



# 24<sup>th</sup> STREET TODO

**TRANSIT ORIENTED**

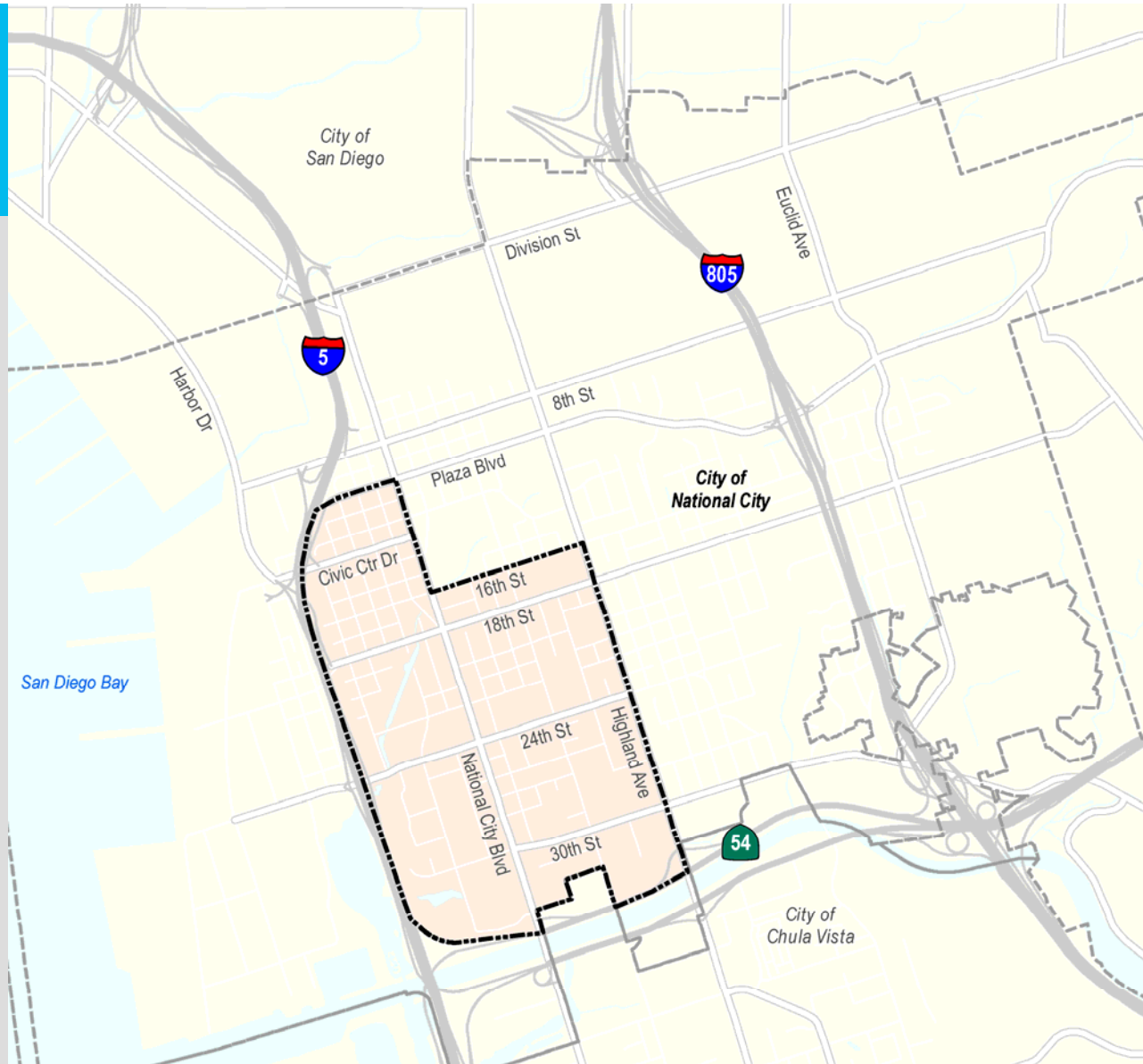
DEVELOPMENT OVERLAY

# Project Overview

## Study Area

Between I-5 & Highland Avenue

South of Plaza Boulevard  
& Kimball Park/16<sup>th</sup>  
Street



# Project Overview



**TODO serves to**

- Build on the Westside Specific Plan
- Support increased housing, mobility, and parking choices
- Enhance the public realm
- Establish transit-supportive land uses
- Improve mobility connections

# Project Overview



## TODO Project Funding

- National City applied for and received a SANDAG grant
- Smart Growth Incentive Program – Planning Grant

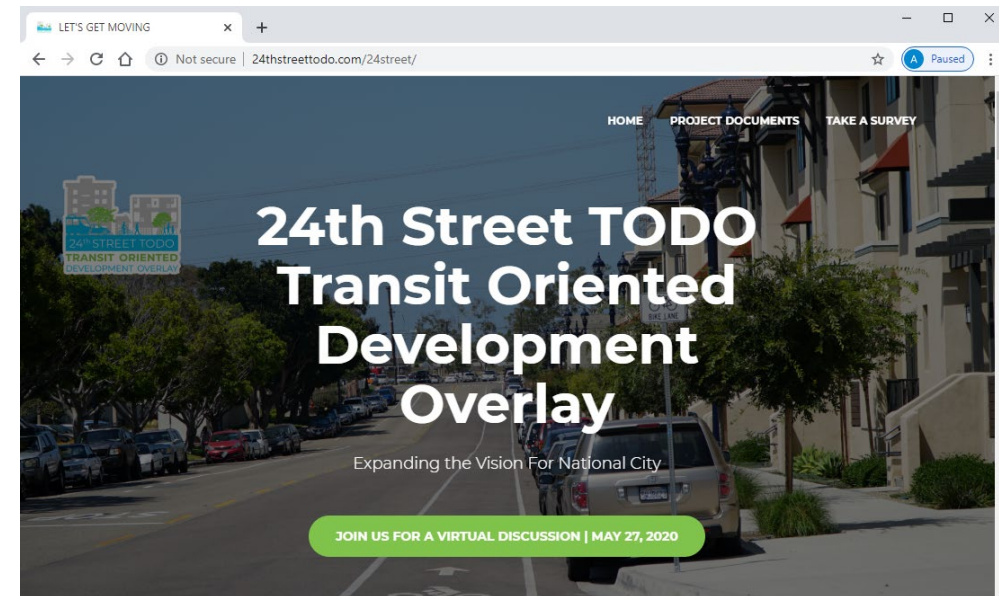




# Outreach



- Project website ([www.24thStreetTODO.com](http://www.24thStreetTODO.com))
- Project fact sheet
- Online survey (77 completed)
- Workshop #1
- Ongoing stakeholder discussions (15 completed)



# Extended Project Schedule



24<sup>th</sup> STREET TODO

Existing  
Conditions  
Winter 2019/2020

Develop  
Recommendations  
Summer 2020

Refine  
Recommendations  
Fall 2020

Plan  
Development  
Winter 2021

Plan  
Adoption  
Spring 2021

Community  
Outreach  
Winter/Spring 2020

Community  
Outreach  
Summer 2020

Community  
Outreach  
Fall 2020

Community  
Outreach  
Winter/Spring 2021

# Workshops

Workshop #1:  
Land Use and Mobility  
Opportunities  
May 27, 2020

Workshop #2:  
Draft Recommendations  
July 28, 2020



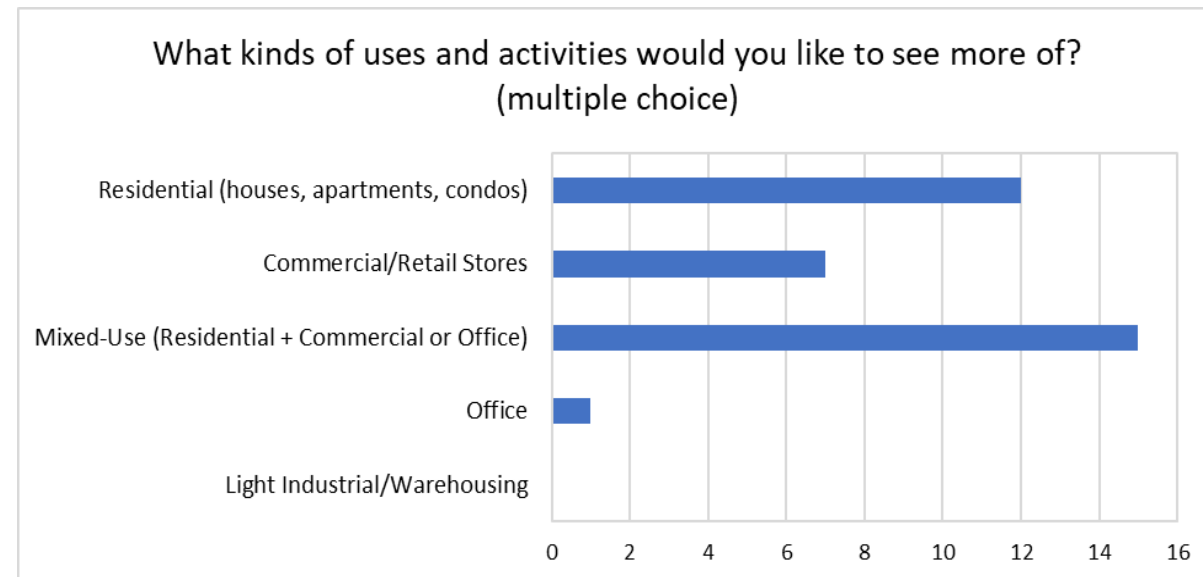
24<sup>th</sup> STREET TODO

**TRANSIT ORIENTED**  
DEVELOPMENT OVERLAY

# Workshop #1



- Discuss land use and mobility opportunities
- Collect input on
  - What land uses are needed
  - Mixed-use opportunities
  - Mobility improvement locations
  - Potential mobility trade-offs



# Westside Specific Plan



# Westside Specific Plan

## What has Worked?

- Paradise Creek Restoration and Park
- Affordable Housing – Paradise Creek Apartments
- Two businesses amortized
- Mobility strategies implemented
  - Crosswalks and curb ramps
  - Traffic calming features
  - Pedestrian scale lighting
  - Angled parking





# Westside Specific Plan

## What needs Improvement?

1. Continued Colocation Challenges
2. Disinvestment in Single-Family
3. Lack of Infill Development
4. Need for Affordable Housing
5. Continued Flooding
6. Implementation Challenges



# Westside Specific Plan



## How does the TODO relate to the Westside Specific Plan?

- Overlay – does not replace the Specific Plan
- Expand the study area
- Fine tune zoning and development standards
- Facilitate implementation
- Incorporate new housing and mobility needs



# Mobility & Land Use Recommendations

# Mobility Approach

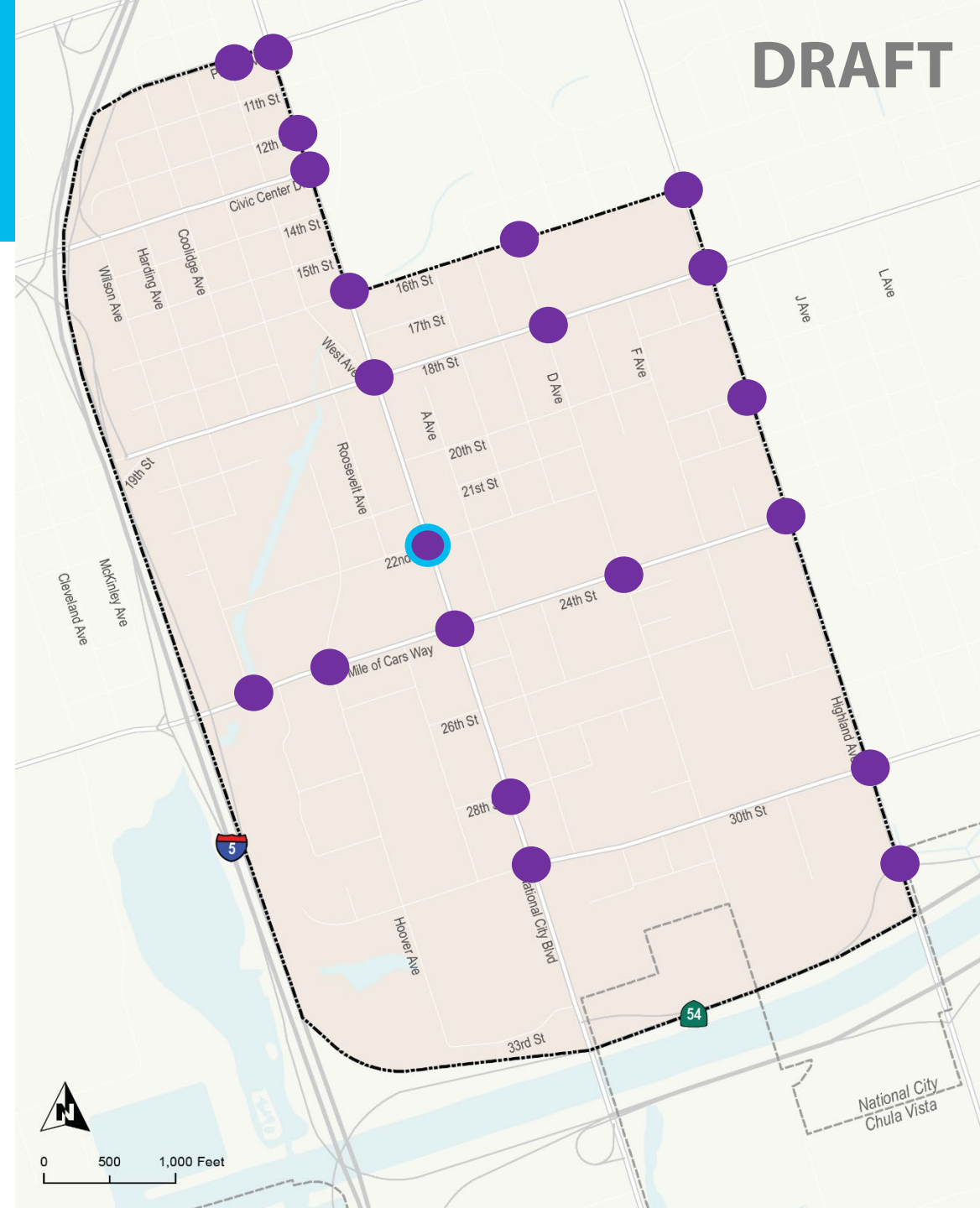


- Improve access to transit
- Improve pedestrian and bicycle connectivity
- Improve safety of all road users
- Incorporate NEV shuttle route recommendations from other plans



# Proposed Pedestrian Enhancements



- Signalized intersections
  - High Visibility Crosswalks
  - Advanced Stop Bars
  - ADA Accessible Curb Ramps
  - Pedestrian Countdown Signal Heads
- New signalized crossing at 22<sup>nd</sup> Street / National City Boulevard



# Proposed Pedestrian Enhancements

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## Mobility Improvements





- 19<sup>th</sup> Street Greenway 
- Potential pedestrian bridge over I-5 




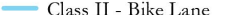




# Existing Bicycle Facilities

## Existing Bicycle Facilities

-  Class I - Multi-Use Path
-  Class II - Bike Lane
-  Class III - Bike Route
-  Multi-Use Path











**DRAFT**

- Existing Bicycle Facilities**
-  Class I - Multi-Use Path
  -  Class II - Bike Lane
  -  Class III - Bike Route
  -  Multi-Use Path








# Proposed Bicycle Facilities

**Existing Proposed**

-   Class I - Bike Path
-   Class II - Bike Lane
-   Class III - Bike Route
-   Class IV - Cycle Track
-   Multi-Use Path

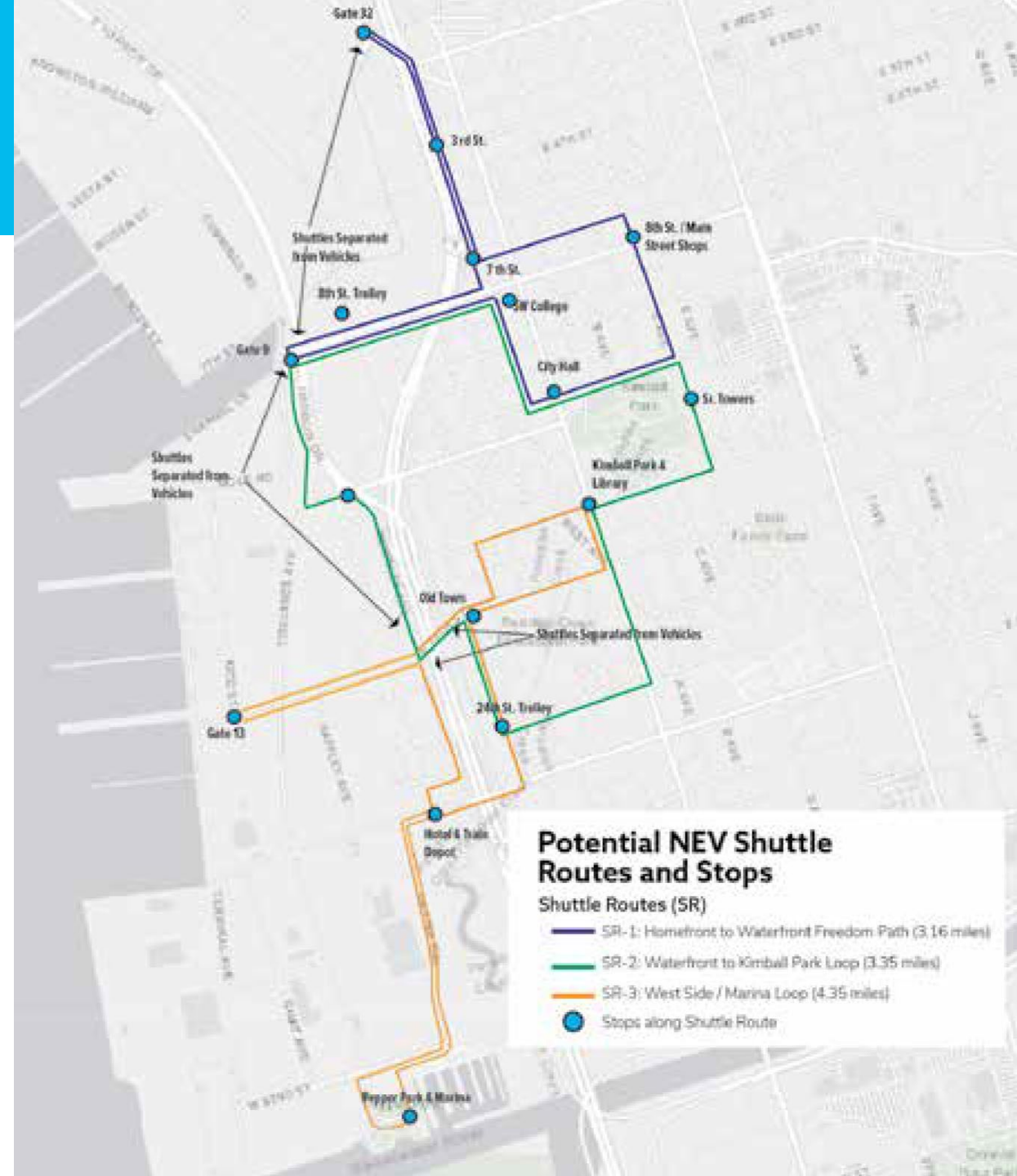
**DRAFT**

- Existing Proposed**
-  Class I - Bike Path
  -  Class II - Bike Lane
  -  Class III - Bike Route
  -  Class IV - Cycle Track
  -  Multi-Use Path



# NEV Shuttle Routes

- Supplement bus and trolley
- Connect to destinations:
  - Pepper Park
  - 24th St Trolley Station
  - Downtown
  - Kimball Park
- Consistent with other plans:
  - Homefront to Waterfront
  - INTRACConnect Plan
  - Naval Base San Diego Parking and Traffic Congestion Relief Plan

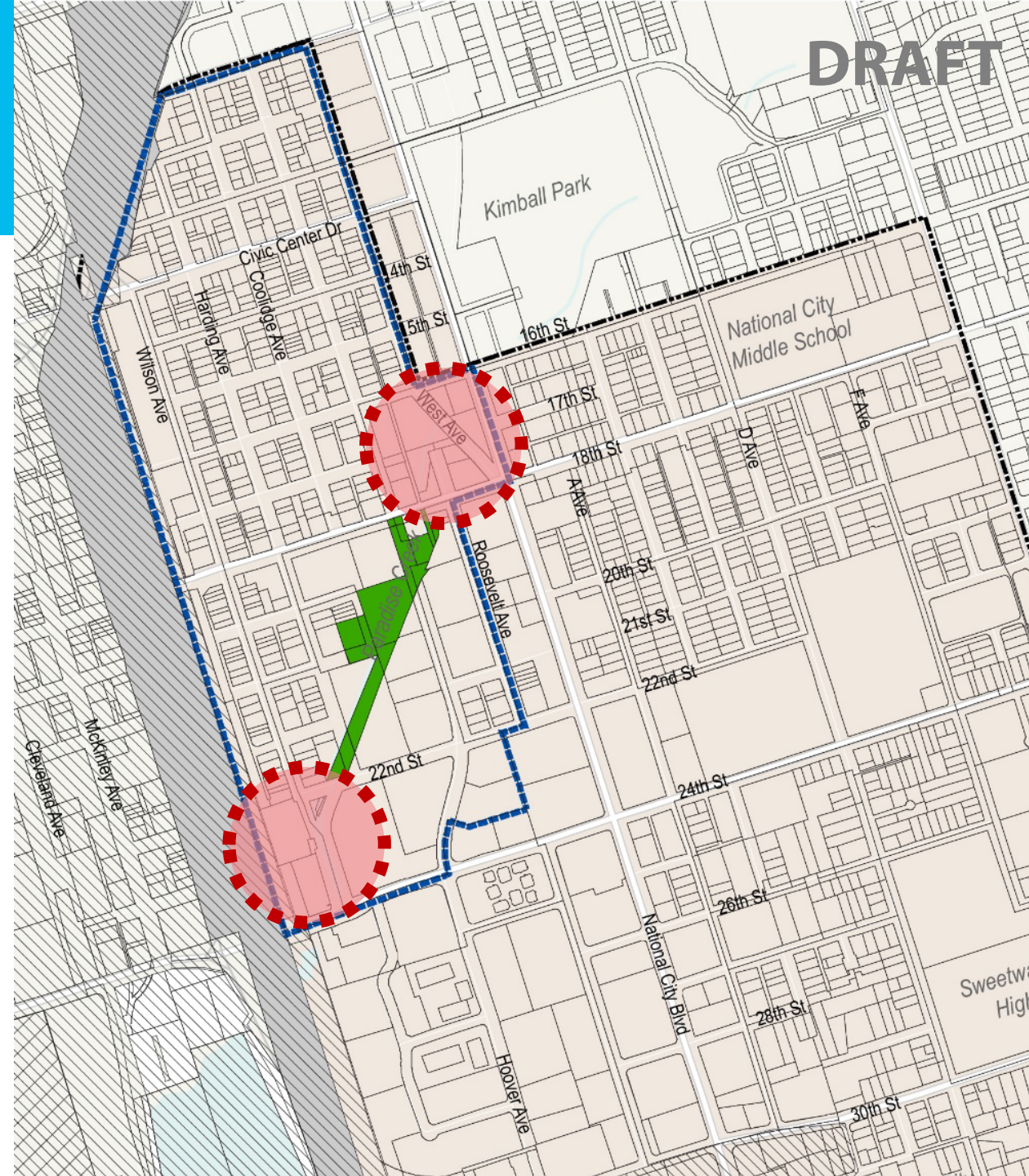




# Land Use Concept #1

## Reinforce the Westside and the Paradise Creek Open Space Connection with Active Land Uses at each End

- Anchors at Transit Station and West Ave. Block
- Mixed Uses at the Transit Station
- Placemaking at each End of the Creek Park
- Revitalization of the Westside by Opening-up Opportunities to Catalyze Reinvestment in Key Focal Areas of the Neighborhood



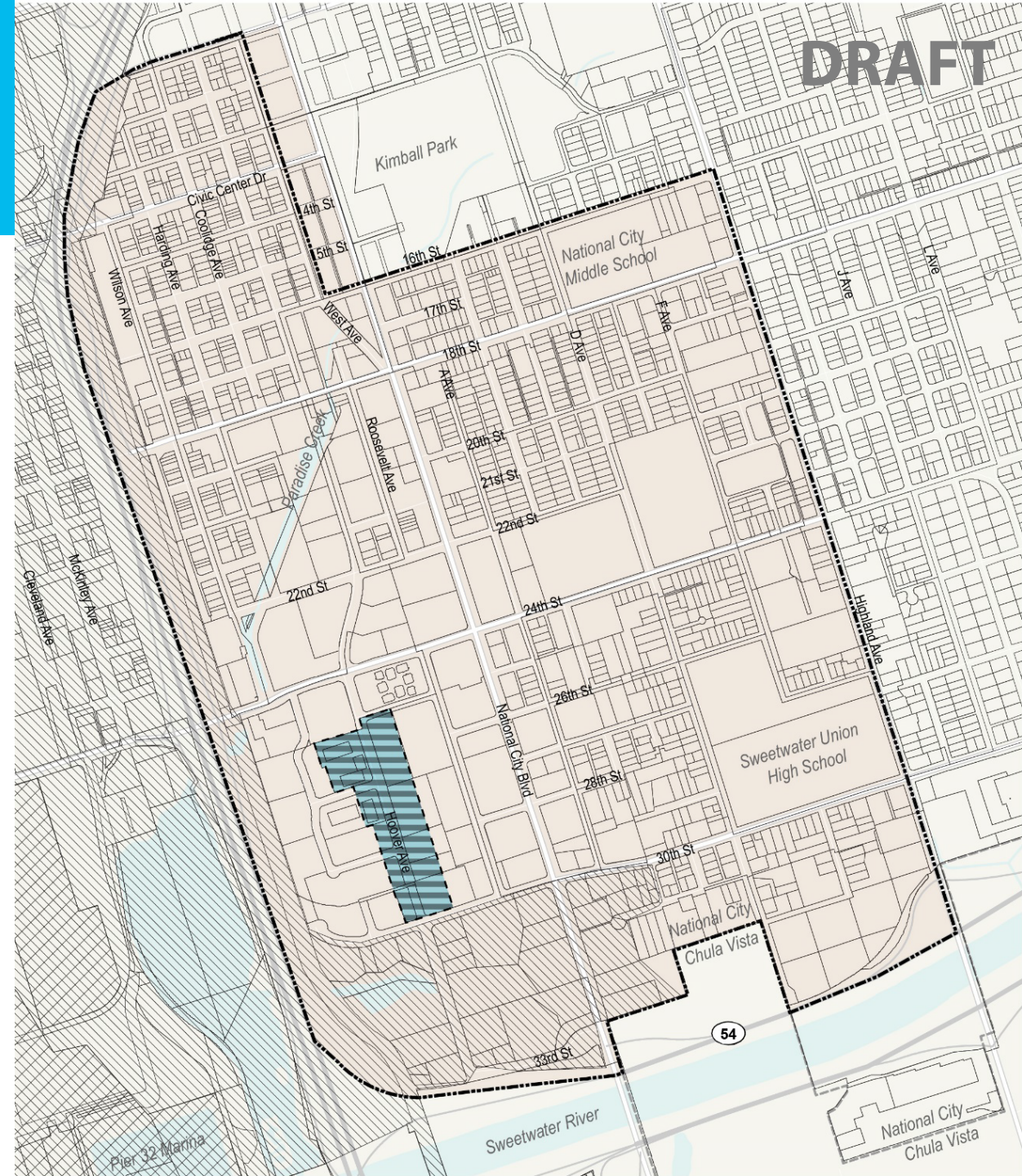
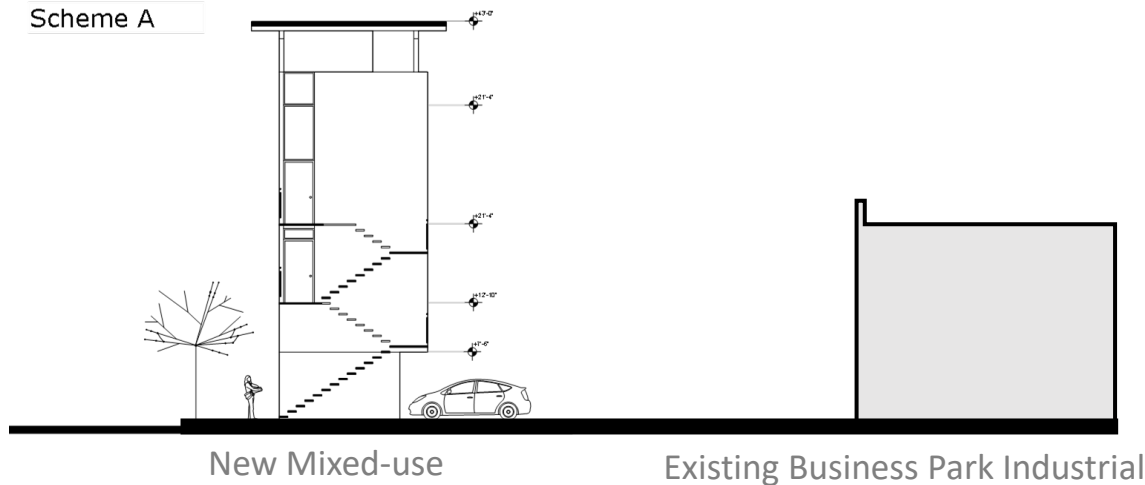


# Land Use Concept #2

## Hoover Ave. Activation

- Couple Mobility Improvements with Land Use for greater frontage activation
- Provide for new affordable housing without displacement of existing business park uses

Scheme A

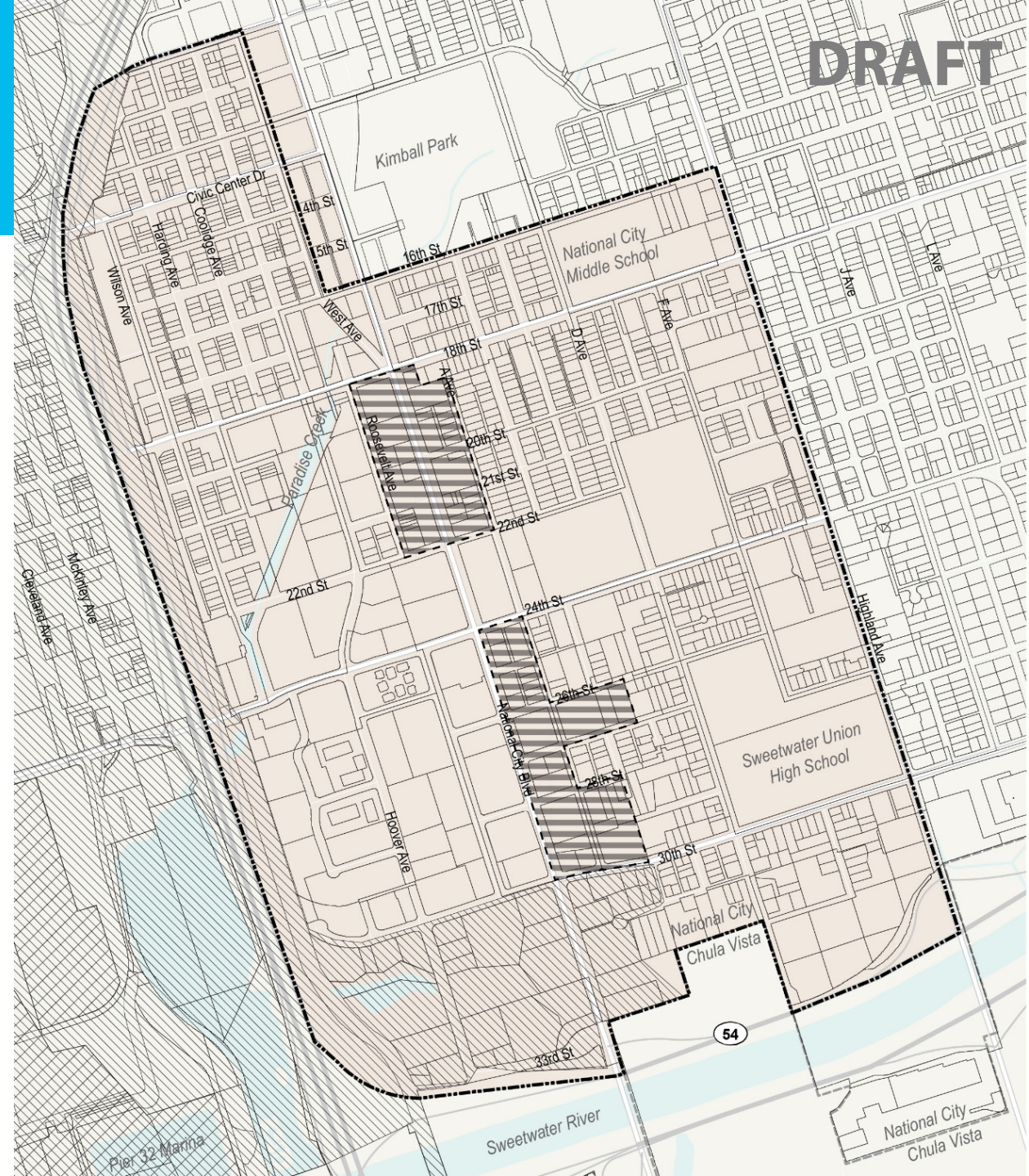




# Land Use Concept #3

## Transition Blocks

- Build the edge between the Mile of Cars and residential neighborhoods with transition development

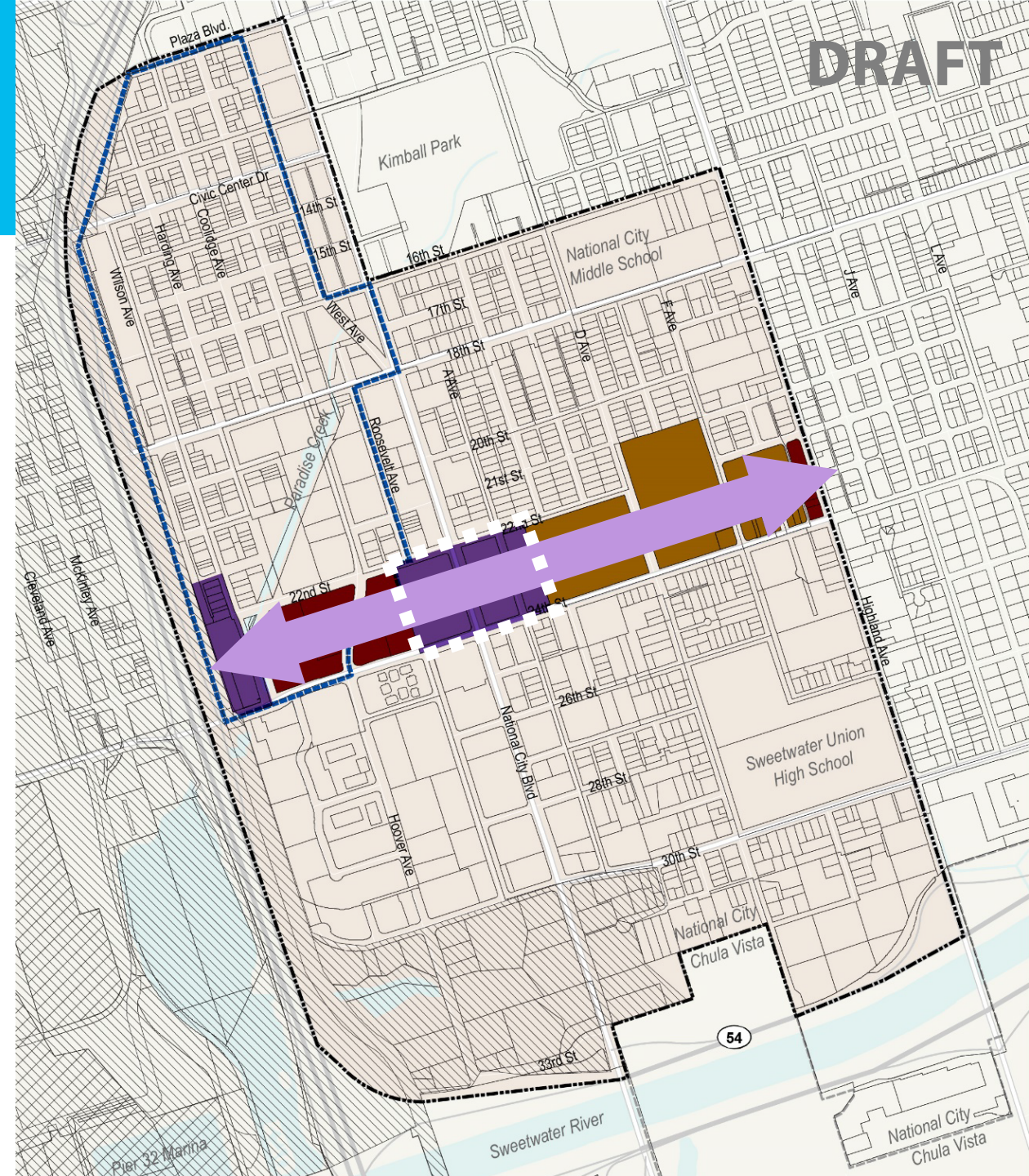




# Land Use Concept #4

## Mixed-Use Corridors

- Complete the Mixed-Use Corridor along 22<sup>nd</sup> and 24<sup>th</sup> St. to better connect East to West of TODO

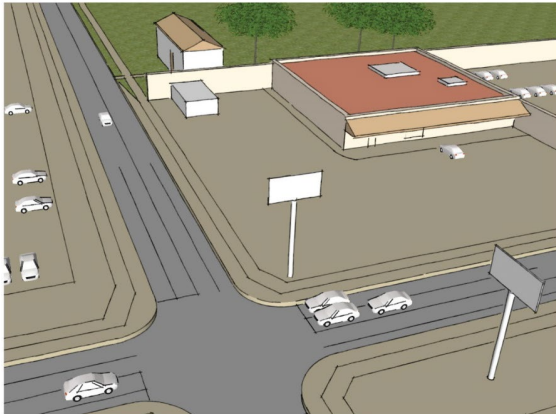




# Land Use Concept #5

## Corner Activation along Highland

- Encourage pedestrian flow from residential neighborhoods to key corners of the Avenue where retail activation may be focused
- 18<sup>th</sup> & Highland / 24<sup>th</sup> & Highland

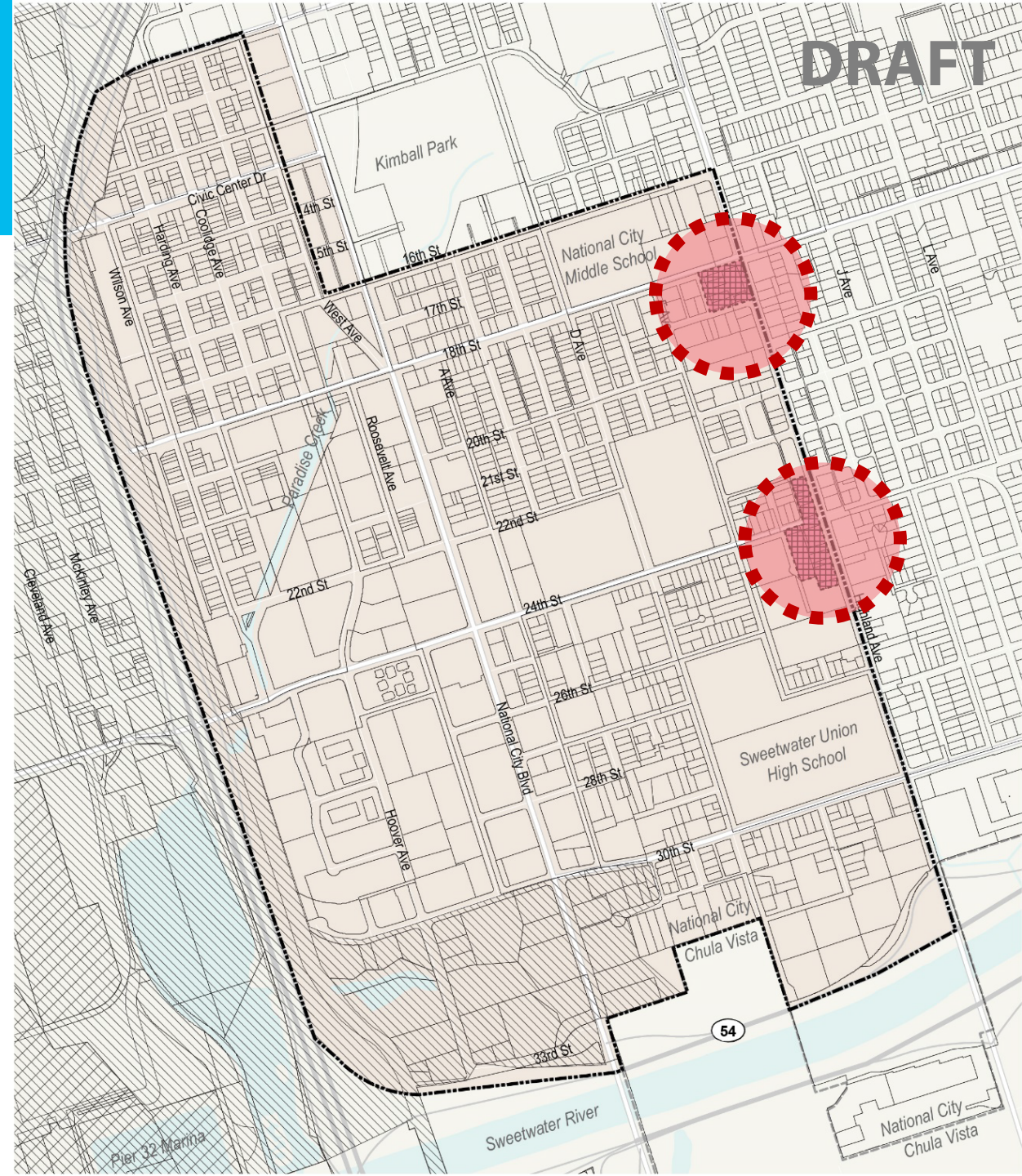


Typical intersection in the project area



Potential built-up intersection with commercial mixed-use that addresses the street corner

SOURCE: City of San Diego, Euclid and Market Land Use and Mobility Plan

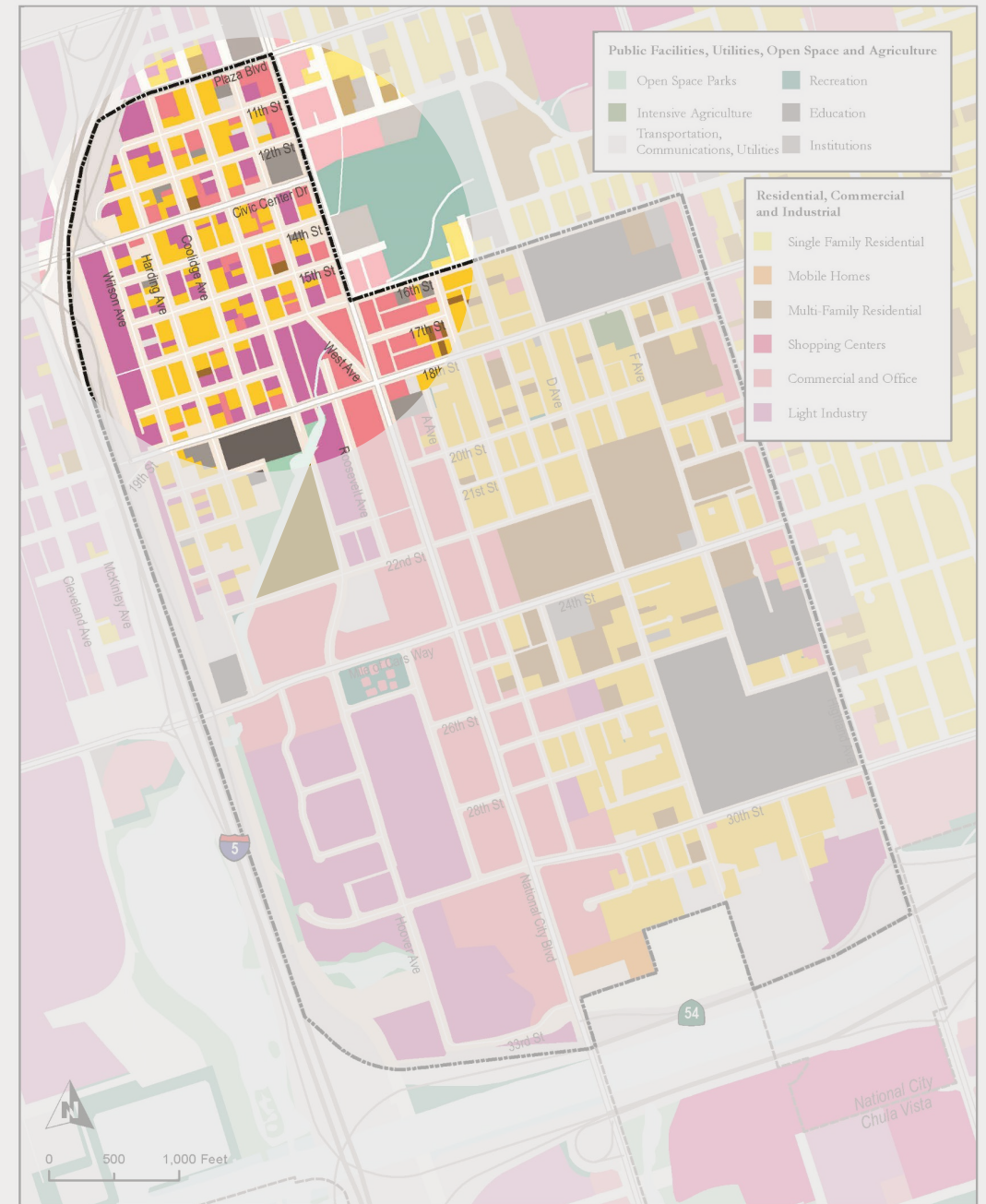




# Land Use Concept #6

## Address Colocation of Industrial with Residential

- Land Use Strategies don't always work
- Adaptive Reuse of Industrial Warehouses
- Transitions
- Building Orientation & Openings
- Buffers, Screening and Setbacks
- Catalyze new development that is more compatible with the neighborhood



24th St Transit Oriented Development Overlay

Figure 2-1  
Existing Land Uses

# Land Use Concept #7

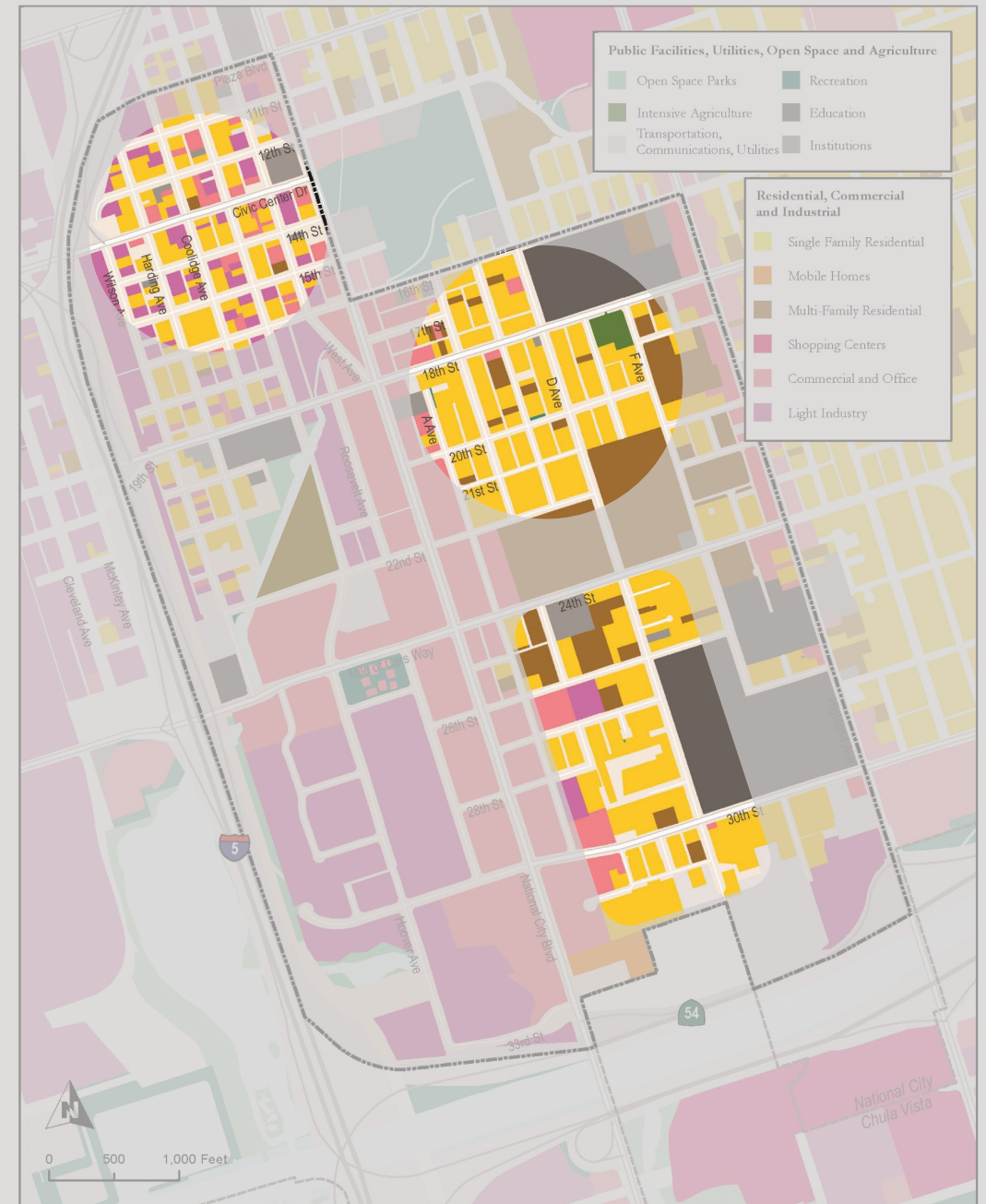
## Right Size RS Zoning for Affordability and Continued Investment

- Min. Lot Size
- Min. Setbacks
- Min. Dwelling Unit Size
- Min. Frontage
- Allowable Uses



ADU

Main House



24th St Transit Oriented Development Overlay

Figure 2-1  
Existing Land Uses

# **Environmental Justice Strategies**



## Continued Investment in the Small Lot Single Family Neighborhoods

- Right sizing single family zoning to match existing conditions and support affordability and greater choice with small-lots, small units, attached units, multi-generational housing, home occupations and ADU's





# Environmental Justice Strategies



## Co-location of Industrial with Residential

- Address Colocation of Industrial and Residential with Key Land Use, Development and Design Strategies including:
  - + Amortization
  - + Adaptive Reuse of Industrial Warehouses
  - + Transitions
  - + Building Orientation & Openings
  - + Buffers, Screening and Setbacks



# Environmental Justice Strategies



## Affordable Housing

- Promoting Housing with a genuine desire to address concerns related to Gentrification and Displacement; Multi-Generational Housing; Housing Typologies and Affordable Housing; Targeting the Demographics of National City





# Environmental Justice Strategies



## Access and Choice

- Improve Access and Choice to the following neighborhood resources:
  - + Transit Access and Mobility Choices
  - + Community Resources
  - + Open Space (Common O.S., Parks, Creek, Bay)
  - + Health (Food, Medical, Recreation)
  - + Education and Job Training
  - + Employment



# Environmental Justice Strategies



## Activation and Vibrancy

- Activate the area with mixed-uses, placemaking, and infill development at the transit center, node and corridors:
  - + “Ribbon Screen” development as an interim measure
  - + Corner Lots for neighborhood nodes
  - + Placemaking ideas for outdoor living
  - + Transit Center Site as a gateway to the Paradise Creek





## Open Space and Urban Greening

- Spread Open Space opportunities throughout the area
  - + Continued restoration and investment in the Paradise Creek
  - + Strengthened connections to Kimball Park, Pepper Park, Sweetwater River / Marsh and the San Diego Bay
  - + Increased inclusion of open space within private development
  - + A public plaza at the Transit Station/ 22<sup>nd</sup> St and Wilson Ave.
  - + An Urban Greening Plan and streetscape enhancements



# Next Steps

- **Bilingual Survey Online & Paper**  
August
- **Webinar #3: TOD Feasibility Study, Refined Recommendations & Environmental Review Process**  
September/October