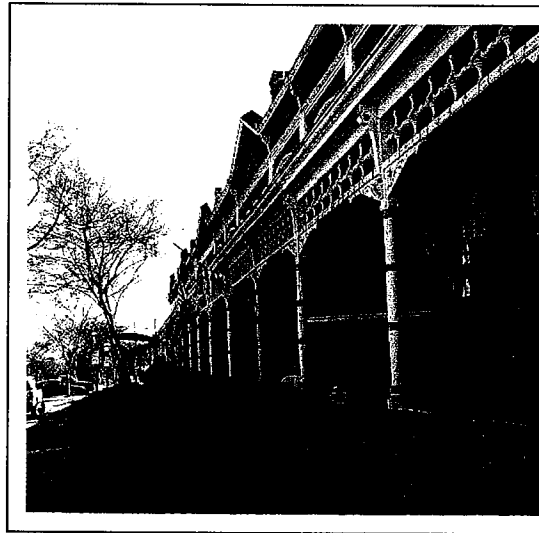


**NATIONAL CITY DOWNTOWN SPECIFIC PLAN**  
REDISCOVERING THE HEART

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NATIONAL CITY , CALIFORNIA

FEBRUARY 2005

**AMENDED JUNE 7, 2011**

**NATIONAL CITY DOWNTOWN SPECIFIC PLAN**  
**PREPARED FOR THE CITY OF NATIONAL CITY COMMUNITY DEVELOPMENT CORPORATION**  
**BY THE NATIONAL CITY PLANNING CONSORTIUM**

**FEBRUARY 2005**

**APPROVED BY THE NATIONAL CITY PLANNING COMMISSION**  
**NOVEMBER 1, 2004**

**ADOPTED BY THE CITY COUNCIL OF NATIONAL CITY**  
**FEBRUARY 1, 2005**  
**RESOLUTION NO. 2005-06**

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**Cover:**

Photo of Brick Row, 1888

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**Vignette Photos:**

There are multiple "vignette" photos found throughout this document that were taken within Downtown National City, and nearby neighborhoods.

Please view them and "look again" at National City while you enjoy "Rediscovering The Heart"



## OFFICE OF THE MAYOR

**NICK INZUNZA**  
**MAYOR**

### TRANSMITTAL LETTER

On February 1, 2005 the City Council of National City adopted the Downtown Specific Plan. The day was significant for National City as it marked a milestone, a “coming of age” for our proud historic community. The need for a new specific plan is the result of a region-wide discovery that National City is a location worthy of investment and an enhanced and attractive living environment. Interest in new construction and rehabilitation in the core of National City increases the need for state-of-the-art development plans and regulations to help assure that downtown once again becomes the thriving, vibrant heart of the city.

The Downtown Specific Plan is not a final step, but a mid-point of a long-term effort to realize the full potential of National City’s central business district. Several years ago a number of business leaders became a forceful voice and strong advocate to change a business district encumbered by blight and under utilized properties to a destination that is a pedestrian friendly, retail oriented, mixed-use residential neighborhood. This is a plan based on reality, not fantasy and includes a realistic assessment of market forces with pragmatic development requirements. The plan sends a signal far and wide that National City is raising the bar to rebuild a downtown that includes superior architecture and urban design.

I want to thank staff, the professional planning team, and the many citizens and business owners who participated tirelessly in this effort. This undertaking included innumerable meetings and workshops during the past two years. The plan builds on a legacy of wise choices that included the restoration of Brick Row, and construction of Police Headquarters, Education Village, a state of the art library and fire station. This is the right time for National City to assume its proper role as the premiere city of the South Bay. It is now clear, more than ever that National City is a place where things get done... and done right.

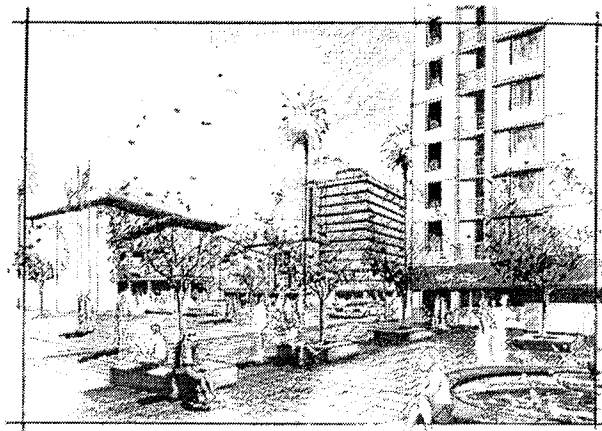
Sincerely,

Nick Inzunza  
Mayor

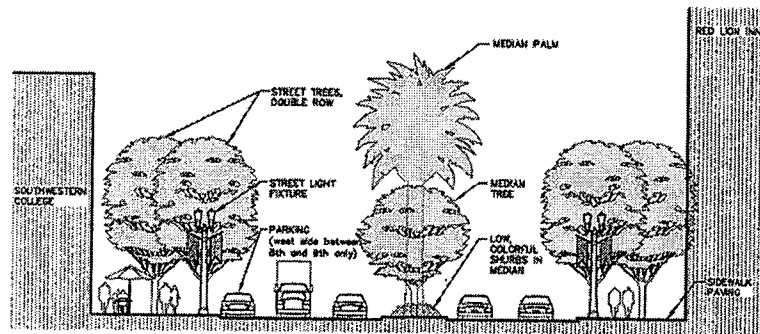
# EXECUTIVE SUMMARY

## NATIONAL CITY DOWNTOWN SPECIFIC PLAN

The National City Downtown Specific Plan amends the adopted General Plan, serving as a refinement of the goals of the General Plan by affixing precise design and land use standards to development and redevelopment proposals within Downtown National City.



The plan is the product of an extended public input process. It reflects the ever-more-evident evolution of National City as a desirable and attractive place to live, invest and thrive. This plan is based on the solid foundation of refined economic analysis and the concepts identified herein are designed to fit the existing and anticipated marketplace so that they will be achievable.



SECTION: NATIONAL CITY BOULEVARD - 7TH STREET TO 9TH STREET

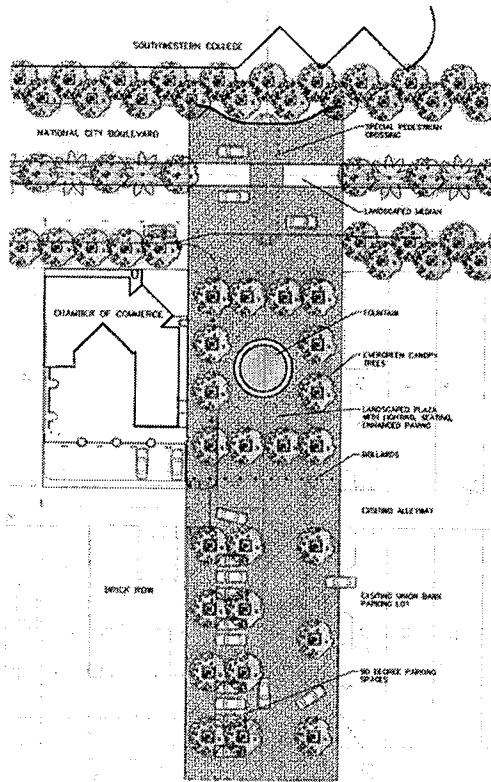
EX - 1

E X E C U T I V E   S U M M A R Y

FEBRUARY 2005

An effort has been made to create a downtown alive with pedestrians, shops, offices, cafes, hotels, students, residents, and visitors. The downtown is envisioned as a vertical central core keying on the intersection of two grand avenues - National City Boulevard and Eighth Street. High-rise residential and mixed-use buildings are envisioned defining a new downtown core,

while on the first floors shops, offices and café's line the streets. Farther from the intersection mid-rise and townhouse residential communities arise, vivid in life, filled with families, singles, empty nesters - a diverse and energized populace enjoying National City's urban hub of commerce. It is not a stretch to imagine downtown National City emerging regionally as a vibrant, urbane, cosmopolitan personal experience. Education Village, Brick Row, and Kimball Park, as well as the new library and many new development projects under way, or on the boards, are a clear sign that National City has already entered a "new era." This plan proposes to build on this momentum by encouraging a more varied and enchanting mix of uses near the heart, and a splash of intense landscaping and a major new public plaza that helps



PLAN: FOUNTAIN PLAZA

integrate the thriving central business district with Kimball Park. The plan also serves to affirm bonds between the downtown and emerging neighborhood commercial streetscapes such as Highland Avenue's El Pueblo and Cocina Mexicana merchants, Plaza Boulevard's Filipino Village and the famous National City Mile of Cars.

### USING THE SPECIFIC PLAN

The Specific Plan provides a complete analysis of the downtown as well as a series of recommendations that address identified issues and potential opportunities. This plan contains specific recommendations derived from a comprehensive process of civic engagement and professional refinement. This process included citizens, National City staff, interested parties, and professional planners and evaluators from related disciplines including architecture and economics. This is a sizable document because it

chronicles, in very specific detail, the progression of thought and diagnostic techniques that resulted in the recommendations chosen. This Executive Summary has been written in order that those who design or review development proposals and building plans for conformance with the Specific Plan will have clear, concise and comprehensive command of all of the intricate and proven standards and design philosophies that form the basis of the plan.

### **Planning as a Process**

If life is considered a journey, then "planning" can be seen as a roadmap. The reason plans such as these are created is that plans help us make choices, with the understanding that the right choices are those that are pragmatic and made with a unified sense of purpose – based on reality and with an eye toward a commonly desired goal. Determining the "right" choices for downtown National City required that the Specific Plan be developed with a solid understanding of the existing assets and burdens of the study area as well as a grasp of the current and future market conditions, and perhaps most importantly, a shared desire for achievable goals. Only then did the framers compose the Specific Plan recommendations in order to build toward the realization of a better future.

### **How to Use the Chapters of the Specific Plan**

**CHAPTER I - INTRODUCTION** – Chapter I "Introduction" sets the tone and outlines the philosophies of the plan. The Introduction frames this plan, and exhibits the plan's personality. It serves to embolden the user to believe in National City and recognize that National City should approach development review from a position of well-documented strength.

*Use Chapter I as a tool to challenge development applicants to do more than simply comply with a set of minimum standards. Use this chapter to encourage proposals that meet the spirit as well as the letter of the regulations. The result should be projects that exhibit innovation as well as superior urban design that is worthy of National City.*

**CHAPTER II – DOWNTOWN PROFILE AND CHARACTERISTICS** – Chapter II: "Downtown Profile and Characteristics" provides the user with a community profile, including demographic (population and income) data that is vital to those who are considering investing in Downtown National City.

*Use the data in Chapter II to understand the marketplace and recognize projects that have the greatest opportunities for fitting into the local economy, or elevate the economic choices for the citizenry.*

## **CHAPTER IV – LAND USE REGULATIONS AND DEVELOPMENT STANDARDS and CHAPTER VI – URBAN DESIGN GUIDELINES**

Chapter IV: "Land Use Regulations and Development Standards includes a series of specific recommendations and standards for each of fifteen "Development Zones." A table that summarizes the fundamental development intensity and land use preferences from the land use Regulations and Development Standards chapter is included at the end of this Executive Summary. Land use recommendations, urban design standards, strategies to enhance the commercial corridors, create central gathering places are located in Chapter VI: "Urban Design Guidelines". There are focused ideas regarding plazas, shops, streetscape enhancements, parking, building setbacks, mixed-use strategies, gateways, landscaping, street signs, and links to Kimball Park in Chapter VI. There has been a conscious effort to identify approaches that are achievable so that limited time and energy can be devoted to efforts that offer the greatest chance for success and produce the most profound and broad-based results.

*Use Chapters IV and VI to gain a more complete understanding of the base development standards. There are a large number of drawings in the chapter that can provide guidance to both the drafters and reviewers of projects who desire compliance with the shared vision for the resurgence of Downtown National City*

**CHAPTER VII - FUTURE IMPLEMENTATION PROGRAMS** - Chapter VII: "Future Implementation Programs" outlines the specific steps to be taken to carry forth the recommendations in the Specific Plan. Implementation of the land use recommendations, urban design standards, and related strategies is proposed to be executed through the development of a Business Improvement District (BIP), a Landscape Maintenance District (LMD), a Parking District and a Storefront Improvement Program. A major component of the Future Implementation Programs Chapter is the Streetscape Master Plan, since improvements to the public infrastructure are essential to the success of the effort.

*Use Chapter VII to form the foundation for the formulation of agencies, business groups, and other semi public or public bodies whose primary task is to execute the recommendations.*



## LAND USE PREFERENCES

DEV'T ZONE	DENSITIES		MAX HEIGHT	PREFERRED LAND USE																	
	DU/AC DWELLING UNITS PER ACRE	MAX FLOOR AREA RATIO		RESIDENTIAL					COMMERCIAL					OTHER							
				SINGLE FAMILY DETACHED	TOWNHOME	MEDIUM DENSITY	HIGH-DENSITY	MIXED USE	MOTEL	HOTEL	THEATERS & CAFES	RESTAURANTS	RETAIL	PROFESSIONAL OFFICE	AUTO-ORIENTED RETAIL	PUBLIC PARKING	INSTITUTIONAL / COLLEGE	LIGHT INDUSTRIAL	PARK / PLAZA		
1A	-	6:1	None					✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			
1B	-	6:1	None					✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓
2	-	4:1	75'			✓															
3	-	4:1	75'			✓		✓													
4	-	6:1	90'			✓		✓		✓				✓							
5A	20-30	3:1	36'			✓		✓													
5B	-	4:1	90'			✓		✓													
6	-	6:1	None			✓	✓	✓		✓	✓	✓	✓	✓	✓						
7	-	6:1	None			✓	✓	✓		✓	✓	✓	✓	✓	✓						
8	20-30	3:1	36'		✓																
9	-	5:1	90'				✓	✓		✓	✓	✓	✓	✓	✓						
10	20-30	3:1	36'		✓																✓
11	-	4:1	50'			✓															
12	-	5:1	90'			✓			✓	✓	✓	✓		✓							
13	-	4:1	75'			✓															
14	-	4:1	75'			✓															

**15 KIMBALL PARK**

**NOTES:**  
 36' Height Limit for townhouses in all districts. Additional height, beyond the 36-foot limit, is not allowed for an additional occupied floor, but can be approved for stair houses, garden rooms, trellis structures and similar.

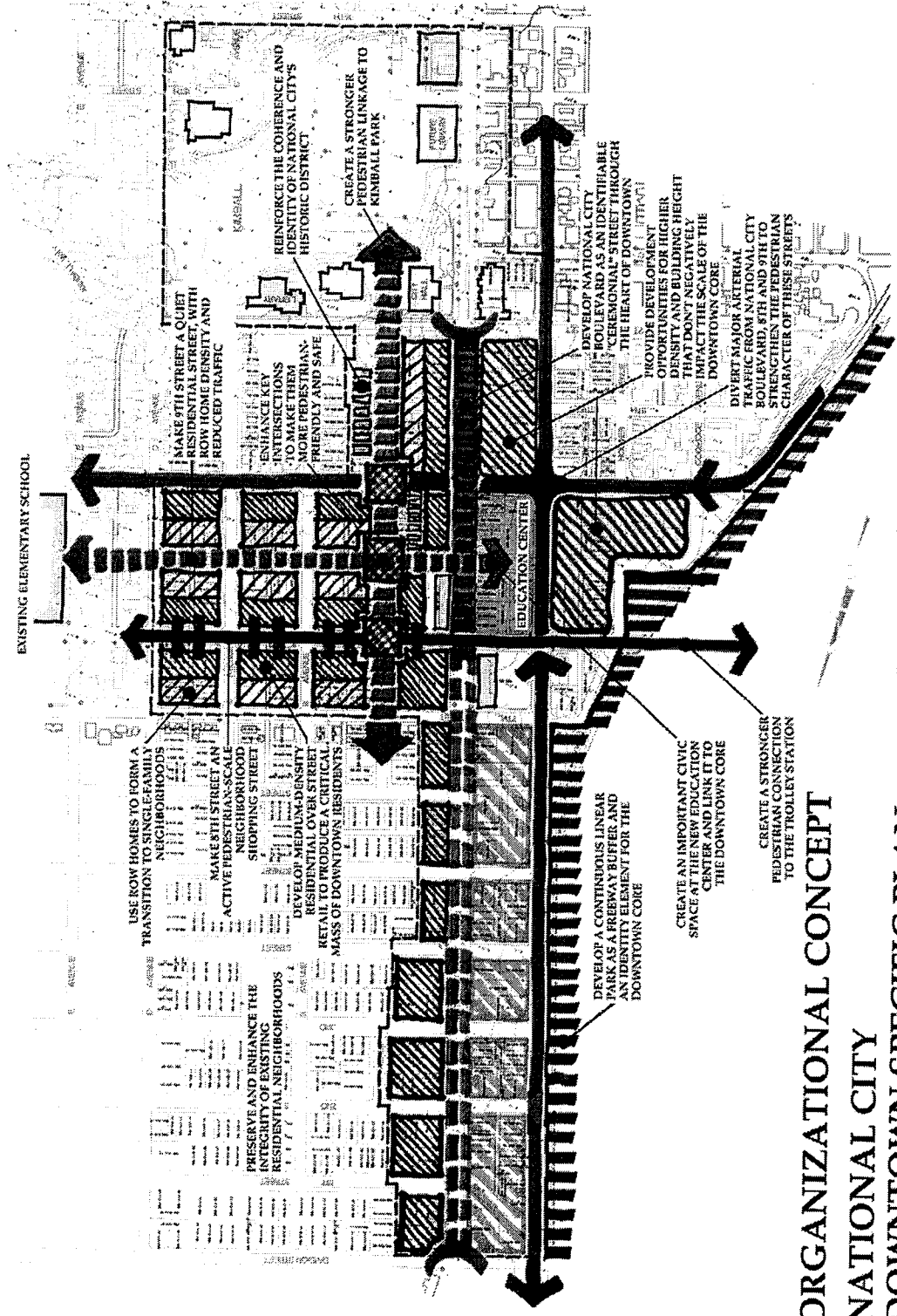
Specific height limits are not applied to Development Zones 1A, 1B, 6 and 7, the ultimate height will be governed by Floor Area Ratio and the pragmatics of market capacity and the floor plate requirements of a chosen building use.

Limits on densities, as described in "dwelling units per acre", only apply to Townhouse Development Zones 5, 8, and 10. Otherwise, Floor Area Ratio and height govern the intensity of development.

## PARKING REQUIREMENTS

<b>RESIDENTIAL</b>	
NUMBER OF BEDROOMS	MINIMUM REQUIRED OFF STREET PARKING SPACES PER DWELLING UNIT
Studio	1
One Bedroom	1
Two Bedroom	1.2
Three or More	1.4
<b>NON RESIDENTIAL</b>	
MINIMUM REQUIRED OFF STREET PARKING SPACES PER 1,000 SQ. FT. GFA*	
2.5**	

**NOTES:**  
 \*Includes Gross Floor Area plus below Grade Floor Area and Excludes Floor Area Devoted to Parking  
 \*\*The minimum parking ratios apply to all non-residential uses and only eating and drinking establishments that do not have a common parking area with any other uses. There is no minimum parking requirement for outdoor dining.



**ORGANIZATIONAL CONCEPT  
NATIONAL CITY  
DOWNTOWN SPECIFIC PLAN**

EX - 6

EXECUTIVE SUMMARY

FEBRUARY 2005

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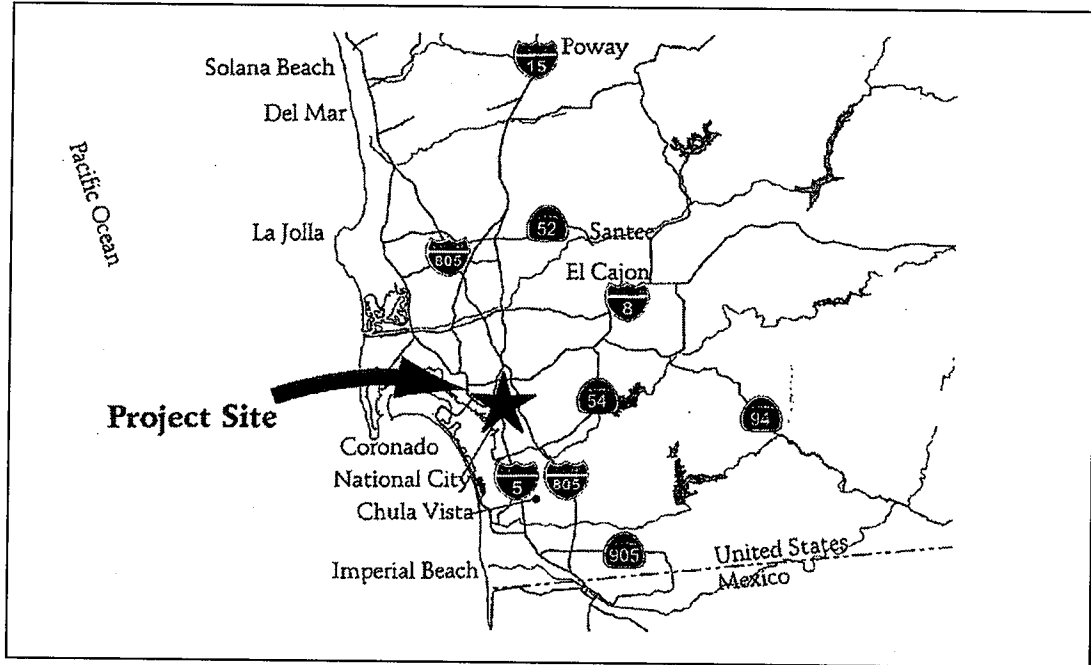
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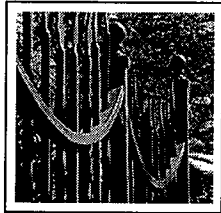
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I

# INTRODUCTION



## INTRODUCTION

### CELEBRATING NATIONAL CITY

An oxyacetylene torch combines pure oxygen and acetylene to yield a flame of 3,480 degrees Celsius. It is the only mixture known that will burn hot enough to cut steel. National City knows this. National City cuts steel. National City builds, repairs, loads, and sails ships. This 140-year-old city on San Diego Bay embodies a proud and rich tradition of commerce and meaningful production. From the 32<sup>nd</sup> Street Naval Station to the National City Marine Terminal, and along the Sweetwater Channel, National City flexes its considerable economic muscles with drama, poise and class. The neat and modern 21<sup>st</sup> Century industrial parks near the waterfront teem with activity. Fork lifts dash and dart, transferring wares and goods between truck and terminal. Thousands of new cars from across the planet occupy vast storage lots. In addition to its maritime roots, the high technology research that occurs here signifies National City's emergence into the most modern of economic mainstreams. Meanwhile in this city of communities, rich cultural traditions are celebrated in vivid, diverse, and authentic enclaves. Highland Avenue's El Pueblo and Cocina Mexicana merchants offer a distinctive and growing variety of choices. Neighborhoods like Plaza Boulevard's Filipino Village reflect multiplicity both broad and deep. Thousands of people from throughout the region are drawn to National City Boulevard to purchase their cars.



National City has amassed a consistent legacy of achievement. From the railroad museum, Brick Row, the marina district, the Chamber of Commerce building, the Mile of Cars to the new Education Village. This city of 56,000 does important things, and does them well. National City gets things done.

Having given so much to the country, National City now turns its attention inward. The intent of this specific plan for Downtown National City is to elevate its commercial and cultural core by taking best advantage of its splendid array of attributes and accelerating the momentum provided by exciting new development opportunities.

A plan is more than a study - it is a process. National City, in going through this planning process, has learned more about itself along the way. There are certain absolutes that will apply whether or not all aspects of this plan come to full fruition. Downtown is changing; changing for the better. And because the investment climate, and the attitudes that govern it, are dynamic, there will be unanticipated events and opportunities that will compel some of these recommendations to be reconsidered - that is the nature of all planning exercises. In this case, however, National City can rest assured that this plan anticipates



current energies and trends that will propel the process into the future.

There is comfort in a plan that is grounded in sound verifiable analysis, a plan that identifies existing - and often divergent - trends, and harnesses their energy in one positive direction for the greater common good. Education Village, the emergence of Highland Avenue and Filipino Village, the new fire station, library, and several large scale private projects just on the horizon, infuse the Downtown development atmosphere with vigor and optimism.

It is understood that there is a limit to funds and effort. This plan provides a very achievable and efficient framework for the expenditure of these precious assets because it is the product of daunting research, keen observation, valuable experience and common sense.



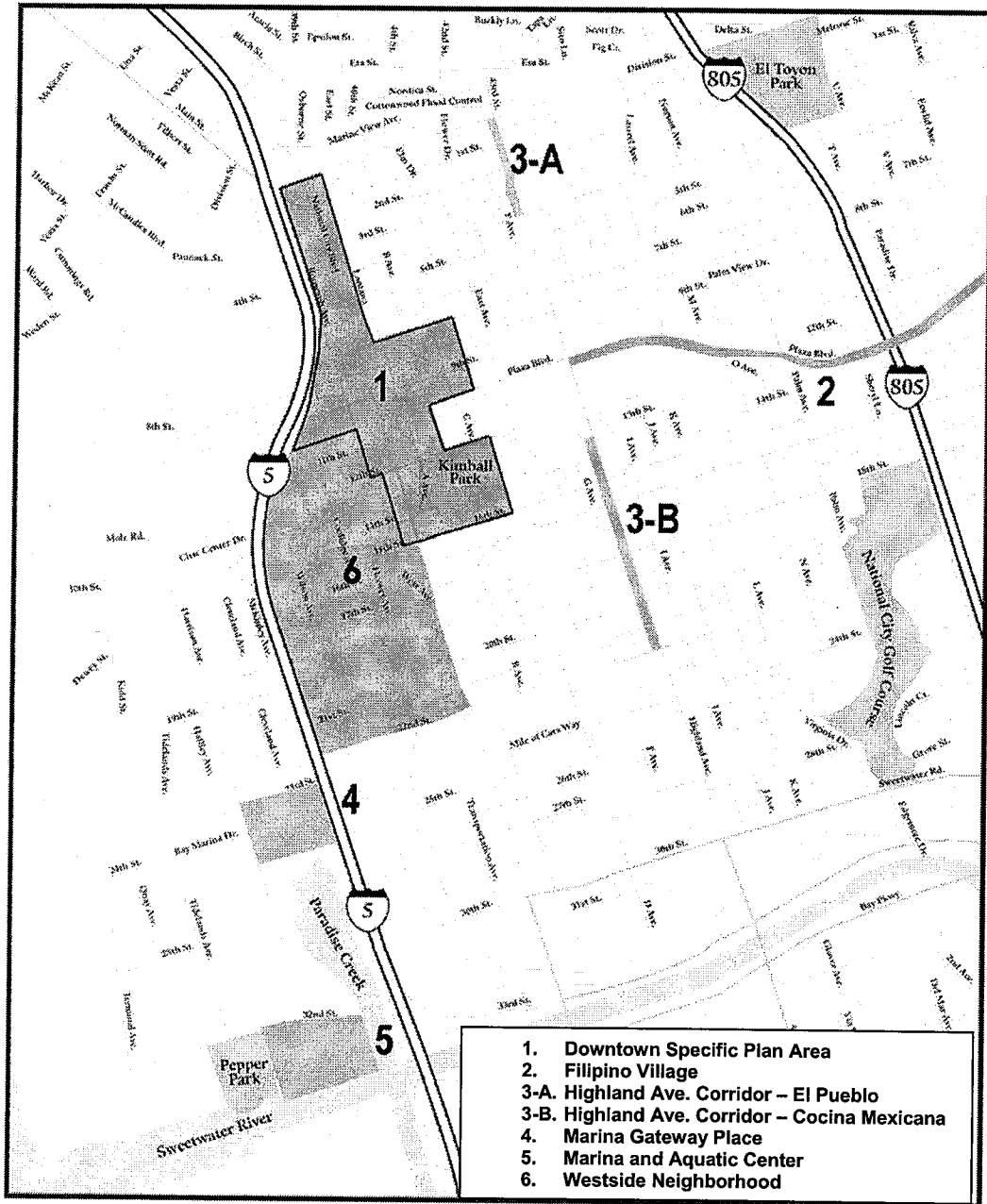
What has been learned? We have learned that National City has more opportunities than issues, more potential than problems, and more interest from investors than ever before. This process has reaffirmed that the basic structure of Downtown National City is sound, and holds within it the foundation for a truly successful, rich, and varied urban experience. Exciting new projects not only promise to fill gaps, they send a signal to outside observers, and the citizens of National City, that the Downtown is in the midst of a historic rediscovery. Certainly, it will take time to bring Downtown National City to

full fruition. It can happen if all involved exercise patience, determination, courage, and faith. As those who helped craft this plan will attest - Downtown National City has only begun to realize its potential. It is the intent of this plan to convert this evident potential into a vivid reality.

As the reader will see in subsequent chapters, it is apparent that there is a market for additional development in Downtown National City. And, though this market is substantial, it is nevertheless ultimately limited, and will vary over time.

In the interest of building immediate revitalization momentum and maximizing the impact of initial new development, this plan proposes that the mass of this market potential be concentrated in the core. This has been done by arraying the largest Floor Area Ratios and greatest heights in the development districts nearest the key intersection of 8<sup>th</sup> Avenue and National City Boulevard. To complete this revitalization tableau, it is then proposed that lower Floor Area Ratios and reduced maximum heights be applied to development districts that lie farther from the core. This is done to help achieve a natural transition from the vertical "signature" core of Downtown National City to the low-rise neighborhoods and commercial districts that surround it.

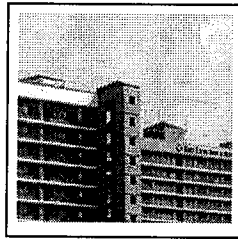
The future is inevitable. This plan proposes to help National City face this inevitability with promise, hope, and prosperity.



## National City Specific Planning Areas

II

DOWNTOWN PROFILE  
&  
CHARACTERISTICS



II - 1

DOWNTOWN PROFILE & CHARACTERISTICS

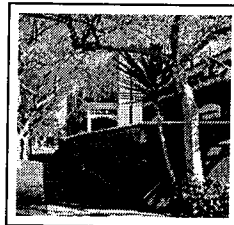
FEBRUARY 2005

## THE CENTER

### AFFIRMING THE HEART

**D**owntown National City is a compact and intense district featuring several significant qualities. With City Hall, the new library, social agencies and numerous churches, Downtown is the civic and cultural center. It is also superbly located in the heart of town, flanked by remarkable freeway and surface street access, literally minutes away from anywhere in the city and close to many regional assets such as San Diego Lindbergh Field to the north and Mexico to the south. The Downtown features a pedestrian-welcoming efficient street network of short blocks, human scale buildings and relatively narrow streets. The Downtown is visible from the elevated roadway of Interstate 5, which presents the opportunity to advance the image of National City with renovated buildings, lush landscaping and a positive "curb appeal."

Downtown contains an enticing collection of charming and rare historic buildings. In an era when people seek authentic and genuine experiences, the historic properties in Downtown National City are exceptionally valuable assets that should be underpinned and promoted as an inducement to investment. The historic properties are made all the more attractive because the Downtown is flanked on three sides by charming, low-rise residential neighborhoods. These boroughs, with their assortment of Victorian cottages



and homes, lend themselves to the creation of a distinct and rich walking environment linked to the Downtown core.

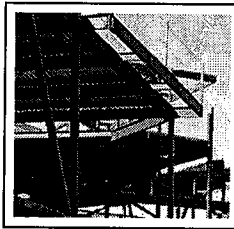
The core is a prime location for retail and multiple-family residential development. It also has an emerging skyline with two high-rise buildings that anchor it on the horizon and reinforce the district as a "central place." Of particular note is the proximity of the Downtown to Kimball Park, an emerald jewel that serves as a visual respite and a community gathering place.

The Downtown is further benefiting from exciting new projects:

**Education Village** – It is difficult to overstate the significance of Education Village. This intense and architecturally engaging college campus occupies a place of prominence at the corner of 8<sup>th</sup> Street and National City Boulevard, an introductory "gate" into the Downtown from the Interstate 5 exit and the trolley station. Education Village, a joint venture of San Diego State University, Southwestern Community College and the City of National City will provide a multi-year and adult education venue for up to 10,000 students in Downtown National City. Education Village includes attributes that will have a direct benefit to the level of activity throughout the Downtown. The student and faculty population will

provide customers for local shops, and the sidewalk activity they engender, with help elevate the activity level within the core. The campus also includes a lounge coffee shop and café open to all citizens, and a public plaza at the terminus of 9<sup>th</sup> street that will endow National City with its own central metropolitan square – a place to meet and relax. Education village adds a significant new element to the Downtown because it is a unique use not available elsewhere in the city. A college campus such as this helps alter the image of the Downtown by transforming how it functions on the street and how it is perceived in the community.

Education Village adds college-age students as well as professional educators to the Downtown mix, this is a demographic group sought by vendors not now evident in the Downtown core, such as bookstores, cyber cafes, coffee shops and venues for jazz, the blues and alternative music. By adding more students and instructors to the Downtown streetscape, National City will be more attractive to new investors and retail and entertainment providers. In addition, programming usually associated with a college campus, such as an emphasis on the visual and performing arts, will add



another hue to the Downtown palette. Along with the new public library near Kimball Park, Education Village will anchor Downtown as a center of culture, learning and elevated discourse. The new library, and the new central fire station nearby as well as the Police Headquarters and City Hall, fortify Downtown as the institutional heart of the city.

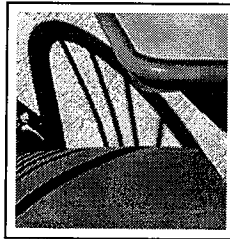
The private sector is also active in improving Downtown, with the anticipated dramatic remodeling of the 11-story Red Lion Inn the most visible example.

This plan includes substantial and well-considered street improvements that will serve to weave together the diverse elements of the Downtown with a streetscape of unified design and enhanced character.

The level of traffic and activity at the key intersection of Plaza and Highland make it a focal point that, though technically outside of the study boundaries, is significant enough to warrant extending the recommendations for 8th Street and Plaza Boulevard north to Highland to create a framework for combining the energies of the Downtown core and this emerging commercial center.

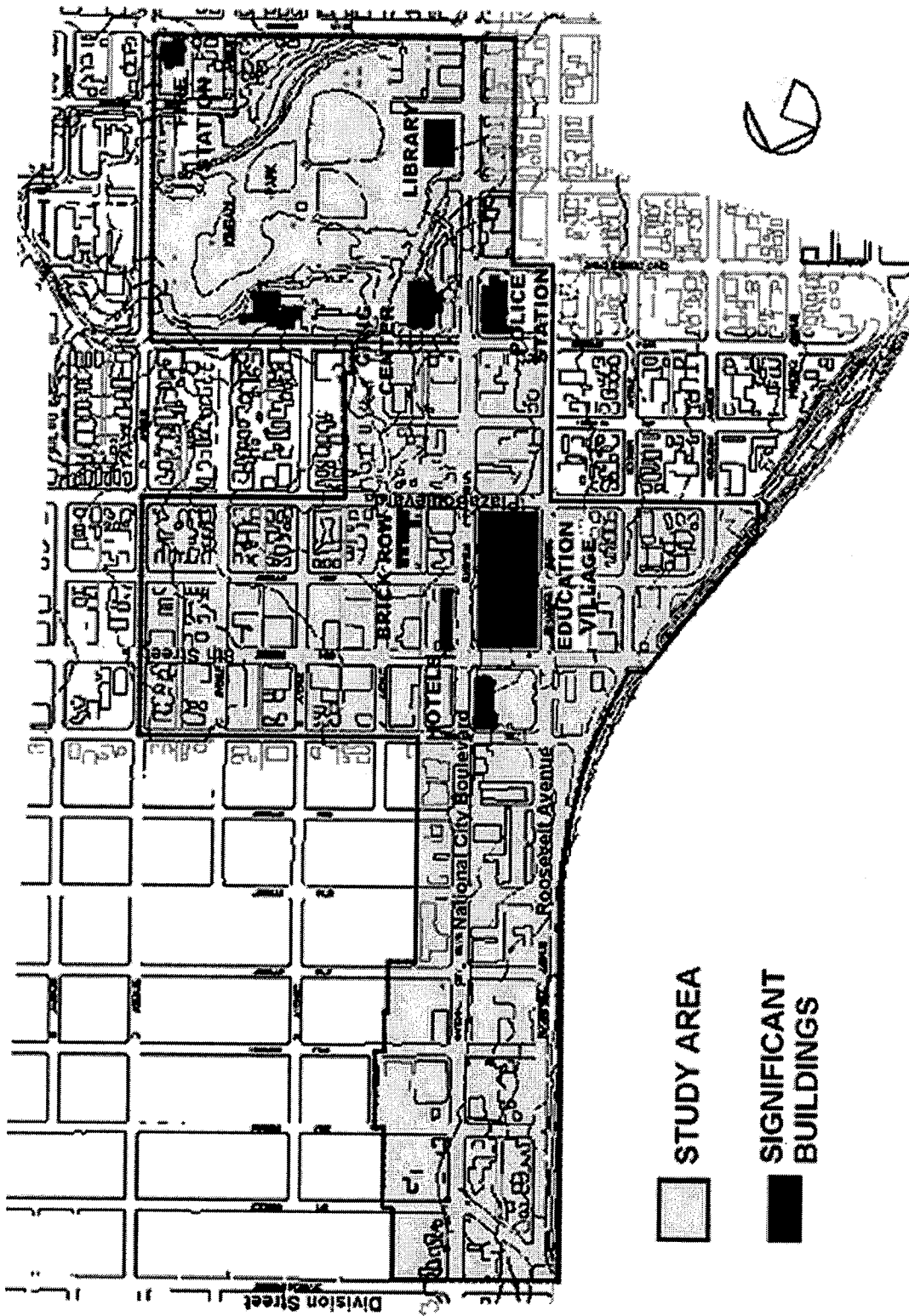
The boundaries of Downtown National City can vary by function and perception, however for the purposes of this specific plan it is defined as an area roughly bounded by Division Street, National City Boulevard, 7<sup>th</sup> Street, D Avenue, Plaza Boulevard, Kimball Park, and Interstate 5. These boundaries have been assigned in order to allow the plan to address the key portals into the core, define areas of complimentary uses, and help underpin some of the opportunities and assets within the study area. As is outlined in following chapters, this Specific Plan has been developed with great attention to existing conditions and a commitment to achievable results. The planning team, consisting of citizens, merchants, business leaders, associations, interest groups, the City government, and a team of professionals, amassed and assessed an array of data and numerous studies and interviews to identify trends, needs, hopes, goals, and dreams.

The energy and vitality of the Highland Avenue area can help jump-start the revitalization of the 8<sup>th</sup> Street and Plaza Boulevard areas of the Downtown and, conveniently, the renewal of the 8<sup>th</sup> Street and Plaza Boulevard districts can further propel the liveliness on Highland. It would be



ideal to share and expand the customer base for both, by assuming a common and complimentary identity and experience for shoppers. The shops on Highland would continue to serve a certain customer base, the new enterprises on the Downtown would then draw more customers and the overall shopping experience, in theory, will be incomplete without a visit to both communities. Common landscaping, signs, and entry point presentation can establish a continuity and shared identity. A separate, additional study is warranted to reassess the intensity, land use, and mix in the area between the study boundary and Highland Avenue; but, in the meantime, the streetscape, landscape, and sign standards of 8<sup>th</sup> Street and Plaza Boulevard described in this study, are to be continued eastward to Highland Avenue.

Civic Center Drive is a major connector to Downtown that was improved recently with ornamental streetlights and landscaping. As part of the Westside Neighborhood planning study, appropriate development guidelines should be prepared that will protect the Westside area and compliment the Downtown.

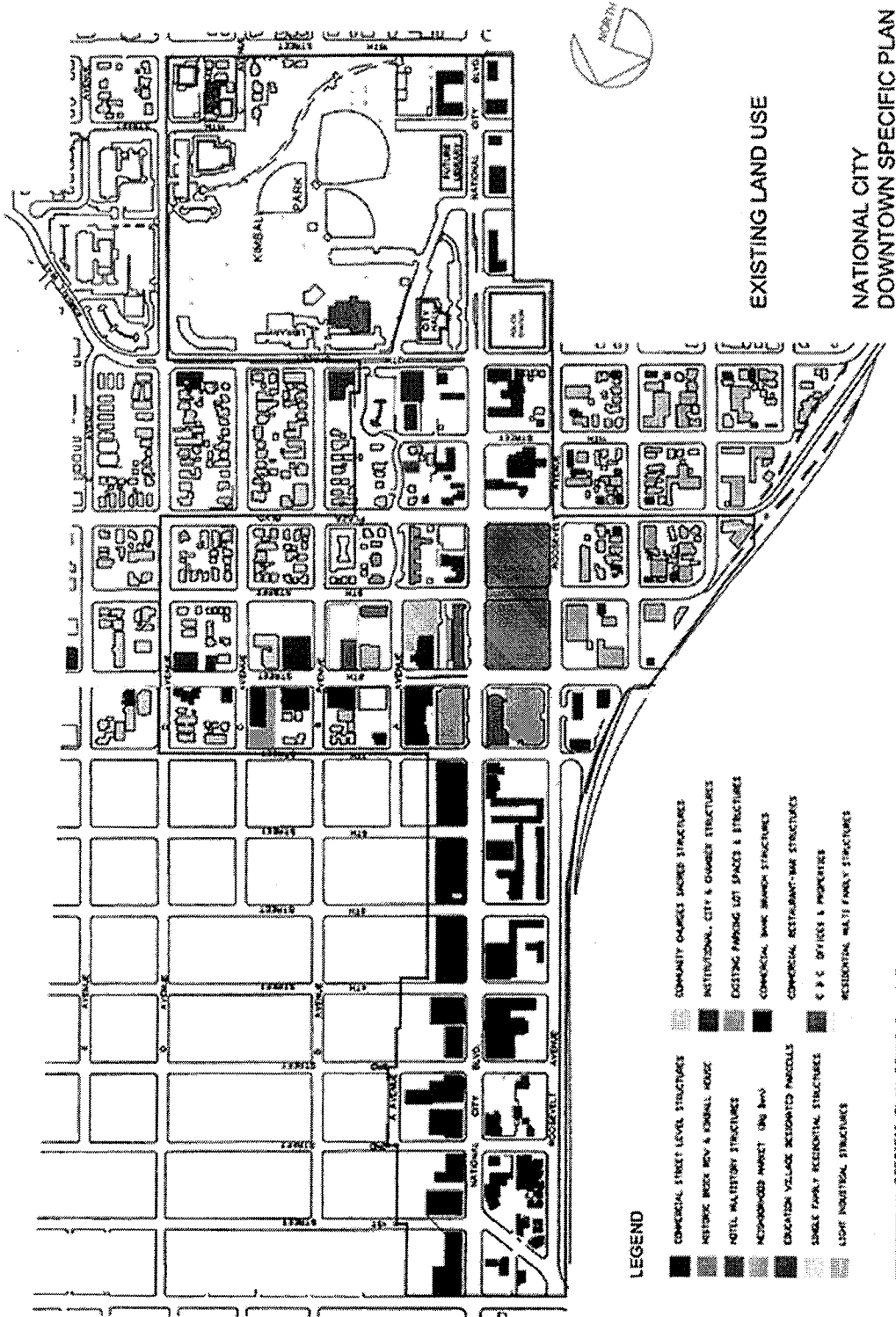


DOWNTOWN PROFILE & CHARACTERISTICS

FEBRUARY 2005

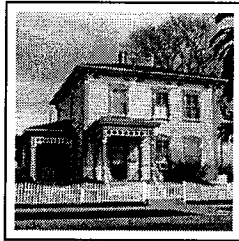






DOWNTOWN PROFILE & CHARACTERISTICS

FEBRUARY 2005



## DEMOGRAPHIC PROFILE - WHO WE ARE

### THE POWER AND RICH TEXTURE OF NATIONAL CITY

It is essential that any program for the revitalization of Downtown National City be built upon a foundation of solid analysis that ascertains what can reasonably be achieved. Therefore, a vital component of this planning effort is the economic overview of the planning area and the region within which it exists. The following chapter examines how the Downtown functions as an economic engine, and recommends focusing on certain areas for planning and development emphasis.

The recommendations contained herein have been carried forward in subsequent chapters and have guided the development of the land use plan, landscape and streetscape concepts and the design guidelines.

Downtown National City consists of established residential neighborhoods, commercial businesses located along major streets, and a mix of light industrial and commercial businesses. The Downtown core is defined as the blocks between Plaza and Seventh Street, Roosevelt and D Avenues where most of Downtown's retail and service businesses are located.

About 7000 residents live within close proximity to Downtown, or about 13 percent of the City's population. The households who live Downtown tend to be older and less affluent. Homes in

Downtown tend to be priced similarly to the rest of National City, although they tend to be smaller in size.

Downtown residents reflect the cultural diversity of National City, and many of the Downtown businesses are owned and/or staffed by members of the Hispanic and Asian community. Many families with children live Downtown, often within extended families. About one fifth of the City's senior population lives Downtown.



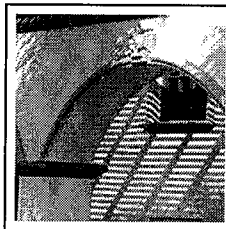
According to the City's sales tax consultant, HDL, the Downtown district, which is larger than the Downtown specific plan area, generated about five percent of the City's sales tax, or \$630,000 in 2002. According to

City Business License data and HDL, most of the retail stores in Downtown sell groceries, home furnishings, used merchandise, and auto and appliance parts. Sid's Carpet Barn has a regional draw and there are also several used automobile businesses, and the city's "Mile of Cars" is directly adjacent to Downtown.

Downtown has numerous eating establishments, most of which do not have liquor licenses. The highest volume eating establishments are McDinis, Napoleone Pizza House, Oriental Cafe, Jack in the Box, Keith's and the Trophy Lounge. Niederfranks Ice Creams is both an ice cream shop and a wholesaler of natural, European

style ice cream sold throughout the San Diego area.

Downtown also has a concentration of service businesses. Numerous health-related businesses, including medical, dental, acupuncture and chiropractic offices are clustered in the Downtown core. There are also many personal service businesses, including beauty salons, barbershops, insurance, accounting and attorneys. In addition, Downtown businesses repair automobiles, appliances and office equipment. Two major banks, Bank of America and Union Bank are located along Eighth Street in the Downtown core. Downtown has several lodging establishments, with the largest being the Holiday Inn and Red Lion located along National City Boulevard at Eighth Street.



The City of National City and its Community Development Commission (CDC) have made substantial public investments in Downtown. All of the city's administrative functions are located in the civic center, adjacent to the City's largest park, Kimball Park. The city's main library and police station are also located in the Downtown. The City and CDC have provided substantial public funds to help restore the historic buildings along Brick Row and to construct the new Chamber of Commerce building. The CDC has acquired properties and helped redevelop them. Prime examples are housing, like the row houses along Ninth Street and the

senior towers next to Kimball Park. The CDC has also invested in the new Education Village, which is under construction along National City Boulevard between Eighth Street and Plaza Boulevard; and the agency has invested in a landscaping and streetscape program along National City Boulevard's Mile of Cars to the south of Downtown.

The regional transit authority has invested in a light rail system linking National City to many parts of San Diego County, and the light rail transit stop is located near Downtown just west of the Freeway at Eighth Street. Linkages to this stop are ill defined, the quarter-mile long pedestrian environment between Downtown and the stop is unattractive and uninviting. Parking at the stop is at a premium and the character of the stop is "bare bones" lacking an all-weather station or special design elements should be in evidence to reinforce that this is a key transit stop for a central business district. It is important for the functionality and appearance of the link between Downtown and the transit stop to be enhanced. Ideally a light rail transit station in this strategic location should have superior design that communicates to users and passers by that this is a gateway to Downtown and entry point to the city.

Something on the scale and design quality of the stylized and symbolic train station in Solana Beach, could serve as an example to consider.

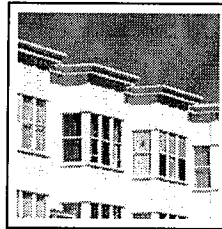
Downtown National City has many existing assets: its diverse residential population of families and seniors, numerous civic, educational and recreational amenities, broad variety of established businesses, and strong employment base. The challenge for Downtown's future is to efficiently and effectively leverage these assets into a vibrant urban core that serves the existing population and encourages new residents and businesses to locate in the Downtown.

- Capture the potential for neighborhood, food related and specialty retail.
- Encourage mixed use, residential over retail, developments in the Downtown core
- Encourage new infill housing development In the short term, given market constraints, focus on 2 to 5 story buildings. In the longer term, as market improves to support higher development costs, encourage higher density housing of 5 to 10 stories in height.

### **Economic Considerations for the Downtown Specific Plan**

### **Potential Retail Market**

The Downtown Specific Plan is designed to build upon and enhance existing assets. The economic considerations for the Downtown Specific Plan are to:



- Encourage private investment to compliment Downtown businesses and the existing neighborhood fabric
- Build on public investment in the Education Village, Chamber of Commerce, Brick Row, Kimball Park, National City Boulevard and the Transit Station
- Create better links to Kimball Park and the Transit Station from Downtown
- Enhance the pedestrian environment and provide public parking in the Downtown core
- Focus pedestrian oriented retail in the Downtown core on 8<sup>th</sup> Street, and on National City Boulevard between 7<sup>th</sup> and 12<sup>th</sup>.

As shown in Table 1 (page II – 12), according to US Census data, there were approximately 7000 residents in the neighborhoods surrounding Downtown in 2000. Given that little new development has occurred, the current population is likely to be very similar in 2004. About 1,100 seniors live Downtown, and a large number of families with children occupy the single-family homes, row homes and apartments in the Downtown. There is a higher concentration of seniors who live in the Downtown as compared to the City as a whole.

Downtown businesses currently draw patronage from the surrounding neighborhoods, people who live in National City and surrounding communities, employees in both the public and private sectors, and other businesses within Downtown.

**Table 1  
Household and Income Characteristics  
Downtown National City**

	2000 Census			2003 Claritas Estimates		
	Downtown Specific Plan Area Census tracts 114-01 117-03 117-04 118.01-1 118.01-2 118.01-3 118.01-4	Downtown Specific Plan Area Census track 114-01 117-04 118.01-1 118.01-2 118.01-3 118.01-4	National City (Citywide)	Within One Mile of Eighth Street and A Avenue	Within Three Miles of Eighth Street and A Avenue	Within Five Miles of Eighth Street and A Avenue
Residential Population	6,791	5,399	<b>54,260</b>	33,060	193,451	457,740
Senior Population (Ages 65 and over)	1,050	461	<b>5988</b>	N/A	N/A	N/A
Seniors as Percent of Population	15.5%	8.5%	<b>11.0%</b>	N/A	N/A	N/A
Number of Households	2,187	1,532	<b>15,180</b>	8,340	51,798	141,797
Average Household Size	2.99	3.46	<b>3.57</b>	3.56	3.51	3.08
Median Age	33.9	30.2	<b>28.8</b>	25.9	27.9	31.2
Median Income	\$22,093	\$26,592	<b>\$31,255</b>	\$27,259	\$32,010	\$38,048
Owner Housing Value	\$117,163	\$124,900	<b>\$121,533</b>	\$134,347	\$149,377	\$173,335
Median Effective Buying Income <small>Effective Buying Income is defined as income minus personal. It is often referred to as "disposable" income.</small>	N/A	N/A	<b>N/A</b>	\$23,955	\$27,793	\$32,128
% of HH with Effective Buying Income > \$75,000	N/A	N/A	<b>N/A</b>	2.5%	4.9%	9.0%

Downtown businesses that attract patrons from outside the immediate neighborhood include the Holiday Inn and Red Lion, two banks, restaurants, and specialty shops. In addition, churches located in Downtown attract people from the broader region.

Typically, neighborhood retail businesses draw patronage from a one-mile radius. According to Claritas, a private supplier of consumer lifestyle data and analytical services, about

33,000 people currently live within a one-mile radius of the Downtown.

Furthermore, about 54,000 people work within a one-mile radius of the Downtown. Most workers are employed by the Federal government at the Navy base and by the City in the Civic Center. However, about 10,000 workers are employed by the private sector primarily in retail trade, services, manufacturing and wholesale trade.

Regionally oriented businesses typically draw patronage from a three to five mile radius of the Downtown. According to Claritas, about 458,000 people live within a five-mile radius of Downtown, and about 240,000 people work within a five-mile radius of Downtown. Most of which work in the private sector in service, retail trade, manufacturing and finance, insurance and real estate industries.

By 2008, Claritas is projecting that the population within the one-mile radius of the Downtown will grow by about five percent to about 34,800 people, while the greater region within the five mile radius is projected to grow faster at about seven percent to 488,000 people. Claritas prepares its projections based on existing land use patterns, without taking into consideration the Downtown Specific Plan. New housing proposed for the Downtown Specific Plan will stimulate additional growth in population within the one-mile radius.

Table 2 (page II - 14) shows the current household expenditures for households that live within a one,

three and five-mile radius of the Downtown. Households typically spend between \$8000 to \$9000 per year on food related items, including groceries and eating establishments; between \$3000 to \$4000 per year on apparel and about \$2000 per year on specialty items and miscellaneous goods. The Downtown could potentially capture a significant proportion of these household expenditures.

Based on land use projections, the Downtown Specific Plan could encourage the development of up to 2,200 new housing units that could potentially house about 6,000 new residents, at an average household size of 3 persons. These new households could generate demand



for about 342,000 square feet of new retail space, as shown in Table 4 (page II - 16). However, the amount of new retail space that can be supported in the future will depend upon how much the Downtown new household expenditures, as well as how much it can attract residents and workers from the greater region.

**Table 2  
Daytime Employees  
Downtown National City**

	Within One Mile of Eighth Street and A Avenue	Within Three Miles of Eighth Street and A Avenue	Within Five Miles of Eighth Street and A Avenue
<b>Public Sector / Government</b>	<b>43,613</b>	<b>45,212</b>	<b>45,212</b>
Percent of Total Daytime Employee Population	80%	42%	19%
<b>Private Sector</b>	<b>10,573</b>	<b>61,831</b>	<b>188,059</b>
Percent of Total Daytime Employee Population	20%	58%	81%
<b>Retail Trade</b>	<b>3,682</b>	<b>14,663</b>	<b>40,693</b>
Auto Dealers/Gas Stations	1,401	3,405	4,534
Eating and Drinking Establishments	1,028	4,108	16,501
Grocery Stores	308	1,689	4,069
Miscellaneous	306	3,261	8,641
Home Improvement Stores	281	587	2,106
Furniture and Home Furnishing	260	936	2,096
Apparel and Accessories	98	677	2,746
General Merchandise	36	1,501	3,451
<b>Services</b>	<b>3,295</b>	<b>20,439</b>	<b>93,092</b>
Personal Services	900	3,281	7,313
Education Services	733	5,401	12,933
Business Services	543	2,294	17,590
Other	311	2,505	22,608
Health Services	298	4,473	15,461
Social Services	274	1,983	5,730
Hotels and Lodging	236	502	11,457
<b>Manufacturing</b>	<b>983</b>	<b>12,783</b>	<b>17,409</b>
<b>Wholesale Trade</b>	<b>942</b>	<b>7,077</b>	<b>10,945</b>
<b>Finance/Insurance/Real Estate</b>	<b>604</b>	<b>2,919</b>	<b>12,523</b>
<b>Construction</b>	<b>564</b>	<b>2,294</b>	<b>4,335</b>
<b>Transportation/Communication</b>	<b>503</b>	<b>1,656</b>	<b>9,062</b>
<b>Total Daytime Population</b>	<b>54,186</b>	<b>107,043</b>	<b>233,271</b>

Source: Claritas, Seifel Consulting Inc.



**Table 3**  
**Annual Average Household Expenditures**  
**Downtown National City**

	Within One Mile of Eighth Street and A Avenue	Within Three Miles of Eighth Street and A Avenue	Within Five Miles of Eighth Street and A Avenue
<b>Food</b>	<b>\$8,307</b>	<b>\$8,562</b>	<b>\$8,780</b>
At Home	\$5,098	\$5,138	\$4,932
Outside of Home	\$3,209	\$3,424	\$3,849
<b>Alcohol</b>	<b>\$1,028</b>	<b>\$1,152</b>	<b>\$1,382</b>
At Home	\$517	\$564	\$662
Outside of Home	\$511	\$588	\$720
Transportation	\$4,388	\$5,050	\$5,920
Apparel	\$3,043	\$3,349	\$3,639
Entertainment	\$2,845	\$3,350	\$4,089
Health Care	\$1,706	\$1,880	\$2,092
Specialty, Miscellaneous	\$1,551	\$1,930	\$2,441
Shelter and Related Expenses	\$1,325	\$1,642	\$2,021
Household Equipment	\$1,294	\$1,686	\$2,226
Miscellaneous Personal Items	\$1,163	\$1,219	\$1,315
Housekeeping Supplies	\$267	\$279	\$283
Over the Counter Drugs	\$177	\$182	\$182
<b>Total</b>	<b>\$27,094</b>	<b>\$30,281</b>	<b>\$34,370</b>

Source: Claritas, Seifel Consulting Inc.

**Table 4**  
**Expenditure Potential**  
**Downtown National City**

	Average Annual Household Expenditures Within Five Miles	Potential Buying Power Based on Average Annual Household Expenditures Multiplied by 4,500 Residential Units	Potential Supportable Space (Sq Ft) Based on Potential Buying Power Divided by \$200/ square foot.
Food	\$8,780	\$39,510,000	197,550
At Home	\$4,932	\$22,194,000	110,970
Outside of Home	\$3,849	\$17,320,500	86,603
Alcohol	\$1,382	\$6,219,000	31,096
At Home	\$662	\$2,977,470	14,887
Outside of Home	\$720	\$3,241,485	16,207
Apparel	\$3,639	\$16,375,500	81,878
Specialty, Miscellaneous	\$2,441	\$10,984,500	54,923
Miscellaneous Personal Items	\$1,315	\$5,917,500	29,588
<b>Total</b>	<b>\$17,557</b>	<b>\$79,006,500</b>	<b>395,033</b>

Source: Claritas, Seifel Consulting Inc.

III

REGULATORY  
AUTHORITY



III - 1

REGULATORY AUTHORITY

FEBRUARY 2005

## WHAT IS A SPECIFIC PLAN?

A specific plan is a tool for the systematic implementation of the general plan. It establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development including the type, location and intensity of uses as well as matters of space, massing, design and expected amenities. This National City Downtown Specific Plan falls within the latter definition.

A specific plan may encompass an area as large as several thousand acres, or as small as a single acre. A specific plan may be developed in response to a single policy issue, or to address each applicable policy of the general plan. It may also diverge from the issues contained in the general plan into other subjects viewed by the community as being of relevance. In the case of this specific plan, the broad directive for the revitalization of Downtown National City is the focus.

To an extent, the range of issues that is contained in a specific plan is left to the discretion of the decision-making body. However, all specific plans, whether prepared by a general law city or county, must comply with Sections 65450 - 65457 of the Government Code. These provisions require that a specific plan

be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, all subsequent subdivision and development, all public works projects and zoning regulations must be consistent with the specific plan.

## SPECIFIC PLAN REGULATIONS SECTIONS 65450 - 65457 OF THE CALIFORNIA GOVERNMENT CODE

### Preparation of Specific Plan

**65450.** After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.

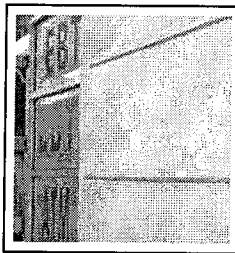
(Repealed and added by  
Stats. 1984, Ch. 1009.)  
(Section 65450.1 repealed by  
Stats. 1984, Ch. 1009.)

### Content of specific plan

**65451.** (a) A specific plan shall include a text and a diagram or diagrams, which specify all of the plan following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste



disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan. (Repealed and added by Stats. 1984, Ch. 1009; Amended by Stats. 1985, Ch. 1199.)

#### **Optional subjects**

**65452.** The specific plan may address any other subjects, which in the judgment of the planning agency are necessary or desirable for implementation of the general plan. (Repealed and added by Stats. 1984, Ch. 1009.)

#### **Adoption / Amendment**

**65453.** (a) A specific plan shall be prepared, adopted, and amended in the same manner as a general procedure plan, except that a specific plan may be adopted by resolution or by ordinance and may

be amended as often as deemed necessary by the legislative body.

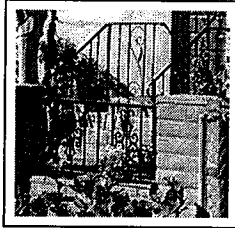
(b) A specific plan may be repealed in the same manner as it is required to be amended. (Repealed and added by Stats. 1984, Ch. 1009; Amended by Stats. 1985, Ch. 1199.)

#### **Consistency with general plan**

**65454.** No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan. (Added by Stats. 1984, Ch. 1009)

#### **Zoning, tentative map, parcel map, and public works project consistency with specific plan**

**65455.** No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan. (Added by Stats. 1984, Ch. 1009)



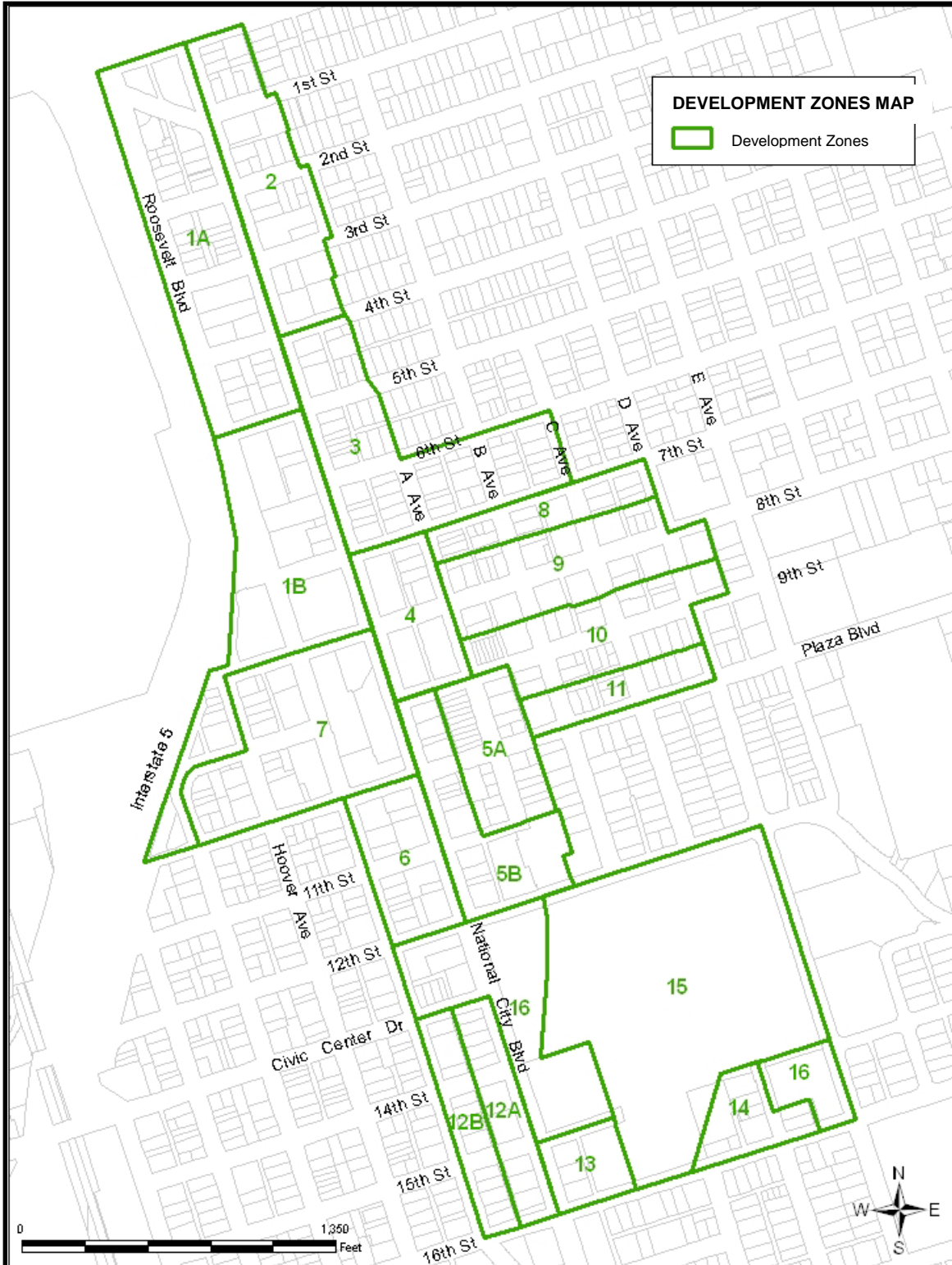


# IV

# LAND USE REGULATIONS & DEVELOPMENT STANDARDS

# LAND USE REGULATIONS & DEVELOPMENT STANDARDS

The Downtown Specific Plan is implemented through the land use regulations, development standards, and design guidelines of the development zones described in the following sections. The boundaries of the development zones are shown on the Development Zones Map.





## **DEVELOPMENT ZONE #1A & #1B**

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### **1A Development Intensity**

Floor Area Ratio: 6:1 maximum / 3:1 minimum

Maximum Height: None

### **1B Development Intensity**

Floor Area Ratio: 6:1 maximum / 3:1 minimum

Maximum Height: None

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply. Specific height limits are not applied to these Development Zones. The ultimate height will be governed by Floor Area Ratio and the pragmatics of market capacity and the floor plate requirements of a chosen building use.

### **General Guidelines:**

This area, adjacent to the Downtown core, is proposed for retail, entertainment, or employment uses. These uses may be mixed either horizontally or vertically or developed on a parcel-by-parcel or block-by-block basis. Development may be "auto-oriented" but National City Boulevard is to have a pedestrian orientation.

Since this development zone is part of the "gateway" to Downtown, and National City Boulevard is intended to be its primary "ceremonial" artery, every effort should be made to strengthen the definition, streetscape and pedestrian character of National City Boulevard's pedestrian streetscape.

The 1st Street diagonal connection between Roosevelt and National City Boulevard is proposed for closure. This will afford more consolidated and regular development sites and will better redirect through traffic (see circulation section).

### **Permitted Land Uses:**

Mid-high rise multi-family residential; commercial; residential and visitor serving commercial (hotel, motel, restaurants); entertainment uses (theaters, clubs); light Industrial manufacturing; auto-oriented retail; professional offices; public parking.

### **Restricted or Prohibited Land Uses:**

Due to proximity to freeway noise, residential use may not be ideal, but could be allowed if noise attenuation is achieved. Used car lots or auto repair facilities are prohibited in this area.

### **Design Guidelines:**

- Driveways are not permitted on National City Boulevard.
- Surface parking areas or garages should not front on National City Boulevard and should be screened from view.
- Landscaped courtyards, if provided, should front on National City Boulevard.
- Arcades and pedestrian entrances should be provided on National City Boulevard to promote pedestrian accessibility, even if access to buildings is provided from off-street parking areas elsewhere.
- Design of landscaped plazas and courtyards fronting on National City Boulevard must respect and reinforce build-to-lines.

## DEVELOPMENT ZONE #2

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### **Development Intensity**

Floor Area Ratio: 4:1 maximum / 2:1 minimum

Maximum Height: 75'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

This is the zone along the east side of National City Boulevard, extending from Division Street to 4th Street, and eastward to A Avenue or a comparable property boundary. The Downtown Specific Plan calls for this area to be developed with medium-density residential use. These are relatively large parcels that lend themselves to self-contained multifamily projects. Since this development zone abuts an established single-family neighborhood, projects should be designed to afford a comfortable transition. National City Boulevard should be addressed as the primary frontage for these parcels, and the pedestrian scale and character of the Boulevard should be enhanced. Semi-public building areas, such as residential lobbies, should be accessible from the Boulevard, and front porch "stoops" or small entry courtyards are encouraged at the street frontage. A "build-to" line should be maintained on National City Boulevard in order to define the street edge and reinforce the pedestrian character of the streetscape leading to the Downtown core.

### **Permitted Land Uses:**

Medium density multi-family residential.

### **Restricted or Prohibited Land Uses:**

Retail and other commercial uses, other than those associated with "shopkeeper" homes, are not permitted at ground level on these parcels.

### **Design Guidelines:**

- Driveways are not permitted on National City Boulevard.
- Front porch stoops, entry courtyards or enclosed gardens should be included at grade to enhance the relationship between ground-level residential units and the streetscape, while preserving the privacy and security of residential units at grade.
- Large developments that occupy an entire block, or a substantial portion thereof, should be subdivided in massing and articulation of individual dwelling units to blend with the scale of the adjacent residential neighborhood, to avoid a monolithic appearance and to create a pedestrian-friendly scale at the street.
- Building arcades at the street frontage may also be used to create inviting indoor and outdoor spaces. Pedestrian building entries at grade should occur at least every 50'-0".
- Prohibited are parking areas between the front elevation of a building on National City Boulevard and at the corner of public streets. This reinforces the build-to-line and, in turn, preserves the quality of the streetscape by prohibiting large expanses of parking in front of buildings.
- Alleys or rear service drives should be utilized to minimize the visual impact of parking, loading areas, and garages. Driveway cuts opening to the public streets are to be limited to one per parcel in most instances.
- Primary ground floor residential building entrances should orient to the sidewalk and street. When a courtyard or other outdoor space is used as an entrance to dwellings, such spaces should open directly to the street and sidewalk. Building entries and windows are to be visible to pedestrians.

## DEVELOPMENT ZONE #3

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### **Development Intensity**

Floor Area Ratio: 4:1 maximum / 2:1 minimum

Maximum Height: 75'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

This is the National City Boulevard frontage from 4th Street to 7th Street, extending eastward to the existing alley. This zone is proposed for medium-density residential development, with street-oriented retail at grade. In contrast to Development Zone #2, further north on National City Boulevard, this zone is composed of smaller parcels that lend themselves to smaller-scaled projects, composed of apartments and row homes. Since this area is quite close to the proposed main shopping street, Eighth Street, street-level pedestrian-oriented retail, service and restaurant facilities are encouraged. A "build-to" line should be maintained on National City Boulevard in order to define the street edge and reinforce the pedestrian character and vitality of the streetscape leading to the Downtown core.

### **Permitted Land Uses:**

Medium density multifamily residential, with street-level retail.

### **Design Guidelines:**

- All developments shall be at least 50% residential in use.
- Driveways are not permitted on National City Boulevard.
- Front porch stoops, entry courtyards or enclosed gardens should be included at grade to enhance the relationship between ground-level residential units and the streetscape, while preserving the privacy and security of residential units.
- Street-level outdoor cafes and similar amenities related to retail or restaurant uses are encouraged. Building arcades at the street frontage may also be used to create inviting indoor and outdoor spaces. Pedestrian building entries at grade should occur at least every 50'-0".
- Per the General Planning Guidelines above, large developments that occupy an entire block width, or a substantial portion thereof, should be subdivided in massing and articulation of individual dwelling units to blend with the scale of the adjacent residential neighborhood and the goal to create a pedestrian-friendly scale at the street.
- Placement of parking areas, blank walls, and service yards along the street and sidewalk frontages within this development zone is prohibited. Also prohibited are parking areas between the front elevation of a building on National City Boulevard and at the corner of public streets. This reinforces the build-to-line and, in turn, preserves the quality of the streetscape by prohibiting large expanses of parking in front of buildings.
- Alleys or rear service drives should be utilized to minimize the visual impact of parking, loading areas, and garages. Driveway cuts opening to the public streets are limited to one per parcel.
- Primary ground floor residential building entrances should orient to the sidewalk and street. When a courtyard or other outdoor space is used as an entrance to dwellings, such spaces should open directly to the street and sidewalk. Building entries and windows are to be visible to pedestrians.

## **DEVELOPMENT ZONE #4**

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### **Development Intensity**

Floor Area Ratio: 6:1 maximum / 3:1 minimum

Maximum Height: 90'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

This is the area between National City Boulevard and A Avenue, between 7th and 9th Streets. The zone includes the existing Red Lion building and parking structure, as well as several commercial structures along A Avenue. The Specific Plan encourages that the A Avenue structures be considered for incorporation into any redevelopment proposal since they represent, at time of this writing, some of the most viable and well-established retail facilities in the Downtown core. The Red Lion building, because it is over the 90-foot height limit, is allowed to remain as a legal non-conforming structure.

### **Permitted Land Uses:**

Medium-density multifamily residential, and street-oriented retail, with development criteria identical to those described for Development Zone #3.

### **Design Guidelines:**

- Driveways are not permitted on National City Boulevard.
- Placement of parking areas, blank walls, and service yards along the street and sidewalk frontages within this development zone is prohibited. Also prohibited are parking areas between the front elevation of a building on National City Boulevard and at the corner of public streets. This reinforces the build-to-line and, in turn, preserves the quality of the streetscape by prohibiting large expanses of parking in front of buildings.

## **DEVELOPMENT ZONE #5A & #5 B**

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### **5A Development Intensity**

Floor Area Ratio: 3:1 maximum  
Maximum Height, Townhouse: 36'  
Dwelling Units Per Acre: 20-30

### **5B Development Intensity**

Floor Area Ratio: 4:1 maximum / 2:1 minimum  
Maximum Height: 90'

For townhouses, additional height, beyond the 36-foot limit, is not allowed for an additional occupied floor, but can be approved for stair houses, garden rooms, trellis structures and similar.

### **General Guidelines:**

Development Zone 5A encompasses the eastern half of the three-block area fronting on A Avenue National City Boulevard between 9th and 12th Streets contains the historic Brick Row townhomes, which are a major component of National City's Downtown historic core. Development along A Avenue from Plaza to 12th should be two or three-story row homes complementing Brick Row and other historic structures on the east side of A Street, and continuing the scale of this development to create a strong pedestrian connection to Kimball Park.

Development Zone 5B includes the Trophy Lounge site and the Chamber of Commerce building. The frontages on National City Boulevard from Plaza to 12th Street should be developed as medium-density residential over street-oriented retail.

### **5A & 5B Permitted Land Uses:**

Medium-density multi-family residential over street-level retail on National City Boulevard; row homes on A Avenue. Retain and enhance existing civic, historic and redeveloped commercial uses on the block bounded by National City Boulevard, 9th Street, A Avenue and Plaza Boulevard.

### **5A & 5B Design Guidelines:**

- Driveways are not permitted on National City Boulevard.
- General design guidelines for multifamily over retail should be identical to Development Zone 3, as described above.
- A Avenue should be reinforced as a pedestrian-oriented residential street with a strong connection to Kimball Park. Pedestrian entries ("front doors") of new townhomes should face A Avenue. Small entry courtyards or gardens at these townhomes should be encouraged. Townhome garage entries should not face A Avenue.

## **DEVELOPMENT ZONE #6**

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### **Development Intensity**

Floor Area Ratio: 6:1 maximum / 3:1 minimum

Maximum Height: None

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply. Specific height limits are not applied to these Development Zones. The ultimate height will be governed by Floor Area Ratio and the pragmatics of market capacity and the floor plate requirements of a chosen building use.

### **General Guidelines:**

This zone, currently occupied by a mix of residential, commercial and light industrial uses, are proposed for higher density mid-rise multifamily residential, hotel or professional office development, with ground floor pedestrian-oriented retail and/or office along National City Boulevard and along Roosevelt where it borders the Education Village complex. These parcels are further from the pedestrian-scale shopping activity on 8th Street and from the adjacent single-family neighborhoods, so greater density and height is encouraged. These development sites also offer the potential for long views to the bay from upper floors. Primary land use envisioned for these parcels is multifamily residential, but they may also be developed as mixed-use, with a combination of residential, office and hospitality uses.

### **Permitted Land Uses:**

Mid-rise multi-family residential, street-oriented retail, office or hospitality.

### **Restricted or Prohibited Land Uses:**

Retail uses should not exceed 20% of the total development.

### **Design Guidelines:**

- Driveways are not permitted on National City Boulevard.

## **DEVELOPMENT ZONE #7**

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### **Development Intensity**

Floor Area Ratio: 6:1 maximum / 3:1 minimum

Maximum Height: No Height Max

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply. Specific height limits are not applied to these Development Zones. The ultimate height will be governed by Floor Area Ratio and the pragmatics of market capacity and the floor plate requirements of a chosen building use.

### **General Guidelines:**

This zone, currently occupied by a mix of residential, commercial and light industrial uses, is proposed for higher density mid-rise multifamily residential, hotel or professional office development, with ground floor pedestrian-oriented retail and/or office along National City Boulevard and along Roosevelt where it borders the Education Village complex. These parcels are further from the pedestrian-scale shopping activity on 8th Street and from the adjacent single-family neighborhoods, so greater density and height is encouraged. These development sites also offer the potential for long views to the bay from upper floors. Primary land use envisioned for these parcels is multifamily residential, but they may also be developed as mixed-use, with a combination of residential, office and hospitality uses.

### **Permitted Land Uses:**

Mid-rise multi-family residential, street-oriented retail, office or hospitality.

### **Restricted or Prohibited Land Uses:**

Retail uses should not exceed 20% of the total development.

### **Design Guidelines:**

- Driveways are not permitted on National City Boulevard.

## DEVELOPMENT ZONE #8

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### **Development Intensity**

Floor Area Ratio: 3:1 maximum  
Maximum Height, Townhouse: 36'  
Dwelling Units Per Acre: 20-30

For townhouses, additional height, beyond the 36-foot limit, is not allowed for an additional occupied floor, but can be approved for stair houses, garden rooms, trellis structures and similar.

### **General Guidelines:**

This area forms a transition between the higher densities and activity levels on 8th Street and the quieter, smaller-scaled single family residential neighborhood to the north. The Specific Plan proposes that this zone be developed with two or three-story row homes that will complement the adjacent neighborhood.

It should be noted that this development zone consists of the northern portions of three city blocks, the southern portions of which are designated for higher densities. To the extent that a full-block development is planned for any of these parcels, the design should accommodate a lower-scaled, row home vernacular along the northern edge, even though the balance of the block is designed at a higher density.

### **Permitted Land Uses:**

Two or three-story row homes (townhouses).

### **Design Guidelines:**

- Row homes should reinforce the street edge by adhering to the "build-to" line. Note that this requirement provides the potential for small entry courtyards, front porch "stoops" or small enclosed gardens, at grade, to accomplish a transition from the public sidewalk to the unit entry. The stoop can occur in a recess, still allowing the bulk of the façade to be placed at the sidewalk/property line. All town homes must have formal "front door" entries oriented to 7th Street.
- Subject to the specific design solution, row homes may have individual garages accessible directly from 7th Street, or access to designated parking may be internal to the site, from B, C or D Avenues.
- All row homes shall have private individual courtyards or outdoor spaces internal to the site.



## DEVELOPMENT ZONE #9

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### **Development Intensity**

Floor Area Ratio: 5:1 maximum / 2.5:1 minimum

Maximum Height: 90'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

In order to reinforce 8th Street as a primary shopping street, its roadway width will be narrowed to discourage through vehicular traffic, and sidewalks will be widened and enhanced to promote a walkable retail environment. It is also important that development along 8th Street be mixed-use in nature, with a significant density of multifamily residential overlaying the ground-level retail. This will have the effect of creating a critical mass of residents who will view this development zone, and the entire Downtown core, as their neighborhood.

The Specific Plan provides that mixed-use development along 8th Street will be of a moderate density and height. The objective is to provide a continuous street wall and a sense of definition and enclosure to the street-level activities, but not to overwhelm this precinct with tall structures.

### **Permitted Land Uses:**

Mixed-use, with a significant density of multifamily residential overlaying the ground-level retail.

### **Design Guidelines:**

- Note that grade level retail space typically requires a floor-to-floor height of at least 15'-0".
- Provision of arcades or colonnades in connection with ground-level retail development is acceptable, provided that such features are carefully integrated with the City's streetscape design plan.
- Grade-level retail frontage should not be strictly limited to the 8th Street frontage but should also turn the corner and extend for some length along the A, B, C and D Avenue frontages to activate these key intersections. This is particularly critical at the intersection with A Avenue, which is proposed as a major pedestrian connection to Kimball Park. All retail facades must have a minimum of 50% transparency.
- All vehicular resident access and service access for retail facilities shall be from A, B, C or D Avenues, via internal service "alleys," not from 8th or 7th.
- Resident parking shall be underground or "encapsulated" within the development site. Placement of parking areas, blank walls or service areas along street frontages within this development zone is prohibited.
- Housing units facing 8th Street should have a strong presence on the street. Balconies facing the street are encouraged. Primary ground-floor residential building entrances must orient to the public sidewalk and street frontage on 8th Street. If courtyards or other outdoor spaces are used as entrances to buildings, they should open directly to the street.

## **DEVELOPMENT ZONE #10**

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### **Development Intensity**

Floor Area Ratio: 3:1 maximum  
Maximum Height: 36'  
Dwelling Units Per Acre: 20-30

For townhouses, additional height, beyond the 36-foot limit, is not allowed for an additional occupied floor, but can be approved for stair houses, garden rooms, trellis structures and similar.

### **General Guidelines:**

The Specific Plan proposes that 9th Street, between the Elementary School on the east, and the new Education Village on the west, be developed as a quiet urban residential street. This street will form an important east-west connection between two educational facilities and will terminate in a new Fountain Square public space, just east of National City Boulevard.

Proposed development on both sides of 9th Street is with row homes that are similar and in character and scale to those that have already in place between A and B Avenues on the north side of 9th. 9th Street also forms an important linkage to Brick Row and Downtown's historic core. Its intersection with A Avenue is celebrated within the Streetscape Plan and provides an enhanced connection to Kimball Park.

It should be noted that this development zone consists of portions of six city blocks, the balance of which are designated for higher densities. To the extent that a full-block development is planned for any of these six parcels, the design should accommodate a lower-scaled, row home vernacular along the 9th Street frontage, even though the balance of the block is designed at a higher density.

### **Permitted Land Uses:**

Two or three-story row homes (townhouses).

### **Design Guidelines:**

- Row homes should reinforce the street edge by adhering to the "build-to" line. Note that this requirement provides the potential for small entry courtyards, front porch "stoops" or small enclosed gardens, at grade, to accomplish a transition from the public sidewalk to the unit entry. All town homes must have formal "front door" entries oriented to 9th Street.
- Subject to the specific design solution, row homes may have individual garages accessible directly from 9th Street, or access to designated parking may be internal to the site, from B, C or D Avenues.
- All row homes shall have private individual courtyards or outdoor spaces internal to the site.

## DEVELOPMENT ZONE #11

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### **Development Intensity**

Floor Area Ratio: 4:1 maximum / 2:1 minimum

Maximum Height: 50'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

Plaza Boulevard is heavily used and its traffic volumes will increase as it takes on additional volume that will be diverted from 8th and 9th Streets under the guidelines of the Specific Plan. It will essentially become an east-west "bypass" to support the strengthened pedestrian emphasis of 8th and 9th. The area to the south of Plaza Boulevard is an established residential neighborhood consisting of single-family and multifamily dwellings.

The Specific Plan proposes that the frontage on the north side of Plaza Boulevard, between A and D Avenues be developed with medium-density multifamily residential use, similar in density, scale and character to that designated for the same zone on 8th Street, but absent ground-level retail uses.

### **Permitted Land Uses:**

Medium-density multifamily residential.

### **Design Guidelines:**

- All vehicular resident access and service access shall be from B, C or D Avenues, via internal service "alleys," not from Plaza Boulevard.
- Resident parking shall be underground or "encapsulated" within the development site. Placement of parking areas, blank walls or service areas along Plaza Boulevard is prohibited.
- Design of residential buildings should seek to mitigate noise and air pollution from traffic on Plaza Boulevard.
- Where full-block developments are proposed, a breakdown of building massing and significant articulation of dwelling units should be employed to avoid a monolithic, institutional appearance.

## **DEVELOPMENT ZONE #12A**

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### **Development Intensity**

Floor Area Ratio: 5:1 maximum / 2.5:1 minimum

Maximum Height: 90'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

This zone is the frontage on the west side of National City Boulevard, extending from Civic Center Drive to 16th Streets and having a depth westward to the alley paralleling National City Boulevard. These sites face the civic buildings across the boulevard and have an unobstructed view to Kimball Park above street level. The police station is immediately to the north of this zone.

The three partial blocks encompassed by this zone enjoy prime frontage on National City Boulevard, but they are beyond the concentrated retail core area envisioned by the Downtown Specific Plan. For that reason, street-level retail is not required on these parcels. Proposed land uses in this zone are multifamily residential, office or hotel. Retail, office or service uses may be provided at grade, at the discretion of the developer, but these uses should not dilute street-level pedestrian retailing in the heart of the Downtown core.

Hotel functions will likely require the combination of these street-facing parcels with additional portions of these blocks extending to Roosevelt Street.

The Downtown Specific Plan calls for this zone to maintain a moderate height and scale, and a continuation of the street wall, along National City Boulevard; developers may request a variance for additional height and density, based on assembly of larger parcels and subject to development review.

### **Permitted Land Uses:**

Mid-rise multifamily residential, street-oriented retail, office or hospitality.

### **Restricted or Prohibited Land Uses:**

Total retail uses should not exceed 20% of the total development.

### **Design Guidelines:**

- Driveways are not permitted on National City Boulevard.
- Parking shall be underground, "encapsulated" within the development site or in structures adjacent to these sites to the west. Placement of parking areas, blank walls or service areas along National City Boulevard is prohibited.
- Where full-block developments are proposed, a breakdown of building massing and significant articulation of dwelling units should be employed to avoid a monolithic, institutional appearance.

## **DEVELOPMENT ZONE #12B**

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### **Development Intensity**

Floor Area Ratio: 4:1 maximum / 2:1 minimum

Maximum Height: 65'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

This zone has frontage along the east side of Roosevelt Avenue from Civic Center Drive to 16th Street and extends one-half block to the east. This zone is adjacent to and west of Development Zone 12A, which fronts on National City Boulevard across from Kimball Park and the Library. The police station is to the north, and the Westside Specific Plan area is to the west and south. Proposed land uses in this zone are multifamily residential, office or hotel. Retail, office or service uses may be provided at grade, but these uses should not dilute street-level pedestrian retailing in the heart of the Downtown core.

### **Permitted Land Uses:**

Multifamily residential, street-oriented retail, office or hospitality.

### **Restricted or Prohibited Land Uses:**

Total retail uses should not exceed 20% of the total development.

### **Design Guidelines:**

- Parking shall be underground, "encapsulated" within the development site or in structures adjacent to these sites to the west. Placement of parking areas, blank walls or service areas along Roosevelt Avenue is prohibited.
- Where full-block developments are proposed, a breakdown of building massing and significant articulation of dwelling units should be employed to avoid a monolithic, institutional appearance.

## **DEVELOPMENT ZONE #13**

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### **Development Intensity**

Floor Area Ratio: 4:1 maximum / 2:1 minimum

Maximum Height: 75'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

This small area is currently occupied by auto sales and repair uses. It should be incorporated into the Civic Center / Kimball Park complex and redeveloped for public use with, perhaps, a residential component.

### **Permitted Land Uses:**

Civic uses, mid-rise residential.

## **DEVELOPMENT ZONE #14**

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### **Development Intensity**

Floor Area Ratio: 4:1 maximum / 2:1 minimum

Maximum Height: 75'

Unless otherwise stated, the development standards of the Major Mixed Use Corridor (MXC-2) zone shall apply.

### **General Guidelines:**

This triangular parcel includes the new Central Fire Station and some housing. The area is ideal for development of mid-rise multifamily housing, and further improvements to Kimball Park. A detailed plan should be developed for this zone, with emphasis on improving the condition and aesthetic appearance of the creek and its surrounding landscape.

### **Permitted Land Uses:**

Mid-rise residential structures with a view orientation to the park and to the bay beyond.

## **DEVELOPMENT ZONE #15**

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KIMBALL PARK

The land use regulations and development standards of the Open Space Zone shall apply.

## **DEVELOPMENT ZONE #16**

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CIVIC CENTER

The land use regulations and development standards of the Institutional Zone shall apply.



V

DEVELOPMENT  
REVIEW PROCESS

## **Consistency Review Application Requirements and Procedures**

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**SECTION 1 – INTRODUCTION:** The Community Development Commission of the City of National City has drawn its attention to the Renaissance of the downtown area as a juncture of favorable circumstances. This vision commences with the creation and adoption of the National City Downtown Specific Plan. The downtown area is envisioned to be a desirable and attractive destination to live, invest and thrive through the implementation of innovative policies, standards and procedures which in turn would generate a vibrant catalyst for further redevelopment and the full revitalization of Downtown National City.

**SECTION 2 – DEVELOPMENT REVIEW PROCESS:** The role of the Community Development Commission is to review all development proposals to ensure consistency with the Downtown Specific Plan. Proposals requiring a discretionary action, such as a Tract Map or Conditional Use Permit, would continue to require the review by the Planning Commission.

**SECTION 3 – APPLICATION:** As part of the Development Review Process, all projects involving new construction or the revitalization/rehabilitation of existing buildings or structures shall submit an Application for Consistency Review to be evaluated and processed for the consideration of approval by the Community Development Commission Board. All applications must provide the following information:

1. Identification of the Developer, Project Architect(s), and other members of the development team or consultants who would be responsible for implementing the proposed project (name of individual, firm address, telephone number, fax number, and e-mail address).
2. A completed and detailed narrative "Project Description" of the proposed project, including an explanation of how the proposed project complies with the Project Development Findings, individually addressing each finding.
3. Site Plan, drawn to scale, including all adjoining street/public improvements.
4. Floor Plans of all levels.
5. Exterior Elevations of all sides.
6. Cross Sections (minimum of two).
7. Parking Plan.
8. Preliminary Landscaping Plan.
9. Colored Renderings.
10. Materials Sample Board.
11. Project Pro-Forma.
12. Twenty (20) copies of all drawings.
13. Electronic File of all exhibits.

**SECTION 4 – PROJECT DEVELOPMENT FINDINGS:** All proposed projects shall comply with the following policies:

1. Basic Compliance – The project complies with all of the requirements and standards of the Downtown Specific Plan.
2. Create a Place for People – The project enhances the pedestrian experience with attractive and distinctive design and amenities.
3. Enrich the Existing – The project enriches the qualities of the existing downtown by exhibiting a distinctive design that arises from and complements its setting, including the scale of the downtown, the block, and the street.
4. Make Connections - The project is integrated physically and visually with its surroundings by exhibiting attention to how to get around by foot, bicycle, public transportation and the car – in that order.
5. Work with the Landscape - The project strikes a balance between the natural and man made environment and utilizes each site’s intrinsic resources – the climate, landform, landscape and ecology to maximize energy conservation and create distinctive amenities.
6. Mix Uses and Forms - The project weaves together different building forms, uses, textures, and densities.
7. Design for Change – The project is designed for energy and resource efficiency; creating flexibility in the use of property, public spaces (including the sidewalk) and the service infrastructure and introduces or acknowledges through design new approaches to transportation, traffic management and parking.

**SECTION 5 – LAND USE REGULATIONS AND DEVELOPMENT STANDARDS:** Land use regulations and development standards for each of the development zones is summarized in the following table.

Zone	Land Use	Maximum Floor Area Ratio*	Maximum Height	Maximum Residential Units
1A	Mixed-Use Commercial/Residential Visitor Serving Commercial Entertainment Retail Professional Office Auto-Oriented Retail Public Parking Light Industrial Manufacturing	6:1	None	668
1B	Mixed-Use Commercial/Residential Visitor Serving Commercial Entertainment Retail Professional Office Auto-Oriented Retail Public Parking Light Industrial Manufacturing	6:1	None	401
2	Medium Density Residential	4:1	75 Feet	497
3	Mixed-Use Commercial/Residential Medium Density Residential	4:1	75 Feet	90

4	Mixed-Use Commercial/Residential Hotel Retail Medium Density Residential	6:1	90 Feet	122
5A	Mixed-Use Commercial/Residential Medium Density Residential	3:1	36 Feet	38
5B	Mixed-Use Commercial/Residential Medium Density Residential	4:1	90 Feet	75
6	Mixed-Use Commercial/Residential Medium Density Residential High Density Residential Visitor Serving Commercial Entertainment Retail Professional Office	6:1	None	263
7	Mixed-Use Commercial/Residential Medium Density Residential High Density Residential Visitor Serving Commercial Entertainment Retail Professional Office	6:1	None	379
8	Townhomes	3:1	36 Feet	130
9	Mixed-Use Commercial/Residential High Density Residential Visitor Serving Commercial Entertainment Retail Professional Office	5:1	90 Feet	400
10	Townhomes Public Park/Plaza	3:1	36 Feet	235
11	Medium Density Residential	4:1	50 Feet	212
12A	Medium Density Residential Visitor Serving Commercial Entertainment Retail Professional Office	5:1	90 Feet	232
12B	Medium Density Residential Visitor Serving Commercial Entertainment Retail Professional Office	4:1	65 Feet	**
13	Medium Density Residential Civic Uses	4:1	75 Feet	52
14	Medium Density Residential	4:1	75 Feet	306
15	Pursuant to Open Space Zone			
16	Pursuant to Institutional Zone			

\*The calculation of Floor Area Ratio shall exclude floor area used for accessory parking, including stalls, aisles, driveways, ramps, loading areas, access routes, and lobbies, stairways, elevators, utilities, storage areas, and related areas serving parking floor areas.

\*\*Refer to Specific Plan Amendment (2010-23 SPA, IS).

**SECTION 6 – CRITERIA FOR EXEMPTION FROM THE DEVELOPMENT STANDARDS:** The Community Development Commission may consider and approve an exemption from the development standards based on one (1) of the following findings:

1. The project does not exceed the floor area ratio limit for the site; or
2. The project includes a significant public amenity that would otherwise not be required, including more than fifteen (15%) percent of affordable housing units or commercial rental space that is twenty-five (25%) percent below the market rate; or
3. The project makes a significant contribution to off-site public space in Downtown National City, such as street improvements, public plazas, public park improvements and other improvements that are called for in the Downtown Specific Plan.

**SECTION 7 – ENVIRONMENTAL REVIEW:** The Environmental Impact Report (EIR) that was prepared and certified by the Community Development Commission addressed, as thoroughly as possible and without speculation, the potential environmental impacts that could be expected to occur with the implementation of the National City Downtown Specific Plan based on the information available at this time. The EIR for the National City Downtown Specific Plan has been prepared with the intent that, if future projects comply with the development standards provided in the Downtown Specific Plan, subsequent environmental analysis pursuant to the requirements of the California Environmental Quality Act (CEQA) will not be required. For all projects that are found to be consistent with both the Downtown Specific Plan and the EIR, a Notice of Previous Environmental Determination pursuant to the requirement of CEQA will be prepared. Likewise, if any future projects do not comply with the Downtown Specific Plan or the EIR subsequent environmental analysis in the form of an Addendum to the EIR will be required pursuant to CEQA in conjunction with the approval process.

**SECTION 8 – CONSISTENCY REPORT:** Upon the submittal of an application of a proposed project, the Community Development Commission shall thoroughly evaluate the proposed project and prepare a Consistency Report. Once the Consistency Report has been completed, the Community Development Commission shall schedule the proposed project for a Public Hearing to be conducted by the Community Development Commission Board.

**SECTION 9 – NOTICE OF PUBLIC HEARING:** Upon the completion of the Consistency Report, the Community Development Commission shall publish a Public Hearing Notice at least ten (10) days prior to the date of the Public Hearing to be conducted by the Community Development Commission Board.

**SECTION 10 – COMMUNITY DEVELOPMENT COMMISSION ACTION:** The Community Development Commission Board shall conduct the duly advertised Public Hearing for the proposed project in order to review and consider the Consistency Report, and to receive public testimony. Upon the conclusion of the Public Hearing, the Community Development Commission Board shall adopt a Resolution of its action on the proposed project.

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VI

U R B A N D E S I G N  
G U I D E L I N E S



VI - 1

U R B A N D E S I G N G U I D E L I N E S

FEBRUARY 2005

## OVERALL CONCEPT

### URBAN HARMONY

The heart of this specific plan is contained in the recommendations because the fundamental land uses, which vary as to intensity, effect and personality, can have a profound impact on the success of the planning effort. It is, after all, the arrangement of land uses that define a city; and it is critically important that the appropriate mix of residences, commercial, retail, education, office, open space and other uses come together in the core of National City to create a vibrant, safe and stimulating urban environment.

#### The Reward of Patience

It will take time to implement the Specific Plan and to bring Downtown National City to full flower. It is a Marathon, not a sprint. And like a Marathon, it will require the establishment of a new rhythm - a measured pace - and the efficient and forward-thinking allocation of precious resources. All participants, and likely most citizens, will be anxious to see this plan realized. But application of discipline and patience when considering project proposals will eventually be rewarded when the full measure of the potential in Downtown National City is achieved.

#### Elevate the Aesthetic

The Downtown encompasses a rich and varied landscape, sometimes unattractive, sometimes raw and

cold, but also rich in resources, people, architecture, intimacy, diversity, and energy. In Downtown National City it is vital that the overall street aesthetic be elevated and clutter be eliminated in order to reduce inappropriate signs and peeling paint that diminishes the charm and dignity of the buildings in the urban core. This can be done regardless of the ultimate implementation of this plan, and should commence at once in order to invoke pride to the Downtown and make it a more attractive shopping, recreation, and - perhaps most importantly - investment environment.



#### Creating a Compatible Village

If we compare this planning process to that of assembling an orchestra then it is essential to recognize that a symphony is only possible when there is the proper mix and balance of a divergent collection of strong elements all functioning with balance and harmony. As with an orchestra, a Downtown performs best when existing components are assessed and those that may not be appropriate in the long term are programmed out.

Some current uses are best moved to more appropriate locations; they will likely be priced out over time as the plan succeeds. These uses, though they provide vital services to the community, have negative secondary



effects that discourage reinvestment and venture capitalization. Land uses that require outside storage of vehicles in various states of repair, that emit loud noises, acrid odors, or require the use of barbed wire for security, are incompatible with the specific plan objectives to advance the core as a place for increased residential use, and to promote a village of pedestrian traffic, quiet repose, orderly vitality and quality community socialization. These non-conforming uses are better moved elsewhere to light and heavy industrial or general commercial locations better suited to their special attributes.

### **Building on a Foundation**

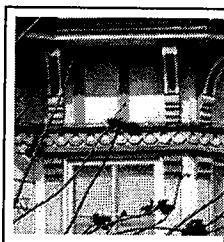
Common sense dictates that it is easier to perpetuate and accelerate existing momentum than to create it anew. In this regard Downtown National City is blessed with several significant developments that have established an upward and positive energy. They include the Education Village, Chamber of Commerce, Brick Row, Kimball Park, new Library, Civic Center, National City Boulevard, and the Transit Station. The plan is designed to build upon and integrate these key elements. This includes emphasis on linking the core to central gathering places like Kimball Park and the 8<sup>th</sup> Street Transit Station.

### **Pedestrian Emphasis**

It has been said that the best way to fully experience a city is at three miles-

per-hour. In other words – while walking. Again, Downtown National City is fortunate to have an infrastructure that is conducive to pedestrian flow. Buildings are generally close to the sidewalk and are arranged in short square blocks along streets of modest width. This arrangement provides a framework for excellent urban design. Some streets are properly sized for angled parking, pedestrian pop-outs at corners and generous landscaping. Some have sufficient rights-of-way to accommodate outdoor dining and decorative arts. A street closure has been suggested to create a central Fountain Square.

### **Shops and Restaurants**



Certain streets have established themselves as retail destinations. This is particularly true of 8<sup>th</sup> Street, between National City Boulevard and D Avenue, and National City Boulevard between 7<sup>th</sup> and 12<sup>th</sup>. This retail core is proposed to be compact in order to build a concentration of activity to build energy and synergy. It is well located, and with the proper mix, could capture potential for neighborhood commercial and food related and specialty retail.

### **Mixed Use**

For thousands of years city centers consisted of a collection of mixed and varied uses. Much common planning has departed from that natural condition, until recently. Now it is recognized that a truly vibrant urban

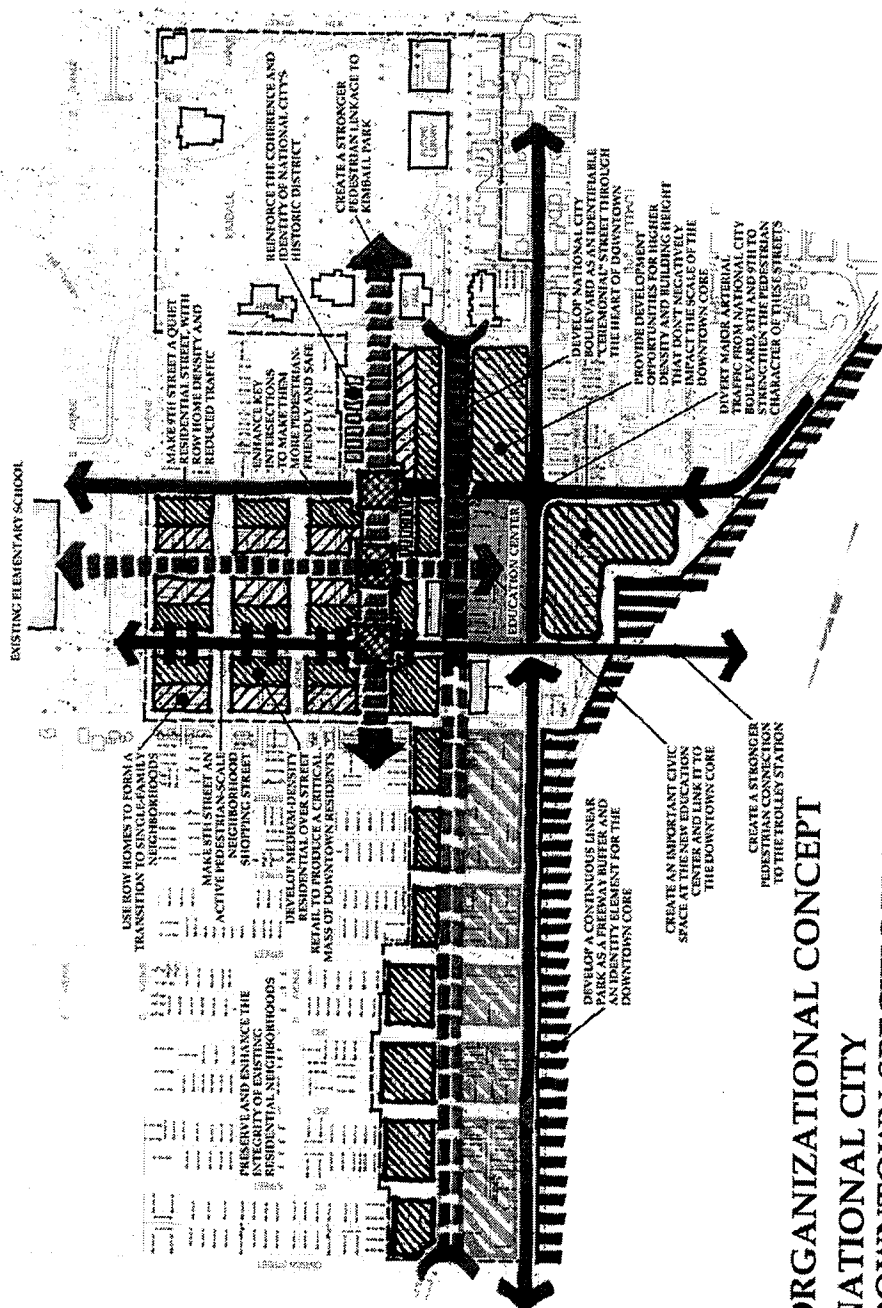
core must include a mix of different but compatible uses on the same block and even in the same building. In this plan mixed use development, such as a project that places multiple-family residential over retail, are encouraged. Permanent residents help stabilize the core and provide a political constituency that will gain the attention of the City and others for their fair share of public projects and interest. Residents also establish "eyes on the street" which can discourage crime and increase the feeling of safety. Perhaps most importantly, the presence of residents adds significantly

to the activity level and helps create a 24-hour downtown.

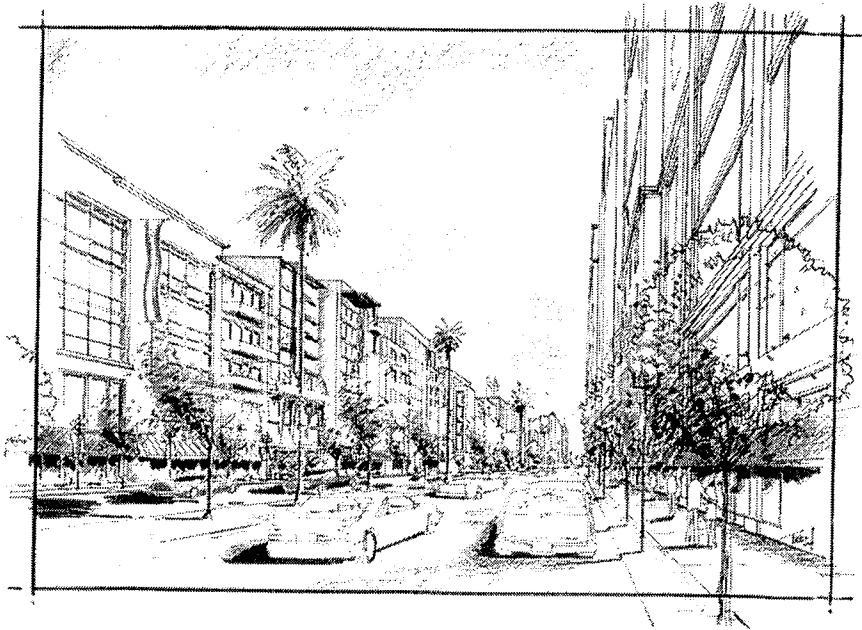
### **Filling the Gaps**

Periodically, throughout the study area, there are opportunities to fill in block faces and complete blocks on vacant or underused lands. Emphasis should be placed on buildings on corner sites where the construction of a single structure can reinforce two street fronts. Where it is practical, upper floor residential should be encouraged.





**ORGANIZATIONAL CONCEPT  
NATIONAL CITY  
DOWNTOWN SPECIFIC PLAN**



**View Looking South on National City Boulevard**

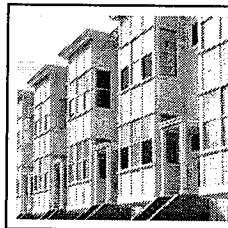
*"Now it is recognized that a truly vibrant urban core must include a mix of different but compatible uses on the same block and even in the same building."*

# DESIGN GUIDELINES

## SETTING A STANDARD

Implementation of the National City Downtown Specific Plan will be based upon its Design Guidelines and Land Use Recommendations. Where there is a conflict with the underlying zoning, the Specific Plan will govern.

Many Downtown urban redevelopment projects require public funding to subsidize the cost of buildings, infrastructure and open spaces and to make the projects feasible. How should Planning Commissions and City Council members evaluate the quality of design proposals? Urban Design Guidelines are intended to be an objective approach toward evaluating individual projects in the concept of an overall urban design framework. Similarly project applicants need to know where they stand in submitting proposals.



What is expected of them in terms of their investment in project design?

The purpose of the Downtown Specific Plan Urban Design Guidelines is to equip project applicants, decision-making bodies, funding bodies, and interested citizens with guidance on achieving and assessing the quality of urban design in redeveloping and restoring Downtown areas.

As started earlier in the Introduction chapter: in the interest of building immediate revitalization momentum

and maximizing the impact of initial new development, this plan proposes that the mass of this market potential be concentrated in the core. This has been done by arraying the largest Floor Area Ratios and greatest heights in the development districts nearest the key intersection of 8<sup>th</sup> Street and National City Boulevard.

### 1.0 THE FUNDAMENTALS

#### 1.1 The Importance of Urban Design

Urban design draws together the many strands of place-making—environmental responsibility, social equity and economic viability, examples – into the creation of places of beauty and distinct identity. Urban design is derived from related matters such as planning and transportation policy, architectural design, development economics, landscape and engineering. In the past 50 years, southern California has seen very extensive urban development and redevelopment. While there are exceptions, a great deal of this development is lacking in creating a 'sense of place'. At worst, the results have been banal, unpleasant, and dominated by traffic. The fine historic urban fabric of

National City has been diminished through the process of suburban development.

## 1.2 Everyone owns Design

Design is not just for designers. Urban design, like all design, should involve a dialogue with the local citizen. Citizens hold the knowledge of how an existing area works, and, often understand its needs and possibilities. Collaborative planning and design processes and a shared understanding of these issues ensure attention to local concerns and reduce possible animosity from local communities. Urban design involves collaboration between different stakeholders representing different interests, and the local citizen role is imperative to implementing projects and managing them afterwards.

## 1.3 Key Aspects of the Downtown Specific Plan Urban Design Guidelines

### **Create a Place for People**

For places to be well used and well loved, they must be safe, comfortable, varied and attractive. They also need to be distinctive, and offer variety, choice and fun. Vibrant places, places worth caring about, offer opportunities for meeting people, playing the street and watching the world go by.



### **Enrich the Existing**

New developments should enrich the qualities of existing urban places. This is achieved by encouraging a distinctive response that arises from and complements its setting; this applies at every scale – the region, the city, the Downtown, the block, the street.

### **Make Connections**

Places need to be easy to get to and to be integrated physically and visually with their surroundings. This requires attention to how to get around by foot, bicycle, public transportation and the car – in that order.

### **Work with the Landscape**

Places that strike a balance between the natural and man made environment and utilize each site's intrinsic resources – the climate, landform, landscape and ecology to maximize energy conservation and amenity.

### **Mix Uses and Forms**

Stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users, amenities and social groups. They also weave together different building forms, uses, textures, and densities.

## Design for Change

New development needs to be flexible enough to respond to future changes in use, lifestyle and demography. This means designing

## 2.0 PLACES FOR PEOPLE / HUMAN SCALE CHARACTER

Visual Relationship Between  
Development and Pedestrians

### Goals

*Preserve the human-oriented scale and character of the grid by using design techniques that reduce the apparent size, bulk, scale, and height of buildings.*

*Provide sunlight and visual interest for pedestrians by incorporating building details that relate to the surrounding built environment at a human scale.*

### Introduction

In order to support a vital pedestrian network, buildings must visually relate to the street at a pedestrian scale. Buildings in the grid must be designed with sufficient attention to scale and detail that the pedestrian's sense of discovery is renewed with each viewing. Creating a human scale usually requires reducing the apparent size, bulk, scale and height of buildings, so that they do not overwhelm pedestrians. There are many architectural and design techniques that can achieve or convey a sense of a human scale.

for energy and resource efficiency; creating flexibility in the use of property, public spaces and the service infrastructure and intro new approaches to transportation, traffic management and parking.

Although the methods outlined in this chapter are encouraged, other approaches will be considered acceptable if they achieve the same objectives.

New developments should demonstrate consideration of building composition and detailing with the goal of achieving a human scale environment. This may be shown through elevation drawings, models or other graphic communications. As a general rule, views of the proposed project should be shown from public areas (e.g. streets and sidewalks).

### Guidelines

#### 2.1 Building Composition in Relation to Floor Area Ratios

##### 2.1.1

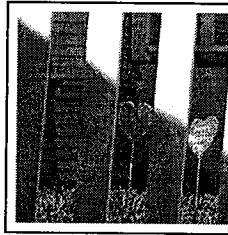
The building base should visually anchor the building, establishing a strong connection to the ground and the site. The base of the building should appear more massive than the upper stories. Building details and the public art elements are encouraged to provide visual interest and a sense of delight and discovery. Details should be comprehensible to passing pedestrians and proportionate to the scale of the building.

### 2.1.2

The upper stories of the building shall exhibit a lighter character than the base, possibly by reducing floor area and building mass. Architectural details on the upper stories should be at a scale that relates to the overall building composition. As a general rule, massing and details should be simple and proportionate to the scale of the building. The length and depth of cantilevers should be minimized.

### 2.1.3

Where appropriate, building tops should be articulated using elements such as: tapered or sculpted roof forms to create silhouettes against the sky (including false chimneys, towers, and decorative vents and caps); roof materials and overhangs to create strong shadow patterns and decorative cornices to provide visual interest. Break up the horizontal lines of long parapets using variations in height or other appropriate design techniques.



## 2.2 Sun Access Criteria: Reduction of Apparent Size, Bulk, Scale, and Height in Areas

### 2.2.1

In order to build and encourage a cohesive human development scale in the Downtown area and relate building heights and construction costs to the economic market, the following are restrictions to the unlimited heights along National City Boulevard and Roosevelt Avenue.

The greatest heights are intended between National City Boulevard and Roosevelt Avenue around the Education Center in order to define the high intensity zone of the Downtown core that falls off as it approaches the existing single-family neighborhoods.

### 2.2.2

Sun Access Criteria is designed to create and maintain comfortable pedestrian areas, outdoor plazas, and lunchtime eating places, and create comfortable and pleasing residential neighborhoods. The aim is to maintain adequate sunlight and air for sidewalks and residential areas during the Winter Solstice in Sun Access envelopes.

### 2.2.3

Buildings should be designed as carefully orchestrated compositions of smaller parts. The perceived size, bulk, scale, and height of a building should be reduced by either visually or physically dividing its mass into smaller scale components. The following are techniques that are encouraged to create human scale in new buildings:

Reduce the actual bulk of a large building by dividing it into several smaller buildings to create a "campus" or "village". Groups of smaller buildings are generally visually preferable to one large, bulky building, and are also more easily adaptable to a variety of uses.



### 3.0 THE BUILDING/STREET EDGE

Functional Relationship Between Development and Pedestrians

#### Goals

*Encourage pedestrian activity on the street through building design. Frequent building entrances, windows at pedestrian height, and outdoor activity spaces create a lively, pedestrian-friendly environment along public streets.*

*Create visually unified street spaces by planning the orientation of buildings and building setbacks to enhance the character of the street.*

#### Introduction

Streets are the center of city life; a high level of social interaction on neighborhood and commercial streets is one of the foundations of a healthy, vibrant community. To contribute to the pedestrian-friendly character of the Downtown, buildings must be designed to actively contribute to the life of the street.

Buildings that are oriented to the street (with doors, windows, and public spaces facing the street) encourage street activity and create a lively atmosphere. Buildings that are oriented away from the street should be avoided since they send the message that activity on the street is undesirable. Areas where the majority of buildings are oriented away from the street are very discouraging to

pedestrians, who perceive them to be unwelcoming or even unsafe.

#### Guidelines

##### 3.1 Activity Nodes

###### 3.1.1

Building Entrances and Windows are essentially elements that physically connect outdoor and indoor activity for pedestrians, making walking a more enjoyable and interesting experience.

Decisions regarding the placement of building entrances and windows will be considered in the following context:

The potential for pedestrian activity around the building and existing pedestrian circulation routes will be assessed to determine appropriate pedestrian access points.

### 4.0 PEDESTRIAN FACILITIES AND AMENITIES

#### Goals

*Create and maintain a continuous, convenient network of pedestrian facilities throughout the Downtown to reduce dependence on the automobile.*

*Provide pedestrian amenities, including street furniture, landscaping, lighting, and trash receptacles, to make walking more attractive and convenient.*

*Design and locate pedestrian facilities and amenities to promote the uninterrupted flow of pedestrian traffic.*

*Create pedestrian links to transit and bicycle facilities to increase the convenience of transit and bicycle travel.*

## **Introduction**

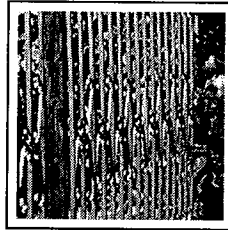
### **Pedestrian Facilities**

For the purpose of these guidelines, pedestrian facilities will be defined as improved walkways that are designed to carry pedestrian traffic between destinations. A complete pedestrian network must consist of several types of pedestrian facilities, each designed to serve different types of users and differing levels of use.

Pedestrian facilities can be categorized as follows:

**Sidewalks:** Generally, sidewalks are located in the public right-of-way and owned by the City and designed for public use at all times of the day. In the Downtown, sidewalks are generally provided around the perimeter of blocks and connect the street frontage of private lots.

**Pathways:** Pathways are pedestrian facilities on private property. Pathways can serve a variety of function, including linking separate buildings on a single site, linking buildings on adjacent sites, and connecting private buildings to sidewalks or pathways. Appropriate pathway designs will vary widely depending on the type and level of



use the pathway is expected to support.

### **Pedestrian Amenities**

Pedestrian Amenities are items that enhance the walking experience for the pedestrian. Examples include seating areas, canopy trees or other landscape elements, lighting, drinking fountains, news racks, trash containers, and telephones.

#### **4.1 General Guidelines**

These general guidelines apply to Pedestrian Facilities: sidewalks, pathways, and pathways.

##### **4.0.1**

Find opportunities to create a continuous network of pedestrian facilities throughout Downtown. Consider future connections between residential and commercial areas, education facilities and recreation facilities, so that buildings, fences, or other permanent improvements do not prevent such connections. Design pedestrian facilities to follow the direct route between destinations.

##### **4.0.2**

Design pedestrian facilities to minimize interruption by automobiles (i.e. driveways, parking lots, and service areas).

##### **4.0.3**

Where automobiles intersect pedestrian facilities, ensure that pedestrians and automobiles are visible to each other and are not

blocked by building projections, signs, or landscaping. Consider design features (including changing the surface composition) to clearly confer the right-of-way to pedestrians.

#### 4.1.2

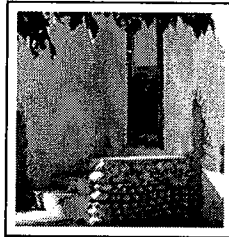
Create a buffer between pedestrian facilities and automobiles. Consider using a low wall, permanent landscaping, street furniture, curbside parking, or other appropriate method. Each of these methods must be reviewed and approved by the City.

#### 4.1.3

Identify existing obstructions to pedestrian travel (e.g. utilities, signs, or overgrown landscaping) and remove or relocate where feasible. The under-grounding of overhead utilities is encouraged.

#### 4.1.4

Consider historic pedestrian connections between properties and buildings and incorporate them in new developments whenever possible.



During the review process for City street vacation (abandonment), consider retaining portions of the street right-of-way to enhance the City's network of pedestrian facilities.

#### 4.1.5

Drainage facilities shall be designed and located to minimize visibility and interference with pedestrian circulation. For the purposes of this guideline, drainage facilities shall not

include creeks or other natural watercourses.

#### 4.1.6

Ensure that pedestrian facilities are designed for disabled access in compliance with the California Building Code.

### **Pedestrian Amenities**

Several factors need to be considered when determining the type of pedestrian amenities that will be provided in a given area. These factors include the nature of the surrounding land uses, the level and hours of pedestrian use, the existing amount and type of pedestrian amenities, and the proximity of adjacent buildings.

#### 4.1.7

Create seating opportunities (e.g. benches, raised planters, low walls, or sculptured stairs) in areas where pedestrians congregate. Seating should be located where it will not interrupt the flow of pedestrians and placed in sheltered or protected areas, wherever possible. Outdoor dining facilities shall also be located where they will not interrupt the flow of pedestrian traffic.

#### 4.1.8

Place trash cans, drinking fountains, newspaper vending machines, telephones, or other pedestrian amenities in areas with high levels of pedestrian traffic. Pedestrian amenities should be placed in groups for maximum use, and located where

they will not interrupt the flow of pedestrian traffic.

#### 4.1.9

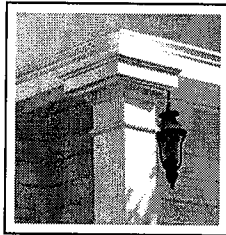
Design new pedestrian amenities to complement the architectural styles of existing amenities and surrounding buildings, while not over-powering the streetscape. Functional elements should be made decorative wherever possible to support the design theme of the street.

#### 4.1.10

Use City reviewed and approved paving materials that complement the architectural style of surrounding buildings and minimize hazards such as slipping or tripping. Use permeable materials wherever possible to increase percolation and decrease run-off.

#### 4.1.11

Provide pedestrian-scaled lighting that complements the surrounding built and natural environment. When determining the proper level of illumination for a pedestrian area, it is important to consider the quality of the light versus the quantity of the light. The lighting should be subtle enough to provide a sense of security. Consider a variety of lighting types, including 'foot-lighting', indirect lighting (wall washing), and overhead lamps. All lighting fixtures should maintain a uniform appearance within its neighborhood context.



#### 4.1.12

Building identification signage adjacent to pedestrian facilities shall be small scale and oriented to pedestrians, rather than passing cars. Incorporate historical interpretive signage, where appropriate, to enhance the pedestrian experience. All signs shall conform to the City's Sign Ordinance.

### Landscaping

#### 4.1.13

Ensure that landscaping is appropriate for the site, is well maintained, and does not create a safety hazard by concealing or overgrowing the pedestrian facility.

#### 4.1.14

Use canopy trees wherever possible to provide shade and weather protection for pedestrians. Adequate room for tree growth should be provided so that tree roots will not damage the pedestrian facility.

#### 4.1.15

Use landscaping to provide a buffer between vehicles and pedestrians and to screen parking and utility areas.

### 4.2 Sidewalks and Parkways

The following guidelines apply specifically to sidewalks and parkways, in addition to the general guidelines outlined in section 4.1 of this document.

Parkways are defined as either of the following:

- The area between the curb and the sidewalk within a fully improved street right-of-way;
- That area extending six feet from the curb towards the nearest right-of-way line in an area with no sidewalk; or
- Any areas within a street right-of-way in which an official or parkway tree is located.

### General Guidelines

All trees within a parkway must be planted and maintained according to city standards. Sidewalk and / or pathway improvements may be required in conjunction with proposed development projects.

These guidelines shall not override existing design guidelines that pertain to specific pedestrian areas of the Downtown.



### Sidewalks

#### 4.2.1

Look for opportunities to fill in gaps in sidewalks, using the current ordinance standards for pavement width as minimum dimensions. The width of new sidewalks should be appropriate to the level and type of pedestrian traffic the sidewalk is expected to accommodate. Historic sidewalk dimensions should be investigated and incorporated where appropriate.

Look for opportunities to widen sidewalks that do not meet the minimum standards.

#### 4.2.2

Preserve historic concrete sidewalk stamps (i.e. street names stamped into the concrete or contractor's stamps) to the greatest extent possible when renovating or replacing sidewalks.

### Parkways and Landscaping

#### 4.2.3

Any proposed street or sidewalk improvement shall, where feasible, incorporate the installation of parkways or tree well planning sites. Landscape plans for parkways or tree wells shall be integrated into the general plan for improvements.

#### 4.2.4

Maintain the use of parkways for landscaping. Parkway shall not be paved or developed with other impervious surfaces. Existing paving or impervious surfaces should be replaced with landscaping, whenever possible.

#### 4.2.5

Provide street trees at appropriate intervals to produce a desirable shade canopy for the sidewalk and visibly narrow the street from the motorist perspective. Parkway should allow adequate space for tree growth. Species designations per Street/Median Tree specifications in the city's Open Space Design Framework.

#### 4.2.6

Provide groundcover and shrubs where appropriate to create a complete landscaping image for the street.

#### 4.2.7

Preserve historic sandstone curbing to the greatest extent possible when making street or sidewalk improvements.

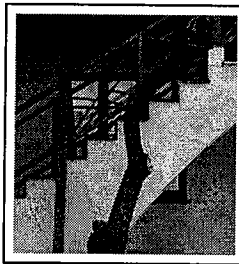
### **Crosswalks**

#### 4.2.8

Crosswalks shall be designed to clearly confer the right-of-way to the pedestrian and minimize the crossing distance.

#### 4.2.9

Consider raised sidewalks where there are no traffic signals. The color and texture of paving materials shall be reviewed and approved by the City. The paving materials should enhance visibility and minimize hazards such as slipping and tripping.



### 4.3 Promenade

Historically, this type of pedestrian scale promenade is a pattern of urban organization rooted in Spain. Pathways, a pleasant promenade, have the potential to be attractive, well designed, people-oriented streetscapes that provide desirable spaces for both the private and public sectors of the economy. Other historic Spanish-American types of public spaces (e.g. courtyards, plazas,

and placitas) sensitively linked to the pathway routes, and commercial activity within the pathways, are nodes of activity where private business mixes with public uses. This rich mixture of activities is the key to the successful pedestrian environment in the Downtown Specific Plan Area.

Pathways confirm the intent to develop unique street improvements, which will contribute to National City's economic prosperity. Promenades also enhance the City's realization of pedestrian facilities to encourage walking, which can improve air quality, promote good health, and reduce noise throughout the grid. In itself a promenade might possess great beauty, each street block

offering an opportunity for special design, and yet the whole strip brought into harmony and unity. In addition, Promenades can positively influence the commercial draw of the Downtown. Promenades support a larger mix of

commercial activities by creating more opportunities for pedestrian access to exposed building frontages. The promenades themselves can become an attraction, drawing people to a commercial development and providing a more attractive atmosphere for building tenants.

### **General Guidelines**

To encourage the protection and enhancement of the promenade system, City staff, the Planning Commission, and the City Council will

foster a spirit of cooperation with private developers by considering appropriate design flexibility.

The following guidelines apply specifically to promenades, in addition to the general guidelines outlined in section 4.1 of this document. Pathways, whether publicly or privately owned, shall be designed and maintained for general public use.

#### 4.3.1

Encourage the development of mid-block crosswalks to better connect and intersect pathways. The Public Works Department shall determine the placement of mid-block crosswalks.

#### 4.3.2

Other functions of pathways (e.g. merchandise delivery, trash collection, and fire access) shall be considered during the design and development review processes.



### **Pedestrian Amenities**

#### 4.3.3

Views of City landmarks (e.g. the shipyard towers, Coronado Bridge) should be created and/or maintained within pathways to provide location reference points. Maintain compatible architectural styles throughout the pathway to provide visual continuity.

#### 4.3.4

Use public art to provide visual interest for pedestrians.

#### 4.3.5

Use decorative lighting that showcases adjacent building facades.

#### 4.3.6

Ensure that building projections and landscaping elements do not detract from the visibility of the pathway, create dark areas, or cause safety hazards.

#### 4.3.7

Place pedestrian oriented signage at pathway entrances. Use signage throughout the pathway to make people aware of activities within and adjacent to the pathway. Signage shall be sensitive to the scale of the pathway, adding to its uniqueness and design appeal. All signs shall conform to the City's Sign Ordinance.

### **Landscaping**

#### 4.3.8

Integrate appropriate landscaping throughout the pathway and at its points of connections to other pedestrian facilities.

### **4.4 Pathways**

Incorporating pathways that complement the network of public sidewalks must be a priority when designing individual building sites. On-site pedestrian circulation and connections to adjacent sites must be considered with respect to the issues of privacy and security.

The following guidelines apply specifically to pathway in addition to the general guidelines outlined in section 4.1 of this document.

### **Placement/Design**

#### 4.4.1

Establish direct pedestrian pathways between buildings to promote efficient on-site circulation.

#### 4.4.2

Look for opportunities to connect adjacent properties with pathways, where appropriate. Consider future site-to-site pedestrian connections so that buildings, fences, or other permanent improvements do not prevent them.

### 4.5 Links to Transit and Bicycle Facilities

An important function of the network of pedestrian facilities is to link transit and bicycle facilities with a variety of destinations. Since every trip begins and ends with walking, effective pedestrian links increase the convenience of using transit and/or bicycles.

#### 4.5.1

Provide transit route information in areas with high pedestrian volumes.

#### 4.5.2

Connect pedestrian facilities with bicycle parking facilities to encourage bicyclists to park their bikes and walk to nearby destinations.

## **5.0 AUTOMOBILE PARKING FACILITIES**

### **Goals**

*Design automobile parking facilities to reduce the visibility of automobiles and allow features of greater pedestrian interest to dominate the streetscape.*

*Design automobile parking facilities to confer priority on the safety and convenience of pedestrians and encourage pedestrian activity on the street.*

*Create links between automobile parking facilities and other transportation facilities to increase the convenience of walking, bicycling, and transit.*

### **Introduction**

Managing the growth of the automobile parking facilities poses a major challenge to planners and developers. Traditionally, National City has developed a built environment within the grid layout. However, the increasing numbers of automobile oriented developments threaten to rob the grid of its character, changing balanced and active streetscapes into spaces dominated by the automobile.

Automobile parking facilities can negatively impact the pedestrian orientation of the streetscape in the following specific ways:

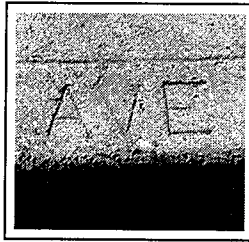
- Automobile parking facilities can dominate the streetscape and



detract from the attractiveness, interest, and individual character of business and residential areas. Poorly designed parking facilities area visually unappealing and create dead spaces in otherwise active streetscapes; and

- Automobile parking facilities can be significant impediments to pedestrian travel. Poorly located parking lots that separate buildings from sidewalks and other buildings interrupt the continuity of the pedestrian landscape by increasing the distance that pedestrians must travel from streets to building entrances, or from one building to another. In many cases, the most direct pedestrian routes are through parking lots, making pedestrians uncomfortable and increasing the potential for conflicts. When pedestrians are forced to pass or traverse expanses of asphalt filled with cars, all reflecting heat and sunlight, the experience of walking diminished.

These circumstances combine to affect the transportation choices that people make. Automobile parking facilities that fail to address pedestrian needs send the clear message that the automobile should be accommodated over the safety and convenience of pedestrians. As long as this continues to be the case, people will drive even for short trips, rather than walk.



In order to preserve and enhance the pedestrian character of the grid, every effort must be made to design automobile parking facilities so that they contribute to, rather than detract from, the pedestrian life of the street.

The guidelines in this chapter will address the location and design of two kinds of automobile parking facilities – surface parking lots and parking structures. The following guidelines should be used in addition to the City of National City Parking Standards and the existing Zoning Ordinance requirements regarding the provision, design, and landscaping of public and private parking facilities.

## 5.1 Surface Parking Lots

### Location

#### 5.1.1

Locate surface parking lots away from the street edge to minimize visual effects on the streetscape. Surface parking lots should be located behind habitable buildings and toward the interior of blocks.

#### 5.1.2

If a surface parking lot must abut a street edge, minimize the amount of street frontage devoted to the lot by locating the lot to the side of the building, rather than between the building and the street.

5.1.3

Surface parking lots shall not abut a street intersection or terminate a major street vista.

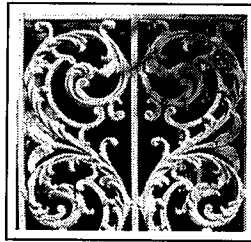
**Pedestrian and Automobile Access**

5.1.4

Shared parking between developments is encouraged to reduce the amount of space that must be devoted to surface parking lots.

5.1.5

Provide direct pedestrian access to building entrances from each exposed street frontage and/or adjacent pedestrian facility. Pedestrians entering from the sidewalk shall not be required to walk through a surface parking lot to enter a building. Where multiple buildings have rear entrances onto a shared parking lot, provide a pedestrian pathway that connects the entrances on the sidewalk or other adjacent pedestrian facility.



5.1.6

Surface parking lots and adjacent sidewalks shall be designed so that pedestrians area clearly visible to emerging automobiles. Incorporate design features such as articulated pavement, grade separation, and signage to clearly confer the right-of-way to pedestrians at points of conflict.

5.1.7

Design surface parking lots with multiple points of pedestrian access to expose street frontage and/or adjacent pedestrian facilities. Use distinctive, City reviewed and approved paving materials, landscaping, lighting, and signage to clearly delineate pedestrian access routes within parking lots. To encourage pedestrian use, pedestrian access routes should be more visible, attractive, and convenient than a route through the parking stalls.

**Design and Landscaping**

5.1.8

At a minimum, provide City reviewed and approved landscaping in the interior of surface parking lots consistent with the requirements of the Zoning Ordinance. In order to have any part of the ordinance requirements waived by a design review board, the applicant must demonstrate that compensating landscaped features will be present elsewhere in the parking lot.

5.1.9

Use canopy trees in the interior of surface parking lots to provide shade and greenery. For the purposes of these guidelines, palms trees shall not be considered canopy trees. Mature tree canopies should have a vertical clearance of fifteen feet (15') in order to accommodate lighting fixtures.

#### 5.1.10

The lighting of surface parking lots shall comply with the Outdoor Lighting Design Guidelines. Parking lot lighting shall be planned in conjunction with landscaping improvements for maximum utility. Lighting fixtures should be lower than the mature tree canopies.

#### 5.1.11

Where a surface parking lot abuts a street edge, create a visual buffer to minimize the impact of parking cars and provide interest for pedestrians. Any improvements to the public right-of-way require the approval of the Public Works Department. At a minimum, landscaping and a screen wall shall be provided consistent with the Zoning Ordinance requirements. In addition, consider the following decorative and functional elements to further screen the parking:



- Increase the height of a screen wall where it will not cause a safety hazard for pedestrians or drivers;
- Create small plaza spaces along the street frontage, incorporating focal points such as fountains or public art. Including seating areas and other pedestrian amenities as appropriate. Where parking lots abut street intersections, consider incorporating other land uses (e.g. small flower shops) to anchor the corners;

- Create a gathering space around an adjacent transit stop; or
- Visually anchor the parking lot to the public right-of-way with strong architectural elements, such as arbors or pergolas.

#### 5.1.12

Where disabled parking spaces must be located in front of buildings, the parking spaces shall be paved with decorative materials and landscaped to resemble open space areas.

### 5.2 Parking Structures

For the purposes of those guidelines, parking structures include underground parking, parking on the ground floor of a multi-story building, and carports or garages that area associated with multiple-family residential developments. The identification and security of parking structures must be strongly considered during their design so that the public can readily identify them and the public will feel safe in using them.

#### Location

##### 5.2.1

Locate parking structures away from the street edge to minimize visual effects on the streetscape. This may be accomplished using one or more of the following techniques:

- Locate parking structures behind habitable buildings and toward the interior of blocks;

- Design buildings so that the active use portion of the building faces the street and wraps around an interior parking structure; or
- Place the parking underground

#### 5.2.2

If a parking structure must abut a street edge, minimize the amount of street frontage devoted to the structure by placing its shortest dimension(s) along the street edge.

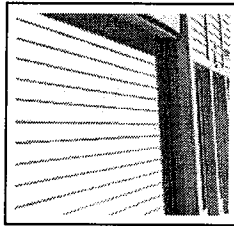
### **Pedestrian and Automobile Access**

#### 5.2.3

Avoid conflicts with pedestrian traffic by minimizing the width and number of curb cuts on main streets.

#### 5.2.4

Where possible, use alleys or side streets for automobile access to parking structures. The use of alleys for parking access must be balanced with the other customary functions of alleys, including service, utility, and loading/unloading areas. As an alternative to abandonment, consider retaining alleys for automobile parking or access.



#### 5.2.5

Where parking structures must have automobile access from a main street, look for opportunities to share existing driveways with adjacent developments.

#### 5.2.6

Parking structures and adjacent sidewalks shall be designed so that

the pedestrians area clearly visible to emerging automobiles. Incorporate design features such as pavement articulation, grade separation, and signage to clearly confer the right-of-way to pedestrians at points of conflict.

#### 5.2.7

Design parking structures with multiple points of pedestrian access to adjacent pedestrian facilities. Use distinctive, City reviewed and approved paving materials, lighting, and signage to clearly delineate pedestrian access routes within parking structures.

### **Design**

#### 5.2.8

Parking structures should be designed to be compatible with both adjacent developments and the overall neighborhood.

#### 5.2.9

Design and articulate the exposed portions of parking structures to suggest the appearance of a habitable building. Simplicity of design is encouraged. Provide other visual enhancements (e.g. public art) for pedestrians.

#### 5.2.10

Incorporate land uses along the ground level street frontage that encourage pedestrian activity. Such uses could include retail, entertainment, office, restaurant, or residential uses. Transit stops and public restrooms could also be incorporated. If the incorporation of

other land uses is not possible, provide a landscaped patio spaces between the structure and the street.

#### 5.2.11

Incorporate the above design elements in parking structures adjacent to pathways or other public spaces. The parking structure should contribute to, not detract from, the pedestrian oriented character of such spaces.

#### 5.2.12

Minimize the width and height of openings for automobile ingress and egress (openings must be designed for disabled access in compliance with the California Building Code). Use architectural elements to divide the openings, minimize the appearance of structure utilities (e.g. ducts, vents, pipes, and lighting), and reduce other visual impacts on the streetscape.

#### 5.2.13

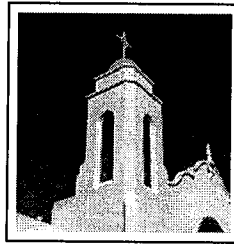
Where cars are exposed to the street via "windows" in the parking structure, use screening elements to reduce the visual effects of parked cars and light spillage at night. Screening treatments could include tracery, ironwork, or landscaping.

#### 5.2.14

Design the top level of parking structures to blend with adjacent rooftops and minimize light and glare. The following elements should be incorporated:

- Use landscaping to soften views of the structure from higher elevations and provide shade;
- Use architectural elements that provide visual interest (e.g. trellises and towers);
- Choose hardscape colors that blend with adjacent rooftops; and
- Provide lighting at the lowest illumination level possible, consistent with IES standards. All lighting must also conform to the Outdoor Lighting Design Guidelines. Indirect lighting should be used to minimize light spillage.

### 5.3 Signs



#### 5.3.1

Provide signs in public parking lots and structures to orient users to the Downtown area and show nearby transportation facilities (e.g. "You Are Here"). The signs shall not be an advertisement for

adjacent businesses. Similar signs are also encouraged for private parking structures.

#### 5.3.2

Provide address identification at the entrances to private parking lots and structures.

### 5.4 Links to Other Transportation Facilities

5.4.1  
 Located bicycle parking and storage facilities within parking structures, where appropriate.

5.4.2  
 Integrate transit stops into the design of large parking structures, where appropriate.

Details regarding a Parking District are included in the Implementation chapter of this plan. Tandem parking (one car parked behind another) can be used in low intensity residential projects to help meet the parking requirements.

### Parking Requirements

The parking requirements for individual retail uses are to be met on-site but consideration will be given to other alternatives such as offsite and shared parking. The formation of a parking district will assist in meeting Downtown's parking needs without unduly impacting individual parcels.

<b>TABLE 5 PARKING REQUIREMENTS</b>	
<b>RESIDENTIAL</b>	
<b>NUMBER OF BEDROOMS</b>	<b>MINIMUM REQUIRED OFF STREET PARKING SPACES PER DWELLING UNIT</b>
Studio	1
One Bedroom	1
Two Bedroom	1.2
Three or More	1.4
<b>NON RESIDENTIAL</b>	<b>MINIMUM REQUIRED OFF STREET PARKING SPACES PER 1,000 SQ. FT. GFA*</b>
	2.5**
NOTES: *Includes Gross Floor Area plus below Grade Floor Area and Excludes Floor Area Devoted to Parking **The minimum parking ratios apply to all non-residential uses and only eating and drinking establishments that do not have a common parking area with any other uses. There is no minimum parking requirement for outdoor dining.	

# LANDSCAPING AND OPEN SPACE FRAMEWORK

## ENRICH THE EXPERIENCE

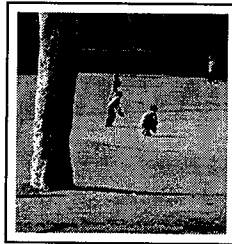
An important feature of the planning and design process for the Downtown National City is the creation of an Open Space Design Framework. One of the objectives of establishing an Open Space Design Framework is to identify prominent corridors, nodes, entries and edges that help define a cohesive image of a district or neighborhood. The Open Space Design Framework also identifies opportunities for pedestrian recreational settings not currently in place within a district or neighborhood.

The Open Space Design Framework maintains continuity between the diverse circulation systems linking existing lands uses and ownerships within Downtown. The development of these linkages and the spaces providing for informal recreational uses are the defining image of Downtown regardless of architectural styles or forms. Adherence to the framework guarantees an attractive setting for city residents and interaction between existing and proposed developments.

The Open Space Design Framework is composed of thirteen Design Interventions that when implemented will create a positive and cohesive image for Downtown.

The Design Interventions have been developed in tandem with adjacent development concepts for land use, circulation and architecture. The individual Design Interventions are seen as a unique and critical improvements within the Downtown area warranting a special classification. The Open Space Design Framework and associated Design Interventions are seen as the means to maintain and perpetuate the long-term vibrant growth of Downtown.

The following paragraphs describe the individual Design Interventions and their importance to Downtown redevelopment. The subsequent section titled, Streetscape Master Plan, provides recommendations for paving treatment, street lighting and street trees within the individual Design Interventions. A general statement concerning street furniture, signage / graphics and public art is also included.

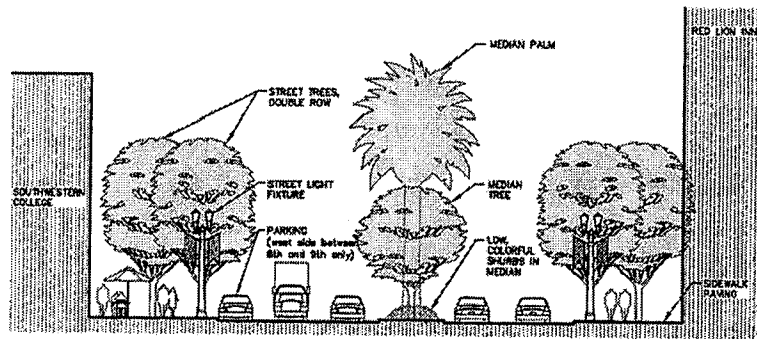


## National City Boulevard Streetscape

National City Boulevard is the most prominent north-south thoroughfare within the Downtown / Civic Center area of the City. The street is wide lending itself to heavy vehicular use throughout the day. There is limited pedestrian activity along the sidewalks due to the lack of pedestrian oriented retail uses. National City Boulevard, formerly National Boulevard, was the historic route for Highway 101.

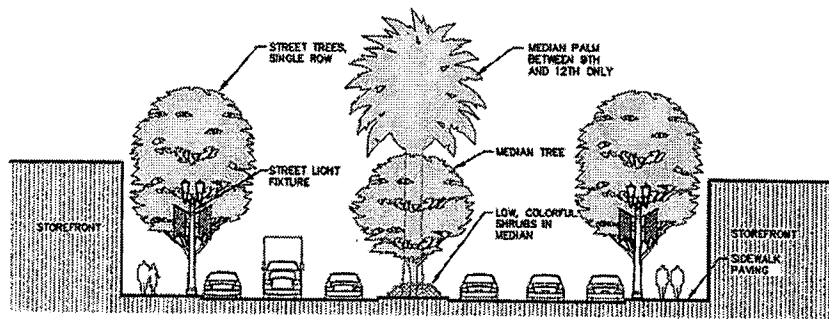
The streetscape design for National City Boulevard should emphasize the thoroughfare's historic image and civic importance. A graphics program should be initiated that capitalizes on the boulevard's historic significance and provides a strong image for the street. Trailblazers and

monument signs acknowledging the street's historical past. The installation of a landscaped median will have a dramatic effect on the visual quality of the street and adjacent businesses. Trees selected along the street should reflect the massing and scale of development along the boulevard between 7<sup>th</sup> Street and 12<sup>th</sup> Street. The CDC has completed a Master Plan for the improvement of National City Boulevard. The Master Plan presents recommendations for landscaped medians, improved sidewalks with street trees and more attractive street lighting.

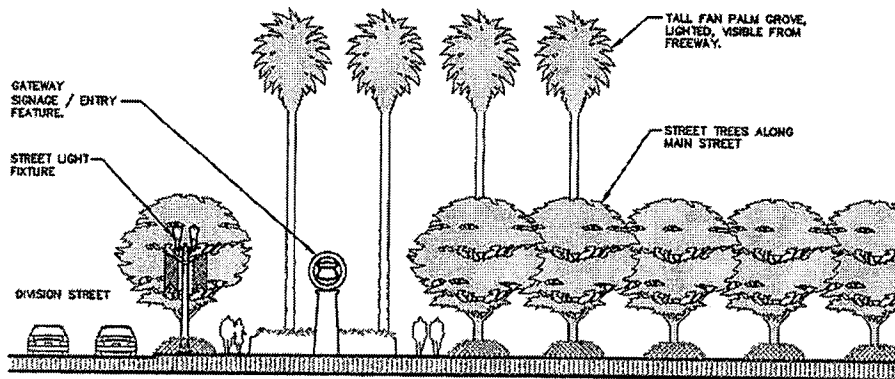


SECTION: NATIONAL CITY BOULEVARD - 7TH STREET TO 9TH STREET





SECTION: NATIONAL CITY BOULEVARD - DIVISION STREET TO 7TH STREET / 9TH STREET TO 12TH STREET



SECTION: NORTHERN CITY GATE

## Plaza Boulevard Streetscape

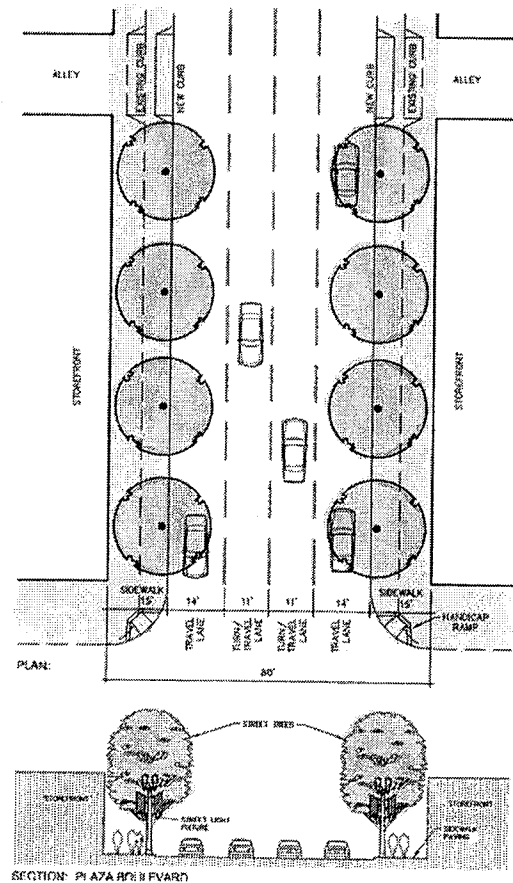
Plaza Boulevard is the most prominent east-west thoroughfare within the Downtown / Civic Center area of the City. The street is a major gateway street because of the direct access available from I-5 for Downtown visitors. Like National City Boulevard the street is wide but does not have the current volume of traffic. A major constraint to improving the streetscape image is the narrow public right of way dimensions beyond the existing curb locations. The narrow right of way dimension of eight (8) feet preempts the design and construction of an appropriate parkway edge.

One solution to alleviate the narrow sidewalk and parkway edge is to remove on street parking from either side of the street. The predominantly residential nature of the street should allow for the removal on street parking. The removal of on street parking will allow for the incorporation of street trees, lighting and a generous sidewalk dimension of fifteen (15) feet. The undergrounding of the overhead electrical lines is also required to improve the street's visual quality. The section graphic illustrates a typical cross section for Plaza Boulevard.

### 9th Street and 7th Street Residential Row

9th Street marks the heart of the Downtown residential district. Because of the street's unique location a number of public gathering spaces are designed to align the street's

frontage. 9th Street Park and Fountain Plaza are two prominent public



spaces adjacent to 9th Street. The 9th Street and 7th Street are designed to have a residential theme with broad canopy trees for shade, residential scaled street lighting and attractive pavers along the sidewalks. Pop outs at all street corners are recommended to emphasize the attention to pedestrian safety. Similar to 9th Street, diagonal or village style parking is recommended along the

entire length of 7th Street. Village style parking will provide additional parking spaces over parallel parking. The diagonal parking pattern also has a tendency to slow moving vehicles along streets as drivers look of vehicles backing out.

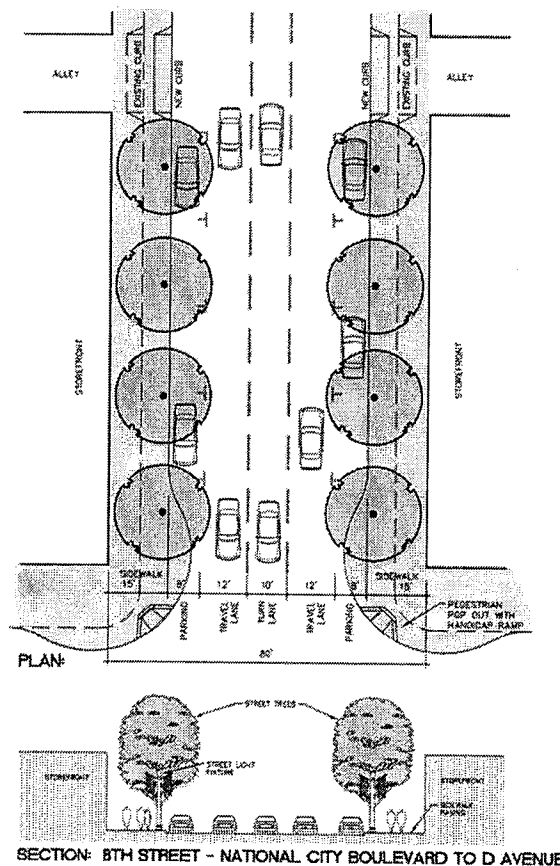
### 8th Street Promenade

8th Street is the district's current retail street. Unlike the other streets in Downtown 8th Street attracts pedestrians because of the nature of businesses along the street. Unfortunately, next to National City Boulevard, 8th street is also the busiest street in Downtown relative to traffic volumes. The volume of traffic coupled with the speed of cars makes crossing 8th Street on foot difficult. 8th street, like Plaza Boulevard, is also burdened with narrow eight (8) foot sidewalks. The narrow sidewalk space coupled with the lack of street trees, lighting and street furnishings creates the image of a "pedestrian unfriendly street".

Several studies were completed reviewing optional vehicular circulation patterns along 8th Street between National City Boulevard and D Street. The goal of the study is to increase the sidewalk dimension by removing space within the vehicular travel area. The recommended solution is to remove a single travel lane and modify the remaining travel lane widths in order to capture additional space for sidewalks.

Downtown and the associated businesses along 8th Street will benefit

from wider sidewalks with attractive paving finishes, better lighting and coordinated landscape improvements. The under grounding of the overhead electrical lines is also required to improve the street's visual quality.



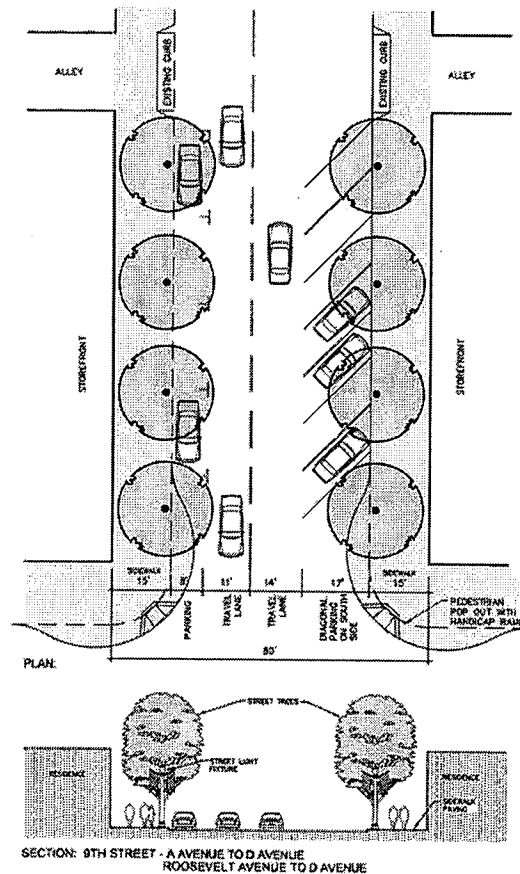
### Special Crossings and Pedestrian Pop Outs

The previous discussion concerning 8<sup>th</sup> Street highlighted the difficult and at times unsafe nature associated with crossing Downtown streets. 8<sup>th</sup> Street, National City Boulevard and Plaza Boulevard are the more obvious streets that present a challenge to pedestrians. Signalized intersections and four way stops afford some degree of comfort to pedestrians crossing Downtown streets. Unfortunately the streets in question currently have limited intersections with controlled stops for vehicles. Eight locations have been identified as opportunities for "special crossings". The special crossings are designed to provide potentially safer access for pedestrians across streets at key locations within Downtown. The crossing will operate independent of the adjacent traffic signal system and will be activated by a waiting pedestrian.

### Street Right-of-Way as Open Space

Street right-of-way, the paved dimension encompassing sidewalks and A.C. roadway, are unique spaces in the city. The right-of-way's primary function is a public thoroughfare for motor vehicles, utilities and pedestrians. The right-of-way is also valuable as an open space amenity within the city. Linear spaces with canopy trees and occasional spaces for seating are fundamental components of urban viability. Expanding the use of the street right-of-way to provide a setting for large

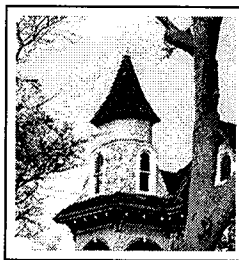
public gatherings and events is the purpose of Fountain Plaza and other pedestrian spaces identified in the Specific Plan. Reclaiming the right-of-way by closing a small segment of 9<sup>th</sup> Street and limiting the use for pedestrian activities is an excellent opportunity for creating a symbol of Downtown revitalization and civic pride.



## **A Avenue Pathway and Connections to Kimball Park**

Downtown's greatest attribute is its proximity to Kimball Park. 9<sup>th</sup> Street Residential Row, the heart of the Downtown's residential district is two blocks from the park. The connections to the park however need to be improved in order to exploit the district's residential opportunities. Street trees, new sidewalks and better lighting are required to improve the park connections. Providing safer pedestrian crossing opportunities across Plaza Boulevard however is the most important improvement needed as discussed in the preceding paragraph, Special Crossings.

A Avenue Pathway provides the best opportunity to strengthen the pedestrian linkage from Downtown to the park. The broad Evergreen Elms lining A Avenue from 9<sup>th</sup> Street to 12<sup>th</sup> Street are an excellent first phase improvement. The Elm trees and appropriate streetscape improvements however need to be extended along A Street behind City Hall to complete the connection to the park. Providing better accessibility to the park at the terminus of B Street, C Street and 15<sup>th</sup> Street will also provide better visibility of the park along the park's northern and western edge. Replacing the existing street light fixture with the recommended Neighborhood Light Fixture is also recommended.



## **Linear Park / Roosevelt Avenue**

The image of Downtown National City from I-5 is one of low scale industrial buildings and a narrow band of freeway landscaping. Many of the private lots adjacent to I-5 have limited redevelopment potential due their small size and configuration. Single family housing immediately adjacent to the freeway is not the optimum use for the site.

The Specific Plan recommends multifamily housing for the majority of blocks west of National City Boulevard. The development of a Linear Park system immediately adjacent to the freeway will provide an attractive passive recreational resource for the new residential neighborhood. The Linear Park will incorporate places for walking, seating, picnics, jogging and spaces for tossing a ball or Frisbee. The first phase of the Linear Park will extend from Division Street to Plaza Boulevard and is contained within the Specific Plan boundary. Consideration should be given to extending the park system to Civic Center Drive in the future.

Roosevelt Boulevard will be integrated within the design of the Linear Park. A continuous walking / jogging path will be incorporated within the street's western edge adjacent to the I-5 freeway right of way. A wide but low buffer of landscape material incorporating a fence will separate pedestrians from the freeway right of way. Tall Mexican Fan Palms will line the street on both sides providing a

grand and attractive window into Downtown.

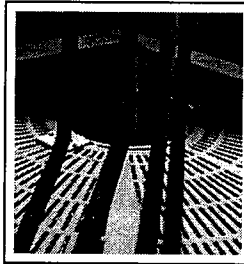
### **Gateways**

Ease of access to and from I-5 is an opportunity for Downtown. The Downtown is well served by north and southbound freeway ramps allowing access for residents and visitors. Unfortunately the image presented by many of these entries is less than optimum. Attractive landscaping with monumentation will present a more welcoming image. The two sites as have been selected because of their strategic locations adjacent to I-5. The respective gateway designs should acknowledge the number of vehicles passing along I-5 to present a grand and welcoming image of the City of National City.

### **City Hall Enhancement and Rose Garden**

The civic heart of the city and symbol of Downtown revitalization is City Hall. The grounds of the City Hall site however are in need of repair and enhancement. Over the period of thirty-four years incremental plantings have obscured the view of City Hall. Irrigation systems do not take advantage of current water conservation methods. Walkways are in need of repair and conformance with current ADA / Title 24 requirements.

An important feature of the City Hall site is that it functions as a cross roads for pedestrians living west of National



City Boulevard walking to Kimball Park. A Master Plan has been completed for the City Hall grounds providing improvement recommendations for landscaping, lighting, parking and signage. A prominent recommendation from the Master Plan is the installation of a City Rose Garden at the corner A Street and National City Boulevard next to the future Library site.

### **Kimball Park Creek**

Kimball Park is the most prominent open space / recreation feature in the City. The park's citywide significance warrants special attention to existing facilities and features.

Although there are many projects requiring attention, enhancement of the existing drainage channel bisecting the park is a major opportunity for the park's future. The concrete lined drainage channel is currently a barrier to pedestrian movement across the park and a visual eye sore. The creek system should be an attractive walkway connecting pedestrians from the Senior Center to the new Library.

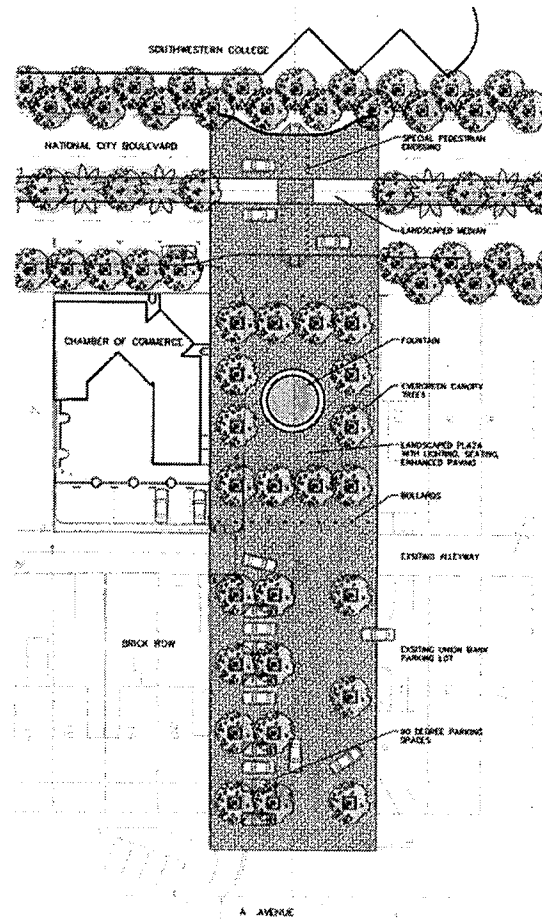
### **Fountain Plaza**

The most significant space in any city are the out door public spaces where people can gather for small or large events. Fountain Plaza is conceived to be a public space that is a major crossroad in Downtown for residents, students from the Education Village and visitors. Out door market, fairs,

block parties, music, reading, conversation are a few of the activities that can occur at Fountain Plaza. A grand fountain is desired as a centerpiece for the space however landscaping or public art can also serve as a source of pride or the Downtown neighborhood. The plaza will extend along 9th Street between A Street and National City Boulevard. A portion of the plaza east of the existing alleyway will serve a parking reservoir for cars. At right is a concept for the plaza illustrating the fountain location, parking and pedestrian connection to Education Village.

9th Street Park

9th Street Park can be described as a vest pocket for neighborhood residents. A vest pocket park is typically a small (less than one-half acre) landscaped recreation space in the city. Although activities are passive in nature, a quiet place in the neighborhood for reading, conversation or playtime with small children is a welcome addition in any residential neighborhood. The site for the park however is flexible as long as it is somewhat central to 9th Street.

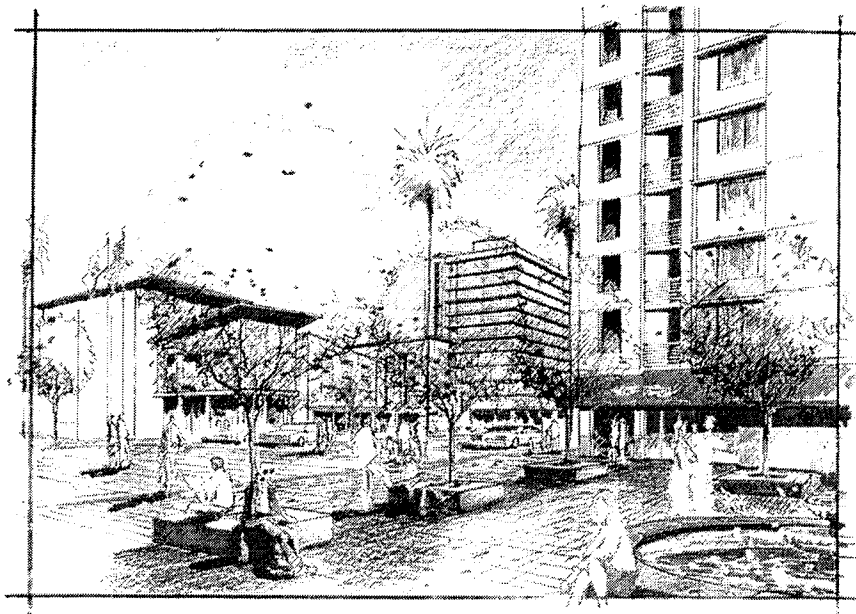


PLAN: FOUNTAIN PLAZA

**Pedestrian Connection To  
The Trolley Station**

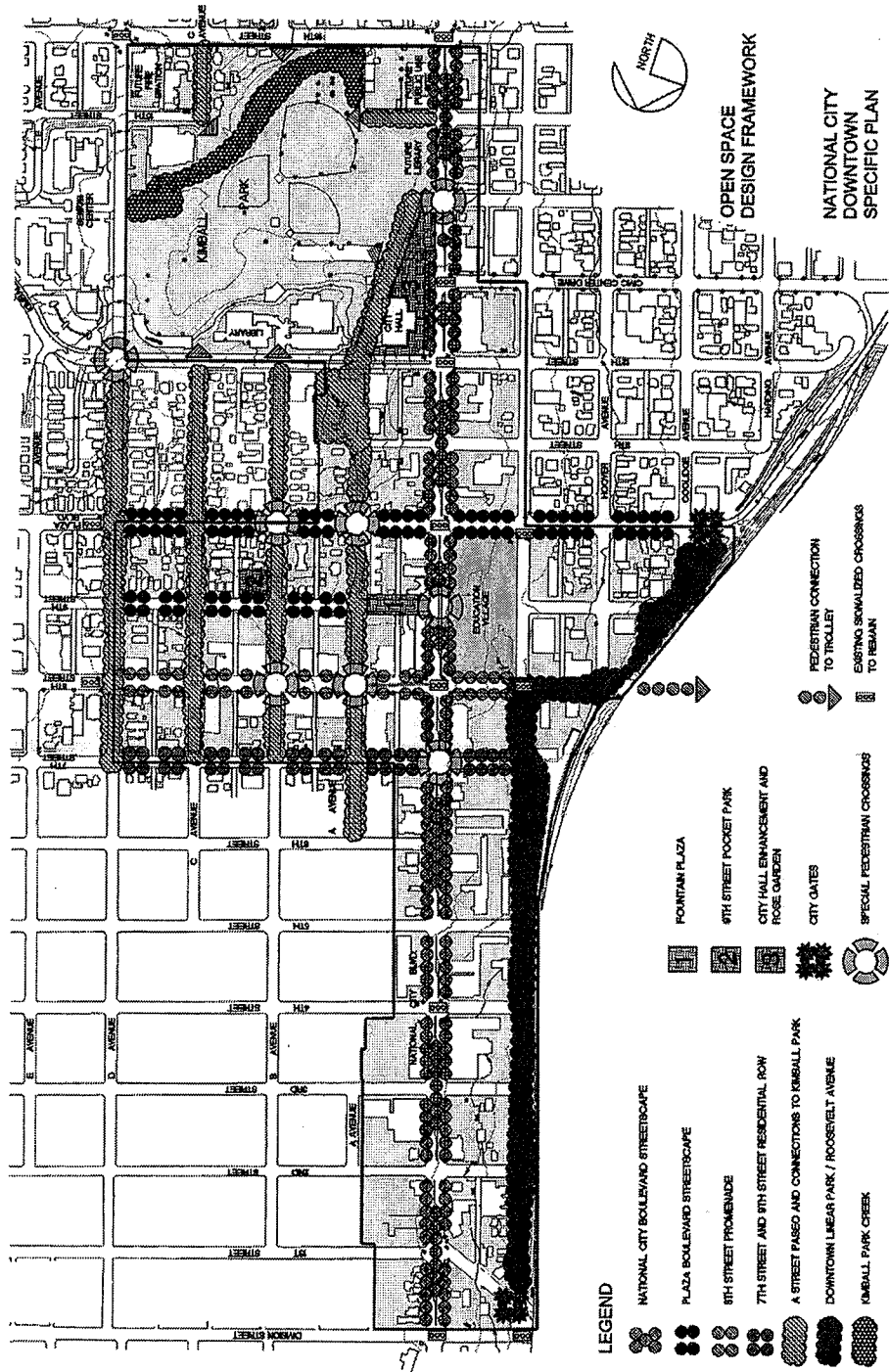
The Trolley Station that is closest to the core of the Downtown, at 8<sup>th</sup> Street West of Interstate 5, lacks adequate parking, shelter and visibility. The

pedestrian experience between the station and National City Boulevard is harsh and uninviting. Further study is warranted to determine how best to take advantage of all of the potential that the trolley network contains for the vitality of the Downtown core.



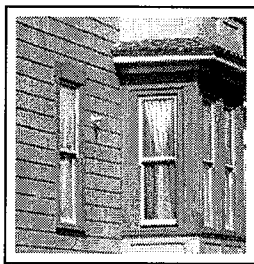
Fountain Plaza





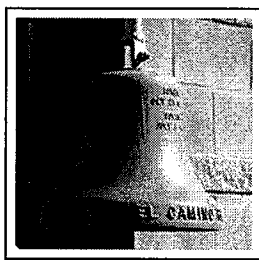
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 URBAN DESIGN GUIDELINES

FEBRUARY 2005



VII

FUTURE  
IMPLEMENTATION  
PROGRAMS

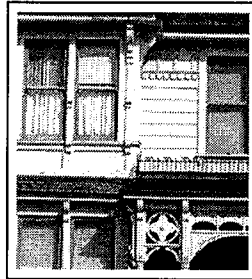


# IMPLEMENTATION PROGRAM

## PUTTING IT ALL TOGETHER

This Implementation Program is, perhaps, the most important chapter in this document. A "plan," after all, is only a roadmap – "implementation" is the vehicle that will transport downtown National City toward a gratifying and electrifying future. Someone once said "Treasure those who are wise more than those who are smart, because you can be born smart, but wisdom is only gained by experience and for that there is no substitute." And so it is with implementation of a plan. A plan will languish unless it is implemented through a program of wise recommendations; strategies borne of experience and grounded in the realities of competing and compelling priorities. This Downtown National City Specific Plan takes great pains to be certain that the recommendations contained herein are reasonable and defensible. A careful and faithful application of these ideas in measured incremental steps holds the greatest prospect for the ultimate success of the vision.

The implementation of the National City Downtown Specific Plan will be through the Design Guidelines and land use recommendations of this Plan.



### RELATIONSHIP TO THE GENERAL PLAN AND ZONING CODE:

The downtown shall be reinforced as the civic center, hub of commerce, and heart of the city. In order to assure this, development within the downtown area is governed by this Specific Plan, which, once approved by City Council as a Resolution, will become an amendment to the City's adopted General Plan. Specific plan land use designations will be incorporated by reference in the General Plan. To assure

that this Specific Plan is in conformance with the General Plan, the Specific Plan standards of population density and building intensity within the downtown study area will become an amendment to the General Plan. Where design standards and guidelines of this General Plan conflict with the

Specific Plan, the Specific Plan's components take precedent. This Specific Plan replaces or revises general plan policies where there are conflicts. The Zoning section should reflect where there is a conflict. The Specific Plan shall be the governing document. And where the specific plan is silent on issues, the zoning ordinance will be the governing document.

## **BUSINESS IMPROVEMENT DISTRICT**

National City's downtown businesses and residents should give serious consideration to forming a Business Improvement Districts. BID's are a powerful tool for managing and developing urban and commercial districts. In 1994, California passed enabling legislation for property based business improvement districts which can be used to improve security, maintain streets, alleys, and sidewalks, remove graffiti, promotions, public events, expand tourism, marketing, economic development, retain and recruit retail, development of parking facilities, pedestrian shelters, public amenities, fountains, parks, kiosks, lighting, benches, and trash receptacles.

## **LANDSCAPE MAINTENANCE DISTRICT**

A Landscape Maintenance District (LMD) is a special assessment district that is established to fund and maintain landscaping and ap-purtenances for parks, streetscapes and common areas. Including hardscape features such as the proposed Fountain Plaza. The funds for these areas would be collected through assessments on the annual property tax bills, and are ad-ministered by the City. The district funds are used for the maintenance of the landscaping, which includes mowing, weeding, trim-ming and seeding.

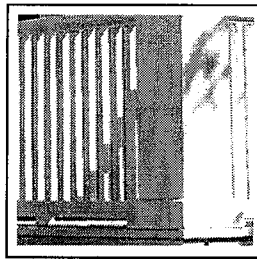
Fertilizing the plant material and utility costs, such as water and electricity would also be in-cluded. They are also used for the enhancement of the existing landscaping and the installation or maintenance of select hardscape

features, such as stamped concrete medians; concrete paseos; post rail and wrought iron fencing; slumpstone borders; irrigation controllers and enclosures; decorative lighting; public works of art and children's play equipment.

## **STOREFRONT IMPROVEMENT PROGRAM**

A Storefront Improvement Program stimulates private investment in the City's older commercial districts by focusing on revitalization storefront improvements visible to customers, neighboring merchants, and residents.

The program objectives are to stimulate business by enhancing storefront facades, increase private investment in older communities, as well as promote commercial designs consistent with community and specific plans.



## **PARKING DISTRICT**

Consideration should be given to the formation of a downtown Parking District to consolidate parking in centralized facilities that service all downtown businesses, residents, and visitors. Each downtown land use is required to provide off-street parking. As a result, the downtown is in danger of creating a patchwork land use pattern with the theoretical possibility of surface parking and/or parking garages on every block. Such a phenomenon threatens the integrity of the downtown experience by inserting gaps in the activity level and physical streetscape. This runs counter to the expressed goal of crafting a sidewalk-oriented, intense, and vibrant pedestrian experience in the heart of National City.

The mission of the Parking District would be to underpin the economic growth and stability of downtown National City by supplying a sufficient number of parking spaces to accommodate that segment of the public demand that is neither provided for by the private sector nor served by alternative travel modes.

Parking receipts. Fees and receipts are collected through use of parking meters, through attendants/cashiers at various off-street facilities, and several special/permit-parking programs for monthly rates or car pools.

Enforcement revenues. Fines from ticketed violations of parking regulations.

Funding sources could include but need not be limited to:

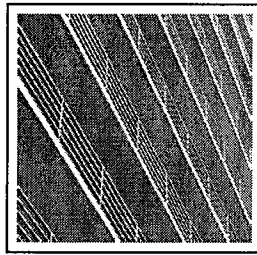
Ad Valorem Fee. Commercial properties are levied a fee in lieu of providing for their own parking needs in accordance with parking requirements stated in the zoning ordinance.

Income from investments. District funds are invested in short-term securities and interest earned is credited to the parking lot districts.



VIII

FUTURE PUBLIC  
IMPROVEMENT  
PROJECTS



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FUTURE PUBLIC IMPROVEMENT PROJECTS

FEBRUARY 2005

# PUBLIC IMPROVEMENT RECOMMENDATIONS

## INVESTING IN THE FUTURE

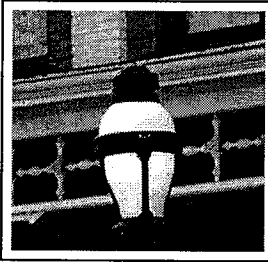
### Streetscape Master Plan

The Streetscape Master Plan will assure the long-term implementation of an attractive system of thoroughfares and public spaces within the Downtown Specific Plan area. The streetscape criteria establish an integrated theme for the Downtown and provide a visual orientation framework for Downtown visitors. The term "Streetscape" includes the coordinated design of public right of way improvements such as lighting, paving, street furniture, signage and plant material. The Streetscape Master Plan is not intended to be an all-encompassing design manual. The Master Plan provides select criteria for street and public space improvements while allowing for design flexibility during subsequent stages of Downtown's redevelopment.

The Streetscape Master Plan serves as a bridge between the standards contained within the Specific Plan and the more detailed site plans for individual development parcels within

Downtown. Within this context, the Streetscape Master Plan concepts are intended as a design guide for those responsible for preparing individual site plans within the Specific Plan area. The Streetscape Master Plan is also intended for the use of City agencies and groups charged with the responsibility of reviewing and approving site plans.

The following section describes the requirements for street lighting, sidewalk paving and street/median trees. A general statement concerning street furnishings, signage graphics and public art is also included.



### Street Lighting

Streetlights shall be integrated with the overall streetscape design in terms of design, materials and color. Streetlights shall be appropriately placed to insure maximum safety and convenience for motorists and pedestrians. Two types of street light fixtures have been selected for use within the Downtown Specific Plan area they are as follows:





- Gateway Light Pole – The Gateway Light Pole shall be equal to the product as manufactured by Valley Iron and Steel (VISCO) model number VI-C-C2-F/16 or Union Metal Pacific Corporation model number B1747. The height of the light fixture to the center of the luminaire shall be twenty-one and a half (21-1/2) feet. The color of the pole and associated hardware shall be Tiger Drylac RAL #6009 Powder Coat or approved equal.
- Neighborhood Light Pole – The Neighborhood Light Pole shall be equal to the product as manufactured by Valley Iron and Steel (VISCO) model number VI-C-1-F/12 or Union Metal Pacific

Corporation model number B1775. The height of the light fixture to the center of the luminaire shall be sixteen (16) feet. The color of the pole and associated hardware shall be Tiger Drylac RAL #6009 Powder Coat or approved equal.

### Sidewalk Paving

Consideration should be given to the design relationship of sidewalk paving within the public right of way and adjacent private areas. Sharp changes in paving color, materials, and textures should be avoided along the street right of way edge. The desired image within sidewalk areas is a blended and integrated pattern of public and private paving surfaces. With the exception of National City Boulevard between 7<sup>th</sup> Street and Plaza Boulevard, a minimum of seventy-five (75) percent of the public right of way along a private development frontage shall contain the required sidewalk paving color, texture and/or material. All sidewalk paving shall comply with Title 24 and the Americans with Disabilities Act (ADA) requirements for accessible design and construction.

- Standard Colored Concrete Finish – Charcoal color concrete with a medium sandblast or acid wash finish. Integral color: Charcoal, C-24, L.M. Scofield or approved equal.
- Special Paving Finish – Integrated pattern of colored concrete paving with concrete unit pavers. Seventy-five (75) percent of the

surface area shall be colored concrete. Charcoal color concrete with a medium sandblast or acid wash finish. Integral color: Charcoal, C-24, L.M. Scofield or approved equal. Interlocking concrete unit pavers. Size: 4 inch x 8 inch. Color: Old Town Blend.

- Concrete Unit Paver Finish – Interlocking concrete unit pavers. Size: 4 inch x 8 inch. Color: Old Town Blend.
- Natural Grey Concrete Finish – Standard gray concrete with a medium broom finish.

### **Street/Median Tree**

Trees selected for the Downtown are based on several criteria. Attractive form/character and ease of maintenance are two prominent criteria. Species adaptation to harsh urban condition, local climate characteristics and potential liability

problems are additional criteria. For Primary Streetscapes a single tree species has been identified for either the sidewalk or median area. For Secondary Streetscapes a mix of canopy trees along streets is desired. In an effort to maintain a sense of continuity, order and cohesive design the following list of Primary and Secondary Streetscape Trees are noted as approved for Downtown. Substitutions or additions to the lists will require approval from the City's Park and Recreation Director.

- *Primary Street Trees*
  - Bauhinia blakeana – Hong Kong Orchid Tree
  - Koelreuteria bipinnata – Chinese Flame Tree
  - Magnolia grandiflora "Majestic Beauty" – Southern Magnolia
  - Phoenix canariensis – Canary Island Date Palm
  - Platanus acerifolia "Columbia" – London Plane Tree
  - Podocarpus gracilior – Fern Pine
  - Pyrus calleryana "Aristocrate" – Aristocrate Flowering Pear
  - Pyrus calleryana "Chanticleer" – Chanticleer Pear
  - Tristania conferta – Brisbane Box
  - Ulmus parvifolia "Drake" – Evergreen Elm
  - Washingtonia robusta – Mexican Fan Palm
- *Secondary Street Trees*
  - Agonis flexuosa – Peppermint Willow
  - Bauhinia blakeana – Hong Kong Orchid Tree
  - Koelreuteria bipinnata – Chinese Flame Tree
  - Lagerstroemia indica – Crape Myrtle
  - Magnolia grandiflora "Majestic Beauty" – Southern Magnolia
  - Pistacia Chinensis – Chinese Pistache
  - Platanus acerifolia "Columbia" – London Plane Tree
  - Podocarpus gracilior – Fern Pine
  - Pyrus calleryana "Aristocrate" – Aristocrate Flowering Pear
  - Pyrus calleryana "Chanticleer" – Chanticleer Pear
  - Tristania conferta – Brisbane Box

Ulmus parvifolia "Drake" –  
Evergreen Elm

The minimum size street tree shall be a twenty-four (24) inch box. The minimum height for palms shall be sixteen (16) foot of brown trunk height. The tree planting space shall be a minimum interior dimension of five (5) feet by (5) feet or four (4) feet by six (6) feet. All trees shall be planted in the ground. Above ground planters are not permitted unless existing condition preempt in ground planting. Canopy trees shall be planted one per thirty (30) lineal feet of street frontage. Palms shall be planted one per twenty (20) lineal feet of street frontage.

### Street Furniture

Street furniture refers to physical improvements located within the public right of way or public spaces for the purposes of security, identification, amenity and traffic control. Street furniture includes directional / identity signage, bus shelters, benches, litter receptacles, bollards, bicycle racks, tree grates, newspaper racks, drinking fountains and similar public street elements. Street furniture should be well-crafted,

durable and requiring minimal maintenance. The style of furnishings should take into consideration National City's pride in it's historical past. The street light pole can be described as having a "turn of the century ornamental" character. Where feasible street furnishings should be of a similar design style as

the street light poles. Currently, a bench has been selected for National City Boulevard for placement at the bus stops. The bench is as follows:

- Six (6) foot long metal bench – Model no.: 19-60-AR, Color: RAL #6009, Manufacturer: Dumor, Inc. or approved equal.



### Signage and Graphics

Signage and Graphics relative to streetscape improvements refers to identity or directional signs for the Downtown visitor's convenience.

National City Boulevard  
Streetscape Master Plan

Signage Study

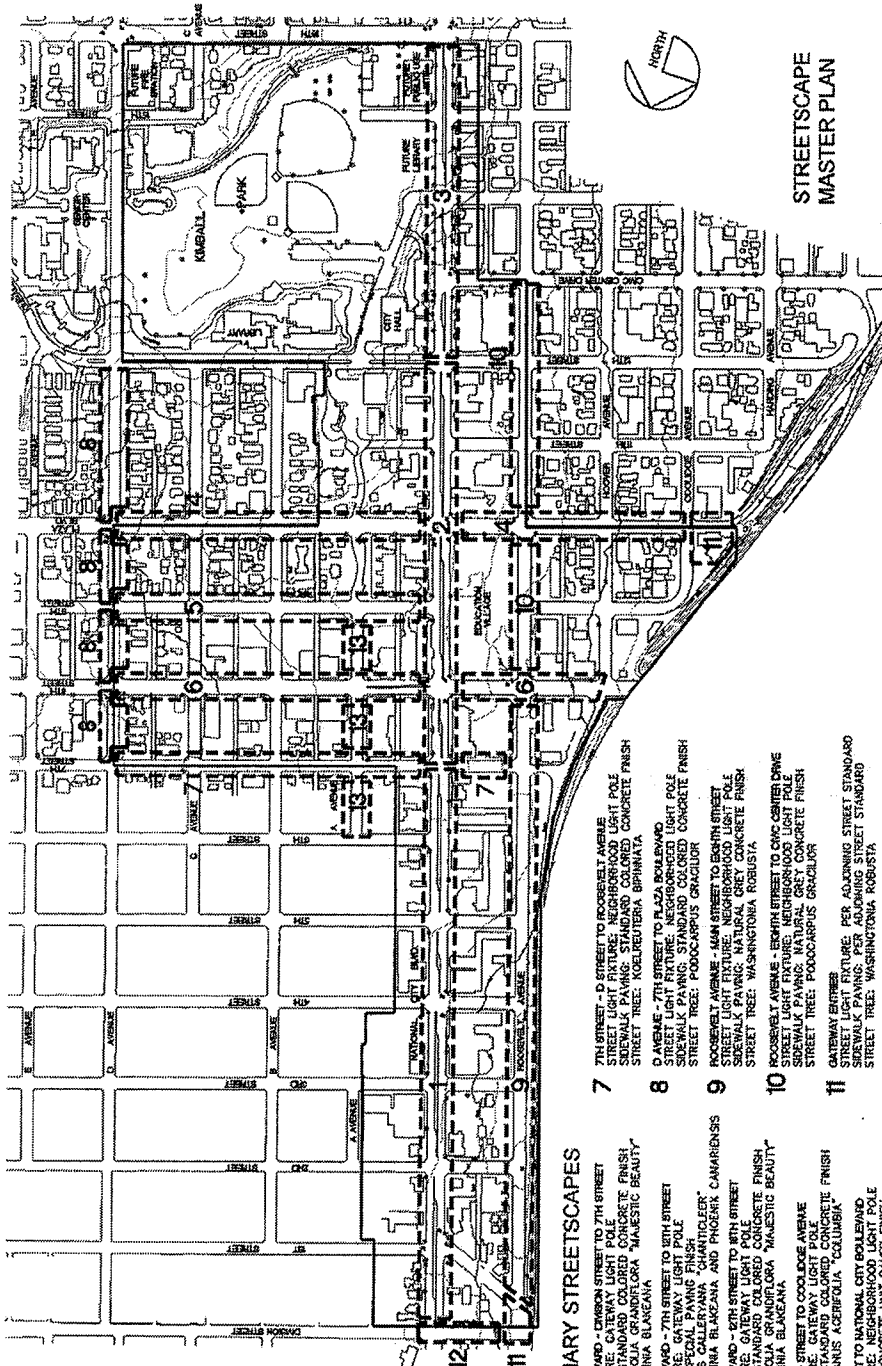


Signage in this section does not refer to regulatory criteria for vehicular traffic control. A complete study of informational and directional signage needs for Downtown is beyond the scope of the Specific Plan. A comprehensive Master Plan for Downtown signage should be prepared addressing the following issues; Aesthetics, Clarity, Organization, Hierarchy and Implementation.

### **Public Art**

Streets and public spaces such as parks and plazas present some of the best opportunities for displaying public art. Streets, parks, plazas and other public spaces are open and available for public use at all hours of the day. Artistic statements within the public realm are representations of a community's pride in its culture and history. Public art can be presented in many forms. They can be grand monumental sculptures or small written words on pavement surfaces. If properly designed and placed, public art can be integrated into almost any surrounding.





**LEGEND: PRIMARY STREETSCAPES**

- 1 NATIONAL CITY BLDG BLVD - BAYVIEW STREET TO 7TH STREET  
STREET LIGHT FIXTURE: GATEWAY LIGHT  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: MAGNOLIA GRANDIFLORA "MAJESTIC BEAUTY"  
MEDIAN TREE: BAUHINIA BLAUCANA
- 2 NATIONAL CITY BOULEVARD - 7TH STREET TO 8TH STREET  
STREET LIGHT FIXTURE: GATEWAY LIGHT  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: MAGNOLIA GRANDIFLORA "MAJESTIC BEAUTY"  
MEDIAN TREE: BAUHINIA BLAUCANA
- 3 NATIONAL CITY BOULEVARD - 8TH STREET TO 9TH STREET  
STREET LIGHT FIXTURE: GATEWAY LIGHT  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: MAGNOLIA GRANDIFLORA "MAJESTIC BEAUTY"  
MEDIAN TREE: BAUHINIA BLAUCANA
- 4 PLAZA BOULEVARD - D STREET TO COOLIDGE AVENUE  
STREET LIGHT FIXTURE: GATEWAY LIGHT  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: PLATANUS ACERIFOLIA "COLUMBIK"
- 5 9TH STREET - D STREET TO NATIONAL CITY BOULEVARD  
STREET LIGHT FIXTURE: NEIGHBORHOOD LIGHT POLE  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: KOELREUTERIA BERNINIATA
- 6 9TH STREET - D STREET TO HOOKER AVENUE  
STREET LIGHT FIXTURE: GATEWAY LIGHT  
SIDEWALK PAVING: CONCRETE UNIT PAVEMENT FINISH  
STREET TREE: PIRUS CALLERYANA "ARISTOCRATE"

- 7 7TH STREET - D STREET TO ROOSEVELT AVENUE  
STREET LIGHT FIXTURE: GATEWAY LIGHT  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: KOELREUTERIA BERNINIATA
- 8 D AVENUE - 7TH STREET TO PLAZA BOULEVARD  
STREET LIGHT FIXTURE: NEIGHBORHOOD LIGHT POLE  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: PODOCARPUS GRACILIOR
- 9 ROOSEVELT AVENUE - MAIN STREET TO BAYVIEW STREET  
STREET LIGHT FIXTURE: NEIGHBORHOOD LIGHT POLE  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: WASHINGTONIA ROBUSTA
- 10 ROOSEVELT AVENUE - BAYVIEW STREET TO CIVIC CENTER DRIVE  
STREET LIGHT FIXTURE: GATEWAY LIGHT  
SIDEWALK PAVING: NATURAL GREY CONCRETE FINISH  
STREET TREE: PODOCARPUS GRACILIOR
- 11 GATEWAY SQUARE  
STREET LIGHT FIXTURE: PER ADJOINING STREET STANDARD  
SIDEWALK PAVING: PER ADJOINING STREET STANDARD  
STREET TREE: WASHINGTONIA ROBUSTA
- 12 DIVISION STREET - ROOSEVELT BLVD. TO NATIONAL CITY BLVD.  
STREET LIGHT FIXTURE: GATEWAY LIGHT  
SIDEWALK PAVING: STANDARD COLORED CONCRETE FINISH  
STREET TREE: MAGNOLIA GRANDIFLORA "MAJESTIC BEAUTY"
- 13 A AVENUE - 9TH STREET TO 10TH STREET  
STREET LIGHT FIXTURE: NEIGHBORHOOD LIGHT POLE  
SIDEWALK PAVING: EXISTING PAVING TO REHAB  
STREET TREE: ULMIUS PARVIFOLIA "DRASE"

**STREETSCAPE MASTER PLAN**

**NATIONAL CITY DOWNTOWN SPECIFIC PLAN**

SECONDARY STREETSCAPES NOT ILLUSTRATED AS SEPARATE STREETSCAPES WITHIN THE SPECIFIC PLAN LIMITS ARE DESIGNATED AS SECONDARY STREETSCAPES. RECOMMENDATIONS FOR SECONDARY STREETSCAPES IS AS FOLLOWS: STREET LIGHT FIXTURE: NEIGHBORHOOD LIGHT POLE; SIDEWALK PAVING: NATURAL GREY CONCRETE FINISH.



# IX

## TRAFFIC ASSESSMENT SUMMARY



IX - 1

TRAFFIC ASSESSMENT SUMMARY

FEBRUARY 2005

**EXCERPTS FROM:**

**Traffic Assessment  
For the  
National City  
Specific Plan**

**December 2003**

Prepared for:

City of National City Commission  
Community Development

Prepared by:



**Katz, Okitsu & Associates**

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IX - 2

TRAFFIC ASSESSMENT SUMMARY

NOVEMBER 2004



## INTRODUCTION

The City of National City is "revisoning" the downtown area of their City. They are preparing a revised General Plan and Specific Plan to address newer concerns with their downtown areas, and some new proposals for the area. National City is rich in history, being the second oldest city in San Diego County. However, the City would now like to revitalize and update their downtown areas, in order to attract newer businesses to the area.

This traffic assessment is written in order to provide a description of the existing conditions throughout the downtown area, in order to provide background information for the revisoning process. In addition, future conditions and any planned improvements are discussed. Some of the planned improvements for the downtown area include:

- Construction of various improvements, including raised, landscaped medians along National City Boulevard, between 7<sup>th</sup> and 12<sup>th</sup> Streets
- Reconfiguring/reorienting the Main Street/National City Boulevard at Division Street intersection to eliminate the diagonal, creating a standard intersection
- Enhancing pedestrian crossings at A Street at Civic Center and A Avenue at 8<sup>th</sup> Street
- Addition of a third lane cross section on 7<sup>th</sup> Street, between National City Boulevard and D Avenue
- Removal of on-street parking along Plaza Boulevard, from the I-5 freeway to D Avenue (to allow for wider sidewalks)
- Addition of two traffic signals on A Avenue at 8<sup>th</sup> Street and Plaza Boulevard

### Project Methodology

This assessment is presented to document existing conditions and proposed future conditions in the area. It looks at these conditions, as they relate to traffic conditions, pedestrian conditions and parking conditions. This section contains the following background information:

- Study timeframes
- Study area description
- Capacity analysis methodologies

This report presents an analysis of the overall roadway segment and intersection operating conditions for the following anticipated timeframes:

- Existing: Year 2003
- Future: Year 2030

### Analysis Methodologies

This section presents a brief overview of traffic analysis methodologies and concepts used in this study. Street system operating conditions are typically described in terms of "level of service." Level of service is a report-card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). A more detailed description of the concepts described in this section is provided in Appendix A of this document.

The analysis of peak hour intersection conditions was conducted using the Traffix software program developed by Dowling Associates. Table A-3 in Appendix A briefly defines the level of service concept as applied to surface-street intersections. The following peak hours were selected for analysis:

- Weekday AM (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM (peak hour between 4:00 PM and 6:00 PM)

All signalized intersections were analyzed based on the "operational analysis" procedure for signalized intersections, as defined in the 2000 *Highway Capacity Manual (HCM)*. This technique uses 1,900 passenger cars per hour of green per lane (pcphgpl) as the maximum saturation flow of a single lane at an intersection. This saturation flow rate is adjusted to account for lane width, on-street parking, conflicting pedestrian flow, traffic composition, (i.e., percent of trucks) and shared lane movements (e.g., through and right-turn movements from the same lane). Level of service for signalized intersections is based on the average time (seconds) that vehicles entering an intersection are stopped or delayed.

### Traffic Volume Data

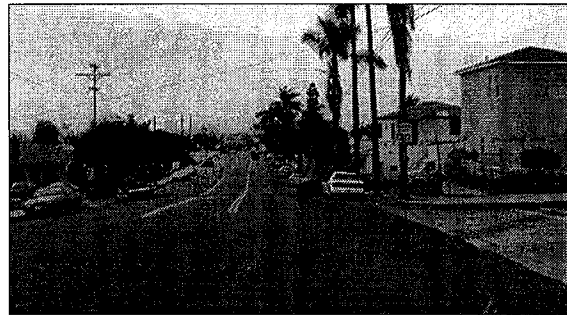
Existing average daily traffic data was obtained from Traffic Data Services Southwest for eight intersections in the downtown area for the am and pm peak periods. In addition, average daily traffic volumes, for both existing traffic, and the buildout year traffic (2030) were obtained from SANDAG for the project area.

### Existing Conditions

The project is analyzing the National City downtown area. The area is bounded by Division Street to the north, D Avenue to the east, 16<sup>th</sup> Street to the south, and Roosevelt Avenue to the west. Figure 2 shows the existing roadway classifications/circulation network and intersection configurations/control.

### Existing Circulation Network

*Division Street* is a two-lane Secondary Collector roadway running on an east-west alignment, which serves as the northern border of our study area. The roadway provides one lane of travel per direction, divided by a two-way left turn lane. It begins Main Street/National City Boulevard and extends east past the City limits where it curves to the south and ends at Plaza Boulevard. The speed limit is not posted, and parking is permitted along both sides of the roadway. Land uses along this roadway throughout the project vicinity are mostly residential with commercial uses near Osborne Street and National City Boulevard. There are no specific improvements planned for this roadway.



*1<sup>st</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at National City Avenue and extends east to Highland Avenue. The roadway provides two lanes of travel per direction, with no striping. Parking is allowed on both sides of the roadway. The roadway is mostly uncontrolled, but does a stop sign at D Avenue, and is controlled by a signal at National City Boulevard.

*2<sup>nd</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at Roosevelt Avenue and extends east to Laurel Avenue. The roadway provides two lanes of travel per direction, with no striping. Parking is allowed on both sides of the roadway. The roadway has stop signs at most intersections.

*3<sup>rd</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at Roosevelt Avenue and extends east to Highland Avenue. The roadway provides two lanes of travel per direction, with no striping. Parking is allowed on both sides of the roadway. The roadway is controlled by stop signs at all intersections, including Roosevelt Avenue and National City Boulevard.

*4<sup>th</sup> Street* is a residential collector roadway running on an east/west alignment. It begins at Roosevelt Avenue and extends east past the downtown area to Harbison Avenue. The roadway provides two lanes of travel per direction divided by a double yellow line. Parking is allowed on both sides of the roadway. The roadway is controlled at most intersections.

*5<sup>th</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at Roosevelt Avenue and extends east to Highland Avenue. The roadway provides two lanes of travel per direction, with no striping. Parking is allowed on both sides of the roadway. The roadway is controlled by stop signs at most intersections in the downtown area.

*6<sup>th</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at National City Avenue and extends east to Highland Avenue. The roadway provides two lanes of travel per direction, with no striping. Parking is allowed on both sides of the roadway. The roadway is mostly uncontrolled, but does have a stop sign at National City Boulevard.

*7<sup>th</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at Roosevelt Avenue and extends east to Highland Avenue. Past Roosevelt Avenue, the roadway serves as an on-ramp

to the 5 freeway. Parking is allowed on both sides of the roadway. The roadway is mostly uncontrolled, but does have a stop sign at National City Boulevard and Roosevelt Avenue.

*8<sup>th</sup> Street* is a four-lane Secondary Collector roadway running on an east-west alignment. The roadway provides two lanes of travel per direction, divided by a double yellow line. It begins west of the 5 freeway at Harbor Drive and extends east to Paradise Valley Road, near the eastern City limits. The speed limit is posted at 35mph, and parking is permitted along both sides of the roadway. Land uses along this roadway throughout the project vicinity are mostly commercial with some residential uses.

*9<sup>th</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at Coolidge Avenue and extends east to E Avenue. Parking is allowed on both sides of the roadway. The roadway is controlled by stop signs at most cross streets.

*Plaza Boulevard* is a four-lane Secondary Collector roadway running on an east-west alignment, which serves as the northern border of our study area. The roadway provides two lanes of travel per direction, divided by a double yellow line. It begins at the 5 freeway and extends east past the City limits, as Paradise Valley Road. Parking is permitted along both sides of the roadway.



Land uses along this roadway throughout the project vicinity are both commercial and residential. There is also a school on the southeast corner of the intersection with F Street.

*11<sup>th</sup> Street* is a small two-lane residential collector roadway running on an east/west alignment. It begins at Harding Avenue and extends east to A Avenue. The roadway provides two lanes of travel per direction, with no striping. Parking is allowed on both sides of the roadway. The roadway provides stop signs at all intersections.

*12<sup>th</sup> Street* is a two-lane collector roadway running on an east/west alignment. It begins in a cul-de-sac west of Harding Avenue and extends east past D Street where it curves to the south and becomes Kimball Avenue. The roadway provides one lanes of travel per direction divided by a raised, landscaped median. Parking is allowed on both sides of the roadway. Land uses along this roadway are mostly residential to the north. On the south side of the roadway, east of National City Boulevard are various community uses, including an amphitheater, the Kimball Senior Center and the local Community Center.

*14<sup>th</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at Wilson Avenue and extends east past National City Boulevard to the Kimball Park. Parking is allowed on both sides of the roadway.



*15<sup>th</sup> Street* is a small residential collector roadway running on an east/west alignment. It begins at Wilson Avenue and extends east past National City Boulevard to the Kimball Park. Parking is allowed on both sides of the roadway. Land uses along this roadway are mostly residential, with the Kimball Park to the east. There is no posted speed limit, so the prima facie limit of 25mph would apply.

*16<sup>th</sup> Street* is a residential collector roadway running on an east/west alignment. It begins west of Coolidge Avenue and extends past the National City limits. The roadway provides one lane of travel per direction, divided by a double yellow line. Parking is allowed on both sides of the roadway. The roadway is controlled by stop signs at most cross streets. The speed limit is posted at 35 mph, or 25mph in the school zone. The land uses are commercial near National City Boulevard, but mostly residential in the other areas.

*Roosevelt Avenue* is an industrial collector roadway running on a north/south alignment. It begins at Division Street and extends south to 18<sup>th</sup> Street. The roadway provides one lane of travel per direction divided by a dotted yellow line. The land uses along this roadway are mostly commercial, with some scattered residential uses. Parking is permitted along most areas of the roadway, although some locations are restricted to truck parking only.



*National City Boulevard* is a four-lane arterial roadway running on a north/south alignment. It begins at Division Street and extends south past the City limits, where it changes names to Broadway and ends at the 805 freeway. The roadway provides two lanes of travel per direction divided by a double yellow line. The roadway provides traffic signal at most of the larger intersections, and left turn pockets at most intersections. South of 12<sup>th</sup> Street, the roadway is divided by a raised, landscaped median. Parking is allowed on both sides of the roadway. Land uses along this roadway are mostly commercial. The speed limit is posted at 35 mph.

*A Avenue* is a small residential collector roadway running on a north/south alignment. It begins at 6<sup>th</sup> street and extends south to 11<sup>th</sup> Street. Land uses along this roadway are mostly residential, with commercial uses near 8<sup>th</sup> Street. The roadway is also closed for traffic calming purposes at 9<sup>th</sup> Street. Parking is allowed on both sides of the roadway. There is no posted speed limit, so the prima facie limit of 25mph would apply.

*B Avenue* is a two-lane collector roadway running on a north/south alignment. In the downtown area, it begins at the Kimball Park and extends north to Division Street. Parking is allowed on both sides of the roadway. The roadway has stop signs at most cross streets. Land uses along this roadway are mostly residential, with commercial uses near 8<sup>th</sup> Street. There is no posted speed limit, so the prima facie limit of 25mph would apply.

*C Avenue* is a small residential collector roadway running on a north/south alignment. It begins at 5<sup>th</sup> Street and extends south to the Kimball Park. The roadway provides two lanes of travel per direction, with no striping. Parking is allowed on both sides of the roadway. The roadway is controlled by stop signs at 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, and 12<sup>th</sup> Streets and Plaza Boulevard.

*E Avenue* is a small residential roadway running on a north/south alignment which begins at 8<sup>th</sup> Street and extends north to 2<sup>nd</sup> Street. The roadway provides one lane of travel per direction, with no striping. Parking is permitted along both sides of the roadway and the land uses are residential. The roadway is controlled by a stop sign at 8<sup>th</sup> and 4<sup>th</sup> Streets and a yield sign at 5<sup>th</sup> Street. All other intersections are uncontrolled.

### **Existing Traffic Volumes**

Some existing traffic counts for the am and pm peak hour were taken in October 2003, in conjunction with another project to improve National City Boulevard. Figure 3 shows the existing am peak hour volumes and

Figure 4 shows the existing pm peak hour volumes. In addition, average daily roadway segment volumes were taken from SANDAG information. Figure 4 shows the existing daily traffic volumes.

### Peak Hour Intersection Level of Service

Table 1 summarizes the results of the level of service analysis for the existing conditions. Figure 2 illustrates the existing peak hour traffic volumes and service levels during the AM peak hour. Figure 3 illustrates the PM peak hour volumes.

**Table 1**  
**Peak Hour Intersection Conditions**  
**Existing Conditions (Year 2003)**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Main Street at Division Street	50.9	F	836.9	F
National City Boulevard at 1 <sup>st</sup> Street	12.4	B	24.4	C
National City Boulevard at 8 <sup>th</sup> Street	30.4	C	37.1	D
National City Boulevard at 9 <sup>th</sup> Street	14.8	B	14.8	B
National City Boulevard at Plaza Boulevard	25.1	C	29.2	C
National City Boulevard at 11 <sup>th</sup> Street	18.0	C	19.2	C
National City Boulevard at 12 <sup>th</sup> Street	10.3	B	10.8	B
A Avenue at 8 <sup>th</sup> Street	18.2	C	34.8	D
A Avenue at Plaza Boulevard	9.4	A	11.6	B

Note: Delay is seconds per vehicle, average, LOS is Level of Service

As shown in Table 2, all intersections operate at LOS D or better during AM and PM peak hours, except the intersection of National City Boulevard at Division Street.

### Future Traffic Conditions

Future traffic forecasts, as average daily traffic volumes, for the buildout year (2030) were obtained from SANDAG for the study area. These volumes are shown on Figure 6.

According to the SANDAG traffic model, volumes decrease by the year 2030. Therefore, a 5% growth rate is used to determine more realistic future traffic volumes, as shown in Figures 7 and 8.

**Table 2**

**Peak Hour Intersection Conditions  
Future Conditions**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Main Street at Division Street	65.6	F	1162.2	F
National City Boulevard at 1 <sup>st</sup> Street	8.1	B	24.8	C
National City Boulevard at 8 <sup>th</sup> Street	20.0	C	38.5	D
National City Boulevard at 9 <sup>th</sup> Street	8.2	B	15.6	C
National City Boulevard at Plaza Boulevard	15.9	C	29.6	C
National City Boulevard at 11 <sup>th</sup> Street	18.9	C	20.5	C
National City Boulevard at 12 <sup>th</sup> Street	6.4	B	10.9	B
A Avenue at 8 <sup>th</sup> Street	18.1	C	42.7	E
A Avenue at Plaza Boulevard	3.5	A	11.9	B

Note: Delay is seconds per vehicle, average, LOS is Level of Service

As shown in Table 2, all intersections operate at LOS D or better during AM and PM peak hours, except the intersection of National City Boulevard at Division Street. The intersection of A Avenue at 8<sup>th</sup> Street is also forecast to operate at an unacceptable level of service E in the pm peak hour; however, this intersection is planned for signalization.

**Proposed Physical Improvements**

This section looks at specific physical improvements planned as a part of this project.

**National City Boulevard**

As a part of the improvements, National City Boulevard will be physically altered with the addition of raised, landscaped medians. There will be no changes to the number of traffic lanes, so the traffic flow should not be impeded. The medians will improve the aesthetics of the area, but should not negatively affect the traffic circulation patterns. While some left turns for minor side streets may be prohibited, it is not likely that the traffic will be significant. All of the traffic from the closed medians are diverted to intersections to the north or the south. Figures 9 and 10 show the diverted traffic volumes. Figures 11 and 12 show the proposed future traffic volumes, with the intersection improvements.

**Main Street at National City Boulevard Intersection Reconfiguration**

As a part of the improvements, the intersection of Main Street/National City Boulevard at Division Street will be realigned to eliminate the diagonal piece and create two three-legged intersections. These traffic diversions are also shown on Figures 9 and 10.

**7<sup>th</sup> Street**

In addition, 7<sup>th</sup> Street between National City Boulevard and D Avenue will be widened to add a three-lane cross-section. This will allow for the existing two-lane roadway to be divided by a two-way left-turn lane. This will allow for easier access for left-turns and should improve the roadway operations.

**Peak Hour Intersection Level of Service**

Table 3 summarizes the results of the level of service analysis for the future conditions, with all of the improvements discussed above. These levels of service are based off the projected year 2030 volumes, with the addition of intersection improvements, as proposed with this project.

**Table 3**  
**Peak Hour Intersection Conditions**  
**Future Conditions with Proposed Improvements**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Main Street at Division Street	5.0	B	OVR	F
National City Boulevard at 1st Street	4.6	A	4.2	A
National City Boulevard at 8 <sup>th</sup> Street	20.2	C	39.6	D
National City Boulevard at 9 <sup>th</sup> Street	5.5	B	10.7	B
National City Boulevard at Plaza Boulevard	16.3	C	30.0	C
National City Boulevard at 11 <sup>th</sup> Street	16.9	C	19.5	C
National City Boulevard at 12 <sup>th</sup> Street	6.6	B	12.0	B
A Avenue at 8 <sup>th</sup> Street	2.8	A	9.7	A
A Avenue at Plaza Boulevard	2.5	A	2.3	A

Note: Delay is seconds per vehicle, average, LOS is Level of Service

As shown in Table 3, all study intersections operate at LOS D or better during AM and PM peak hours with the proposed project improvements, except for Main Street at Division Street, which operates at LOS F in the PM peak hour. The intersection of A Avenue at 8<sup>th</sup> Street will improve from an unacceptable Level of Service E in the pm peak hour without the proposed improvements to a Level of Service A with the proposed project improvements.

To mitigate the intersection of Main Street at Division Street, a signal is recommended. ADT Signal Warrant worksheets can be found in Appendix D.

**Local Circulation and Parking**

Most of the roadways in the downtown area provide parking on both sides, either with 45-degree angled parking, or parallel parking provided on curb frontages. The parking throughout the region is heavily used; however, parking demand is currently not near the parking capacity.

There are some parking restrictions throughout the area, the most common being timed restrictions, with 2-hour limits on some roadways and restricted times for street sweeping on other areas. There are also some stalls dedicated solely for handicapped vehicles, and some roadways reserved for truck parking only.

The amount of parking provided is more than adequate for the existing parking demand. It is reasonable to assume that future demand will not grow significantly, since traffic volumes in the area are not projected

to grow significantly. Assuming parking demand grows at a rate similar to traffic volumes, the parking supply provided with on-street parking should also be more than adequate for future demands.

As a part of the downtown improvement project, the sidewalks along Plaza Boulevard are being widened from the existing 8 feet to 13 feet. This will require removal of all on-street parking along Plaza Boulevard from the I-5 freeway to D Avenue.

### **Pedestrian Issues**

The area has high pedestrian volumes throughout the downtown area. Two specific pedestrian improvements are being considered but have yet to be committed to for the area, both on A Avenue. Enhanced, in-pavement flashing crosswalks are planned for two locations along A Avenue, at Civic Center and at 8<sup>th</sup> Street.

In-pavement flashers are a relatively new technology that can be used to alert motorists of the presence of pedestrians in marked uncontrolled crosswalks. Both sides of the crosswalk are lined with high-intensity flashing lights embedded in the roadway. The lights are directed at oncoming traffic and are actuated by pedestrians so that they only flash when the crosswalk is being used. This trains drivers to associate flashing with the presence of pedestrians. The lights are particularly effective at night, and in poor weather, when a disproportionate number of accidents occur.

In studied locations, they have been effective in improving motorist's willingness to stop for pedestrians. Motorists' willingness to yield is much higher at treated sites, especially at night. Pedestrians have welcomed their use at all application sites. A recent study by Katz, Okitsu & Associates found that sites with In-Pavement Flashers may be 80% more effective than traditional single lane striping treatments.

Figure 13 illustrates an installation of an in-pavement flasher. Actuation of in-pavement flashers can be passive or active. The passive actuation is through infrared sensors emitted from two bollards on either side of the entrance to the crosswalk. These beams are activated by pedestrians walking between the bollards. A benefit of passive actuation is that it may avoid creating a "false sense of security", because pedestrians do not know they have activated the flashers. However, there are several disadvantages. This mechanism may result in false activations, due to dogs, blowing leaves or similar items. Solar power is not feasible with passive actuation, because of the power required to activate the infrared sensor. The accessible sensor light may also be a temptation for tampering and if the beam is blocked, it won't work. This presents a high maintenance issue.

Pushbutton actuation can be solar powered. Experience elsewhere indicates that pushbutton may be ignored. However, this is the pedestrians' choice after they have determined that they do not need the aid of the flashing device. Signage is important to make the pedestrian aware of the availability of the flashers and to explain how it works, including the fact that the pedestrian must still cross with caution.

In-pavement flashers are recommended as a potential tool for multi-lane streets, streets that carry over 20,000 vehicles per day, and locations that are desirable but do not meet recommended risk thresholds. They should be used based upon focused study to determine that they will be effective for the specific location.

### **Conclusions**

The City of National City is considering various improvements to their downtown area, including:

- Construction of various improvements, including raised, landscaped medians along National City Boulevard, between 7<sup>th</sup> and 12<sup>th</sup> Streets
- Reconfiguring/reorienting the Main Street/National City Boulevard at Division Street intersection to eliminate the diagonal, creating a standard intersection
- Enhancing pedestrian crossings at A Street at Civic Center and A Avenue at 8<sup>th</sup> Street
- Addition of a third lane cross section on 7<sup>th</sup> Street, between National City Boulevard and D Avenue
- Removal of on-street parking along Plaza Boulevard, from the I-5 freeway to D Avenue (to allow for wider sidewalks)



- Addition of two traffic signals on A Avenue at 8<sup>th</sup> Street and Plaza Boulevard

The impact of the proposed improvements was evaluated for the surrounding street system. The improvements were found to improve traffic at all locations and not create any impacts to the roadways, except for the intersection of Main Street and Division Street. For this location, the following improvement is recommended.

- Installation of a traffic signal at the intersection of Main Street and Division Street.

**TRAFFIC ASSESSMENT APPENDIX A**  
**Analysis Methodologies**

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**CMA METHODOLOGY**  
**FOR SIGNALIZED INTERSECTIONS**

The City of Los Angeles specifies that the Transportation Research Board Critical Movement Analysis (CMA), Circular 212 Planning Method, be used to analyze traffic operating conditions at study intersections. The CMA analysis method for evaluating signalized intersections involves the computation of volume-to-capacity (V/C) ratios for each critical movement. Capacity, or saturation flow rate, is defined as the maximum rate of flow that can pass through a given intersection approach under prevailing traffic and roadway conditions. The sum of all critical movements on a critical lane basis is used to determine the total intersection volume to capacity ratio (V/C) and corresponding Level-of-Service from the following table.

**DEFINITIONS OF LEVEL OF SERVICE**  
**FOR SIGNALIZED INTERSECTIONS**

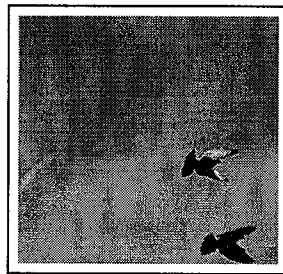
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

*(Source: City of Los Angeles Traffic Studies Policies and Procedures, November 1993)*

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one Red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.00	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on oss streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

X

ENVIRONMENTAL  
IMPACT  
REPORT  
SUMMARY



X-1

ENVIRONMENTAL IMPACT REPORT SUMMARY

FEBRUARY 2005

XI

G L O S S A R Y



XI - 1  
G L O S S A R Y

FEBRUARY 2005

This design glossary is intended to improve the understanding and visualization of the design and land use standards set by this Specific Plan for potential development and redevelopment proposals within Downtown National City.

**Accessible** – Public spaces, building, and facilities, which accommodate people with special needs or disabilities.

**Accessory Use** – A use incidental to, and on the same lot as, a principle use, such as a detached garage apartment on a residential lot.

**Adaptive Use** – Conversion of a building into a use other than that for which it was designed, such as changing a warehouse into gallery space or housing.

**Amenity** – Design features, which are valued by the users of a building or public space. Examples of amenities include: good architecture, open space, landscaping, seating, and public art.

**Americans with Disabilities Act of 1990 (ADA)** – The federal law that requires public buildings and facilities, including transportation facilities, to be accessible to persons with disabilities.

**Average Daily Trips (ADT)** – The average numbers of vehicles passing a fixed point in a 24 hour period. A conventional measurement of traffic volume.

**Axis** – A real or imaginary straight line around which the parts of a structure or space are symmetrically or evenly arranged or composed.

**Bikeway** – A facility intended to accommodate bicycle travel for recreational or commuting purposes.

**Build-to-Line** – A zoning device that controls the location of buildings to create consistent streetwalls or define public spaces. Unlike a setback, which establishes a minimum distance from a property line or street, a build-to-line establishes the maximum permitted setback or exact location of a building façade.

**Build Out** – The maximum allowable area as stipulated by land use controls like zoning or a building cap.

**Bulk** – (see mass)

**Charrette** – A French term used to describe an intensive, collaborative design exercise that generates ideas for a project or plan.

**Circulation** – Movement patterns of pedestrians and vehicular traffic.

**Collaboration** – A team effort with contribution from professionals in different fields, such as architects, landscape architects, engineers, artists and other interested parties.

**Colonnade** – A linked row of columns providing shade and protected passage.

**Compatibility** – The characteristic of different designs that allow them to be located near each other in harmony, such as scale, height, materials, fenestration, etc.

**Cornice** – The top of a wall or building element made evident by an assembly of projecting moldings which strike a definitive limit to that section of the building.

**Density** – A measurement of the number of units, e.g. housing or persons per acre, which may indicate the level of activity in an area (see illustration in Section III).

**Design Guidelines** – A tool that defines appropriate architectural and urban design responses in specific areas of a city. Design guidelines have been used as the basis for the review of development proposals in historic areas, special districts, and planned unit development.

**Directional Emphasis** – Refers to a predominant emphasis of the building, either horizontal or vertical. Recognizing this aspect of design is especially important when designing additions to historic buildings or when planning a new development in a historic district.

**District** – An area that has a distinct character or purpose, such as an area with

predominantly historic buildings, arts facilities, ethnic residents, or unique topography.

**Easement** – A less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important open spaces, sensitive natural resources, views, building facades, or interiors.

**Edges** – Delineation of districts or areas, which could be physical in nature (e.g. freeways or greenbelts) or psychological (e.g. major streets joining residential and commercial districts). Hard edges create a break between areas. Freeways and busy thoroughfares are generally disruptive hard edges, which create a physical or psychological barrier. Soft edges create a subtle break or transition between areas or uses and, unlike hard edges, are not particularly difficult to cross. For instance, a plaza, park or a non-offensive change in land use is considered a soft edge.

**Elevation** – A two-dimensional drawing that illustrates the vertical plane of an object or building. A drawing of a building's façade is an elevation. (See architectural drawings)

**Eminent Domain** – The authority of the government to acquire private property for public use for which the owner must receive "just compensation." The redevelopment authority is empowered with eminent domain to acquire parcels of land for economic development purposes, infrastructure improvements, and other purposes deemed in the public interest.

**Extended Use** – Any process that increases the useful life of an old building, e.g. adaptive use or continued use.

**Façade** – The exterior wall of a building exposed to public view or that wall viewed by persons not within the building.

**FAR (Floor Area Ratio)** – A formula for determining permitted building volume as a multiple of the area of the lot. The FAR is determined by dividing the gross floor area of buildings on a lot by the area of the lot. For example, a FAR of 6 on a 5,000 square foot lot would allow a building with a gross area of 30,000 square feet.

**Fenestration** – Design elements of the exterior (architectural) window treatments such as pattern, rhythm and ornamentation.

**Form-Based Code** – A new and useful implementation measure, emphasizing building forms over individual land uses, for achieving certain planning goals, such as walkable neighborhoods and mixed-use and transit-oriented development.

**Grid** – A traditional method of land subdivision which results in the creation of square or rectangular blocks and public streets that intersect at right angles.

**Historic District** – A geographically definable area with a significant concentration of building, structures, sites, spaces or objects unified by past events, physical development, design, setting, materials, workmanship, sense of cohesiveness or related historical and aesthetic associations. The significance of a district may be recognized through listing in a local, state or national landmarks register and may be protected legally through listing in a local, state or national landmarks register and may be protected legally through enactment of a local historic district ordinance administered by a historic district board or commission.

**Historic Structure** – For the purposes of the federal preservation tax incentives, any structure subject to depreciation as defined by the Internal Revenue Code that is listed individually in the *National Register of Historic Places* or located in a registered historic district and certified by the Secretary of the Interior as being of historical significance to the district.

**Infill** – Housing or other development in an urban area that is designed to fill a void left by vacant property, such as redevelopment land. Generally, the purpose of infill is to revitalize the surrounding area.

**Landmark** – 1) A structure or feature of historic, cultural or architectural significance (see Historic Structure) or 2) an object that is useful for orientation.

**Mapping** – Technique used for communicating information about the

physical environment. Maps may represent physical features such as land and climate conditions or abstract concepts such as view corridors and pedestrian nodes.

**Mass** – A term used to describe the three dimensional form or bulk of a building.

**Node** – A hub of activity.

**Paseo** – A pathway set aside for walking.

**Pediment** – The triangular face of a gable.

**Pocket Park** – A small park in an urban area.

**Preservation** – Providing for the continued use of deteriorated old and historic buildings, sites, structures and objects. The means for preservation include restoration, rehabilitation and adaptive use.

**Proportion** – The ratio or relative size of two or more dimensions. The term can be used to refer to the ratio of the width to the height of a door or window opening, or to the ratio of the width of a street to the height of adjacent buildings.

**Public Art** – Works of art that are located in public space. Public art may exist in a variety of forms, from freestanding sculpture to well-crafted street lights and benches.

**Reconstruction** – The act or process of reproducing by new construction the exact form and detail of a vanished building, structure, or a part thereof, as it appeared at a specific period of time.

**Rehabilitation** – (see Preservation)

**Renovation** – Modernization of an old or historic structure. Unlike restoration, renovation may not be consistent with the original design.

**Residential** – Occupancy of any type of building and not limited to high-rise, mid-rise, low-rise, multi family attached or single-family detached and sleeping accommodations are provided for, except those classified under institutional or transient.

**Restoration** – (see Preservation)

**Rhythm and Pattern** – Relate to materials, styles, shapes and spacing of building elements and the buildings themselves. The predominance of one material or shape, and its patterns of recurrence, is characteristics of an area that need to be maintained.

**Scale** – The apparent size of a building, window or other element as perceived in relation to the size of a human being. Scale refers to the apparent size, not actual size, since it is always viewed in relationship to another building or element. For instance, the scale of one element may be altered simply by changing the size of an element nearby, such as windows, doors, or other architectural details. These relationships contribute to the experience of a place as intimate, vast, and daunting, etc.

**Scenic Easement** – A restriction on the use of land or buildings to protect an important view or scenic corridor.

**Sense of Place** – The emotions and images associated with a location, based on its unique identity and other memorable qualities.

**Site Plan** – A plan prepared to scale, shown accurately and with complete dimensioning, the boundaries of a site and the location of all buildings, structures, uses, and principal site design features proposed for a specific area and parcel of land.

**Street Furniture** – Municipal equipment placed along streets, including light fixtures, fire hydrants, police and fire call boxes, trash receptacles, signs, benches, newspaper boxes, and kiosks.

**Streetscape** – The distinguishing character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, and forms of surrounding buildings.

**Streetwall** – The building frontage and façade that defines the public space edge of the sidewalk, streetscape, and street.

**Townscape** – The relationships among buildings, public spaces, and land forms that gives a town or area a distinct visual character or image.

**Traditional Neighborhood Development (TND)** – A compact, pedestrian-oriented development with a mix of uses, walkable, compact, convenient services, and well-defined public and private spaces.

**Transfer of Development Rights (TDR)** – A system of land development control wherein rights, or development units, are assigned to parcels of land based upon planning studies and density control factors. These rights are separable and may be transferred from properties in "sending" zones to properties in "receiving" zones; thus they are marketable. TDRs have been used to protect agricultural land and historic resources, and permit increased density in target areas.

**Transit-Oriented Development (TOD)** – Compact, mixed use development concentrated in an area to support an existing or proposed regional mass transit system. A TOD ordinance or zoning district aims to reduce car trips by facilitating pedestrian and transit access to jobs, housing, and services.

**Transparency** – Refers to the interaction between observer and an activity in an environment. It allows the observer to "read"

what is happening inside a structure or in another area. For example, a commercial building is considered transparent if the pedestrian can view the merchandise or interior activity from the street.

**Urban Fabric** – The physical material of a building, structure or city, connoting an interweaving of component parts.

**Vernacular** – Landscape, settlement patterns, and building types which result from local or regional building traditions and conventions.

**View Corridor and View Shed** – Refers to the line or range of vision from an observation point to a viewpoint, often used in determining the extent of *scenic easements*.

These Definitions were edited from The City Design Glossary compiled by the Mayor's Institute on City Design in cooperation with the National Trust for Historic Preservation.