CHAPTER TWO

land use element

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Institutional

Industrial

Airport Land Use Compatibility

Specific Neighborhood Guidelines

Coastal Development Permit Categorical Exclusion

The Land Use Element of the Barrio Logan Community Plan contains detailed descriptions and distributions of land uses as they are tailored to Barrio Logan and provides refined residential densities, a delineated Community Village center, and specific policies for the development of commercial, industrial, and institutional uses.

Barrio Logan's particular land use mix is unique to the region, with its collection of maritime and service industrial uses; single family and multi-family residential uses; locally-oriented and chain retail; and open space and community facilities. The unique land use pattern reflects past City direction to concentrate industry and employment-generating uses and serves as evidence of Barrio Logan's history of being dissected by freeways. As a result, instances of incompatible uses where residential, industrial, commercial and institutional uses abut one another are common. This collocation of incompatible uses, coupled with large scale industrial uses within the Port of San Diego and the Naval Base has created conflicts and issues. Alternative 1 and Alternative 2 address these complex issues through proposed land uses that respect the existing and evolving residential character and support the economic viability of businesses in Barrio Logan.

GOALS

- Separate incompatible land uses.
- Promote a vibrant, pedestrian-oriented community village that provides residential, commercial, office and civic uses.
- Ensure a compatible mix of land uses that promote a healthy environment.
- Support maritime-oriented and general industrial development that enhances and reflects the character of Barrio Logan and supports major Port and Naval uses by maintaining zoning that is exlusively industrial.
- Encourage stable base sector employment uses and supportive commercial and industrial services.
- Create enhanced transit nodes that are connected to the residents and businesses located in Barrio Logan.
- Ensure diverse housing opportunities for Barrio Logan residents.
- Produce additional affordable housing opportunities in Barrio Logan.
- Encourage quality neighborhood and community-serving commercial uses.
- Retain and enhance community-supporting institutional uses.
- Protect those areas identified as Prime Industrial Lands from encroachment from sensitive receptor land uses.

Barrio Logan

Neighborhood-serving commercial uses

2.1 LAND USE DISTRIBUTION

Table 2-1 is based on the Land Use Table within the General Plan and has been refined to implement the land uses within Barrio Logan. It identifies the land use categories within Barrio Logan and describes the uses in each category.

The Barrio Logan Community Plan land use map is a visual representation of the Community Plan land use designations as illustrated in Figure(s) 2-1 and 2-2 (Alternative 1 and 2 land use maps). The community plan text and graphics are equally necessary to communicate the intent of the plan policies.

Table 2-1 Barrio Logan Land Use Categories

General Plan Land Use	Community Plan Designation	Use Considerations	Description	Density Range (du/ac)
Park, Open Space, and Recreation	Open Space	None	Provides for open space, may have utility for: primarily passive park; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	N/A
	Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.	N/A
Residential	Residential - Low Med	None	Provides for both single-family and multi-family housing within a low-medium-density range.	10-14 du/ac
	Residential - Medium	None	Provides for both single-family and multi-family housing within a medium-density range.	15-29 du/ac
	Community Village	Commercial Permitted	Provides for a range of multi-family housing within a high density range of 30 to 44 dwelling units.	30-44 du/ac
		Commercial Permitted	Provides for a range of multi-family housing within a high density range of 44 to 73 dwelling units per acre.	44-73 du/ac
Commercial Employment, Retail, and Services	Neighborhood Commercial (ALT 1)	Residential Permitted	Provides local convenience shopping, civic uses, and commercial services serving an approximate three mile radius.	30-44 du/ac
	Community Commercial	Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.	N/A
		Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large.	30-44 du/ac
	Office Commercial	Residential Prohibited	Provides for office employment uses with limited, complementary retail uses.	N/A
	Heavy Commercial (ALT 2)	Residential Prohibited	Heavy Commercial uses provide for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service that cater to the maritime industries.	N/A
Institutional	School/Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan.	N/A
Multiple Use	Community Village	Residential Required	Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large.	30-44 du/ac
Industrial Employment	Light Industrial [ALT 2]	Office Use Limited	Allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage that cater to the maritime industries west of Harbor Drive.	N/A
	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses that may have nuisance or hazardous characteristics.	N/A

Figure 2-1
Land Use Alternative 1

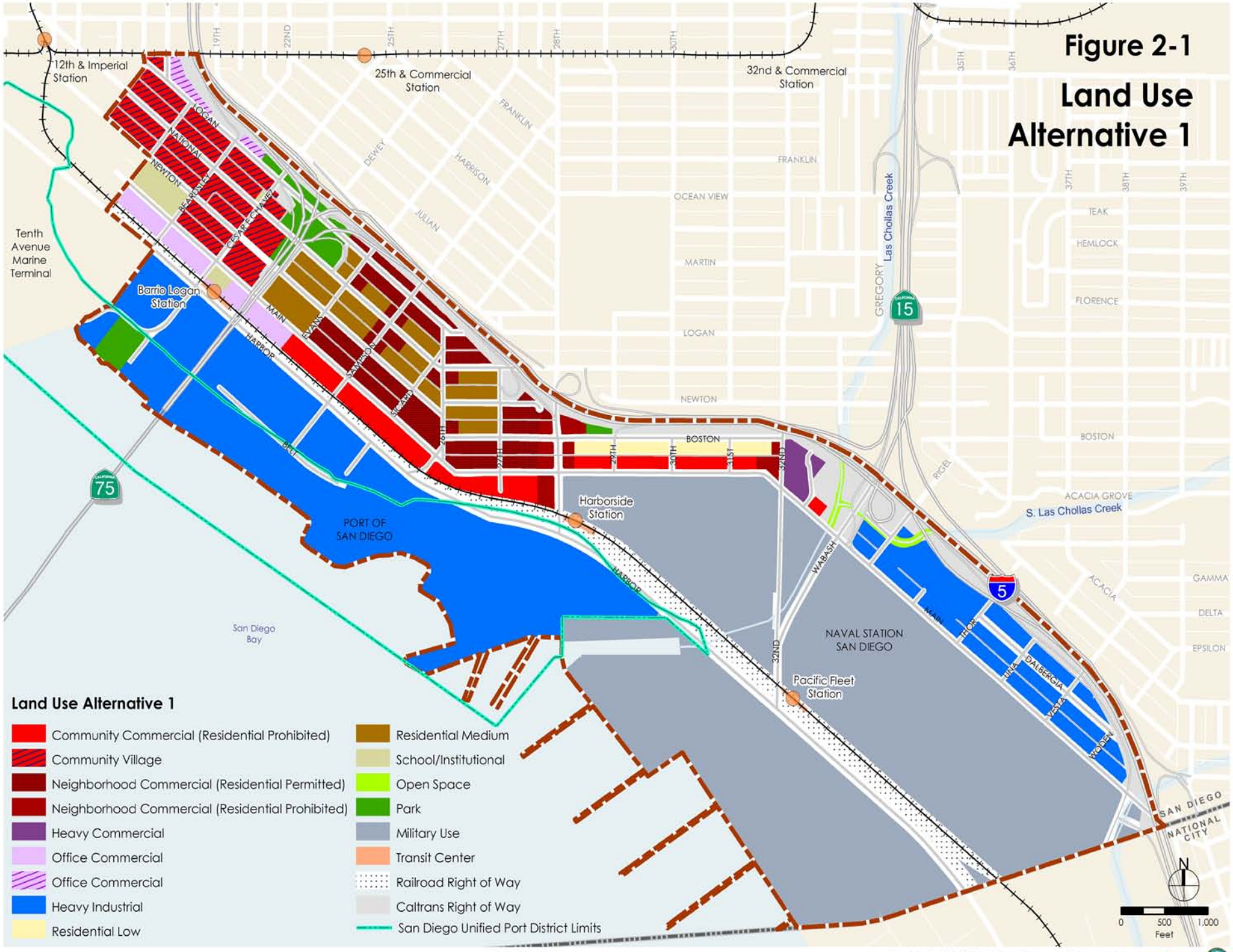

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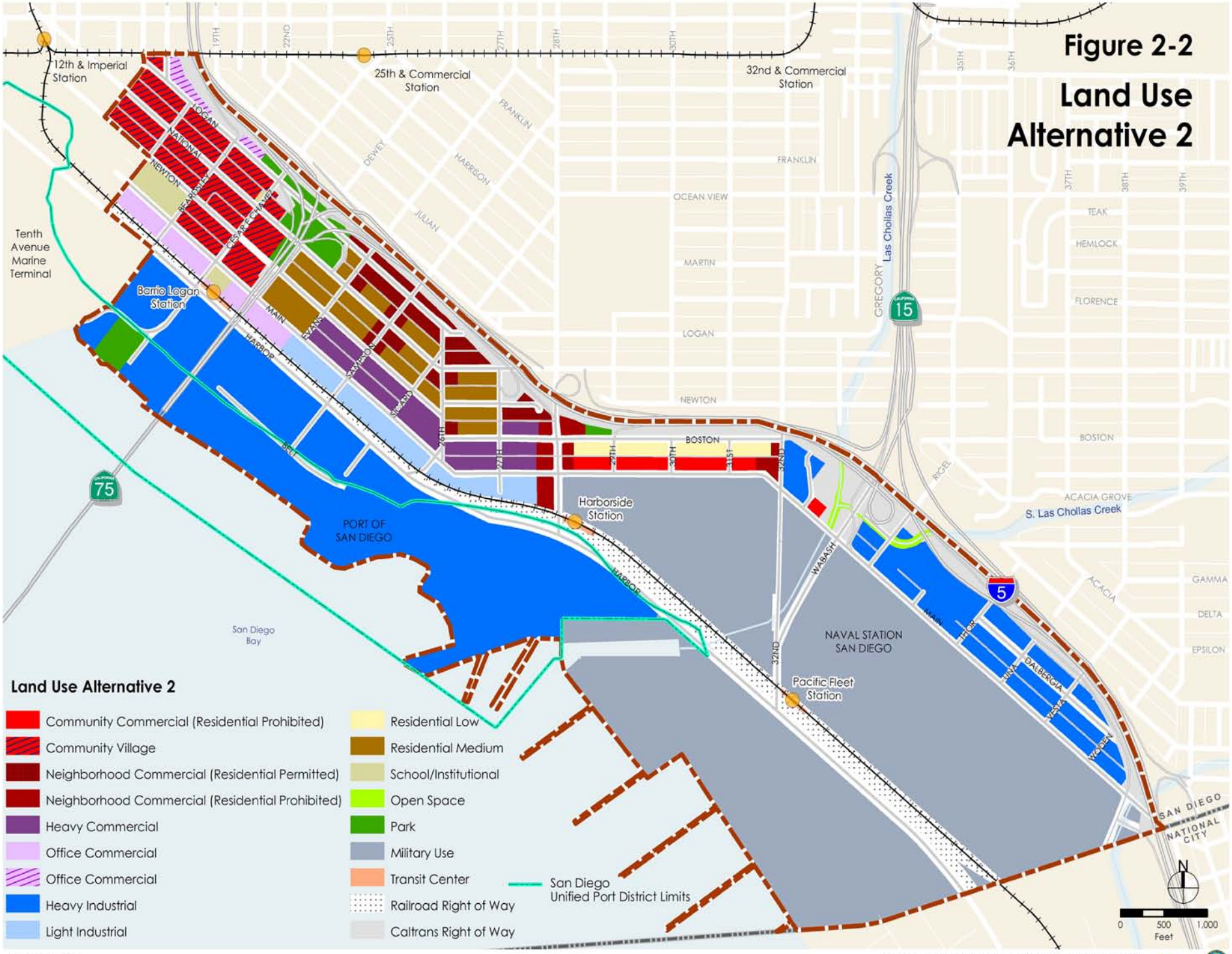
Figure 2-2

Land Use Alternative 2



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LAND USE - EXISTING AND PLANNED

A comparison of land uses between the Barrio Logan Community Plan Land Use Element with buildout in Year 2035 and those of existing 2010 land uses are illustrated in Tables 2-2 and 2-3.

In order to foster a healthy community that is balanced with economic prosperity for businesses and residents alike, this plan encourages development that builds on Barrio Logan's established character as a mixed-use, working neighborhood by:

- Fostering Barrio Logan's role in the city's economy by protecting existing and future production, distribution, repair, and maritime activities in predominately industrial areas.
- Increasing housing in the Barrio Logan without impinging on or creating conflicts with identified areas of production, distrbution, research, and repair activities.
- Establishing a land use pattern that supports and encourages transit use, walking, and biking.
- Better integrating Barrio Logan with the surrounding neighborhoods and improving its connections to Port land and the water's edge.
- Improving the public realm so that it better supports new development and the residential and working population of the neighborhood.

Table 2-2
Existing Land Uses (2010)

General Plan Land Use Category	Existing Uses	
	Acres	% of Total Uses
Park, Open Space, and Recreation	15.71	2.0%
Agriculture	0.00	0.0%
Residential	40.91	4.0%
Institutional, Public and Semi-Public Facilities	11.06	1.0%
Commercial Employment, Retail, and Services	25.91	3.0%
Industrial Employment	121.64	12.0%
Port Industrial*	112.24	11.0%
Roads /Freeways/ Transportation Facilities*	290.38	29.0%
Military*	368.11	37.0%
Vacant*	13.66	1.0%
Total	999.61	100%

* These uses are not General Plan land use categories. They are included to provide accurate accounting of the total acreage in the Barrio Logan Community Plan Area.

Table 2-3
Land Uses at Buildout

Land Use Category	Existing Uses			
	Acres Alt 1	% of Uses	Acres Alt 2	% of Uses
Single family	2.98	.3%	2.61	.3%
Multifamily	48.15	4.8%	48.34	4.8%
Commercial	98.41	9.8%	78.58	7.9%
Industrial	60.49	6.1%	80.48	8.1%
Port Industrial	112.24	11.2%	112.24	11.2%
Elementary School	4.15	.4%	4.15	.4%
Community College	.99	.1%	.99	.1%
Other Institutional	1.21	.1%	1.21	.1%
City Facilities	.34	.003%	.34	.003%
City Park	9.06	.9%	9.06	.9%
Port Park	4.27	.4%	4.27	.4%
Open Space	10.49	1%	10.49	1%
Transportation/ Utilities	278.72	26.9%	278.72	26.9%
Military	368.11	36.8%	368.11	36.8%
Total	999.61	100%	999.61	100%

Retain and enhance existing compatible commercial uses

2.2 RESIDENTIAL LAND USE

One of the main goals of the Barrio Logan Community Plan is to expand and preserve the supply of affordable housing through the construction of new units as well as the preservation and restoration of the older homes in Barrio Logan. Due to the unique nature of the small lot development in Barrio Logan, other methods of development to achieve infill housing is encouraged. These methods include the development of companion units on the lower density residential sites as well as the development of live/work style units to accommodate working artists within the community and small lot housing that allows for smaller-scale housing units. Furthermore, shopkeeper units which allow families to live above commercial, retail and office space is encouraged as part of this plan.

Review of the data in tables 2-4 and 2-5 identifies the following about Barrio Logan and about its relation to the City as a whole:

Achieve a diverse mix of housing types and forms

Table 2-4 Future 2030 Housing and Population Estimates Comparisons (Alternative 1) Barrio Logan and the City of San Diego

	Household Population	Housing Stock				Median Household Income	Household Size
		Single Family		Multi-Family			
		No.	%	No.	%		
Barrio Logan	13,613	69	2%	3,738	98%	$38,324	3.77
City of San Diego*	1,689,254	280,082	44%	346,026	56%	$70.149	2.70

Table 2-5 Future 2030 Housing and Population Estimates Comparisons (Alternative 2) Barrio Logan and the City of San Diego

	Household Population	Housing Stock				Median Household Income	Household Size
		Single Family		Multi-Family			
		No.	%	No.	%		
Barrio Logan	11,531	56	2%	3,198	98%	$38,324	3.77
City of San Diego*	1,689,254	280,082	44%	346,026	56%	$70,149	2.70

* SANDAG Regional Forecast 2050 (Series 12) for the year 2030

- The residential character of Barrio Logan is dominated by multi-family development;
- Households in Barrio (persons per household) are generally larger than the those in the City as a whole, with the median household size in Barrio Logan being approximately one-third larger;
- The larger households in Barrio Logan generally live on less income than those in the City as a whole, with the median household income in Barrio Logan being approximately 45% lower.

The data indicates three specific needs within the Barrio Logan Community. First, there is a need for larger living units to accommodate typically larger households. Second, the current community is in need of affordable housing opportunities, based on generally lower household income and larger household size. Finally, the community could benefit from development of jobs that are comparable with the city-wide median for wages within and adjacent to the community.

RESIDENTIAL POLICIES

Policy 2.2.1 Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.

Policy 2.2.2 Rehabilitate quality older residential development and balance it with new development.

Policy 2.2.3 Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.

Policy 2.2.4 Provide development of housing that incorporates universal design standards for persons with disabilities.

Policy 2.2.5 Enable rental and ownership opportunities in all types of housing including alternate housing units such as companion units, live/work studios and shopkeeper units as well as small-lot housing typologies.

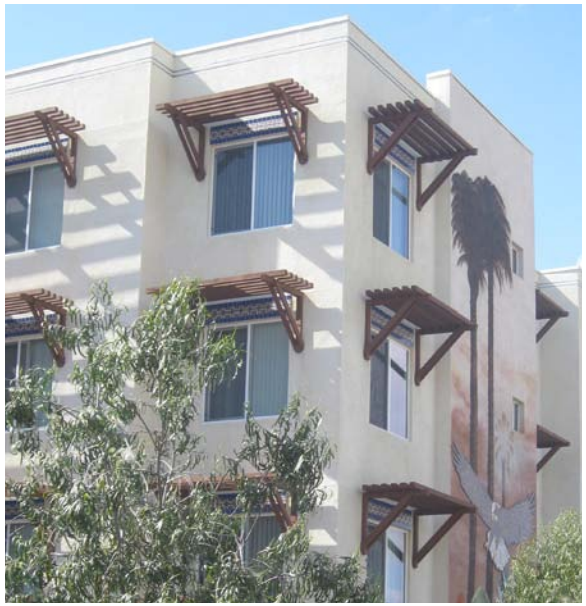
Policy 2.2.6 Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.

Policy 2.2.7 Require soil remediation to occur as part of development when proposing a change in use from industrial or heavy commercial to residential and or mixed residential development.

Policy 2.2.8 Support development of companion units in lower density areas such as the Historic Core and along Boston Street south of 29th Street in order to provide additional residential units and opportunities for co-generational habitation as well as a financial tool for low-income homeowners to meet their mortgage obligations.

Policy 2.2.9 Conduct site remediation work in order to reduce issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been re-designated for residential and mixed-use development.

Encourage the preservation and renovation of culturally and historically significant residential units



Promote construction of larger housing units suitable for families with children

AFFORDABLE HOUSING POLICIES

Policy 2.2.10 Promote production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.

Policy 2.2.11 Create affordable home ownership opportunities for moderate income buyers.

Policy 2.2.12 Encourage development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.

Policy 2.2.13 Promote home buyer assistance programs for moderate-income buyers.

Policy 2.2.14 Preserve existing low intensity homes which provide affordable housing and contribute to Barrio Logan's unique character.

2.3 COMMERCIAL LAND USE

Commercial uses are located throughout the Barrio Logan Community, except for the area between Harbor Drive and the San Diego Bay. The commercial uses tend to be grouped into a number of categories; maritime/industry serving, resident/community serving, worker/navy serving, and auto/oriented serving. Barrio Logan contains five commercial community plan land use designations. Two of those designations allow residential use at varied densities, and three of the designations prohibit residential. See Figure 2-1 and 2-2, Alternative 1 and Alternative 2 Land Use Map(s) for the precise location of these designations.

COMMERCIAL LAND USE POLICIES

Policy 2.3.1 Enhance and retain maritime-oriented commercial uses that are compatible with surrounding land uses.

Policy 2.3.2 Retain and enhance existing neighborhood-serving commercial uses.

Policy 2.3.3 Encourage development of shopkeeper units and live/work units that allow residents to own and operate office, professional and retail uses.

2.4 INSTITUTIONAL LAND USE

Institutional uses provide public or semi-public services to the community. Table 2-6 identifies the public institutional uses serving Barrio Logan. Other institutional uses spread throughout the community include private schools, child care facilities, a vocational college, churches, and centers that provide health, development, and counseling service.

Table 2-6 Public Institutional Uses Serving Barrio Logan

Institutional Use	Facility	Location
Educational	Perkins Elementary School	Barrio Logan
	Burbank Elementary School	Southeastern San Diego
	San Diego High School	Centre City
San Diego	Fire Station No. 7	Barrio Logan
	Central Division	Southeastern San Diego
Library	Logan Heights Branch Library	Southeastern San Diego
	Central Library	Downtown San Diego
U.S. Government	32nd Street Naval Station	Barrio Logan
	Post Office 277 Logan Ave.	Southeastern San Diego

INSTITUTIONAL LAND USE POLICY

Policy 2.4.1 Coordinate with the San Diego Unified School District to develop a joint use park facility with Perkins Elementary School. (Refer to Recreational Element).

2.5 INDUSTRIAL LAND USE

The Economic Prosperity Element of the General Plan addresses the relationship between industrial lands and the economic health of the City. As stated in the General Plan, the policies "are intended to strengthen our industries, retain and create good jobs, with self sufficient wages, increase income, and stimulate economic investment in our communities". The element

Protect and Promote development of maritime-related uses

also addresses prime industrial lands that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses. These lands should be protected and maintained.

The Barrio Logan community plan designates parcels south of Wabash Street (32nd Street in Alternative 2) and to the west of Harbor Drive, as heavy industrial due to their exclusively industrial character. These areas have also been identified as prime industrial lands which contribute to the regional economy and support waterfront-related activities.

INDUSTRIAL LAND USE POLICIES

Policy 2.5.1 Protect and promote activities, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced in industrial areas.

Policy 2.5.2 Protect and promote development of maritime and maritime-related uses that do not present health-related or environmental hazards to adjacent sensitive receptors.

Policy 2.5.3 Encourage parking management and increased use of alternative modes of transportation to reduce parking impacts associated with port-related industries.

Policy 2.5.4 Allow industrial land uses that minimize conflicts with incompatible uses through building design and truck restrictions; and provide a balance between the needs of the heavy industrial businesses that are located west of Harbor Drive and the residences contained within the community.

Policy 2.5.5 Encourage development of structured parking within the Light Industrial land use designation (Alternative 2) to address the parking deficit created by Port tenant employees.

Policy 2.5.6 Encourage industrial buildings be designed to better integrate with the surrounding neighborhood.

Policy 2.5.7 Use active uses such as lobbies, offices, and retail areas to provide transparency on the street.

Policy 2.5.8 Encourage addition of plazas, courtyards and outdoor places for employees to gather and recreate.

Policy 2.5.9 Integrate transit within employment areas and create safe and direct bicycle and pedestrian connections to provide multi-modal access (refer to General Plan Policies UD-D.1 through D.3).

2.6 AIRPORT LAND USE COMPATIBILITY

The Airport Influence Areas for Naval Air Station North Island and San Diego International Airport affect the Barrio Logan Community. The Airport Influence Area is composed of the noise contours, safety zones, airspace protection surfaces, and over-flight areas for the two airports and serves as the planning boundaries for the Airport Land Use Compatibility Plans.

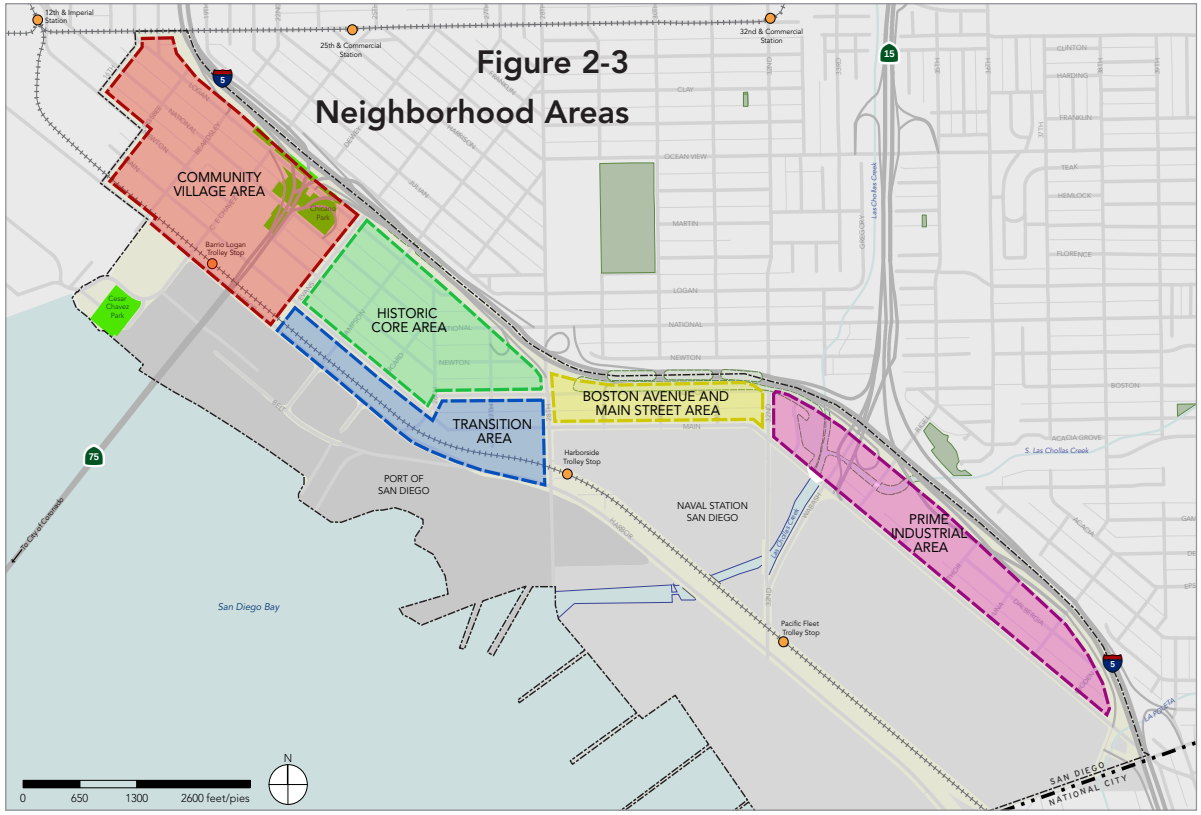
AIRPORT LAND USE COMPATIBILITY POLICY

Policy 2.6.1 Ensure development proposals are consistent with airport land use compatibility policies and regulations.

Build on and preserve the character of the community

Promote economic growth in the community

Encourage diverse housing opportunities



2.7 SPECIFIC NEIGHBORHOOD GUIDELINES

Barrio Logan is defined in this Plan as having five distinct neighborhoods east of Harbor Drive. The area west of Harbor Drive is designated as Prime Industial Lands (See Figure 5-1). The five specific neighborhood areas coincide with the Landscape Districts of 4.3 Urban Forest and are contained within Barrio Logan as shown in Figure 2-3. The following guidelines are based on the characteristics of the built environment and the existing and desired land use pattern. These areas include the Barrio Logan Community Village, Historic Core, Transition Area, Boston and Main Street Corridor Area, and Prime Industrial Area. The following sections provide specific land use recommendations within each neighborhood area. When reviewing the following policies and guidelines, also refer to General Plan policies UD-C.1 –C.7 and UD-F.3.

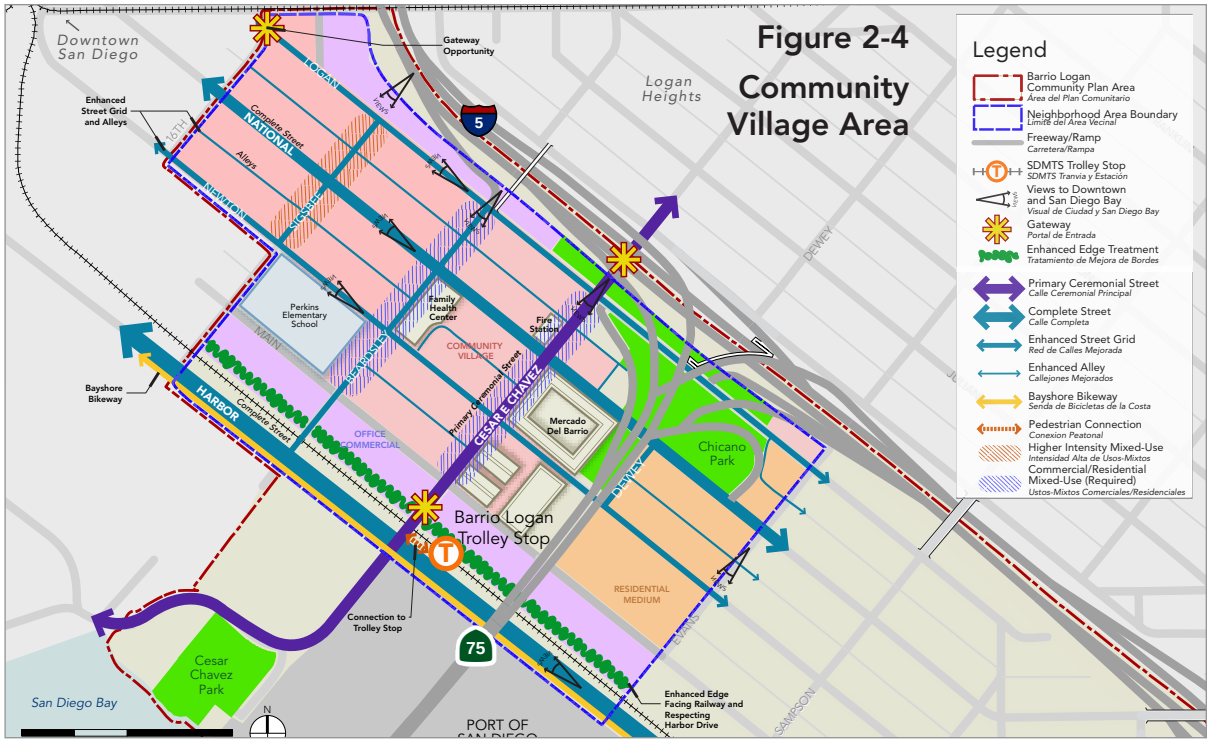


Figure 2-4
Community Village Area

COMMUNITY VILLAGE AREA

The Barrio Logan Community Village draws upon the character and strength of the Barrio's setting, commercial centers, institutions and employment centers as shown in Figure 2-4.

The Village area is planned to be a vibrant pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, connections, and land uses that are influenced by Latino culture.

The Village land uses will include a combination of residential, commercial and residential vertical mixed use, office, commercial, recreational, civic, and institutional uses. It is envisioned that Village streets and walkways will be designed to meet the needs of the pedestrian first and buildings will be designed to reflect human scale.

COMMUNITY VILLAGE AREA POLICIES

Policy 2.7.1 Promote Cesar E. Chavez Parkway as the community's primary ceremonial street as described in the Mobility Element.

Policy 2.7.2 Orient street frontages onto Cesar E. Chavez Parkway, and provide for outdoor seating and space for retailers to display their wares.

Policy 2.7.3 Ensure public view corridors are enhanced along Logan Avenue, National Avenue, Newton Avenue and Main Street.

Policy 2.7.4 Provide sidewalks that are 15 feet wide along Cesar E. Chavez Parkway to allow for enhanced pedestrian and commercial activity.

Policy 2.7.5 Require development at the intersections of Logan Avenue, National Avenue, Newton Avenue and Main Street to provide sidewalks that are 10 to 14 feet in width and include corner sidewalk bulb-outs.

Policy 2.7.6 Require development to provide appropriate setbacks between 5 feet and 10 feet in order to emphasize and enhance the designated public view corridors along National Avenue, Newton Avenue and Logan Avenue northwest of the San Diego-Coronado Bay Bridge.

Policy 2.7.7 Protect and preserve small retail establishments which provide jobs and entrepreneurship opportunities for local residents.

Encourage smaller scale infill development

Scale of existing buildings should be reflected through design and choice of materials of development

Rehabilitate existing residential units that contribute to the historic core's character and fabric

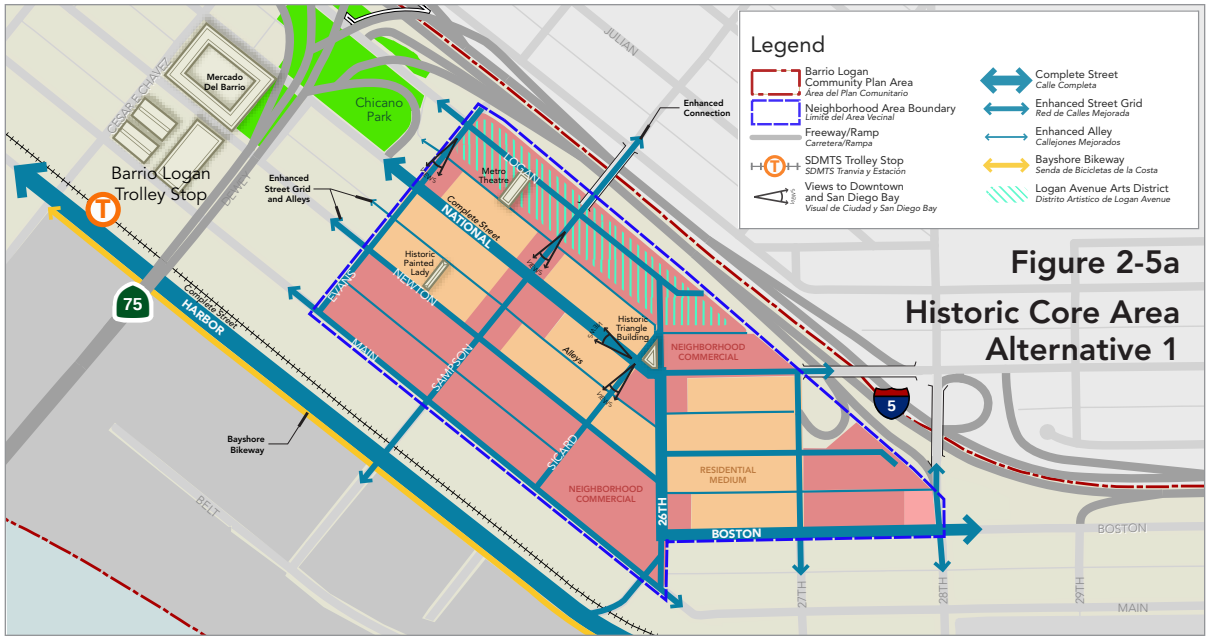


Figure 2-5a
Historic Core Area Alternative 1

HISTORIC CORE AREA

Development within the historic core should complement the existing and evolving character of the built environment. The historic core is characterized by commercial uses interspersed with the existing single- and low intensity multi-family housing. The plan promotes development within this area provides live/work spaces, small lot housing, shopkeeper units, and artist workspace. Live work units for residents are envisioned as a vital part of an evolving arts district along Logan Avenue.

HISTORIC CORE AREA POLICIES

Policy 2.7.8 Respect existing development pattern within the Historic Core area

Policy 2.7.9 Discourage parcel consolidation over 14,000 square feet to maintain the historic building pattern of smaller buildings. If this is not possible the scale of the existing buildings should be reflected through design and choice of materials for development.

Policy 2.7.10 Encourage, smaller-scale infill development and housing rehabilitation throughout the Historic Core.

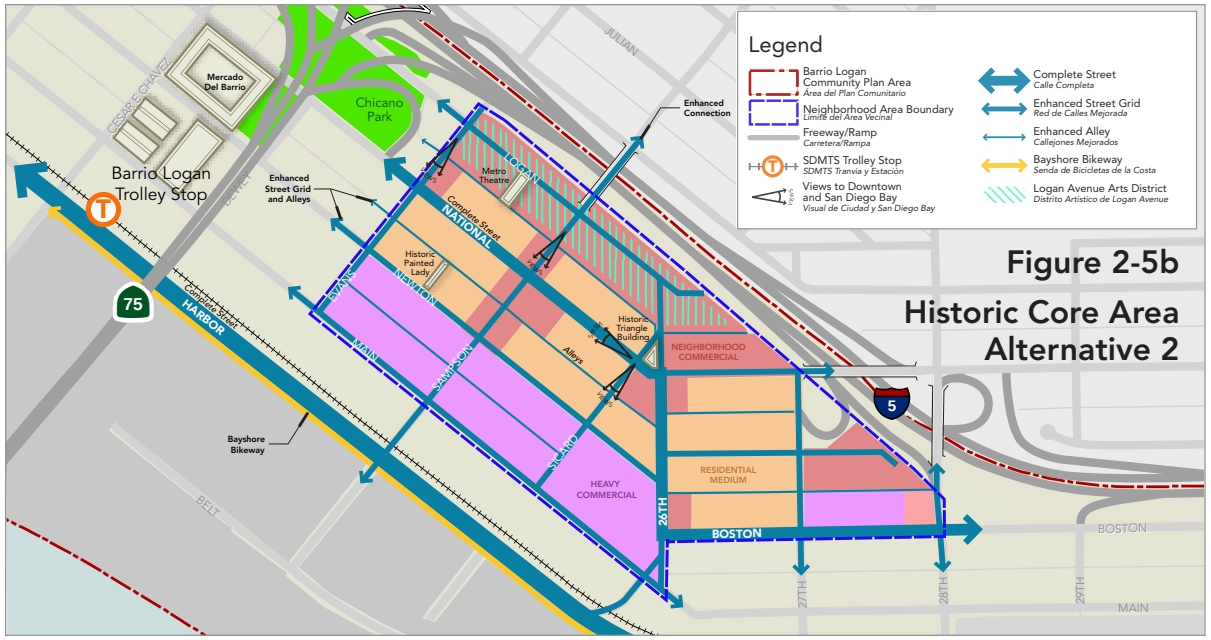


Figure 2-5b

Historic Core Area Alternative 2

Respect the existing development pattern

Encourage smaller-scale infill development

Policy 2.7.11 Rehabilitate existing residential units that contribute to the historic core's character and fabric. Encourage adaptive reuse of historically or architecturally interesting buildings in cases where the new use would be compatible with the structure itself and the surrounding area.

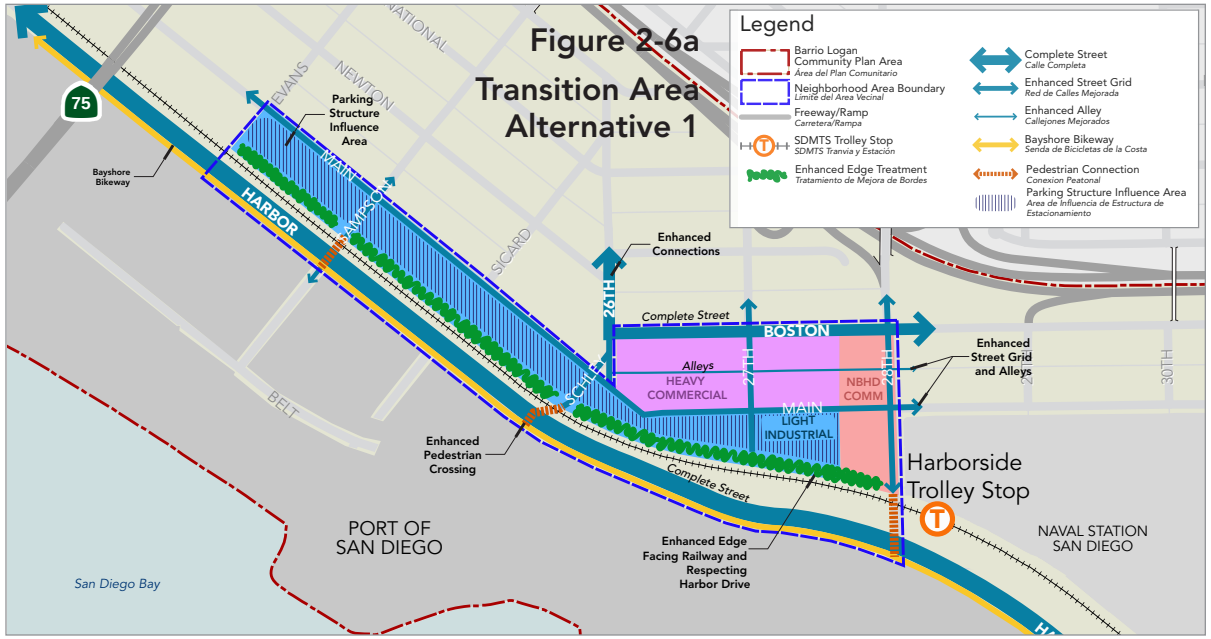
Policy 2.7.12 Preserve existing single family homes, especially the bungalows along Evans Street and Sampson Street that date back to the times when many Barrio Logan residents worked for the Navy and local fish canneries, and the larger residential units along Logan Avenue north of Evans Street.

Policy 2.7.13 Encourage live/work units, pocket housing and shopkeeper units along Logan Avenue and 26th Street in order to increase the vitality and livability of this historic street.

TRANSITION ZONE

In 2008 the San Diego Unified Port District adopted a Transition Zone Policy (BPC Policy 725). The purpose of the Policy is to protect the maritime and maritime-related jobs provided by the Port of San Diego and to protect existing operations and business governed by City plans, such as the Barrio Logan Community Plan as well as the Port Master Plan. It is also the intent of the Policy to minimize conflicts with incompatible uses and to provide a balance between needs of the Port District and the goals and objectives of the adjacent communities. The Transition Zone is intended to include uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the Port District's industries.

The Barrio Logan Community Plan implements the intent of the San Diego Unified Port District Transitional Zone (See Figures 2-6a and 2-6b). Residential uses are prohibited adjacent to Harbor Drive or Main Street south of 28th Street. The Transition Area is intended provide a buffer comprised of buildings between the heavy industrial uses west of Harbor Drive and the community of Barrio Logan that emphasizes quality materials and design.



TRANSITION ZONE POLICIES

Policy 2.7.14 Protect and promote commercial (Alt 1) or Light Industrial (Alt 2) uses in the Transition Zone by prohibiting residential uses within the Transition Zone.

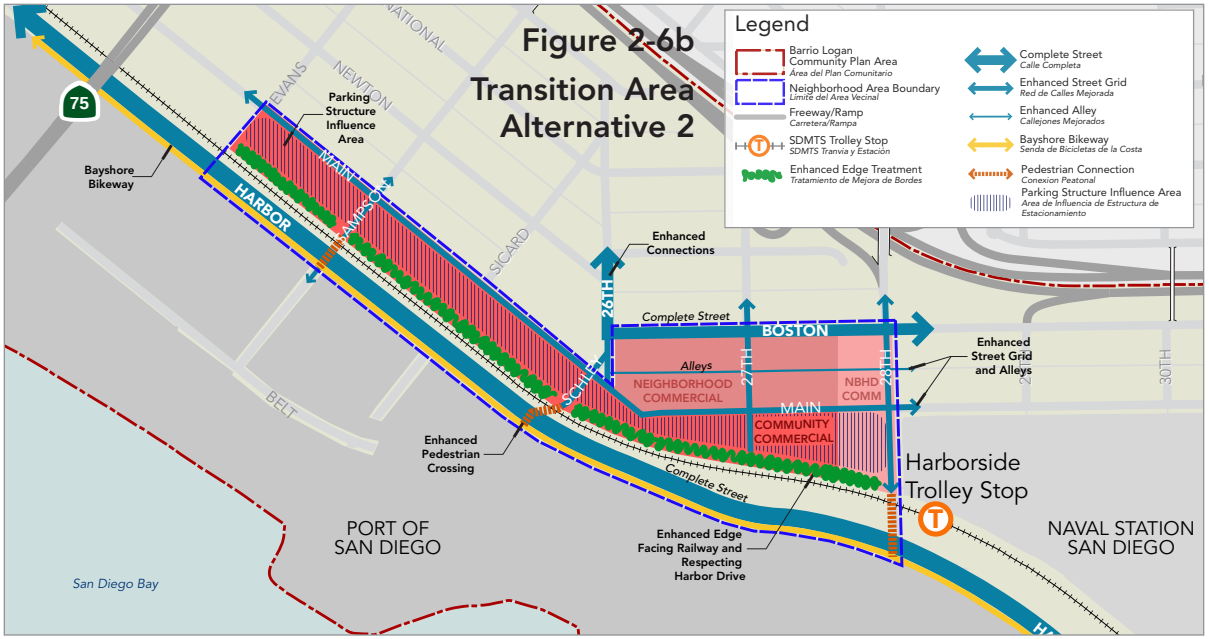
Policy 2.7.15 Include active uses such as commercial services and retail uses to engage and enliven the street in the Transition Zone.

Policy 2.7.16 Include active uses such as lobbies, offices, and retail areas to provide transparency on the street.

Policy 2.7.17 Protect and promote activities, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced.

Policy 2.7.18 Treat building facades facing the rail road right-of-way as primary façades. These facades should use quality materials, and screen the service and loading areas from the right-of-way.

Policy 2.7.19 Ensure that Heavy Commercial uses (Alternative 2) do not cause negative effects to the surrounding community.



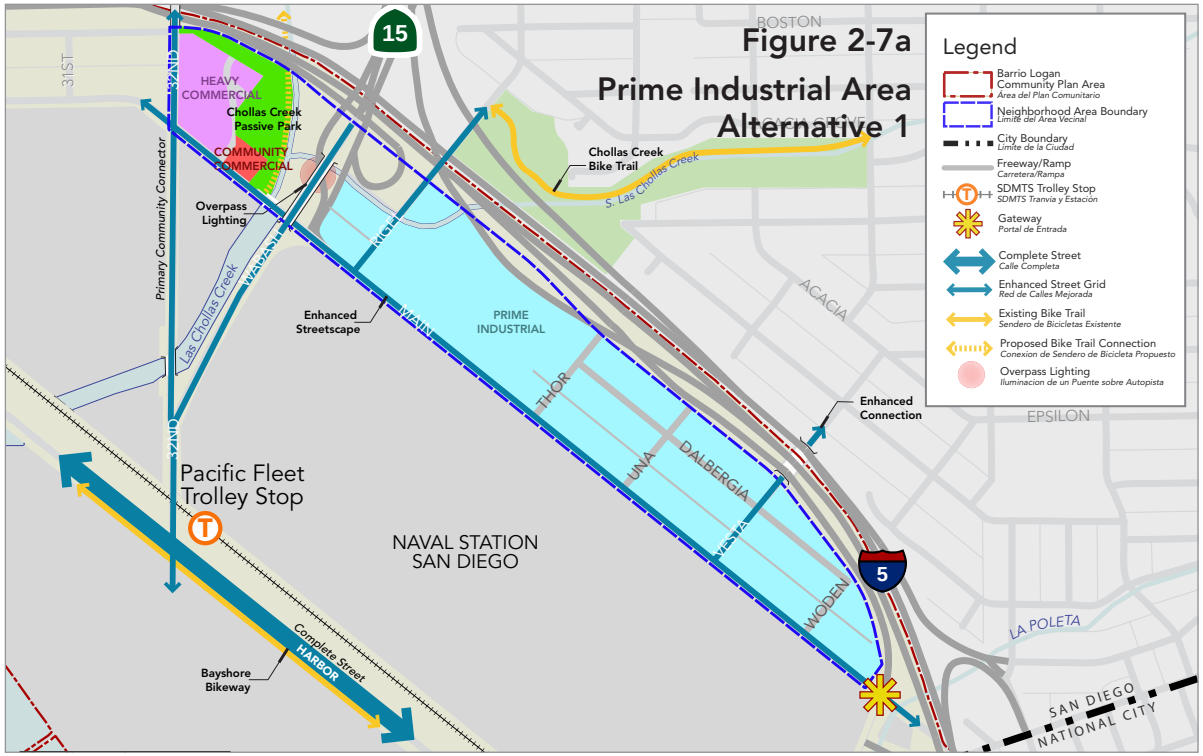
Incorporate landscaping and include active uses such as offices within light industrial buildings to enliven the street edge in Transition Zone areas

Policy 2.7.20 Screen Heavy Commercial uses to by including a signifcant landscaping buffer, a minimum 10' wide sidewalk as well as shade-producing street trees.

Policy 2.7.21 Ensure that truck and auto ingress and egress are taken from the west side of properties facing the railway and trolley tracks in order to minimize impacts to the community east of Main Street.

Policy 2.7.22 Enhance infrastructure and working environment within areas designated for maritime uses to better serve businesses and industry.

Prime Industrial Use Areas should provide pleasant working environments

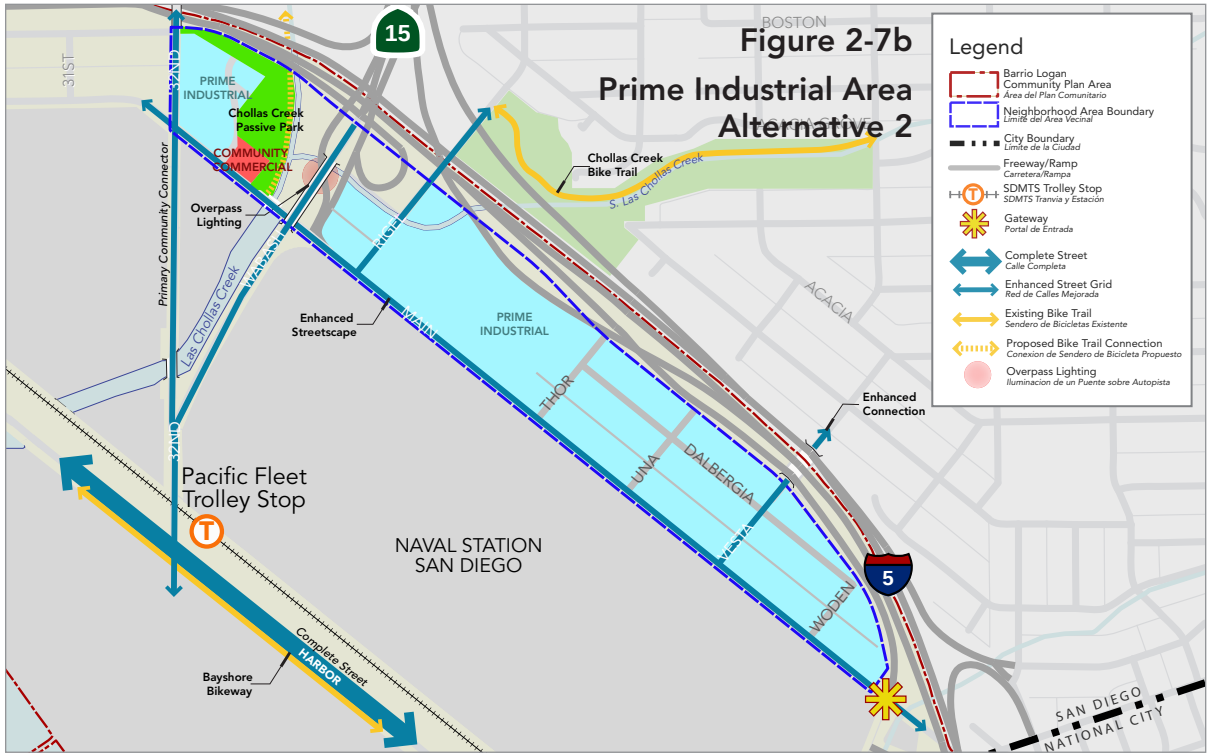


PRIME INDUSTRIAL AREAS

Barrio Logan's Prime Industrial Areas are a long-term and critical element of the region's economy. Figure 5.1 illustrates the Prime Industrial Area in Barrio Logan.

PRIME INDUSTRIAL AREA POLICIES

Policy 2.7.23 Protect stock of existing buildings used by, or appropriate for, industrial businesses by restricting conversions of industrial buildings for retail or office uses identified as Prime Industrial Land.



Heavy industrial buildings provide an opportunity to integrate production and distribution activities with research, design and maintenance

Policy 2.7.24 Apply restrictive heavy industrial zoning to areas identified as Prime Industrial Land to ensure that sensitive receptor and public assembly land uses will not result in land use conflicts or otherwise diminish the availability or attractiveness of these areas to existing and future industrial uses.

Policy 2.7.25 Ensure new land uses adjacent to Prime Industrial areas do not conflict with existing industrial operations characteristic of these areas or conflict with transportation access to these areas.

Policy 2.7.26 Design industrial structures along 32nd Street in Alternative 2 to create the least amount of impact on the sensitive receptors that are adjacent to 32nd Street.

BOSTON AND MAIN STREET CORRIDOR

Boston Avenue between 28th Street and 32nd Street is defined by primarily single family homes. Main Street between 28th Street and 32nd Street is characterized by a wide array of commercial, industrial and residential uses. The Mobility Element of the Plan provides policies for reducing the street width along Boston Avenue between 29th Street and 32nd Street from 60-feet to 40-feet in order to slow traffic speeds and to improve safety for residents. Main Street is envisioned to intensify with higher intensity commercial and office uses.

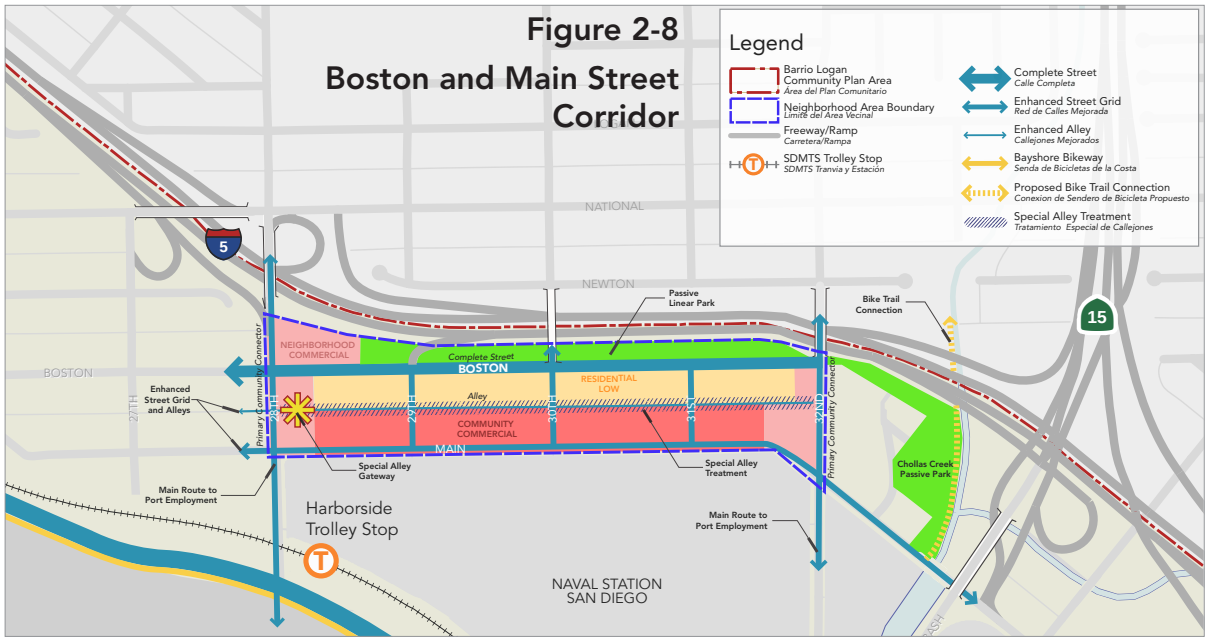


Figure 2-8
Boston and Main Street Corridor

BOSTON AND MAIN STREET CORRIDOR POLICIES

Policy 2.7.23 Enhance low density residential neighborhood along Boston Avenue and mixed-use nature of Main Street by encouraging appropriately scaled and sited infill development.

Policy 2.7.24 Rehabilitate existing residential units along Boston Avenue that contribute to the character and fabric of this area.

Policy 2.7.25 Encourage development of companion units along Boston Avenue.

Policy 2.7.26 Encourage single-family residential units with front yard porches along Boston Avenue.

Policy 2.7.27 Reduce width of Boston Avenue from 60 feet to 40 feet as cited in the Mobility Element of the Plan.

Policy 2.7.28 Create a passive trail that includes recreational opportunities along the north side of Boston Avenue between 29th Street and 32nd Street.

Policy 2.7.29 Encourage office and commercial retail serving uses along Main Street.

Policy 2.7.30 Respect existing development pattern of Main Street by utilizing smaller-scale infill commercial and office development.

2.8 COASTAL DEVELOPMENT PERMIT CATEGORICAL EXCLUSION

Development within the Barrio Logan Community Village that complies with underlying base zone requirements is categorically excluded from obtaining a Coastal Development Permit pursuant to Categorical Exclusion Order Number _____[1] . The exclusion is intended to incentivize revitalization of the Community Village. The area subject to the exclusion is depicted in Figures 2-9.

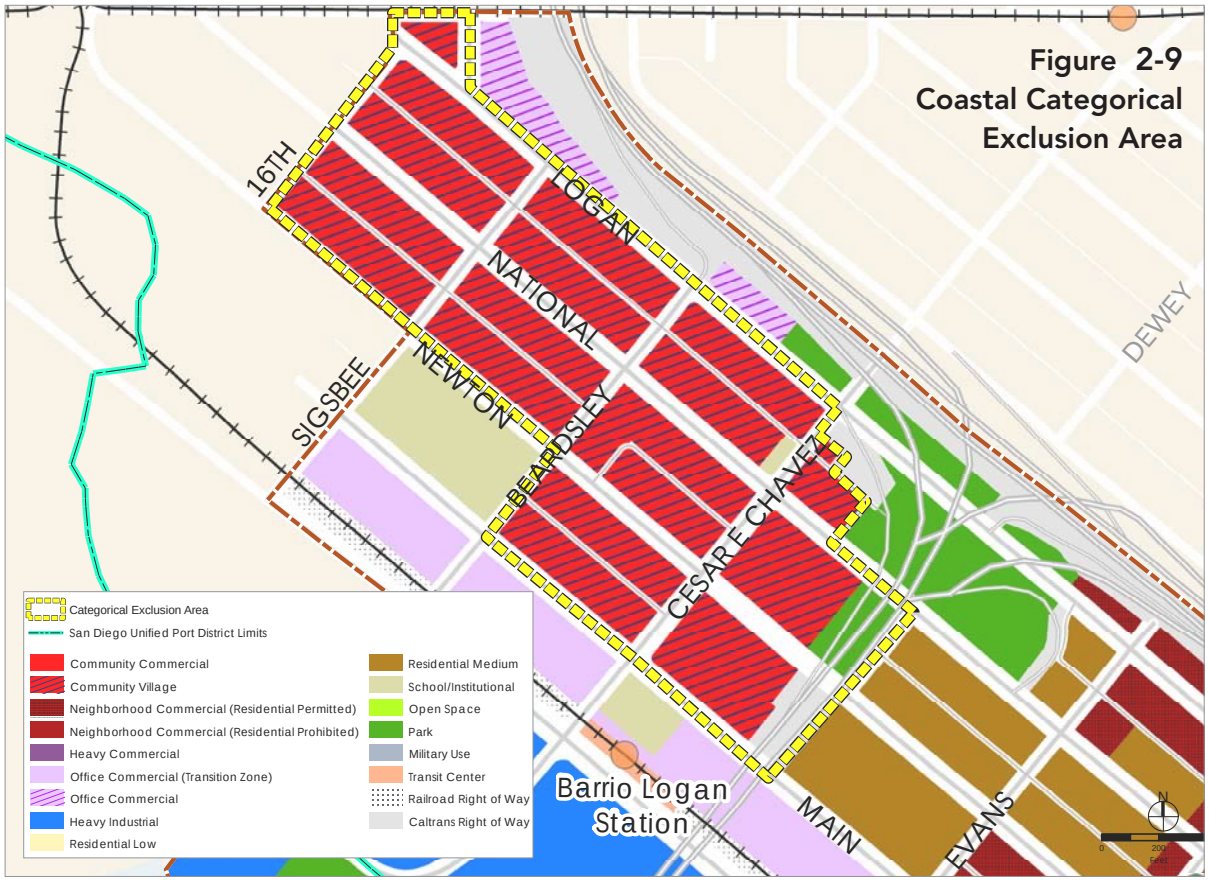


Figure 2-9
Coastal Categorical Exclusion Area

1. *The Categorical Exclusion Order Number will be created once the Community Plan is approved.*