



1.0 INTRODUCTION

The following traffic study has been prepared to determine and evaluate the traffic impacts associated with the Barrio Logan Community Plan Update. This evaluation assesses the impacts of the proposed Land Use Element and Mobility Element.

Project Description

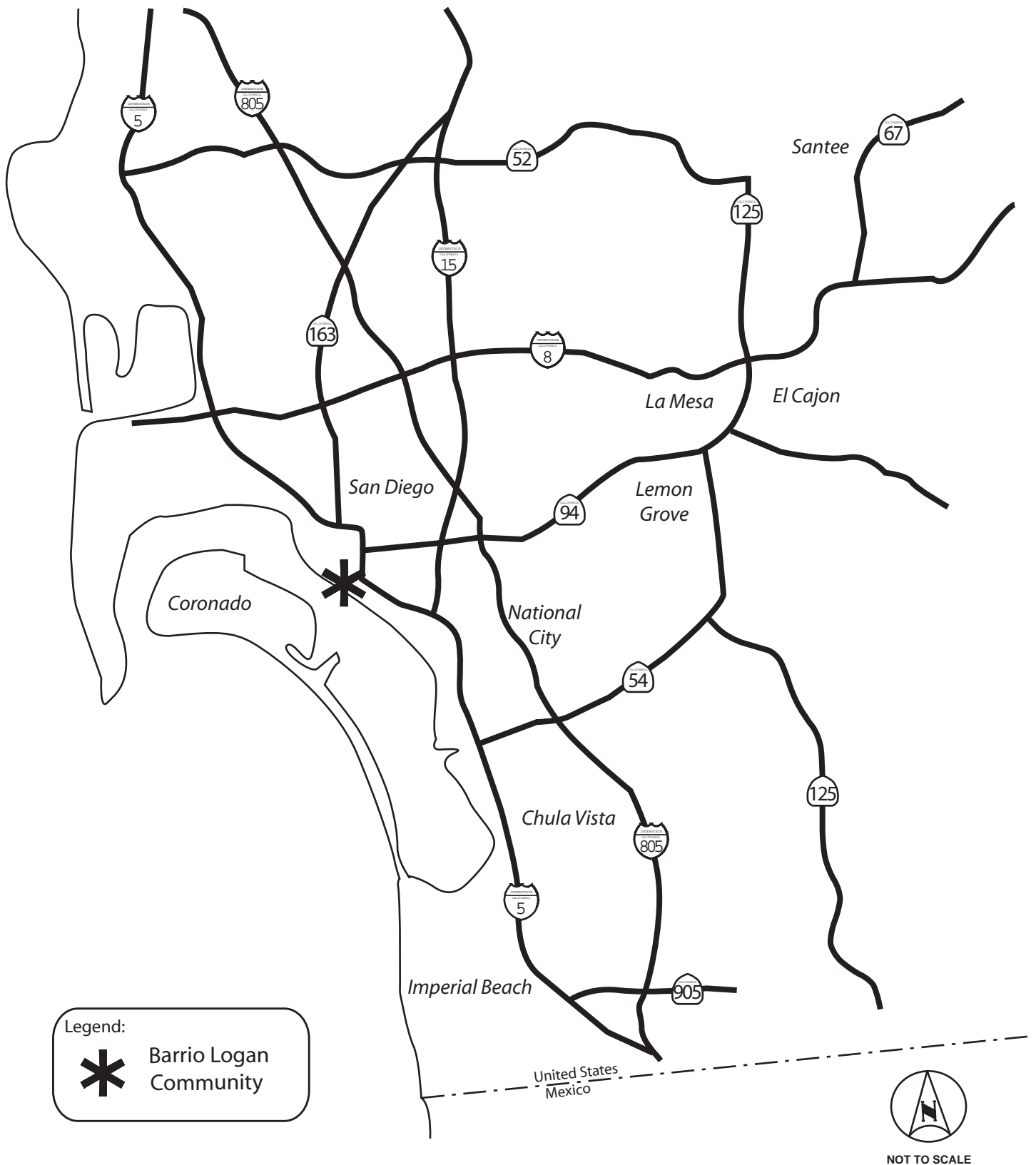
Two land use alternatives were presented and analyzed as part of the Barrio Logan Community Plan Update. The purpose of these alternatives is to regulate and guide the strategic growth of the community. In addition to the land use alternatives within the Barrio Logan Community Plan Update, a Mobility Element was prepared based on the existing conditions within the community, potential future transportation deficiencies and improvement recommendations, and extensive input from the community stakeholders. A copy of the Mobility Element is included in **Appendix A**.

Figure 1-1 depicts the location of the project in a regional context and **Figure 1-2** shows the project boundary for the Barrio Logan Community. **Figure 1-3** shows the adopted community plan land use designations. **Figures 1-4** and **1-5** shows the two alternative proposed land use designations presented under the project.

Analysis Scenarios

A total of four scenarios were analyzed as part of the project, which are listed below:

- ***Existing Conditions (2010)***
 - Existing Conditions: Represents the conditions of the existing street network.
- ***Horizon Year Conditions (2030)***
 - Horizon Year Conditions (Adopted Community Plan): Represents the traffic conditions of the street network assumed to be in place under Horizon Year conditions with the implementation of the Adopted Community Plan.
 - Horizon Year Conditions (Alternative 1): Represents the traffic conditions of the street network assumed to be in place under Horizon Year conditions with the implementation of the proposed Alternative 1 land use changes.
 - Horizon Year Conditions (Alternative 2): Represents the traffic conditions of the street network assumed to be in place under Horizon Year conditions with the implementation of the proposed Alternative 2 land use changes.





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LEGEND

- Barrio Logan Community Plan Area
- Freeway/Ramp
- Park/Open Space
- School
- City Boundary
- SDMTS Trolley and Station
- Naval Station San Diego

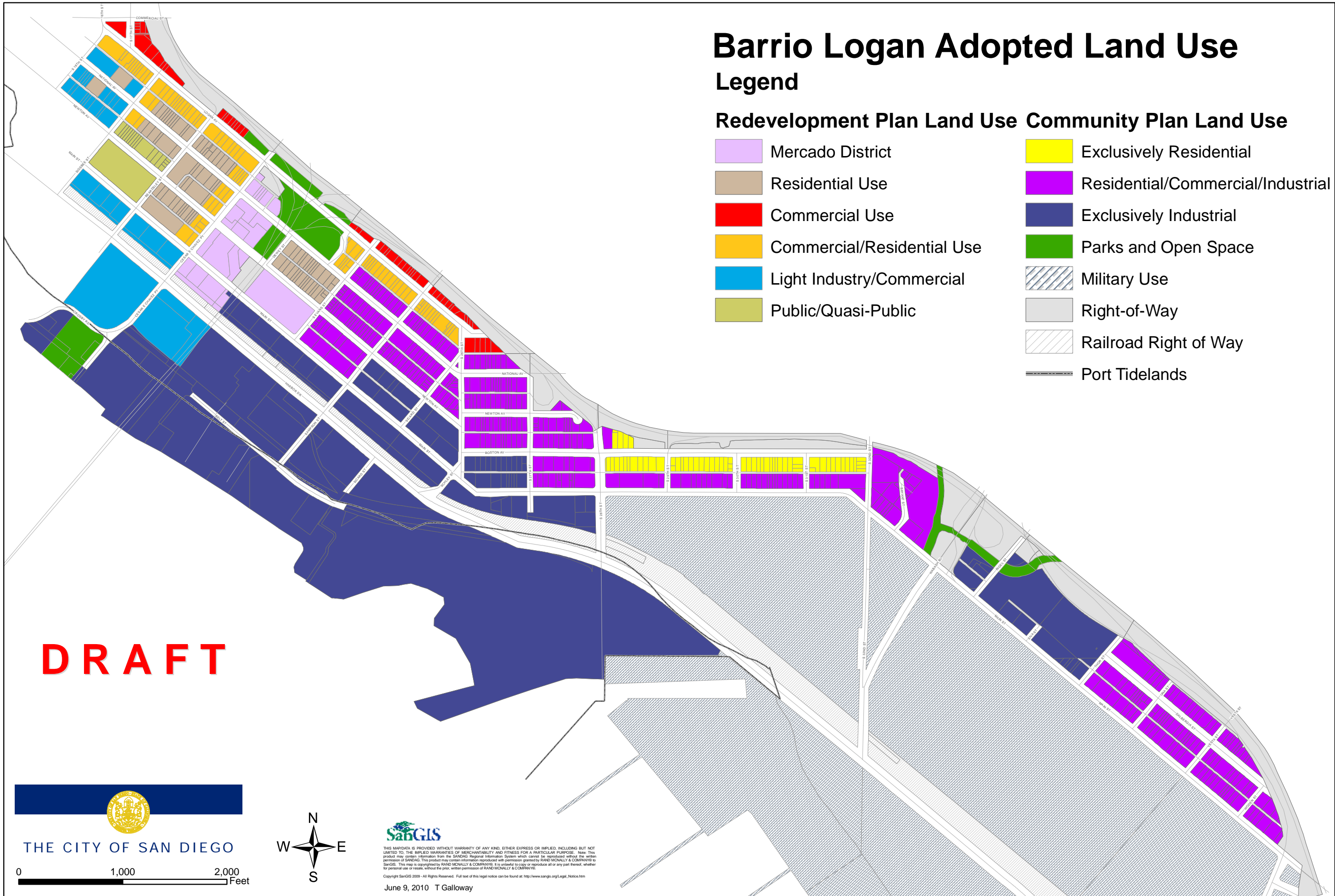
0 500 1000 2000 feet

Figure 1-2: Project Boundary Study Area
 Barrio Logan Community Plan Update

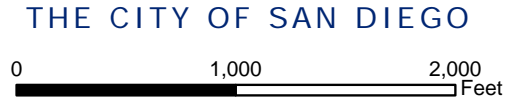
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Barrio Logan Adopted Land Use Legend

Redevelopment Plan Land Use		Community Plan Land Use	
	Mercado District		Exclusively Residential
	Residential Use		Residential/Commercial/Industrial
	Commercial Use		Exclusively Industrial
	Commercial/Residential Use		Parks and Open Space
	Light Industry/Commercial		Military Use
	Public/Quasi-Public		Right-of-Way
			Railroad Right of Way
			Port Tidelands



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




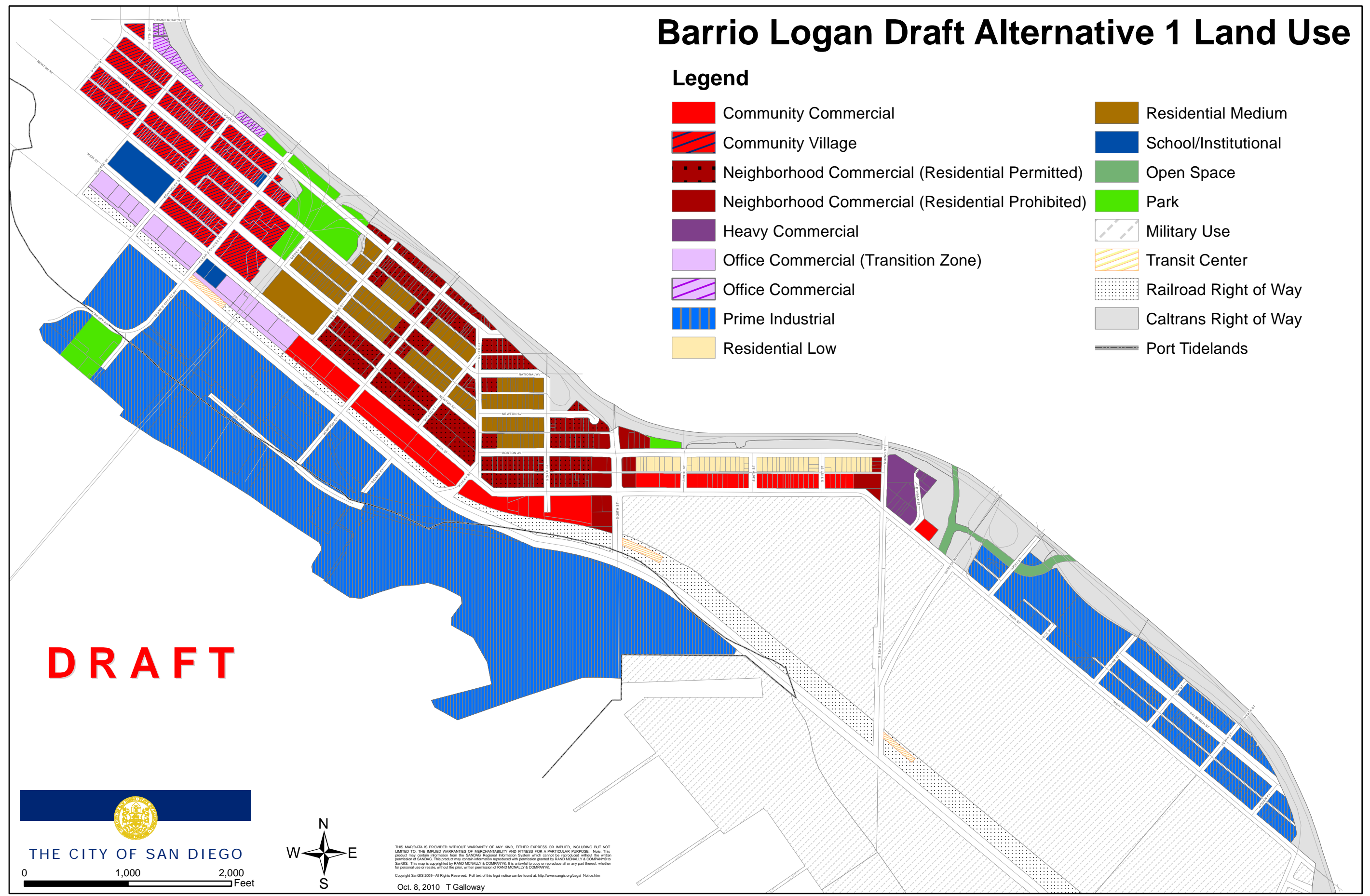
Figure 1-3: Adopted Community Plan
 Barrio Logan Community Plan Update

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Barrio Logan Draft Alternative 1 Land Use

Legend

- | | | | |
|---|--|---|-----------------------|
|  | Community Commercial |  | Residential Medium |
|  | Community Village |  | School/Institutional |
|  | Neighborhood Commercial (Residential Permitted) |  | Open Space |
|  | Neighborhood Commercial (Residential Prohibited) |  | Park |
|  | Heavy Commercial |  | Military Use |
|  | Office Commercial (Transition Zone) |  | Transit Center |
|  | Office Commercial |  | Railroad Right of Way |
|  | Prime Industrial |  | Caltrans Right of Way |
|  | Residential Low |  | Port Tidelands |



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Figure 1-4: Land Use Alternative 1
Barrio Logan Community Plan Update

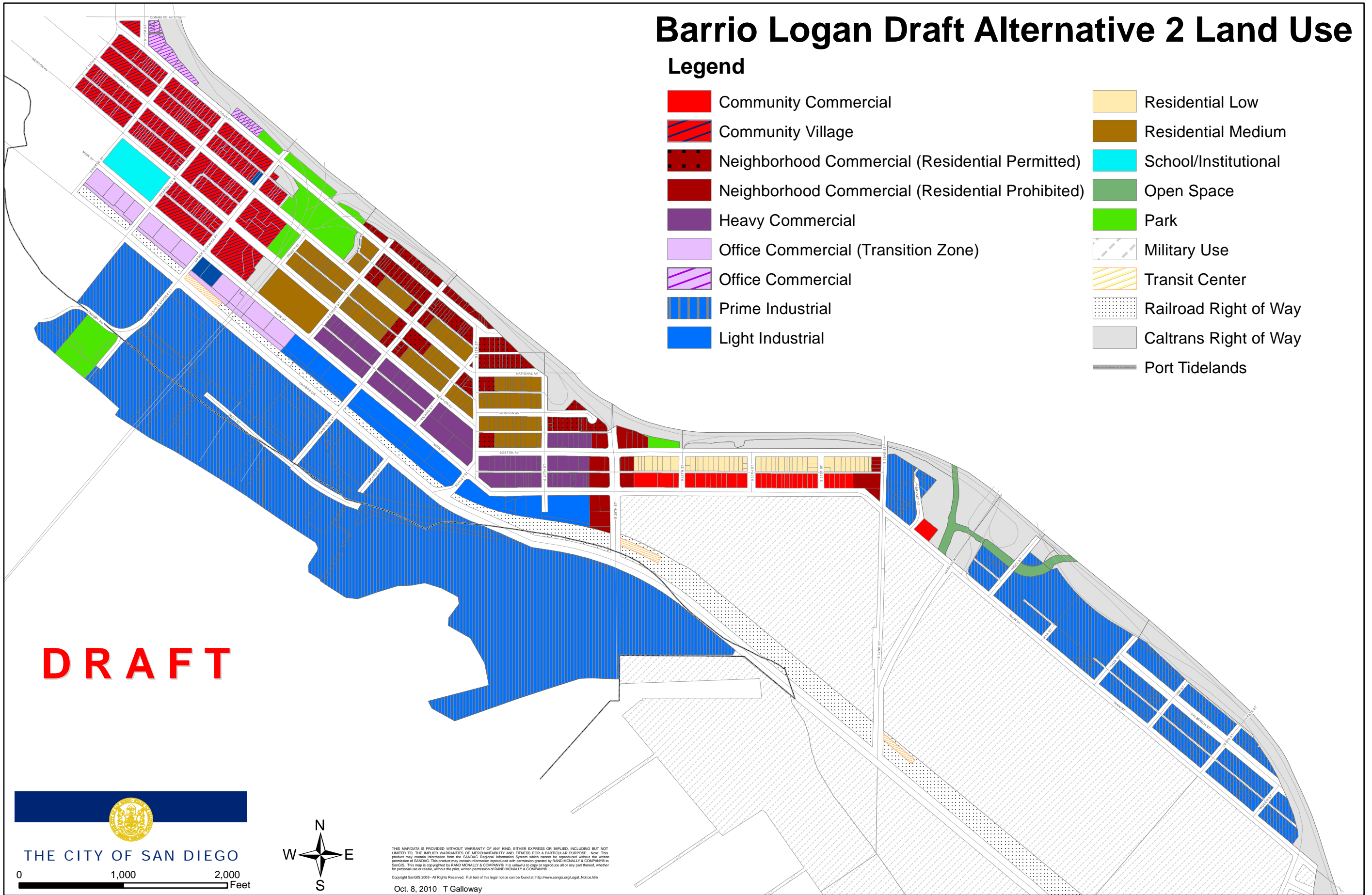
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Barrio Logan Draft Alternative 2 Land Use

Legend

- Community Commercial
- Community Village
- Neighborhood Commercial (Residential Permitted)
- Neighborhood Commercial (Residential Prohibited)
- Heavy Commercial
- Office Commercial (Transition Zone)
- Office Commercial
- Prime Industrial
- Light Industrial
- Residential Low
- Residential Medium
- School/Institutional
- Open Space
- Park
- Military Use
- Transit Center
- Railroad Right of Way
- Caltrans Right of Way
- Port Tidelands



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Figure 1-5: Land Use Alternative 2
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