



barrio logan COMMUNITY PLAN UPDATE

Barrio Logan Community Plan Update June 19, 2013





barrio logan

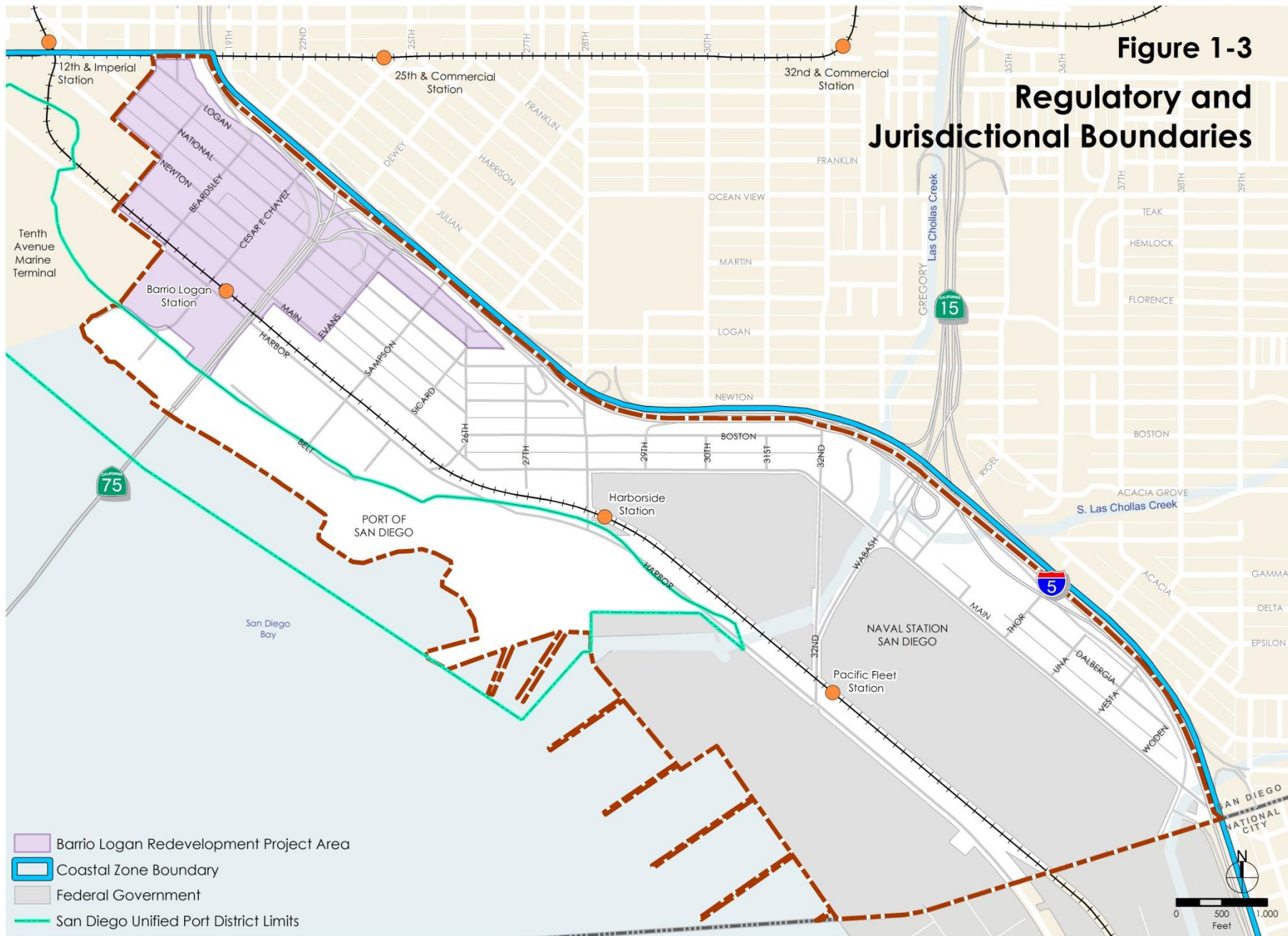
COMMUNITY PLAN UPDATE

- **Issue:** Should the Land Use and Housing Committee recommend to the City Council **Approval** of the Barrio Logan Community Plan and Local Coastal Program Update?
- **Staff Recommendation:** Staff recommends that the Land Use and Housing Committee forward the Community Plan Update to City Council with a recommendation of **Approval** based on the information contained in the staff report and the evidence offered as part of the public hearing.

Recommend to the City Council:

- **Certification** of Final Environmental Impact Report (FEIR) Sch. No. 2009091021 and adoption of the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP)
- **Approval** of a resolution amending the Barrio Logan Community Plan and General Plan
- **Approval** of an ordinance designating Chicano Park as a Regional Park
- **Approval** of an ordinance amending the Land Development Code and Local Coastal Program (which will include repealing the Planned District Ordinance and replacing it with citywide zoning, adding the Coastal Categorical Exclusion, and approving new zones).
- **Approval** of the Fiscal Year 2014 Public Facilities Financing Plan (PFFP) for the Barrio Logan community
- **Rescind** the existing Development Impact Fees
- **Establish** new Development Impact Fees for all property within the Barrio Logan community

Figure 1-3 Regulatory and Jurisdictional Boundaries
















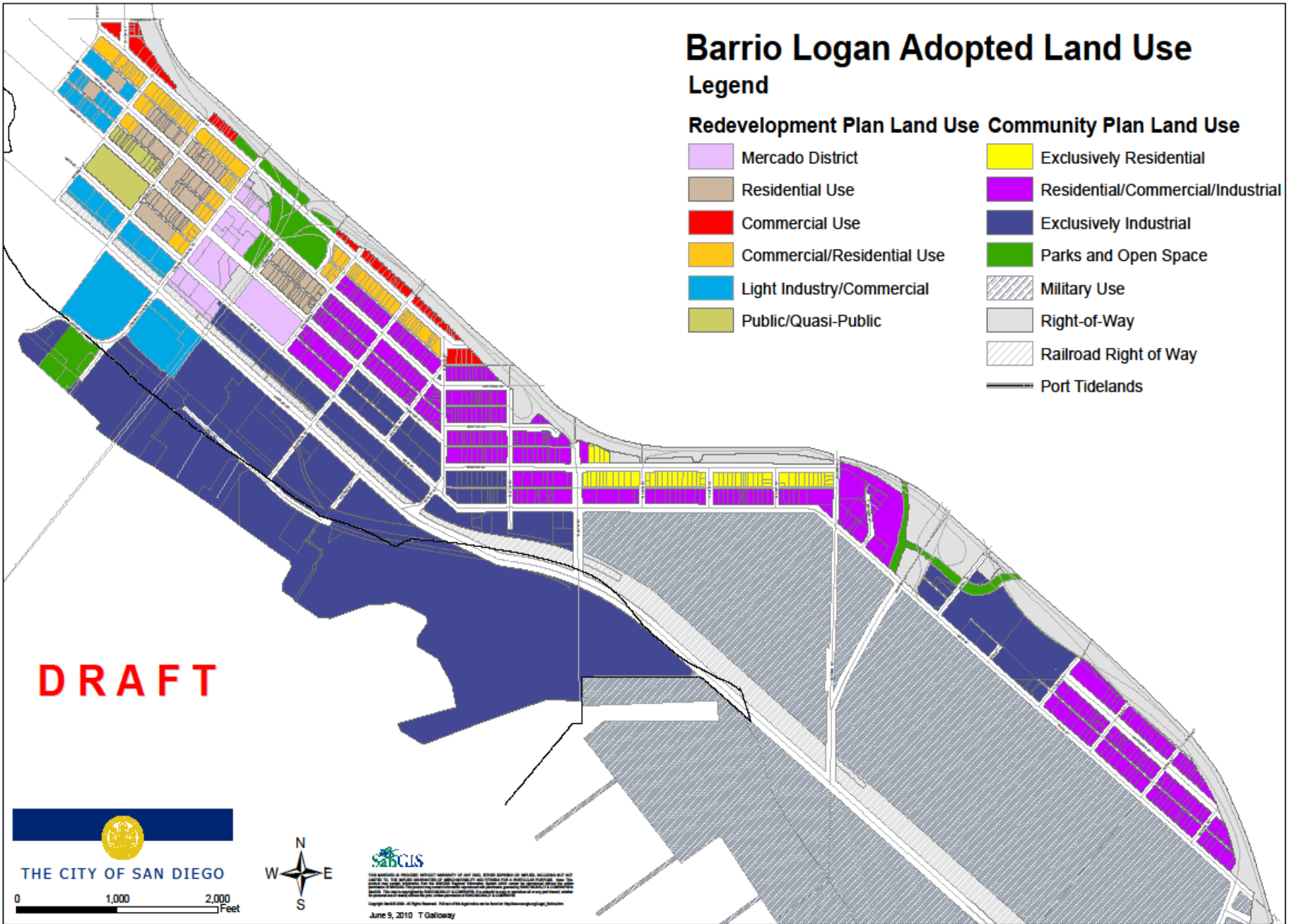
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Barrio Logan Adopted Land Use Legend

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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

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June 9, 2010 T.Galloway

Barrio Logan Existing Land Use (2013)

Legend







Residential

-  Multi-Family
-  Single Family

Institutional

-  Fire Station
-  Elementary School
-  Schools/Colleges
-  Public Services
-  Religious Facility




Commercial

-  Retail
-  Office
-  Motel
-  Gas Station
-  Auto Sales
-  Wholesale

Military

-  Military Use

Industrial

-  Light Industry
-  Junkyard
-  Warehousing
-  Heavy Industry

Park/Open Space

-  Open Space
-  Park

Vacant

-  Vacant/Parking

Utilities/Terminal

-  Rail Terminal
-  Utilities

Right-of-Way

-  Railroad
-  Road
-  Trolley Station
-  Freeway
-  Port Tidelands

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June 16, 2013 T.Galloway

Background

- Update started in April 2008
- 33-member Stakeholder Committee
- Over 50 meetings with the community and affected stakeholders
- 4-Day Charrette in January 2009 -10 land use scenarios developed by the community
- Refined to 3 land use scenarios that were presented at March 2010 PC Workshop
- On 11/17/2010, 16 of the 22 Stakeholder Committee members voted to support Scenario 1. Six of the 22 members voted to support Scenario 2
- 2 Refined land use scenarios resulted which were equally evaluated in EIR
- Draft Community Plan, Local Coastal Program, Zoning Regulations, Public Facilities Financing Plan

Barrio Logan Community Plan Elements

- Land Use
- Mobility
- Urban Design
- Economic Prosperity
- Public Facilities, Services and Safety
- Recreation
- Conservation
- Noise
- Historic Preservation
- Arts and Culture

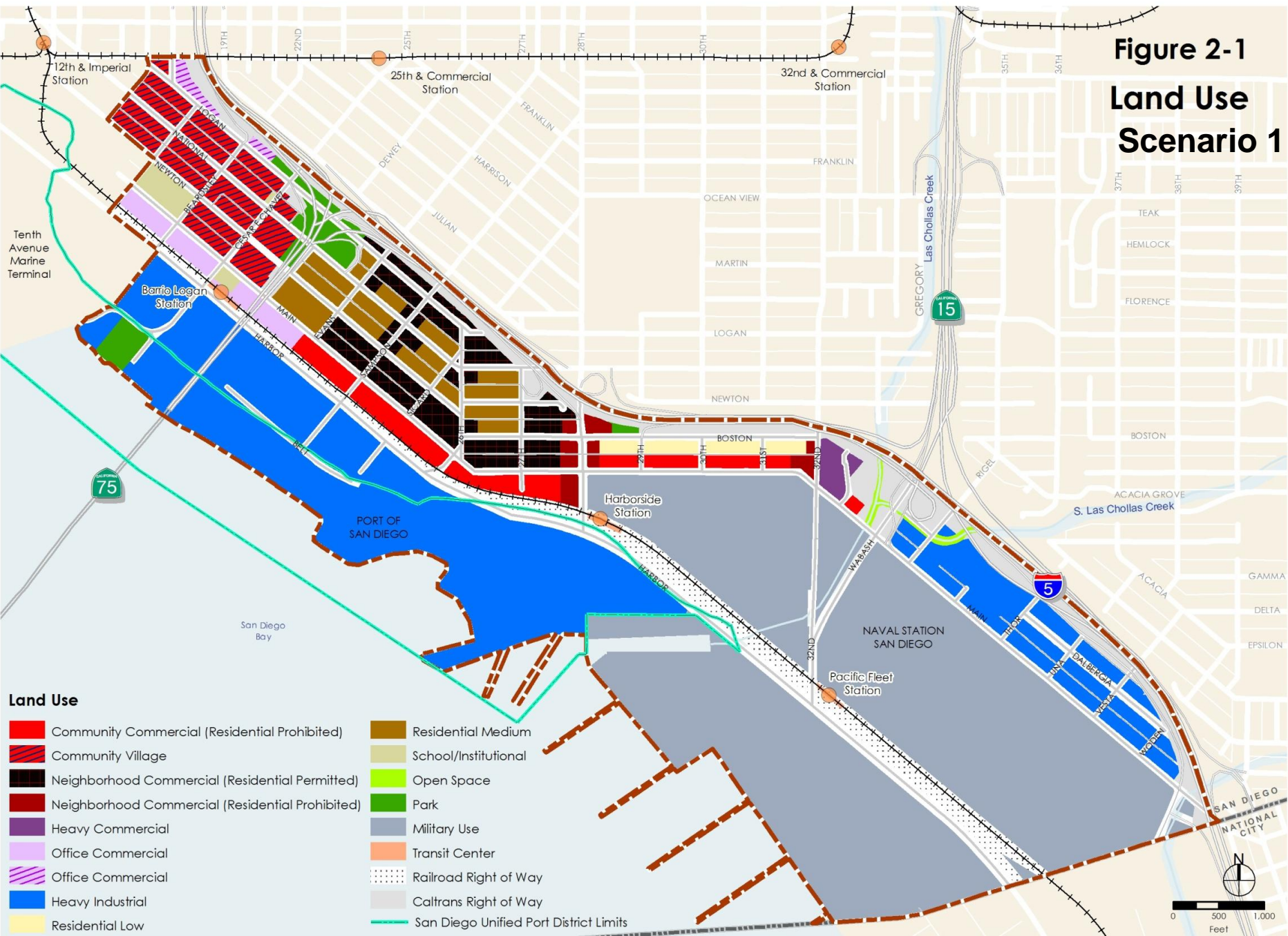
Land Use Element Goals

- Eliminating potential for collocation through land use and zoning changes;
- Incorporating “Transition Zone” buffer;
- Identifying a Community Village per the General Plan;
- Creating enhanced Transit Nodes;
- Preservation of existing historic and potentially historic assets;
- Providing Additional and Diverse Housing Opportunities;
- Retaining waterfront’s role as an important location for maritime-oriented production and repair;
- Protecting and expanding Prime Industrial Lands designation.

Land Use Scenarios

- Scenario 1 is the “Preferred Plan” and is the scenario that is included in the draft Community Plan and associated regulatory documents.
- Both scenarios are identical with the exception of the Transition Zone and area at 32nd and Main Street:
 - Scenario 1: Designated for community and neighborhood commercial uses. Heavy Commercial at 32nd and Main Street
 - Scenario 2: Designated for maritime-oriented commercial as well as heavy commercial uses. Heavy Industrial at 32nd and Main Street
- Both scenarios prohibit residential uses within the Transition Zones but allow maritime-oriented uses via different discretionary actions.
 - Scenario 1 require a Coastal Development Permit along with a Conditional Use Permit for maritime-oriented uses.
 - Scenario 2 requires only a Coastal Development Permit for maritime-oriented uses.

Figure 2-1 Land Use Scenario 1

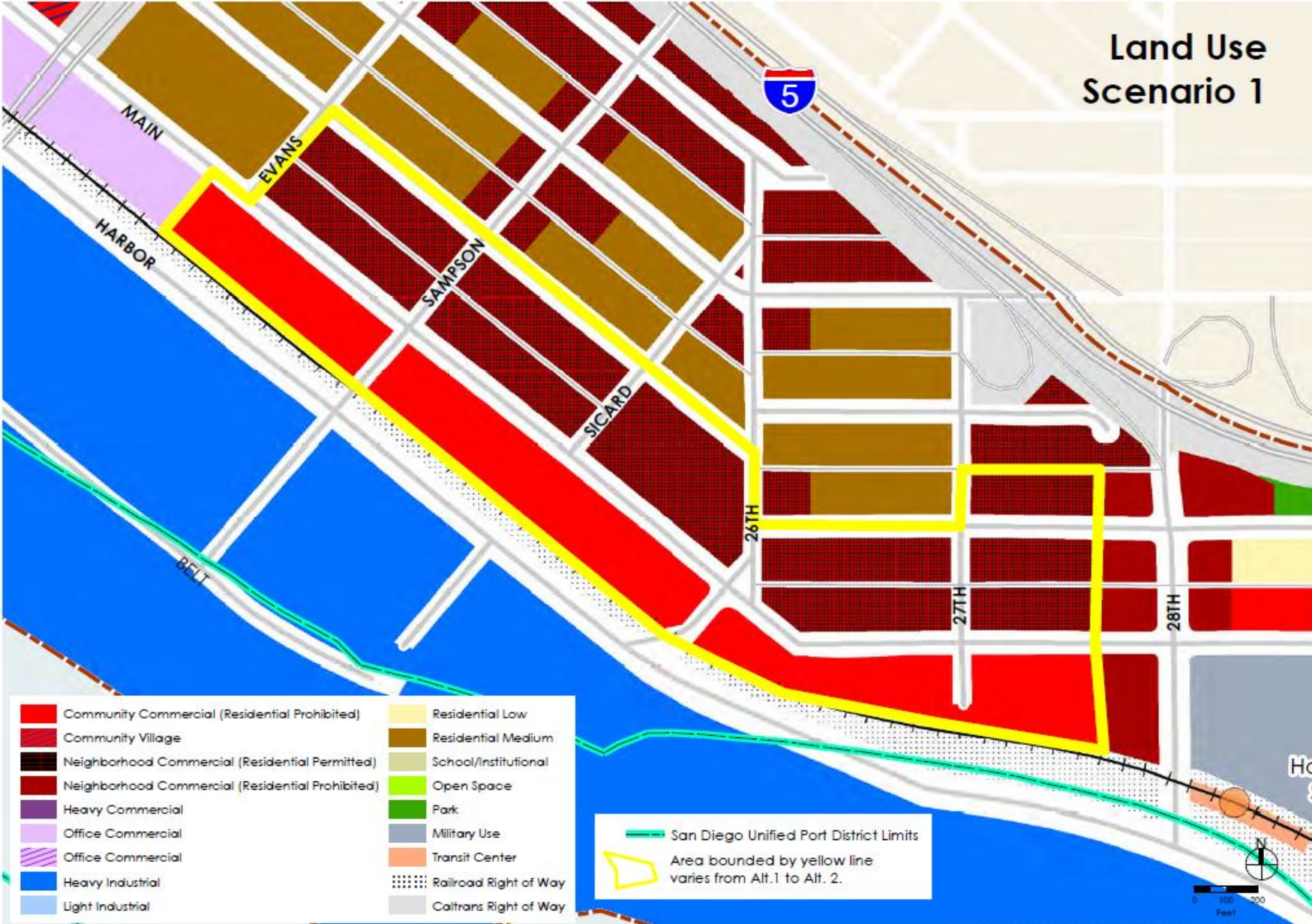


- Land Use**
- Community Commercial (Residential Prohibited)
 - Community Village
 - Neighborhood Commercial (Residential Permitted)
 - Neighborhood Commercial (Residential Prohibited)
 - Heavy Commercial
 - Office Commercial
 - Office Commercial
 - Heavy Industrial
 - Residential Low
 - Residential Medium
 - School/Institutional
 - Open Space
 - Park
 - Military Use
 - Transit Center
 - Railroad Right of Way
 - Caltrans Right of Way
 - San Diego Unified Port District Limits

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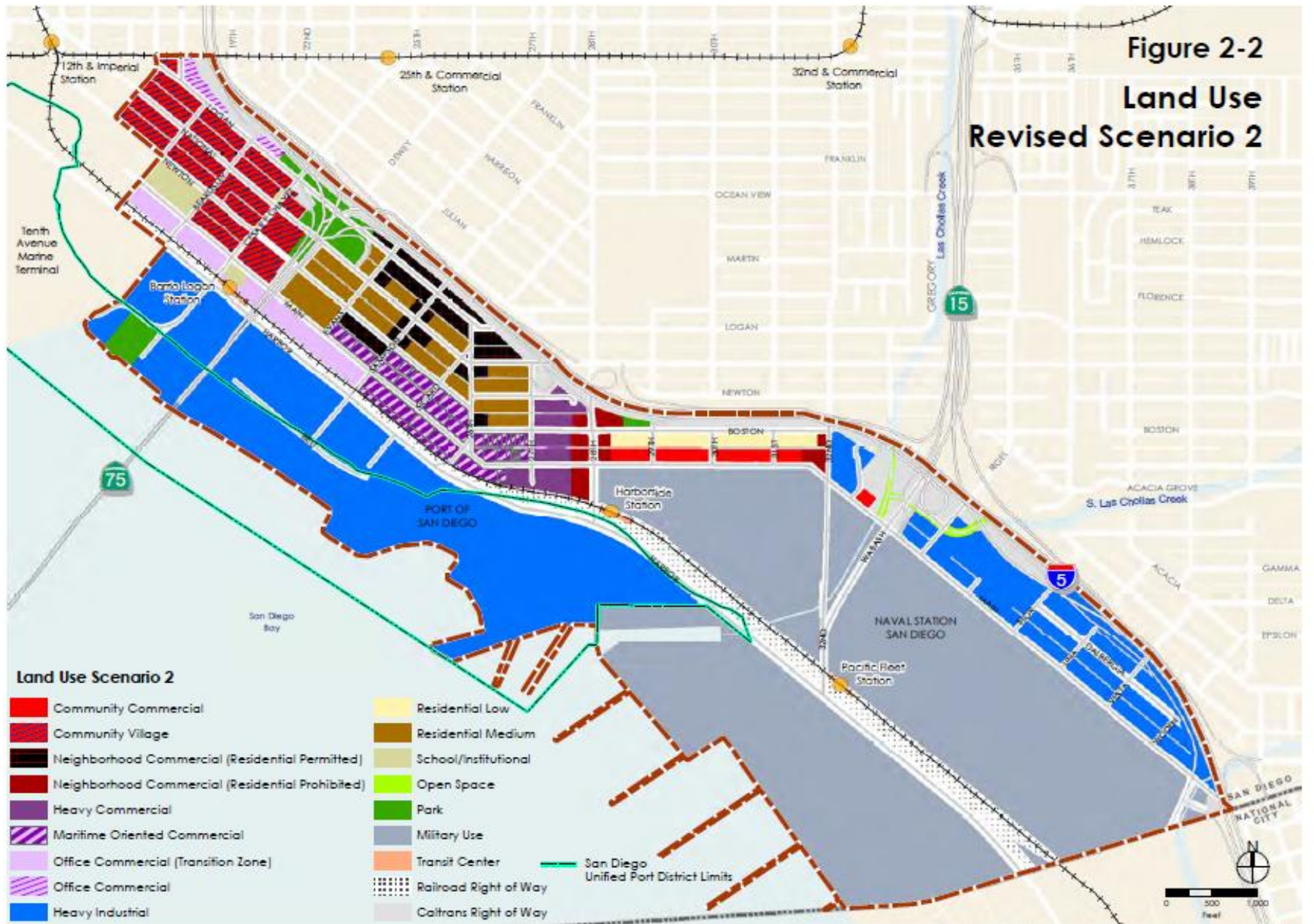


Land Use Scenario 1



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Figure 2-2
Land Use
Revised Scenario 2

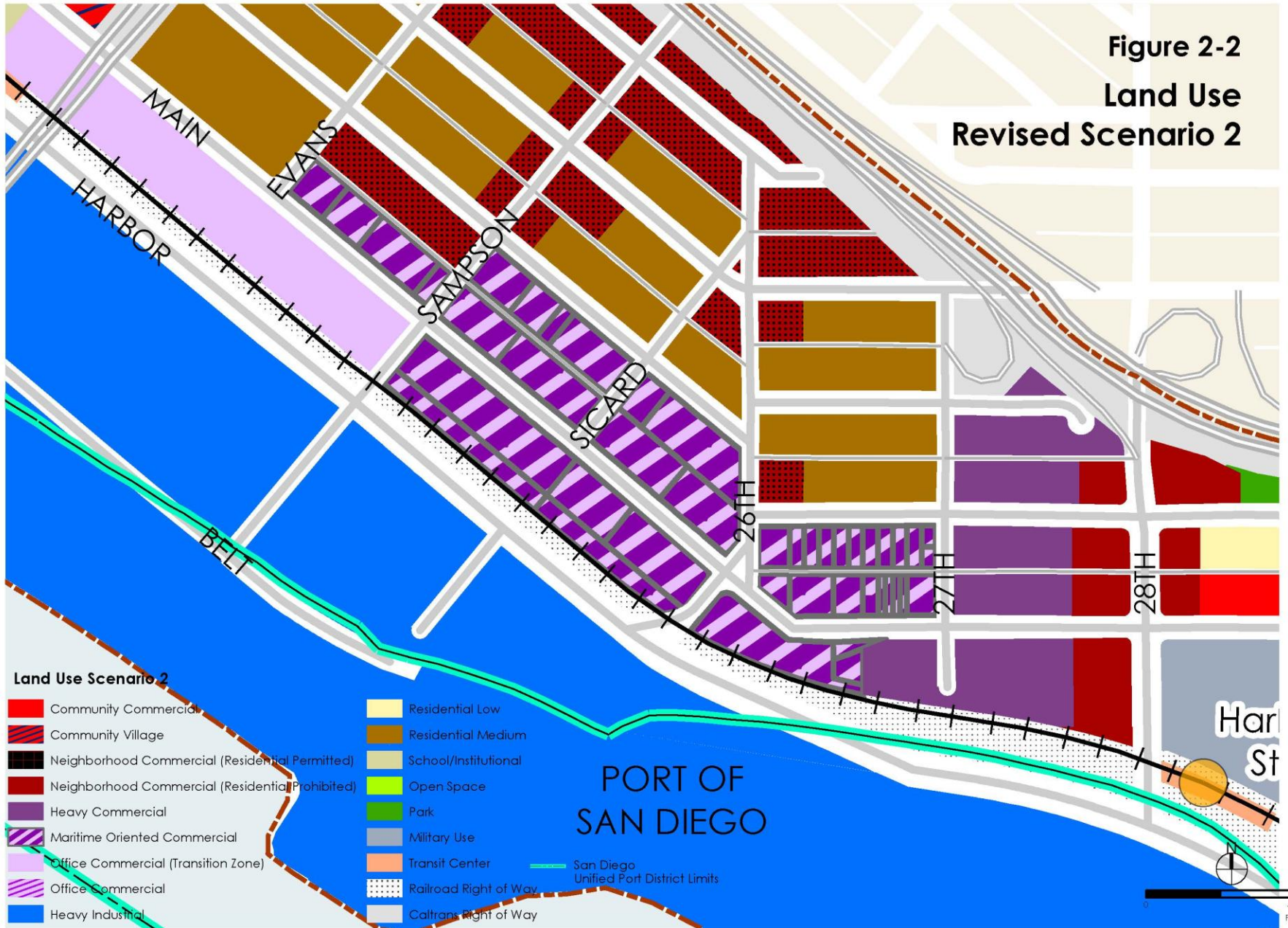


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**Figure 2-2
Land Use
Revised Scenario 2**



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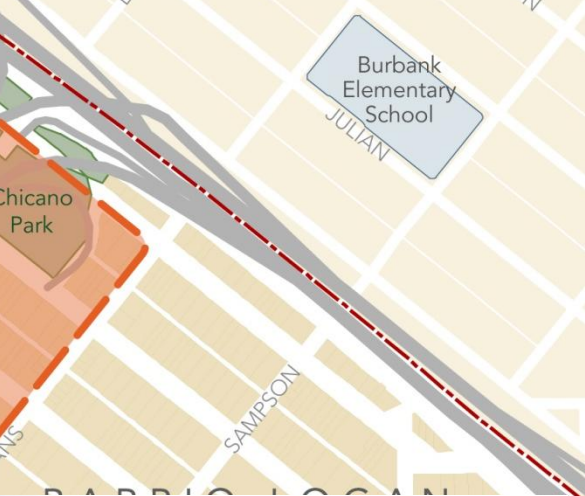
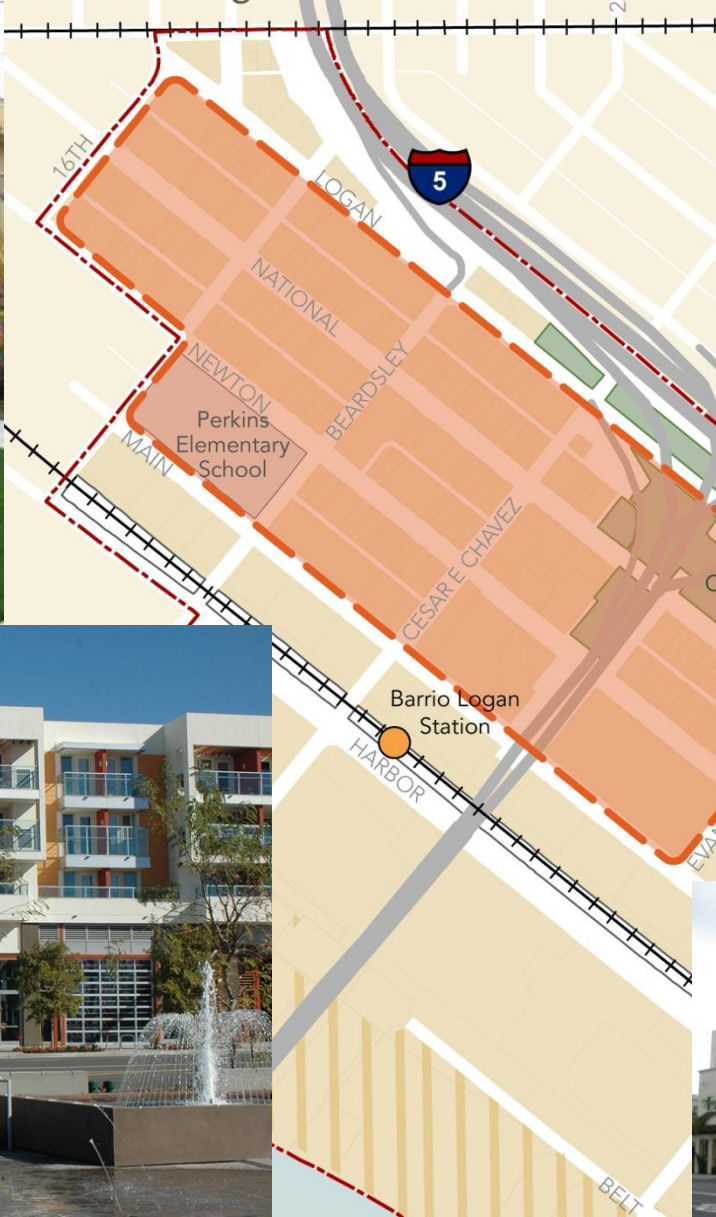
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Community Village

- Mixture of Residential up to 43 dus/acre, Pedestrian-Oriented Mixed Use Neighborhood Commercial and Office Uses
- Builds on important community assets including institutional, parks and civic uses as well as existing and evolving character of new development
- Ceremonial Street along Cesar E. Chavez Parkway
- Chicano Park as a Regional and Historic Asset
- Urban Design Guidelines orient buildings to the street with parking in the rear or below new development
- Encourages outdoor uses and wider sidewalks to promote pedestrian-oriented active streets

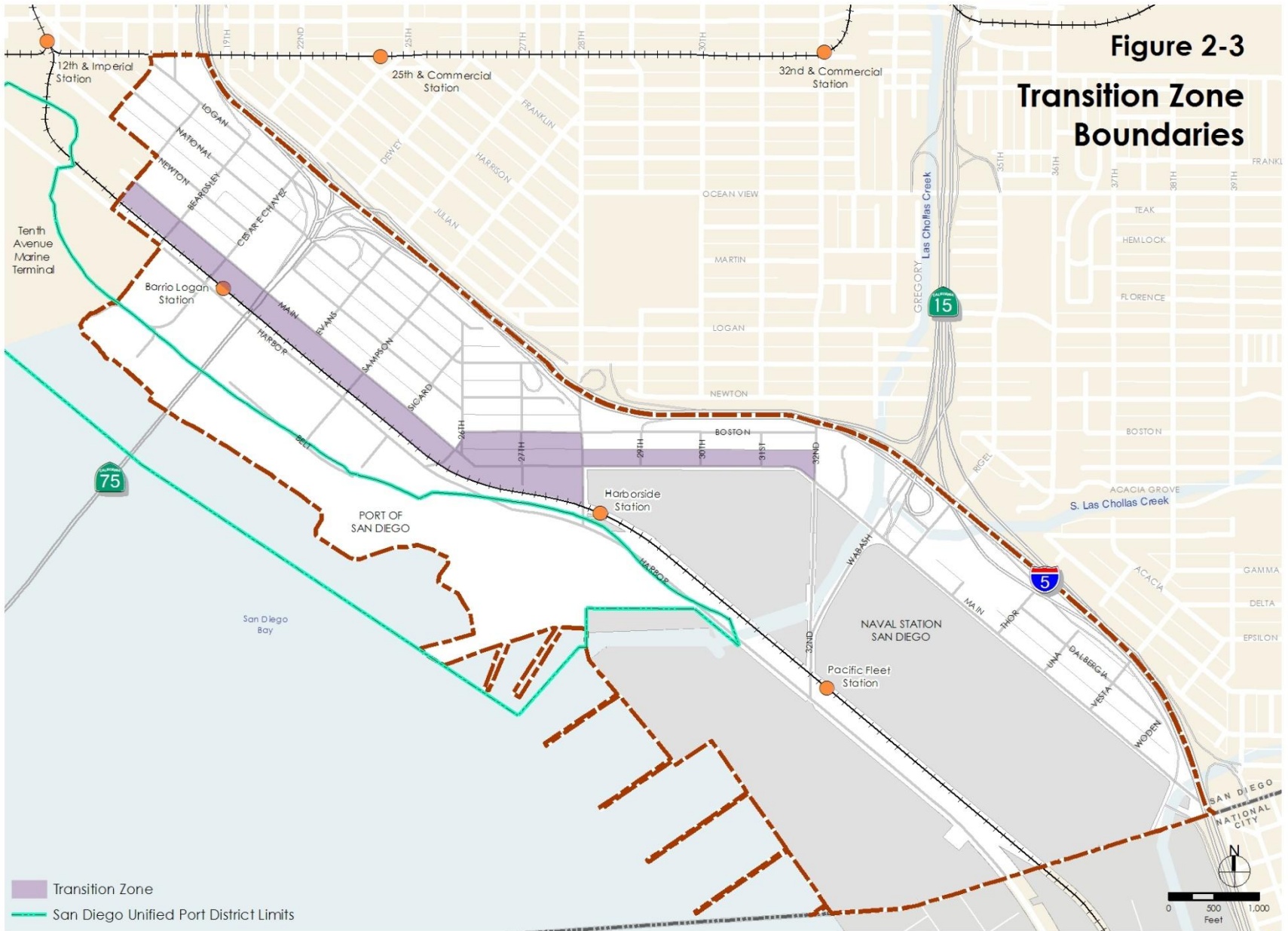
Community Village Area



Transition Area

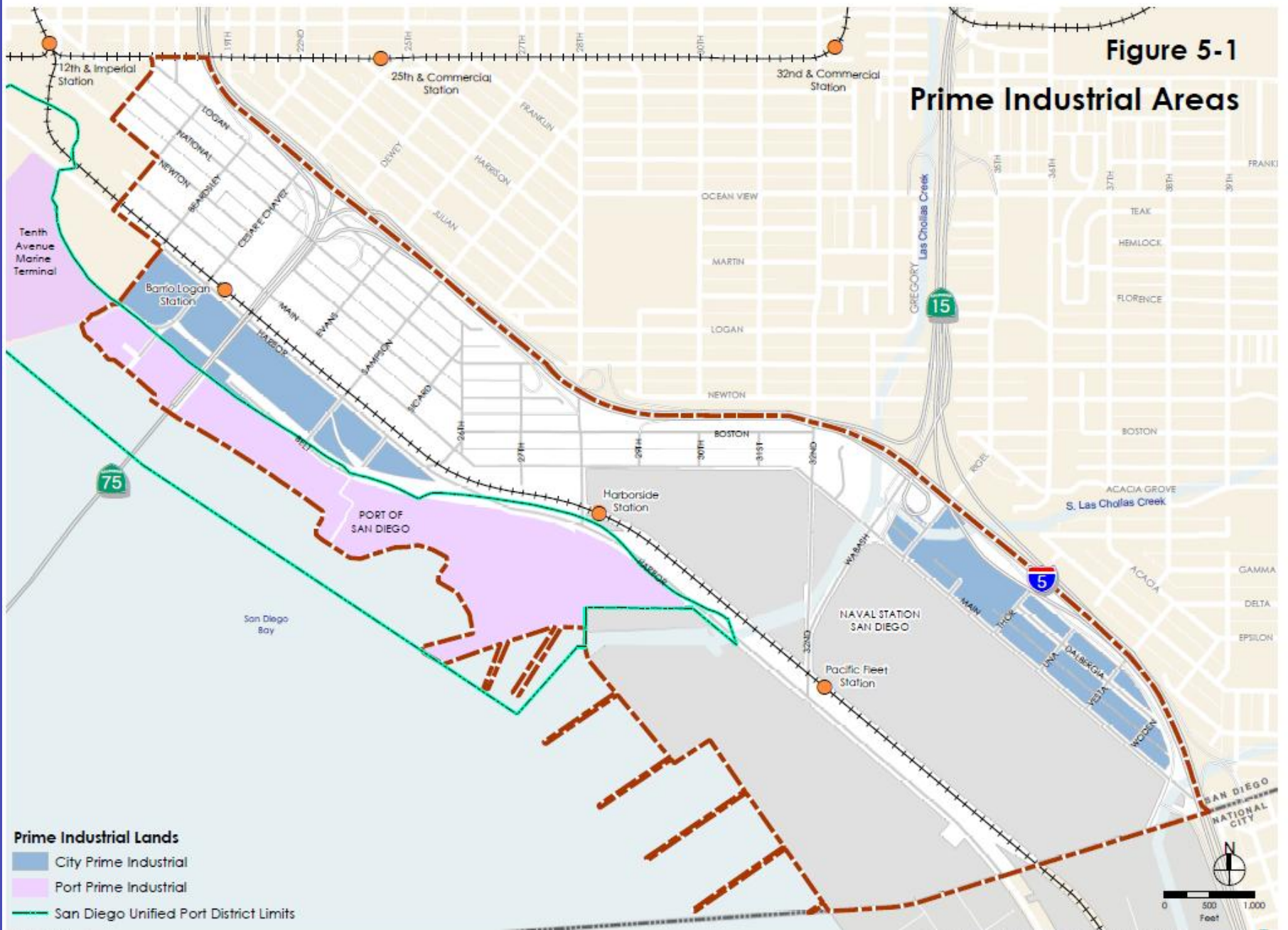
- Creates a compatible buffer between Heavy Industrial Uses west of Harbor Drive and the Community
- Promotes Community-serving commercial uses, office uses and allows maritime-oriented uses in the Coastal Overlay Zone
- Restricts Residential and Heavy Industrial Uses between Harbor Drive and Main Street
- Implements Port District's Adopted Transition Zone Policy, BPC-725

**Figure 2-3
Transition Zone
Boundaries**



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Figure 5-1
Prime Industrial Areas



Prime Industrial Lands

- City Prime Industrial
- Port Prime Industrial
- San Diego Unified Port District Limits

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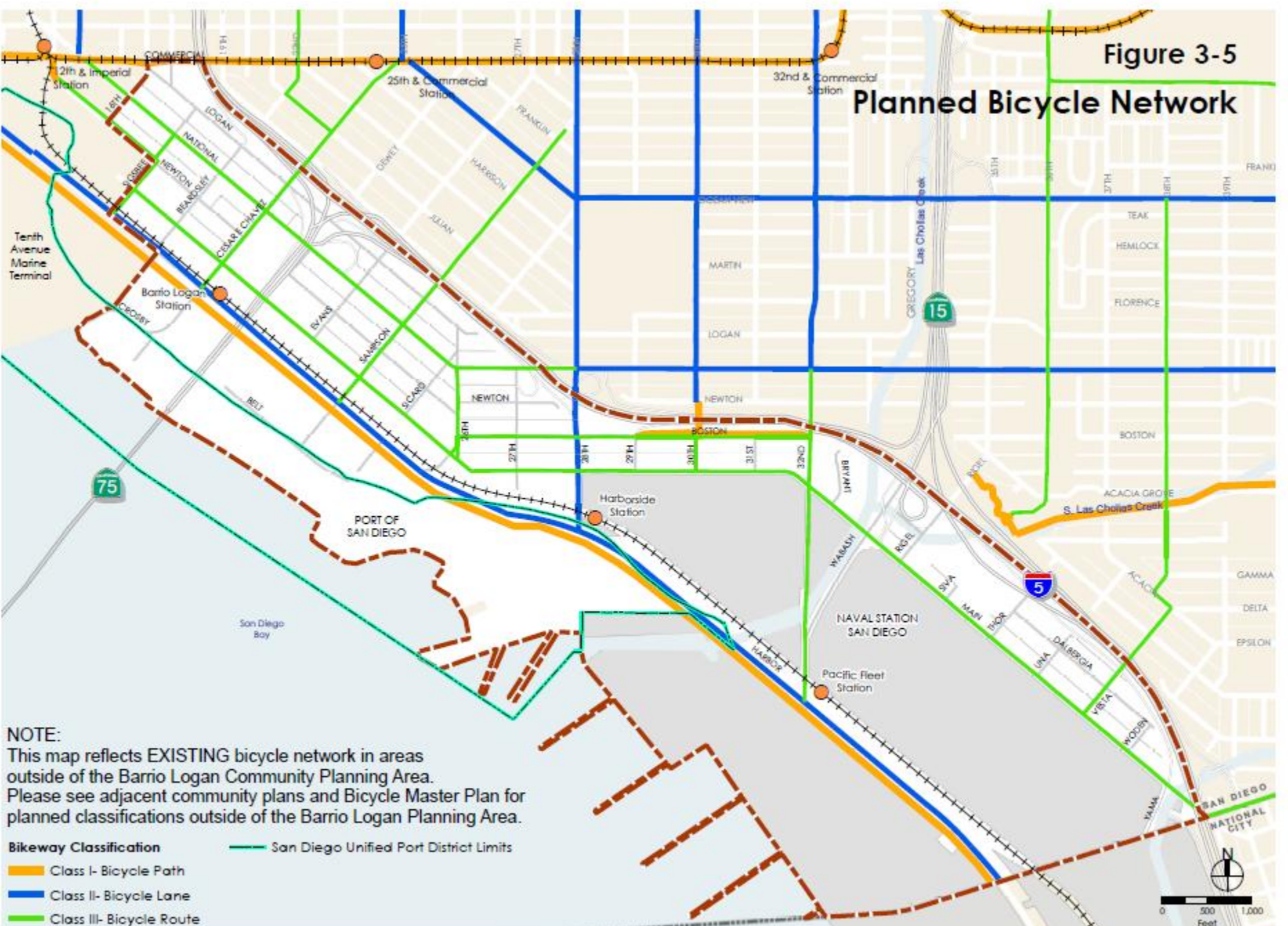
Mobility Element Goals

- Pedestrian-friendly facilities throughout the community
- Transit as a mode of choice
- Adequate capacity and improved regional access for vehicular traffic
- Parking management strategy
- Safe and comprehensive bicycle network



Figure 3-5

Planned Bicycle Network



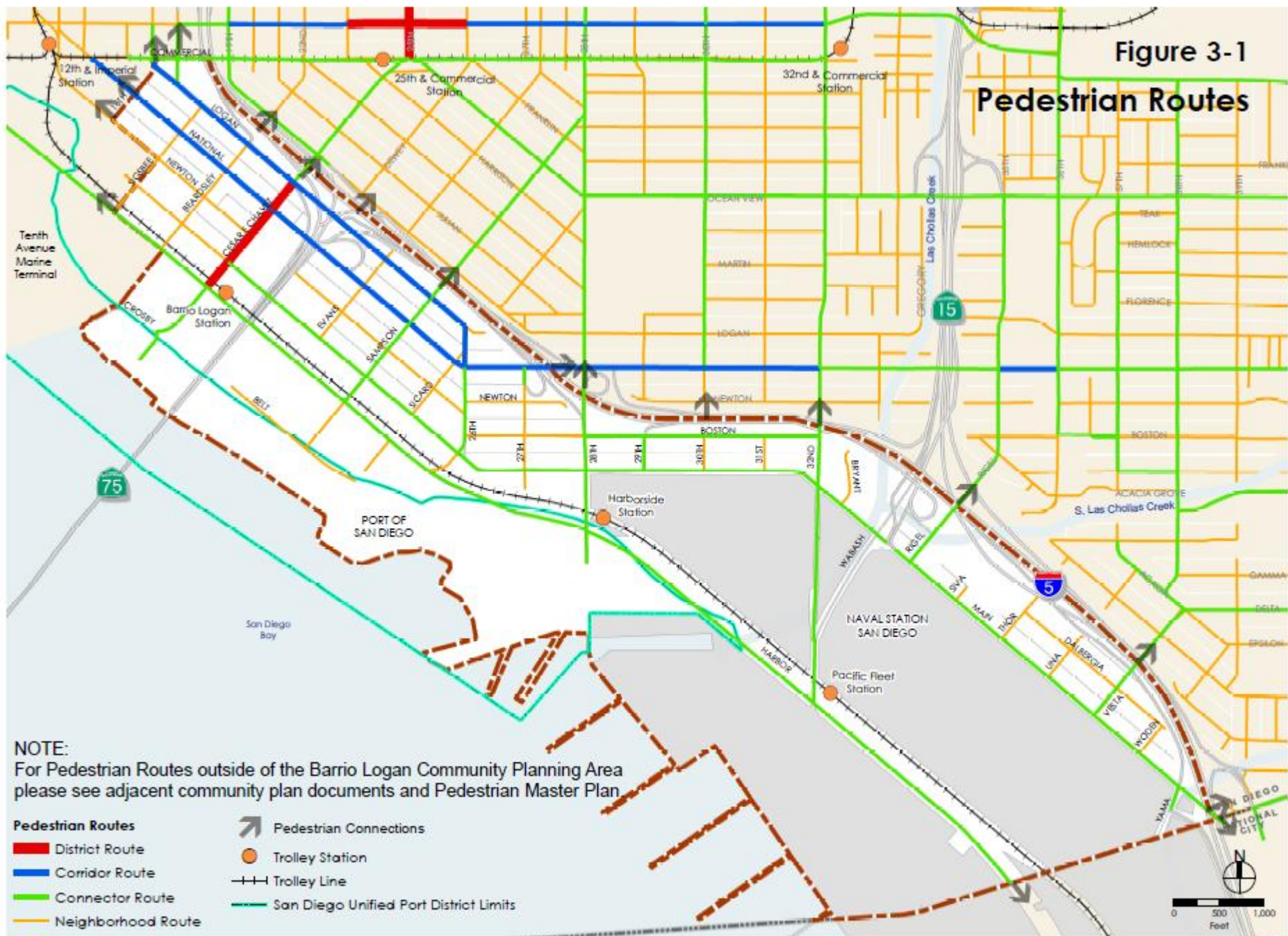
NOTE:
This map reflects EXISTING bicycle network in areas outside of the Barrio Logan Community Planning Area. Please see adjacent community plans and Bicycle Master Plan for planned classifications outside of the Barrio Logan Planning Area.

- Bikeway Classification**
- Class I- Bicycle Path (orange line)
 - Class II- Bicycle Lane (blue line)
 - Class III- Bicycle Route (green line)
- San Diego Unified Port District Limits (dashed brown line)

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**Figure 3-1
Pedestrian Routes**

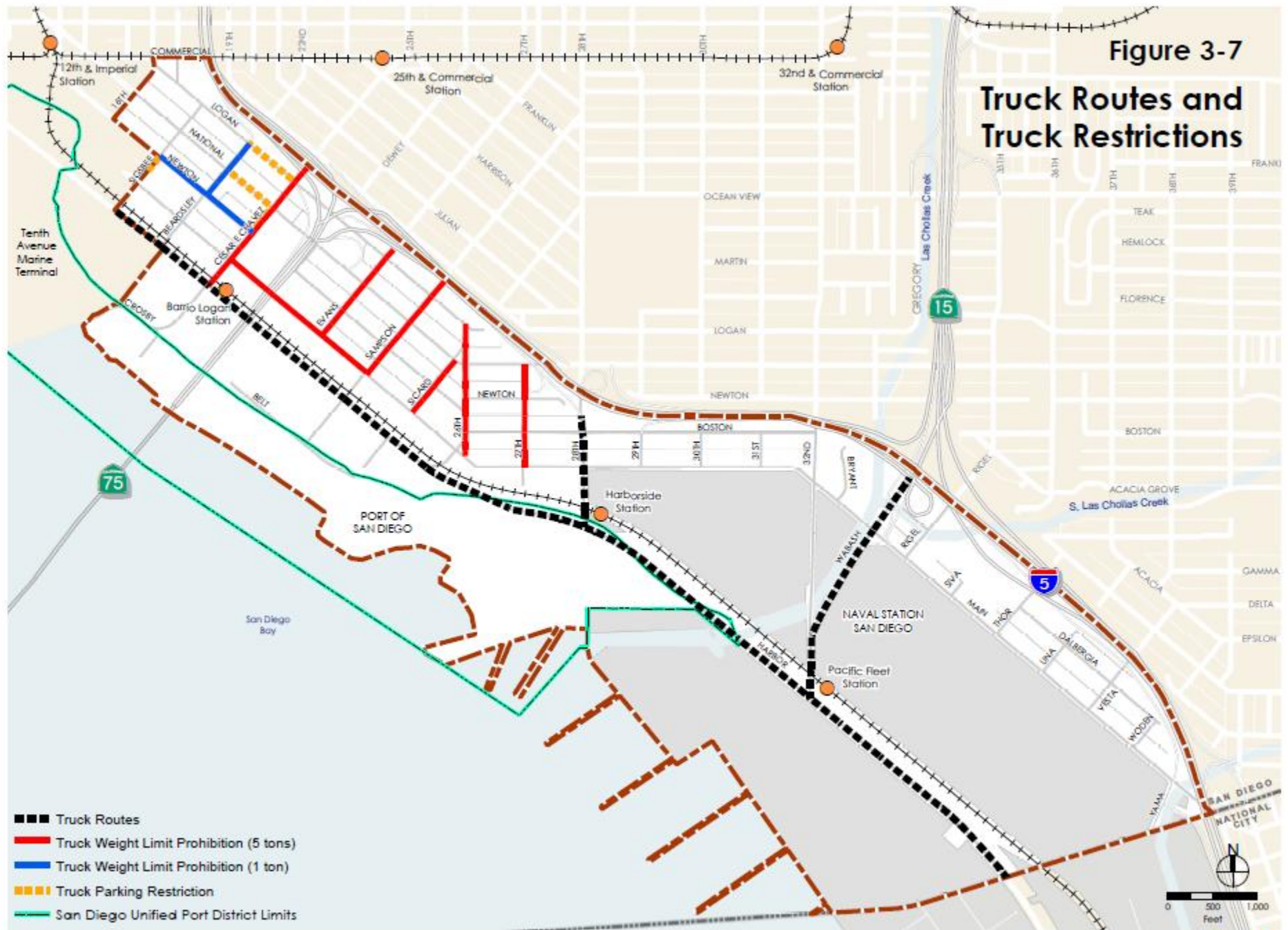


NOTE:
For Pedestrian Routes outside of the Barrio Logan Community Planning Area please see adjacent community plan documents and Pedestrian Master Plan

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Figure 3-7

Truck Routes and Truck Restrictions



- Truck Routes
- Truck Weight Limit Prohibition (5 tons)
- Truck Weight Limit Prohibition (1 ton)
- - - Truck Parking Restriction
- San Diego Unified Port District Limits

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Economic Prosperity Element Goals

- Ensure sufficient long term capacity for base sector industrial industries
- Ample middle-income job opportunities for residents
- Economic well being of locally-owned businesses



Public Facilities Services & Safety Element Goals

- Facilities and services that are available and accessible to the community
- Development that fully address their impacts to public facilities and services
- Facilities that are safe and convenient



Recreation Element Goals

- Ensures parkland will keep pace with future growth through land acquisition, the use of equivalencies and expanding uses at existing park and recreation facilities
- Sustainable park and recreation system that meets the needs of all users
- Comprehensive bike and pedestrian connections including Boston Avenue Linear Park
- Restoration and enhancement of Chollas Creek including Bike and Pedestrian trails



Conservation Element Goals

- Enhancement of scenic resources including Chollas Creek
- Urban forestry program to create 10% to 20% tree coverage
- Enhanced sustainability and recycling opportunities



Noise Element Goals

- Ensure minimal exposure of commercial and industrial noise to noise-sensitive land uses
- Reduction of excessive rail, truck and other motor vehicle traffic noise levels that impact noise-sensitive land uses



Historic Preservation Element Goals

- Preservation of significant historical resources
- Educational opportunities and incentives to support historical preservation



Arts and Culture Element Goals

- Barrio Logan identified as a cultural & arts center
- Development of the Logan Avenue Arts District




















New and Modified Zoning

- **CN-1-4**: Neighborhood Commercial mixed use up to 44 du/ac
- **CO-2-1 and CO-2-2**: Commercial Office Use that prohibits residential
- **RT-1-5**: Residential Townhome up to 27 du/ac. Removes street frontage requirement
- **CC-3-6**: Community Commercial with community serving commercial uses up to 44 du/acre
- **CC-4-6**: Community Commercial with heavy commercial uses up to 44 du/acre (Does not apply in Barrio Logan)
- **CC-5-6**: Community Commercial with heavy commercial, limited industrial, and residential up to 44 du/acre (does not apply in Barrio Logan)
- **CC-3-4 and CC-5-4**: Prohibits residential in Barrio Logan
- **RM zones**: Allows up to 100% of the ground floor to develop with a limited selection of neighborhood serving commercial uses

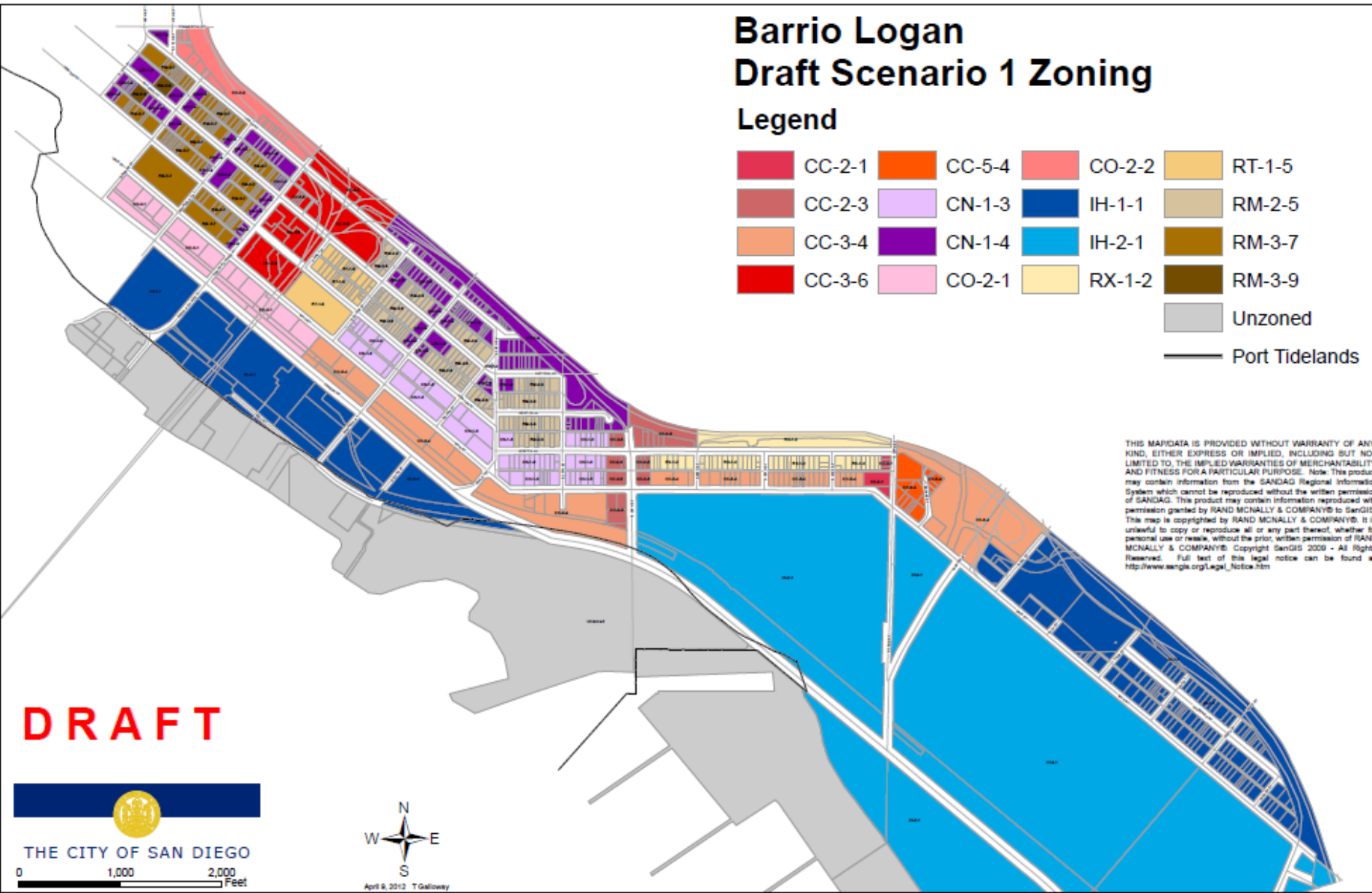
Barrio Logan Draft Scenario 1 Zoning

Legend

 CC-2-1	 CC-5-4	 CO-2-2	 RT-1-5
 CC-2-3	 CN-1-3	 IH-1-1	 RM-2-5
 CC-3-4	 CN-1-4	 IH-2-1	 RM-3-7
 CC-3-6	 CO-2-1	 RX-1-2	 RM-3-9
			 Unzoned
			Port Tideland




















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Barrio Logan Draft REVISED Scenario 2 Zoning

Legend

 CC-2-1	 CC-5-4	 IH-1-1	 RM-3-7
 CC-2-3	 CN-1-3	 IH-2-1	 RM-3-9
 CC-3-4	 CN-1-4	 RX-1-2	 Unzoned
 CC-3-6	 CO-2-1	 RT-1-5	 Port Tidelands
 CC-6-4	 CO-2-2	 RM-2-5	

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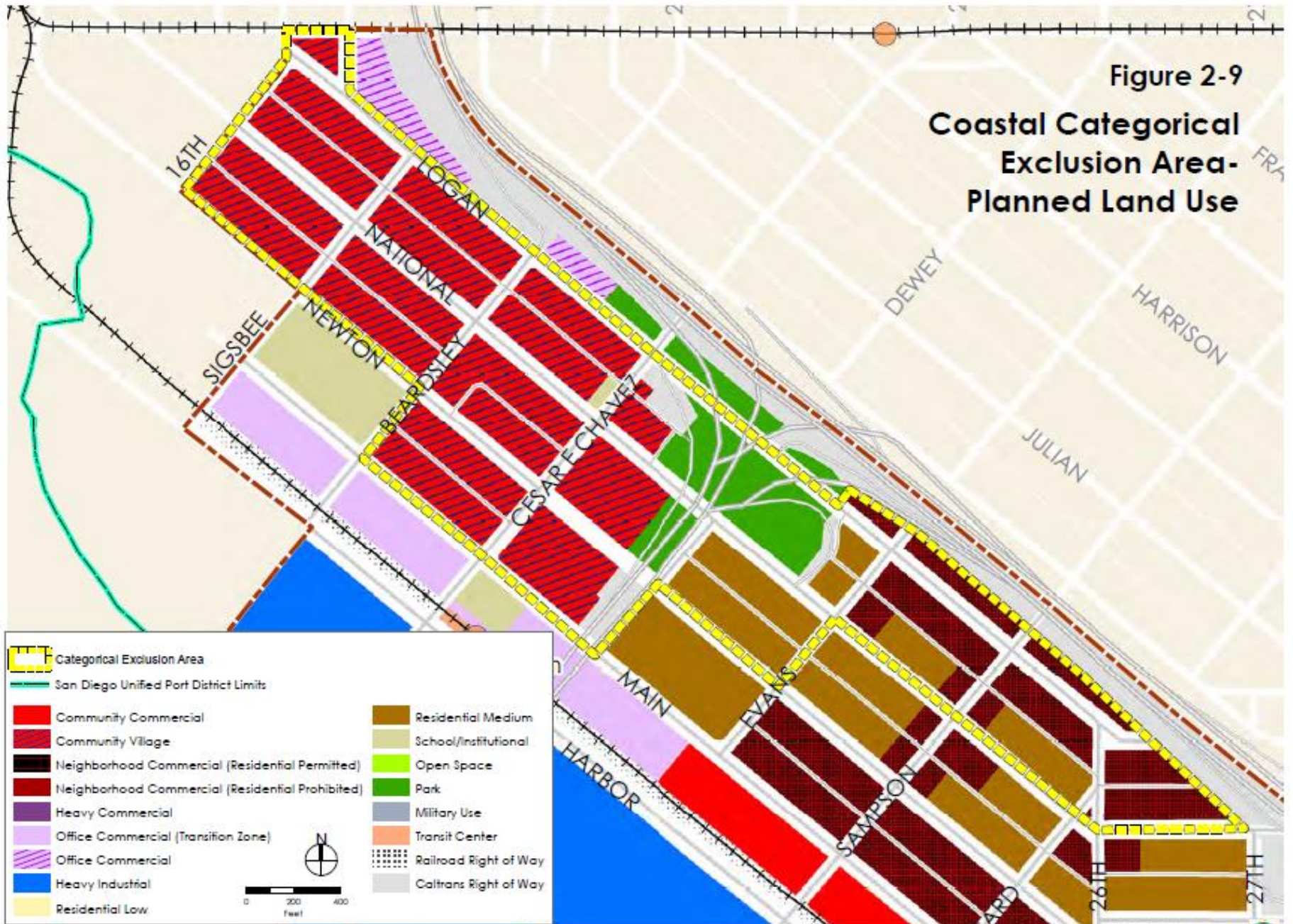


April 9, 2012 T.Galloway

Coastal Categorical Exclusion Area

- Requires no Coastal Development Permit when
 - Within Community Village and Logan Avenue boundaries
 - Proposal is residential, commercial, or institutional
 - No impact from hazardous materials
 - No other development permit is required
 - Is consistent with the proposed Community Plan
 - Requires no other discretionary permit

Figure 2-9
Coastal Categorical
Exclusion Area-
Planned Land Use



	Categorical Exclusion Area		San Diego Unified Port District Limits
	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
	Heavy Industrial		Caltrans Right of Way
	Residential Low		

0 200 400 Feet

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Previously Conforming Uses (PCU)

- Primarily located in the Community Village, Historic Core, Main Street and Prime Industrial areas
- PCU's can
 - continue as they currently exist,
 - be maintained, and
 - be bought and sold
 - Enlarged up to 20% with a NUP

Public Facilities Financing Plan (PFFP)

- Financing Plan replaces previous 2007 PFFP.
- Proposed PFFP will revise Development Impact Fees (DIF) currently in effect to:
 - **Residential DIF increase from: \$10,737 to \$13,178/unit**
 - **Commercial Transportation DIF decrease: Trans \$318.00 to \$139.00**
 - **Commercial Fire DIF increase: Fire \$481 to \$533**
- Park and Recreation component has greatest increase in fee due to:
 - Increased Land Costs
 - Increased Construction Cost
 - Increased need for parks due to projected increase in population

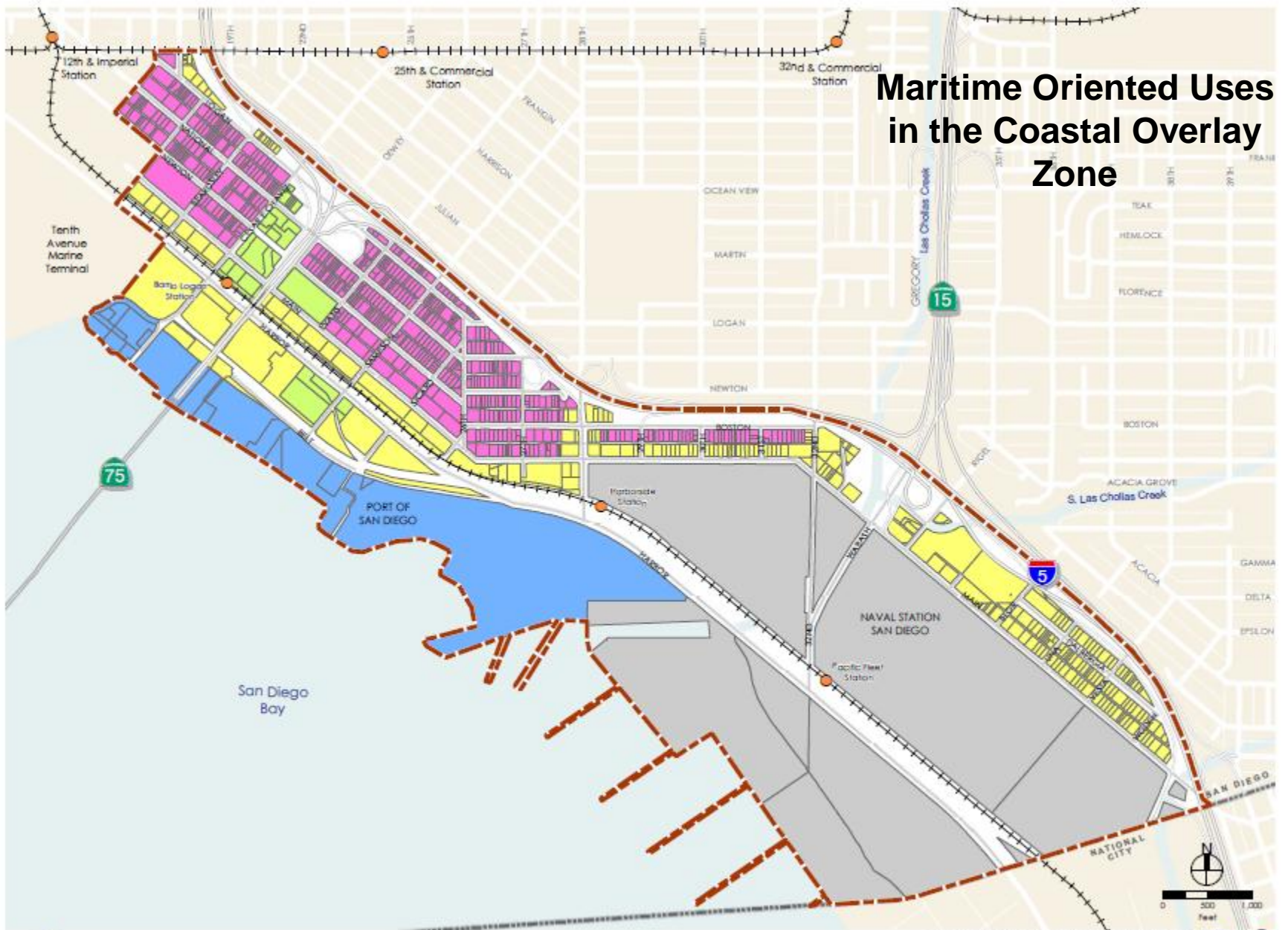
Environmental Impact Report

- Analyzed both land use scenarios equally
 - Both scenarios implement the objectives of the CPU, however staff determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns
- Significant and Unmitigated Impacts Include:
 - Air Quality, Land Use, Noise, Transportation/Circulation/Parking, Hydrology/Water Quality and Drainage (cumulative), Greenhouse Gas Emissions, and Paleontological Resources.
- Mitigation measures are proposed to reduce Project impacts. However, some impacts will remain significant. Findings of Fact and Statement of Overriding Considerations have been prepared for adoption of Preferred Plan.
- Project would not result in a significant environmental effect for:
 - Visual Effects and Neighborhood Character, Human Health/Public Safety/Hazardous Materials, Population and Housing, Public Utilities, Geology and Soils, Biological Resources.

Recommend to the City Council:

- **Certification** of Final Environmental Impact Report (FEIR) Sch. No. 2009091021 and adoption of the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP)
- **Approval** of a resolution amending the Barrio Logan Community Plan and General Plan
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- **Approval** of the Fiscal Year 2014 Public Facilities Financing Plan (PFFP) for the Barrio Logan community
- **Rescind** the existing Development Impact Fees
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Maritime Oriented Uses in the Coastal Overlay Zone



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Barrio Logan

Legend

- PERMITTED - 124.00 Acres**
- NOT ALLOWED - 98.00 Acres**
- Barrio Logan Community Plan Area**
- Navy Jurisdiction**
- Port District**
- Permitted, but Existing Use Not Assumed to Change (SDGE Substation; Chicano Park; Mercado del Barrio)**

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