

## 4.6 LAND USE

The analysis in this section provides focused updates to Chapter 4.9 Land Use in the 2011 Comprehensive Land Use Update (CLUU) Program Environmental Impact Report (PEIR), with an emphasis on potential land use plan consistency impacts that may change as a result of the Focused General Plan Update (FGPU). The purpose of this section is to identify and assess potential impacts from any inconsistencies of the FGPU with relevant land use plans and/or policies.

### 4.6.1 Existing Conditions

The following sections describe the existing conditions in National City related to land use. The FGPU boundaries are the National City limits and the unincorporated island portion of San Diego County known as Lincoln Acres (together, “Planning Area”). The unincorporated portion is not under National City’s jurisdiction but has been incorporated for planning purposes as the General Plan Planning Area.

#### 4.6.1.1 Regional Setting

National City is located in the South Bay region of San Diego County, directly south of the City of San Diego and north of the City of Chula Vista. The Planning Area is bisected by Interstate 5 (I-5) on the west, which separates the majority of the City from the working waterfront. The waterfront is mainly composed of industrial uses, Unified Port of San Diego (Port) lands, and the Navy Base. National City’s west coast abuts San Diego Bay approximately 2 miles from the Silver Strand (Interstate 75), which connects to Coronado Island. The eastern portion of the Planning Area is bisected by Interstate 805, which separates the mainly residential and commercial land uses of the central and eastern parts of the City. The southern boundary of the City is bounded by Interstate 54 and the Sweetwater River, which divides the Cities of National City and Chula Vista. The San Diego Metropolitan Transit System services the City through multiple bus lines along the main corridors of National City Boulevard, Highland Avenue, East Plaza Boulevard, 8th Street, Division Street, Euclid Avenue, 18th Street, 30th Street, and 24th Street; the University of California San Diego Blue line also runs through the western portion of the Planning Area, adjacent to the I-5 with two major stops (8th Street Station and the 24th Street Transit Center).

#### 4.6.1.2 Existing Land Uses

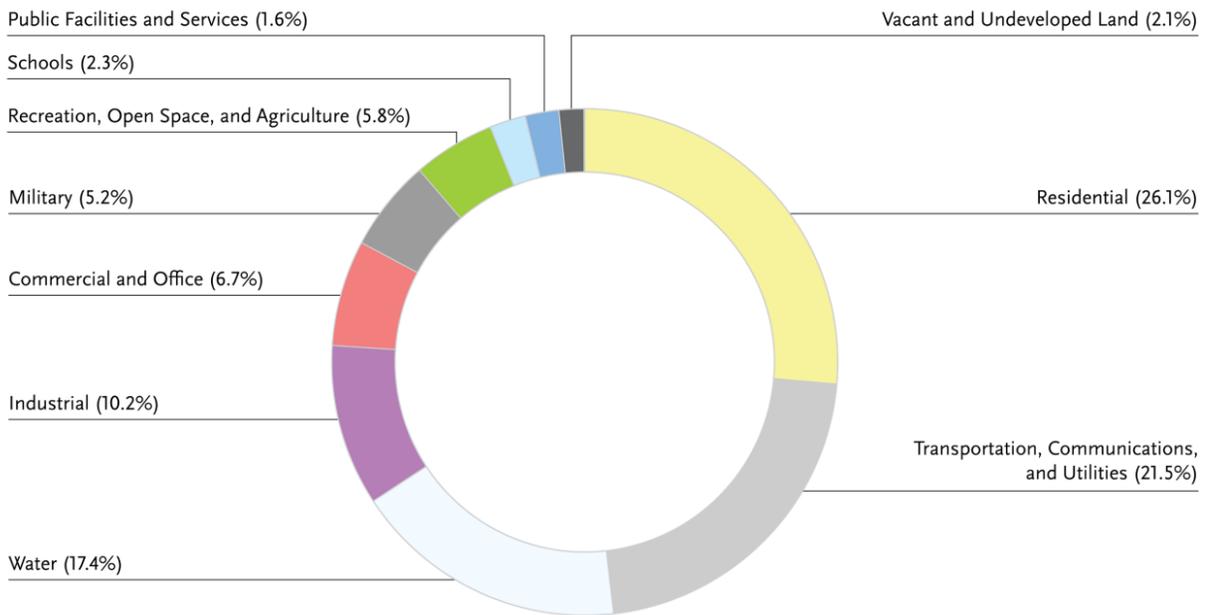
The City’s corporate boundary encompasses approximately 9.2 square miles. Of this, approximately 7.58 square miles (82.4 percent) consists of land area, and 1.7 square miles (18.5 percent) consists of water bodies such as the San Diego Bay.<sup>1</sup> The City’s Planning Area includes approximately 279.77 acres of unincorporated territory, which includes Lincoln Acres, that is currently under the jurisdiction of the County of San Diego.<sup>2</sup>

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<sup>1</sup> National City, About National City, <https://www.nationalcityca.gov/government/police/about-us/about-national-city>, Accessed September 20, 2022; San Diego County Local Agency Formation Commission, Agenda Report 7a Public Hearing, December 2, 2019 <https://www.sdlafco.org/home/showpublisheddocument/4676/637102834232470000>; 7.5 square miles plus 0.08 square miles (i.e. 0.23 acres + 49.5 acres = 49.73 acres) = 7.58 square miles

<sup>2</sup> SANGIS, SANDAG Regional GIS Data Warehouse Open Data Portal, Community Planning Areas (County), July 2018; original 280 acres – 0.23 acres (2019 annexation) = 279.77 acres <https://sdgis-sandag.opendata.arcgis.com/search?groupIds=51a69236c7854a2db9f43730b0fd8e5a>

**Figure 4.6-1 Existing Land Uses**



Source: National City, General Plan Land Use Element Update, 2022

Existing land use coverages are detailed in Figure 4.6-1. Ranked largest to smallest, the land use coverages are as follows:

**Residential**

As of 2018, residential uses constitute the largest use (26.4 percent, or 1634.8 acres). Of this, single-family detached is the most prominent (17.0 percent, or 1,054.4 acres), followed by single-family attached (5.2 percent, or 3,24.7 acres) and multi-family residential (3.5 percent, or 2,14.8 acres). Other residential uses, such as mobile home parks and group quarters, are limited throughout the Planning Area (0.7 percent, or 40.9 acres).<sup>3</sup>

**Transportation, Communications, and Utilities**

Transportation, communications, and utilities are the next largest use (22.4 percent, or 1,389.4 acres) and include all street right-of-way, railroad right-of-way, and trolley stations and associated parking lots. In addition, this use includes communications and utility-related uses, such as relay towers and water and wastewater treatment facilities.

**Industrial**

The next most prominent category is industrial (10.3 percent, or 640.1 acres), which includes a combination of light and heavy industrial uses, concentrated within the western portion of the City by the harbor front. This category includes a noncontiguous area of National City located within the South San Diego Bay Unit of the San Diego National Wildlife Refuge and containing salt ponds. Within the refuge, approximately 1,050 acres of salt ponds are in active salt production by a permitted commercial salt operation. The U.S. Fish and Wildlife Service has prepared a plan for the future restoration of this area to habitat.

<sup>3</sup> National City, General Plan Land Use Element Update, 2022

### **Commercial and Office**

Commercial and office uses follow as the next largest use (7.0 percent, or 432.0 acres); this category includes a wide variety of uses, including retail and strip commercial, arterial commercial, automobile dealers, neighborhood commercial, service stations, shopping centers, and other retail trade, as well as office uses. In general, commercial and office uses tend to be concentrated along major roads, such as National City Boulevard, Highland Avenue, and E. Plaza Boulevard.

### **Mixed Use**

Mixed use, which is a combination of street level commercial uses with residential and/or office uses, does not currently constitute a significant portion of the Planning Area (0.03 percent, or 2.0 acres).

### **Military**

Military uses within the Planning Area include Naval Base San Diego, the Army National Guard (located at 303 Palm Avenue), and the U.S. Government Navy Department (1005 E. Plaza Boulevard) (5.2 percent, or 323.7 acres). These areas are controlled by the U.S. military.

### **Recreation, Open Space, and Agriculture**

Recreation, open space, and agriculture uses account for relatively few parts of the Planning Area (3.9 percent, or 243.5 acres). This use includes parks and recreational centers containing activities such as tennis or basketball courts, baseball diamonds, soccer fields, and playgrounds. Public and private golf courses also are included in this category, as are wildlife and natural open space preserves and urban agriculture. As previously discussed, the City's three main parks—El Toyon, Kimball, and Las Palmas—play a large role in shaping community identity.

### **Schools**

Schools further establish distinct neighborhood identities. Chapter 2 Environmental Setting, Section 2.3.6.3 Schools details the schools serving the City and within the boundaries of the City.

### **Public Facilities and Services**

Public facilities and services include fire/police facilities, community centers, hospital/health care-related uses, and other public services.

### **Vacant and Undeveloped Land**

In general, the Planning Area is largely built out, with limited vacant and undeveloped land (1.5 percent, or 101.6 acres).

## **4.6.2 Regulatory Framework**

### **4.6.2.1 Federal**

#### **1972 Coastal Zone Management Act (CZMA)**

The CZMA is administered by the U.S. Department of Commerce, National Oceanic and Atmospheric Administration's Office of Ocean and Coastal Resource Management. The CZMA balances competing land and water issues in coastal zones through the National Coastal Zone Management Program. Its goal is to preserve, protect, develop, and, where possible, restore or enhance the resources of the nation's coastal zone. Federal activities within or affecting the coastal zone must, to the maximum extent practicable, be consistent with the State's coastal management program. The Navy site in National City would be subject to the requirements of the CZMA.

### **4.6.2.2 State**

#### **Senate Bill (SB) 375: Sustainable Communities and Climate Protection Act**

The Sustainable Communities and Climate Protection Act of 2008, also known as SB 375 (2008), requires the San Diego Association of Governments (SANDAG) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) to address greenhouse gas (GHG) reduction targets from cars and light-duty trucks in the context of its Regional Transportation Plan (RTP). SB 375 requires local governments to make their housing elements consistent with their region's SCS.

Additionally, SB 375 requires the SCS to show how GHG reduction targets could be achieved, and recommends the integration of transportation and residential land use as one of the most impactful strategies for reducing GHG emissions from vehicles. Higher-density infill development located near transit that emphasizes proximity and connectivity to public transit, employment and service centers, walkable areas, and amenities can reduce vehicle GHG emissions by reducing the number and length of vehicle trips (assuming travelers are using some other form of non-vehicle mobility).

SB 375 also streamlines the California Environmental Quality Act (CEQA) process by removing project-by-project CEQA review for qualifying projects, relying instead on prior analysis that exempts projects already considered in the broader analysis. There are, essentially, two approaches that SB 375 takes to reducing project-by-project review, which are similar to those identified below for SB 743:

- **Exemptions:** The first type of CEQA streamlining included in SB 375 provides for a reduced requirement to conduct a CEQA analysis for Transportation Priority Projects that are consistent with the SCS or APS. In addition to consistency, these projects must meet three additional requirements: (1) contain at least 50 percent residential use; commercial use, if any, must have floor area ratio of not less than 0.75; (2) have a minimum net density of 20 units per acre; and (3) be located within 1/2 mile of a major transit stop or high-quality transit corridor included in an RTP.
- **Tiering:** The other streamlining measure in SB 375 applies to projects that have already been analyzed under a CEQA assessment that was conducted for the SCS or APS. For a project deemed consistent with the SCS or APS, the Lead Agency is not required to reference, describe, or discuss growth inducing environmental impacts, project-specific cumulative impacts, or a reduced residential density alternative. (More specifically, a residential or mixed-use project which is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in an SCS.)

### **SB 743 – Environmental Quality**

SB 743 created a new CEQA exemption for certain projects that are consistent with a specific plan. The exemption applies if a project meets all of the following criteria:

- It is a residential, employment center, or mixed-use project;
- It is located within a transit priority area;
- It is consistent with a specific plan for which an environmental impact report was certified; and
- It is consistent with an adopted SCS or APS.

An “employment center project” means “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area (TPA).” A “transit priority area” means “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” A “major transit stop” means “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

The exemption cannot be applied if the project would cause new or worse significant impacts compared to what was analyzed in the environmental impact report for the specific plan. In that case, supplemental environmental review must be prepared.

In addition to the new exemption for projects that are consistent with specific plans, SB 743 also eliminates the need to evaluate aesthetic and parking impacts of a project if:

- The project is a residential, mixed-use residential, or employment center project; and
- The project is located on an infill site within a TPA.

An “infill site” means “a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.”

#### **California Coastal Act (CCA)**

Each local government lying, in whole or in part, within the coastal zone shall prepare a local coastal program (LCP) for the portion of the coastal zone within its jurisdiction.

#### **4.6.2.3 Regional**

##### **SANDAG 2021 Regional Plan: San Diego Forward**

SANDAG is the Metropolitan Planning Organization for the San Diego region. SANDAG is composed of elected representatives of the 18 cities in San Diego County and the County itself, and serves as the forum for regional decision-making, regional housing needs assessment allocations, and long-term regional transportation planning, to meet future growth and community needs.

The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. San Diego Forward combines and updates the region’s two big-picture planning documents—the Regional Comprehensive Plan and the RTP—and the SCS. The 2021 Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The vision of the 2021 Regional Plan is a fast, fair, and clean transportation system and a resilient region. The goals of the plan include the efficient movement of people and goods; access to affordable, reliable, and safe mobility options for everyone; and healthier air and reduced GHG emissions regionwide. The core strategies developed to achieve these goals include a reimagined transportation system, sustainable growth and development, and innovative demand and system management.

The 2021 Regional Plan complies with federal and state mandates for reducing GHG emissions and air pollution. The inclusion of 2050 Sustainable Communities Strategy (SCS) per SB 375 describes transportation and land use planning coordination to achieve GHG emissions reduction targets for the San Diego region, as set by the California Air Resources Board. In addition, the 2021 Regional Plan complies with federal civil rights requirements (Title VI) and includes environmental justice considerations, air quality conformity, and public participation. The plan is the region's long-term plan that will be implemented incrementally through the Regional Transportation Improvement Program.

National City is part of the region’s vision for a reimagined transportation system. The City is part of the region’s backbone for improvements under the 5 Big Moves vision, identified as an area for transit priority projects and complete corridor projects that include Next Operating System management and flexible fleets to connect it as a regional mobility hub area. National City is identified as a Major Employment Center and 2035 Potential TPA per the plan.

##### **County of San Diego General Plan and Amendments (2012-2021)**

The County of San Diego General Plan regulates development in all unincorporated areas of the County. The County General Plan includes a portion of the Lincoln Acres neighborhood, which lies entirely within the southeastern part of National City Planning Area. Primary uses in the Lincoln Acres area are single-family residential and a cemetery.

The County of San Diego General Plan was updated in 2011 with a proposed land use for Lincoln Acres of village residential with densities of 4.3 dwelling units per acre, 15 dwelling units per acre, and 24 dwelling units per acre. There are also areas designated as public/semi-public facilities within Lincoln Acres.

#### **Port Master Plan for the San Diego Unified Port District (2020)**

The Port Master Plan provides a mix of goals, policies, and standards to guide existing uses and activities, as well as future development, activation, and management of tidelands. The Port has jurisdiction over land within National City along the bayfront. The National City bayfront is made up of 273 acres of waterfront land and 167 acres of water and includes the National City Marine Terminal, Pepper Park, Pier 32 Marina, the new National City Aquatic Center, and many pieces of valuable public art. City General Plan policies call for coordination with the Port District regarding land use changes within the National City bayfront area of the Port Master Plan and on land use and transportation planning efforts, as well as mitigation of impacts and improving movement of goods related to the marine terminal.

#### **Airport Land Use Compatibility Plans (ALUCPs)**

ALUCPs are prepared by the San Diego County Regional Authority Board to protect the safety of the public surrounding public use airports. Each ALUCP ensures compatibility between an airport and future land uses that surround it by addressing noise, overflight, safety, and airspace protection concerns. Each ALUCP prevents exposure to excessive noise and safety hazards within an Airport Influence Area (AIA) over a 20-year horizon. The following describes the region's proximate ALUCPs to the Planning Area (see Figure 4.6-2).

##### *San Diego International Airport (SDIA) ALUCP (2014)*

A 406-acre portion of National City is located within the AIA for SDIA. This area is outside the area of primary noise concern, but within the airspace protection and overflight notification areas. This area is referred to as "Review Area 2" in the SDIA ALUCP (2014).

##### *Naval Air Station North Island (NASNI) Land Use Compatibility Plan (2019)*

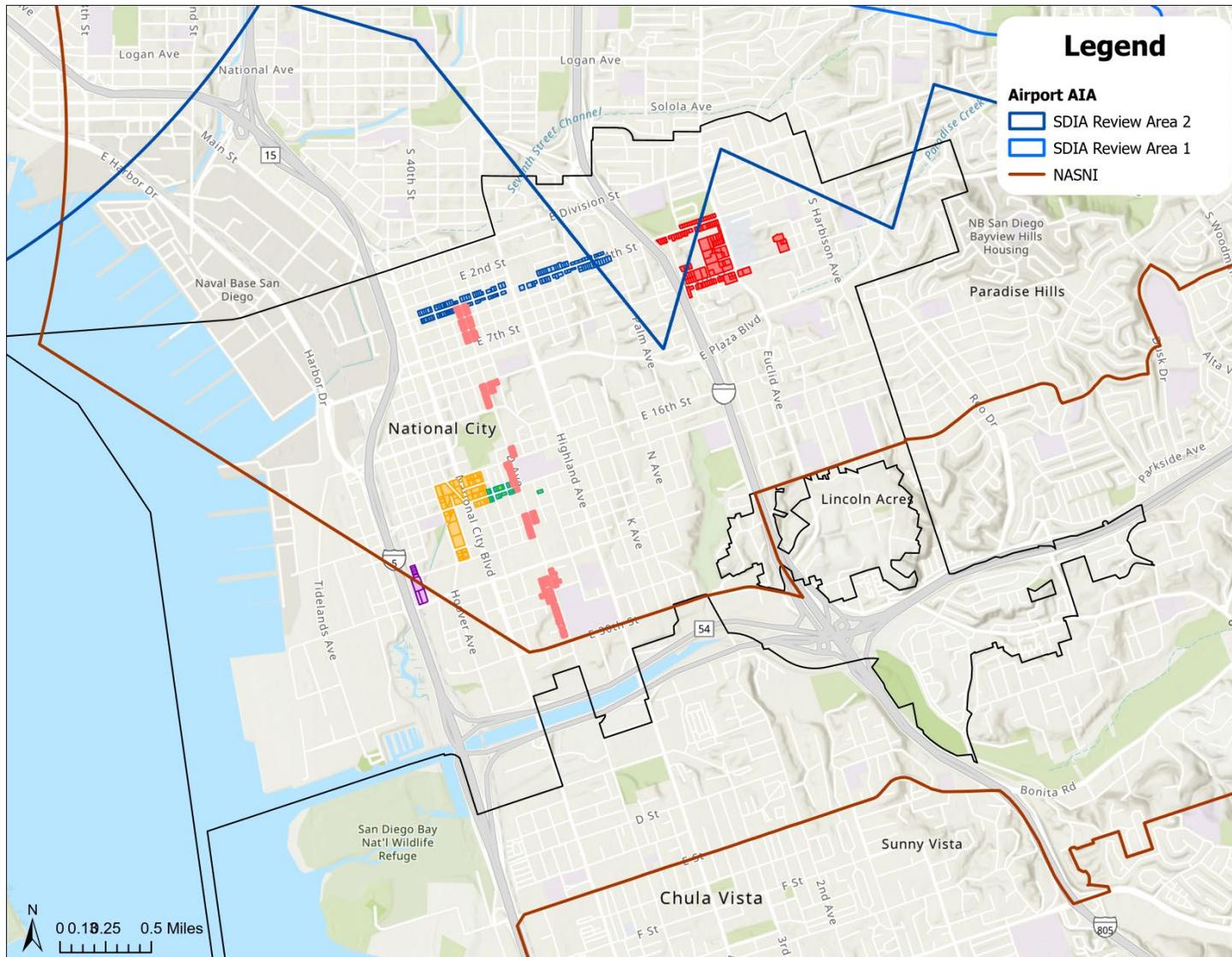
A portion of National City is within the AIA for NASNI. The NASNI noise contours show a portion of the Pacific Ocean within the City's boundaries to be within the noise contours for NASNI, which is analyzed in further detail in Chapter 4.6 Noise.

Airport Land Use Commission (ALUC) review is required for all new or amended land use plans, regulations, and projects within an AIA unless otherwise exempt. A determination would be made by the ALUC or ALUC staff of the FGPU's compatibility with safety, airspace protection, and overflight noise standards and policies of any applicable ALUCP.

##### *Brown Field Municipal ALUCP (2010)*

The Brown Field Municipal Airport ALUCP was updated in 2010 and contains an area in the southernmost extent of National City (i.e., the salt flats) that is within its AIA. This area is located outside the area of primary noise concern, but within the airspace protection and overflight notification areas. This area is referred to as "Review Area 2" in the Brown Field ALUCP and contains restrictions that limit the heights of structures, particularly in areas of high terrain. As no land use changes proposed under the FGPU are within this area, this ALUCP is excluded from further discussion in this chapter.

Figure 4.6-2 Airport Influence Areas



Source: San Diego County Regional Airport Authority, ALUCP Mapping Tool, <https://sdcraa-aluc.maps.arcgis.com/apps/webappviewer/index.html?id=945b3a6b12a34b158d8c9022251542e3> (Accessed September 23, 2022)

### **Multiple Species Conservation Program (MSCP)**

The MSCP was developed by the County of San Diego in 1998 as a joint program among the City of San Diego, the U.S. Department of the Interior, the California Resources Agency, and other environmental and development groups. The primary goal of the MSCP is to conserve endangered species habitat areas and areas of biological importance, while allowing property owners to develop other less important land without engaging in State and federal environmental permit processes. The primary mechanism with which the MSCP does this is the creation of a biological preserve. Local jurisdictions will implement the MSCP through subarea plans, which serve as a multiple species Habitat Conservation Plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) pursuant to the California NCCP Act of 1991 and the State Endangered Species Act. The Biological Mitigation Ordinance (BMO) provides the regulatory basis for implementing the MSCP plans. The BMO includes specific project design criteria to protect biological resources that must be incorporated into each project in order for it to conform to the MSCP plan. There are also specific provisions that address the need to protect important populations of rare and endangered species. All development projects must be in conformance with the MSCP through the BMO.

National City is not a participating agency in the MSCP. Therefore, development within the City limits is not subject to the BMO, nor is it required to demonstrate compliance with the MSCP. However, the Planning Area includes the unincorporated area of Lincoln Acres, which is subject to the MSCP and BMO. While there are no sensitive habitats occurring within Lincoln Acres, future development in this area would be required to comply with applicable project design criteria included in the BMO.

Since National City has annexed a portion of Lincoln Acres into its jurisdiction, the MSCP no longer applies to these areas. The FGPU does not impact County and unincorporated lands, and therefore, further discussion regarding consistency with the MSCP is not included in the analysis below.

#### **4.6.2.4 Local**

##### **LCP**

The CCA states that an LCP shall consist of a local government's land use plans, zoning ordinances, zoning district maps, and implementing actions that implement the provisions of the CCA at the local level. National City implements its LCP, and therefore policies of the CCA, through Chapter 18.29.030 of the Municipal Land Use Code. No lands within the existing coastal zone overlay are subject to zoning changes in conjunction with the FGPU, and therefore, no further analysis concerning this plan is included in this chapter.

##### **LCP Land Use Plan**

Implementation of the National City LCP, and therefore the policies of the CCA, will be accomplished by supplementing the existing zoning ordinance (Municipal Land Use Code) of the City. Chapter 18.39 of the Municipal Land Use Code applies the provisions of the LCP to properties within the coastal zone. The City has review authority for coastal development of lands within the City that fall within the coastal zone, except for the areas over which the San Diego Unified Port District has territorial jurisdiction. The coastal zone covers the land in National City west of the I-5 and parcels between W 30th Street, B Avenue, and parcels on either side of W 35th Street.

##### **Adopted National City General Plan (2011)**

National City adopted a comprehensive update to its General Plan in 2011. All elements of the General Plan were updated at that time. The adopted General Plan consists of eight elements: Land Use and Community Character, Circulation, Safety, Noise and Nuisance, Open Space and Agriculture, Conservation and Sustainability, Health and Environmental Justice, and Education.

The adopted Land Use Element sets forth 25 land use designations and three overlays. The overlays are utilized in combination with the land use categories. They can be added, without amending the General Plan, to any land use categories.

### **Adopted Housing Element 2021-2029**

The Housing Element is a State-mandated comprehensive strategy for promoting the production, preservation, and maintenance of affordable housing to meet current and future community housing needs. The Housing Element establishes goals, policies, and programs to address housing needs for an eight-year planning period (April 2021 through April 2029).

In compliance with Section 15070 of the CEQA Guidelines, a draft negative declaration was prepared and advertised for public review from February 17, 2021, to March 19, 2021, in accordance with CEQA, and the draft negative declaration was routed for State agency review through the Clearinghouse (State Clearinghouse # 2021020241) from February 17, 2021, to March 19, 2021.

The City Council adopted the Housing Element Update of the General Plan on August 3, 2021.

### **Land Use Code (Municipal Code Title 18 Zoning)**

The Land Use Code is the City's zoning code (Municipal Code Title 18 Zoning), which establishes regulations for the use and development of land. The Land Use Code implements the broad policies of the General Plan by specifying the kinds and types of uses permitted on each parcel of land, the intensity of development allowed, and standards for development such as setbacks, lot coverage, parking, and building heights. The Land Use Code includes the Official Zoning Map, which establishes the zoning of land within in the City. The City Council adopted the amended Land Use Code and Official Zoning Map on February 7, 2012. Both became effective on March 8, 2012. The LUC contains three overlay zones (Coastal Zone [CZ], Height Restriction [H], and Mobile Home Park [MHP]).

### **Accessory Dwelling Unit (ADU) Ordinance**

The ADU ordinance is designed to provide for the construction of ADUs and junior ADUs in areas zoned to allow residential uses to help advance the goals and policies of the City's Housing Element. The ADU ordinance provides for the construction of an affordable type of home without the cost of acquiring new land, dedicated parking, and costly infrastructure, accommodating new housing units while preserving the character of existing neighborhoods. This ordinance was adopted by City Council on November 2, 2021.

### **Adopted Specific Plans**

A specific plan is fundamentally a tool for the "systematic implementation" of a general plan, typically within a defined area. Although the specific plan must be consistent with the adopted general plan, it can address infrastructure, land use, and financial issues in a more appropriately focused and detailed manner. There are three specific plans for National City: the Downtown Specific Plan, the Harbor District Specific Plan, and the Westside Specific Plan.

#### *Downtown Specific Plan (Amended 2017)*

The Downtown Specific Plan regulates the use and development of land within the downtown area of the City. This plan implements the broad policies of the City's General Plan by specifying the kinds and types of uses permitted on each parcel of land, the intensity of development allowed, and standards for development such as setbacks, lot coverage, parking, and building heights.

#### *Westside Specific Plan (2010)*

The Westside area, also known as Old Town, is an area bordered on the west by I-5 and on the east by Roosevelt Avenue, stretching from W. Plaza Boulevard south to W. 24th Street. The Westside Specific Plan comprehensively addresses environmental and land use issues and offers opportunities for more cohesive land use patterns and future development and redevelopment.

#### *Harbor District Specific Area Plan (1998)*

The Harbor District Specific Area Plan focuses on the portion of the City's coastal zone south of Bay Marina Drive. The area's close proximity to Paradise Marsh, a unit of the Sweetwater Marsh Wildlife Refuge, requires careful resource-based planning. The FGPU would not impact any policies of the

Harbor District Specific Plan, nor would it impact any areas within the plan's defined coverage area. Therefore, further discussion of this plan is not included in the analysis below.

### 4.6.3 Significance Determination Thresholds

The 2022 CEQA Guidelines Issue XI. Land Use and Planning includes the following significance threshold:

- (b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

### 4.6.4 Methodology

A discussion of land use analysis for the FGPU under threshold (a) "Physically divide an established community?" can be found in Chapter 7, Comprehensive Land Use Update PEIR Subject Areas Requiring No Change in Analysis, Section 7.8 Land Use, Issue 1.

### 4.6.5 Issue 2: Conflict with Land Use Plan, Policy, Regulations

The analysis in this section evaluates the potential for the FGPU to cause an inconsistency with applicable plans and policies, which could result in environmental impacts.

#### Regional Plans

##### *SANDAG 2021 Regional Plan: San Diego Forward*

As the Region's RTP/SCS focuses on the intersection of land use and transportation planning decisions, the analysis of the FGPU's consistency with the RTP/SCS is included in Chapter 4.8 Transportation.

##### *County of San Diego General Plan and Amendments*

The County of San Diego General Plan regulates development in Lincoln Acres, which is unincorporated but within the southeastern part of National City. As noted in Chapter 2 Environmental Setting, the two vacant parcels along Sweetwater Road in the Lincoln Acres community that were annexed into the National City boundaries in 2019 would be subject to National City planning authority. The FGPU does not propose any policies or annexations that would impact any other parts of Lincoln Acres that is subject to the County of San Diego General Plan. Therefore, impacts related to conflicts with the County of San Diego General Plan associated with the FGPU would be *less than significant*.

##### *Port Master Plan for San Diego Unified Port District*

The FGPU would not impact lands within the Port's jurisdiction. The nearest Focus Area to the Port's land in the bayfront is the 24th Street Transit Station site. The FGPU would not conflict with the existing policies related to coordinating with the Port. Local planning efforts by the Port, such as the Master Plan, were taken into consideration in the FGPU process. Therefore, the FGPU's impacts as related to conflicts with the Port Master Plan would be *less than significant*.

#### ALUCPs

Policy LU-3.9 of the Land Use Element would ensure that any development that falls within an AIA is consistent with the applicable ALUCP. In addition, Policy LU-6.4 calls for the City to coordinate implementation of the General Plan with the planning efforts of regional agencies. As required by State law, an ALUCP consistency determination would be completed by the ALUC prior to adoption of the FGPU. Further discussion regarding consistency with the ALUCP AIAs as they relate to safety and noise is included in Chapter 7, Comprehensive Land Use Update PEIR Subject Areas Requiring No Change in Analysis.

The FGPU itself is conditionally consistent with the SDIA, Brown Field Municipal Airport, and NASNI per a consistency review completed by the ALUC (see Appendix 13.C.12). The ALUC notes that this is with the understanding that no actual development is proposed under the FGPU. However, future structures proposed under the FGPU would need to receive a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (FAA). Therefore, as a condition of this

conditional consistency finding, future structures consistent with the FGPU must receive a Determination of No Hazard to Air Navigation from the FAA. As an additional condition, any future residences located within the NASNI ALUCP AIA must be provided some form of overflight notification, as provided for in the NASNI ALUCP.

Therefore, impacts related to consistency with regional plans would be *less than significant*.

### Local Plans

#### *Adopted National City General Plan (2011)*

The FGPU proposes updates to the adopted General Plan's Land Use Element, Transportation Element, and Safety Element. The elements would be updated to be consistent with the remaining General Plan elements, including the Housing Element, Noise and Nuisance Element, Open Space Element, and Conservation Element. Potential inconsistencies with the following policies within the adopted elements could occur with implementation of the FGPU:

- *Noise and Nuisance Element*
  - **Goal NN-3:** *The incorporation of noise considerations into land use planning decisions.*
    - **Policy NN-3.2:** *Require the location of sensitive land uses away from high noise areas, or require mitigation to control adverse noise impacts.*

As the Planning Area is bisected by two major highways and many high-volume corridors, the residential uses proposed within the Focus Areas are located within areas where vehicular noise may impact these uses. Per the Objective Design Standards, future development that may generate noise levels over 60 decibels shall have primary entries, window openings, and permitted outdoor uses front commercial streets and away from residential uses. This would reduce potential new noise sources from impacting residential uses. In addition, new residential development would be subject to standards within the Noise Control Ordinance and the mitigation framework in Chapter 4.7 Noise to meet allowable interior noise exposure levels.

- *Open Space and Agriculture Element*
  - **Goal OS-5:** *A diverse range of park and recreational facilities and programs, which are responsive to the needs of the community.*
    - **Policy OS-5.4:** *Require new residential development projects, including mixed-use projects with residential components, to provide adequate park/open space, pay an in-lieu fee, and/or form a maintenance assessment district in order to help meet the City's park standards.*

As the City is largely urbanized, providing adequate park/open space for each new residential development may be infeasible. New residential development consistent with the FGPU would be required to comply with the above policy via an in-lieu fee and therefore would be consistent with this policy.

- *Conservation and Sustainability Element*
  - **Policy CS-5.2:** *Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.*

As noted in Chapter 7, Section 7.13 Utilities and Service Systems, as individual development projects are initiated under the FGPU, site-specific studies would be required to address the condition and capacity of the existing infrastructure and to identify necessary upgrades.

- *Health and Environmental Justice*
  - **Policy HEJ-2.1:** *Avoid land use conflicts by ensuring residential, public assembly, and other sensitive land uses are adequately buffered from industrial land uses that may pose a threat to human health, where feasible.*

- **Policy HEJ-2.3:** *Avoid siting new sensitive land uses within 500 feet from the centerline of a freeway, unless such development contributes to smart growth, open space, or transit-oriented goals, in which case the development shall include feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners, and/or other effective measures to minimize potential impacts from air pollution.*

As noted in Chapter 4.2 Air Quality, development under the FGPU could result in the siting of new sensitive receptors in proximity to land uses commonly associated with substantial air emissions, such as industrial uses and highways, as select Focus Areas, such as the 24th Street Transit Station, are located in proximity to both the industrial areas west of I-5 and I-5 itself. This could result in a significant impact through conflict with the health and environmental justice policies above (**Impact LU-1**). These developments would be subject to plan review for consistency with City standards to protect sensitive land uses from conflicts with these uses and include feasible measures to minimize potential impacts from air pollution.

In addition, as noted in Chapter 4.2 Air Quality, the following mitigation measure framework would be implemented to further reduce potential conflicts with these policies:

- **MM-AQ-4A: Sensitive Receptors – Health Risk Assessment**  
Prior to the issuance of building permits for any facility within 500 feet of Interstate 5, a health risk assessment shall be prepared that demonstrates that health risks would be below the level of significance.
- **MM-AQ-4B: Sensitive Receptors – Enhanced Construction**  
Where a project consistent with the Focused General Plan Update would place sensitive receptors within 500 feet of Interstate 5, the City of National City shall require that buildings be equipped with ventilation systems that are rated at Minimum Efficiency Reporting Value of “MERV13” or better for enhanced particulate removal efficiency. The City Building Inspector shall verify that the aforementioned requirements are included on plans submitted for approval of any Land Use and Building permits and shall verify compliance on-site prior to occupancy clearance.

With implementation of the mitigation measures cited above, environmental impacts related to FGPU conflicts with the adopted General Plan elements would be *less than significant*.

#### *Land Use Code (Municipal Code Title 18)*

All implementing ordinances and zoning regulations are required to be consistent with the General Plan. The FGPU would update select sections of the Municipal Code to be consistent with the proposed changes to the General Plan elements, as detailed above, in order to implement the General Plan. In addition, although the House National City Program’s new regulations would remove the residential unit cap set forth by the traditional dwelling units per acre and parking waiver requirements of the Municipal Code, only parcels with a base or overlay zone per the Municipal Code that allows at least 20 dwelling units per acre would be required to qualify for the program. This would only be applicable to the parcels with the required base zoning.

Therefore, the FGPU’s impacts as related to conflicts with the Municipal Code would be *less than significant*.

#### *Adopted Housing Element 2021-2029*

The FGPU proposes to revise policies within the Land Use Element and Transportation Element to incentivize housing development in an integrated way with circulation network improvements. The incentivization of housing development by the FGPU is consistent with the goals and policies in Chapter 6 of the Housing Element, which include encouraging and facilitating the construction of new housing and of a diverse housing stock (Goals 1 and 2). In addition, the proposed Objective Design Standards of the FGPU are also consistent with Policy 4.1 under Goal 4 of the Housing Element, which

calls for the facilitation of property conservation and community enhancement through the implementation of objective design standards.

#### *Adopted Specific Plans*

Per California Government Code Section 65450-65457, Article 8, a specific plan must be consistent with the adopted general plan of the jurisdiction within which it is located.

The FGPU would amend the Downtown Specific Plan and Westside Specific Plan policies, development zones, design guidelines, and parking requirements to be consistent with the changes to the General Plan. The FGPU's impacts as related to conflicts with the specific plans would be *less than significant*.

Therefore, impacts related to consistency with local plans would be *less than significant with mitigation*.

### **4.6.6 Mitigation, Monitoring, and Reporting**

See Chapter 4.2 Air Quality.

- **MM-AQ-4A: Sensitive Receptors - Health Risk Assessment**
- **MM-AQ-4B: Sensitive Receptors – Enhanced Construction**

### **4.6.7 Significance after Mitigation**

With implementation of **MM-AQ-4A** and **MM-AQ-4B**, Impact LU-1 would be reduced to *less than significant* relative to siting of sensitive land uses in proximity to sources of air emissions.