

13.B.1 LAND USE ELEMENT



TOGETHER WE

PLAN

NATIONAL CITY

CITY OF NATIONAL CITY
LAND USE ELEMENT
Draft January 2023

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Introduction

The purpose of the Land Use 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, 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 is 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.

Relationship to State Law

General Plans are required by State law (Government Code Section 65302(a)) to include a Land Use Element that designates the general distribution, location, and extent of land for housing, business, industry, open space, education, public facilities, and other categories of public and private uses of land. The Land Use Element is also required to include standards of residential density and building intensity for the planning area.



Relationship to Other General Plan Elements

The Land Use Element correlates all land use issues into a set of coherent development policies. Other elements of the General Plan include goals and policies related to land use issues. The Transportation Element, for example, addresses the transportation needs resulting from the land use pattern and establishes policies for street design and facility standards. The Noise and Nuisance Element addresses noise issues generated by development, such as traffic. For a complete understanding of the purposes, intentions, and development requirements of the Land Use Element, the City's other adopted elements should be referred to in conjunction with this section.

Relationship to Community Vision

The Land Use Element supports the City's vision that was established in to become a nationally recognized model that demonstrates how small jurisdictions inside of a large metropolitan area can proactively address a wide variety of issues, such as global climate change, population growth, and social equity and well-being, through innovative solutions. The Land

Use Element establishes a land use pattern and framework for development informed by the City's guiding principles:

- » Smart Growth: Recognize the importance of linking land use and transportation planning.
- » Quality of Life: Improve the quality of life for everyone within National City.
- » Health and Safety: Seek opportunities to improve public health and safety performance.
- » Education: Emphasize the importance of schools by making them focal points within every neighborhood.
- » Economic Development: Provide a framework for sound economic development strategies.

Relationship to Strategic Plan

In 2007, National City adopted a Five-Year Strategic Plan to address community and economic development. The Strategic Plan provides guidance to promote collaboration, improve public communication, and align city departments. The Strategic Plan has undergone subsequent updates, with the most recent being in 2019. The goals and policies within the Land Use Element reflect the latest direction provided by the Strategic Plan.

Context: Existing Land Use Pattern

City Structure

The City's corporate boundary encompasses approximately 9.3 square miles. Of this, approximately 7.6 square miles (81.7 percent) consists of land area and 1.7 square miles (18.3 percent) consists of water bodies such as the San Diego Bay.

The City is comprised of three main communities, identified by major parks: El Toyon, Kimball, and Las Palmas. These communities are further divided into residential neighborhoods and business districts with distinct identities, illustrated in Figure 1: City Structure and Neighborhood Form . Residential areas are organized around the “neighborhood unit concept” where elementary schools act as the focal point of each neighborhood.

The El Toyon community includes the Rancho de la Nacion, Ira Harbison, and Palmer Way neighborhoods. The Kimball community includes Downtown, Old Town, Central, and John Otis neighborhoods. The Kimball community also includes the Mile of Cars and Harbor business districts. The Las Palmas community includes the Olivewood, Las Palmas, and Lincoln Acres neighborhoods. The Las Palmas community also includes the Plaza Bonita business district. These park and school facilities, which are key organizing elements of the city's underlying structure, are illustrated in Figure 2: Public Park and School Facilities.

Sphere of Influence: Lincoln Acres (Unincorporated)

The State of California encourages cities and counties to look beyond their borders during general plan development and updated processes, and to consider a planning area that extends beyond the municipal limits. Therefore, the planning area for the Land Use Element extends beyond the City's corporate boundaries and encompasses the City's sphere of influence (SOI). The City's SOI includes approximately 297.8 acres of unincorporated territory, also known as Lincoln Acres, that is currently under the jurisdiction of the County of San Diego, as seen in Figure 1. This land will remain under the jurisdiction of the County of San Diego until such a time that it is annexed into the City. By including it in the planning area, however, the City recognizes the impact that development within this area has on the future of the city. All other land surrounding the planning area is within the city limits of Chula Vista or San Diego.

Existing Land Uses

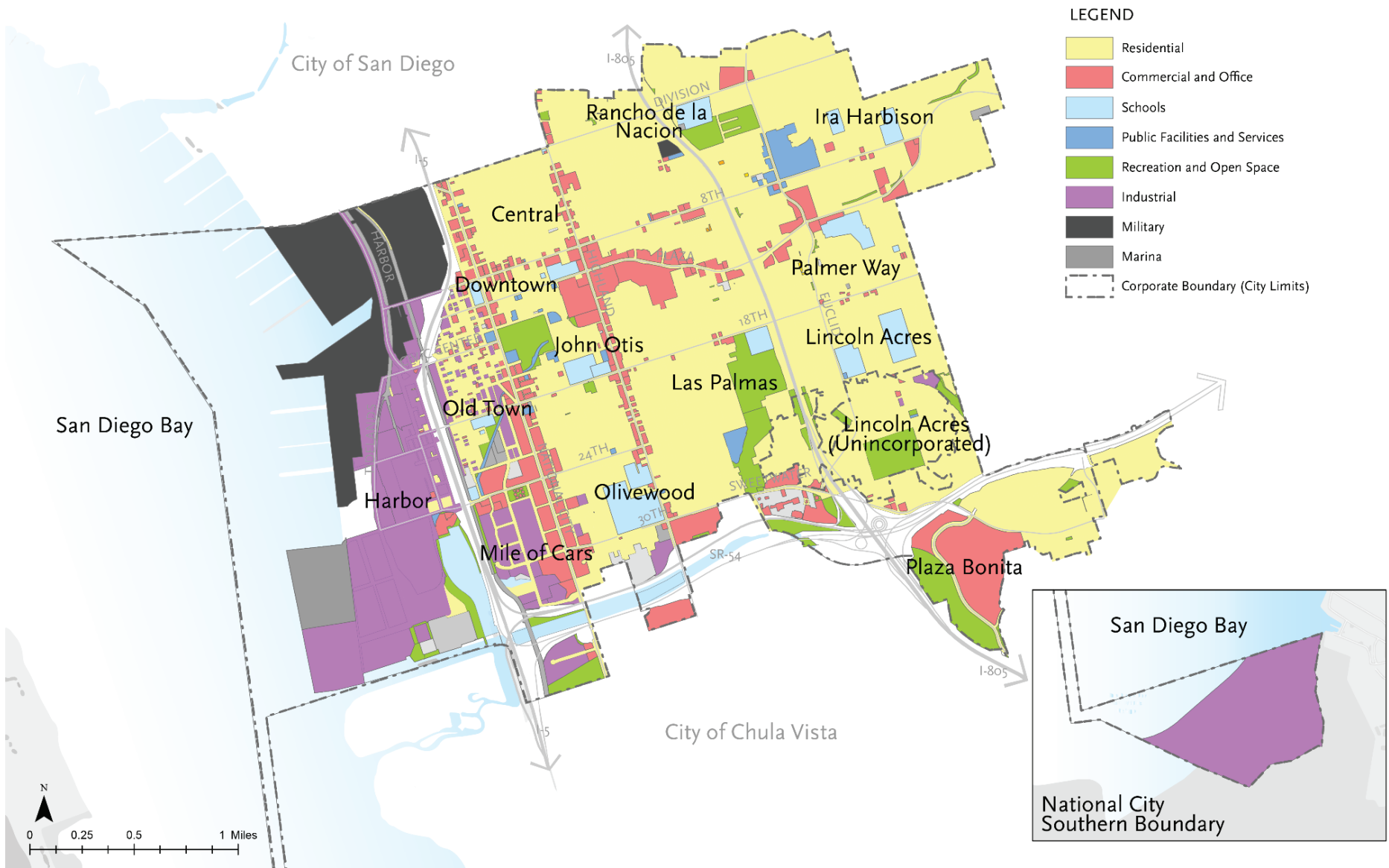
Table L-1 and Figure L-3 inventory current land uses within the planning area based off the 2018 current land use layer from SanGIS. Residential uses constitute the largest use (26.1 percent, or 1,634.7 acres), as shown in Figure L-1. Of this, single-family detached is the most prominent (16.3 per-

cent, or 1,021.7 acres), followed by single-family attached (5.2 percent, or 324.2 acres) and multi-family residential (3.7 percent, or 232.9 acres). Other residential uses, such as mobile home parks and group quarters, are limited throughout the planning area (0.9 percent, or 55.9 acres).

Transportation, Communications, and Utilities are the next largest use (21.5 percent or 1,348.4 acres). This category includes all street right-of-ways, railroad right-of-ways, and trolley stations and associated parking lots. In addition, it includes communications and utility-related uses, such as relay towers and water and wastewater treatment facilities.

The next prominent category is industrial uses (10.2 percent, or 637.2 acres). This includes a combination of light and heavy industrial uses, which are concentrated within the western portion of the National City by the harbor front. This category includes a noncontinuous area of National City located within the South San Diego Bay Unit of the San Diego National Wildlife Refuge 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 United States Fish and Wildlife Service (USFWS) has prepared a plan for the future restoration of this area to habitat.

Commercial and office uses follow as the next largest use (6.7 percent, or 418.7 acres). This category includes a wide variety of activities, including retail and strip commercial, arterial



commercial, automobile dealers, neighborhood commercial, service stations, shopping centers, and other retail trade. Office uses are included, as well. 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, which is a combination of street level commercial uses with residential and/or office uses above, do not currently constitute a significant portion of the planning area (less than 0.1 percent, or 2.9 acres).

Military uses comprise the next largest land use (5.2 percent, or 324.5 acres). Military uses within the planning area include Naval Base San Diego, the Army National Guard (located at 303 Palm Avenue), and the US Government Navy Department (1005 E. Plaza Boulevard). These areas are controlled by the United States military.

Recreation, open space, and agriculture (5.8 percent, or 363.1 acres) follow. This use includes parks and recreational centers containing activities such as tennis or basketball courts, baseball diamonds, soccer fields or playgrounds (see Figure L-2). Public and private golf courses are included in this category, as well. It also includes wildlife and natural open space preserves and urban farms. As previously discussed, the City's three main parks – El Toyon, Kimball, and Las Palmas – play a large role in shaping community identity. Schools (2.3 percent, or 143.2 acres) further establish distinct neighborhood identities. Public facilities and services (1.6 percent, or 98.6 acres) include fire/police facilities, community centers, hospital/health care-related uses, and other public services.

In general, the planning area is largely built-out with limited vacant and undeveloped land. Vacant and undeveloped land constitutes the smallest land area (2.1 percent, or 132.7 acres). The demands on National City, however, to accommodate growth, provide affordable housing, and reduce greenhouse gas (GHG) emissions and vehicle miles travelled (VMT) will continue. Subsequent sections discuss the overarching vision for the City's future growth and strategies to address these needs given the planning area's largely built-out state.



Multi-family residential development adjacent to Paradise Creek

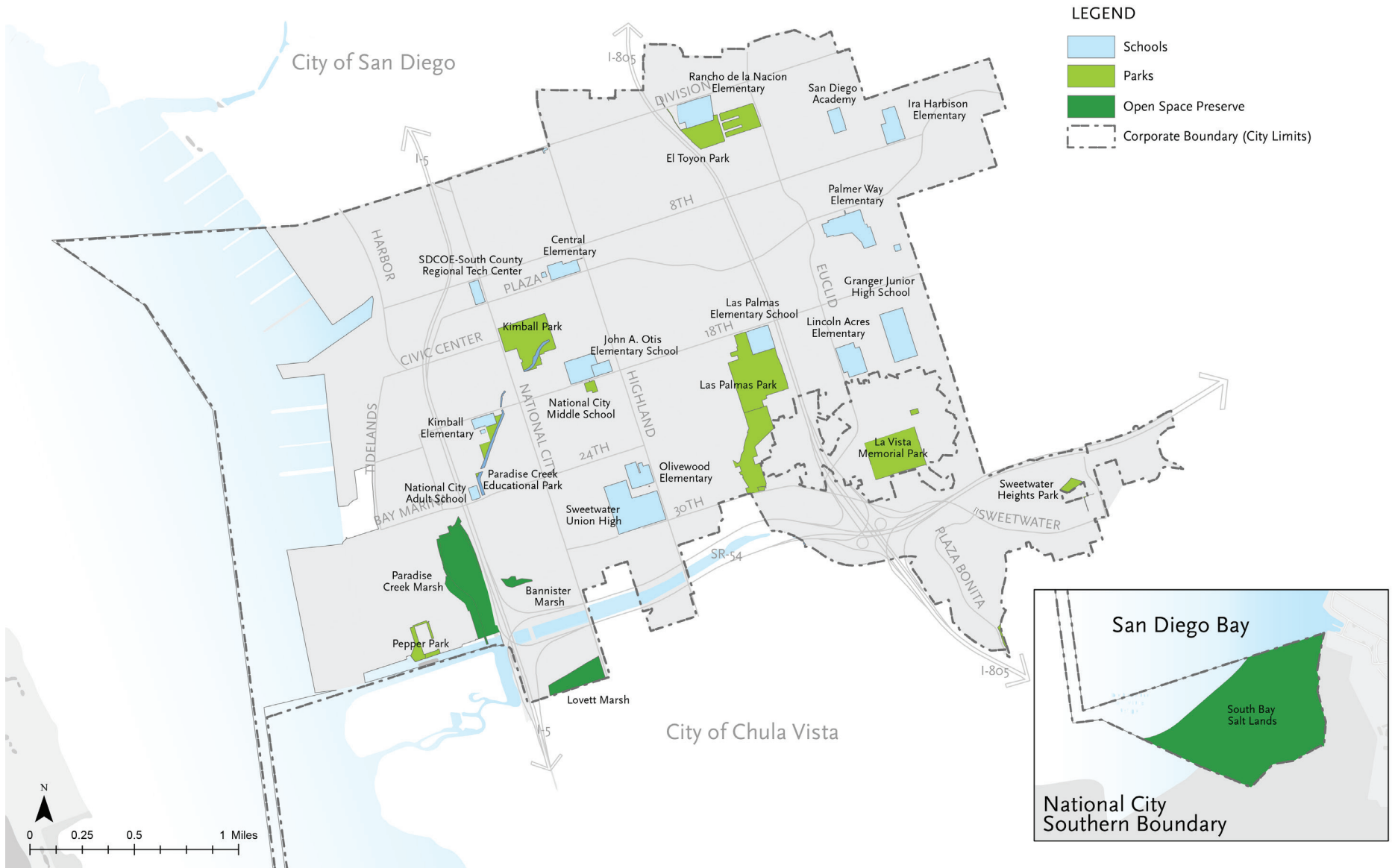


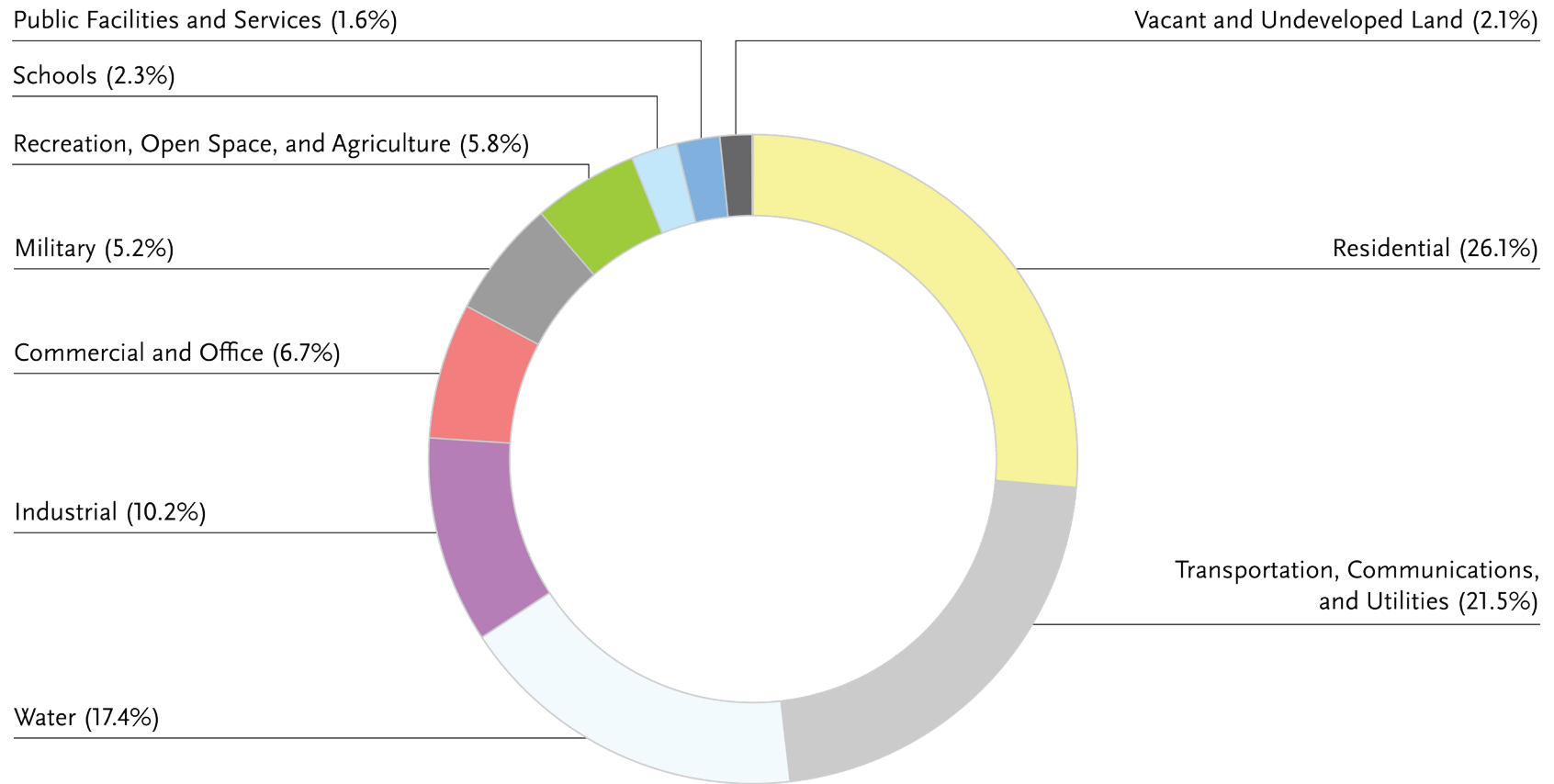
FIGURE L-2: School and Park Facilities

TABLE L-1: Existing Land Uses

| Existing Land Use | National City (City Limits) | | Planning Area (Sphere of Influence) | |
|--|--------------------------------|---------------|--|---------------|
| | Acres | Percentage | Acres | Percentage |
| Residential | 1,501.9 | 25.2% | 1,634.7 | 26.1% |
| <i>Single Family Detached</i> | 926.2 | 15.5% | 1,021.7 | 16.3% |
| <i>Single Family Attached</i> | 2,941.0 | 4.9% | 324.2 | 5.2% |
| <i>Multi-Family</i> | 232.5 | 3.9% | 232.9 | 3.7% |
| <i>Residential Other</i> | 49.2 | 0.8% | 55.9 | 0.9% |
| Commercial and Office | 418.0 | 7.0% | 418.7 | 6.7% |
| Mixed Use | 2.9 | 0.1% | 2.9 | 0.1% |
| Public Facilities and Services | 97.1 | 1.6% | 98.6 | 1.6% |
| Schools | 143.2 | 2.4% | 143.2 | 2.3% |
| Military | 324.5 | 5.4% | 324.5 | 5.2% |
| Industrial | 633.2 | 10.6% | 637.2 | 10.2% |
| Recreation, Open Space, and Agriculture | 324.3 | 5.4% | 363.1 | 5.8% |
| Transportation, Communications, and Utilities | 1,341.0 | 22.5% | 1,348.4 | 21.5% |
| Water | 1,089.1 | 18.3% | 1,089.1 | 17.4% |
| Vacant and Undeveloped Land | 83.2 | 1.4% | 132.7 | 2.1% |
| Total | 5,959.4 | 100.0% | 6,267.9 | 100.0% |

Source: SanGIS, Current Land Uses, 2018

FIGURE L-3: Existing Land Use Summary



Source: SanGIS, Current Land Uses, 2018

Special Planning Considerations

Airport Land Use Compatibility

No airports are located within the planning area; however, there are three airports located near National City. These include the San Diego International Airport (SDIA), the Naval Air Station North Island (NASNI) 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 the ALUC prepare the compatibility plans consistent with the Air Installation Compatible Use Zone (AICUZ) 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 im-

plement the compatibility plan through their local land use plans, development restrictions, and zoning ordinances.

A 406-acre area located in southwestern National City is 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). ALUC review is required for land use plans and regulations within this area that propose increases in height limits.

In addition, a 45-acre portion of the salt ponds located within the southernmost extent of National City, is within the AIA for Brown Field Municipal Airport. Similarly, 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 (2010) and contains restrictions that limit the heights of structures, particularly in areas of high terrain.

According to the NASNI ALUCP (2020), a 1,455.9-acre portion of National City is within the AIA for NASNI. ALUC review is required for all new or amended land use plans, regulations, and projects within the AIA unless otherwise exempt.

Local Coastal Program

The California Coastal Act, which was passed by the legislature in 1976, regulates all development within the state-designated Coastal Zone. The Coastal Act requires that individual jurisdictions adopt local coastal programs to implement the Coastal Act. Within the National City planning area, the Coastal Zone includes all the area west of I-5 and a small area east of I-5, south of 30th Street.

Three separate agencies control land within National City's Coastal Zone: the San Diego Unified Port District, the United States Navy, and the City of National City. The land controlled by the Port District is included in the Port Master Plan, which

is undergoing a comprehensive update. 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. The Coastal Zone area over which National City retains jurisdiction totals approximately 575 acres and is bounded by the U.S. Navy lands to the north, and the Chula Vista Bayfront to the south. The City has an adopted Local Coastal Program (LCP) for this area; development in the Coastal Zone must comply with the LCP in addition to the General Plan.



Pier 32 Marina





Vision and Strategies

Through public participation and input, the following land use vision will guide future development in National City:

A diverse mix of land uses will promote the quality of life and accommodate the needs of all people in National City. The City will provide decent and affordable homes through the facilitation of a diversity of housing types as well as programs that encourage home ownership. National City will ensure greater connections between land uses and transportation by accommodating all modes of transportation and developing complete neighborhoods. The well-balanced mix of compatible and environmentally friendly uses will strengthen and stimulate the local economy, enhance the existing community character, and cultivate local public arts, culture, and education. National City will be a place where people want to live, work, and play.

A series of land use designations have been developed that seek to implement this vision and represent adopted City policy. The designations are intended to be broad enough to provide flexibility in implementing the General Plan, but clear enough to provide sufficient direction regarding the expected type and location of uses planned in the City. The Zoning Ordinance contains more detailed provisions and standards; more than one zoning district may be consistent with a General Plan land use designation.

Land Use Designations, Density, and Intensity Standards

The following are descriptions of the land use designations including allowable uses, densities, and intensities of development. Figure L-4 depicts the General Plan Land Use Map, which identifies the location and extent of the land use designations within the planning area.

Residential Land Use Designations

Very Low Density Residential

Allows up to 5 dwelling units per acre. This designation provides for single-family detached units, accessory dwelling units, and one- or two-story buildings on lots with ample space, landscaping, and separation between single-family dwelling and or/accessory buildings.

Low Density Residential

Allows up to 9 dwelling units per acre. This designation provides for a mixture of duplexes, single-family residential developments, secondary residential units (accessory dwelling units), and one- or two-story buildings.

Medium Density Residential

Allows up to 23 dwelling units per 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, and buildings up to three stories high. 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 up to 48 dwelling units per acre. This designation provides for high-density multi-family housing and buildings up to six stories high, including multi-family condominiums, townhomes, and apartments.

Very High Density Residential

Allows up to 75 dwelling units per acre. This designation provides for multi-family housing at densities greater than other residential designations and buildings up to nine stories high. This designation provides for condominiums, townhomes, triplexes, fourplexes, multi-family residential units, group quarters, senior housing, and compatible uses.



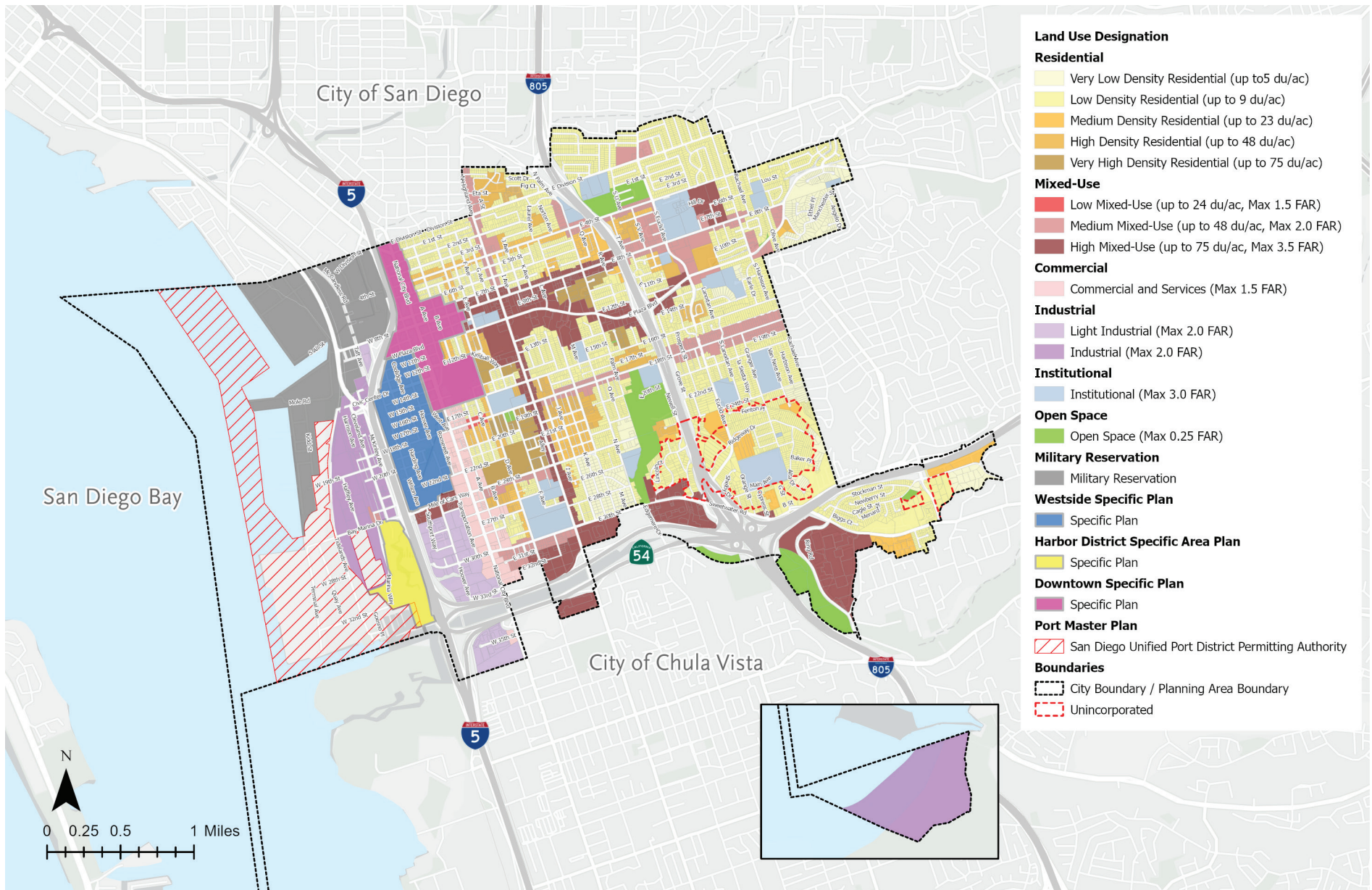


FIGURE L-4: Adopted Land Use

Mixed-Use Land Use Designations

The mixed-use land use designations intend to provide for a mixture of stores, services, restaurants, offices, and homes (dwelling units) in proximity, thereby allowing residents to work and shop close to home and reduce the length and frequency of trips between home, work, 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 using incentives such as density bonuses and reductions in parking requirements.

Low Mixed-Use

Allows for a FAR of 2 for the entire building for mixed-use projects (including dwelling unit floor area) with a maximum of 24 dwelling units per acre. The FAR for single-use developments shall be 1. This designation generally occurs linearly along bus routes and provides transitional links between residential neighborhoods and more intense activity centers. It is intended to facilitate development in a manner that is compatible with surrounding residential areas.

Medium Mixed-Use

Allows for a FAR of 2 for the entire building for mixed-use projects (including dwelling unit floor area) with a maximum of 48 dwelling units per acre. The FAR for single-use develop-

ments shall be 1.5. This designation generally occurs linearly 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 medium mixed-use designation is characterized by a high-quality, compact, smart-growth design that promotes a quaint, small-town, village-like feel. A comfortable and attractive pedestrian environment is promoted using street trees; awnings, canopies, or arcades; outdoor seating; 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.

High 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 dwelling units per acre. The FAR for single-use developments shall be 3. This designation generally occurs along major transportation corridors, at major intersections and activity centers, and near transit stations. It facilitates redevelop-

opment and transit-oriented design opportunities at higher intensities than those allowed in the low and medium mixed-use designations. 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.

The high 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 high 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 high mixed-use areas have a comfortable, multi-modal environment with qualities such as inviting streetlights; 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 and Services

Allows for a FAR of 1.5. This designation provides for intensive commercial activities, specialized service establishments, new and used automobiles, truck sales, and services that support and complement such use. Light manufacturing, wholesaling, and distribution uses are restricted to those that can be operated cleanly and quietly.





Industrial Land Use Designations

Light Industrial

Allows for a FAR of 2. 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.

Industrial

Allows for a FAR of 2. This designation provides for research and development, as well as heavier manufacturing, large-scale warehousing and distribution, transportation centers, and other compatible uses.

Institutional Land Use Designation

Institutional

Allows for a FAR of 3. 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 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 Designation

Open Space

Allows for a FAR of 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.

Other Land Use Designations

Military Reservation

This designation identifies lands under the jurisdiction of the United States military. Permissible land uses are governed by the United States 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 Areas and Overlays

This designation denotes areas that are covered by an adopted specific plan. For these areas, land uses are identified within the adopted specific plan. Currently, there are three adopted specific plans in National City: the Downtown Spe-

cific Plan, the Westside Specific Plan, and the Harbor District Specific Area Plan. Additionally, there is one Transit-Oriented Development Overlay around the 24th Street Transit Center, as seen in Figure L-5.

Downtown Specific Plan

The Downtown Specific Plan was adopted by the City in 2017 and provides the framework for future development and public improvements for a 158-acre district for downtown National City. This area is a compact and dense district featuring City Hall, a library, social agencies, a college campus, and numerous churches. The Downtown Specific Plan seeks to establish a central core of residential and mixed-use buildings and revitalize the downtown area.

Westside Specific Plan

The Westside Specific Plan was adopted by the City in 2010 and is the result of a collaborative effort by the community, interested and concerned groups, and business owners. The Westside area, also known as Old Town, has many single-family homes that were constructed around the turn of the century, as well as a mix of uses that include auto services, light manufacturing, and warehouses, which has resulted in concerns related to traffic, parking, and the environment. The purpose of the plan is to address environmental and land use issues and provide a mixture of commercial uses while preserving the homes that reflect the character of this area. The Westside Specific Plan established principles, programs, and standards for land use, development, and public improve-



ments for the Westside area to revitalize it and improve the quality of life of its residents.

Harbor District Specific Plan

The Harbor District Specific Area Plan was adopted by the City in 1988. This 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.

24th Street Transit-Oriented Development Overlay

Housing next to transit can help the City make progress towards its goals for sustainable development and reducing VMT and GHG. The 24th Street Transit-Oriented Development Overlay (TODO) covers a 23.2-acre area around the 24th Street Transit Center. The purpose of TODO is to allow mixed-use development by increasing the height limit established by the base zoning.

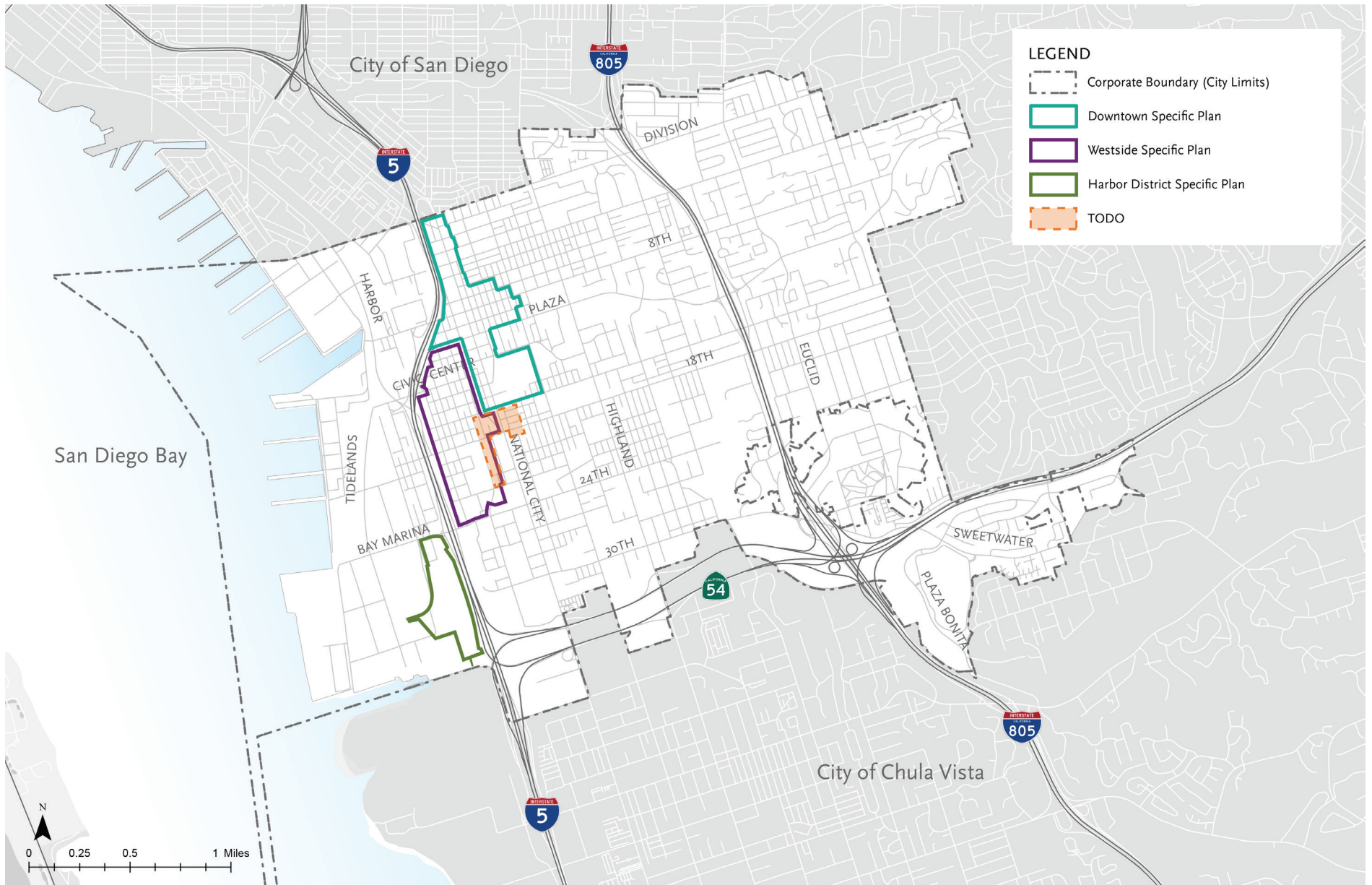


FIGURE L-5: Specific Plan Areas and Overlays

Goals, Policies, and Actions

National City's land use goals and policies seek to maintain a carefully balanced mix of uses to ensure the high quality of life of the community. The following goals and policies apply citywide and are intended to guide future land use decisions.

Goal LU-1: Encourage an integrated, diverse, and balanced mix of land uses that promotes quality of life and accommodates the needs of all people.

Policy LU-1.1: Promote the development of housing near employment, recreation, public services, shopping, transit, and active transportation facilities.

Policy LU-1.2: Encourage mixed-use development through the implementation of a density bonus program.

Policy LU-1.3: Support urban greening efforts and the creation and maintenance of community gardens and community-run green spaces.

Policy LU-1.4: Designate land for uses that will meet the residential, economic, recreation, and transportation needs of National City residents in the present and the future.

Policy LU-1.5: Allow for increased residential density in strategic areas, such as downtown, to meet housing needs and facilitate land use continuity.

Policy LU-1.6: Preserve existing stable single-family residential neighborhoods where higher density development would not be desirable.

Goal LU-2: Ensure housing is affordable to National City residents.

Policy LU-2.1: Facilitate the development of a variety of housing types to meet the Regional Housing Needs Assessment allocations while enhancing the City's community character.

Policy LU-2.2: Expand strategies and programs to facilitate homeownership for National City residents.

Policy LU-2.3: Encourage housing types that are often more affordable, such as micro-units and accessory dwelling units.

Policy LU-2.4: Ensure that development impact fees accurately reflect the costs of improvements and do not serve as a barrier to development.

Policy LU-2.5: Implement affordability strategies identified in the Housing Element.

Goal LU-3: Facilitate greater and stronger connections between land use and transportation.

Policy LU-3.1: Support the creation and expansion of mixed-use, commercial, and higher density residential development in transit priority areas and along mixed-use corridors.

Policy LU-3.2: Promote mixed-use and residential development near the 8th Street trolley station and continue to encourage residential redevelopment near the 24th Street trolley station.

Policy LU-3.3: Consider the regional context and implications of land use proposals and decisions by evaluating them in relation to SANDAG's Regional Plan, Sustainable Communities Strategy, and Regional Transportation Improvement Program.

Policy LU-3.4: Coordinate with SANDAG, MTS, Caltrans, and private sector mobility providers to ensure an effective and integrated transportation system that facilitates the use of modes other than the private vehicle.

Goal LU-4: Promote the development of complete neighborhoods that are easily accessible via transit and active transportation.

Policy LU-4.1: Encourage neighborhoods that provide housing, employment, shopping, and recreation, and are family-friendly, easily walkable, safe, clean, and sustainable.

Policy LU-4.2: Encourage features such as trees, adequate lighting, wide sidewalks, appropriately scaled buildings, street furnishings, and deemphasized parking lots to support pedestrian-scale urban design that aims to make streets, sidewalks, and buildings pedestrian-friendly.

Policy LU-4.3: Promote and facilitate complete streets to improve the quality of the streetscape and enhance community character.

Policy LU-4.4: Ensure that sidewalks and bicycle routes, lanes, and tracks are adequately maintained.

Goal LU-5: Encourage land uses that strengthen, support, and stimulate the local economy.

Policy LU-5.1: Identify and attract businesses that will serve currently underserved City needs.

Policy LU-5.2: Prioritize the establishment of businesses owned and/or operated by National City residents.

Policy LU-5.3: Encourage businesses to employ National City residents and support efforts to reduce local unemployment.

Policy LU-5.4: Encourage and incentivize strategic adaptive reuse and infill development of vacant land in commercial and mixed-use areas.

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

Policy LU-5.6: Continue to work and consult with the Port District and the Navy to coordinate establishing mixed-use Bayfront and Harbor District areas and spaces that serve as destination points for both City residents and visitors.

Goal LU-6: Encourage and facilitate land uses that are compatible and environmentally sustainable while avoiding those that are incompatible.

Policy LU-6.1: Prevent the intrusion of new incompatible land uses and environmental hazards, such as industrial and automotive uses, into existing residential areas, and continue to phase out non-conforming land uses.

Policy LU-6.2: Ensure that development is consistent with the Zoning Code, General Plan, and applicable specific plans.

Policy LU-6.3: Encourage sensitive transitions between adjacent areas with different densities, land uses, and building heights.

Policy LU-6.4: Require new development to include mitigation measures such as buffers between areas where incompatibilities may occur.

Policy LU-6.5: Encourage new development to incorporate features that will help the City meet its Climate Action Plan and emissions reduction targets.

Goal LU-7: Foster effective communication among stakeholder agencies, government and military entities, and service providers to ensure coordinated land use planning, implementation, and policy development.

Policy LU-7.1: Notify relevant stakeholders, entities, and service providers before making significant land use changes that may affect these parties and facilitate necessary coordination.

Policy LU-7.2: Work with Chula Vista, San Diego, San Diego County, SANDAG, service providers, the Port of San Diego, and the US Navy to maintain awareness of and familiarity with current and future planning efforts that may affect National City.

Policy LU-7.3: 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.

Goal LU-8: Ensure that public spaces and infrastructure are planned efficiently, executed and maintained at a high quality, effectively integrated into the existing environment, and upgraded and expanded as needed.

Policy LU-8.1: Coordinate with entities that own and/or operate infrastructure in public spaces, such as SANDAG, MTS, Caltrans, SDG&E, and service providers, to ensure effective planning, implementation, maintenance, and expansion.

Policy LU-8.2: 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 treat-

ment, solid waste, flood control and drainage, schools, fire and police protection, and parks and recreation.

Policy LU-8.3: Plan for the equitable distribution of infrastructure improvements and public facilities and services.

Policy LU-8.4: Pursue a variety of funding sources, such as local, state, and federal, to support public works projects.

Policy LU-8.5: Implement lighting, visual, cleaning, artistic, and accessibility improvements at freeway underpasses and overpasses.

Goal LU-9: Enhance the existing community character through coordinated land use improvements that align with the City's identity and vision for the future.

Policy LU-9.1: Support land uses that recognize the City's history, cultures, scenic resources, and natural amenities

Policy LU-9.2: Encourage multiple methods of historic preservation for culturally and historically significant sites, including conservation, restoration, and adaptive reuse.

Policy LU-9.3: Consider ways to increase the amount of developable land in the City which have co-benefits, such as converting sections of streets in areas where doing so would improve traffic safety and contribute to revitalization.

Policy LU-9.4: Ensure that the Capital Improvement Program is consistent with the General Plan.

Policy LU-9.5: Review and amend existing specific plans and the Local Coastal Program as necessary to ensure consistency with the General Plan.

Goal LU-10: Facilitate the creation and maintenance of local public art, educational, and cultural amenities.

Policy LU-10.1: Incorporate local art into public facilities and spaces where feasible, such as bike racks, public plazas, and signage.

Policy LU-10.2: Coordinate with SANDAG and MTS to incorporate local art into transportation infrastructure, such as bus waiting areas, the 8th Street and 24th Street trolley stations, and bike racks.

Policy LU-10.3: Ensure adequate publicly accessible information about the City's cultural and historical institutions through well-maintained physical infrastructure.

Policy LU-10.4: Work with local community groups and educational and cultural institutions to maintain and enhance local cultural and historical resources.

Policy LU-10.5: Seek opportunities to engage the public in enhancing parks, streetscapes, plazas, and paseos through art.

Policy LU-10.6: Encourage new development to include design features that identify and celebrate National City's different cultures and history.



