

**MINUTES OF THE ADJOURNED REGULAR MEETING OF THE
CITY COUNCIL AND COMMUNITY DEVELOPMENT COMMISSION –
HOUSING AUTHORITY OF THE CITY OF NATIONAL CITY**

DOWNTOWN SPECIFIC PLAN WORKSHOP

November 7, 2017

The Adjourned Regular Meeting of the City Council and Community Development Commission – Housing Authority of the City of National City was called to order at 4:38 p.m. by Mayor / Chairman Ron Morrison.

ROLL CALL

Council / Board members present: Cano, Mendivil, Morrison, Rios, Sotelo-Solis.
Administrative Officials present: Dalla, Deese, Duong, Morris-Jones, Parra, Raulston, Roberts, Rodriguez, Stevenson, Vergara, Williams.

PUBLIC HEARINGS: ORDINANCES AND RESOLUTIONS

**SPECIFIC PLAN – DOWNTOWN (417-01-09)
MUNICIPAL CODE 2017 (506-02-32)**

1. Ordinance No. 2017-2441. Public Hearing and Adoption of an Ordinance of the City Council of the City of National City amending the Downtown Specific Plan (Applicant: City-Initiated Land Use Amendment) (Case File 2017-24A) (Planning)

RECOMMENDATION: Adopt the Ordinance amending the Downtown Specific Plan based on the updated draft with Planning Commission and that the staff return in six months with proposed housing policies and or Ordinances that address affordability and provide consistency with State laws.

PRESENTATION: Staff presentations were made on the proposed Updated Draft Land Use Plan.

TESTIMONY: Irvin Martinez, National City, representing Alliance Californians for Community Empowerment (ACCE) said there was a need for more community input and concern about housing affordability.

Paola Martinez, representing ACCE, said market rate housing would not meet the needs of residents and there are many tenant based housing issues in the city that need attention and requested more time to get the community involved in the issues.

Adriana Huerta, National City, said she did not receive any notice at her home regarding the meeting and that the community needs more time to address the housing needs of current residents.

Semilla Luna Marquez, National City, expressed concern about gentrification that is already taking place in the city and the need for a more compassionate and human centered approach to development.

PUBLIC HEARINGS: ORDINANCES AND RESOLUTIONS (cont.)

**SPECIFIC PLAN – DOWNTOWN (417-01-09)
MUNICIPAL CODE 2017 (506-02-32)**

1. **TESTIMONY (cont.):**

Martha Ramon, National City, St. Anthony's Church, spoke about the housing problems confronting large and small families and senior citizens and the need to proceed slowly so the people can be more involved in expressing their needs for housing.

Nancy Estolano, questioned the proposed height limitations, limiting the number of units in each zone and a change in the number of FAR's permitted.

Jose Lopez, representing ACCE, requested a delay in voting to get more community input regarding rent control, displacement and inclusionary housing.

Fabio Rojas, National City, spoke about gentrification, inclusionary housing, rent control, affordable housing and density bonuses.

Janice Martinelli, National City, speaking for Historical Society, expressed concern about the impacts of installing parking meters.

Dr. Kyra Green, Executive Director of Center on Policy Initiatives, spoke about the importance of keeping housing costs down so that existing residents will not be displaced.

Jose Rodriguez, National City, spoke about the high cost of rent, the long waiting list for Section 8, the impacts on seniors and the need for delay to get more community input.

ACTION: Motion by Sotello, seconded by Rios, to continue the hearing to February 13th. Motion failed by the following vote, to-wit: Ayes: Rios, Sotelo-Solis. Nays: Cano, Mendivil, Morrison. Abstain: None. Absent: None.

Motion by Cano, seconded by Morrison, to close the Public Hearing. Motion carried by the following vote, to-wit: Ayes: Cano, Mendivil, Morrison, Rios. Nays: Sotelo-Solis. Abstain: None. Absent: None.

Motion by Cano, seconded by Mendivil, to adopt the Ordinance. Motion carried by the following vote, to-wit: Ayes: Cano, Mendivil, Morrison. Nays: Rios, Sotelo-Solis. Abstain: None. Absent: None.

NOTE: All presentation materials are attached as Exhibit "A".

Members retired into Closed Session at 5:32 p.m.

CITY COUNCIL

CLOSED SESSION

2. Conference with Legal Counsel – Potential Litigation
Significant Exposure to Litigation under Government Code Section 54956.9(d)(4)
Three Potential Cases

3. Conference with Legal Counsel – Potential Litigation
Significant Exposure to Litigation under Government Code Section 54956.9(d)(4)
Notice of Intent to Sue for Violations of Clean Water Act & Notice of Imminent and Substantial Endangerment and Intent to Sue for Violations of the Resource Conservation and Recovery by International Boundary and Water Commission and Veolia Water North America- West, LLC
ACTION: The Closed Session was continued until after the Regular Meeting of the City Council and Community Development Commission – Housing Authority of the City of National City scheduled for 6:00 p.m.

ADJOURNMENT


Motion by Cano, seconded by Mendivil, to hold the Closed Session after the Regular Meeting and to adjourn the meeting to the next Regular Meeting of the City Council and Community Development Commission – Housing Authority of the City of National City to be held - Tuesday – November 7, 2017 at 6:00 p.m. at the Council Chambers, National City, California. Carried by unanimous vote.

The meeting closed at 6:07 p.m.

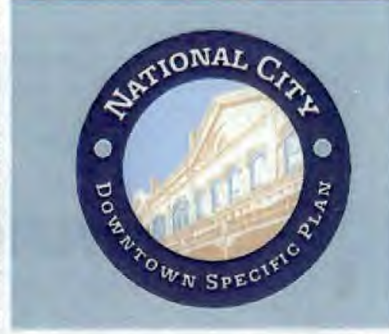


City Clerk

The foregoing minutes were approved at the Regular Meeting of April 17, 2018.



Mayor



Downtown National City Specific Plan
CITY COUNCIL MEETING
November 7, 2017

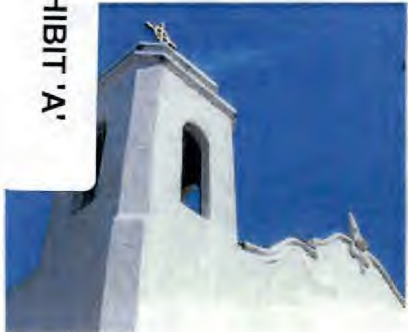


EXHIBIT 'A'

Agenda



1) PLAN OVERVIEW



2) LAND USE



3) PARKING



4) CIRCULATION



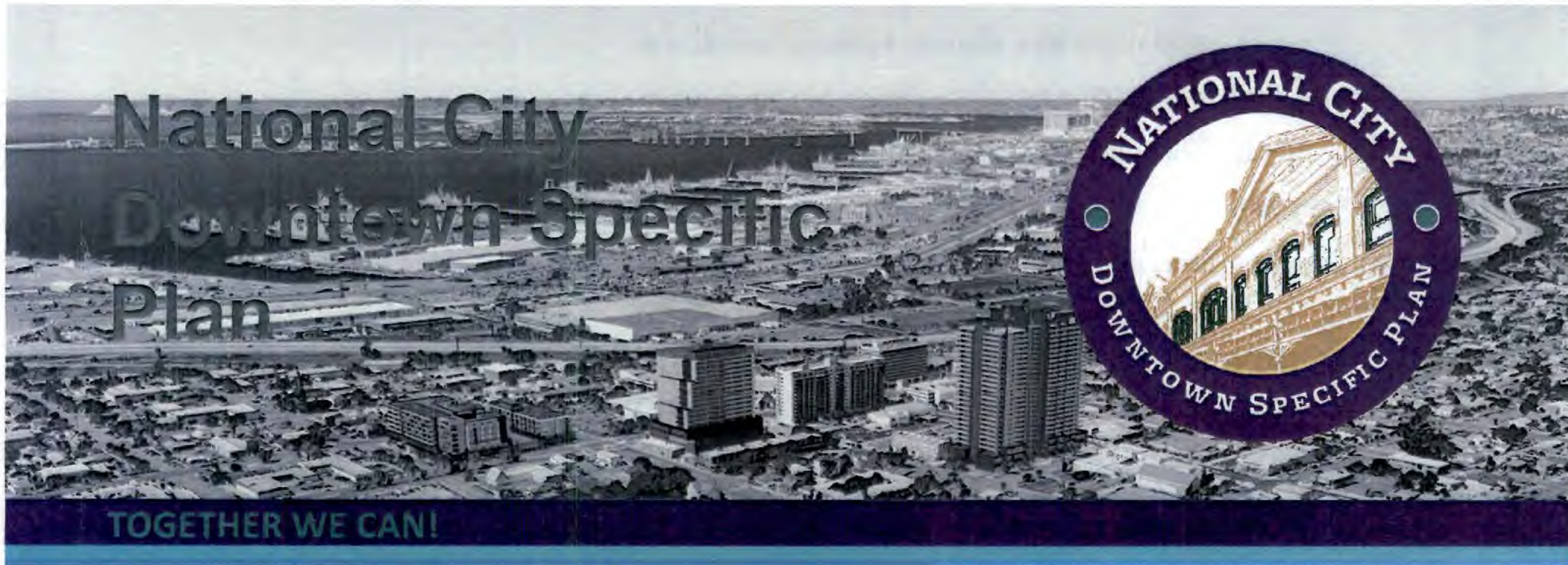
5) DESIGN GUIDELINES



6) CEQA/REVIEW PROCESS



7) STAFF RECOMMENDATION



Action Requested-

Staff Recommendation:

Adopt the Ordinance amending the Downtown Specific Plan based on updated draft with Planning Commission recommendations.

National City Downtown Specific Plan



TOGETHER WE CAN!

1 Plan Overview

- Funded through a SANDAG Smart Growth Incentive Program Grant to provide guidance for the 158-acre downtown to:
 - Integrate smart growth policies and transit supportive planning
 - Provide innovative smart parking policies & reduction bonuses
 - Revitalize downtown by encouraging investment
 - Enhance the public realm through design guidelines
 - Improve mobility options and efficiencies

Project Schedule



Smart Growth Incentive Grant Cycle 3 (2015) Scope

Potential strategies and policies of the DSP Amendment that will help achieve Smart Growth and Smart Parking objectives include:

- Reduce parking requirements if project includes Parking & Traffic Demand Management strategies;
- Support shared parking agreements for developments that are within an acceptable walking distance of an off-street parking facility; and
- Consider a parking district and management plan that is intended to manage parking assets and avoid neighborhood parking impacts.



What we heard from initial comments and input



- Simplify plan and make “user-friendly.”
- Promote housing that serves the community.
- Allow for micro-units.
- Allow bonus units or reduced parking if parking programs & amenities are added.
- Allow a process for density transfer.
- Protect intact neighborhoods and allow for transitions between densities.
- Offer a streamlined process that encourages investment.



Downtown Specific Plan Amendment Goals and Objectives

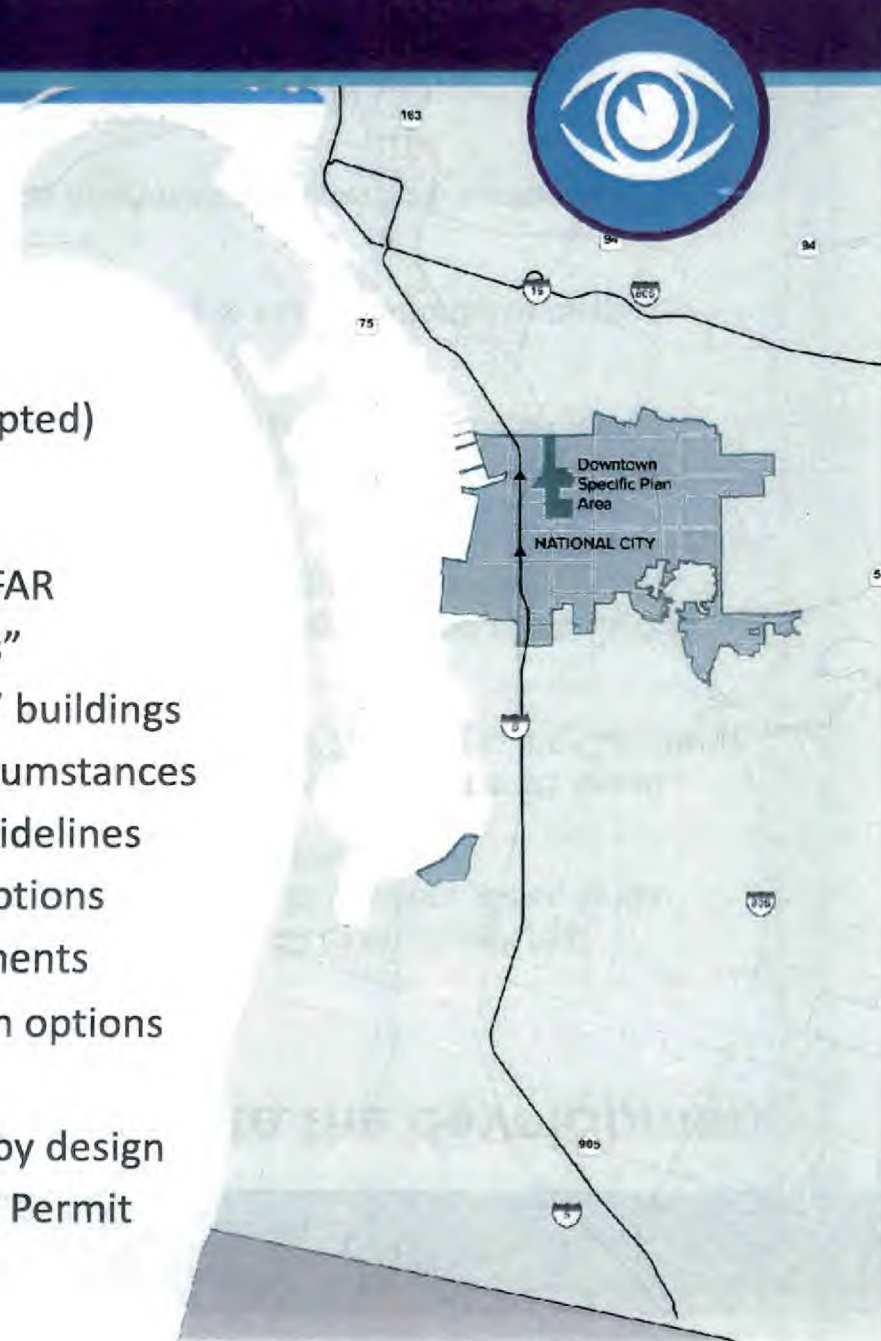


Economic Investment Objectives

- Encourage investment in downtown, provide value & encourage partnerships between land owners, developers, businesses & residents
- Coordinate with the Navy, colleges & other institutions to create a more vibrant downtown by encouraging more persons to live & shop in downtown
- Adjust zoning, land uses and development regulations to increase opportunities for the redevelopment parcels as well as other downtown parcels

Downtown Specific Plan Changes

- The Plan will **not** change:
 - Land use / zoning
 - Street classifications
 - Floor Area Ratio maximums or minimums (FAR)
 - Density related to 5,500 units (300 built since plan adopted)
- The Plan **proposes** to change:
 - Defines height restrictions to be more consistent with FAR
 - Redefine “ground-floor retail” as “street activating uses”
 - Suggest an adaptive reuse policy for “main street style” buildings
 - Propose a transfer of development rights in certain circumstances
 - Establish 5 proposed design districts and supporting guidelines
 - Improve review process to include ministerial review options
 - Suggest various intersection and streetscape enhancements
 - Plan for a shuttle system, expanded bike and pedestrian options
 - Implements Parking Action Plan for downtown area
 - Considers methods for attainable housing / affordable by design
 - Allows Institutional (schools) uses with Conditional Use Permit



Attainable Housing

Numerous bills have passed in 2017 to promote the development of attainable housing in California:

- **SB-2:** The Building Homes and Jobs Act creates funding by imposing up to a \$225 on certain real estate transactions. Over the next five years it is anticipated to raise a total of \$5.8 billion. These funds will support homelessness programs and create mixed-income multifamily housing.
- **SB-3:** This bill would authorize \$4 billion in bonds to finance existing housing programs. This bill would authorize \$3 billion in bonds for the construction of new low-income housing and \$1 billion to the Cal-Vet Farm and Home Loan Program.
- **SB-35:** Eliminates multiple local planning reviews for projects that meet certain zoning and affordability standards in jurisdictions with lagging housing production rates. The bill also requires qualifying projects to meet prevailing wage standards for construction workers.
- **AB-73:** Provides local governments with incentives to rezone developments to increase housing density near transit and job centers. At least 20 percent of the housing projects must be low- or middle-income residents. If zoning standards are met, permits will be granted without delay.
- **AB-1505:** Restores the ability of local governments to require developers to include affordable rental units, after an appellate court decision cut off that tool in 2009.
- **AB-1521:** Owners must accept a qualified offer to purchase the apartment complex from someone who pledges to continue renting the home to low-income residents.

Attainable Housing

- **AB-571:** This bill would authorize the California Tax Credit Allocation Committee to allocate the farmworker housing credit even if the taxpayer receives federal credits. Farmworker housing is redefined as housing in which at least 50 percent of the units are occupied by farmworkers.
- **AB-1397:** This bill would require the inventory of land to be available for residential development to meet the locality's housing need for a designated income level.
- **SB-166:** Pushes cities and counties to plan for their share of low-income and moderate-income housing needed in the region.
- **AB-879:** This bill instructs cities to determine how long it takes developers to build their projects after they have been approved and then take steps to shorten that time.
- **SB-167:** Cities that do not comply with a court order to allow development will accrue fines of \$10,000 per housing unit.
- **AB-678:** The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval a housing development project for very low, low, or moderate-income, or an emergency shelter unless specified written findings based upon substantial evidence in the record are made.
- **AB-1515:** This bill would specify that a housing development project or emergency shelter is deemed consistent with an applicable plan, program, policy, etc. similar if there is substantial evidence that would allow to conclude that the housing development project is consistent.
- **AB-72:** Gives the State housing department more authority to investigate cities that do not follow their housing plans and refers cases to California's attorney general for possible legal action.

STAFF WILL RETURN TO CITY COUNCIL IN NEXT 6 MONTHS WITH PROPOSED HOUSING POLICIES THAT ADDRESS AFFORDABILITY AND CONSISTENCY WITH STATE LAWS

National City Downtown Specific Plan



TOGETHER WE CAN!

2 Land Use

- The plan will continue to focus on encouraging a variety of land uses:
 - Mixed uses help to encourage more local services, jobs and places of business and allows the market to decide best use.
 - This amendment continues to allow for all previously allowed uses
 - The form of the buildings and FARs are more important than dictating the preferred land uses or percentages of mixed uses.



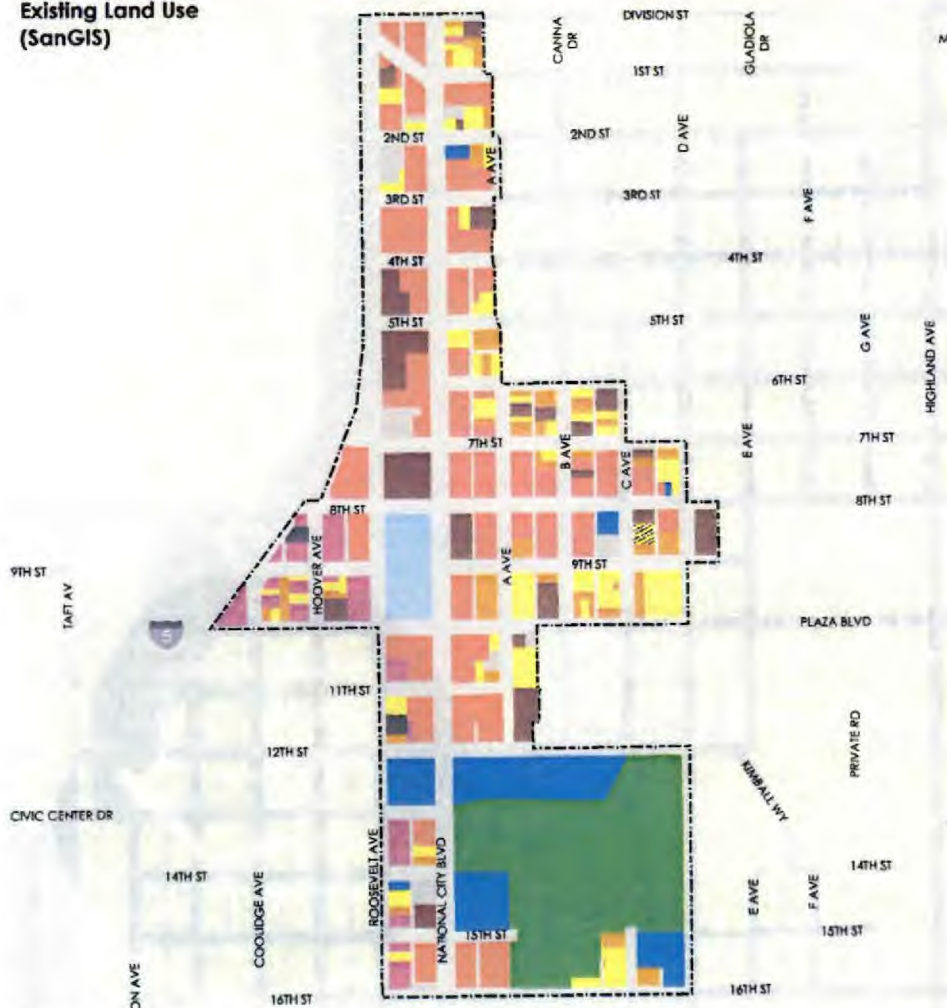
Land Use and Urban Design Objectives

- Update land use and zoning to better accommodate the previously adopted allowance of 5,200 additional residential units
- Adopt a process for density transfer if public amenities or unique buildings are reused
- Create consistency with state laws density bonus applied to transit areas and ministerial processing requirements

Existing Land Uses

Existing/Proposed Development Zones

Existing Land Use (SanGIS)



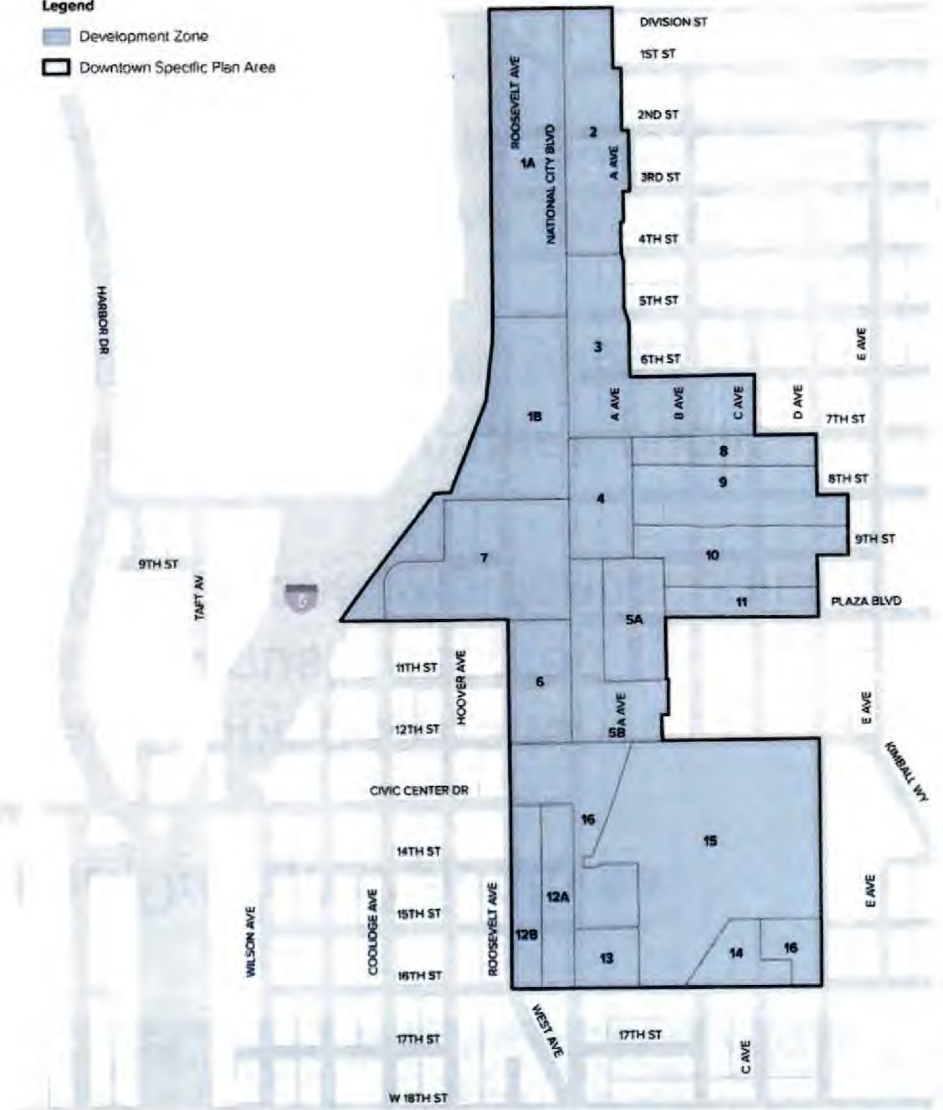
Existing Land Use (SanGIS)

- | | |
|---|--------------------------------|
| Parking Lot | School |
| Light Industry - General | Single Family Detached |
| Public Services | Single Family Multiple-Units |
| Commercial/Office | Multi-Family Residential |
| Hotel/Motel (Low-Rise); Hotel/Motel (High-Rise) | Residential Under Construction |
| Recreation | Vacant and Undeveloped Land |
| | DTSP Boundary |



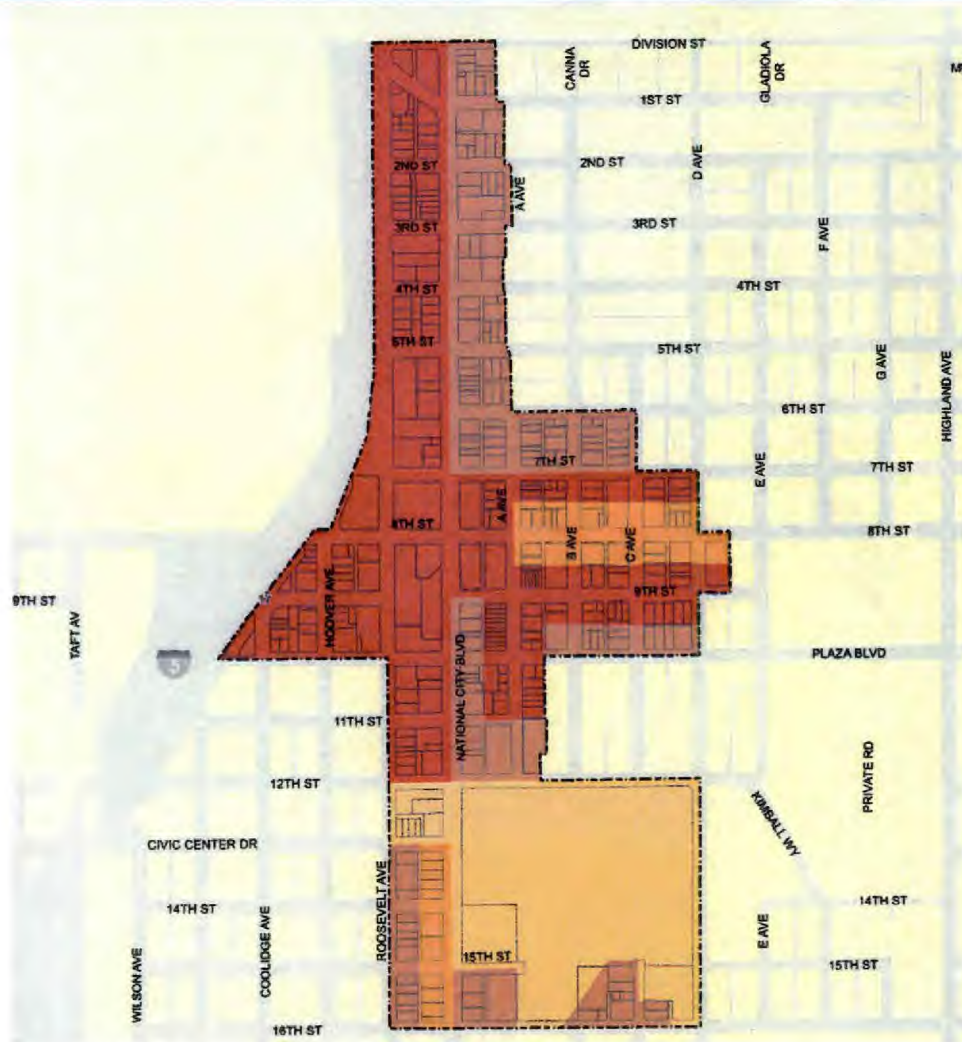
Legend

- Development Zone
- Downtown Specific Plan Area



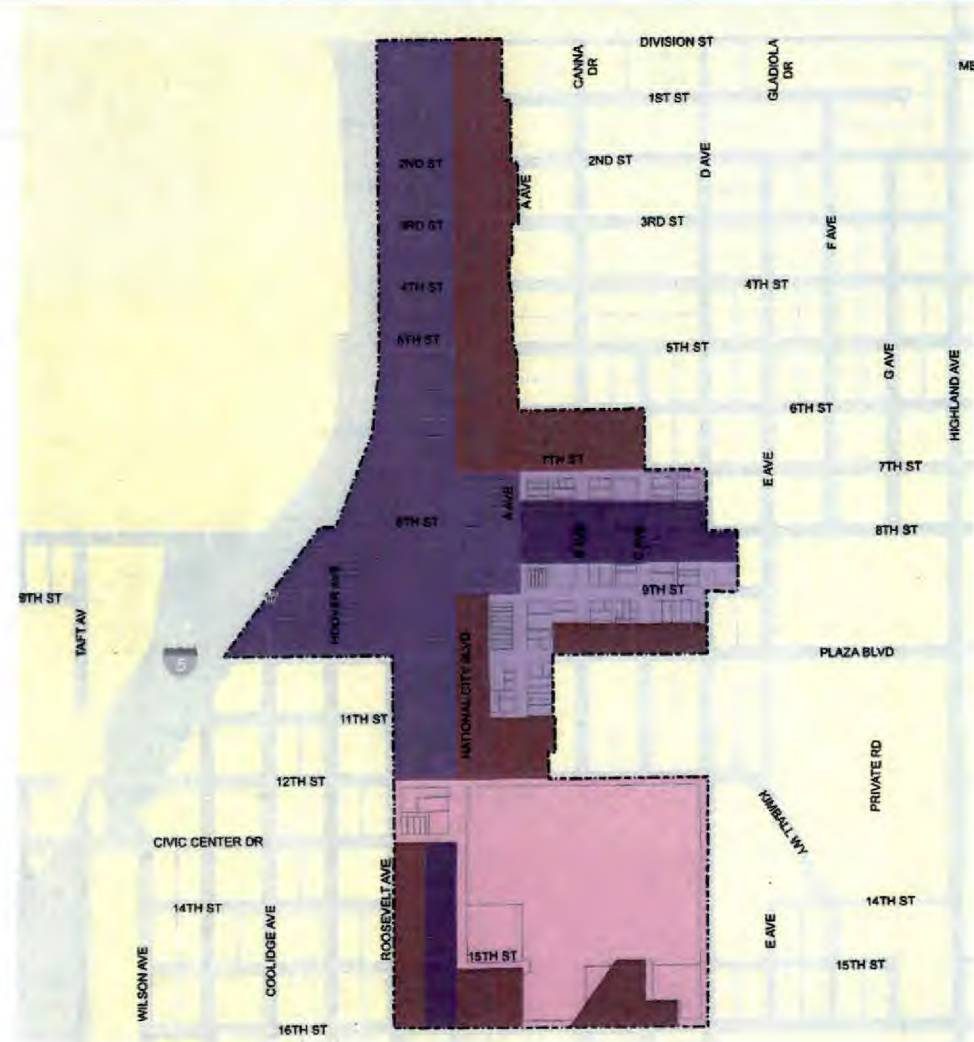
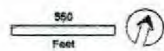
Minimum Floor Area Ratios

Maximum Floor Area Ratios



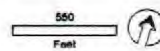
- DTSP Boundary
- Parcels
- Minimum FAR
- 0
- 2.5:1
- 2:1
- 3:1

Range from 0-3 FAR

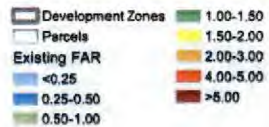
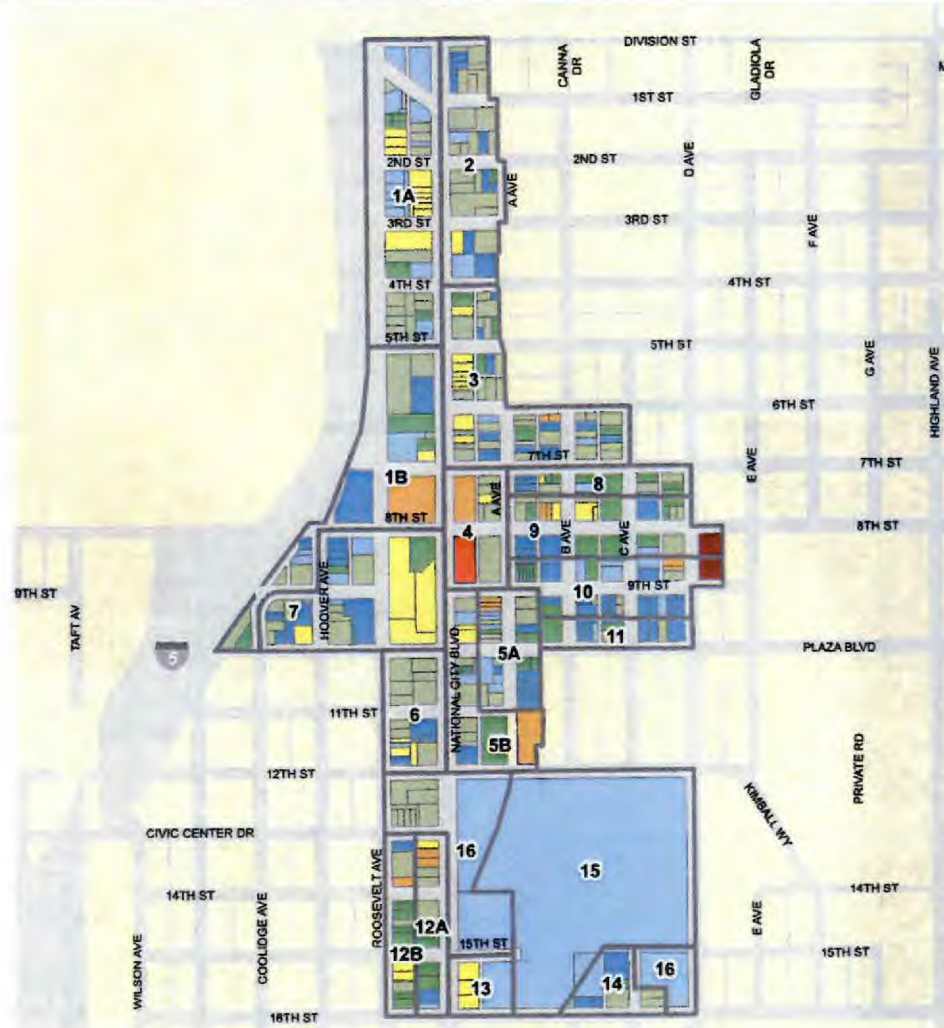


- DTSP Boundary
- Parcels
- Maximum FAR
- 0
- 3:1
- 4:1
- 5:1
- 6:1

Range from 3-6 FAR



Existing Floor Area Ratios



Range from .25 to 5 FAR






Transitional Residential Areas & Adaptive Reuse of Older Buildings

Property Types



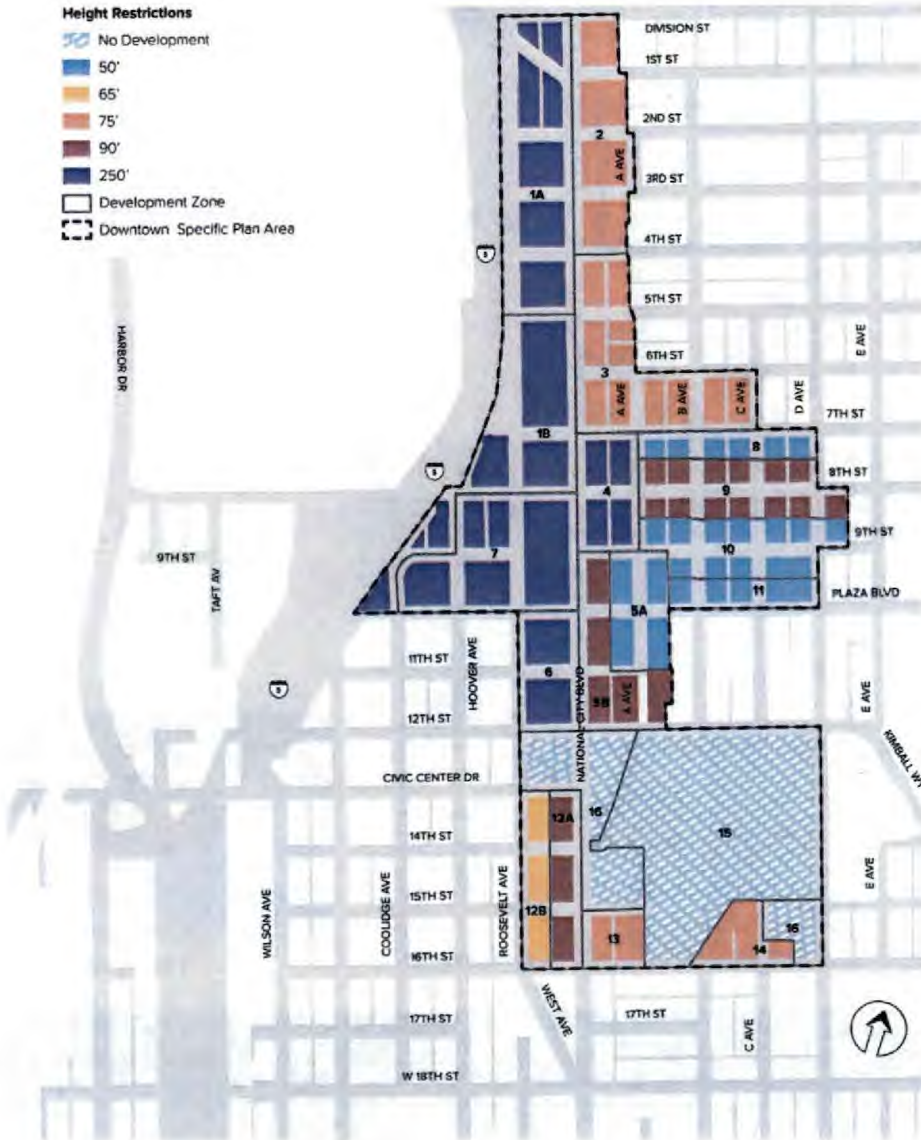
Property Types

-  Single Family Neighborhood - Various Levels of Intactness
-  Storefront Main Street Buildings
-  DTSP Boundary

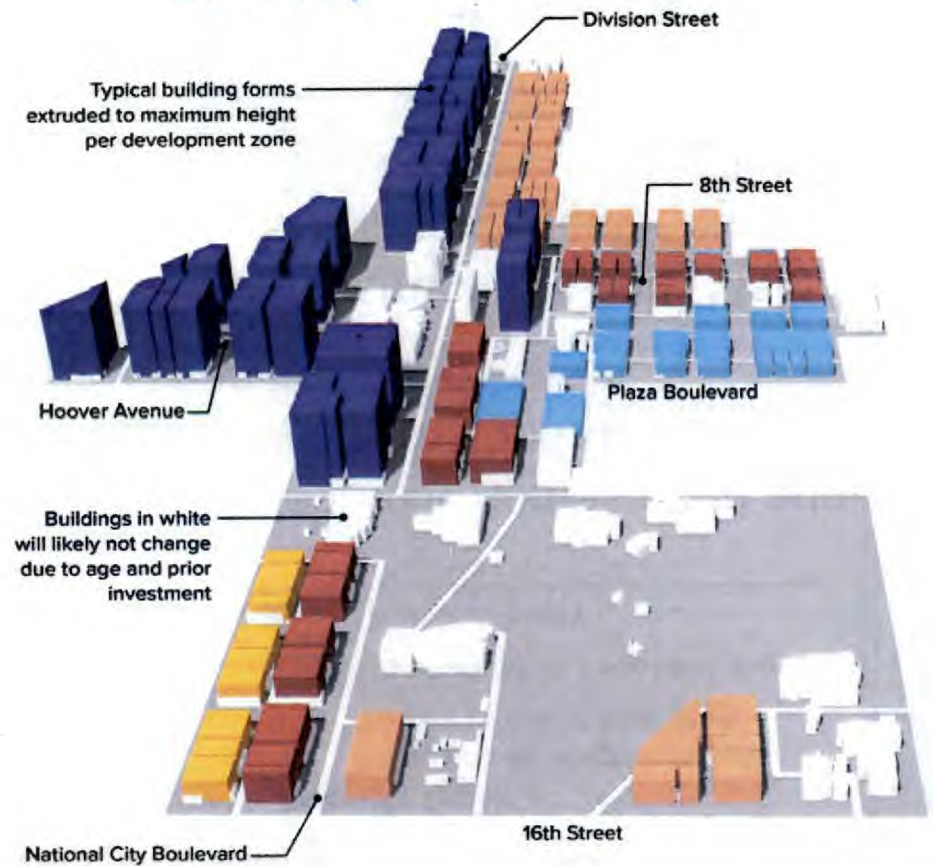
- Single family homes need adjacent transitions of land use, form, height and intensity;
- Historic structures and “Main Street Type” character buildings, should be allowed a transfer of development rights; and
- “Main Street Type” character buildings should be allowed a development bonus for adaptive reuse that preserves “Main Street” character while meeting minimum FAR & urban design guidelines.

Proposed Height Restrictions

- Height Restrictions**
- No Development
 - 50'
 - 65'
 - 75'
 - 90'
 - 250'
 - Development Zone
 - Downtown Specific Plan Area



(1a, 1b, 4, 6 & 7 defined as 250' / 8, & 10 increased from 35' - 50')



Development Scenarios- Building Typology

5 Floors (Type 3 Construction) on 3 floors of Podium Parking with Retail Wrap - 85' tall for 8 floors

10 Floors (Type 1 Construction) on 4 Floors Podium Retail Front / Parking- 165' tall for 14 floors

15 Floors (Type 1 Construction) on 3 levels of Podium Parking (+1 underground) with Ground Floor Retail Wrap - 185'-250' tall for 17 – 23 floors



Development Scenarios- Building Typology Heights (8, 14 & 17 floors)

8 stories (85')
counting 3 stories
of parking podium



**Allowed in 1a, 1b,
4, 5b, 6, 7 & 9**

14 Stories (165')
counting 4 stories
of parking podium

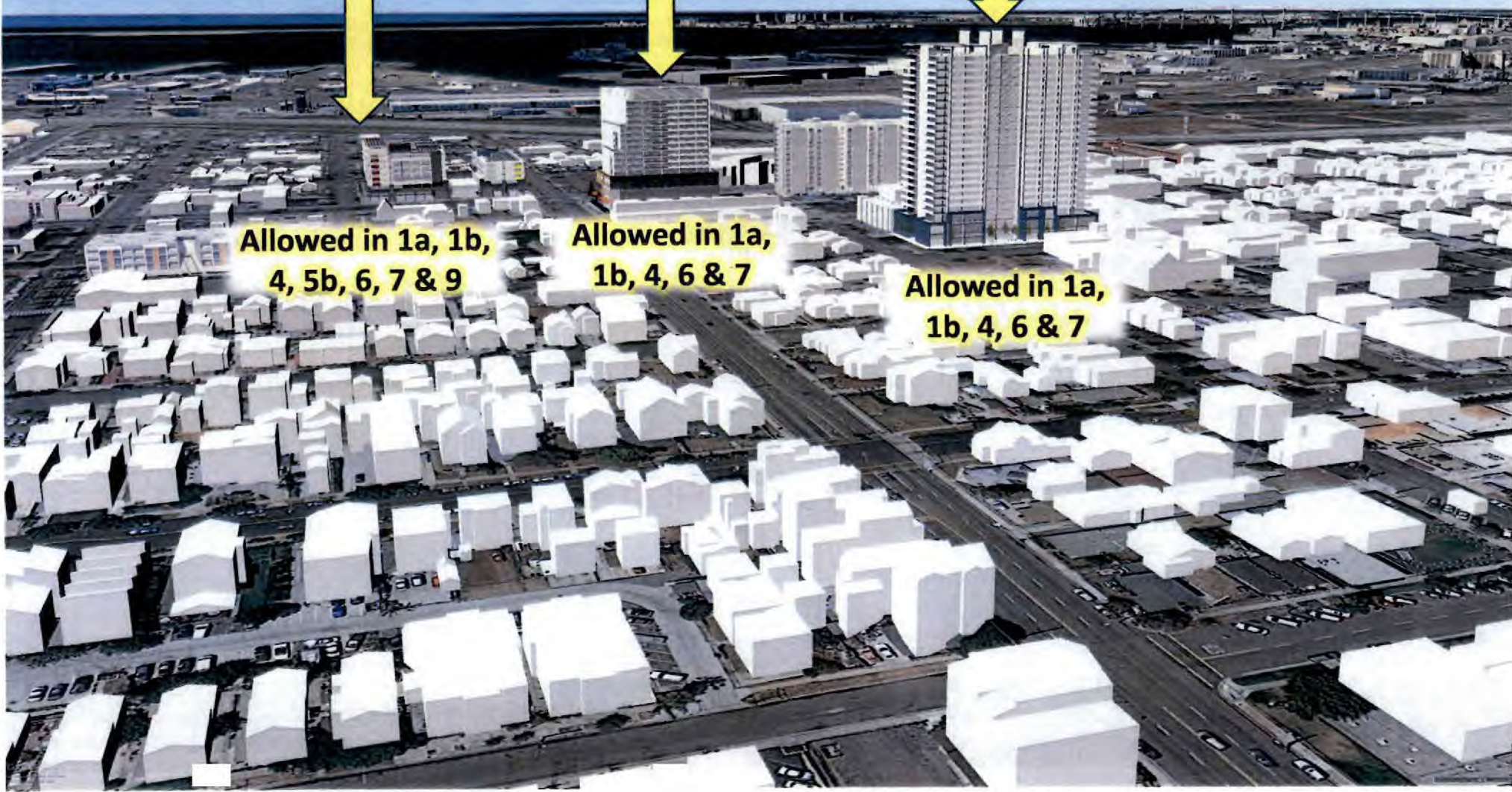


**Allowed in 1a,
1b, 4, 6 & 7**

17 Stories (185') with
wrapped or
underground parking



**Allowed in 1a,
1b, 4, 6 & 7**



National City Downtown Specific Plan



TOGETHER WE CAN!

3 Parking

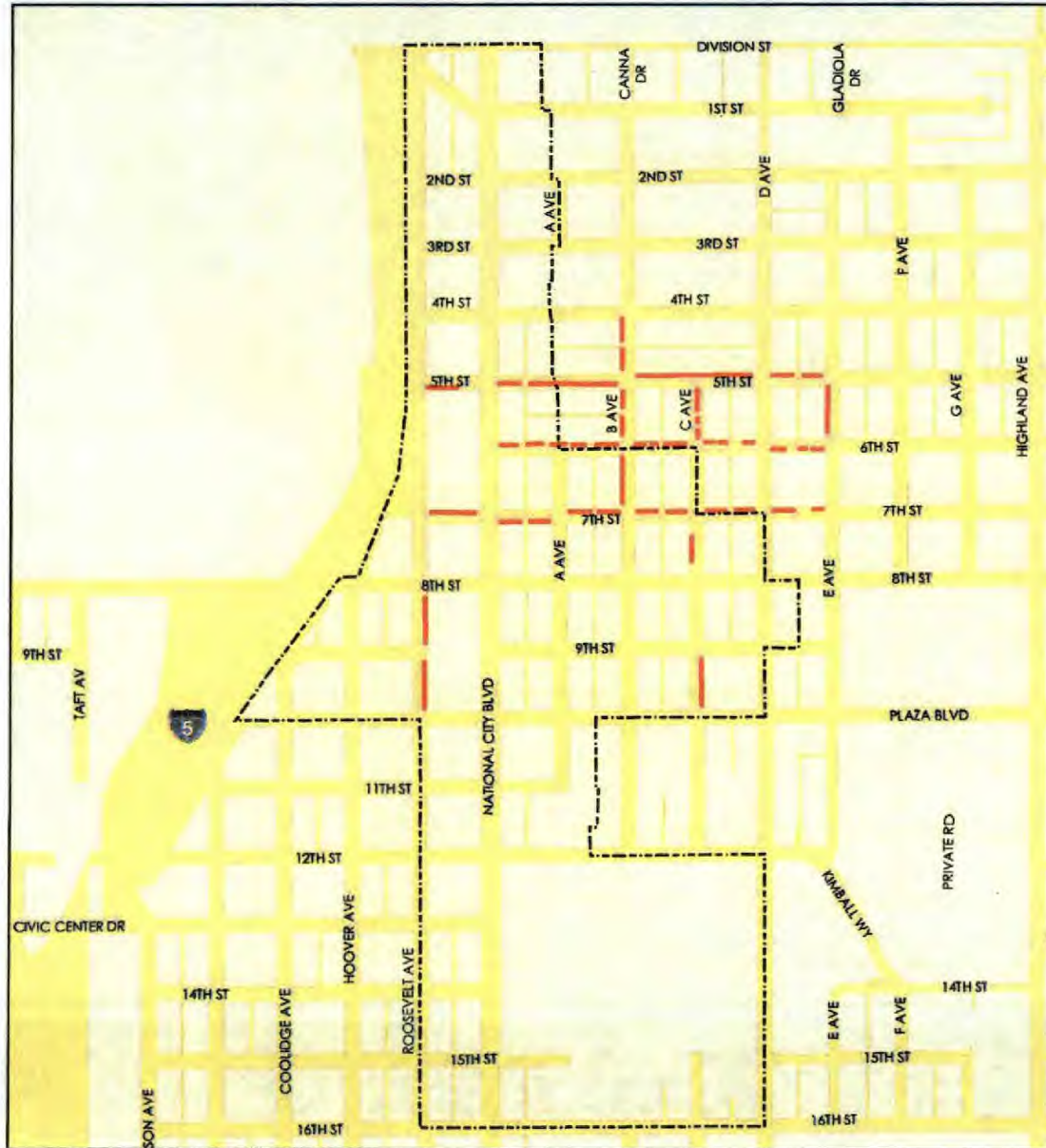
- Supports and encourages mixed-use, compact development.
- Plans for Future Growth and Parking Demand.
- Creates flexible recommendations that encourages innovation, recognizes trends, builds partnerships, assures feasibility and provides increased management to limit parking impacts.
- Recommends short, mid, and long term solutions.

Parking Action Plan

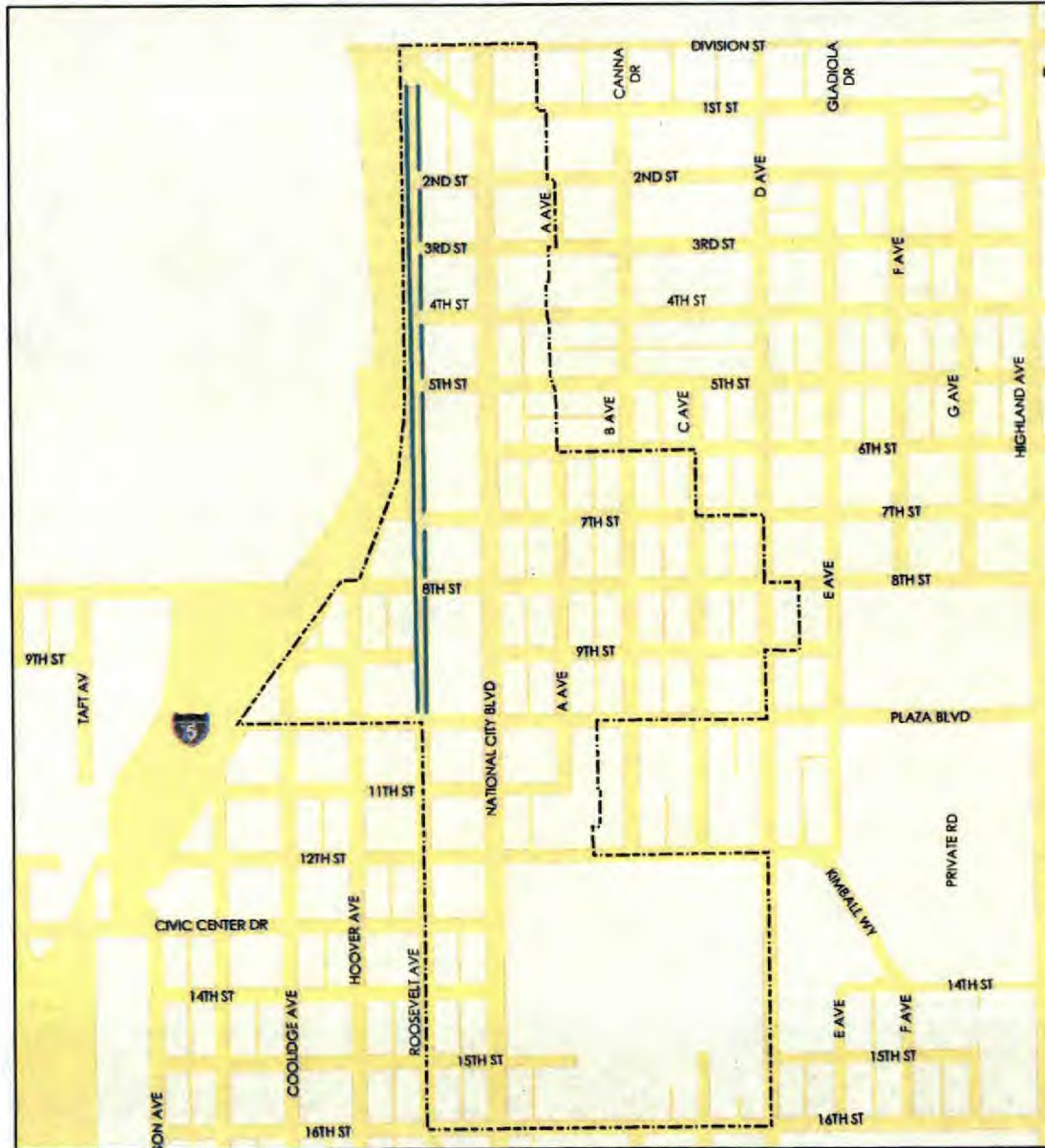


- Approved by City Council on June 20, 2017 to initiate the first phase of parking management implementation for Downtown National City
- Designed as a two-year parking pilot program that considers unique local conditions and national best practices
- Parking Management Strategies to enhance parking enforcement, capacity and utilization:
 - New enforcement technologies
 - Online permit parking system
 - Conversion of parallel parking to angled parking
 - Single space parking meters

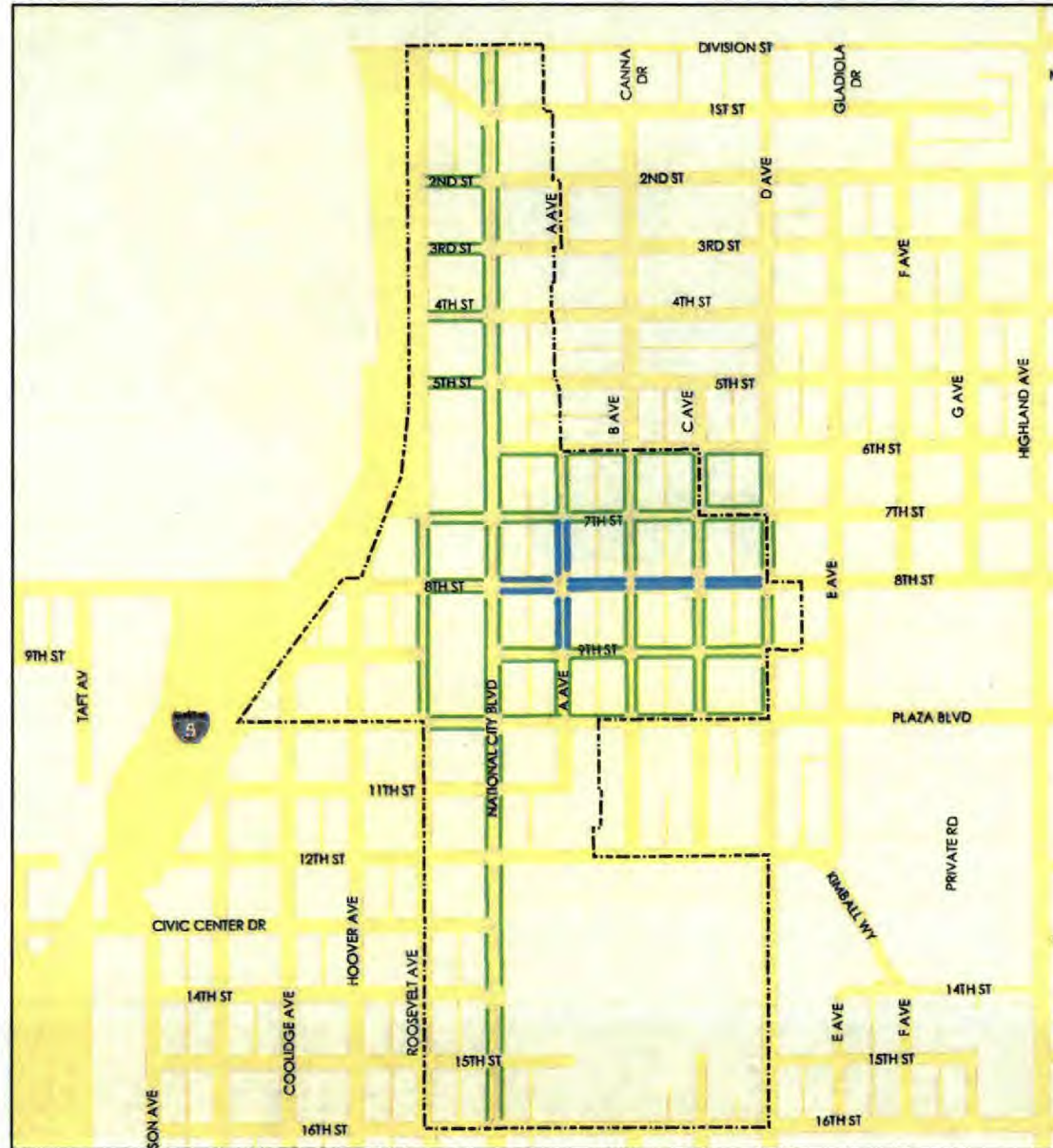
Locations for Conversion of Parallel Parking to Angled Parking



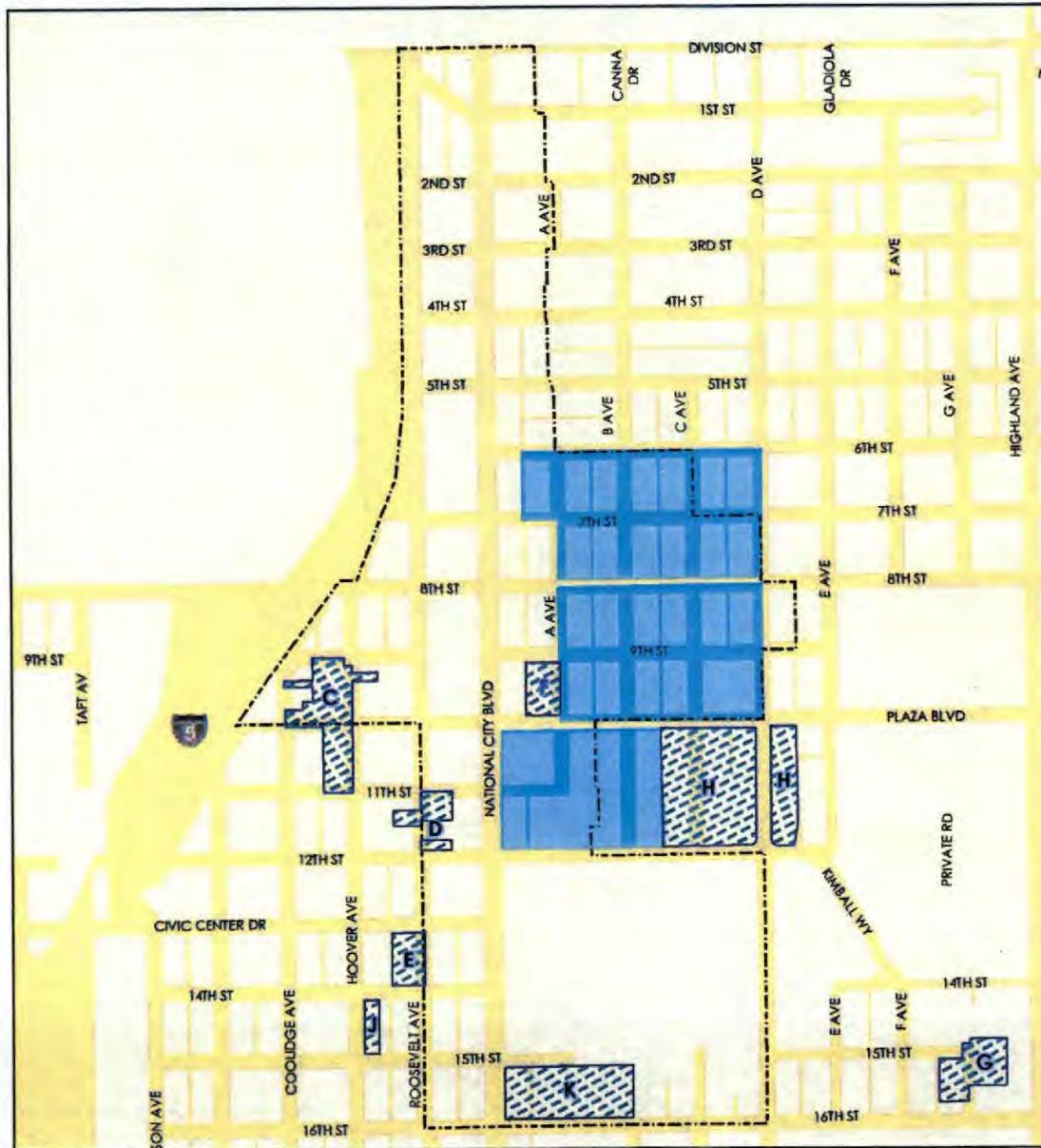
Locations for Oversized Vehicle Parking Prohibitions



Locations for Single Space Parking Meters & Time Restricted Parking



Locations for Expansion of Residential Permit Parking



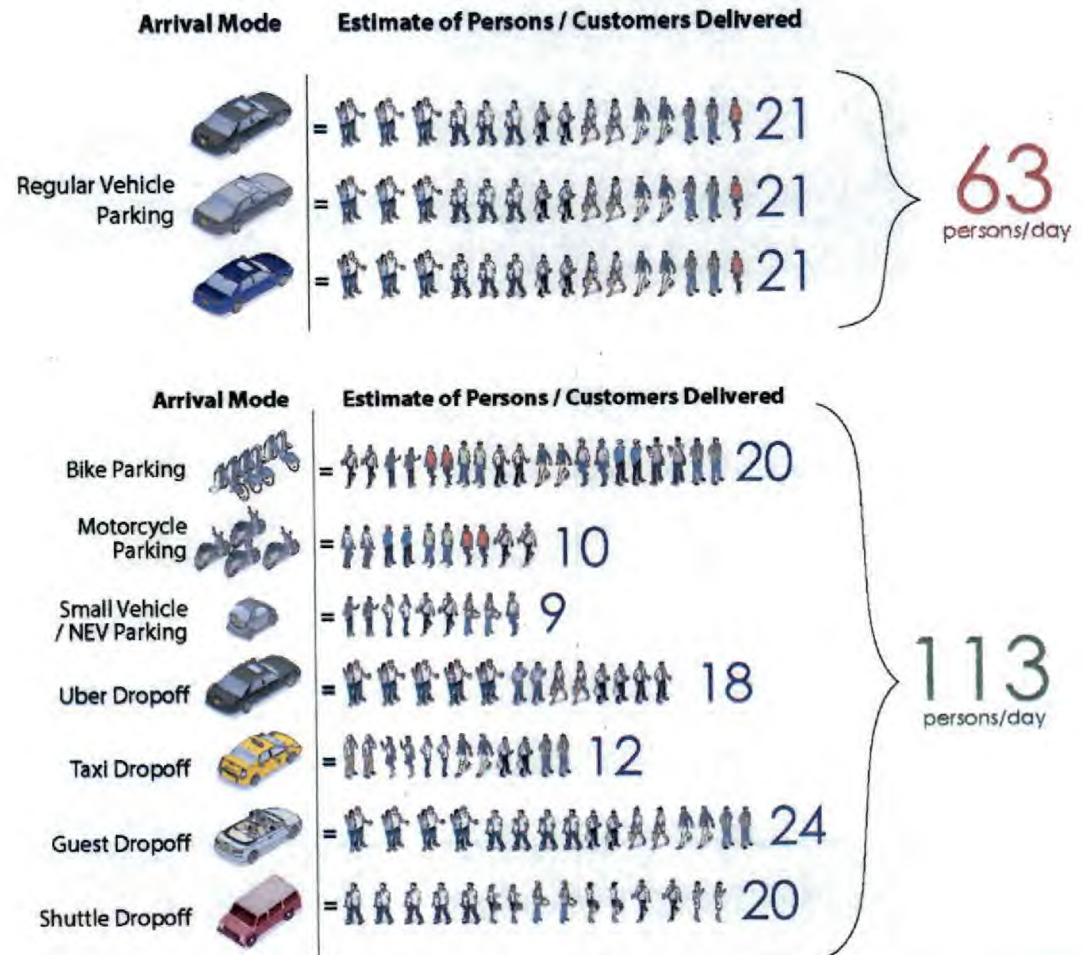
Parking Management Implementation

Phase 1 (1-3) Years	Phase 2 (3-5) Years	Phase 3 (5-20) Years
Review enforcement program and ensure consistent enforcement	Transition to digital permitting	Add parking availability signage
Invest in enforcement technology	Complete angled parking conversion	Establish In-lieu fees
Implement online permit management system	Implement active monitoring	Continue active monitoring
Begin converting parallel parking to angled parking	Enhance enforcement	Plan infrastructure for autonomous vehicles
Review restrictions & fines	Implement parking/transit shuttle system	Implement shares parking
Establish parking bonus system for off-street parking/shared parking	Create parking manager position	
Reform off-street requirements	Initiate and refine the parking bonus system	
Establish paid parking	Integrate parking updates into budget	
Expand residential permit zones	Establish a downtown parking benefit district	
Implement oversized vehicle parking restrictions	Invest revenue	

Parking Trends Considered

- Land use policies should consider 10-minute walking / biking neighborhoods and overall driving distances in order to reduce vehicle miles traveled.
- Focus on “park once / visit many destinations” planning philosophies.
- Autonomous vehicle’s will affect on roadway capacity & parking resources.
- Drop of zones for rideshare / shuttles / autonomous car drop-offs are needed.

Smart Parking Example



National City Downtown Specific Plan



TOGETHER WE CAN!

4 Circulation

- Circulation Changes are focused on:
 - Community Corridors
 - Alternative Transportation Modes including Walking, Biking, Transit and Shuttle
 - Proposed Improvements are Focused on Roosevelt Avenue and 8th Street

Street Functions and Focus

NATIONAL CITY DOWNTOWN SPECIFIC PLAN



Vehicular
Through
Movements



Transit
Support



Improved Bike
Access



Improved
Walking
Environments



Major Traffic
Calming



Major Street
Trees



Storm Water
Innovations



Commercial
Support /
Parking

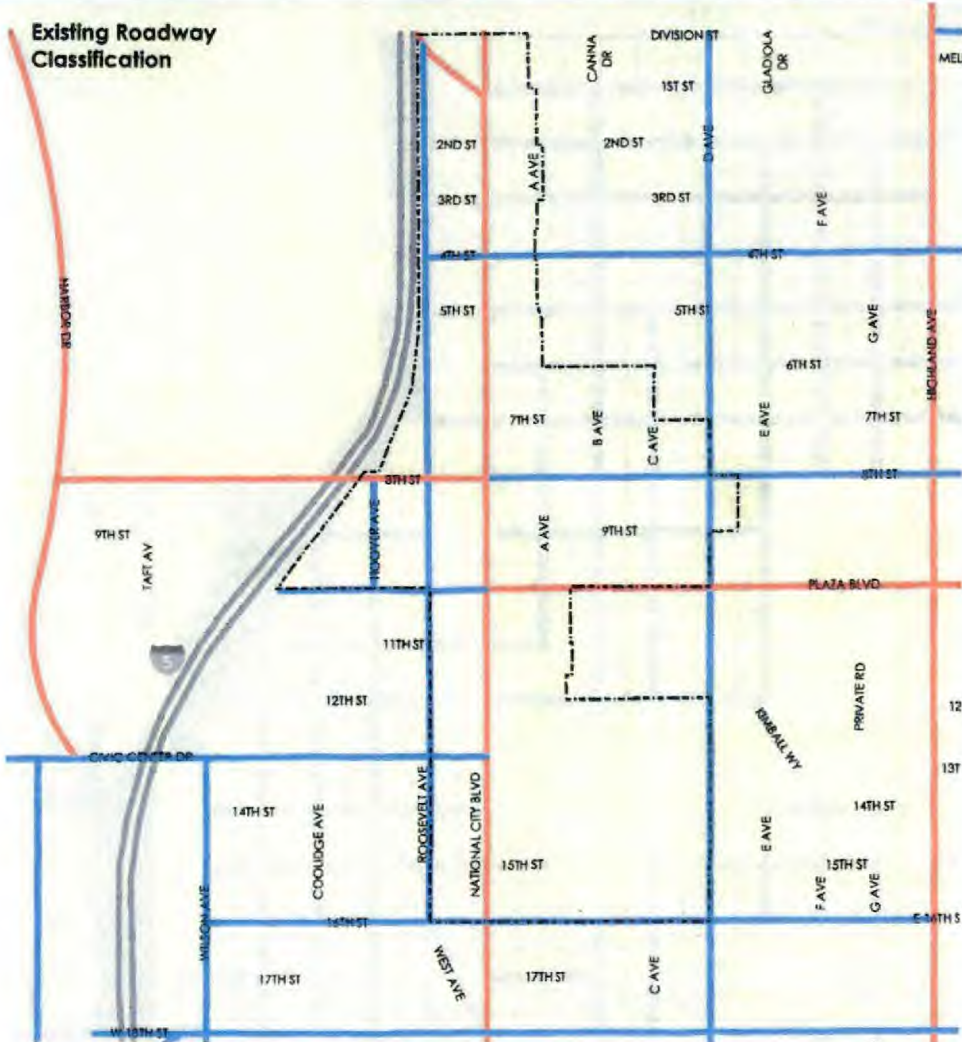
Sample Streets

STREET FUNCTION & FOCUS:									Sample Streets
STANDARD ROAD CLASSIFICATIONS									
ARTERIAL	✓	✓					✓		Plaza Blvd. East of NCB
COLLECTOR	✓	✓	✓						"D" Avenue
LOCAL STREET			✓	✓	✓				9th Street
COMMUNITY CORRIDORS									
GREEN STREETS			✓	✓	✓	✓	✓		"A" Avenue
MULTI-MODAL STREETS			✓	✓	✓				Hoover
COMMERCIAL MAIN STREETS		✓		✓	✓	✓		✓	8th / National City Blvd.
MAIN STREET PARK & WALK STREETS				✓	✓			✓	Roosevelt

Street Classification – No Changes



Existing Roadway Classification



Roadway Classification

- Arterial
- Collector
- Freeway
- DTSP Boundary



Community Corridors- Additions and Sub-Categories



-  **Main Street (8th Street)**
-  **Commercial Street (National City Blvd.)**
-  **Multi-Modal Street (Roosevelt)**
-  **Green Street / Urban Trail ("A" Avenue)**



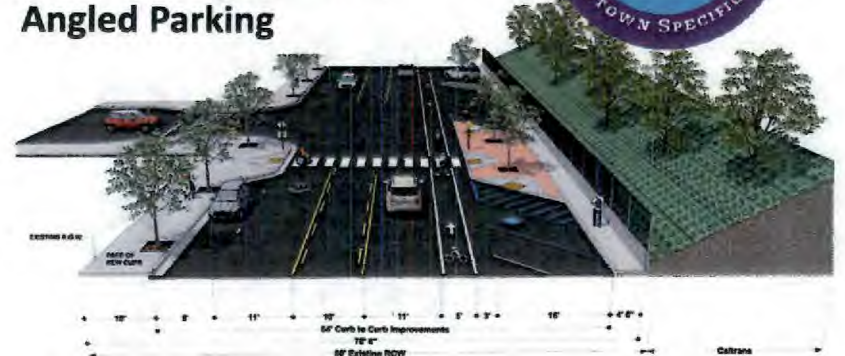
Mobility Options- Bike / Ped / Shuttle Improvements



Option A – Multi-use Trail with Parallel Parking



Option B – Walkway with Angled Parking



1 Roosevelt at Division Looking South



2 Roosevelt Looking South



3 Roosevelt at 8th Street Intersection Looking North (only segment with angled parking)



4 Hoover at 8th Street Intersection Looking East



1 Roosevelt at Division Looking South



2 Roosevelt Looking South



3 Roosevelt at 8th Street Intersection Looking North



4 Hoover at 8th Street Intersection Looking East

Circulation Improvements



-  **Main / Division / National City Blvd.**
New Signal & Intersection Reconfiguration
(with City of San Diego Partnership)
-  **North & Central Roosevelt Avenue**
Bike, Pedestrian, Parking & Shuttle Improvements
-  **Roosevelt Avenue & 8th Street Intersection**
Bulb-outs & Enhanced Crosswalks
-  **Hoover & 8th Street Intersection**
Signalization, Bulb-outs & Enhanced Crosswalk
-  **I-5 Southbound Off-ramp**
"T" Intersection, Signals, Bulb-outs & Crosswalk
(with Caltrans Partnership)
-  **Harbor Drive and 8th Street**
"T" Intersection, Signals, Bulb-outs & Crosswalk
(with Port / Navy Partnership)
-  **South Roosevelt Avenue**
Bike, Pedestrian, Parking & Shuttle Improvements
(Southwestern Community College Partnership)

National City Downtown Specific Plan



TOGETHER WE CAN!

5 Design Guidelines

- Design Guidance is provided for:
 - Building Design (private building improvements)
 - Public Realm on Private Property
 - Public Realm in Public Right of Way

Urban Design Districts and Guidelines



DOWNTOWN DISTRICTS



Main Street District



Downtown Visitor & Education District



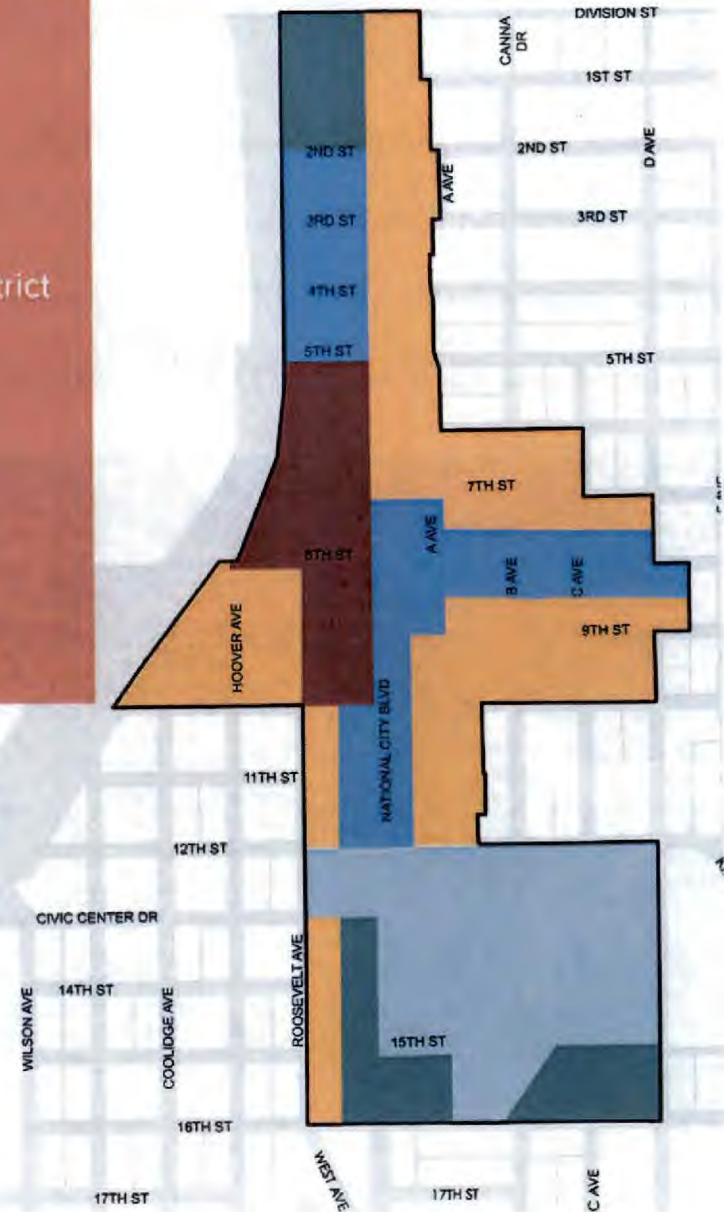
General Commercial District



Neighborhood Transition District



Institutional District



Design Districts and Urban Form



DOWNTOWN DISTRICTS

-  Main Street District
-  Downtown Visitor & Education District
-  General Commercial District
-  Neighborhood Transition District
-  Institutional District



"Main Street" District Guidance



8th Street



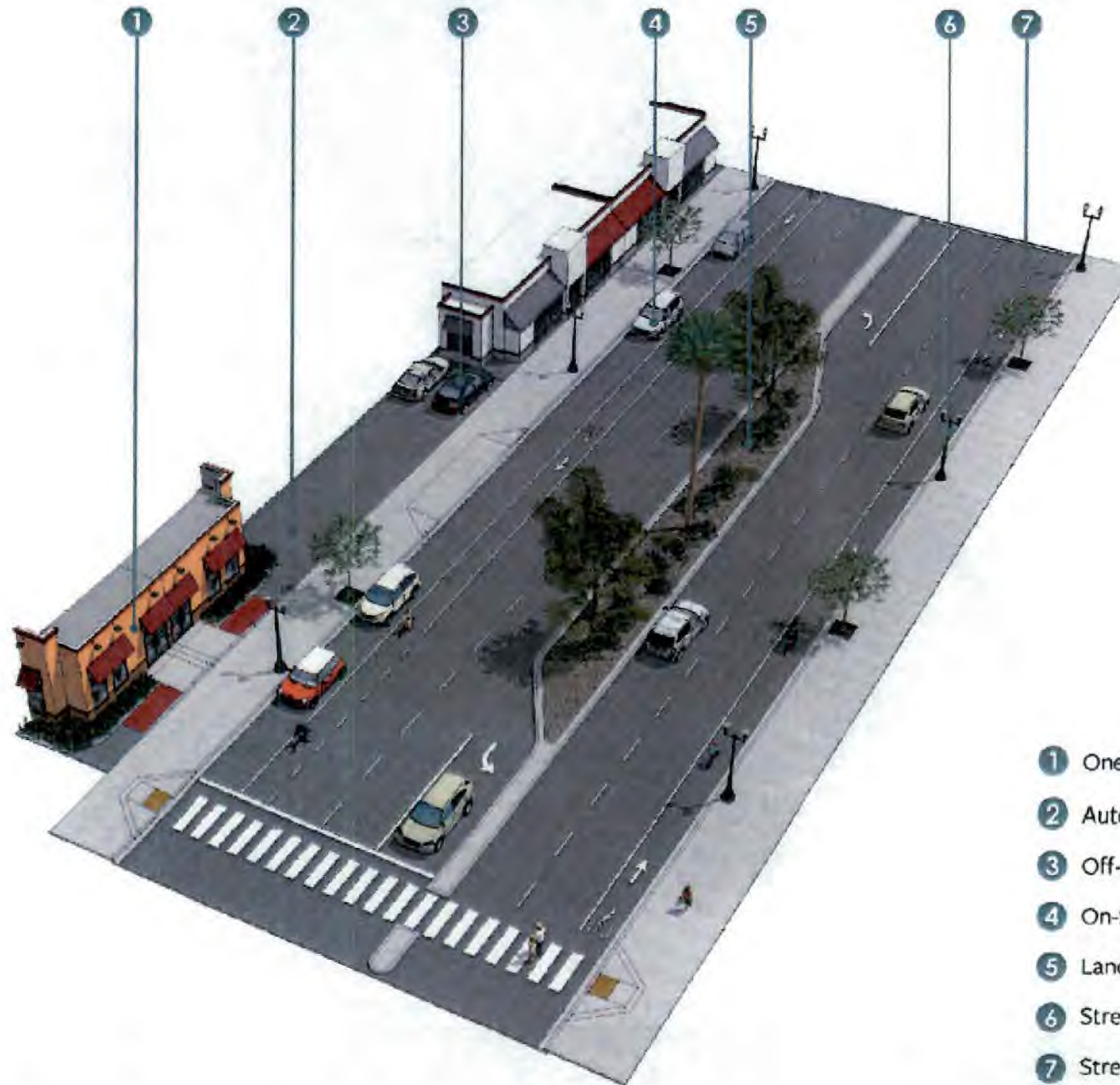
- 1 Main Street Architectural Style
- 2 Wide Sidewalks
- 3 Angled Parking
- 4 Street Lighting
- 5 Street Trees in Tree Grates
- 6 Urban Furnishings and Seating Area

National City Boulevard



- 1 Mix of Uses
- 2 Wide Sidewalks
- 3 Landscaped Median
- 4 Street Lighting
- 5 Urban Furnishings and Seating Area
- 6 Street Trees in Tree Grates

"General Commercial" District Guidance



- ① One to Three-Story Commercial Buildings
- ② Auto-Accommodating Development
- ③ Off-Street Parking
- ④ On-Street Parking
- ⑤ Landscaped Median
- ⑥ Street Lighting
- ⑦ Street Trees

"Neighborhood Transition" District Guidance



- 1 Mix of Uses with Emphasis on Residential
- 2 Parkway
- 3 On-Street Parking
- 4 Medium to Low Density Transitions
- 5 Street Trees
- 6 Street Lighting

Street Segment Design Treatments










Streetscape Design Segments			Design Guideline District				
Symbol	Street	Limits	Main Street / Type / Rural	Urban / Education / Village	General Commercial	Neighborhood / Local Transition	Local Center
Main / Commercial Streets							
	8th St.	National City Blvd. - D Ave.	✓				
	National City Blvd.	Division St. - 2nd St.			✓		
	National City Blvd.	2nd St. - 12th St.	✓	✓			
	National City Blvd.	12th St. - 16th St.			✓		
Green Streets							
	9th St.	A Ave. - D Ave.	✓			✓	
	A Ave.	7th St. - National City Blvd.	✓			✓	✓
Multi-Modal Streets							
	7th St.	Roosevelt Ave. - D Ave.	✓	✓		✓	
	8th St.	Hoover Ave. - National City Blvd.		✓		✓	
	Plaza Blvd.	Interstate 5 - D Ave.		✓		✓	
	12th St.	Roosevelt Ave. - D Ave.	✓			✓	✓
	Civic Center Dr.	Roosevelt Ave. - National City Blvd.			✓	✓	✓
	Roosevelt Ave.	National City Blvd. - 16th St.	✓	✓	✓	✓	✓
	D Ave.	7th St. - Plaza Blvd.	✓			✓	



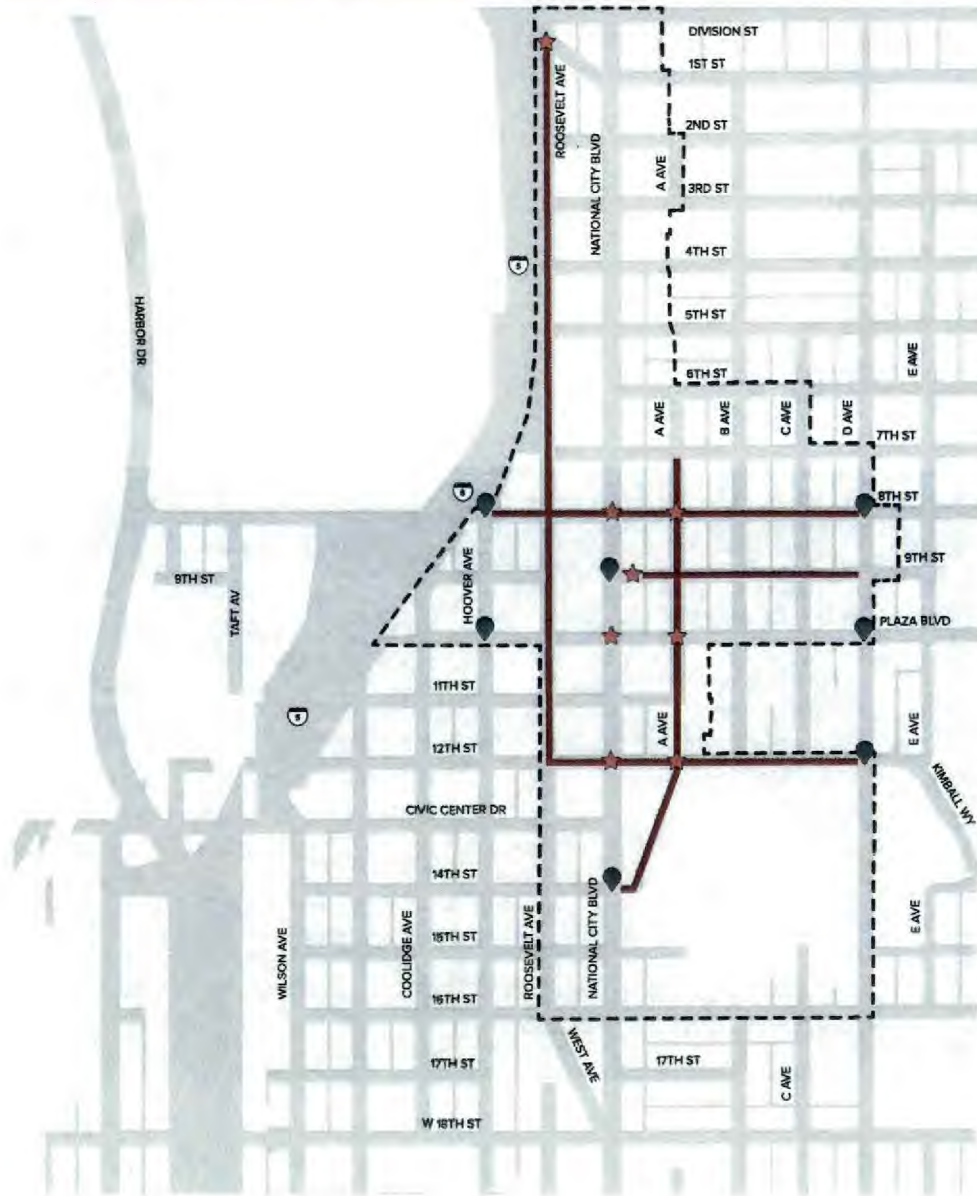
Wayfinding / Signage Guidance



Legend

-  Arrival Monument Sign (3 Proposed)
-  Neighborhood Gateway Sign (7 Proposed)
-  Street/Traffic Light Directional Sign (9 Proposed)
-  Interpretive Sign (3 Proposed)
-  Installed Sign (Symbol color varies)
-  Wayfinding Banner Corridor
-  Downtown Specific Plan Area

Public Art Guidance



Legend

- ★ Art Node
- Art Intersection
- Art Corridor
- - - Downtown Specific Plan Area



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6 CEQA / Review Process

- Suggested Process Changes:
 - Allow for Transfer of Development Rights
 - Allow for Unit Bonus or Parking Reduction based on Developer Selected / Funded PTDM Choices
 - Identify 3 Levels of Project Review including Level 1 Ministerial Review
 - Suggest Staff / Department / Professional Review for Design Guideline Conformance



CEQA Review Process for the Amendment

- Project builds on existing 2005 Specific Plan & 2012 General Plan
- State legislation and CEQA guidance allows for using previous CEQA review
- Changes found in amendment analyzed by an initial CEQA checklist
- Only traffic had the potential of new impacts
- Supplemental traffic memo prepared indicated no new impacts with the implementation of proposed project elements, improvements and policies

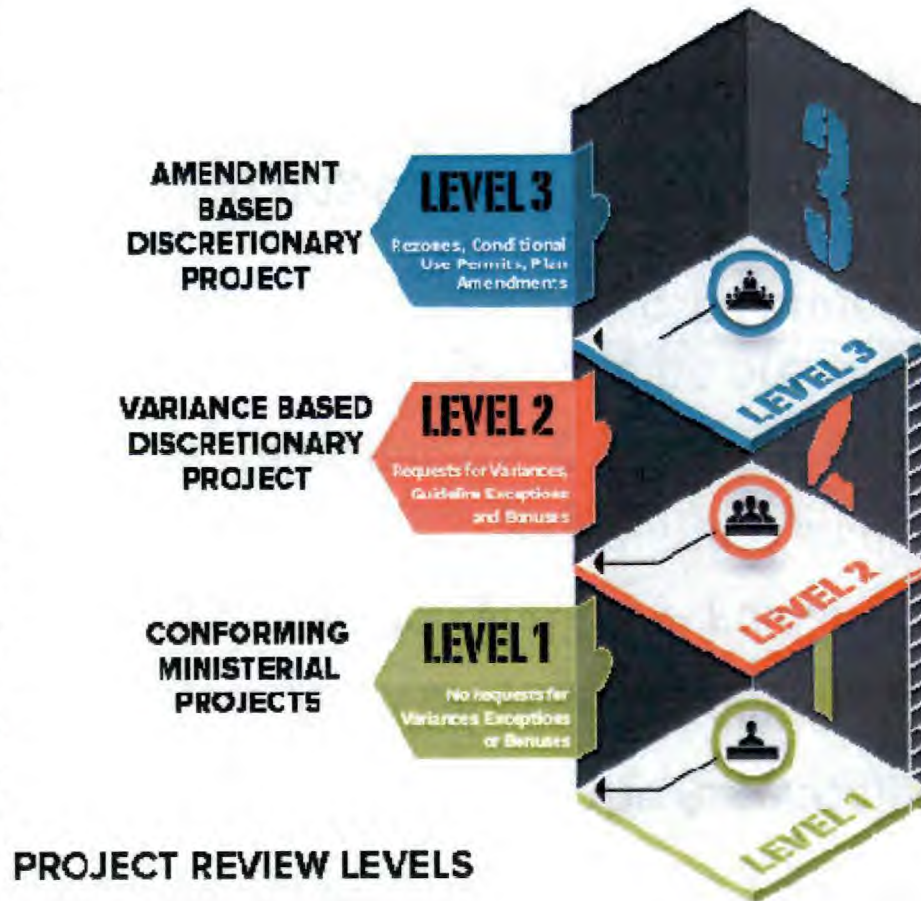
Traffic / Parking Control Mechanisms

- Adoption and implementation of the Parking Action Plan
- Integration of the density bonus / parking reduction PTDM element
- Requirement for traffic analysis if 5,500 units exceeded OR development zone units exceeded OR development transfer or any variance that would change standard parking requirement or trip generation of the project

Project Levels and Review Process



Increasing complexity, flexibility & potential impacts



Overall Processing Goals:

1) Identify a ministerial review process.

- Most developer's want to develop a ministerial process since discretionary adds substantial time, costs and lack of confidence in a final outcome.
- State affordable housing & companion unit legislation requires a ministerial process.

2) Offer efficient processing & CEQA review.

- Makes housing attainable & affordable by design.
- Attracts investment & delivery of needed housing
- State legislation allows for streamlined CEQA for infill projects in transit supported areas.

3) Protect neighborhood from impacts.

- Need parking management and enforcement.
- Require traffic analysis when exceeding standards.
- Establish transition zones near single family areas.
- Institute design guidelines and review process.

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7 Action Item

Staff Recommendation:

Adopt the Ordinance amending the Downtown Specific Plan based on updated draft with Planning Commission recommendations.

National City Downtown Specific Plan Amendment



Together We Can!
Thank you for your input.

