes (Green line)
- Non-Motorized Only (Orange line)
- Proposed Recreational Trails (Purple dashed line)

Base Layers

- National City Planning Area Boundary (Dashed black line)
- National City Boundary (Dashed red line)
- Freeways (Thick grey line)
- Roads (Thin grey line)
- Railroad (Blue line with cross-ticks)

Source: City of National City (City Boundary, 2009), SANDAG (Railroad, 2008; Streams, 2003), San Diego LAFCO (Planning Area Boundary, 2009), SanGIS (Lakes, 2006; Roads, 2008)
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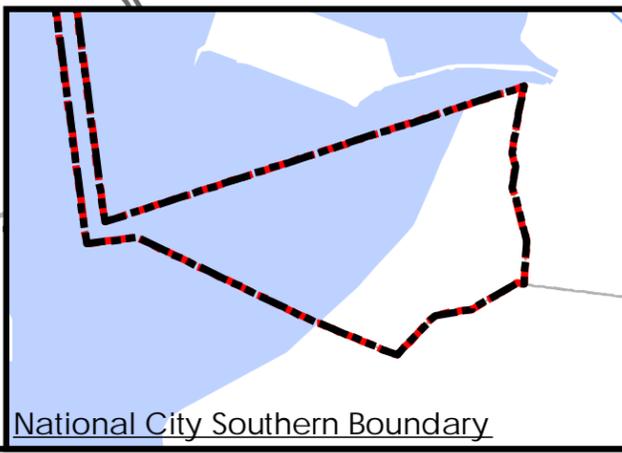
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Figure C-2
Community Corridors

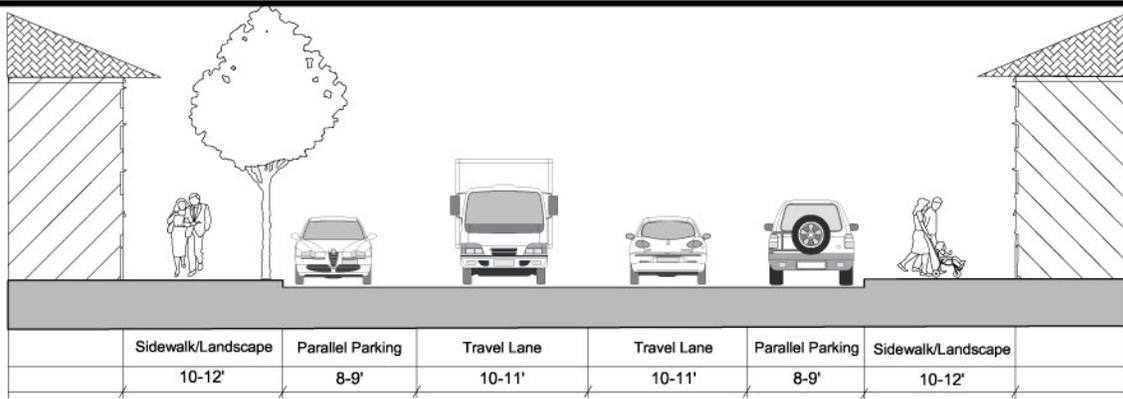
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NATIONAL CITY
1837
INCORPORATED

3-49

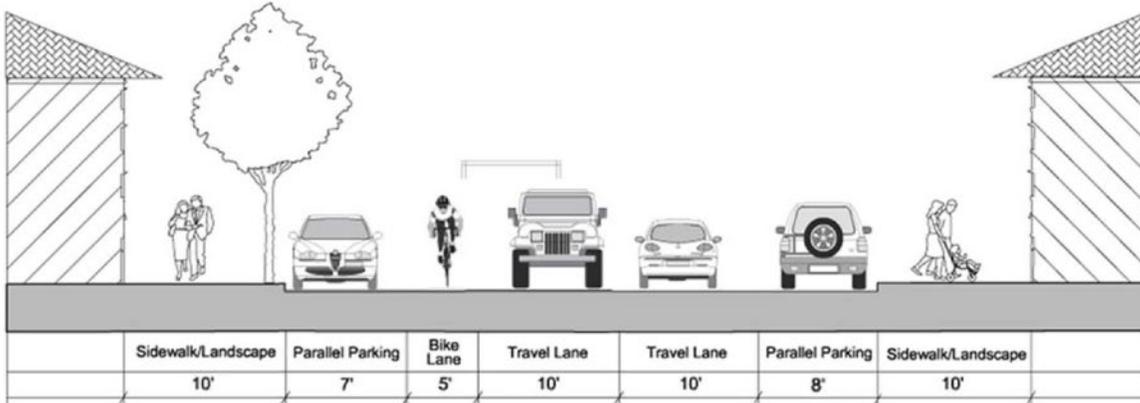


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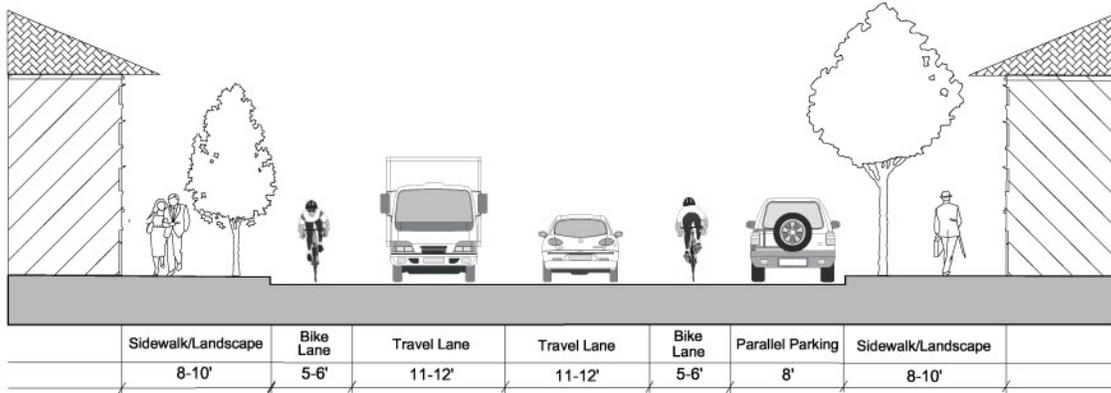
36-40' Curb to Curb

60' Right of Way



40' Curb to Curb

60' Right of Way



40-44' Curb to Curb

60' Right of Way

Figure C-3
Community Corridors
Cross Section
36'-44' Curb to Curb, 60' ROW

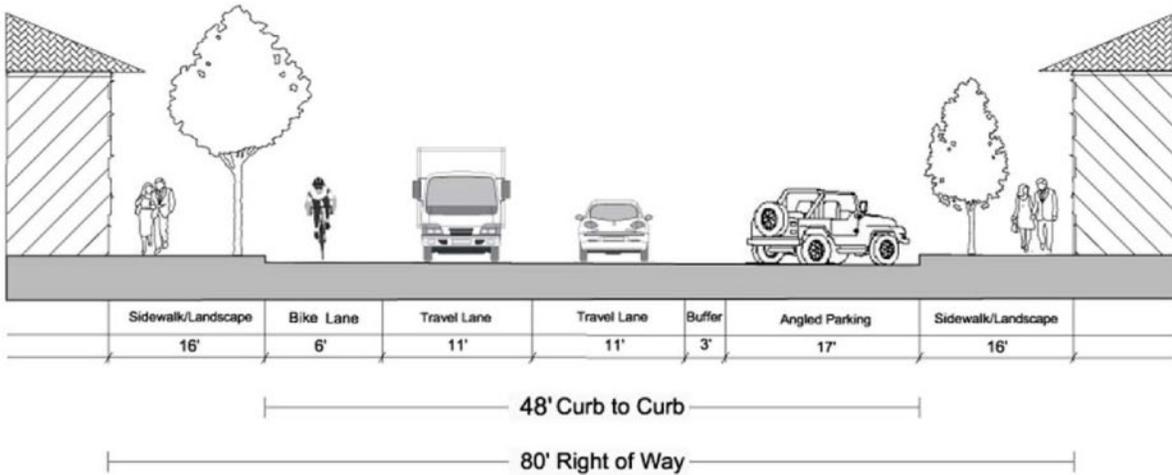
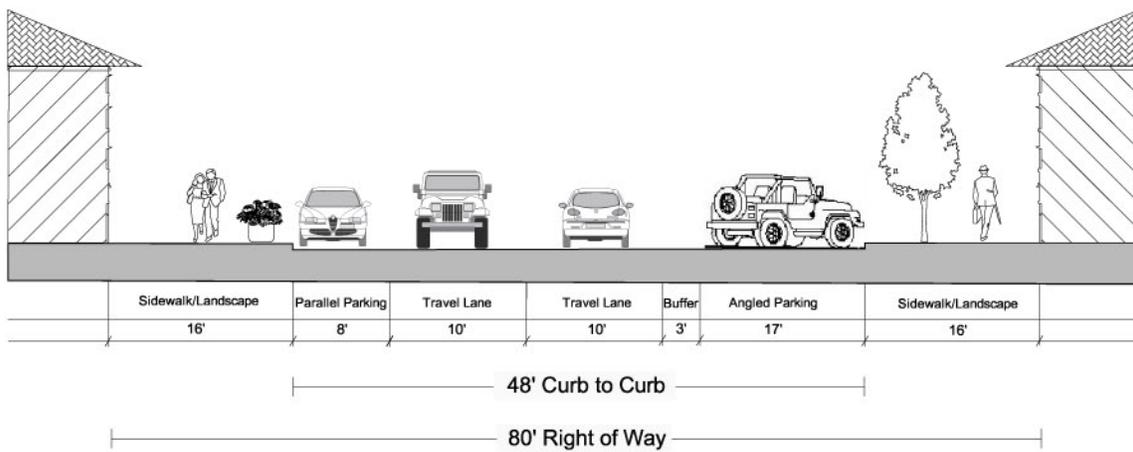
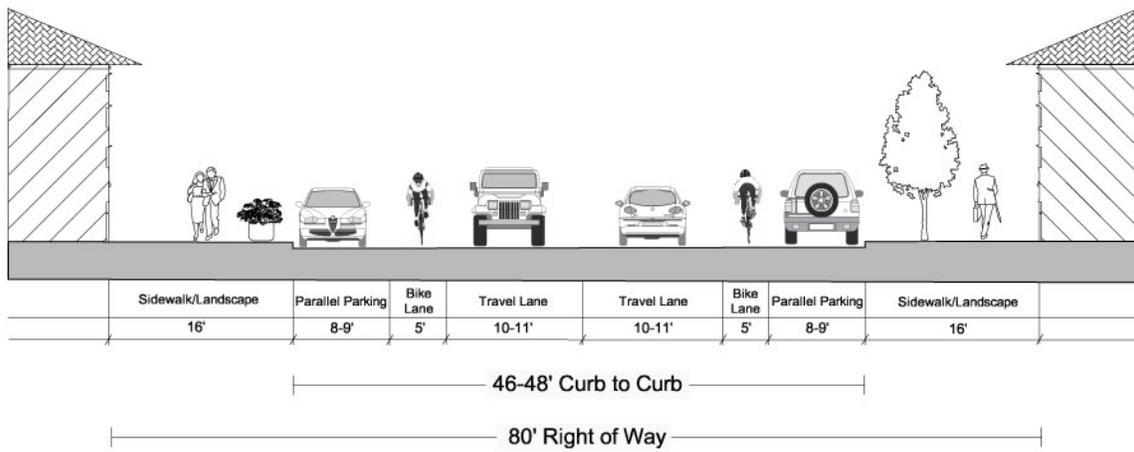


Figure C-4
Community Corridors
Cross Section
46'-48' Curb to Curb, 80' ROW

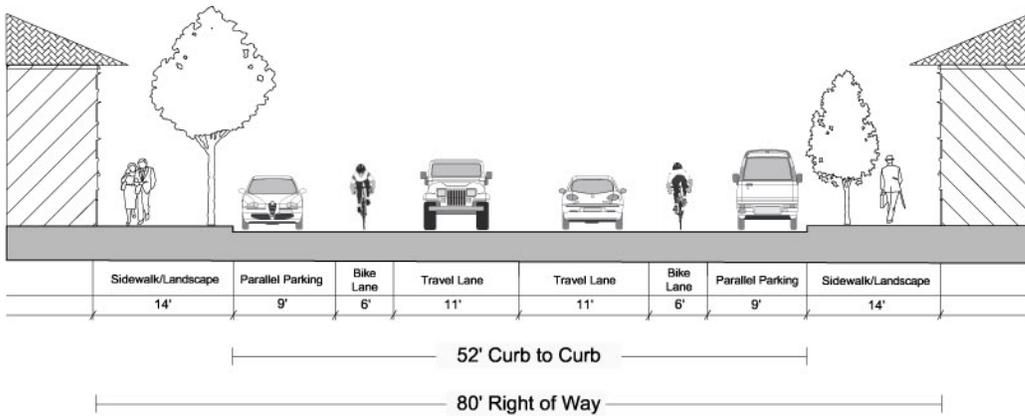
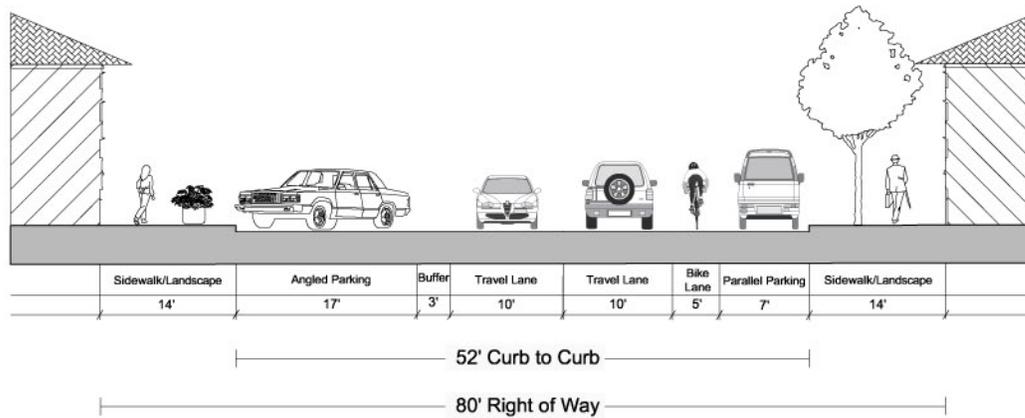
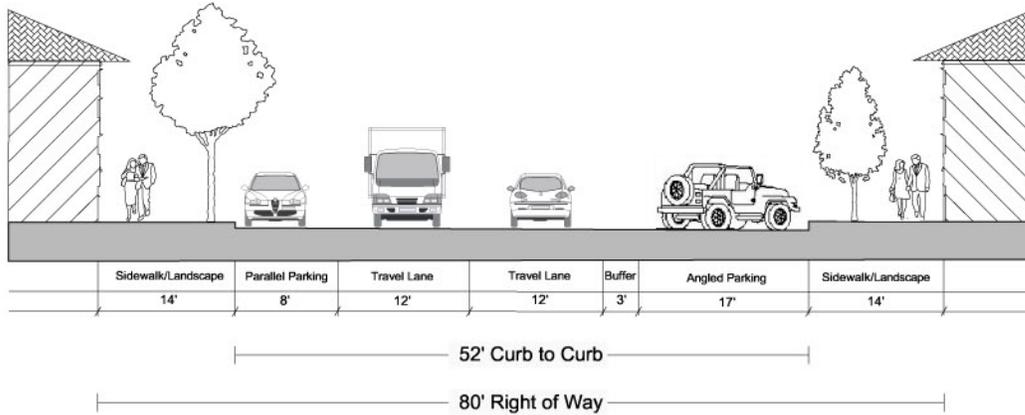


Figure C-5
Community Corridors
Cross Section
52' Curb to Curb, 80' ROW

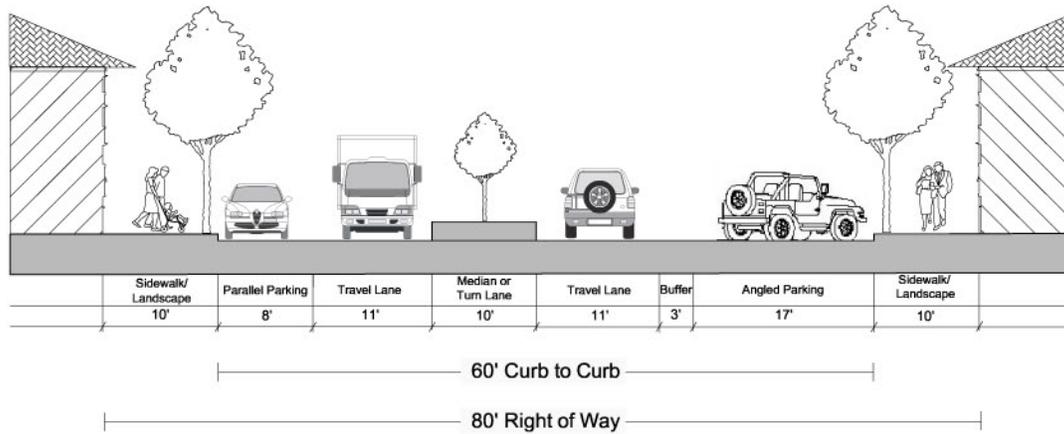
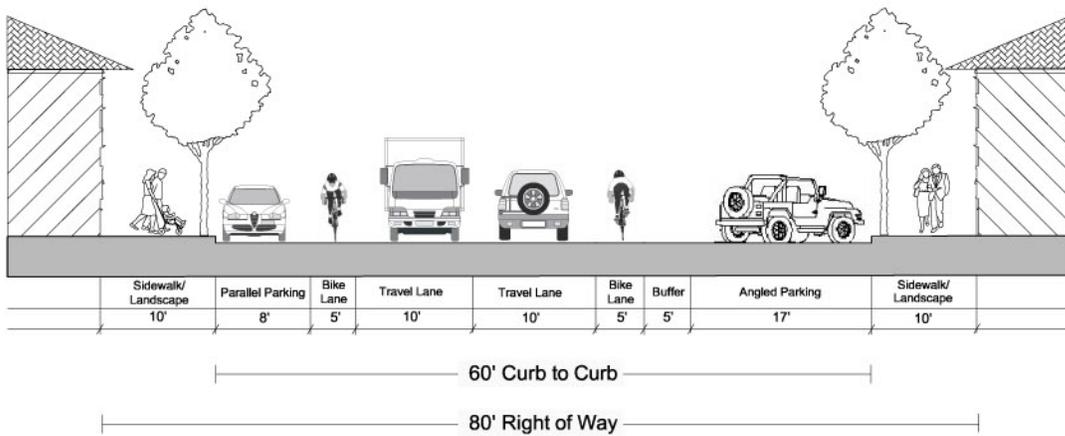
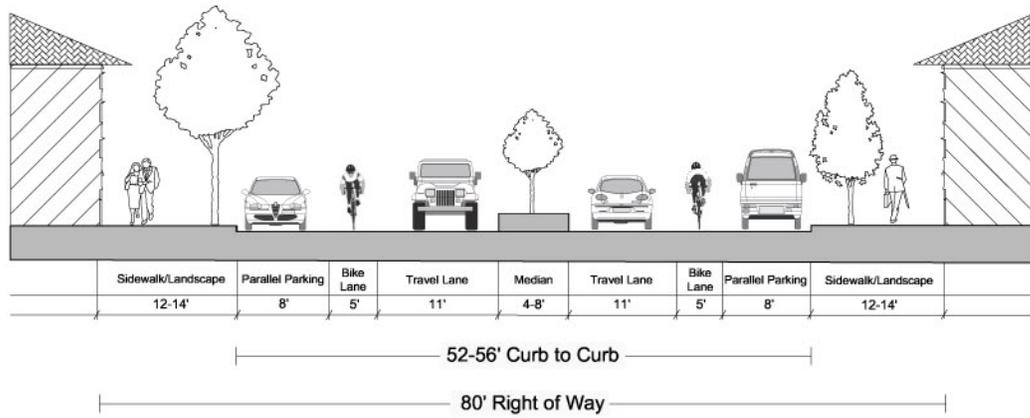


Figure C-6
Community Corridors
Cross Section
52'-60' Curb to Curb, 80' ROW

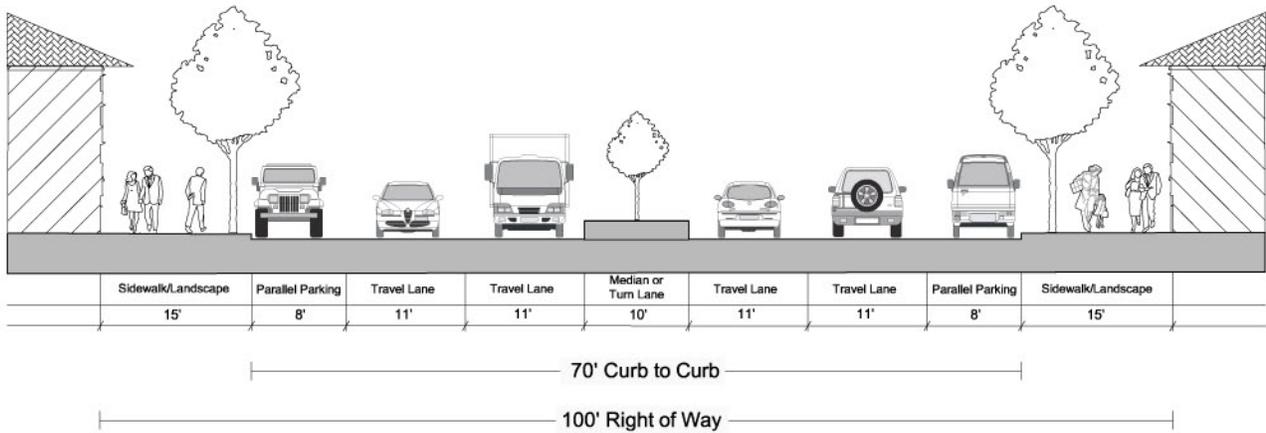
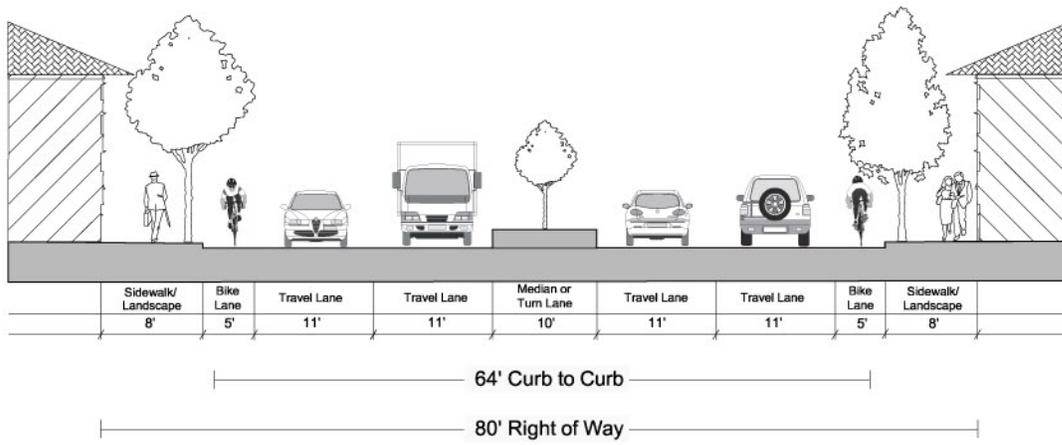
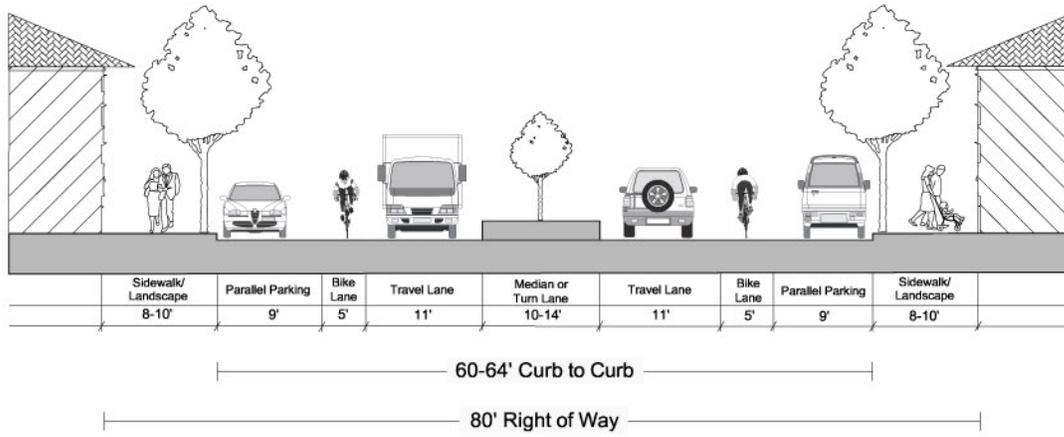
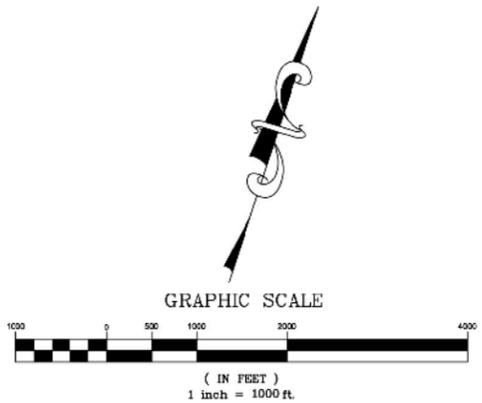
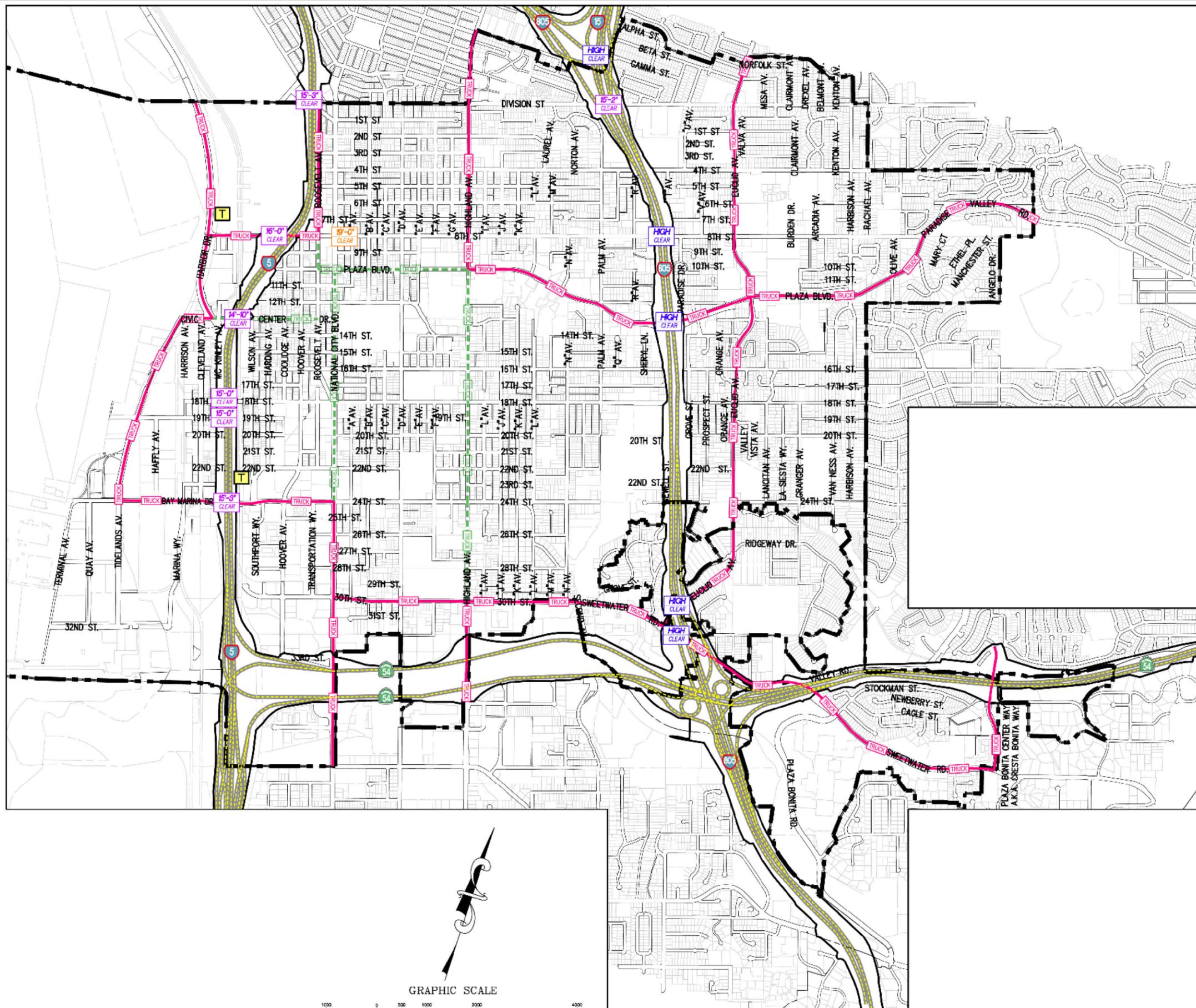


Figure C-7
Community Corridors
Cross Section
60'-70' Curb to Curb, 80'-100 ROW



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Legend

- LEGEND**
- CITY BOUNDARY
 - PRIMARY TRUCK ROUTES
 - ALTERNATE TRUCK ROUTES
 - FREEWAY OVERPASS CLEARANCE
GOOD FOR ALL LOADS
 - PEDESTRIAN BRIDGE CLEARANCE
 - TROLLEY STATION
 - INTERSTATE / STATE HIGHWAY

NOTE:
TRUCKS EXCEEDING A MAXIMUM GROSS WEIGHT OF 6,000 LBS. (3 TONS) ARE REQUIRED TO USE DESIGNATED TRUCK ROUTES.

Source: City of National City
The information on this map was derived from various digital databases, sourced above. Care was taken in the creation of this map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users are cautioned to field verify information on this product before making any decisions.

**Figure C-8
Truck Routes**



BACK SIDE OF FIGURE



- National City Boulevard from 24th Street to Plaza Avenue
- Roosevelt Avenue from 8th Street to Plaza Boulevard
- Plaza Boulevard from Roosevelt Avenue to Highland Avenue

PUBLIC TRANSIT



The planning area is served by a regional transit system operated by the San Diego Metropolitan Transit System (MTS). There are nine bus routes running through the planning area with a total of 211 bus stops. Additionally, the planning area includes two MTS Trolley stations, which are located on the Blue Line Trolley running from Old Town and Downtown San Diego to the US-Mexico border. The 8th Street Trolley Station is located near the intersection of 8th Street and Harbor Drive, and the 24th Street Trolley Station is located near the intersection of 22nd Street and Wilson Avenue (Refer to Figure C-9).



The planning area also will soon be served by the South Bay Bus Rapid Transit (BRT) project. The 21-mile BRT will provide high-speed transit connections between downtown San Diego and the Otay Mesa Border Crossing along the future I-805 managed lanes and a dedicated transitway through eastern Chula Vista. The new BRT will ultimately include 15 stations providing access to regional employment centers in downtown San Diego, the Otay Mesa Business Park, and the future Eastern Urban Center, as well as serving residential communities in Chula Vista and National City. The first phase of the project, between downtown San Diego and the Eastern Urban Center, is scheduled to be completed by 2010. The second phase, to the Otay Mesa Border crossing, is scheduled to be completed by 2015³. One BRT station is planned for National City. An inline station will be constructed on I-805 and will provide access to Plaza Boulevard.


Walkability – A measure of how attractive an area is to pedestrians; it takes into account the presence or absence and quality of sidewalks or other pedestrian right-of-ways, traffic and road conditions, land use patterns, and perceived safety.

PEDESTRIAN ROUTES

Walkability within the planning area appears to be limited due to poor sidewalk conditions, a lack of painted crosswalks at controlled intersections, and an uninviting streetscape. A significant constraint to improving walkability in the planning area is the difficulty of providing safe, mid-block pedestrian street crossings between major controlled

³ SANDAG. (2010). South Bay Bus Rapid Transit. Retrieved March 3, 2010 at: <http://www.sandag.org/index.asp?projectid=297&fuseaction=projects.detail>



Refer to the Open Space and Agriculture Element for a discussion of recreational trails.



intersections along the City’s major thoroughfares and within commercial districts.

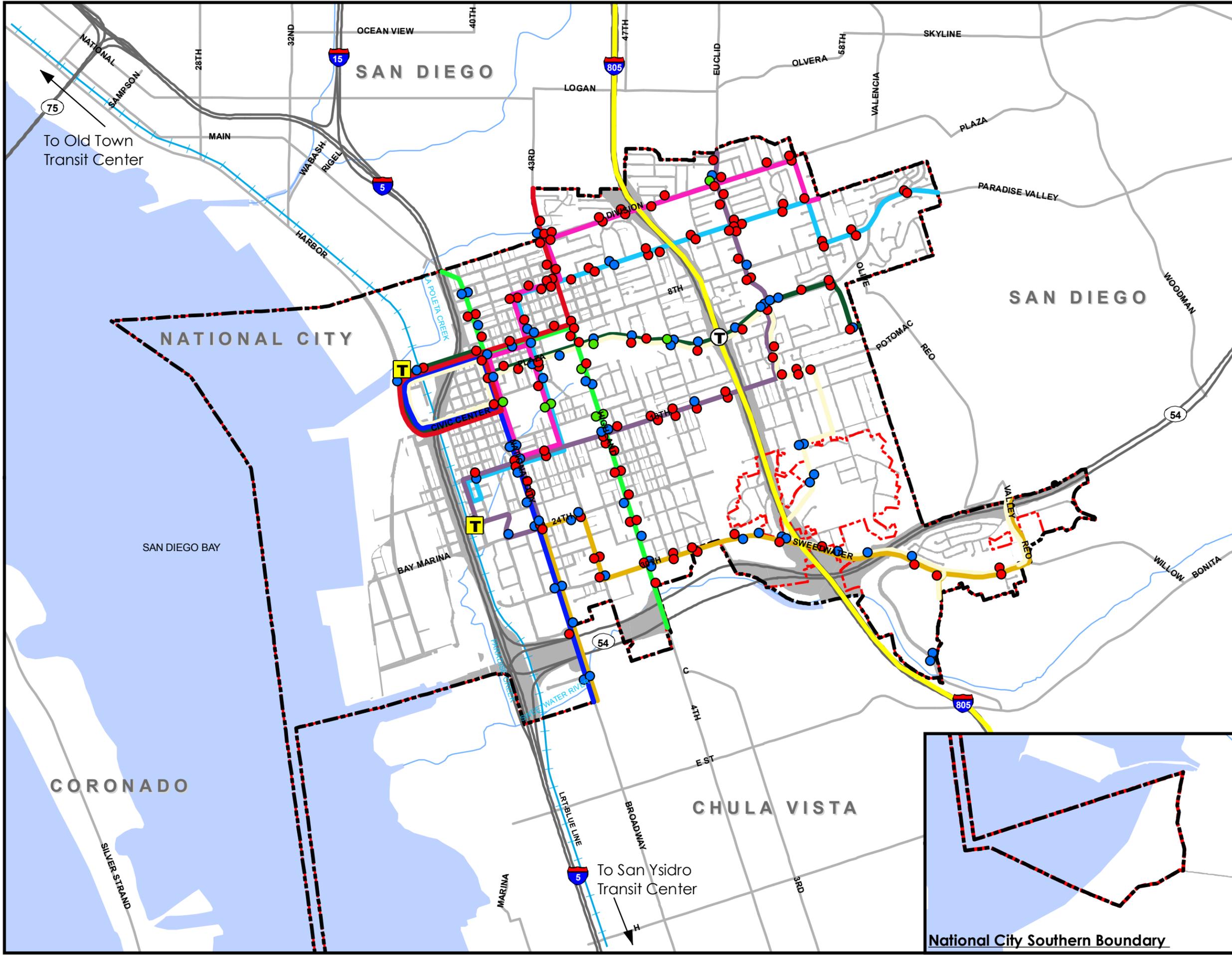
The City’s Capital Improvement Program (CIP) identifies funds to improve upon conditions affecting walkability. Additionally, the City has implemented portions of its Safe Routes to School program. The program’s primary objective is to create safe and accessible walking corridors between schools and the feeder neighborhoods. It aims to encourage and increase the number of children who walk to school through public outreach and education. Implementation involves the installation of traffic safety enhancements such as lighted warning beacons, radar speed feedback signs, pedestrian countdown signals at street crossings, in-road lights at crosswalks, increased street signage, and striping. School zones will receive the majority of improvements but the program is intended to encourage future pedestrian enhancements throughout the City.

BIKEWAYS

The planning area contains two regional bikeways: The Bayshore Bikeway and the Sweetwater River Bikeway. The Bayshore Bikeway is a 26-mile regional bicycle route that encircles San Diego Bay and passes through the planning area along Harbor Drive and Tidelands Avenue and provides a link to the nearby cities of San Diego, Coronado, Imperial Beach, and Chula Vista. This route also provides an alternative transportation option to many industrial and military job sites.

The Sweetwater River Bikeway is located along the southern border of National City with segments in Chula Vista. It runs parallel with the Sweetwater River Flood Control Channel. It is approximately 1.7 miles long and varies between eight and ten feet in width. It connects to the Bayshore Bikeway at the Sweetwater Channel near the Gordy Shields Bridge.

In addition, the City of National City’s Bikeway Master Plan identifies the location of local bike routes (Refer to Figure C-10).



Legend

- Bus Stops**
- Bus Stop
 - Bus Stop (w/Bench)
 - Bus Stop (w/Bench and Shelter)
 - T Trolley Station
 - T Future I-805 Bus Rapid Transit (BRT) Stop

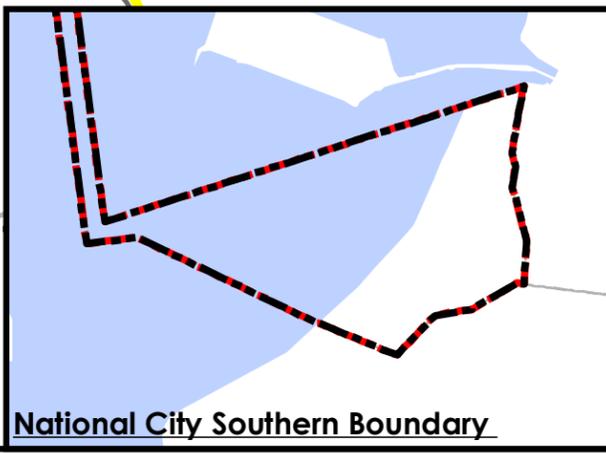
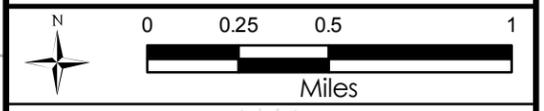
- Bus Routes**
- 13
 - 929
 - 932
 - 955
 - 961
 - 962
 - 963
 - 967
 - 968
 - Future South Bay BRT Route

- Trolley Line**
- San Diego Trolley - Blue Line

- Base Layers**
- National City Planning Area Boundary
 - National City Boundary
 - Freeways
 - Roads

Source: City of National City (City Boundary, 2009; Bus Stops, Bus Routes, 2010), SANDAG (Railroad, 2008; Streams, 2003), San Diego LAFCO (Planning Area Boundary, 2009), SanGIS (Lakes, 2006; Roads, 2008)
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Figure C-9
Regional Public Transit System



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