

# Final Westside Specific Plan

City of National City  
March 2010





**Final**

**Westside**

**Specific Plan**

**March 16, 2010**

CITY OF NATIONAL CITY - DEVELOPMENT SERVICES DEPARTMENT  
1243 NATIONAL CITY BLVD., NATIONAL CITY, CA 91950

# **Acknowledgements:**

## **City Council**

Mayor Morrison  
Vice-Mayor Sotelo-Solis  
Councilmember Parra  
Councilmember VanDeventer  
Councilmember Zarate

## **Planning Commission**

Chairperson Alvarado  
Commissioner Baca  
Commissioner DeLaPaz  
Commissioner Farias  
Commissioner Flores  
Commissioner Pruitt  
Commissioner Reynolds

## **City Manager**

Chris Zapata

## **Staff**

Patricia Beard  
Peggy Chapin  
Lynn Cole  
Stephen Manganiello  
Raymond Pe  
Brad Raulston  
Angela Reeder  
Martin Reeder  
Claudia Silva

# Westside Specific Plan

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## Chapter 1 Introduction

The Westside area, also known as Old Town, is an area bordered on the west by Interstate 5 and the east by Roosevelt Avenue stretching from W. Plaza Boulevard south to W. 24th Street (Figure 1.1). During the early development of National City, small single family homes were constructed in Old Town. Many of these early homes constructed around the turn of the century still remain. After World War II, to encourage economic development, industrial uses were permitted in the area.

In the 1980s and 1990s, Westside residents grew more concerned about the impact industrial activity had on their quality of life. The City Council responded by adopting stricter development standards, invoking a commercial/industrial building construction moratorium, and amending the Land Use Code to require a Conditional Use Permit for auto paint/body shops and to offer greater flexibility for expanding nonconforming single-family homes. In addition, the 1996 General Plan Update established new land use designations of Light Manufacturing – Residential (ML-R) to reinforce the residential orientation of the Westside. (Figure 1.2)

Today, auto services, light manufacturing, and warehouses are interspersed throughout the residential community. This mixture of land uses has resulted in community concerns related to traffic, parking, noise, air quality, and hazardous materials exposure.

Reacting to community concerns, the Council embarked on the preparation of a specific plan in 2005. At various public forums and council meetings, the community expressed concerns that conflicting land uses were impacting health and welfare of the residents, students, and visitors. The purpose of the plan was to comprehensively address environmental and land use issues and to offer opportunities for more cohesive land use patterns and future development and redevelopment. The result of this effort is this Westside Specific Plan reflecting vision and aspirations of the community.

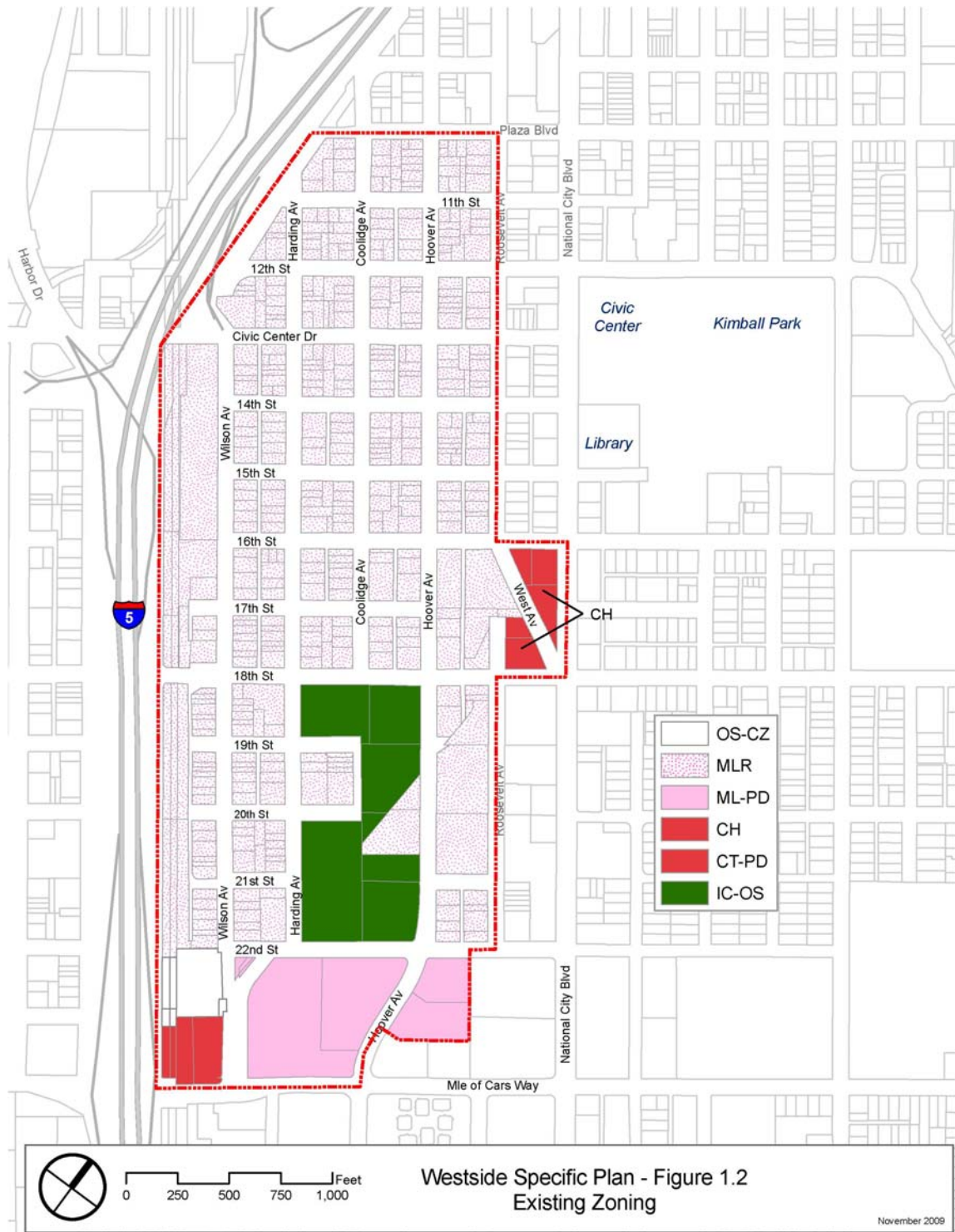




Not to Scale

Westside Specific Plan - Figure 1.1  
Location Map

November 2009





## 1.1 Vision and Guiding Principles

The future Westside is envisioned as a vibrant, residential community with supporting retail services and employment and where children can walk to schools and parks. The Specific Plan provides for a mixture of neighborhood serving commercial, service, and office uses, while retaining many of the turn-of-the-century homes reflective of the character of the Westside. Enhanced streetscape with decorative lighting, benches, enhanced crosswalks, and traffic calming amenities would encourage walking within the community, to the transit station, Kimball Park, the library, and downtown.



Land use and transportation have a strong influence on people's lifestyles and in promoting healthy communities. Land use arrangements and combinations that provide access to daily needs, conveniences and employment in a safe, inviting and walkable environment create the underpinnings for increased physical activity. Easy and convenient access to transit and other non-auto modes of travel, especially between residential and employment centers, reduces auto usage, congestion and the attendant impacts to air quality. Auto emissions are the single largest source of air pollution, and air quality is a major environmental health factor. In addition, the availability of safe, convenient and connected walking paths, trails and bikeways, and neighborhood-based park and recreational options, also promote physical activity and exercise.



This Specific Plan establishes principles, programs, and standards for land use, development, and public improvements for the Westside area. It is the result of a collaborative effort by the community, interested and concerned groups, and business owners to revitalize the Westside and improve the quality of life for its residents.

A series of community workshops evolved over a period of three years. During this time, the community collaborated on and agreed to a central vision and four guiding principles as follows:

**Central Vision:**

Reestablish the Westside as a safe, healthy, and vibrant neighborhood where people engage in community life.

**Guiding principles:**

1. Respect and encourage single-family homes and small residential development.
2. Improve environmental health conditions for residents in the area.
3. Limit uses adjacent to Paradise Creek to restoration, passive recreation, and open space.
4. Enhance pedestrian safety and promote the walkability of the community.

The vision and guiding principles together serve as the framework for the development goals, programs, and standards established in this Specific Plan. Achieving this vision involves returning residential-turned-industrial properties to homes. The addition of markets, schools, churches, and open spaces will enrich the neighborhood. Paradise Creek, through habitat restoration, the educational park, and compatible land uses on adjacent properties, will become an important source of neighborhood pride and enjoyment.

While this vision accommodates phasing out businesses that currently conflict with and disrupt residents' daily living, compatible commercial, office, and retail activities will be allowed on the perimeter of the residential core, including strategic areas adjacent to I-5, Mile of Cars Way, and National City Boulevard. In addition, small neighborhood-oriented markets will be allowed in the residential core. A successful neighborhood also relies on a safe and efficient pedestrian environment where people enjoy walking from their homes to community activity centers, schools, shopping, parks, and transit.

Implementation strategies specific to the conservation and educational opportunities of Paradise Creek Educational Park include the following:

1. Support continued enhancement and restoration of Paradise Creek within the Specific Plan Area in recognition of its environmental and aesthetic values.
2. Maintain buffers around the creek within the Specific Plan Area to protect water quality and natural habitat for wildlife.
3. Explore opportunities for expanding visitor and interpretive uses along the creek.
4. Design new development to incorporate measures that will reduce runoff pollutants draining into the creek.
5. Improve the pedestrian and bicycle connection along Paradise Creek.
6. Create additional neighborhood park space for more active recreational uses.

7. Expanding the Paradise Creek Educational Park north to W. 18<sup>th</sup> Street and south to W. 22<sup>nd</sup> Street within the Specific Plan Area and include habitat restoration and extend the pedestrian trail.
8. If redevelopment occurs on properties traversed or abutted by the northern channelized segment of Paradise Creek, consider restoring the creek to natural habitat consistent with downstream portions within the Paradise Creek Educational Park.

## 1.2 Planning Process

A series of well-attended community workshops served as the forum for exploring issues and building consensus on a planning framework. Four workshops and three City Council meetings, which included Spanish translated materials and live Spanish/English interpretation, were conducted.

- **Workshop #1, February 16, 2005:**

The purpose of the workshop was to allow an opportunity for the participants to identify concerns and recognize opportunities.

- **Workshop #2, August 31, 2005:**

The participants reviewed suggested Guiding Principles, offered input on ideas and plan components. Alternatives for several different land use plans were explored. Participants provided feedback on alternatives for Paradise Creek, residential development densities, land use plans, and desirable types of commercial land uses (See Appendix A)

- **Workshop #3, March 29, 2006:**

The participants reviewed the revised Guiding Principles plus provided input on preferred building heights. The Environmental Health Coalition presented ideas for neighborhood revitalization.

- **Workshop #4, September 20, 2006:**

The participants provided feedback on the draft land use concept map.

- **Council Workshop, November 20, 2007:**

The City Council provided staff with direction on changes to the draft land use concept map.

- **Council Update, March 4, 2008:**

Staff provided an update to Council on the status of preparing the Environmental Impact Report (EIR) for the Specific Plan. Council provided staff with direction on modification to the map boundaries, height limits, and transportation oriented development concepts.

- **Council Update, March 18, 2008:**

Council provided additional clarification on the map boundary changes and land use direction of March 4, 2008.

- **Environmental Impact Report, Notice of Preparation (NOP) ,July 30, 2008:**

Presentation by the consultant team preparing the Environmental Impact Report

Over the course of the preparation of the Specific Plan, a number of reports and efforts were undertaken including the following:

- Market Analysis for the Westside Study Area (December 17, 2004), Socioeconomic Analysis for Westside Study Area (December 20, 2004), and Projections of Market Demand for Land Uses in the Westside Study Area (May 11, 2005)
- Draft Limited Site Reconnaissance and Regulatory Records Database Review for Hazardous Materials (October 18, 2004)
- Draft Existing Conditions Analysis (summarized in Chapter 2, Opportunities and Constraints).
- Transportation Oriented Design Study conducted by the Technical Advisory Committee of Urban Land Institute (completed June 2008)

### **1.3 Purpose and Intent**

The Westside Specific Plan has been prepared to address future development and redevelopment patterns in the Project Area and to set forth amortization guidelines for incompatible uses. Under the Sections 65450 through 65457 of the California Government Code and the State General Plan Guidelines, a specific plan may be used to implement a general plan and its policies/programs. Specific plans must be consistent with the applicable elements of the jurisdiction's general plan. Specific plans may be used to develop policies, programs and regulations to implement the General Plan.

California Government Code Section 65451(a) defines the following requirements of a specific plan:

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 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).

Pursuant to Section 65451(b), a specific plan shall include a statement of the relationship of the specific plan to the general plan.

## **1.4 Applicable Plans and Policies**

The Specific Plan interfaces with three City documents that direct and regulate land use and development: the General Plan, Land Use Code, and Redevelopment Plan for the National City Redevelopment Project. The Downtown Specific Plan (DSP) is also related; while not directly applicable to lands within the Westside Specific Plan Area, the DSP establishes the development vision and urban form for the adjacent downtown area.

### **1.4.1 General Plan**

The General Plan, most recently updated in 1996, establishes a citywide “blueprint” for future growth and development. The General Plan sets forth land use designations and policies in the areas of urban development, housing, economic development, and public services and facilities with relevancy for future development in the Westside. The land use designation for the Westside depicted on the Combined General Plan/Zoning Map is primarily Light Manufacturing-Residential. Kimball School, Paradise Creek, and the Public Works Yard are designated as Civic Institutional – Open Space. The area south of Mile of Cars Way is Light Manufacturing – Planned Development. The existing development reflects single-family and multi-family residences and industrial and office uses for the area south of W. 24<sup>th</sup> Street.

The following General Plan policies and implementation actions have implications for future land use, public improvements, and development in the Westside neighborhood, helping to establish the framework for this Specific Plan.

#### **Overall Urban Framework (Chapter II)**

- *Encourage the preparation and implementation of specific plans to guide development in areas that have particular importance due to their location, characteristics, or potential for new development. Examples of such places include: The block in the MLR zone between 18<sup>th</sup> and 19<sup>th</sup> Streets, east of Harding and west of Wilson Avenues, required by adopted ordinance for commercial or industrial building. (St. Anthony’s Church site) (Implementation Action 4, pp. 14).*
- *The City should encourage and participate in efforts to remove or relocate uses that are incompatible with surrounding properties (Implementation Action 8, pp. 15).*

#### **Natural Setting (Chapter III)**

- *Wetlands and natural environmental habitat will continue to be protected from development. (pp 19)*

#### **Housing (Chapter IV)**

- *To promote a higher rate of homeownership, the infilling of vacant lots with single-family homes will be encouraged (Production Policy X, pp. 26).*

- *Continue to evaluate residential neighborhoods for preservation or need for change. (Other Implementation Action 16, pp. 34).*
- *Continue to evaluate older commercial and industrial uses for the possibility of replacement with housing (Other Implementation Action 17, pp 34).*

#### **Economic Development (Chapter V)**

- *Consider further controls on manufacturing uses in the Westside neighborhood, such as additional standards or restrictions on where new businesses should be located (Implementation Action 21, pp 41).*
- *Consider program actions to relocate existing businesses from areas where they may be determined incompatible with existing residential use (Implementation Action 22, pp 41).*

#### **Public Services and Facilities (Chapter VI)**

- *Efforts for restoration of Paradise Creek (particularly in the area southwest of Kimball School) shall be encouraged (Recreation Policy J, pp 44).*
- *The City will identify and implement necessary and desired pedestrian improvements with a special emphasis on providing safe access for schools, parks, shopping districts, and other appropriate facilities (Transportation and Circulation Policy R, pp 44).*
- *The presence of hazardous materials in National City will be monitored to protect the health and safety of City residents. (Public Safety Goal BB, pp 45)*
- *Encourage efforts to obtain grants for park and recreation proposals, including Paradise Creek restoration. (Recreation Implementation 15, pp 50)*
- *Encourage pedestrian-oriented design. (Recreation Implementation 35, pp 52)*
- *Update the comprehensive drainage study completed for the City and monitor the need for drainage improvements, including consideration of the following: (1) Correction of flooding near National City Boulevard and 18<sup>th</sup> Street; and (2) Correction of flooding near 24<sup>th</sup> Street and I-5 (Other Services and Facilities Implementation Action 63, pp 55).*

#### **Housing Element (Adopted December 2007)**

- *Maintain and enhance the quality of existing residential neighborhoods in National City (Housing Goal 1, pp 6-2).*
- *Explore and encourage opportunities for fulfilling some of National City's affordable housing goals in the Westside (Old Town) Specific Plan Area (Policy 4.15, pp. 6-4).*
- *Study the Land Use Code and existing land uses in the City to determine which neighborhoods would be appropriate for flexible development standards (parking, height, set-back, and yard requirements, etc.) (Housing Program 14, pp 6-13).*

- *The City will continue to explore opportunities within the Downtown and Westside (Old Town) Specific Plans for achieving affordable housing goals within the 2005-2010 planning cycle (Housing Program 18, pp. 6-14).*

### **1.4.2 Land Use Code**

The Land Use Code (LUC), Title 18 of the Municipal Code sets forth the specific use and development regulations for properties throughout the city. The provisions of the Land Use Code apply to the Specific Plan Area and supplement the regulations stated in the Specific Plan. In such cases where the Westside Specific Plan standards and LUC standards conflict, the Specific Plan standards apply per Section 18.10.100. In the Specific Plan, the most notable customized regulations for the Westside are the creation of new Residential (RS-4), Mixed Residential Commercial, and Mixed Office Commercial (MCR-1 and MCR-2) zones and an expanded Limited Commercial (CL) zone to implement the community vision. Design standards and guidelines are established for these new zones (Chapter 3).

### **1.4.3 Redevelopment Plan**

The Westside neighborhood falls within the boundaries of the 1995 Redevelopment Plan and is therefore subject to the overall Plan. Of the adopted redevelopment goals (See pp 4-5), the following are most relevant to Westside:

- *Eliminate and prevent the spread of blight including: underutilized properties and deteriorating buildings, incompatible and uneconomic land uses, deficient infrastructure and facilities, obsolete structures, and other economic deficiencies in order to create a more favorable environment for commercial, office, industrial, residential, and recreational development.*
- *Expand the commercial base of the Project Area.*
- *Improve public facilities and infrastructure.*
- *Recycle and/or develop underutilized parcels to accommodate higher and better economic uses while enhancing the City's financial resources.*
- *Implement design and use standards to ensure high aesthetic and environmental quality, and provide unity and integrity to developments within the Project Area.*
- *Promote rehabilitation of existing housing stock.*
- *Increase, improve, and preserve the community's supply of housing affordable to very low, low, and moderate income households.*

The goals support the overall intent of the Westside plan. Regulation of land use within the Redevelopment Project area is subject to the General Plan and LUC.

#### **1.4.4 Downtown Specific Plan**

The Downtown Specific Plan (February 2005) calls for reinforcing downtown as the heart of the City. The central theme of the revitalization effort is to create a momentum of new development that will generate a mix of office, retail, entertainment, educational, and high-density residential uses. Significant new activity is planned around National City Boulevard and 8<sup>th</sup> Street, envisioned as downtown's "grand boulevards." Civic life – anchored by Kimball Park, the Education Village, Brick Row, and the new City Library – plays an important role in downtown's future. Buildout of 9,448 residential units are recognized in the Specific Plan. As of 2009, 1,339 units were approved including 307 units complete (170 unit condo conversion and two newly constructed condominium units totaling 137 units). Overall, these proposed projects range in height from 5 stories to 22 stories and when completed will create a strong skyline for National City. This intense development will border the eastern and northern edges of Westside from 16<sup>th</sup> Street to Civic Center Drive.

### **1.5 Relationship to the California Environmental Quality Act**

An Environmental Impact Report (EIR) pursuant to CEQA provides an analysis of the potential impacts of this Specific Plan and recommends appropriate mitigation measures as policies and features of the plan.

The Westside Specific Plan assesses the implications of an assumed program of residential, commercial, office, and mixed use development. When specific development proposals are submitted to the City for property within the Specific Plan area, the City will determine whether or not the environmental effects of the proposed project are addressed in the Project EIR. If the City finds that the proposed project would not result in any additional environmental impacts that were considered in the EIR, no new environmental analysis would be required.

### **1.6 Plan Organization**

This Specific Plan consists of seven chapters addressing the following:

#### ***Chapter 1 Introduction:***

Chapter 1 explains the overall purpose of Specific Plan, documents the history and planning process, states the Vision and Guiding Principles, describes its relationship to other City development policy and regulatory documents, and identifies the Specific Plan organization.

#### ***Chapter 2 Opportunities and Constraints:***

Chapter 2 gives a "snap shot" of the neighborhood planning context, including history, land use, circulation, economic, and environmental conditions, in addition to opportunities for improvements and development, based on research and analysis conducted for the Specific Plan.



***Chapter 3 Land Use:***

Chapter 3 provides for the development framework of the Westside community, including location and types of land uses, zoning districts, and strategy for addressing incompatible businesses.

***Chapter 4 - Design Guidelines and Standards***

Chapter 4 sets development standards and design guidelines to ensure attainment of neighborhood design goals and objectives as development proceeds.

***Chapter 5 - Circulation and Parking:***

Chapter 5 defines the “Community Corridors”, focused roadway and pedestrian improvements, addresses neighborhood circulation and traffic safety correlated with neighborhood centers, parks, and transit. Parking supply – both on- and off-street – is also addressed.

***Chapter 6 Infrastructure and Public Services:***

Chapter 6 addresses the provision of municipal water, wastewater, and stormwater systems plus addresses availability of public services.

***Chapter 7 - Implementation:***

Chapter 7 details the steps necessary for implementation of the Specific Plan.

## Chapter 2 Opportunities and Constraints

Preparation of the Westside Specific Plan involved extensive research cataloging existing land uses, characterizing each parcel, and evaluating the probability of hazardous materials use. This existing conditions analysis provides a basis for understanding constraints and creating opportunities for future development while maintaining community identity.

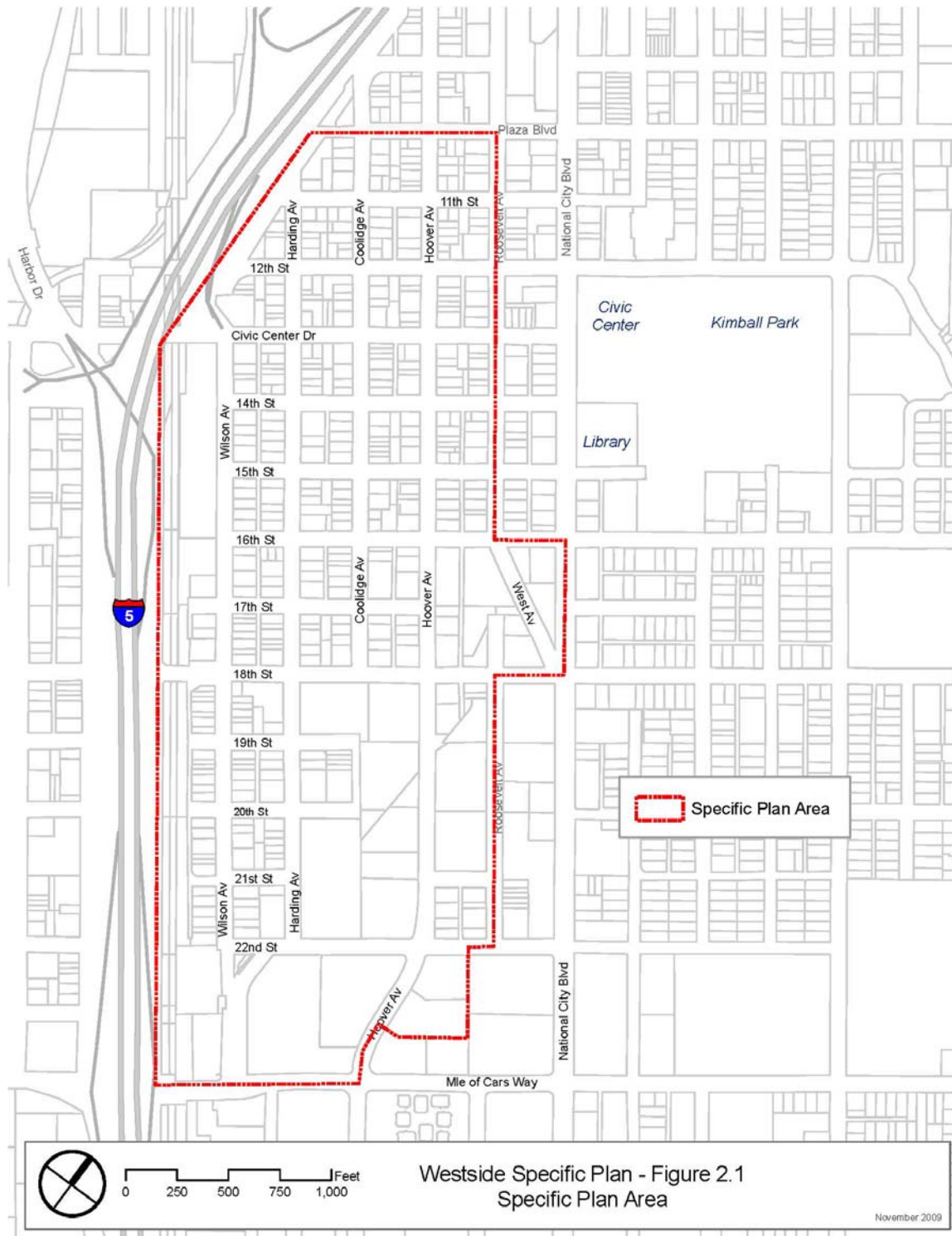
### 2.1 Location

The Westside Specific Plan Area is comprised of approximately 100 acres and roughly 460 parcels. The project area is bordered by W. Plaza Boulevard to the north, Interstate 5 to the west, W. 24<sup>th</sup> Street/Mile of Cars Way to the south, and Roosevelt Avenue to the east, as shown in Figure 2.1. Its central location, adjacent to downtown National City, places it within a ¼ mile of Kimball Park, the Civic Center, and the new public library. The San Diego trolley station at W. 24<sup>th</sup> Street, contained within the plan boundaries, offers trolley service to the U.S. Mexico border, 10 miles to the south and to the Santa Fe Depot in downtown San Diego, 5 miles to the north. San Diego Bay borders National City, just west of I-5. The industrial, maritime and naval facilities along the waterfront include some of the largest employers in National City, such as Naval Station San Diego, Dixieline Lumber, Pasha Services, and Knight & Carver Yacht Center. The new National City Marina and Pepper Park are adjacent to Sweetwater Channel, to the south.

### 2.2 History

The Kimball brothers purchased a 26,630 acre Mexican Land Grant in 1866 which was to become National City, the second oldest city in San Diego County, incorporating in 1887. In 1903, the Otay Railroad was constructed passing through downtown National City along National City Boulevard. Development of the area known as Old Town occurred around this period. Residential development – mostly homes on small lots – soon became occupied by the families of waterfront, farm and railroad workers. The district was complete with local markets and churches, and residents enjoyed proximity to downtown National City and the train depot, providing access and commerce links to the region.

The San Diego and Arizona Eastern railroad groundbreaking on September 7, 1907 opened the way for the development of areas bordering the railroad including the Westside. Development of the Westside consisted of primarily modest homes on small lots. A few markets, churches, and eventually Kimball School were established to support the community. In the 1920's, National City was sold as the place "Where Rail and Water Meet" (National City, Kimball's Dream by Leslie Trook, National City Chamber of Commerce, 1992).



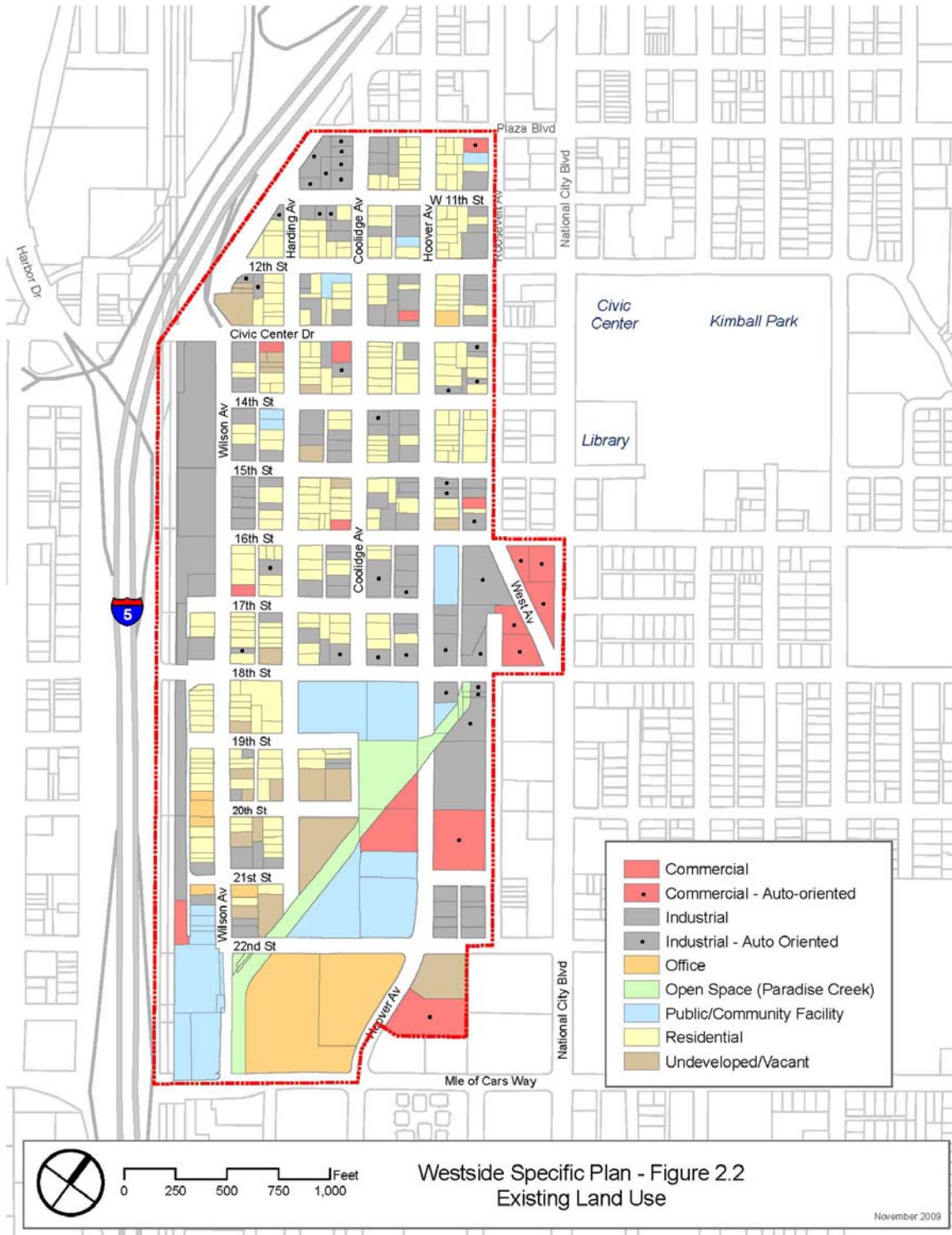
Growth continued to occur during World War I due to the area's proximity to the bayfront and downtown San Diego. In the 1960s, acting on the belief that the Westside was ripe with potential as a new industrial district, City leaders established zoning allowing for light manufacturing. Comprehensive redevelopment with industrial uses was never realized, in part due to the challenges of assembling small parcels. As a result, a mix of smaller-scale uses, such as auto repair, paint and body shops, steel fabrication, plating, and warehouses, became intermixed with residences. With the 1996 General Plan revisions, the area was rezoned to light manufacturing – residential (MLR).

### **2.3 Existing Land Use**

Today, the Westside continues to function as a mixed residential–industrial community. With a 2004 population estimate of 1,457 residents with 421 single and multi-family households, the neighborhood remains active. Kimball School, St. Anthony's Church, and Manuel Portillo Youth Center (formerly Casa de Salud) contribute to the strong community ties felt by many residents. While the vast majority of the neighborhood is developed, there are a variety of underutilized parcels plus a few vacant parcels dispersed throughout the neighborhood.

Today, auto services, light manufacturing, and warehouses are interspersed throughout the community on small parcels averaging 5,700 square feet (Figure 2.2). Substantially larger lots with office, commercial, and industrial uses dominate south of Paradise Creek. The negative effects of the more intense uses – overflow parking, car and truck traffic, noise, and public safety concerns related to hazardous materials storage and use – have resulted in concern that many of these uses are not compatible with a residential neighborhood. The proximity of hazardous materials near residences and Kimball School increases the risk of catastrophic accidents. The public concerns related to hazardous material exposure and potential risk to human health, as well as traffic, parking, noise, and air quality concerns has accelerated the preparation of the Specific Plan.

As reflected in Table 2.1, land designated for commercial and industrial uses account for approximately 49% percent of the total Specific Plan Area while residential uses equate to 25% of the plan area and there is only 7% vacant land.



**Table 2.1  
 Acreage by Existing Land Uses**

Land Use Type	Current Use		
	Acres	Percent	Residential (du)
Residential	25.0	25.0	329
Commercial	3.0	3.0	11
Commercial Auto Related	6.0	6.0	1
Office	9.0	9.0	4
Industrial	24.0	24.0	39
Industrial Auto Related	7.00	7.0	23
Civic Institutional	14.0	14.0	1
Open Space Reserve (OSR)	5.0	5.0	0
Undeveloped / Vacant	7.0	7.0	13
<b>Total</b>	<b>100.0</b>	<b>100%</b>	<b>421</b>
Du - dwelling units			

In spite of the industrial presence, the neighborhood still retains a central community focus. Both Kimball School and St. Anthony’s Church continue to provide services for community interaction in the heart of the neighborhood. Paradise Creek, extending through the Westside, is a remnant tidal channel associated with San Diego Bay that runs diagonally through the southern portion of the Plan area. The traditional street grid system allows for convenient walking within the neighborhood and to nearby destinations such as downtown and Kimball Park. The 24<sup>th</sup> Street Trolley Station in the southern portion of plan area, offers rail service to San Diego, Mexico, and east San Diego County. These features serve to enhance the community.

## 2.4 Circulation

Westside is immediately adjacent to I-5 and in close proximity to I-15 to the north and SR-54 to the south. Connections to I-5 on and off-ramps at W. 24<sup>th</sup> Street/Mile of Cars Way and Civic Center Drive, and off-ramps at Plaza Boulevard and West 8<sup>th</sup> Street, provide convenient regional access for drivers.

The San Diego Trolley has two stations in National City, one at 24<sup>th</sup> Street within the plan boundary and the other at 8<sup>th</sup> Street, just to the northwest. Two major roadways, National City Boulevard, and 24<sup>th</sup> Street/Mile of Cars Way extend both north-south and east-west along the project boundary. Three underpasses directly connect the plan area to the waterfront area.

Plaza Boulevard, Civic Center Drive, Wilson Avenue, Hoover Avenue, and West 18<sup>th</sup> Street are the most frequently used roadways within the neighborhood.

<b>Table 2.2 Roadway Classifications</b>	
<b><i>Classification and Definition</i></b>	<b><i>Roadway</i></b>
<p><b>Arterial</b>                      Major roadways providing east west circulation, access to major destination points, typically four driving lanes, often with synchronized signals to help traffic flow.</p>	Mile of Cars Way/ West 24 <sup>th</sup> Street National City Boulevard
<p><b>Collector</b>                      Roadways directing traffic in/out of neighborhoods or business districts usually onto arterials but sometimes to other collectors. Serve as alternate routes to arterials (two to four driving lanes).</p>	Plaza Boulevard Civic Center Drive West 18 <sup>th</sup> Street Wilson Avenue Hoover Avenue
<p><b>Neighborhood</b>                      Low-capacity, low-speed roadways providing access to individual properties within neighborhoods, usually two driving lanes.</p>	All Other Roadways

Source: National City General Plan, 1996

Several north-south alleys stretch between the blocks, but many are not continuous block to block. The most consistent alley system is located mid-block between Wilson and Harding Avenues, from Civic Center Drive to W. 18<sup>th</sup> Street.

As shown in Figure 2.3, operations at many intersections within the Specific Plan Area are managed using stop signs and yield signs. Traffic flows reasonably well through the street system and there appear to be no significant points of congestion with the possible exception of Kimball School during morning drop-off and afternoon pick-up. Further discussion of the Circulation network is contained in Chapter 5 Circulation and Parking Management.

### **2.4.1 Transit**

Convenient transit via the San Diego Trolley and San Diego Metropolitan Transit System (SDMTS) bus service provides Westside residents, visitors, and employees with excellent options. The 24<sup>th</sup> Street Trolley Station is located in the southern portion of the neighborhood and bus stops are distributed at key intersections (Figure 2.3). A second trolley station lies two blocks north of the neighborhood at W. 8<sup>th</sup> Street and Harbor Drive, on the opposite side of I-5. While it is within reasonable walking distance of the northern portion of the Westside, traffic speeds of vehicles exiting the freeway discourage some pedestrians from walking to the transit station at W. 8<sup>th</sup> Street.

Bus service throughout National City is offered by SDMTS with service to downtown San Diego to the north and Chula Vista and the border crossing at Tijuana, Mexico, to the south. Direct bus service to the trolley station is offered along W. 18<sup>th</sup> Street. Many buses are equipped to handle bicycle transportation as well. Further discussion of transit availability is contained in Chapter 5, Circulation and Parking Management.

### **2.4.2 Pedestrian and Bicycling**

A traditional grid system provides opportunities for walking and bicycling. It is just a short walk to Kimball School, Manuel Portillo Youth Center, Paradise Creek Educational Park, and the 24<sup>th</sup> Street Trolley Station, Roughly a ¼ mile or a five minute walk; residents are able to walk to the City Hall, City Library, Kimball Park, the Martin Luther Kin Community Center, Southwestern Community College, and downtown.

The City is in the process of preparing a Bikeway Master Plan, which establishes a network of bike routes linking to regional cycling systems and destinations. Some of these facilities cross the Westside neighborhood (see Figure 2-2). Bicycle lanes (Class II) are proposed along W. 18<sup>th</sup> Street and W. 24<sup>th</sup> Street. Bicycle Routes (Class III) are proposed along Civic Center Drive and Roosevelt from W. 8<sup>th</sup> Street to W. 18<sup>th</sup> Street.

WalkSanDiego, conducted a walk audit in August 20, 2005. WalkSanDiego is a nonprofit organization dedicated to enhancing the livability of communities by making walking a safe and viable choice for people of all abilities. Westside residents identified ideas and priorities for improving the neighborhood pedestrian environment during this workshop. The walk audit revealed that there was interest in walking to transit, school, church, and shopping however, due to the condition of the sidewalks and the lack landscaping to



improve the walking experience, the desire to walk was lessened. Further discussion of the pedestrian and biking opportunities is contained in Chapter 5, Circulation and Parking Management.

## **2.5 Open Space and Recreation**

The Specific Plan identifies opportunities for passive and active open around the area of Paradise Creek and Kimball School. A multi-family development is being planned for the areas both east and west of the creek and within the Public Works Yard. As these plans progress, pathways, active and passive recreation will be incorporated in the plan (Chapter 3, Transit Oriented Development).

As redevelopment progresses in the Plan Area, additional open space areas may be created such as small pocket parks or by combining open space requirements for more than one development in order to gain larger recreation areas.

Kimball School, on the south side of W. 18<sup>th</sup> Street, provides active sports activities for its elementary students. Active recreational and organized sport activities are also offered at Kimball Park, just across National City Boulevard to the east, between E. 12<sup>th</sup> Street and E. 16<sup>th</sup> Street. Contained within Kimball Park are playing fields, a playground, a skate park, and a community center. Completed in 2004, a City Library was constructed along the southwest corner of the Park. The old library, adjacent to the Martin Luther King Community Center, is being refurbished as a culture and arts center.

## **2.6 Paradise Creek**

Paradise Creek is recognized as a valuable wetland resource by the City and is proposed to be preserved within an open space easement for its entire length in the plan area. The watercourse flows northeast to southwest in the eastern portion of the Westside (see Figure 2.3) providing drainage for a 1,190-acre watershed into the Paradise Marsh, then the Sweetwater River and ultimately San Diego Bay.

The creek serves as a valuable resource from water quality, wildlife habitat, and aesthetic perspectives. Over time the stream has degraded due to polluted runoff, sedimentation, trash, and invasive, nonnative species. Nevertheless, the creek corridor supports functioning southern coastal marsh habitat in bands ranging from 6 to 20 feet on either side of the open water stream. Healthy stands of cordgrass, pickleweed, and other wetland plants grow in and along the water's edge. A variety of bird species including the great blue heron, common egret, black phoebe, and willet, are prevalent within the creek corridor. The creek is also an important "filter" for pollutants that enter the watercourse from upstream commercial and industrial uses.

Paradise Creek is recognized by the State Water Resources Control Board (SWRCB) as an Environmental Sensitive Area (ESA). ESAs are areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development. The SWRCB designates ESAs as a development category to be subject to the Standard Urban Stormwater Mitigation Plan (SUSMP) and stipulates threshold development size and/or alteration criteria that will trigger the requirements.

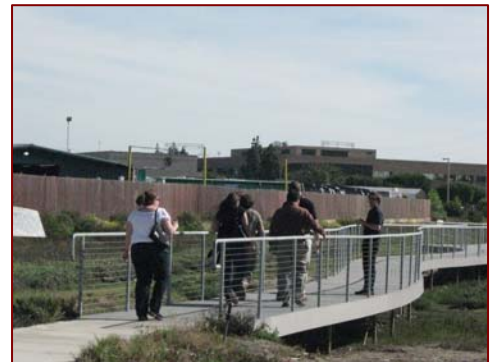
The threshold criteria are either the creation of 2,500 square feet of impervious surface or increasing the imperviousness of a proposed project site by 10 percent above its natural condition. Development projects subject to SUSMP requirements must consider alternative site design approaches and institute source controls (i.e., methods to keep pollutants out of contact with stormwater), structural treatment devices, or stormwater best management practices.

A wetland delineation was conducted previously for a portion of Paradise Creek that was affected by the Paradise Creek Educational Park (Tierra Environmental Services, 2000). That delineation concluded that, despite its disturbed, linear nature and location within an urbanized setting, Paradise Creek is a regional wetland resource of moderate to high ecological value.



### 2.6.1 Educational Park

Kimball School teachers and Westside residents took notice of both Paradise Creek's environmental value and the deteriorating state of its ecosystem. This led to the grass-roots effort to create the Paradise Creek Educational Park, which encompasses approximately 4 acres. After nearly a decade of research, planning, grant acquisitions, and cleanup, the park officially opened in spring 2007. The park includes:



- 1,500 linear feet of restored Paradise Creek and upland habitat (southern coastal marsh)
- Interpretive trail system including elevated boardwalks over wetland areas
- Outdoor learning lab and amphitheatre adjacent to Kimball School

Closely aligned with the park is the community-based nonprofit Paradise Creek Educational Park, Inc. (PCEPI). The PCEPI was formed in 1999 to provide educational opportunities for students, residents, and visitors. PCEPI interpretive programs have included bird watching, bike trips, scientific study, and environmental education, particularly in conjunction with Kimball School.

The City will continue to collaborate with community members and resource agencies to explore opportunities for expanding the Paradise Creek Educational Park. Priority will be given to expanding restoration efforts and extending the trail system in the creek corridor within the Specific Plan Area. While priority should be given to the unchanneled creek corridor from approximately W. 18<sup>th</sup> Street south to W. 22<sup>nd</sup> Street, "daylighting" the channelized portion north of W. 18<sup>th</sup> Street could be considered in the future by removing the concrete channel and recreating a natural streambed.

Success of the Paradise Creek Educational Park and potential restoration of the remaining creek corridor in part relies on increasing compatible uses on the adjacent banks. In past years, the community has had concerns about industrial uses releasing

hazardous materials that potentially contaminate runoff draining into Paradise Creek. Reducing industrial uses around the creek and park area will help contribute to the success of restoration efforts.

## **2.7 Historic Resources**

Westside is one of the oldest neighborhoods in National City. Of the 329 residential structures over 164 were constructed between 1909 and 1962. A number of additional structures were constructed prior to 1909, but no records exist for those units. Several of these historic structures include three churches, the First Christian Spiritualist Church located at 1206 Coolidge Avenue, St. Anthony's of Padua Church at 1816 Harding Street, and the Roman Catholic Church at 410 W. 18<sup>th</sup> Street.

Many of the structures have been compromised by additions and alterations not consistent with its architectural style and by overall deterioration. A historic structure may be considered historically or culturally significant if it meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852). This criteria includes a determination that the resource:

1. Is associated with events that have made a significant contribution to the broad patterns of California history, and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The City has protected many historic structures throughout the city by identifying them on a historic sites list. Listing on the historic sites list requires Council approval and demolition of any resource on the list would require Council approval as well. To date, no properties in Westside have been designated for listing on the historic sites list. Further evaluation to determine the historic significance of the structures over 50 years old may be warranted.

## **2.8 Hazardous Materials Assessment and Emission**

Many of the industrial businesses, such as auto body and paint, auto service, metal shops, construction, and manufacturing operations use and store hazardous materials. A comprehensive Hazardous Materials Assessment for the neighborhood was prepared by Environmental Business Solutions. The assessment focused on businesses reported to have hazardous materials and petroleum products in significant concentrations, or where there was the potential for exposure and risk due to contaminant migration (e.g., soil vapor inhalation or groundwater ingestion). This assessment did not address nuisance issues related to industrial uses, which are also an important consideration in planning the future land use mix in Westside.

The Hazardous Materials Assessment involved a regulatory records database review and limited site reconnaissance. Observations of possible use and storage conditions of hazardous materials were made for those businesses reported to use and store

hazardous materials and/or petroleum products, generate hazardous waste, and/or have aboveground or underground storage tanks. The records search indicated various reports of handling and disposal violations.

Due to access constraints (access agreements with the site owners are not practicable for a planning area of this size and the hazardous materials consultant did not have access to site buildings and improvements), the site reconnaissance was limited in nature and not conducted in accordance with the American Society for Testing and Materials standard. Despite these constraints, each facility observed was given a category number based on the general observations made during the reconnaissance. These categories are summarized in Table 2.3.

The Hazardous Materials Assessment should only be considered a general characterization of hazardous materials issues within Westside since there was limited access. Comprehensive conclusions regarding the safety and hazards on individual properties is not available at this level of study. Additional site-specific hazardous materials investigations will be necessary to determine the appropriate management and cleanup steps for individual properties. In addition, because the use and management of hazardous materials are unique to individual businesses, it is not possible to categorize one type of use as being a more prominent hazardous materials emitter or to draw specific conclusions about which specific land use types are most problematic. However, due to the number of businesses that store, accumulate, transport, or dispose of hazardous materials, there is a cumulative impact on the community, which is problematic in itself.

### **2.8.1 Hazardous Materials Regulations**

When there is potential for hazardous materials contamination, based on historic and existing land use activity, adjacent land use activity, and information contained in the Hazardous Materials Assessment form (Appendix C) Phase I Environmental Site Assessments (ESAs) must be conducted. These site assessments require permits and inspections from the County of San Diego's Dept. of Environmental Health (DEH) and the Regional Water Quality Control Board (RWQCB).

If the Phase I ESA indicates that contamination is likely present on the property, then additional investigation and possibly remediation will be required by the City. In addition, if contamination is identified on a proposed project site, depending on the nature of the contamination, a health risk assessment may be required to assess whether workers and the general public will be protected from exposure to hazards. When the investigation and remediation activities are completed to the satisfaction of the DEH, they will issue a closure letter indicating that further investigation and remediation of the site is not required, based on current site conditions.

The Polanco Redevelopment Act, California Health and Safety Code Section 33459 et seq., in broad terms, provides the National City Redevelopment Agency with the authority to take "any action necessary" to remedy or remove a release of hazardous substances on, under, or from any property within an identified redevelopment area, such as Westside. Such action may include acquiring reports on environmental conditions at the property, issuing demands for cleanup and abatement, acquiring the property through use of eminent domain, and performing necessary remediation at the

property (including the recovery of costs and fees associated with such remediation). The Polanco Act also permits the Redevelopment Agency to contract with third parties to acquire and/or undertake cleanup of property. One of the primary benefits of the Polanco Act is that, upon completion of remediation under an approved remediation plan, the statute provides eligible parties with immunity from environmental liability for issues addressed in the cleanup plan. Parties eligible to receive such immunity include the Redevelopment Agency and any party that (1) enters into an agreement with a redevelopment agency for redevelopment of the property, (2) purchases the property after a party has entered a redevelopment agreement with a redevelopment agency, or (3) provides financing to either of the developers of the property.

An important indicator of the types of businesses that generate and use the largest amount of hazardous materials is the presence of businesses that have active Hazardous Materials Business Plans, as required by the County of San Diego (DEH).

**Table 2.3  
 Observation Categories from Hazardous Materials Assessment**

<b>Category</b>	<b>Description</b>	<b>Likelihood of a Recognized Environmental Condition<sup>1</sup></b>
1	Not sufficient information to assess the likelihood of a recognized environmental condition.	Inconclusive
2	Hazardous materials, wastes, or petroleum products not observed.	Low
3	Use, storage, and/or generation of hazardous materials/wastes and/or petroleum products was observed and features of concern were not observed.	Low to Moderate
4	Use, storage, and/or generation of hazardous materials/wastes and/or petroleum products was observed and features of concern were observed.	Moderate
5	Facilities where groundwater monitoring wells were observed.	Moderate to High

<sup>1</sup> Recognized environmental conditions include the presence or likely presence of hazardous substances or petroleum products on a property that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water on the property.

The majority of the Hazardous Materials Business Plans have been issued for the following types of businesses:

- Automotive body and repair shops
- Machine shops
- Welding and ironworks operations
- Fabrication Shops
- Laboratories

In addition, the San Diego Air Pollution Control District (SDAPCD) requires a permit to operate any business that may emit air contaminants from nonvehicular sources. Hazardous air emissions, particularly emissions from automotive body and paint shops, have been cited by the community as the existing environmental condition that is most problematic from a health and safety perspective.

Based upon review of existing permits on file with the County and the SDAPCD and a general comparison with on-the-ground uses and conditions, it is very likely that there are businesses that may not be complying with existing hazardous materials permit regulations. For example, records of auto body and paint shops that currently have Hazardous Materials Business Plans on file with the County were compared to observed auto body and paint businesses. Through these observations, it was determined that several existing automotive repair, service, and detail shops are operating without a Hazardous Materials Business Plan. While it could be possible that some of these businesses do not use or store materials in quantities requiring a permit from the County, it is reasonable to conclude that some businesses are not complying with existing regulations. This suggests that greater enforcement of requirements for Hazardous Materials Business Plans could help alleviate some concerns about public health.

## **2.9 Market Demand Projections**

An important consideration in planning the Westside's future is the market support for privately initiated new development. Appendix B contains studies by Economic Research Associates documenting the market demand analysis and development projections prepared for the Specific Plan. Projections for new residential, industrial, office and retail development are summarized in Table 2.4.

In summary, the Westside is in a position to capture a share of subregional demand for multiple land uses because of it's:

- Accessibility and visibility to I-5,
- Proximity to job concentrations in National City, western Chula Vista, downtown San Diego, and the waterfront, and
- Inherent neighborhood attributes.

New residential development perhaps has the strongest potential due to the regional housing shortage and the opportunity for multiple product types that are affordable to the

market. Speculative, multi-tenant office potential is limited because of regional competition and the City’s positioning of downtown National City. However, certain sites in the study area, especially near the 24<sup>th</sup> Street Trolley Station, may be attractive to some institutional users. Potential demand exists for light industrial space for small businesses given the diminishing supply of this type of space in the region’s central areas, even though the consumer and business base is growing.

<b>Table 2.4 Projected Potential Market Demand for New Development<sup>1</sup></b>				
	<b>Potential Incremental Market Demand</b>			<b>Total</b>
<b>Land Use</b>	<b>2004-2010</b>	<b>2010-2020</b>	<b>2020-2030</b>	<b>2004-2030</b>
Housing (units)	113	175	192	480
Industrial (sf)	95,756	130,718	156,383	382,857
Office (sf)	2,781	5,605	6,699	15,085
Total Retail (sf)	35,933	63,889	72,482	172,304
Community-serving retail	11,562	20,435	23,147	55,144
General merchandising	14,888	26,542	30,136	71,566
Building materials	9,482	16,912	19,199	45,593
<sup>1</sup> Based on moderate demand scenarios. sf = square feet Source: Economic Research Associates, 2005				

Infill residential and mixed-use development within the core blocks of the Specific Plan would tend to be smaller if the existing neighborhood scale, character, and traditional building stock are to be maintained. In these areas, development absorption over time would tend to fall at the lower end of the forecast ranges due to limited land availability and land costs.

## 2.10 Opportunities Summary

A summary of development and neighborhood improvement opportunities are identified below.

1. Downtown revitalization, specifically development of the Education Village, Park Village, and Marina Gateway Plaza just to the west of I-5 creates a catalyst for new development within and around downtown, including Westside. These developments and the further redevelopment of downtown such as the 61-unit Centro condominium project under construction across from City Hall will bring in

local, service-oriented commercial and retail uses that can serve Westside, with increased quality and a variety of services.

2. Even with development in the downtown, some service commercial uses will be needed, such as a small grocery, restaurants/dining, a beauty salon and barbershop, within the Westside.
3. Adjacency to the 24<sup>th</sup> Street Trolley Station provides excellent transit-oriented development opportunities in the southern portion of the site.
4. The Westside contains economically “soft” properties, including significant vacant and underutilized properties, that provide transition and revitalization opportunities.
5. Relocation of the existing Public Works Yard, owned by the City of National City, on West 22<sup>nd</sup> Street. Its location within walking distance to the 24<sup>th</sup> Street Trolley Station makes it an excellent candidate for high-density affordable residential development with some mixed-used development with services for the affordable housing.
6. Westside is located within the City’s redevelopment boundaries, offering special financing mechanisms and redevelopment opportunities.
7. Viable opportunities for new housing to current and future residents at affordable prices should be explored.
8. The existing street grid system can be utilized to strengthen pedestrian connections and enhance street scenes with enhanced landscaping, light standards, and sidewalks.
9. Pedestrian connections should include a pedestrian or multi-purpose trail along Paradise Creek that can eventually connect to off-site portions of the creek, such as Kimball Park to the north and Sweetwater Marsh/Pepper Park to the south.
10. The creation of neighborhood “anchors” should be explored as centers of activity which build on existing community centers, such as St. Anthony’s of Padua and other churches, Paradise Creek Educational Park, Manuel Portillo Youth Center, and Kimball School.
11. Variation in topography along Paradise Creek can be utilized to make more interesting and better-connected places, and also to develop podium construction with 100 percent below-grade parking.
12. There is the opportunity to create smaller parks in the neighborhood that are easily accessed and convenient to the elderly and young populations.
13. Support healthy lifestyles among residents through increasing opportunities for regular physical activity by creating walking and biking opportunities.
14. Enhance the area around Paradise Creek by developing active and passive recreation uses and preserve habitat.
15. Encourage the development of parks and open space as part of new development to create a network of pedestrian walkways connecting to the transit station, churches,



schools, and adult schools in order to meet the needs of the growing community for open space.

16. Provide adequate lighting for streets, parks, recreation facilities, sidewalks and bike paths to promote their use.
17. Promote access to healthy foods through opportunities such as farmers' markets.
18. Replacing industrial uses with non polluting commercial and/or residential uses.
19. Close the extension of Hoover Road north of the creek adjacent to the east side of Kimball School to expand Paradise Creek Educational Park and/or install a playground.

## Chapter 3 Land Use

### 3.1 Introduction

This Chapter sets forth the types of land uses to be accommodated within the plan area and outlines a combination of strategies that will be used to help achieve the community's goals. The current zoning for this area is Light Manufacturing/Residential which permits low intensity, industrial activities, along with office and single-family residences and Open Space Reserve which encompass Kimball School, the public works yard, unimproved roadways, Paradise Creek and Paradise Creek Educational Park.

As the area has a variety of transportation opportunities (trolley, transit and freeway access) within ¼ mile of the residences and businesses, the area is ideal for mixed-use development, as well as preservation of existing single-family residences and low-scale multi-family development. These areas offer both employment and residential opportunities such as a “transit-oriented development” or “smart growth development.”

The Plan allows for the retention and preservation of existing single-family residences, the enhancement of uses considered appropriate for the neighborhood, and also provides specific land uses for future development. The land uses reflect the input and guidance offered by the community during public workshops, the Code Compliance Committee, as well as other comments received during development of the Specific Plan. This chapter sets forth the types, locations, and intensities of land uses permitted within the Westside. It outlines strategies that will be used to help achieve the community's goals and vision for the Plan area.

In recognition of the benefits of commercial uses for creating jobs and supporting the City's fiscal stability, substantial amounts of property in the Westside neighborhood are dedicated to commercial, office, and retail businesses. The Specific Plan strategically locates businesses in areas with the greatest market potential and access in addition to limiting impacts on residential life. Commercial and office development paralleling I-5 will benefit from freeway accessibility and visibility while also buffering the residential areas from freeway-generated pollutants and noise.

Redevelopment is expected to occur within the 20-year horizon of the plan. Typically, changes may occur as follows:

- Developers acquire several parcels and remove existing uses to develop larger mixed-use type developments.
- Uses considered nonconforming when the Plan is adopted are slowly phased out since those uses would be subject to the provisions of Section 18.108, Nonconforming uses.
- Incompatible land uses may be subject to the amortization process (Section 18.108.230).
- Existing housing stock is demolished due to disrepair or inability to upgrade to current standards and then replaced.

## 3.2 Community Character Goals

The Vision and Guiding Principles from Chapter 1 set eight goals for future development in the Westside:

- Goal 3.1** Preserve and enhance residential characteristics of Westside.
- Goal 3.2** Encourage single-family residential development that is compatible with the neighborhood's traditional architecture, scale, and massing.
- Goal 3.3** Limit new building heights to two and three stories within the residential, mixed-commercial residential and mixed-use commercial office land uses, while limiting the height of the Transit Oriented Development to five stories.
- Goal 3.4** Encourage retail and commercial uses that increase neighborhood activity and engagement as well as create a living environment where people can walk for goods, services, recreation, and transit.
- Goal 3.5** Reduce co-location of housing and businesses that use, store, or generate hazardous materials through amortization of those businesses.
- Goal 3.6** Buffer new residential development from freeway emissions and noise.
- Goal 3.7** Reduce impacts to Paradise Creek through development that is sensitive to the habitat.
- Goal 3.8** Encourage new businesses and the conversion of existing non-conforming business to non-impactive uses that are compatible with the environment and community goals.
- Goal 3.9** Actively pursue partnerships to construct 200 affordable housing units throughout the plan area and to concentrate efforts towards meeting these affordable housing goals on parcels surrounding Paradise Creek.
- Goal 3.10** Ensure that the open space near the creek is preserved within an open space easement and passive and active park amenities are installed adjacent to the natural areas of open space.

## 3.3 Implementing Strategies

The following programs will implement the goals for planning for land use:

- Strategy 3.1** All existing and future land use and development in the Specific Plan Area shall conform to land use designations, zoning, design guidelines, and programs reflected in this Specific Plan.
- Strategy 3.2** Preserve, restore, or reuse potentially eligible historic property(ies), if feasible, prior to renovation or demolition.

- Strategy 3.3** Relocate above ground utilities to below ground for new development pursuant to Chapter 18.64 of the National City Land Use Code. The City may consider adopting an in-lieu fee for future under grounding to allow for a systematic approach to under grounding upon completion of a cost analysis.
- Strategy 3.4** Efforts shall be made to cease nonconforming and impactive, harmful and/or toxic uses within the Westside utilizing the amortization process. Removal of automotive body and paint businesses shall be prioritized, with special considerations given to the most sensitive receptors (e.g. schools), and a schedule for amortization prepared.
- Strategy 3.5** Implement land uses contained in Appendix A by encouraging non-conforming uses to substitute other non-conforming uses consistent with Appendix A which would be allowed to expand.
- Strategy 3.6** Provide a mechanism to allow industrial uses that are considered acceptable to continue to expand within their existing parcel boundaries by no more than 20% of gross leased area.
- Strategy 3.7** All existing business owners and all new business owners who store, generate, transport, and/or dispose of hazardous materials/and/or waste shall provide copies of appropriate Hazardous Materials Business Plans, Risk Management and Prevention Plans, and regulatory agency permits/approvals on an annual basis prior to the issuance of a business license or at the time of business license renewal. An update of the status of compliance for all businesses within the plan area will be provided on an annual basis to the City Council.
- Strategy 3.8** Phase I Environmental Site Assessments (ESAs) shall be conducted in accordance with the Dept. of Environmental Health and the Regional Water Quality Control Board, prior to development activity when there is the potential for hazardous materials contamination based on historic and existing land use activity, adjacent land use activity, and information contained in the Hazardous Materials Assessment form (Appendix C).
- Strategy 3.9** Require dedication of open space easements for parkland adjacent to Paradise Creek, including passive and active recreation, trails, and habitat restoration.

### **3.4 Land Use Plan**

One of the primary concerns voiced by the community during public workshops is the impact of auto body shops and other industrial uses on air quality, traffic, and noise. As part of this plan, auto paint and body shops would no longer be permitted uses and would become non-conforming uses, potentially subject to National City Municipal Code Section 18.108 (Ordinance 2286).

Within the Westside Specific Plan Area, there are existing industrial uses that are non-impactive, sometimes not typically considered industrial that may be compatible with the

Westside vision. It may be desirable that these uses continue as non-conforming uses. For those industrial uses that are impactful or less compatible, this plan seeks to encourage such non-conforming uses to substitute other uses per Appendix A and consistent with NC Municipal Code Section 18.108.100 (Substitution of Non-conforming Uses).

At the direction of the City Council and as part of the Westside planning effort, a Code Compliance Committee was formed in 2008 to address issues related to noncompliant businesses within the Westside; specifically those businesses that do not have the appropriate licenses and permits to operate. As part of that effort, the Code Compliance Committee embarked on an effort to develop criteria for businesses that would be acceptable to remain as good neighbors or acceptable substitution of non-conforming uses.

In order to determine those uses identified in Appendix A, the specific issues of the community needed to be identified. At a workshop of the Code Compliance Committee conducted on December 2, 2008, the committee recognized key issues associated with industrial uses and the residential community. Those issues or concerns are grouped together as air pollution, hazardous materials, parking, outside storage, and security with razor wire. The following lists those concerns and provides specific resolution for future development and expansion as the plan is implemented.

- Air Pollution - Chemical spray in the air generated by paint spraying conducted by auto paint body shops, use of hazardous chemicals, and commercial trucks idling for long periods of time. New businesses shall be limited to those businesses that do not require a permit by the Air Pollution Control District for noxious odors or toxic air contaminants.
- Hazardous Materials – Concern over large quantities of hazardous materials stored and/or accumulated near or adjacent to residential properties. In order to reduce accumulation of hazardous materials within the project area, new businesses shall be limited to those uses that do not require a permit by the Department of Environmental Health or the Environmental Protection Agency for storage of hazardous materials.
- Parking – Lack of available parking and double parking due to lack of on-site parking by auto repair shops and other industrial and commercial uses. New development and expansion of the structure shall provide and maintain adequate parking on site for employees and customers as determined by this Plan.
- Outside Storage - Large quantities of material, equipment, or debris and trash stored outside, visible to the residential community and from streets and alleyways. All storage shall not be visible to adjacent residentially zoned or residentially used parcels or from a public street or alleyway. All storage shall be covered, either with a permanent cover or stored within an enclosed building. Storage shall not displace required parking. All on street parking is limited to day use only. No work for the use shall be conducted in the street or within or on publicly owned property.

- Noise – Frequent loud or continuous noise adjacent or near residential properties associated with auto body shops, auto repair shops, construction companies and other industrial noise; also including idling of commercial trucks. Operation of these businesses shall adhere to Chapter 12, Noise Control of the Municipal Code and Section 11.34 related to Truck Idling and Parking Maneuvers.
- Security –Security of industrial uses with razor wire. Industrial uses shall be secured by a fence, a maximum height of eight (8) feet and/or surveillance equipment rather than the use of razor wire on fences and walls. No razor wire shall be permitted on top of fences along property lines within the plan area. New construction or expansion of a structure shall incorporate solid walls and/or decorative fencing with dense planting to secure the site and reduce visibility.

These issues were used to identify non-conforming uses that could be substituted for less desirable non-conforming uses in the Westside. Those uses not listed in Appendix A would not be acceptable non-conforming uses for substitution, but would remain subject to the nonconforming use requirements, Land Use Code Section 18.108 and Section 3.6 of this plan.

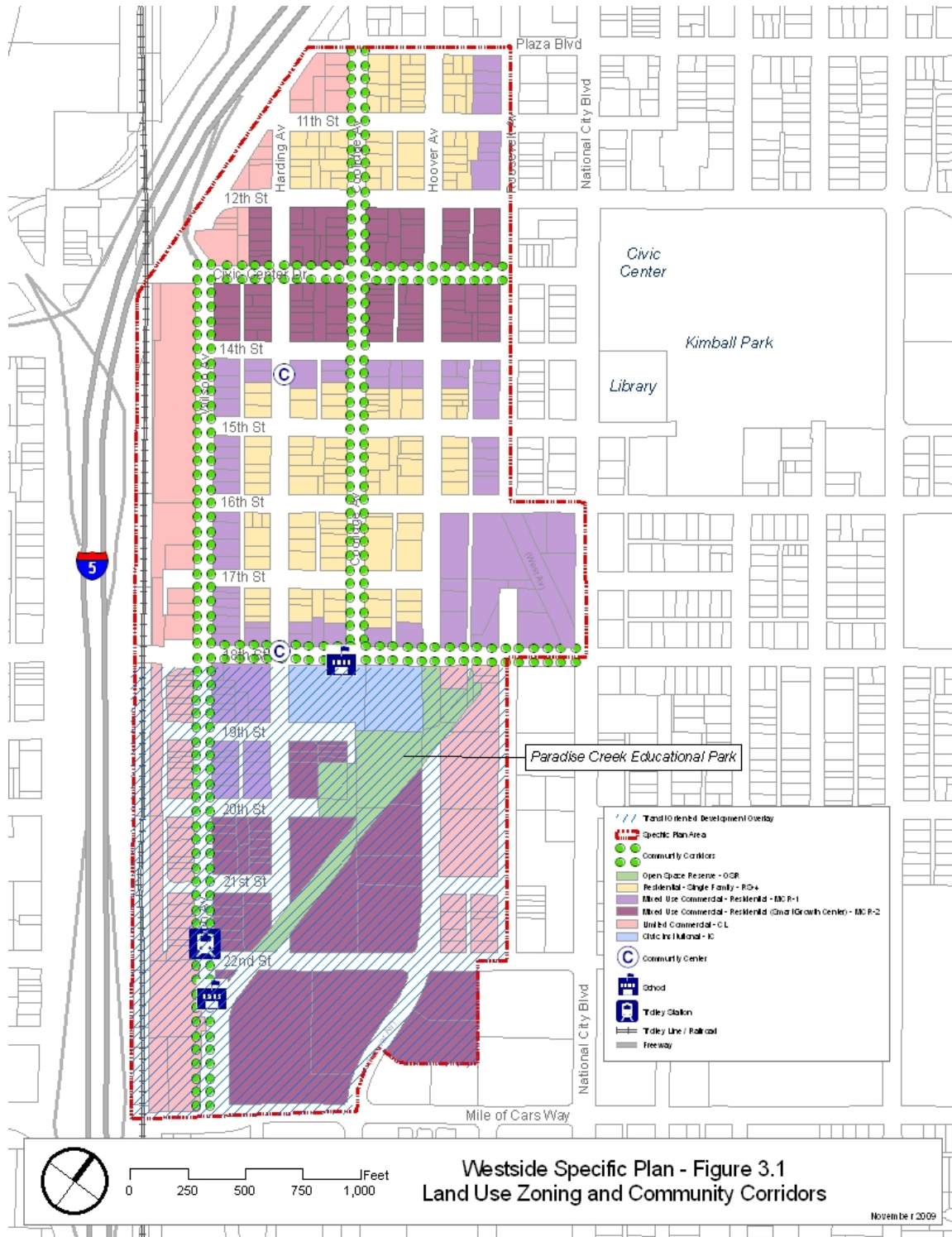
### **3.5 Land Use Zones**

The Central Vision and Guiding Principles of the Westside Specific Plan, as established by the community over a five year process, direct the future land uses of Westside with the goal to “reestablish the Westside as a safe, healthy, and vibrant neighborhood where people engage in community life.” In order to accomplish this vision, the area will be rezoned from Light Manufacturing/Residential (ML/R) to a variety of zones that will allow a mixture of residential, office, and retail uses as well as open space and institutional uses. (See Figure 3.1 Land Use - Zoning)

The Land Use Plan establishes various uses that will be permitted within Westside. In contrast to the ML/R zone, where industrial uses were permitted, adoption of the Westside Specific Plan will prohibit new industrial uses, including auto body repair which are uses not compatible with the Vision and Guiding Principles within the plan boundary. Mixed-uses of residential, commercial and offices will create transitions and buffers conducive to a pleasant and healthy living environment. The plan reflected in Figure 3.1, Land Use and Zoning, establishes the following six zones within the Westside. Land uses permitted, or permitted under approval of a Conditional Use Permit, or prohibited are listed in Appendix A, Land Use Table.

Adoption of the Westside plan would include rezoning from ML/R and OSR to the following zones:

1. Residential – Single Family Westside 4 ( RS-4)
2. Mixed Use Commercial – Residential – 1 (MCR-1)
3. Mixed Use Commercial – Residential – 2 (MCR-2)
4. Limited Commercial (CL)
5. Civic Institutional (IC)
6. Open Space Reserve (OSR)



### **3.5.1 Single Family Residential Westside 4 (RS-4)**

This zone provides for areas of single-family residences and neighborhood servicing commercial uses as indicated in Appendix A. Single-family residences may be constructed to a zero lot line and subdivided to a minimum lot size of 2,500 square foot parcels with a minimum lot width of twenty-five feet. New single-family residence may be constructed to a maximum height of 35 feet and three stories. The maximum density that would be permitted within the RS-4 zone is 17.4 dwelling units per acre.

The intent of the zone is to encourage new development and to create a traditional urban neighborhood.. Building heights should be varied to reflect the diversity of the existing residential character.

Existing private institutional uses such as churches would continue to be permitted within the zone and elsewhere in the Westside. New institutional uses and would be permitted subject to a Conditional Use Permit and design guidelines established in the Specific Plan. Small neighborhood-oriented markets and retail services that primarily serve the neighborhood are permitted to remain and expand with approval of a Conditional Use Permit.

### **3.5.2 Limited Commercial (CL)**

This zone provides for a small scale, limited convenience retail shopping facilities at the neighborhood level, typically including food and convenience stores, small retail and service shops, professional offices and retention of existing residences as well as compatible residential development in accordance with the uses established in Appendix A.

The Limited Commercial zone is applied along I-5, west of Harding and Wilson Avenues to provide retail and office uses. This zone allows artisan activities (including studios, production space, galleries, and small performance venues) as well as neighborhood-serving retail, commercial, and existing residential uses. Building heights are limited to three stories and fifty feet. New development in this zone will serve to block the noise and views of the freeway. Existing single-family residential uses would be permitted and allowed to be reconstructed; however, the primary purpose of this zone is to provide opportunities for new development for retail, offices, and artist live-work studios. A maximum height of fifty feet and three stories would be permitted

### **3.5.3 Multi-use Commercial-Residential 1 and 2 (MCR-1, MCR-2)**

This zone provides for a either commercial or residential use, or a combination of commercial and residential uses or structures, designed to be built on a single lot or parcel, or as components of a single development in accordance with the uses established in Appendix A. This zone permits live-work loft uses.

The Mixed Use zone combines a variety of uses – retail, office, and residential - to create a highly livable district for residents, employees, and shoppers, improving



convenience through walkability and transit availability. The benefits of mixed-use development are:

- Activates urban areas during more hours of the day.
- Increases housing options for diverse household types.
- Reduces auto dependence.
- Increases travel options.
- Creates a local sense of place.

The Mixed Commercial-Residential Zones are applied to areas generally bordering the RS-4 zone to transition to multi-family residential to the downtown commercial area. Since new multi-family development would not be permitted within the RS-4 zone, the MCR zones provide for multi-family development either as rental stock or home-ownership condominiums. A mix of residential, commercial, and office uses are allowed within this zone. Mixed-uses are not required except for those properties fronting Civic Center Drive where commercial uses are required on the ground floor fronting Civic Center Drive and residential and/or offices are required on the upper floors. Parking may be accommodated on the ground floor behind the retail use or within a parking structure for shared parking for the variety of uses or for combination of developments.



### **Mixed-use Commercial-Residential 2 (MCR-1) -**

This designation includes those areas east of Roosevelt Avenue from 18<sup>th</sup> Street to 16<sup>th</sup> Street, along the south side of 14<sup>th</sup> Street, on the east side of Hoover Avenue from 10<sup>th</sup> Street to 14<sup>th</sup> Street and for two blocks between Hoover and Harding Avenues from 20<sup>th</sup> Street to 18<sup>th</sup> Street. A maximum height of fifty feet and three stories would be permitted, including any ground level parking, with a maximum density of twenty-four (24) units per acre.

St. Anthony's Church and Manuel Portillo Youth Center, also known as Casa de Salud, are located within the MCR-1 zone. Both offer community and education activities. These uses would continue to be encouraged; however expansions would require approval of a Conditional Use Permit.

### **Mixed-use Commercial-Residential 2 (MCR-2) -Civic Center Drive District**

A mixed-use development will create a gateway to the neighborhood, serve as a new activity center, and tie into the mixed-use environment planned for within the Downtown Specific Plan area of National City. As envisioned, buildings will have retail and parking at the ground level and residential and/or offices on the upper floors. A maximum height of five stories and 65 feet would be permitted, including any ground level parking. The zone allows residential uses at a maximum density of forty-five (45) dwelling units per net acre with the intent of providing opportunities for housing and live/work or artisan loft arrangements.

**Mixed-use Commercial-Residential 2 (MCR-2) - Transit-oriented Development District (TOD):**

This area comprises the MCR-2 designated areas south of 19<sup>th</sup> Street and east of Hoover Avenue. The intent of this district is to encourage transit-oriented development due to its proximity to the 24<sup>th</sup> Street Trolley Station. Redevelopment of these underutilized lands – consisting of larger lots relative to areas to the north – will provide opportunities for increased use of public transit in addition to accomplishing neighborhood revitalization goals. The intent is to allow but not require a mix of uses within each development, but allow flexibility for individual project needs. Educational facilities would be permitted within the zone as students would benefit by the proximity to the trolley station, bus routes, and commercial services within the Westside and downtown National City. A maximum height of five stories and sixty-five feet would be permitted, including any ground level parking. A maximum density of 60-units per acre would be permitted. Development of the area immediately surrounding Paradise Creek, north of 22<sup>nd</sup> Street and south of Kimball School will be primarily used for developing affordable housing and supportive services. A concept plan has been developed that reflects multi-family housing for this area (Figure 3.2).

**Open Space Reserve (OSR)**

This zone provides for public and private lands, playgrounds salt marsh and coastal wetlands, water areas, recreational lands, and other scenic open space areas in accordance with the uses established in Appendix A. This zone provides for open space areas for active and passive recreational uses near Paradise Creek.

Parks and community centers for recreation, environmental and cultural interface, and community interaction are essential to the renewal of the community. Paradise Creek Educational Park, adjacent to the south side of Kimball School, offers trails, an amphitheatre, picnic area, play structure, and enhanced wetland area. Extending the open space area along the west side of the creek and providing a meandering trail for pedestrians and bicyclists would enhance the open space. Expanding Paradise Creek to the east of Kimball School at the Hoover Avenue would further enhance the open space area providing an area for active recreational uses.

Currently, the area designated as Open Space Reserve does not represent areas truly set aside for open space since the current OSR zone includes Kimball School, the Public Works Yard, and unimproved roadways as well as Paradise Creek and the Paradise Creek Educational Park. Paradise Creek and the Educational Park creek will be retained within an Open Space Reserve zone. Additional areas adjacent to the creek will be restored as part of the Transit Oriented Development and/or through open space grant efforts. These areas will be preserved within an open space easement or through a rezone to Open Space Reserve as a component of the development. A concept plan has been developed that reflects a concept design for Paradise Creek in conjunction with the TOD development (Figure 3.2).

Additional open space areas for passive and active recreation may be identified during review of development projects or as land becomes available. These areas would be held in open space through the recordation of an open space easement or designated as Open Space Reserve with an amendment to the Specific Plan.



### **3.5.4 Civic Institutional (IC)**

This zone provides for the preservation of existing public and private institutional uses within the plan area in accordance with the uses established in Appendix A.

The Civic Institutional zone provides areas for public and private facilities that serve the community. Located along the south side of West 18<sup>th</sup> Street, adjacent to the north side of the Paradise Creek Educational Park, Kimball School is located within the IC zone. Other areas may be rezoned for CI through an amendment to the Specific Plan. The purpose of the CI zone is to offer community services that respond to the needs of the health, safety, education, cultural, and welfare needs of the community as identified in Appendix A. A maximum height of 35-feet would be permitted.

## **3.6 Nonconforming Uses and Amortization Program**

All nonconforming uses are subject to the City's regulations and requirements contained in Chapter 18.108 of the National City Land Use Code. Within the zones established by this Specific Plan, the Land Use Code, or amendments to either document that may later be adopted, there exist uses, structures, and lots that were lawful before these two documents were adopted or amended, but are now prohibited. It is the intent of Chapter 18.108 of the Land Use Code to generally permit nonconforming uses to continue until they are terminated, but not to encourage their enlargement, expansion, or extension. This Specific Plan does allow for enlargement and/or expansion of certain nonconforming uses within the existing parcel, listed in Appendix A, up to 20% of their gross leased area (building footprint), because they are not impactive to the community or not typical industrial uses, and provide an avenue of progressive change in the Westside.

The intent of the Specific Plan is (1) to significantly reduce potential public health threats (such as increased incidence of cancer and respiratory diseases) associated with residents' exposure to hazardous materials and (2) to address the current community conflicts between residential and industrial land uses.

## **Chapter 4 Design Guidelines and Development Standards**

### **4.1 Introduction**

The purpose of this chapter is to guide future development to be consistent with the Vision and Guiding Principles of the Westside Specific Plan. Careful attention to the design of future development projects will help reinforce the neighborhood's unique character and guide new development to employ architectural features, exterior materials and color that blend rather than create a stark contrast to existing development. The standards and design guidelines apply to all new development within the Specific Plan area. This chapter primarily addresses development standards for setbacks, height, lot sizes, residential density, signs and on-site parking.

For all new development and additions, plans will be required to be submitted to the Planning Division with the appropriate fee and will be reviewed for consistency with these standards and design guidelines during review of building plans (administrative review) or during the development review process (discretionary review). Consult the Land Use Code for specific requirements. Note that these guidelines and standards are minimum requirements, and developers may be required to provide additional amenities to meet the goals and strategies of the Specific Plan. Additional standards or guidelines from the City's Design Guidelines, Sign Ordinance and Land Use Code may be applicable as well. If certain design issues are not specifically addressed in these guidelines, then the aforementioned documents will provide further direction.

Primarily the City's Design Guidelines offer guidance for architectural design element for both new construction and additions. This plan contains additional minimum standards beyond what is contained in the Land Use Code. When there is a conflict, the standards and guidelines contained in this plan apply. If certain design issues are not specifically addressed in these guidelines, then the most recently adopted development codes and guidelines would be applicable and provide further direction.

### **4.2 Community Design Goals**

The Vision and Guiding Principles from Chapter 1 can be expanded into seven design goals for future development:

- Goal 4.1 Design and orient new development within the Transit Oriented Development area in concert with conservation and enhancement of Paradise Creek.
- Goal 4.2 Reinforce neighborhood character by designing new development that embodies an active and friendly environment.
- Goal 4.3 Work with developers to employ an architectural style that is creative, instills quality, and is compatible with the surrounding community.

- Goal 4.4 Set a minimum standard of quality for mixed-use developments that are compatible with the existing urban fabric and neighborhood character.
- Goal 4.5 Balance residential needs (security, privacy, and evening quietness) with commercial needs (access, visibility, loading, and evening operations).
- Goal 4.6 Create opportunities for energy efficiency through design and building orientation.
- Goal 4.7 Consider design alternatives that encourage sustainability and reduce the carbon footprint.

### **4.3 Implementing Strategies**

The following strategies will implement the design goals for future development:

- Strategy 4.1 Minimize runoff by clustering development in disturbed areas near Paradise Creek and install Best Management Practices for reducing runoff.
- Strategy 4.2 Limit disturbance of Paradise Creek by preserving a wide corridor for walkways, open space and wetland restoration.
- Strategy 4.3 New development should incorporate design elements such as porches and balconies to create an “eye” to the street and offer variety to provide visual interest.
- Strategy 4.4 Reduce front yard setbacks to ten to fifteen feet for residential uses while maintaining privacy with landscaping and decorative fencing and walls that complement surrounding buildings and create pedestrian appeal.
- Strategy 4.5 Encourage pedestrian activity by wrapping parking around the rear of the residential buildings and/or placing retail uses on the ground floor for mixed-use development.
- Strategy 4.6 All ground floor commercial uses and residential uses should face the street to encourage public activity and to welcome visitors from on-street parking.
- Strategy 4.7 All new development should incorporate energy efficient fixtures, provide for the efficient use of water through natural drainage, drought tolerant landscaping, and provide adequate areas for recycling.
- Strategy 4.8 New development should incorporate GreenPoint residential design elements and/or LEED for commercial development or similar green building standards.

## 4.4 Residential Single Family 4 Zone - Westside (RS-4)

The following development standards are intended to provide direction for new development and redevelopment within the single-family residential zone (RS-4) of the plan area. The purpose of this zone is to retain existing residences and provide the opportunity for developing a range of compact housing types and affordability.

### Density

The purpose of the RS-4 zone is to retain areas of single-family homes on small lots to provide opportunities for redevelopment and compact housing types. Residential density within the single-family zone would allow a range from 8.7 dwelling units per acre at 5,000 square foot lot sizes to a maximum of 17.5 dwelling units per acre at maximum lots sizes of 2,500 square feet.

Minimum street frontage is twenty-five (25) feet. The street frontage may be located facing a public or private street or alleyway. Minimum frontage on a cul-de-sac is fifteen (15) feet.

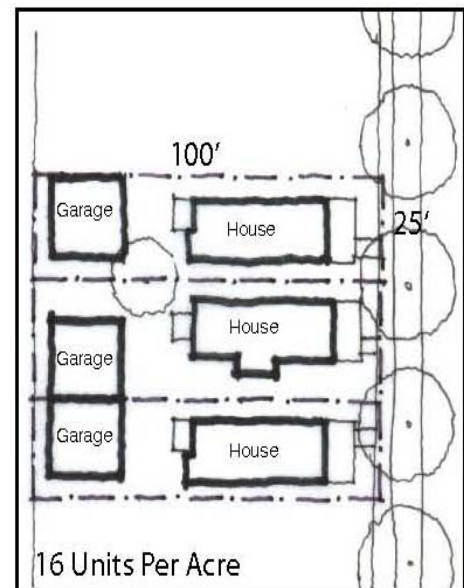
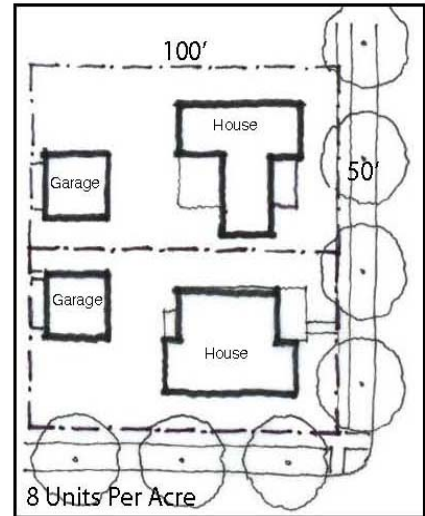
Residential units are encouraged to have porches or stoops – reflecting the character of existing units – to mark entryways and also provide a transitional zone between the public realm and interior spaces.

The Land Use Code Chapter 18.14 Residential Zones and the City's Design Guidelines shall apply to the RS-4 zone unless specifically noted in this Plan.

The following standards apply to the RS-4 zone, and supercede those standards within Chapter 18.14.

### Height Limit

Height limits help maintain neighborhood character, also ensuring that the appropriate scale is used to support a pedestrian friendly and walkable community. The existing built environment within



the RS-4 zone ranges in height from single-story to three stories. New development would continue the same pattern and would be restricted to a maximum height of three (3) stories and 35 feet measured from the finished grade to the highest point of the roof.

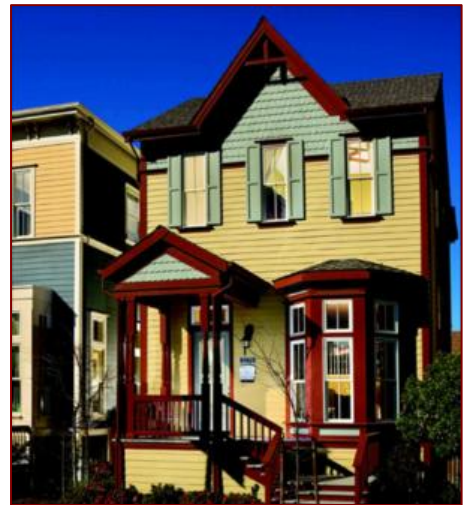
### **Building Setbacks**

Building setbacks indicate the distance between the outer edge of the building façade and the property line, unless otherwise noted.

Ten (10) foot front yard setbacks and fifteen (15) foot setbacks from the property line to the garage when the garage faces the street.

Stoops and porches may extend into the front yard up to the front property line or in the case of a corner parcel to the side property line. Porches or stoops should be at least six (6) feet deep.

Due to the small lot sizes, Section 18.14.130 Accessory structures does not apply to allow for opportunities for patio covers and other landscape features such as gazebos.



## **4.5 Mixed-use Commercial Residential and Limited Commercial Zones (MCR-1, MCR-2, CL)**

The Land Use Code Chapter 18.14 Commercial Zones and the City's Design Guidelines for Commercial Design Guidelines shall apply to all new development within the MCR-1, MCR-2, and CL zones unless specifically noted in this Plan.

Since most of the parcels in Westside are relatively small – 50 x 100 feet, development should consist of lot consolidation to allow for comprehensive development in terms of building configuration, building design, and extent of landscaping materials, circulation/parking configuration and access.



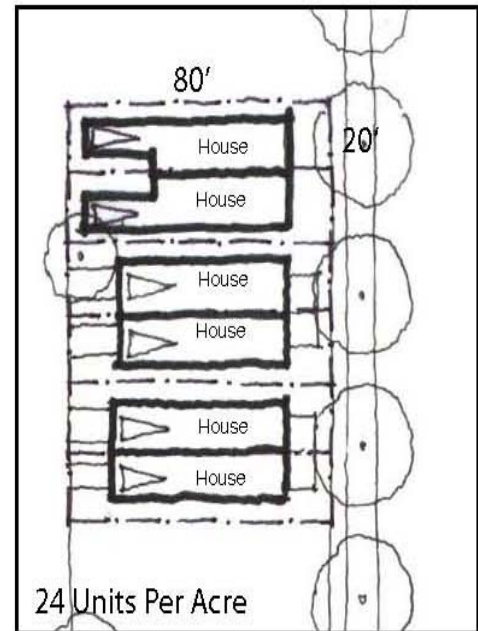
New building designs should offer visual relief through the use of architectural projections or recessed areas which create the appearance of smaller adjoining buildings. Design should focus on energy conservation by use of cogeneration, solar access, south facing windows with overhangs, ventilation, and double glazed windows.



Ground floor retail and services are encouraged with limited office space on the ground floor level to encourage pedestrian activity. Primary ground floor commercial building entrances must orient to plazas, community corridors, streets and parks. Secondary entries would be permitted from the interior of the block or from the alley to allow for deliveries and trash service. For all ground level retail, direct access from the street shall be provided to the street.

### **Density**

New multi-family residential densities must be a minimum of twenty-four (24) dwelling units per acre with a maximum of sixty (60) dwelling units per acre. This required density range offers flexibility to respond to changing market conditions and encourages a mix of housing types, unit size, and . diverse household composition.



### **Building Setbacks**

The design intent of the building setbacks is to ensure that the buildings are pulled forward towards the sidewalk and the street to create a welcoming pedestrian environment along the street. A build-to line is generally used to define locations where buildings must be built within a certain distance of the public right of way, and ensures that the various buildings along the street create a defined building edge.



A minimum of 70% of the building frontage should be constructed up to the front property line with a zero (0) foot front setback. Exceptions to the building frontage standards may be considered when residential units are constructed on the first floors with outdoor public plaza and/or patios or when a commercial use provides outside dining, and wider public walkways. However, the setback to the property line should not exceed 10 feet. The setback area should be appropriately landscaped and contain street furniture and street trees.



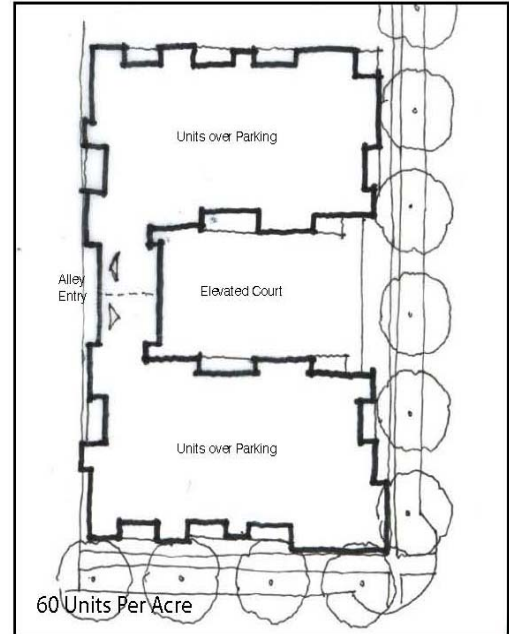
- Front build-to line setback and corner lot setback – Back of sidewalk (10' sidewalk) or the front property line or side property line, in the case of a corner parcel.

- Side-yard setbacks – as required by the adopted Uniform Building Code and Fire Code regulations except for a corner parcel.
- Rear-yard setbacks – as required by the adopted Uniform Building Code and Fire Code regulations.
- Corner entries may be set back to create a area for landscaping, signage, and entry features.

### **Floor Area Ratio (FAR)**

The FAR is the total floor area of all buildings or structures on a parcel divided by the area of the lot. The FAR helps to shape the character of the area by determining the desired intensity of development.

- Maximum FAR for new development and redevelopment is .60.
- To allow flexibility to exceed the maximum FAR, if a proposed development can meet all other site standards and regulations, such as parking regulations, setbacks, building height, and open space for developments containing residential units, the maximum FAR may be exceeded, through the discretionary permit process.



### **Height Limits**

Height limits help maintain neighborhood character, also ensuring that the appropriate scale is used to support a pedestrian friendly and walkable community.

- Maximum building height is three (3) stories and fifty (50) feet for development within the MCR-1 and CL zones.
- Maximum building height is five (5) stories and sixty-five (65) feet for development within the MCR-2 zone.

### **Architectural Features, Accessory Structures and Walls/Fences:**

Accessory structures shall not be located in front of or on the street side of the main building(s) unless approved by the Planning Division.

Between any street property line and a principal structure on that property, no wall or fence shall exceed four (4) feet in height. Where a retaining wall is used to increase usable lot area, the height of said retaining wall between any street property line and the principal structure shall not exceed four (4) feet in height. A decorative fence or wrought iron railing would be installed on top of the wall to prevent injuries and provide security.

The use of chain link, barbed wire and razor wire fencing shall be prohibited for all new development and/or building expansions that increase the building square footage by 20% of the existing gross leased area.

- A masonry wall of no less than six (6) feet in height and a maximum of eight (8) feet in height is required along the property line between new development within the MCR-1,

MCR-2, or CL zone and any existing residential use or single-family residentially-zoned property. The wall shall be stepped down to no more than four (4) feet in height within 10 feet of the front property line to ensure adequate site distance for vehicles entering/exiting the property.

- Focus on neighborhood-scale concepts such as orienting doors and windows towards the street, create activity to the street through porches and seating, vary roof heights of adjacent buildings, and offer a mix of uses along ground floor retail and services.
- Trash receptacles shall be located behind the building, where possible. In all locations, trash receptacles shall be enclosed by a six-foot high decorative masonry wall with view-obstructing gates and a solid roof.
- An eight foot wall with landscaping or a landscaped berm shall be constructed along the property line bordering Interstate 5 to reduce air pollution and traffic noise.

### **Auxiliary Structures/Equipment and Utilities**

All mechanical and electrical equipment placed on the roof shall be roof shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent properties.

- All ground-mounted mechanical/electrical equipment, including heating/air conditioning units, transformer, terminal boxes, meter cabinets, pedestals, ducts and other facilities and trash receptacle areas, shall be completely screened from surrounding properties by use of a wall, fence, or landscaping, or shall be enclosed within a building.
- All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Pad-mounted transformers and/or meter box locations shall be included in the site plan with an appropriate screening treatment.
- All new and existing utility connections within the boundaries of the project shall be placed underground.

Outdoor storage areas, when approved through the development process or a site plan review process shall be located to the rear of a building and enclosed by solid decorative masonry walls and view-obstructing gates, both to be not less than six (6) feet in height to adequately screen such areas from view.

### **Landscaping**

All landscaped areas shall be watered by an automatic irrigation system with underground piping (excluding drip or soaker irrigation systems) and regularly maintained in a healthy and thriving condition free of weeds, trash, debris. Landscaping shall comply with the City's adopted Water Efficient Landscape Regulations (Land Use Code Chapter 18.54). Site landscaping shall include a combination of trees, shrubbery, vines, or groundcovers with an emphasis on drought-tolerant/xeriscape landscaping and shall provide the following:

- One (1) fifteen (15) gallon tree for every four (4) parking spaces distributed throughout the parking area.
- A minimum of 10 percent of the site area shall be landscaped. Terrace landscaping may count for the minimum requirement for landscaping.
- Landscaping shall be in accordance with the City's Landscape Guidelines.

### **Sidewalk Dining**

Outdoor/sidewalk dining areas may encroach into the public right of way provided an encroachment agreement is obtained from the City and a minimum four (4) foot sidewalk is maintained. A minimum 4-foot clearance around the dining area from such items as planter areas, fire hydrants, street lights, and other street furniture must be maintained to ensure accessibility.

### **Open Space**

For all multi-family development of over three dwelling units, a minimum of 300 square feet of common usable open space shall be required per dwelling unit and 75 square feet per unit over three units. Typical common usable open space includes:

- Landscaped courtyards with seating areas, or other amenities such as barbecue areas with permanent picnic tables and seating
- Recreation rooms equipped with indoor recreation amenities
- Fitness rooms equipped with fitness equipment
- Community and/or vegetable gardens
- Children's playgrounds or tot lots
- Swimming pools or sport courts.

At least 75 percent of the dwelling units shall be provided with at least 60 square feet of private usable open space. Private usable open space may be substituted for common usable open space. Each square foot of private usable open space may be substituted for each two (2) square feet of required common usable open space.

**Table 4.1**  
 Development Standards

Standard	Zones		
	Single Family Residential-4 Westside (RS-4)	Mixed-use Commercial Residential-1 (MCR-1) and Limited Commercial (CL)	Mixed-use Commercial Residential-2 (MCR-2)
<b>Building Form and Location</b>			
Maximum no. of Building Stories	3	3	5
Maximum Building Height (ft)	35	50	65
Minimum Building Setback (ft):			
– From street frontage	10/15 for garage facing the street 5' for porches extending into front yard	10	10
– From exterior side property lines	10	10	10
– From interior property lines	3 / 0**	0* / 10'	0* / 10'
– From rear property line	15	5	5
Minimum Distance between buildings (ft)	6	0* / 10*	0 / 10*
Minimum Street Frontage	25	N/A	N/A
<b>Standards for Residential Uses and Structures</b>			
Minimum Floor Area per DU (sf)	1,200 sf	600 sf	600 sf
Open Space	N/A	300 sf of common O/S per DU	300 sf of common O/S per DU 75 sf of private O/S per DU over 3 units

ft = feet

NA = not applicable

sf = square feet

DU = dwelling unit

\* 10' if adjacent to an existing single-family or multi-family development without commercial/office.

\*\* A single-family residence may be situated to the property line on one side if the adjacent single family residence is 10' from the property line or in the case of a commercial/industrial building is located 10' from the side yard property line.

## 4.6 Off-street Parking

As higher-density, mixed-use development combined with traffic calming and streetscape enhancements occurs in the Westside Specific Plan Area, there will be more opportunities for residents to take advantage of walking, biking and transit use, thereby reducing the need to solely rely on personal automobiles for transportation. Reductions in the City’s adopted parking ratios will encourage urbanized redevelopment for Westside. The parking standards developed for this plan considered off-street parking rates for urbanized areas established by the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), and urbanized areas in the San Diego region. Based on this review, the following off-street parking standards were development due to the proximity of transit and mixed-use development.

These parking standards are intended to provide flexibility and offer alternatives for new development for Westside. The following standards apply to the Single-family Residential-4 (RS-4) Westside zone, the Multi-use Commercial – Residential and Limited Commercial (CR-1, MCR-2, and the CL) zones. The following table, Off-street Parking Ratios, provide parking standards in addition to those contained in the Land Use Code, Chapter 15.58. Where these standards differ, the standards in the Specific Plan take precedence.

<b>Table 4.2 Off-street Parking Ratios</b>			
<b>Description</b>	<b>Single-Family Residential-4 Westside Zone (DU)</b>	<b>Multi-use Commercial Residential and Commercial Limited Zones (MCR-1, MCR-2, CL)</b>	
		<b>Multi-Family (DU)</b>	<b>Other (1,000 SF of GLA)</b>
Single-Family >1200 SF	2.0	1.5	
Single-Family < or equal to 1200 SF	1.7	1.0	
Office			2.9
Retail			3.6
Industrial			2.0
Bicycle Parking	N/A	5 ea. per each 20 du (minimum 20 du)	10% of vehicle spaces
<i>DU – Dwelling Unit                      SF – Square Feet                      GLA – Gross Leased Area</i>			

Shared parking may be considered when 50% of the parking is primarily for daytime uses (commercial retail and office) and the balance is primarily nighttime uses (residential). Joint parking arrangements are encouraged and can be developed within on-site or off-site parking structures within 500 feet of the property line of the development.

Off street parking should be located at the rear of the buildings with “paseos” or plazas leading to the street and primary entrances. Handicapped access must be incorporated into the overall commercial development.

- Garages accessed from the alleyway are desirable.
- Minimum interior single car garages shall be provide a minimum ten (10) foot in width. Minimum interior space of a two-car garage shall be twenty (20) feet wide by nineteen (19) feet.
- Two-car tandem garages are permitted within the RS-4 Zone. A two-car tandem garage shall measure a minimum of ten (10) feet wide by thirty-eight (38) feet long.
- The rear portion of the lots may be converted to parking areas when there is access from an alley. A landscape buffer or fence must be developed between the parking areas and residential area.
- When parking is provided in the rear portion of the yards, accessible by the alley, a landscape buffer, wall or fence must be developed between the parking areas and residential areas.
- A maximum 25% of multi-family residential units may be provided with tandem parking spaces.
- Minimum interior, enclosed garage, tandem-space dimensions shall be 10-feet wide by 38-feet long.
- A tandem parking space within a parking structure shall be a minimum of 8.5-feet wide by 36-feet long.
- Existing structures may be remodeled or expanded with no additional parking requirements provided that there is no additional square footage added to the structures. If additional square footage is added to the structures, compliance with the parking standards shall be required.



#### **4.7 Signage Regulations (MCR-1, MCR-2, CL)**

Signs should make a positive contribution to the general appearance of the street and commercial area in which they are located. A well-designed sign can be a major asset to a building. Signs should be creative, imaginative, and innovative to encourage activity and walkability. The signs should be positioned so they can be easily read by pedestrians.

Signs should not obscure architectural features; their design should be integrated with the design of the building. A well-designed building facade or storefront is created by the careful coordination of sign and architectural design and over-all color scheme. Signs in multiple tenant buildings should be designed to complement or enhance the other signs in the building.

Unless otherwise stated below, all signs within the MCR-1, MCR-2 and CL zones shall comply with Chapter 18.62 of the Land Use Code.

The following definitions of sign types have been added to augment the existing definitions included in Land Use Code Chapter 18.62.

### **Definitions**

As used in this section, the following definitions shall apply.

1. **Awnings and canopies** - Awnings and canopies are roof-like covers that project from the wall of a building for the purpose of shielding a doorway or window from the elements.
2. **Awning sign** - Any sign copy or logo attached to or painted on an awning.
3. **Civic event sign** - A temporary sign, other than a commercial sign, posted to advertise a civic event sponsored by a public agency, school, church, civic-fraternal organization, or similar noncommercial organization.
4. **Convenience sign or Directional Sign** - A sign that conveys information (e.g., restrooms, no parking, entrance) or minor business identification for directional purposes, and is designed to be viewed by pedestrians and/or motorists.
5. **Directory sign** - A sign listing the tenants of a multiple tenant structure or center.
6. **Double-faced sign** - A sign constructed to display its message on the outer surfaces of two identical and opposite parallel planes.
7. **Pedestrian Oriented Sign** - A small, pedestrian-oriented sign (i.e., less than four square feet) that projects perpendicularly from a structure (bracket sign) or is hung beneath a canopy (blade sign).
8. **Portable sign** - A sign that is not affixed to a structure or the ground (e.g., A-frame or sandwich-board signs).
9. **Projecting sign** - A sign that protrudes in a V-shape from the top of the ground floor over the sidewalk, like a traditional theater marquee.

To allow for flexibility and creativity for signs within the Westside, the use of awnings and canopies is encouraged with signs either on the awning/canopy or hanging below it along the pedestrian corridor.

In addition to other types of permitted signage, freestanding A-frame signs shall be allowed, positioned outside of the public right-of-way subject to the following standards:

1. One (1) per business.
2. Maximum five (5) feet in height by three (3) feet in width.
3. Maximum of two (2) faces per sign, back-to-back.
4. No external or internal illumination.
5. Not permanently affixed to any object, structure or the ground, including utility poles, light poles, trees or any merchandise or products displayed outside of buildings.
6. Portable, self-supporting, stable and weighted or constructed to withstand overturning by wind or contact.
7. Not on display during non-business hours.
8. Located directly in front of the building/business it is advertising.



9. Not placed in such a way as to interfere with pedestrian or vehicular sight lines or corner clear zone requirements as specified by the City.
10. Not placed in such a way as to obstruct access to a public sidewalk, public street, driveway, parking space, fire door, fire escape, handicapped access or in such a way that it obstructs free passage over any public right-of-way.
11. Not obscure or interfere with the effectiveness of any official notice or public safety device.

**Sign Placement**

Creativity of the sign should be within the sign itself and not with sign placement. Signs should complement the building and not create discourse and confusion.

Signs should be placed facing away from adjacent residential neighborhoods within RS-4 zones so that they have little impact – such as light and glare, and visual obstructions - on residents. In order to accomplish this, architectural elements such as a screening wall

Place wall signs that complement each other and create a rhythm with placement and scale and proportion. On buildings that have a monolithic or plain facade, signs can establish or continue appropriate design rhythm, scale, and proportion.

Pedestrian-oriented signs are designed for and directed toward pedestrians so that they can easily and comfortably read the sign as they stand adjacent to the business.. These signs do not count for the overall permitted sign area for a business.

**Pedestrian-oriented signs**

Make signs smaller if they are oriented to pedestrians. The pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet; the vehicle-oriented sign is viewed from a much greater distance. The closer a sign's viewing distance, the smaller that sign need be. See the following table.

<b>Table 4.3 Lettering Size for Pedestrian-oriented Signs</b>	
<b>Minimum Character Size (inches)</b>	<b>Intended Reading Distance (feet)</b>
1.0	10
1.5	20
2.0	30
2.5	40
3.0	50



## Chapter 5 Circulation and Parking Management

This chapter describes Westside’s circulation network as it relates to traffic, roadway classifications, intersection traffic control, pedestrian, bicycle and transit facilities, and available on-street parking and parking management. It includes an overview of the Plan area’s existing circulation system, identifies goals to meet the overarching Vision and Guiding Principles, and establishes strategies to achieve the desired objectives. Emphasis on improvements is placed on pedestrian enhancements, creating safe, walkable and vibrant corridors, and offering strategies for parking management.

### 5.1 Existing Circulation Network

The Westside Specific Plan Area is bounded by W. Plaza Boulevard to the north, Interstate 5 to the west, W. 24<sup>th</sup> Street/Mile of Cars Way to the south, and Roosevelt Avenue to the east. The circulation network consists of a grid system with connectivity to the freeway and regional transit stations. (See Figure 5.1) Several Metropolitan Transit System (MTS) bus routes / stops and a regional transit station (bus and trolley) are located within the Plan area. The trolley service extends from San Diego through National City and Chula Vista, south to the USA/Mexico Border. Connecting service is also provided east to San Diego State University and Qualcomm Stadium. The bus routes provide local connections to Southwestern College, City Hall, the National City Public Library and the Plaza Bonita Mall. Regional connections are provided between the City of San Diego to the north and the City of Chula Vista to the south. Curbside parking is provided throughout the Plan area. Approximately 1,500 marked and unmarked on-street parking spaces are provided within the Plan area. However, most of the Plan area suffers from 80 to 90 percent occupancy rates during peak periods of parking demand. Section 5.5 provides further discussion on parking demand and management.

The existing grid system encourages walking due to smaller block sizes (330 feet in length), sidewalks on all public streets, multiple routes between residences, businesses, parks, transit stops and public service facilities, and standard north-south / east-west orientation of intersecting streets. However, most sidewalks are only five feet wide (the minimum standard) and have sections in disrepair. Many of the park rows lack suitable trees and plantings due to insufficient irrigation.

The Plan area includes a series of alleys that provide access to the rear of commercial and residential buildings and off-street parking. The alleys also provide access for emergency vehicles and garbage collection, and serve as utility easements. Over the years many of these alleys have been vacated. Although paved, the alleyways are not desirable for walking.

The City is in the process of updating its Bicycle Master Plan for adoption. Since the current Bicycle Master Plan is still a “draft” document, only signed / marked bicycle facilities will be listed as part of the “existing” circulation network. Currently, only a few streets with striping for bike lanes are provided. Caltrans (State of California Department of Transportation) classifies bicycle facilities as follows:

- Class I Bike Path – grade-separated facility for non-motorized use; requires a minimum eight-foot wide paved travelway with physical buffers from the roadway.

- Class II Bike Lane - striped / marked travelway for bicycles located in the roadway adjacent to the outside vehicle travel lane; requires a five-foot minimum width.
- Class III Bike Route – shared facility signed as a bicycle route where bicyclists share the outside travel lane with vehicles; provides connectivity to other bicycle facilities.

The City's General Plan Circulation Element classifies streets as Arterials, Collectors and Neighborhood/Local streets. A brief description of these classifications is provided below.

### **Arterials**

Arterials are designed to carry both local and region traffic, provide connectivity to other arterials, state highways / freeways and regional transit centers, provide access control via medians, parking restrictions and synchronized traffic signal systems to accommodate higher traffic volumes and speeds.

### **Collectors**

Collectors are designed to carry low to moderate traffic volumes, provide connectivity between arterials, other collectors and local streets, accommodate on-street parking, enhanced pedestrian access and direct access to adjacent land uses and transit facilities.

### **Neighborhood/Local Streets**

Local streets are designed to carry low traffic volumes at lower speeds, accommodate on-street parking and enhanced pedestrian access, and provide direct access to residences, local businesses and public service facilities.

The following streets are located within or provide access to the Westside Specific Plan Area. A brief description of each street including Average Daily Traffic (ADT) volumes and existing "functional" classifications are provided below. Functional classifications are based on existing street cross sections and operating capacities, and may differ from the "ultimate" or "buildout" classifications shown in the City's General Plan Circulation Element. Signalized intersections are provided along the Arterials, while internal Collectors and local streets are controlled by Stop and Yield signs. Existing street segments are operating below capacity and intersections are operating at acceptable levels of service. Figure 5.1 illustrates the existing circulation network for the Plan area.

### **East-West Streets**

- W. 8<sup>th</sup> Street

W. 8<sup>th</sup> Street is a four-lane Arterial between Interstate 5 and National City Boulevard with a curb-to-curb width of 64 feet. W. 8<sup>th</sup> Street provides direct access to Interstate 5 and is

a “gateway” to Downtown National City. To the west, W. 8<sup>th</sup> Street provides direct access to the 8<sup>th</sup> Street Trolley Station and the main gate of Naval Base San Diego at Harbor Drive. W. 8<sup>th</sup> Street is a bus route with several bus stops. Curb, gutter and sidewalks are provided on both sides of the street. On-street parking is prohibited for most of the street. The speed limit is 40 mph. Existing ADT is approximately 22,500 vehicles.

- W. Plaza Boulevard

W. Plaza Boulevard is a four-lane Collector between Hoover Avenue and National City Boulevard with a curb-to-curb width of 52 feet. West of Hoover Avenue, W. Plaza Boulevard is a single-lane, one-way street eastbound, providing direct access from northbound Interstate 5. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street between Coolidge Avenue and National City Boulevard. The speed limit is 35 mph. Existing ADT is approximately 4,300 vehicles.

- W. 11<sup>th</sup> Street

W. 11<sup>th</sup> Street is a two-lane local street between Harding Avenue and National City Boulevard with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- W. 12<sup>th</sup> Street

W. 12<sup>th</sup> Street is a two-lane local street between Harding Avenue and National City Boulevard with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- Civic Center Drive

Civic Center Drive is a two-lane Collector between Wilson Avenue and National City Boulevard with a curb-to-curb width of 52 feet. To the west, Civic Center Drive provides direct access to Interstate 5 at Wilson Avenue and Harbor Drive. To the east, Civic Center Drive provides direct access to Downtown National City including City Hall, City Police and Fire Departments, the Public Library and Kimball Park. Civic Center Drive is a bus route. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 30 mph. Existing ADT is approximately 6,900 vehicles.

- W. 14<sup>th</sup> Street

W. 14<sup>th</sup> Street is a two-lane local street between Wilson Avenue and National City Boulevard with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- W. 15<sup>th</sup> Street

W. 15<sup>th</sup> Street is a two-lane local street between Wilson Avenue and National City Boulevard with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- W. 16<sup>th</sup> Street

W. 16<sup>th</sup> Street is a two-lane local street between Wilson Avenue and National City Boulevard with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is approximately 2,300 vehicles.

- W. 17<sup>th</sup> Street

W. 17<sup>th</sup> Street is a two-lane local street between Wilson Avenue and Hoover Avenue with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- W. 18<sup>th</sup> Street

W. 18<sup>th</sup> Street is a two-lane Collector between Wilson Avenue and National City Boulevard with a curb-to-curb width of 52 feet. W. 18<sup>th</sup> Street provides direct access to Kimball School and connectivity to local streets with access to Paradise Creek Park. W. 18<sup>th</sup> Street is a bus route with several bus stops. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 30 mph. Existing ADT is approximately 4,500 vehicles.

- W. 19<sup>th</sup> Street

W. 19<sup>th</sup> Street is a two-lane local street between Wilson Avenue and Harding Avenue with a curb-to-curb width of 52 feet. W. 19<sup>th</sup> Street terminates to the west of Harding Avenue at Paradise Creek Park and Kimball School. Angled parking is provided on the north side of the street and parallel parking is provided on the south side. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- W. 20<sup>th</sup> Street

W. 20<sup>th</sup> Street is a two-lane local street between Wilson Avenue and Harding Avenue with a curb-to-curb width of 52 feet. W. 20<sup>th</sup> Street is a bus route. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- W. 22<sup>nd</sup> Street

W. 22<sup>nd</sup> Street is a two-lane local street between Wilson Avenue and National City Boulevard with a curb-to-curb width of 52 feet. W. 22<sup>nd</sup> Street terminates to the west at Wilson Avenue and the 24<sup>th</sup> Street Trolley/Transit Station. W. 22<sup>nd</sup> Street is a bus route

between Wilson Avenue and Hoover Avenue. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is approximately 2,400 vehicles.

- W. 24<sup>th</sup> Street/Mile-of-Cars Way

W. 24<sup>th</sup> Street/Mile-of-Cars Way is a four-lane Arterial between Interstate 5 and National City Boulevard with a curb-to-curb width of 64 feet. W. 24<sup>th</sup> Street/Mile-of-Cars Way provides direct access to Interstate 5 and connectivity to the 24<sup>th</sup> Street Trolley/Transit Station via Wilson Avenue. Access to the Sweetwater River Bikeway is provided from W. 24<sup>th</sup> Street/Mile-of-Cars Way/Bay Marina Drive via Marina Way, located west of Interstate 5. W. 24<sup>th</sup> Street/Mile-of-Cars Way is a bus route with several bus stops. Curb, gutter and sidewalks are provided on both sides of the street. On-street parking is prohibited. The speed limit is 35 mph. Existing ADT is approximately 19,200 vehicles.

### **North-South Streets**

- Wilson Avenue

Wilson Avenue is a two-lane Collector between Civic Center Drive and W. 22<sup>nd</sup> Street with a curb-to-curb width of 52 feet. Wilson Avenue provides direct access to the 24<sup>th</sup> Street Trolley/Transit Station. Wilson Avenue is a bus route between W. 18<sup>th</sup> Street and W. 22<sup>nd</sup> Street. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 35 mph. Existing ADT is approximately 3,200 vehicles.

Wilson Avenue north of W. 24<sup>th</sup> Street/Mile-of-Cars Way is a two-lane Collector for one block, providing direct access to the Adult Education Center. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on the east side of the street. The speed limit is 25 mph.

Wilson Avenue between the Adult Education Center and W. 22<sup>nd</sup> Street transitions to a single-lane, one-way street northbound. Curb, gutter and sidewalks are provided on both sides of the street. Parking is prohibited on both sides of the street. The speed limit is 25 mph.

- Harding Avenue

Harding Avenue is a two-lane local street between W. 11<sup>th</sup> Street and W. 20<sup>th</sup> Street with a curb-to-curb width of 52 feet. Harding Avenue provides direct access to Kimball School and connectivity to Paradise Creek Park via W. 19<sup>th</sup> Street. Harding Avenue is a bus route between W. 18<sup>th</sup> Street and W. 20<sup>th</sup> Street with a bus stop adjacent to Kimball School. Curb, gutter and sidewalks are provided on both sides of the street. Angled parking is provided on the west side of the street and parallel parking is provided on the east side. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- Coolidge Avenue

Coolidge Avenue is a two-lane local street between W. 9<sup>th</sup> Street and W. 18<sup>th</sup> Street with a curb-to-curb width of 52 feet. Coolidge Avenue provides direct access to Kimball School. Curb, gutter and sidewalks are provided on both sides of the street. Angled parking is provided on the west side of the street and parallel parking is provided on the east side. A Class II Bike Lane is provided on the east side of the street between Civic Center Drive and W. 18<sup>th</sup> Street for northbound travel. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- Hoover Avenue

Hoover Avenue is a two-lane local street between W. 8<sup>th</sup> Street and W. 18<sup>th</sup> Street with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Angled parking is provided on the east side of the street and parallel parking is provided on the west side. The speed limit is 25 mph. A Class II Bike Lane is provided on the west side of the street between Civic Center Drive and W. 18<sup>th</sup> Street for southbound travel. Paradise Creek intersects Hoover Avenue just south of W. 18<sup>th</sup> Street, preventing vehicular connectivity to the south. At this location pedestrians have direct access to Paradise Creek Park via a pedestrian path/boardwalk. Existing ADT is less than 2,000 vehicles.

Hoover Avenue is a two-lane local street between Paradise Creek and W. 22<sup>nd</sup> Street with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

Hoover Avenue is a four-lane Collector between W. 22<sup>nd</sup> Street and W. 24<sup>th</sup> Street/Mile-of-Cars Way with a curb-to-curb width of 64 feet. This segment of Hoover Avenue is a bus route. Curb, gutter and sidewalks are provided on both sides of the street. Parallel parking is provided on both sides of the street. The speed limit is 30 mph. Existing ADT is approximately 3,000 vehicles.

- Roosevelt Avenue

Roosevelt Avenue is a two-lane local street between W. Plaza Boulevard and W. 16<sup>th</sup> street with a curb-to-curb width of 52 feet. Curb, gutter and sidewalks are provided on both sides of the street. Roosevelt Avenue is a bus route north of Civic Center Drive. Angled parking is provided on the east side of the street and parallel parking is provided on the west side. The speed limit is 25 mph. Paradise Creek intersects Roosevelt Avenue between W. 16<sup>th</sup> Street and W. 18<sup>th</sup> Street, preventing vehicular and pedestrian access. However, connectivity is provided via West Avenue beginning at the intersection of Roosevelt Avenue & W. 16<sup>th</sup> Street and continuing southeast to the intersection of National City Boulevard & W. 18<sup>th</sup> Street. Existing ADT is approximately 3,100 vehicles.

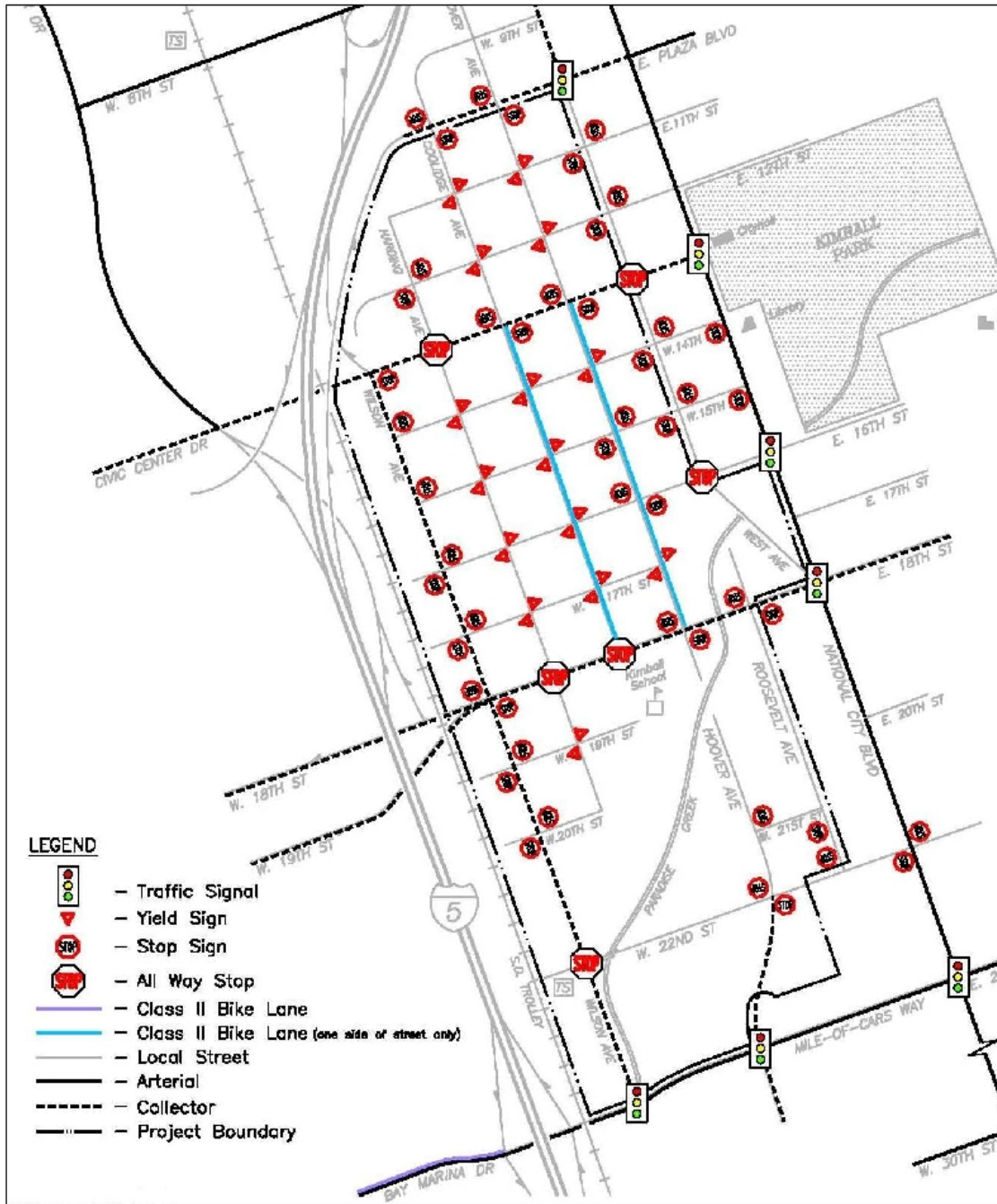
Roosevelt Avenue is a two-lane local street between W. 18<sup>th</sup> street and W. 22<sup>nd</sup> Street with a curb-to-curb width of 64 feet. Curb, gutter and sidewalks are provided on both sides of the street. Angled parking is provided on both sides of the street. The speed limit is 25 mph. Existing ADT is less than 2,000 vehicles.

- National City Boulevard

National City Boulevard is a four-lane Arterial between W. Plaza Boulevard and W. 24<sup>th</sup> Street/Mile-of-Cars Way with a raised, landscaped median and a curb-to-curb width of 70 feet. National City Boulevard is a bus route with several bus stops. Curb, gutter and sidewalks are provided on both sides of the street. Time-restricted parallel parking is provided on both sides of the street. The speed limit is 35 mph.

Westside's existing circulation system is illustrated in Figure 5.1 and the existing transit network in Figure 5.2.

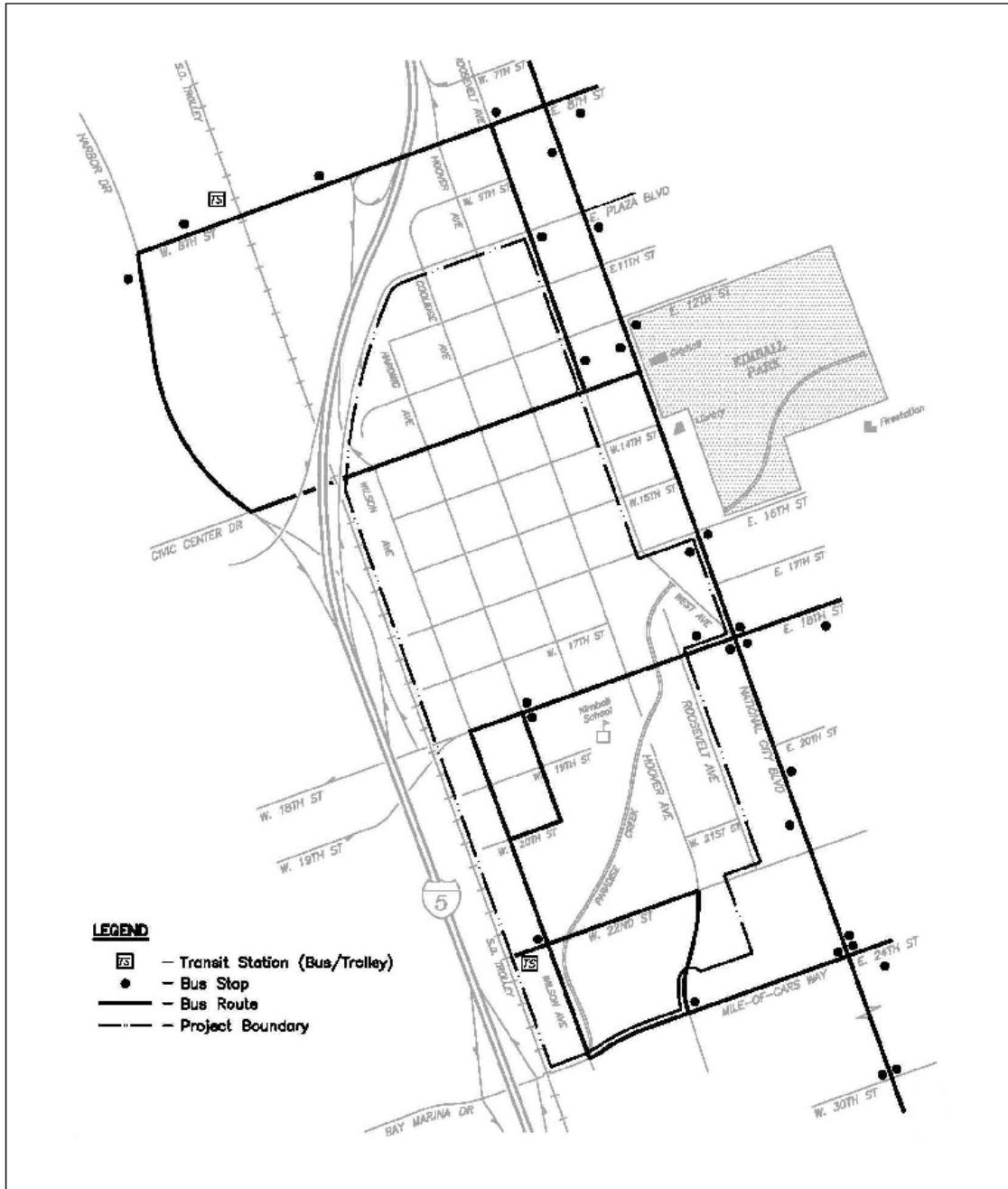




Not to Scale

Westside Specific Plan - Figure 5.1  
 Existing Circulation Network

November 1, 2009



Not to Scale

Westside Specific Plan - Figure 5.2  
 Existing Transit System

November 1, 2009

## 5.2 Community Concerns

Westside's roadway system has essential components of a vibrant neighborhood to encourage optimal use of the non-vehicular transit options such as walking, bicycling, trolley and bus service. Due to road widths, accessibility to freeway on and off ramps, and the mix of residential and industrial uses, conflicts do occur. At the community meetings, residents expressed concern to the excessive number of vehicles traveling through the community, high speed volumes, and double-parking. Other concerns related to traffic, parking and roadway design include:

- Excessive vehicle and truck traffic from the industrial and auto-related businesses along Wilson Avenue.
- Cross-town traffic taking advantage of the I-5 underpasses at West 18<sup>th</sup> Street, past Kimball School, at speeds greater than the speed limit.
- Excessive speeds on local streets that feed to or from freeway ramps.
- Reliance on yield-signs that results in concern for potential accidents.
- Lack of available on-street parking for residents due to on-street parking and double parking of commercial uses.
- Limited lines-of-sight from on-street truck parking.
- Excessive street widths, which encourage speeding and expose pedestrians to traffic for longer than necessary when crossing streets.
- Limited number of crosswalks to encourage walking.
- Limited number of street lights.
- Need for sidewalks repair.

While the circulation system serves vehicle travel well, the conditions noted above does little to encourage walking and bicycling. This in turn affects transit accessibility since people often rely on walking and bicycling for a portion of transit trips. Creating a neighborhood where walking and bicycling is encouraged is one of the key components of this plan.

## 5.3 Circulation Goals

Circulation and parking plans for the Westside are premised on six goals developed to address specific concerns expressed by during the public workshops and with the Code Conformance Committee. Each of these goals further the Vision and Guiding Principles of the Westside Plan.

- Goal 5.1:** Make walking and bicycling safe and enjoyable by reducing sidewalk hazards, installing bicycle lanes, lighting, and landscaping along pedestrian paths and bicycling routes to the downtown, transit station, school, parks, and community facilities.

- Goal 5.2** Improve traffic safety by integrating traffic calming methods that will reduce traffic speeds.
- Goal 5.3** Allow flexible parking standards for new development while ensuring adequate parking is available for existing neighborhoods.
- Goal 5.4** Create attractive pedestrian-oriented corridors that will instill a sense of community and identity.
- Goal 5.5** Improve conditions for children and other community members walking and bicycling to Kimball School, Paradise Creek Educational Park, and the Civic Center Drive mixed-use center.
- Goal 5.6** As part of a transit-oriented development proposed within and surrounding the Public Works Yard, provide opportunities for residents to use multi-modal transit – walk, bike, bus, and/or trolley - to employment, recreation, and school.

## 5.4 Implementation Strategies

In order to achieve these goals, it is important that implementation strategies are prepared. The following strategies are intended to work in concert with one or more of the goals expressed above:

- Strategy 5.1** Implement traffic calming methods to slow driving speeds and improve pedestrian friendliness and safety. Measures may include pedestrian-scaled lighting, curb bulbouts, angled parking, landscaping, and street furniture.
- Strategy 5.2** Provide street trees and landscaping along street frontages as a measure to buffer pedestrians from vehicles.
- Strategy 5.3** Install decorative streetlights that offer community character that is consistent with the historical development of Westside.
- Strategy 5.4** Install streetscape improvements on Coolidge Avenue and West 18<sup>th</sup> Street as a priority to reduce traffic speeds and increase pedestrian safety for Kimball School.
- Strategy 5.5** Install streetscape improvements along West 14<sup>th</sup> Street.
- Strategy 5.6** Install bike lanes and bike routes with appropriate bikeway signage, including “Share the Road” signs consistent with the plan.
- Strategy 5.7** Conduct a comprehensive traffic study addressing local intersection control (i.e., use of stop signs and yield signs to manage traffic movements), with an emphasis on predictability, hazard management, and pedestrian safety.

- Strategy 5.8** Enforce parking standards and employ adequate parking for new development to ensure **sufficient** on-site parking and will not rely on on-street parking.
- Strategy 5.9** Increase the supply of on-street parking by converting parallel parking to angled parking where sufficient street rights-of-way widths exist.
- Strategy 5.10** Increase on-street parking by reducing the number of industrial businesses that store cars on the street in the residential zone through a parking management program.
- Strategy 5.11** Direct through truck traffic around the Westside neighborhood with appropriate signage.
- Strategy 5.12** Consider closing Hoover Avenue south of 18<sup>th</sup> Street to expand the pedestrian connection and create park space for more active recreational purposes.
- Strategy 5.13** Pursue grant funds for installation of sidewalks repair, accessibility, traffic calming measures, decorative street lighting, and landscaping.
- Strategy 5.14** Improvement crosswalks and intersections within the Plan Area and pedestrian paths in the alleyways to enhance the pedestrian environment and encourage pedestrian mobility.
- Strategy 5.15:** Install traffic calming measures to improve pedestrian friendliness, safety and provide visual interest to slow motorist traffic with pedestrian-scaled lighting, curb bulb-outs at unsignalized crosswalks, and roundabouts.
- Strategy 5.16** Repair and replace existing sidewalks as necessary to improve walkability and provide curb ramps for persons with mobility impairments.
- Strategy 5.17** Install curb ramps for persons with mobility impairments.
- Strategy 5.18** Improve and maintain existing bus stop locations by providing curbside bus stops with appropriate no parking zones.
- Strategy 5.19** Install wider sidewalks where appropriate to allow for street trees, bus shelters or benches.
- Strategy 5.20** Requiring sufficient on-site parking for new businesses and residential development by applying the National City parking standards as set forth in Chapter 18.58 of the Municipal Code.

## 5.5 Traffic Calming and Streetscape Enhancements

As previously stated, the Westside Specific Plan Area forms a grid system with square blocks and standard north-south and east-west oriented streets. While a grid system provides both drivers and pedestrians multiple routes between origins and destinations, conflicts may occur due to cut-through traffic and the need for pedestrians to cross through many intersections along a given walking route, as most intersections are spaced approximately every 330 feet.

In an effort to buffer pedestrians from vehicles, encourage walking, biking and transit use, and reduce vehicle speeds and cut-through traffic, the concept of “Community Corridors” has been implemented (See Figure 5.3). Traffic calming measures include, but are not limited to: a) corner bulb-outs at specific intersections to narrow the roadway width to reduce vehicle speeds and pedestrian crossing distances, b) angled parking and wider sidewalks to provide a larger buffer between vehicles and pedestrians and narrower travel lanes to reduce speeds, c) striping enhancements at crosswalks, and d) flashing beacons to improve driver awareness of school zones and reduce vehicle speeds.

The following four corridors, which provide walking and/or biking opportunities between residences and major points of attraction such as Kimball School, Paradise Creek Park, the 24<sup>th</sup> Street Trolley/Transit Station and Downtown National City, have been classified as Community Corridors:

- Coolidge Avenue between W. Plaza Boulevard and W. 18<sup>th</sup> Street
- Wilson Avenue between Civic Center Drive and W. 24<sup>th</sup> Street/Mile-of-Cars Way
- Civic Center Drive between Wilson Avenue and Roosevelt Avenue
- W. 18<sup>th</sup> Street between Wilson Avenue and National City Boulevard

In order to create a system of identifying elements that reflects the existing and future development patterns, the system of streets has been classified into three street types: Residential Corridor, Mixed-use Corridor, and Transit Corridor.

- Residential Corridor

The Residential Corridor consists of a 14-foot wide pedestrian zone on both sides of the street with sidewalks and landscaped buffers, street trees and lighting. The roadway cross-section consists of angled parking on one side of the street and parallel parking on the other. (See Figure 5.4)

- Mixed-use Corridor

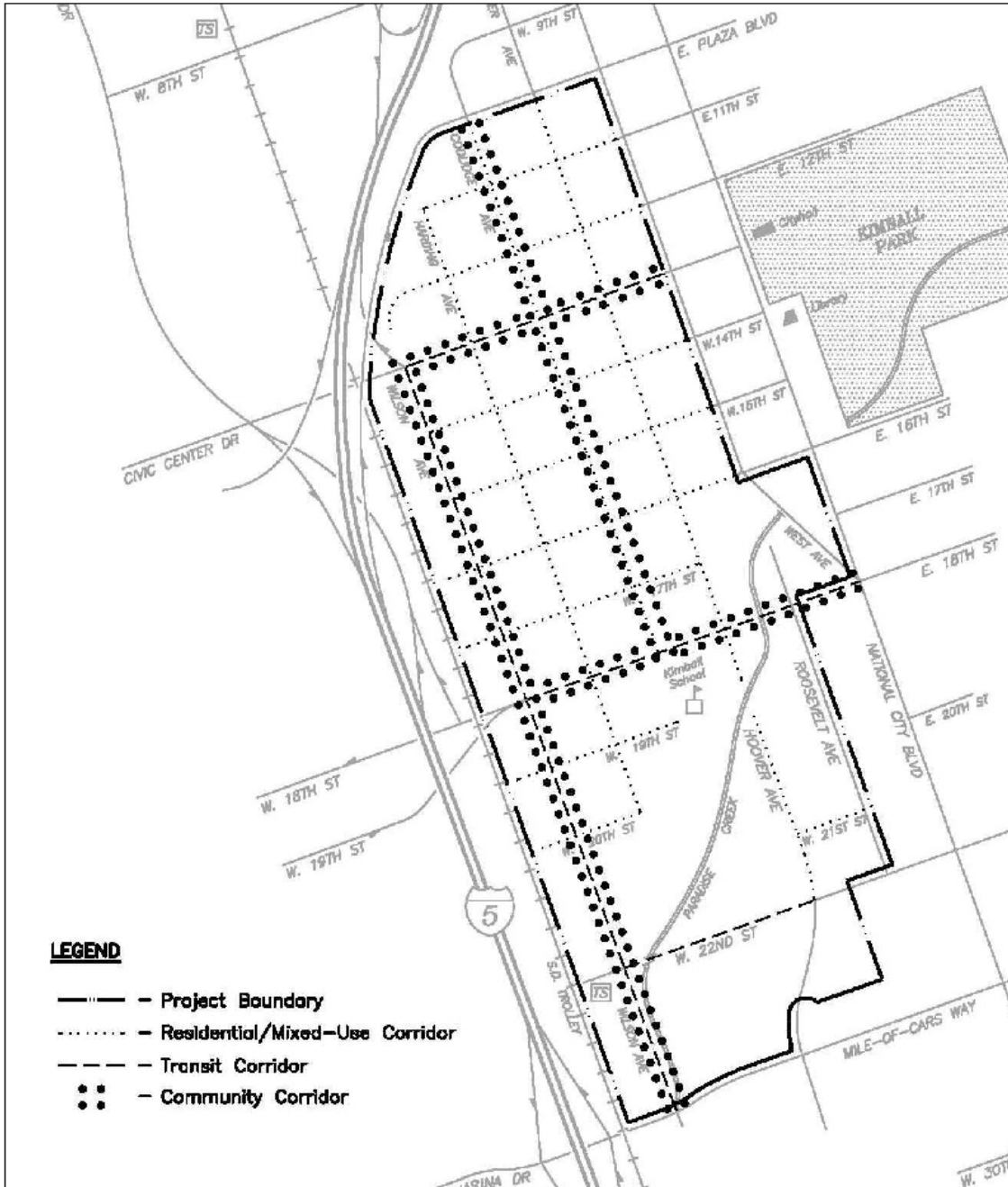
The Mixed-use Corridor consists of a 14-foot wide sidewalk on both sides of the street with street trees and lighting. The roadway cross-section consists of angled parking on one side of the street and parallel parking on the other. (See Figure 5.5)

- Transit Corridor

The Transit Corridor consists of a 14-foot wide sidewalk on both sides of the street with street trees and lighting. The roadway cross-section consists of parallel parking and bike lanes on both sides of the street. (See Figure 5.6)

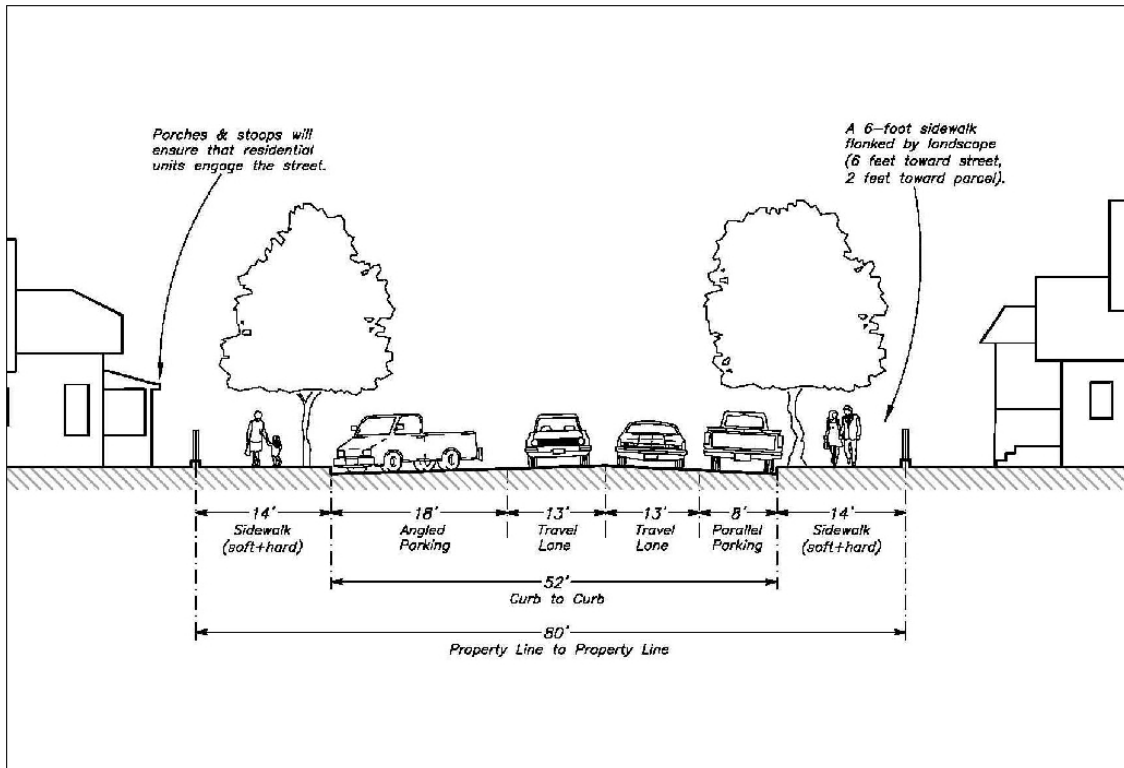
Although all of the roadways throughout the Plan Area are targeted for streetscape improvements, development of the Community Corridors will create visible enhancements and a Community immediate identity through unified street themes such as historic banners/signs decorative street lighting, benches, tree-lined streets, wider sidewalks and upgrades to pedestrian curb ramps. Improvements will be completed through grant funds such as Safe Routes to School, private development projects, the City's Capital Improvement Program (CIP), and the formation of benefit-assessment districts.

Development of the Community Corridors will illustrate the City's commitment to improvements and reinvestment in the area. Initial investment will help spur additional public and private investment and reinvestment in the Plan Area, to help achieve other Plan goals, such as attracting neighborhood-serving retail, and additional housing opportunities.



 Not to Scale
 Westside Specific Plan - Figure 5.3  
Westside Corridors
November 1 2009

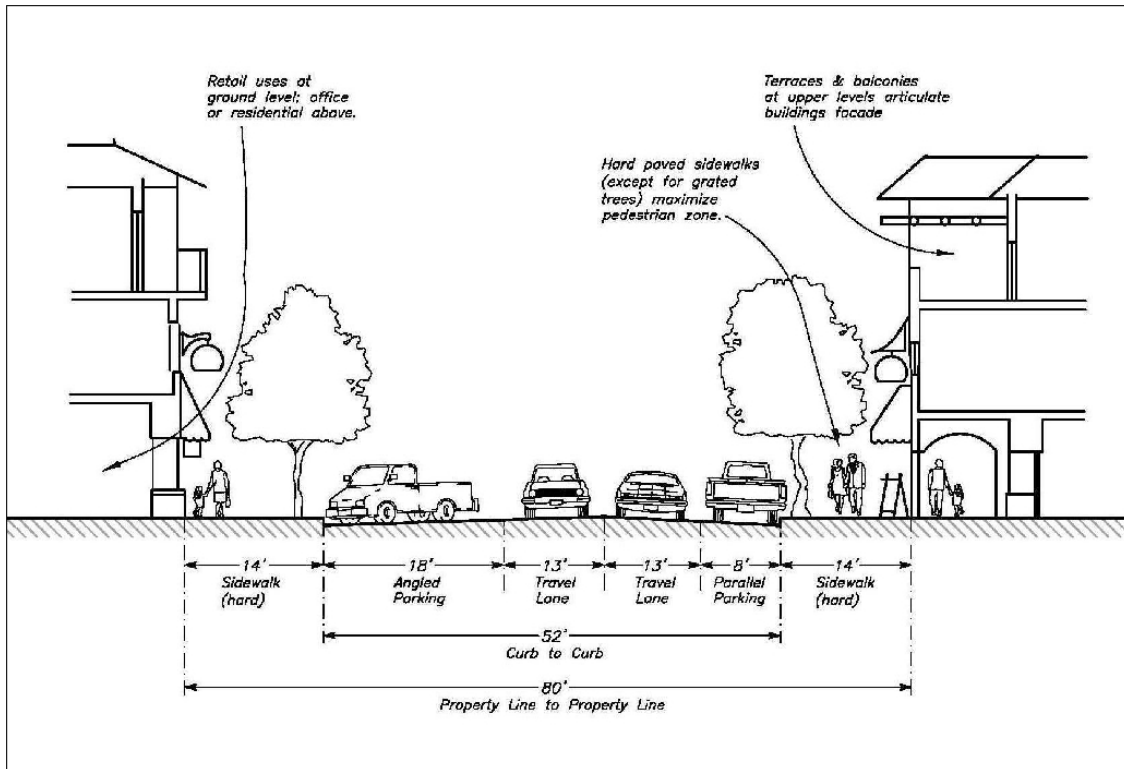




Not to Scale

Westside Specific Plan - Figure 5.4  
 Residential Corridor

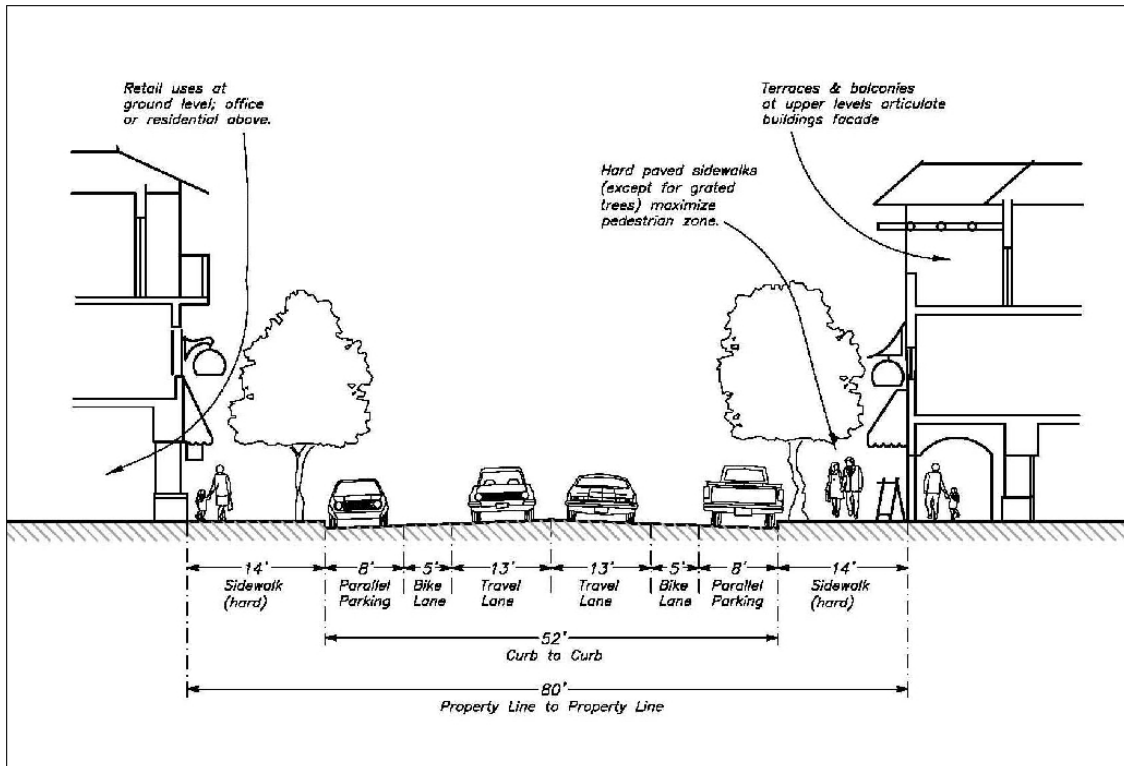
November 1 2009



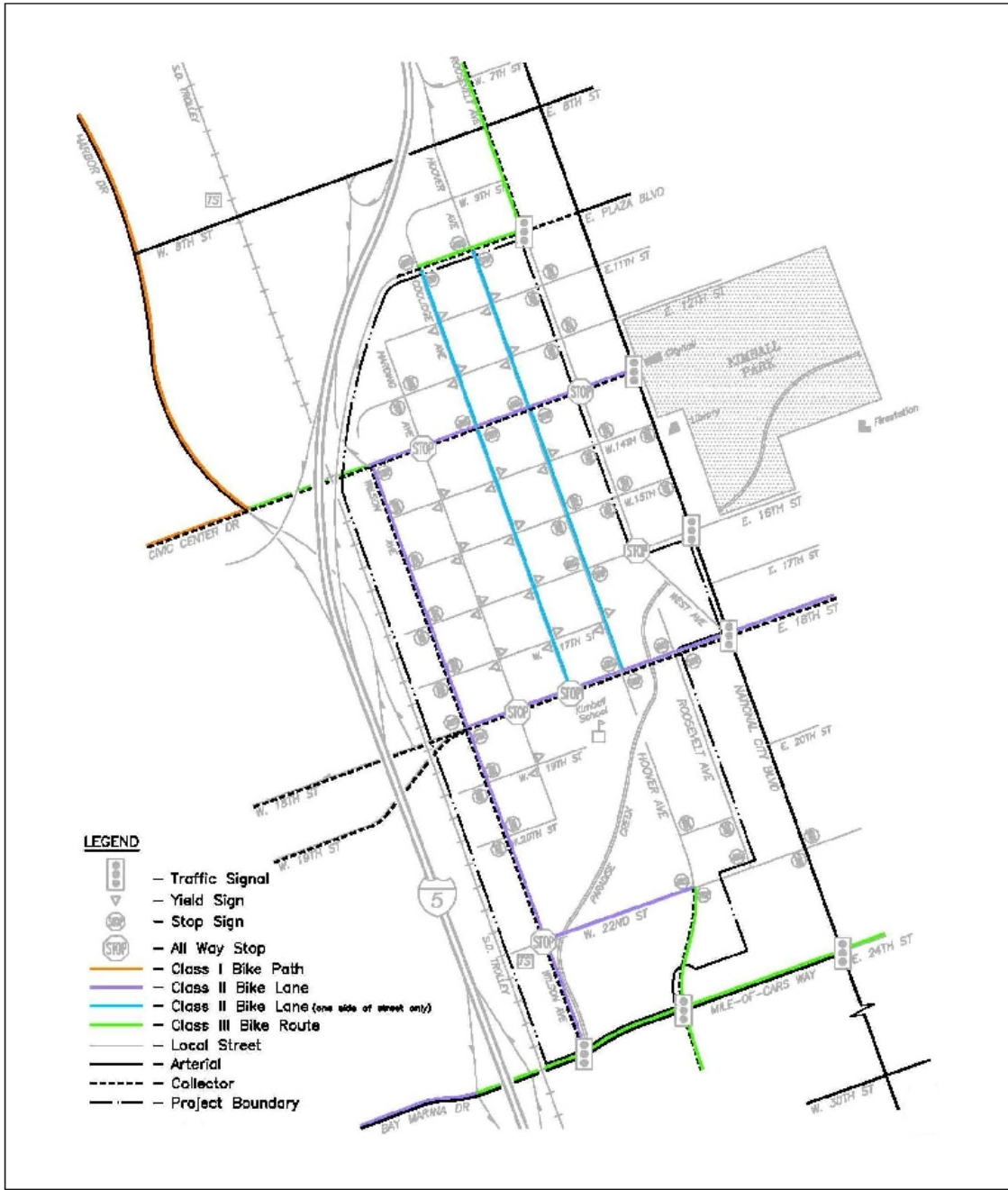
Not to Scale

Westside Specific Plan - Figure 5.5  
 Mixed Use Corridor

November 1 2009



 Not to Scale
 Westside Specific Plan - Figure 5.6  
Transit Corridor
November 12009



Not to Scale

Westside Specific Plan - Figure 5.7  
 Buildout Circulation Network

November 1 2009

## 5.6 Parking Management Strategies

One of the primary concerns from the Community is lack of available on-street parking due to vehicle storage from auto-related industries and residents having multiple vehicles per unit. Although there are approximately 1,500 marked and unmarked on-street parking spaces within the Plan Area, most blocks suffer from an 80 to 90 percent occupancy rate during peak periods of parking demand. To address Community concerns regarding existing conditions and begin to plan for future redevelopment, the following parking management strategies will be implemented:

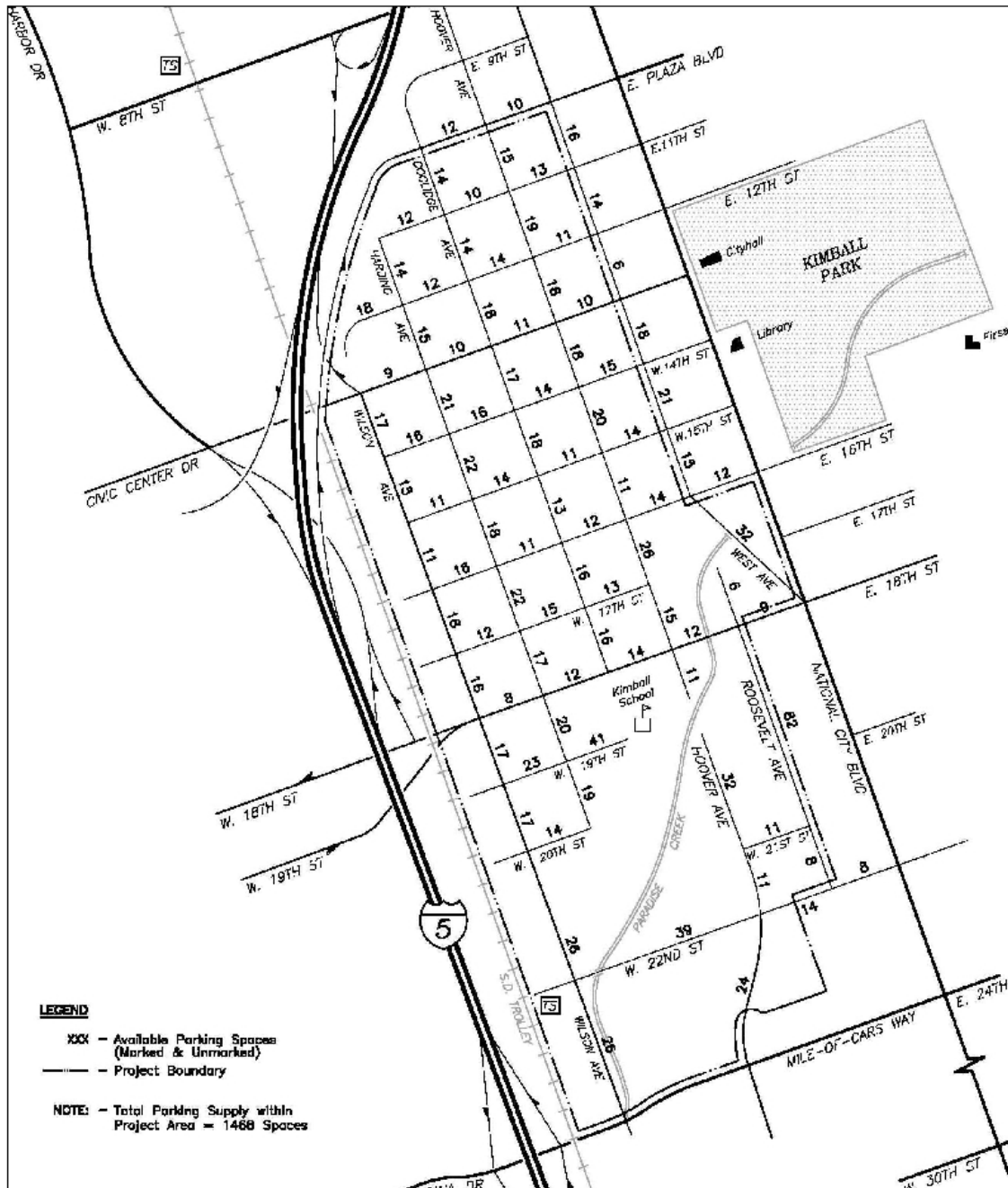
1. Increase parking supply by striping angled parking on select east-west local streets.
2. Implement a comprehensive residential permit parking district to combat vehicle storage.
3. Reduce off-street parking ratios to encourage higher-density, mixed-use development to support the Westside Specific Plan's land use strategy.

### 5.6.1 Increase Parking Supply

Based on parking surveys of the Plan Area, the following streets have been identified to receive angled parking on one side of the street.

- W. 11<sup>th</sup> Street between Harding Avenue and Roosevelt Avenue
- W. 12<sup>th</sup> Street between Harding Avenue and Roosevelt Avenue
- W. 14<sup>th</sup> Street between Wilson Avenue and Hoover Avenue
- W. 15<sup>th</sup> Street between Wilson Avenue and Roosevelt Avenue
- W. 16<sup>th</sup> Street between Wilson Avenue and Roosevelt Avenue
- W. 17<sup>th</sup> Street between Wilson Avenue and Hoover Avenue

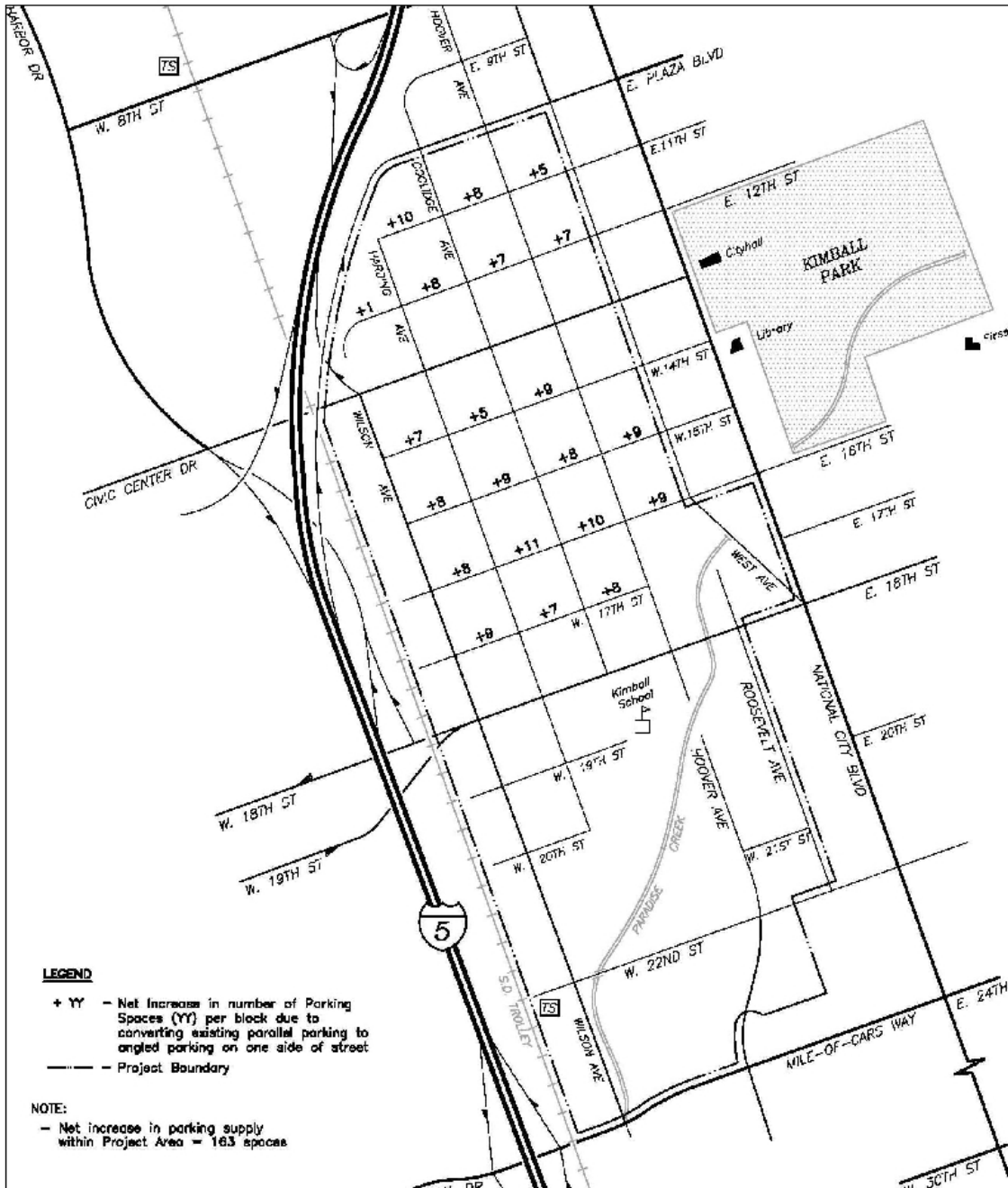
These streets have the same roadway cross-section and will be striped for consistency with the existing north-south streets that currently have angled parking on one side. The conversion of parallel parking to angled parking on one side of the street for each of these blocks will result in a net increase of approximately 160 parking spaces for the Plan Area.




Not to Scale

Westside Specific Plan - Figure 5.8  
 Existing Parking Capacity

November 2009



 Not to Scale
 Westside Specific Plan - Figure 5.9  
 Parking Capacity Enhancements
November 1, 2009

## **Implement Residential Permit Parking District for Plan Area**

Currently four residential parking permit districts have been established within the Westside Specific Plan Area. Current City Council Policy requires a minimum of 70 percent of the vehicles parking in a proposed district to consist of “commuter” vehicles (vehicles registered to owners who live outside of the neighborhood). The existing parking districts are described below:

- Residential Permit Parking District C

District C includes Hoover Avenue between 9<sup>th</sup> Street & 11<sup>th</sup> Street. Only vehicles displaying Area C permits are permitted to park between the hours of 7:00 AM and 7:00 PM, Monday through Friday.

- Residential Permit Parking District D

District D includes Roosevelt Avenue between 11<sup>th</sup> Street and 12<sup>th</sup> Street. Only vehicles displaying Area D permits are permitted to park between the hours of 7:00 AM and 7:00 PM, Monday through Friday.

- Residential Permit Parking District E

District E includes Roosevelt Avenue between Civic Center Drive and 14<sup>th</sup> Street. Only vehicles displaying Area E permits are permitted to park between the hours of 7:00 AM and 7:00 PM, Monday through Friday.

- Residential Permit Parking District J

District J includes Hoover Avenue between 14<sup>th</sup> Street & 15<sup>th</sup> Street. Only vehicles displaying Area J permits are permitted to park.

Since the issues of vehicle storage from auto-related industries and residents having multiple vehicles per unit extends outside of these “smaller” districts, a “pilot” parking program will be implemented to cover a larger geographic area within Westside. Comprehensive case studies of residential permit parking district programs and polices within the San Diego Region and across the United States were performed. Three distinct categories of parking permit districts were summarized from the case studies:

### **Commuter Lots**

In this type of parking district, on and off-street parking facilities are designated as preferential parking for commuters. Only commuters with the parking permits issued through their place of work may park in these parking spaces. If an employee no longer works for the company, the permit is no longer valid for use.

### **Limited Time-Restricted Parking**

In this type of parking district, parking is restricted to one or two-hours during the daytime (8:00 AM – 6:00 PM for example). Vehicles with permits may park at anytime. However, vehicles without permits may only park for one or two-hours during the period of parking restriction.



### **Extended Time-Restricted Parking**

In this type of parking district, no parking is allowed without a permit during the daytime (8:00 AM – 6:00 PM for example). Vehicles with permits may park at anytime. However, vehicles without permits may not park during the period of parking restriction. This option represents the City's current residential permit parking program.

The "pilot" program will include further evaluation and input from the Community on all three options. Items such as geographic boundaries within the Plan Area, number of permits per dwelling unit/business, cost per permit, display of permits, administration and enforcement of the program, etc. will be reviewed based on the preferred option or combination of options.

## Chapter 6 Infrastructure and Public Services

This chapter provides information about water, sewer, and stormwater in the Specific Plan Area as well as the availability of public services.

### 6.1 Infrastructure and Public Service Goals

The following goal guides planning for infrastructure and public services:

**Goal 6.1** Adequate infrastructure and utilities to serve existing and future development and, when reasonable upgrade the utilities to City standards.

### 6.2 Implementing Strategies

The following series of strategies serve to implement the Infrastructure and Public Services goal:

**Strategy 6.1** Coordinate infrastructure and public service planning with envisioned land use changes in the Westside.

**Strategy 6.2** Ensure adequate capacity in infrastructure and public services to meet the demands of existing and planned development.

**Strategy 6.3** Review new development applications to ensure that adequate sewer collection facilities will be available to serve the project. The project applicant shall construct necessary facilities as determined by the City Engineer prior to the issuance of occupancy permits.

**Strategy 6.4** Coordinate with Sweetwater Authority on completion of a water service analysis for the Westside Specific Plan.

**Strategy 6.5** Ensure appropriate Water Utility Plans for new development are coordinated with Sweetwater Authority to ensure that adequate water service will be provided.

**Strategy 6.6** Consistent with City standards, all utilities shall be placed underground when new development occurs.

**Strategy 6.7** Consider instituting a lighting and landscape maintenance district to ensure ongoing maintenance of streetscape.

**Strategy 6.8** Pursue grant funds for improving and upgrading existing public facilities.

### 6.3 Infrastructure

As part of Specific Plan preparation, an initial assessment of water, sewer, and stormwater infrastructure was completed. The assessment included discussions with service providers and review of available planning documentation.

### **6.3.1 Water**

Sweetwater Authority provides water service to the Specific Plan Area. Major existing water lines serving the Westside are located in the National City Boulevard, Wilson Avenue, Plaza Boulevard, West 12<sup>th</sup> Street, West 16<sup>th</sup> Street, West 22<sup>nd</sup> Street, and Mile of Cars Way corridors.

Sweetwater Authority performs annual water demand studies to anticipate water use within the service area. These studies consider the anticipated population growth within the service area, and identify water supplies that will support community needs. Results are incorporated into the Sweetwater Authority's Urban Water Management Plan. The growth anticipated as part of this Specific Plan has yet to be analyzed in Sweetwater Authority's water demand projections.

The Sweetwater Authority has indicated that a water service analysis is required for the Specific Plan. Although capacity improvements may be necessary, the Sweetwater Authority has indicated that they will supply water service to new development in the Westside.

### **6.3.2 Sewer Service**

The City of National City's sewer system serves the Specific Plan Area. The Sanitary Sewer and Storm Drain Division operate the local sewer lines that connect to the City of San Diego Metropolitan Wastewater Department (Metro) treatment services. The City is allowed to contribute 7.5 million gallons per day of wastewater to the Metro system.

As of 2003, 5.67 million gallons of wastewater were generated daily from National City were. The City is currently updating their Sewer Master Plan, which sets forth capacity upgrades to local lines and facilities to anticipate increased flows from planned development and growth.

### **6.3.3 Stormwater System**

The City manages the local stormwater drainage system. Underground stormwater facilities are located in the Specific Plan Area in the Civic Center Drive, West 18<sup>th</sup> Street, West 19<sup>th</sup> Street, and West 24<sup>th</sup> Street corridors. With the exception of the Civic Center Drive line, the stormwater drainage system connects to Paradise Creek drainage. Water in this drainage is conveyed via an underground channel to San Diego Bay by way of Paradise Marsh.

Since Westside is primarily covered with impervious surfaces, the amount and rate of runoff generation are not anticipated to increase as new development occurs under the Specific Plan. Grading plans will be required for project components involving grade modifications and subterranean structures. At this time, further study of stormwater flows and identification of needed improvements can be evaluated as determined necessary by the City Engineer.

## 6.4 Public Services

### 6.4.1 Schools

The National City School District serves the Specific Plan Area. In May of 2008, their enrollment was 5,800 in its kindergarten-to-6<sup>th</sup>-grade schools. The Specific Plan Area is located within the boundaries of the Kimball School service area. Kimball School educates children from kindergarten to 6<sup>th</sup> grade and has approximately 424 students. Although the school district's enrollment has declined from 6,700 in 2004, Kimball School enrollment has increased slightly.

Sweetwater Union High School enrollment, as of October 2007, including the 360 adult school students, was 2,818 students. National City Middle School provides education to 794 students.

The Westside is home to the Southwestern College Higher Education Center located along National City Boulevard, between Plaza Boulevard and 8<sup>th</sup> Street, which offers undergraduate preparatory classes to the community. The Center enrolls over 1,000 students per semester and offers over 100 general education courses leading to an associate's degree. There are also classes that provide occupational skills for employment, such as dental hygiene or computer programming. The campus is a single building located on National City Boulevard.

Table 6.1 lists the schools serving the Specific Plan Area and their locations.

<b>Table 6.1 Existing Schools and Locations</b>	
<b><i>School Name</i></b>	<b><i>Address</i></b>
<b>Elementary Schools</b>	
Kimball School	302 West 18 <sup>th</sup> Street
<b>Middle Schools</b>	
National City Middle School	1701 D Avenue
<b>High Schools</b>	
Sweetwater High School	2900 Highland Avenue
National City Adult School	517 West 24 <sup>th</sup> Street
<b>Colleges</b>	
Southwestern College Higher Education Center	880 National City Boulevard

Source: National School District, [www.nsd.us](http://www.nsd.us); Sweetwater Union High School District, [www.suhd.k12.ca.us](http://www.suhd.k12.ca.us); Southwestern Community College District, [www.swc.cc.ca.us](http://www.swc.cc.ca.us).

## 6.4.2 Parks

National City has four City parks that include picnicking and barbecuing areas; sports centers, aquatics facilities, fitness facilities, playgrounds, community centers, a golf course, and six recreational centers. Kimball Park, a 15.4-acre park, is located within walking distance of Westside. Facilities offered at Kimball Park include the Martin Luther King Jr. Community Center, ball fields, picnicking, the arts center, and the Library. Kimball Senior Center is located across Kimball Park along D Avenue and the Boys and Girls Club is immediately to the south. Casa de Salud is a community center located at 1402-08 Harding Avenue, within the Westside area. It offers space for community events, meeting space, and Westside Neighborhood Council meetings.

The Table below reflects the parks and open space available to Westside residents.

<b>Acres</b>	<b>Square Feet</b>	<b>Type</b>	<b>Description</b>
1.22	53,241	COM	Boys and Girls Club
0.85	36,964	COM	Cultural Arts Center
2.03	88,514	COM	Library
1.15	50,148	COM	MLK Center
1.47	63,908	COM	Stein Farm
38.67	1,684,487	OS	Paradise Marsh
2.40	104,621	OS	Paradise Marsh (Bannister Steel)
213.82	9,314,109	OS	Salt Flats
13.69	596,543	OS	Sweetwater River (USS Midway Museum)
9.23	401,909	OS	Sweetwater River Channel
42.03	1,830,815	OS	Sweetwater River Bikeway
2.94	128,255	PARK	Boat Launch / Aquatic Center
22.87	996,158	PARK	El Toyon Park
43.89	1,912,052	PARK	Golf Course
21.37	930,952	PARK	Kimball Park
19.23	837,777	PARK	Las Palmas Park
0.21	9,237	PARK	Morgan Square Fountain
2.06	89,625	PARK	Paradise Creek Educational Park
3.56	154,916	PARK	Pepper Park
2.25	97,883	PARK	Sweetwater Heights Centennial Park
COM = Community OS = Native Open Space and trails PARK = Active and Passive Recreation			

## 6.4.3 Police Services

Police services are currently provided by the National City Police Department. As of May 2008, the Department has 92 sworn officers who are assigned to investigation and

administrative services. The Department has a SWAT team and provides animal control services and traffic and parking enforcement. The station is located at 1200 National City Boulevard, at the intersection of 12<sup>th</sup> Street. Current response times for a fire service call to the downtown area are less than five minutes.

#### **6.4.4 Fire Services**

The National City Fire Department provides fire control, emergency medical service, rescue, and fire prevention and education to the Westside. The station at E. 16<sup>th</sup> Street would typically serve the Westside. Current response time for a fire service call is 4 minutes or less.

The Department maintains two stations in National City:

- Fire Station 15 is located at 2333 Euclid Avenue
- Fire Station 34 is located at 333 East 16<sup>th</sup> Street

The National City Fire Administration is located at City Hall, 1243 National City Boulevard.

#### **6.4.5 Emergency Medical Services**

Paradise Valley Hospital offers emergency services located at 2400 E. Fourth Street, east of Interstate 805. Founded in 1904, Paradise Valley Hospital is the South Bay's oldest hospital, the second oldest hospital in San Diego County, and the largest employer in National City.

Currently, the 301-bed, acute care hospital offers a nationally acclaimed Obstetrics program, the South Bay's only life saving 64-slice CT scanner, a renowned rehabilitation center, the only Hyperbaric Medicine program in the South Bay and distinguished Behavioral Health services. Paradise Valley Hospital also offers 24-hour Emergency Services, Cardiac Catheterization Lab, comprehensive surgical services, Inpatient Medical and Surgical Center, and Paradise Senior Health Center.

## Chapter 7 Implementation

### 7.1 Plan Adoption

Adoption of this Specific Plan will necessitate preparation and certification of an Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA), followed by adoption of the Specific Plan and any amendments to the General Plan and Land Use Code necessary to maintain consistency. These amendments will include designating the area as a Specific Plan overlay with multiple new land use designations as well as modification of the General Plan/Zoning Map to apply these designations within the boundaries of the Westside Specific Plan Area.

In addition, various sections of the General Plan will need to be modified or deleted. The following sections would be deleted:

#### 7.1.1 Economic Development (Chapter V)

Industrial, Light Manufacturing/Residential (ML/R): Applied to Westside area, reflects the location of manufacturing and commercial business among residences, permits low intensity, high quality industrial activities, along with office and institutional development, where compatible with adjacent uses. This designation also encourages improvement and expansion of existing housing and permits new construction of single-family homes (one per lot). Minimum lot size for new subdivisions is 5,000 sq. ft. (Industrial, pp 38)

Goal 20, Continue to apply recently adopted standards of the Light Manufacturing Zone, including discretionary review (conditional use permits), for proposed commercial and industrial development in the Westside area (Implementation pp 41).

The following sections would be modified.

General Plan Map – Recreation (pp 47)

The Open Space (OS) overlay designation for the public owned properties adjacent to Paradise Creek will need to be reduced to reflect the Westside land use map.

#### 7.1.2 Land Use Code

**Residential Zones, Chapter 18.14** must be amended to include residential zone RS-4 to provide for single-family homes on lots with a minimum lot size of 2,500 square feet within the Westside Specific Plan area.

**Commercial Zones, Chapter 18.16** must be amended to reflect land use list contained in the specific plan, as Appendix A. Additionally, the increased yard requirements adjacent to a residential zone shall be modified.

Industrial (Manufacturing) Zones, Chapter 18.18 must be amended to eliminate the ML/R zone that will no longer be a zone within the city.

Lots, Chapter 18.56 must be amended to allow for 2,500 square foot parcels with minimum widths of 25 feet within the RS-4 zone.

Off-Street Parking and Loading, Chapter 18.58 would be amended to reflect the parking standards provided in Chapter 5 of this plan.

Section 18.58.240 would be amended to include the RS-4 zone and the requirement for two (2) parking spaces within an enclosed garage for each new single-family residence, with no increase in parking spaces based on the number of bedrooms.

Section 18.58.290 Section 18.58.290 Schedule of parking requirements – Business and commercial uses would remove the requirement for a minimum of 10 parking spaces for eating places.

Mixed Use, Chapter 18.140 would be revised to remove the requirement for a CUP in certain instances as referenced in Chapter 4 and Appendix A and would include the MCR-1 and MCR-2 zoning descriptions.

## **7.2 Permit Processing**

Individual development projects within Westside Specific Plan Area are subject to review and approval of subsequent permits and entitlements including subsequent environmental review under CEQA. Application and processing requirements shall be in accordance with the City's Land Use Code and other regulations, unless otherwise modified by the Specific Plan. All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan and all applicable City of National City policies, requirements and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonable and necessary to ensure that the project is in compliance with the Specific Plan and all applicable plans and regulations.

## **7.3 Specific Plan Amendments and Revisions**

Any future change to the Specific Plan would require approval of a Specific Plan Amendment. Specific Plan Amendments are processed in the same manner as the initial Specific Plan adoption, requiring application submittal, payment of processing fee, potential for additional environmental review and amendments to the certified Environmental Impact Report, review and recommendation by the Planning Commission and final action by the City Council.

## **7.4 Public Improvement Financing**

The Specific Plan identifies a variety of public improvements intended to enhance neighborhood livability and safety and to accommodate any increased service needs as a result of new development. Potential improvements may include:

1. Streetscape and mobility improvements within community corridors;
2. Possible water, wastewater, and stormwater capacity improvements;
3. Expansion of the restoration and interpretive trail within the Paradise Creek Corridor and expansion of Paradise Creek Educational Park;



4. Construction of a new community center and park at Wilson Street and 14<sup>th</sup> Street; and
5. Installation of bicycle facilities including bicycle lanes and bicycle parking.

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Institution of impact fees for new development.
- Requiring certain public improvements as part of new development.
- Dedicating park fund fees per Municipal Code Chapter 4.50, Building Construction Fees for use within the Paradise Creek and surrounding area.
- Establishing community benefit districts, such as property-based improvement and maintenance districts for streetscape, lighting, sidewalk improvements, etc.
- Using tax increment funds generated by the Redevelopment Agency.
- Applying for grants from the state and federal government, nonprofit organizations, and private benefactors for park improvements along Paradise Creek, streetscape and pedestrian improvements, and traffic calming measures.

**APPENDIX A  
 Westside Specific Plan  
 Land Use**

Group No Use #	Use Group <sup>1</sup>	Reference	Zones					
			RS-4	MCR-1	MCR-2	CL	IC	OSR
1	Area wide permitted uses – As noted below	18.104.050						-
	Arboretum							X
	Crop Raising		X	X	X	-	X	X
	Drainage Improvements		X	X	X	X	X	X
	Open Space		X	X	X	X	X	X
	Public Utility & Transmission Lines		X	X	X	X	X	X
2	Area wide conditional uses – Those uses as noted below	18.104.060						-
	Adult Day Health Care Center		-	C	C	C	-	-
	Athletic Field		-	-	-	-	X	X
	Auditorium		-	C	C	C	C	-
	Dormitories		-	C	C			
	Head Start Program		-	C	C	C	C	
	Park – Public or Private		X	X	X	X	X	X
	Post Office		-	X	X	X	X	-
	Public Works Yard		-	C	C	C	-	-
	Religious Services		C	C	C	C	C	C
	Schools & Colleges		-	C	C	C	C	-
	Transportation Terminals		-	C	C	C		
3	Animal Husbandry	18.104.070	-	-	-	-	-	-
4	Automotive and allied services	18.104.080	-	-	-	-	-	-
	Auto Detailing		-	-	-	-	-	-

X = Permitted Use  
 C = Requires approval of a  
 Conditional Use Permit  
 - = Not Permitted Use

**APPENDIX A  
 Westside Specific Plan  
 Land Use**

Group No Use #	Use Group <sup>1</sup>	Reference	Zones					
			RS-4	MCR-1	MCR-2	CL	IC	OSR
	Auto Electronics Installation & Repair		-	-	-	-	-	-
	Auto Electronics Shop		-	-	-	-	-	-
	Auto Glass Shop		-	-	-	-	-	-
	Auto Muffler Shop		-	-	-	-	-	-
	Auto Parts & Accessories Sales		-	X	X	X	-	-
	Auto Parts Exchange		-	-	-	-	-	-
	Auto Pawn Lot		-	-	-	-	-	-
	Auto Radiator Shop		-	-	-	-	-	-
	Auto Repair, Minor & Major		-	-	-	-	-	-
	Auto Repair Mobile		-	X	X	X	-	-
	Auto Sales and Leasing		-	C	C	C	-	-
	Auto Sales, Used		-	C	C	C	-	-
	Auto Services Office (Insurance, Financing, etc.)			X	X	X		
	Auto Smog Emission Station		-	-	-	-	-	-
	Auto Static Inspection		-	-	-	-	-	-
	Auto Storage		-	-	-	-	-	-
	Auto Towing (Dispatch Only)		-	-	-	-	-	-
	Auto Transmission Repair		-	-	-	-	-	-
	Auto Upholstery		-	-	-	-	-	-
	Boat Sales & Leasing		-	C	C	C	-	-
	Camper Sales, Leasing, Rental		-	C	C	C	-	-
	Car Wash (Accessory Gas Pumps Permitted)		-	-	-	-	-	-

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 Westside Specific Plan  
 Land Use**

Group No Use #	Use Group <sup>1</sup>	Reference	Zones					
			RS-4	MCR-1	MCR-2	CL	IC	OSR
	Drive-In Tune up		-	-	-	-	-	-
	Gas Sales		-	-	-	-	-	-
	Mobile Home Sales			C	C	C	-	-
	Motorcycle Sales Leasing, Rental Repair		-	-	-	-	-	-
	Trailer Sales, Leasing, Rental, Repair		-	-	-	-	-	-
	Truck Sales, Leasing, Rental Repair		-	-	-	-	-	-
	Used Car Reconditioning		-	-	-	-	-	-
	Van Conversion Service		-	-	-	-	-	-
	Auto Painting with Accessory Body & Fender Work		-	-	-	-	-	-
	Auto Repair Minor Accessory to a Department Store		-	C	C	C	-	-
	Liquefied Petroleum Gas Dispensing		-	-	-	-	-	-
5	Amusement and entertainment, Uses as permitted below, subject to CUP as noted	18.104.090	-	C	C	C	-	-
	Amusement Arcade		-	C	C	C	-	-
	Bar			C	C	C	-	-
	Burlesque, Pantomine, and Modeling Shows		-	-	-	-	-	-
	Cabarets		-	-	-	-	-	-
	Cocktail Lounge		-	C	C	C	-	-
	Dance Hall (Serving Alcohol)		-	-	-	-	-	-
	Nightclub		-	C	C	C	-	-

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 Land Use**

Group No Use #	Use Group <sup>1</sup>	Reference	Zones					
			RS-4	MCR-1	MCR-2	CL	IC	OSR
	Pool Hall/Billiard Hall		-	C	C	C	-	-
	Restaurant with Dancing after Dinner Hours		-	X	X	X	-	-
6	Commercial recreation indoor Uses	18.104.100	-	C	C	C	C	-
7	Commercial recreation outdoor -	18.104.110	-	C-	C	C	-	-
8	Community, cultural, and public recreational services	18.104.120	-	C	C	C	C	C
9	Dwelling, single-family (*Existing SFR permitted and allowed to expand in CL, no new Single family use permitted in CL)	18.104.130	X	X	X	X*	X	-
10	Dwelling, two-family	18.104.140	-	X	X	-	-	-
11	Multiple-family dwelling	18.104.150	-	X	X	-	-	-
12	Dwelling, mobile home	18.104.160	-	-	--	-	-	-
13	Eating places, other than takeout	18.104.170	-	X	X	X	-	-
14	Drive-thru/drive-in take-out eating places	18.104.180	-	X	X	X	-	-
15	Food processing	18.104.190	-	-	-	-	-	-
16	Gasoline service stations	18.104.200	-	-	-	-	-	-
17	Convenience goods & services	18.104.210	-	X	X	X	-	-
18	Shopping goods & services	18.204.220	-	X	X	X	-	-

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**APPENDIX A  
 Westside Specific Plan  
 Land Use**

Group No Use #	Use Group <sup>1</sup>	Reference	Zones					
			RS-4	MCR-1	MCR-2	CL	IC	OSR
19	Other goods and services except those prohibited uses noted below: All services permitted shall provide storage within the building. <b>No exterior storage permitted.</b>	18.104.230	--	X	X	X		
	Auto Electronics Installation and Repair	-	-	-	-	-	-	-
	Auto Transmission Repair	-	-	-	-	-	-	-
	Car Wash	-	-	-	-	-	-	-
	Ceramic Product Sales Yard	-	-	-	-	-	-	-
	Compressor Unit Sales & Service	-	-	-	-	-	-	-
	Dry Cleaning Plant	-	-	-	-	-	-	-
	Exterminating Service	-	-	-	-	-	-	-
	Lumber Yard	-	-	-	-	-	-	-
	Nursery Garden Supplies	-	-	-	-	-	-	-
	Outboard Motor Sales, Service & Repair	-	-	-	-	-	-	-
	Plaster Cast Figurines Sale and Outdoor Display	-	-	-	-	-	-	-
	Pottery and Ceramic Product Sales Yard	-	-	-	-	-	-	-
	Recycling Collection Center	-	-	-	-	-	-	-
	Shipping containers Incidental to Reverse Vending Machines with a Licensed Recycling Facility	-	-	-	-	-	-	-
	Conditional Use Permit uses as noted in Use Group 19	-	-	C	C	C	-	-

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 Land Use**

Group No Use #	Use Group <sup>1</sup>	Reference	Zones					
			RS-4	MCR-1	MCR-2	CL	IC	OSR
20	Heavy equipment & machinery Not permitted except as noted below	18.104.240	-	-	-	-	-	-
	Public Transit Facility		-	-	-	X	-	-
21	Hotel, motel, & related services	18.104.250	-	X	X	X	-	
22	Light manufacturing - All services noted as permitted shall provide storage within the building. <b>No exterior storage permitted.</b>	18.104.260	-	X	X	X	--	-
	Assembly	-	-	-	-	-	-	-
	Assembly of Camper Shells	-	-	-	-	-	-	-
	Assembly of Electronic Circuits		-	-	-	-	-	-
	Assembly or Packaging		-	-	-	-	-	-
	Auto Assembly		-	-	-	-	-	-
	Auto Detailing	-	-	-	-	-	-	-
	Auto Repair, Mobile	-	-	X	X	X	-	-
	Blacksmith	-	-	-	-	-	-	-
	Building Materials Storage Yard & Retail Sales	-	-	-	-	-	-	-
	Cabinet & Carpentry Shops			C	C	C		
	Chemical Etching of Manufactured Products	-	-	-	-	-	-	-
	Computer Maintenance and Installation			X	X	X	-	-
	Contractor's Storage and Equipment Yard	-	-	-	-	-	-	-
	Deck Systems Packaging and Services	-	-	-	-	-	-	-

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**APPENDIX A  
 Westside Specific Plan  
 Land Use**

Group No Use #	Use Group <sup>1</sup>	Reference	Zones					
			RS-4	MCR-1	MCR-2	CL	IC	OSR
	Delicatessen			X	X	X	-	-
	Diving (Commercial)			C	C	C	-	-
	Diving Equipment Mfg		-	-	-	-	-	-
	Electrical Appliance Assembly		--	C	C	C	-	-
	Equipment Repair		-	C	C	C	-	-
	Farmers Market		-	C	C	C	C	
	Film Processing		-	X	X	X	-	-
	Hydraulic Repair, Marine & Commercial		-	-	-	-	-	-
	Machine Shop		-	-	-	-	-	-
	Mail Order House		-	-	-	-	-	-
	Manufacture	18.104.260-	-	-	-	-	-	-
	Mattress Repair & Recovering		-	-	-	-	-	-
	Metal Polishing		-	-	-	-	-	-
	Packaging		-	-	-	-	-	-
	Painting of Small Parts & Metal Coating		-	-	-	-	-	-
	Pharmaceutical Drugs Packaging		-	-	-	-	-	-
	Plastic Fabricating & Extrusion		-	-	-	-	-	-
	Pneumatic & Hydraulic Control Systems Repair		-	-	-	-	-	-
	Refuse Disposal Truck & Container Facility		-	-	-	-	-	-
	Repair of Shop Equipment (Milling Machines, Lathes, Grinders, etc.)		-	-	-	-	-	-
	Sheet Metal Shop		-	-	-	-	-	-

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			RS-4	MCR-1	MCR-2	CL	IC	OSR
	Tire Rebuilding or Recapping		-	-	-	-	-	-
	Toiletries (Packaging)		-	-	-	-	-	-
	Tool & Die Shop		-	-	-	-	-	-
	Used Tire Sales		-	-	-	-	-	-
	Welding Shop		-	-	-	-	-	-
	Wholesale Business Principal use – no retail)		-	-	-	-	-	-
	Wholesale (in conjunction with retail)		-	-	-	-	-	-
	Wood Sawing		-	-	-	-	-	-
	Wood Truss Fabrication & Sales		-	-	-	-	-	-
22	All Uses noted as permitted with a Conditional Uses would not be permitted.	18.104.260		-	-	-	--	-
23	Medium manufacturing	18.104.270	-	-	-	-	-	-
24	Heavy manufacturing	18.104.280	-	-	-	-	-	-
25	Manufacturing tidelands	108.104.290	-	-	-	-	-	-
26	Mineral resource extraction and processing	108.104.300	-	-	-	-	-	-
27	Offices and studios	18.104.310	-	X	X	X	X	-
	Artist and craft studios and similar cottage industry			X	X	X	X	-
	Schools, studios and colleges Located within an existing building when adequate parking can be established (as determined by the Planning Director)			X	X	X	X	

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			RS-4	MCR-1	MCR-2	CL	IC	OSR
28	Off-street parking	18.104.320	-	X	X	X	-	-
29	Public protection facilities	18.104.330	-	C	C	C	C	-
30	Public Utilities	18.104.340	-	C	C	C	C	-
31	Research & Development	18.104.350	-	-	-	-	-	-
32	Scrap metal processing	18.104.360	-	-	-	-	-	-
33	Signs & Outdoor Advertising	18.104.370	X	X	X	X	X	X
34	Temporary Uses – with approval of a Temporary Use Permit	18.104.380	X	X	X	X	X	X
35	Wholesaling, Warehousing & Distribution	18.104.390	-	-	-	-	-	-
36	Truck Transportation Facilities	18.104.400	-	-	-	-	-	-
37	Waterfront	18.104.410	-	-	-	-	-	-
38	Open Space Reserve	18.104.420	X	X	X	X	X	X
39	Open Space Reserve	18.104.430	X	X	X	X	X	X

<sup>1</sup> Use group numbers and reference sections correspond to standard nomenclature and definitions established in Section 18.104 of the NCLUC.

<sup>2</sup> Ground floor retail required on Civic Center Drive.

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