



barrio logan

COMMUNITY PLAN UPDATE

Barrio Logan Community Plan Update

September 17, 2013



- **Issue**: Should the City Council **Approve** the Barrio Logan Community Plan and Local Coastal Program Update and associated documents?
- **Staff Recommendation**: Staff recommends that the City Council **Approve the Barrio Logan Community Plan and Associated Documents** based on the information contained in the staff report and the evidence offered as part of the public hearing.

Approve the following actions:

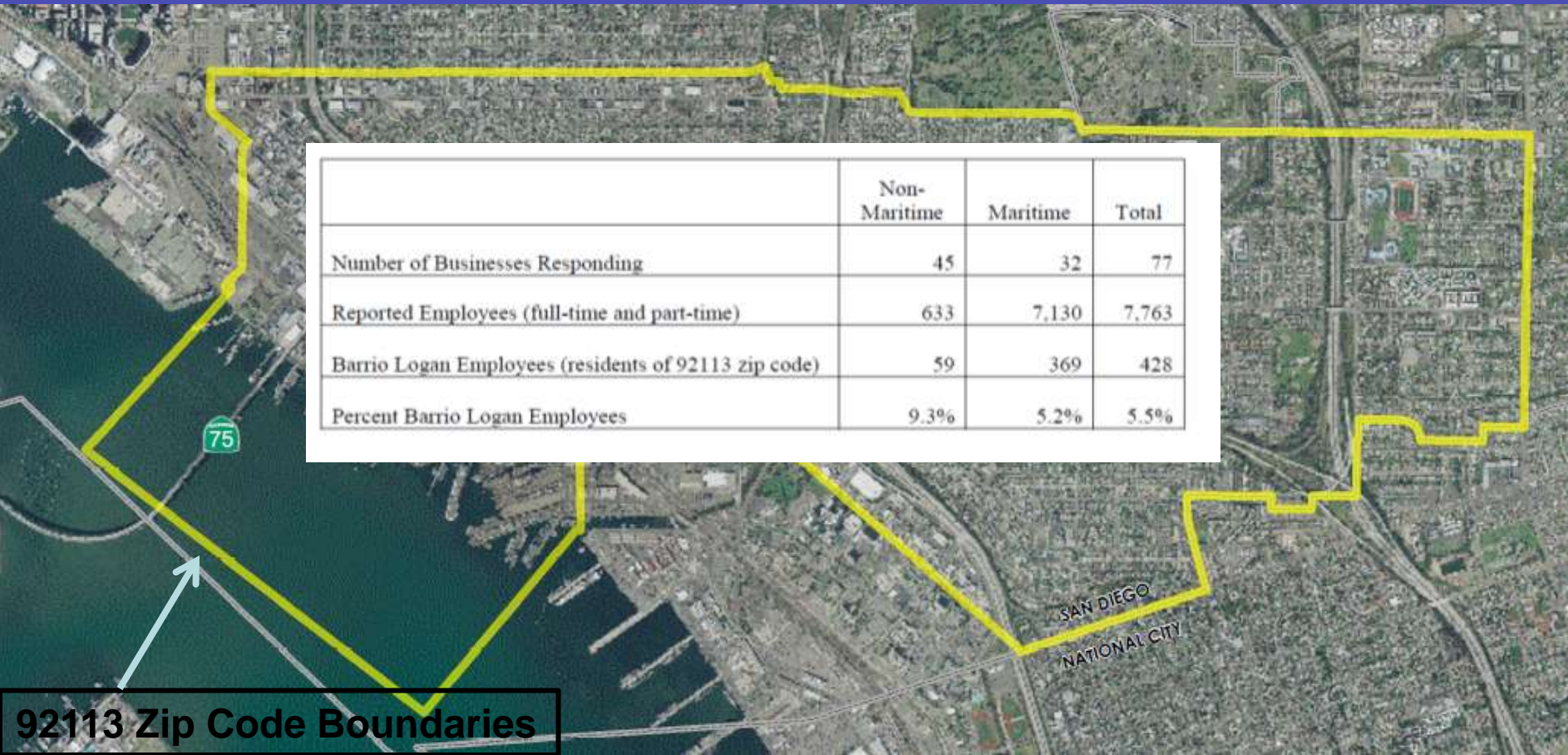
- **Certification** of Final Environmental Impact Report (FEIR) Sch. No. 2009091021 and adoption of the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP)
- **Approval** of a resolution amending the Barrio Logan Community Plan and General Plan
- **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

Background

- Update started in April 2008
- Draft Community Plan, Local Coastal Program, Zoning Regulations, Public Facilities Financing Plan
- Over \$2.0 Million in Redevelopment and State funds expended to date
- 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
- Identified two scenarios that were studied equally in the environmental impact report.
- Scenario 1 is the staff recommendation

Background and Process

- Parcel by Parcel Existing Conditions Analysis
- Extensive Traffic Study
- Historic Reconnaissance Survey
- Comprehensive Business Survey



Stakeholder Meetings

- 17 Barrio Logan Stakeholder Committee
- 3 Community Workshops
- 3 Planning Commission Workshops
- 4-day Charrette
- Starting in 2008 specific meetings:
 - Barrio Logan Smart Growth Coalition
 - Port Tenants Association
 - Working Waterfront Group
 - Port of San Diego
 - Environmental Health Coalition

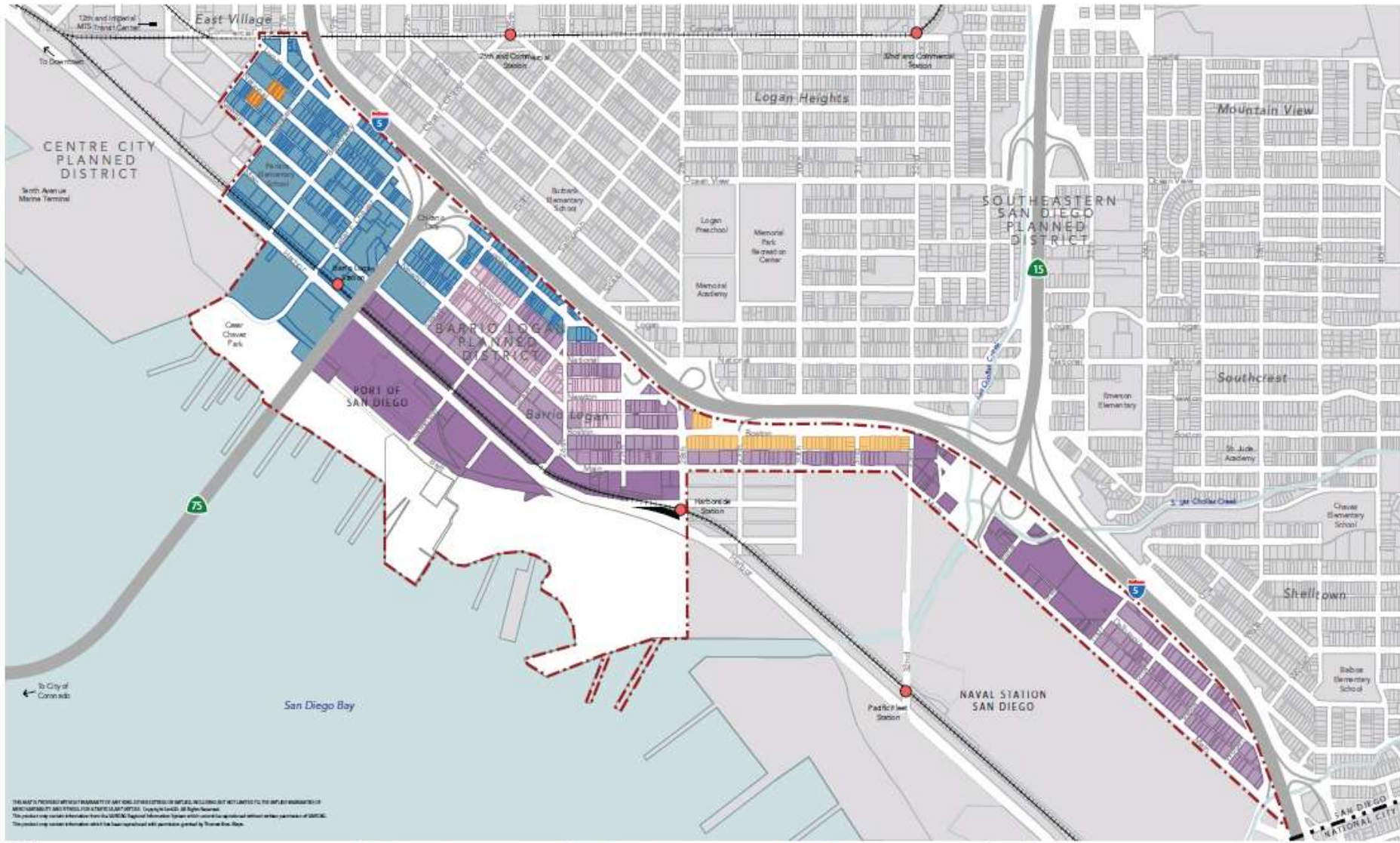


Stakeholder Committee Recommendation November 2010

- Support for Scenario 1: 16 of 22 members
- Support for Scenario 2: 6 of 22 members

City Board and Commission Recommendations

- 7/11/2013, Planning Commission recommended unanimous support of the staff recommendation
- 6/19/2013, Land Use and Housing voted 4-0-0 to forward staff recommendation without a recommendation to City Council
- 5/23/2013, the Historical Resources Board voted unanimously 9-0-0 to support the Historic Survey and Community's Plan Historic Element and EIR
- 4/18/2013, the City's Park and Recreation Board considered the Recreation Element and Designation of Chicano Park as a Regional Park and voted unanimously (11-0-0) to support the staff recommendation



LEGEND

Barrio Logan Community Plan Area	Freeway/Ramp	Redevelopment Subdistrict • Residential (single/multi-family) • Commercial Uses • Commercial/Limited light Industrial • Mixed use encouraged	Subdistrict A • Residential (single/multi-family) • Uses permitted in I-3-1 that existed prior to 7-5-1983	Subdistrict C • Residential (single/multi-family)	IH-2-1
City Boundary	SDMTS Trolley and Station	Subdistrict B • Residential (single/multi-family) • Uses permitted in IH-2-1 except chrome plating	Subdistrict D • Uses permitted in IH-2-1	RM-3-F	

0 500 1000 2000 feet

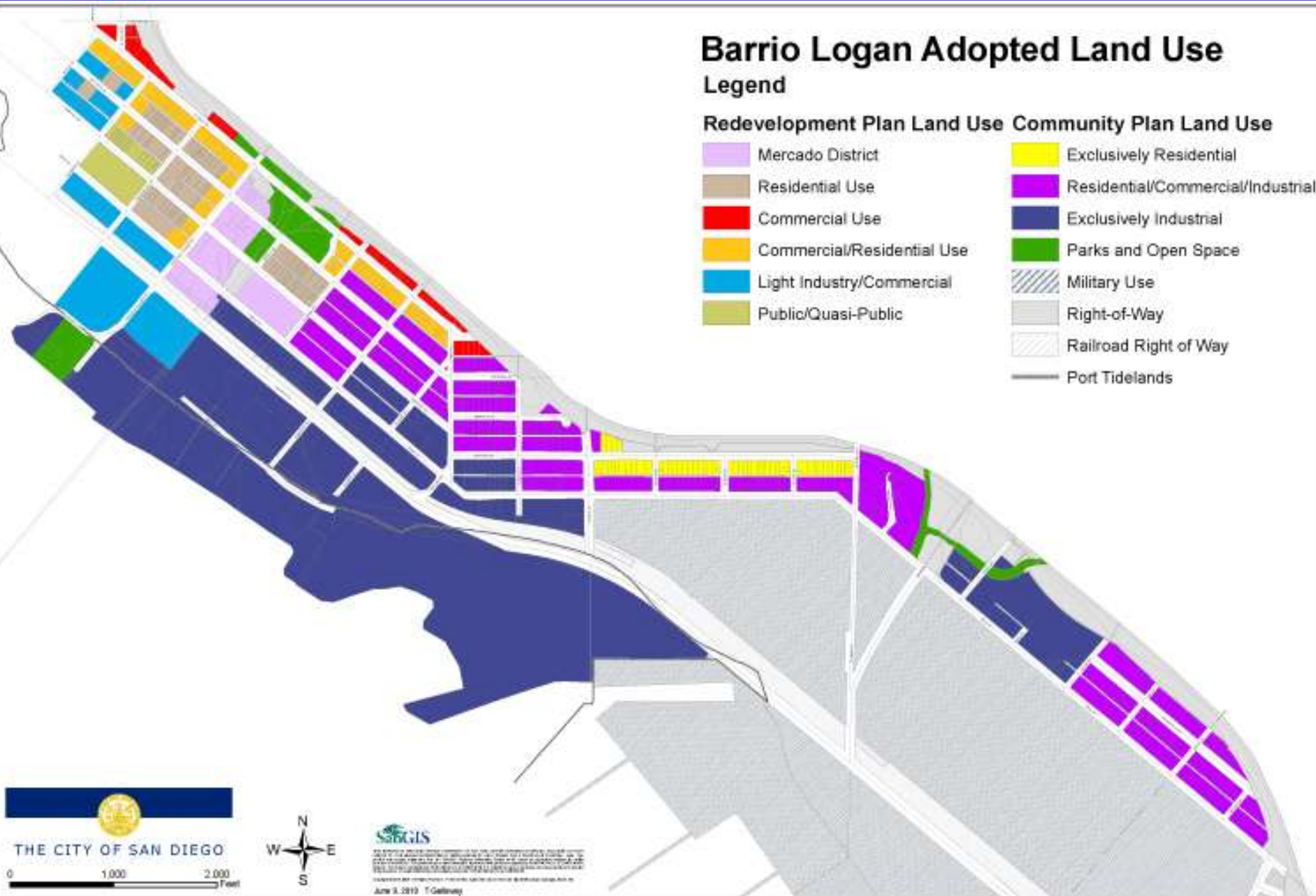
Zoning
Barrio Logan Community Plan Update

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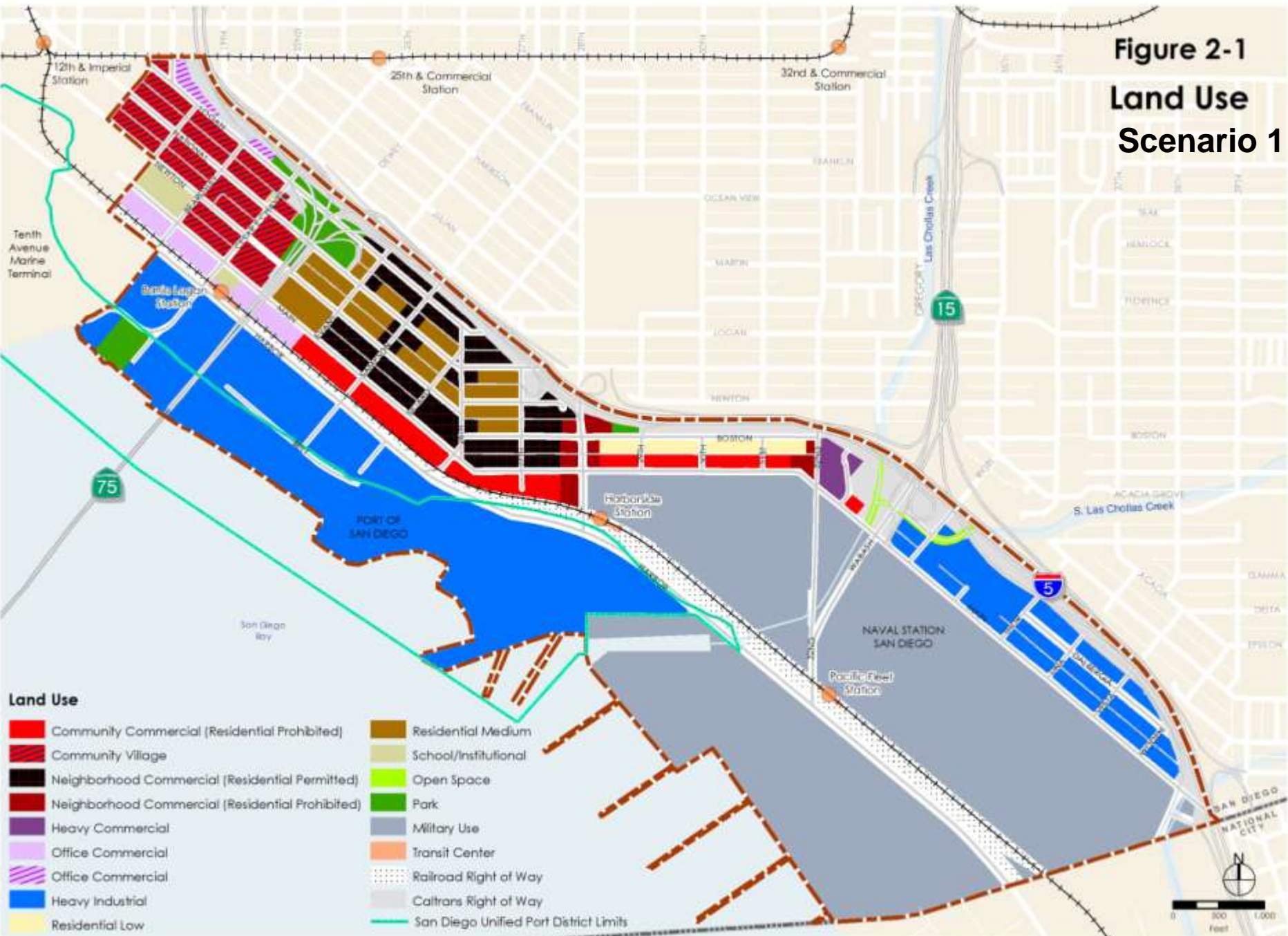
Barrio Logan Adopted Land Use Legend

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 Tideland |



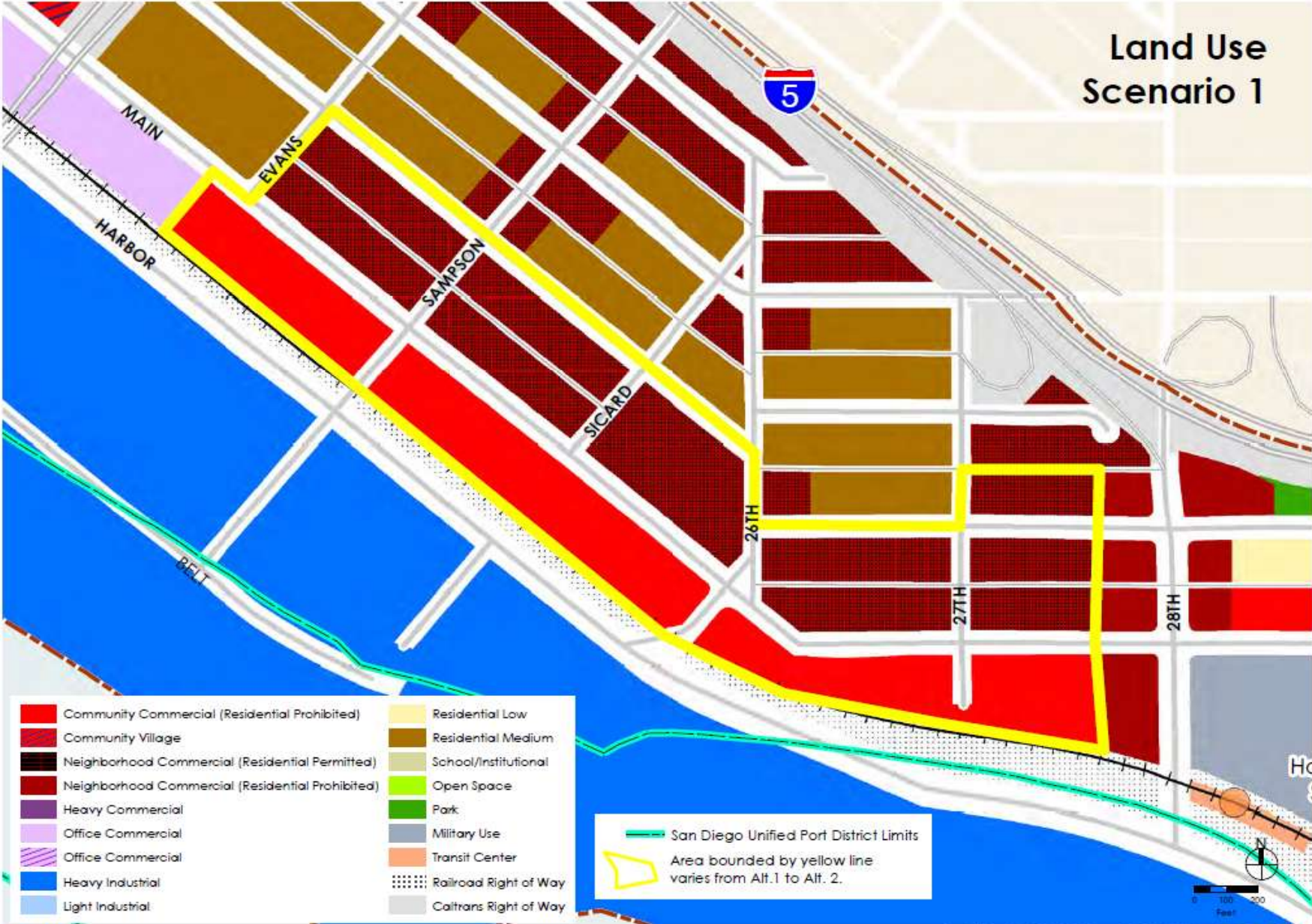
**Figure 2-1
Land Use
Scenario 1**



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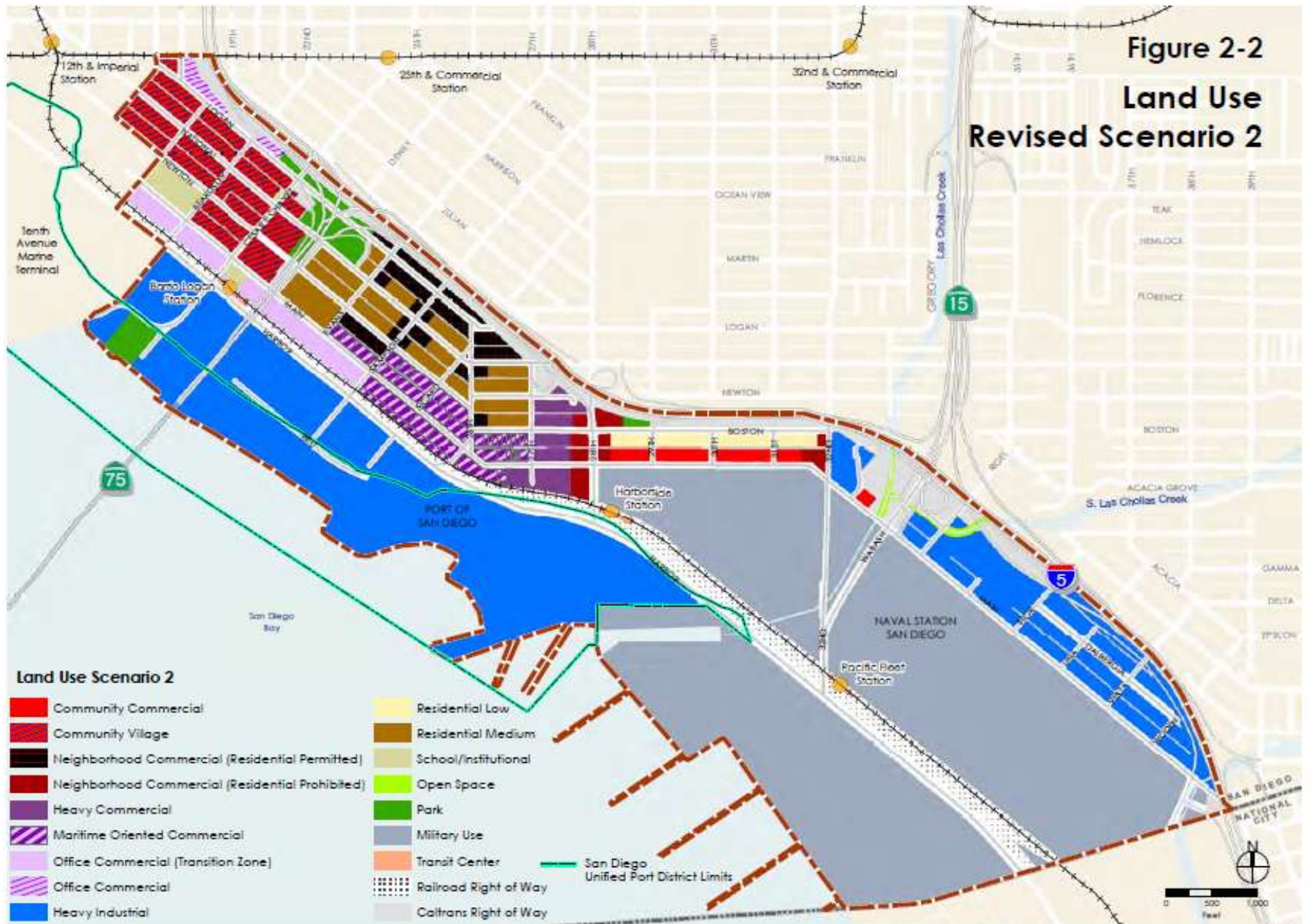


Land Use Scenario 1



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Figure 2-2
Land Use
Revised Scenario 2

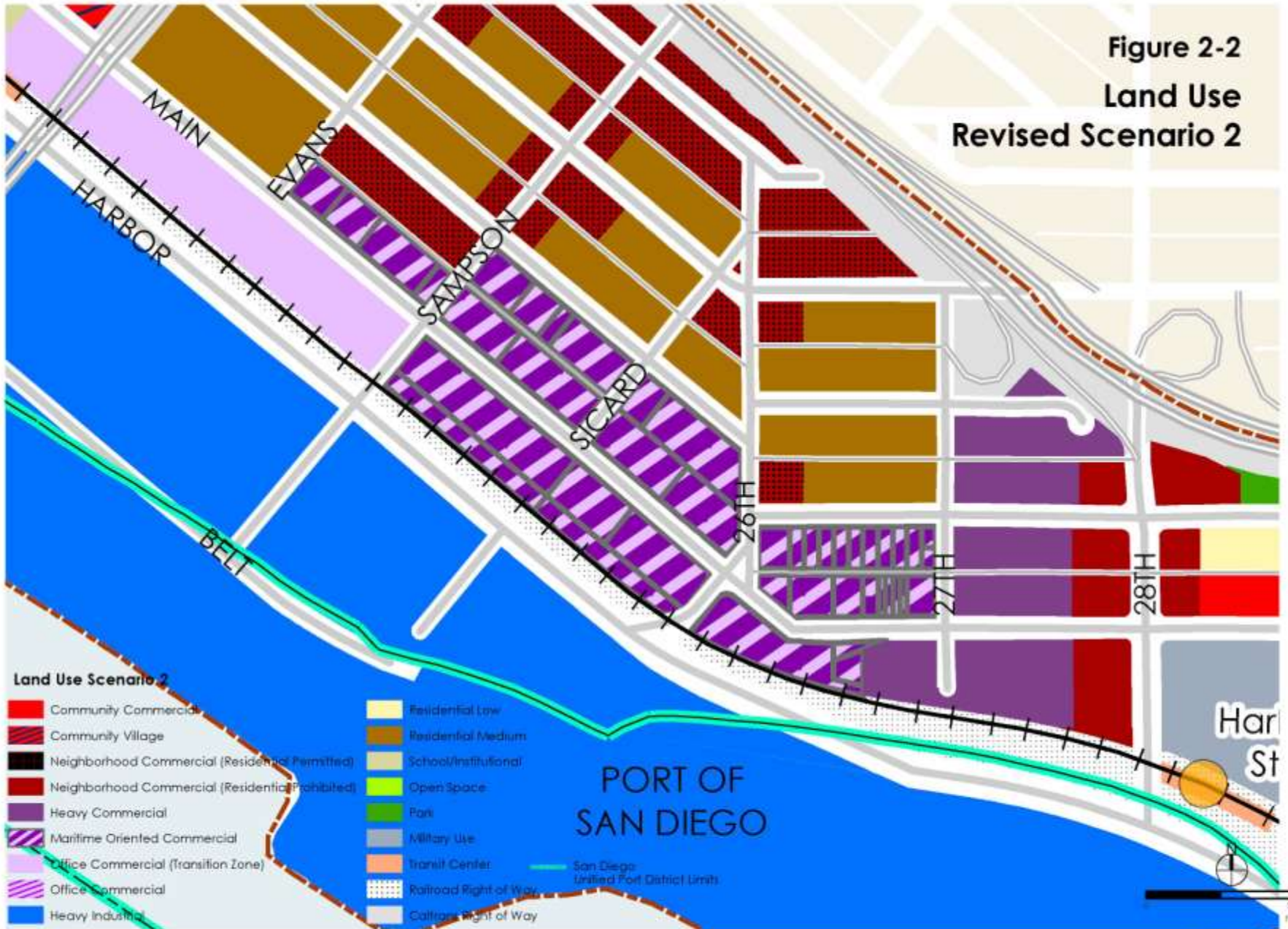


Land Use Scenario 2

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

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



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Maritime Oriented Uses in the Coastal Overlay Zone



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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Land Use Scenarios and Issue Areas

- Scenario 1 is the “Preferred Plan” and is the scenario that is included in the 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 limit residential uses within the Transition Zones but allow maritime-oriented uses via different discretionary actions.
 - Scenario 1 requires 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.

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.

Key Components of the Community Plan

- Community Village
- Transition Area
- Prime Industrial Land Designation
- New Zoning
- Coastal Categorical Exclusion

Community Village Area



**Figure 2-3
Transition Zone
Boundaries**



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SOUTHEASTERN SAN DIEGO, SOUTHEASTERN

BARRIO LOGAN

MILITARY FACILITIES

75

Figure EP-1 : BARRIO LOGAN

Industrial and Prime Industrial Land

-  Prime Industrial Land
-  Prime Industrial Land Under San Diego Unified Port District Jurisdiction
-  Other Industrial Land
-  Otay Mesa Industrial Land
(Prime industrial lands in Otay Mesa will be identified as part of the community plan update process)
-  Planning Area Boundaries



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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

















Zoning

- **CN-1-4**: Mixed Use up to 44 dus/acre with reduced lot area & width, increased height (60')
- **CO-2-1 and CO-2-2**: Prohibits residential
- **RT-1-5**: Removes 300' street frontage requirement; reduced min.lot area (1,600 SF); reduced lot width & street frontage (18 feet)
- **CC-3-6**: Allow a mix of community serving commercial and residential uses up to 44 dus/acre
- **CC-4-6**: Heavy commercial and residential at 44 dus/acre (Does not apply in Barrio Logan)
- **CC-5-6**: Heavy commercial, limited industrial, and residential up to 44 dus/acre (does not apply in Barrio Logan)
- **CC-3-4 and CC-5-4**: Prohibits residential
- Allowing up to 100% of the ground floor in the **RM** zones to develop with a limited selection of 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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
















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April 8, 2012 T.Galinsky

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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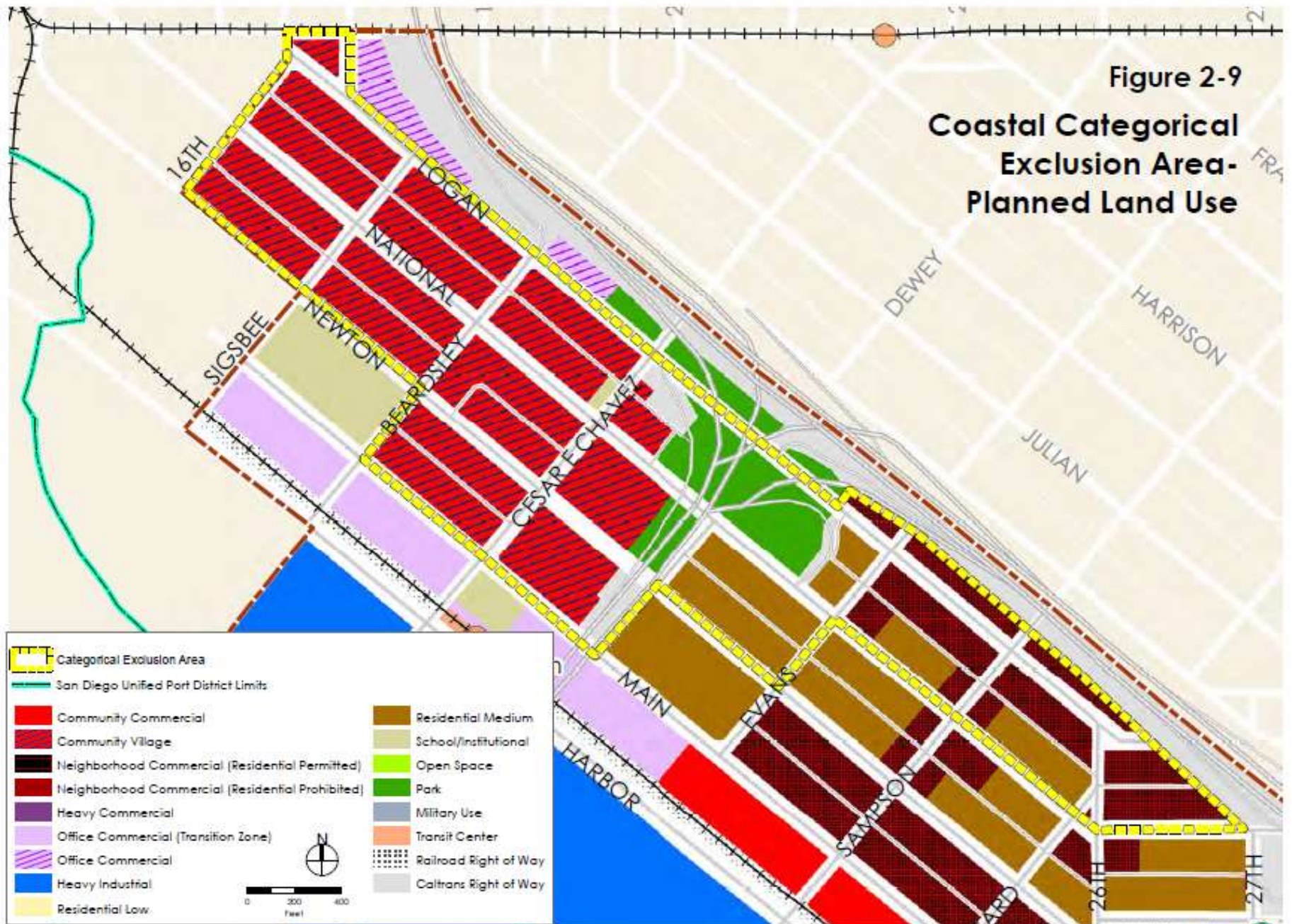
THE CITY OF SAN DIEGO

0 1,000 2,000 Feet



April 8, 2012 T.Galloway

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		

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Remaining Issue Areas

- Primary Concern is Encroachment of Uses
- 5 blocks east of Main Street between Sampson and 28th Street
 - Residential (Community Preferred)
 - Maritime Industrial (Industry Preferred)
- 32nd and Main Street
 - Heavy Commercial (Community Preferred)
 - Heavy Industrial (Industry Preferred)

Industry Concerns

Barrio Logan Existing Land Use 2013 Legend

— Port Tidelands	Religious Facility	Military	Park
Residential	Commercial	Military Use	Vacant
Multi-Family	Retail	Industrial	Vacant/Parking
Single Family	Office	Light Industry	Utilities/Terminal
Institutional	Motel	Junkyard	Rail Terminal
Fire Station	Gas Station	Warehousing	Utilities
Elementary School	Auto Sales	Heavy Industry	Right-of-Way
Schools/Colleges	Wholesale	Park/Open Space	Railroad
Public Services		Open Space	Road
			Trolley Station
			Freeway

Continental
Maritime

BAE Systems

Chevron

NASSCO

San Diego
Bay

1,000 Feet

500

200

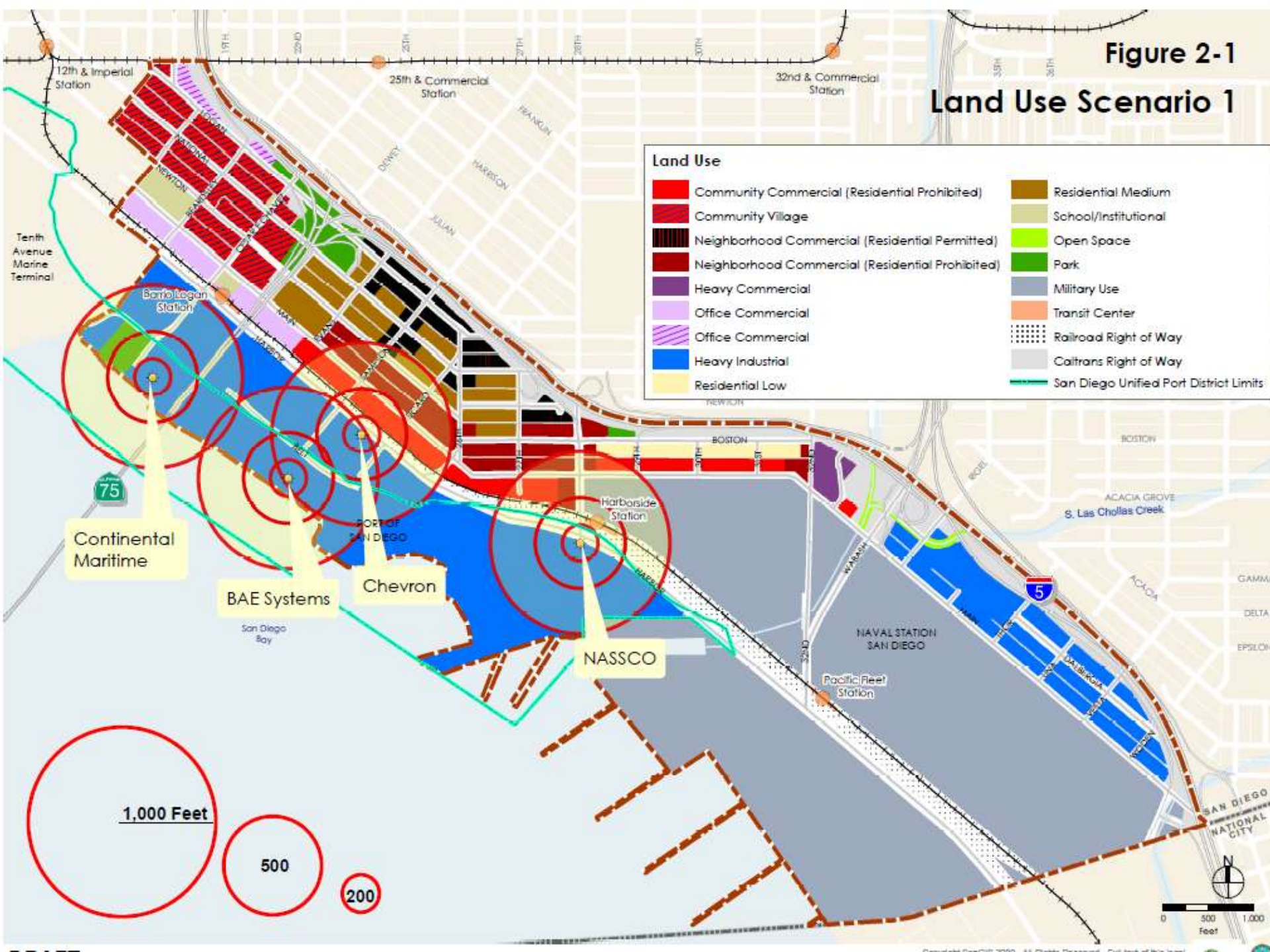
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Figure 2-1

Land Use Scenario 1



HISTORIC CORE AREA POLICIES

Policy 2.7.8 Respect the existing development pattern within the Historic Core area

Policy 2.7.9 Discourage parcel consolidation over 14,000 square feet in the Historic Core 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 new development.

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

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 Encourage the rehabilitation of housing, in particular the bungalows along Evans Street and Sampson Street, that date back to the times when many Barrio Logan residents worked for the Navy or local fish canneries, as well as 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 the Barrio Logan Community Plan or 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 2-6). 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. The area will emphasize the use of high quality materials and design.



Treat rail facing facades as primary facades



Provide landscaping and sidewalks



TRANSITION ZONE POLICIES

Policy 2.7.14 Protect and promote community commercial uses by prohibiting residential uses within the Transition Zone.

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

Policy 2.7.16 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 2.7.17 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.



Community Encroachment Concerns



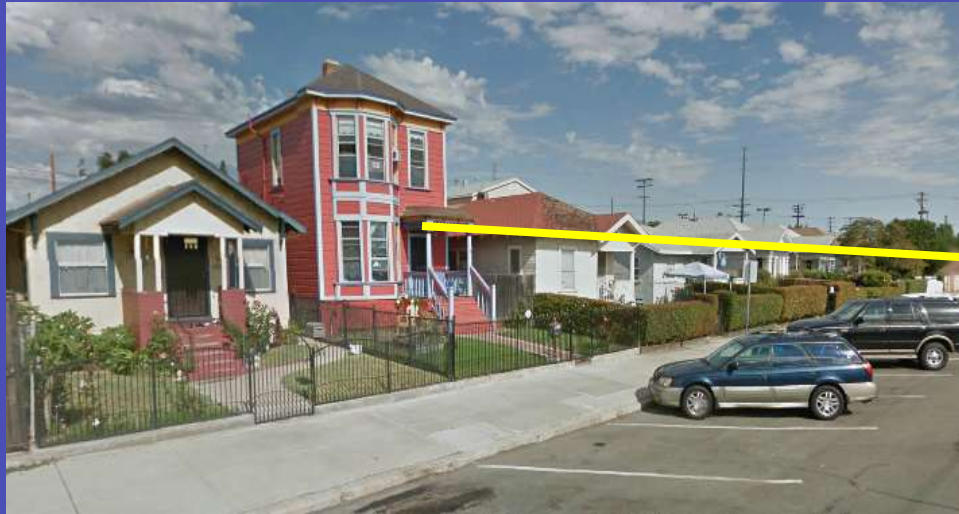
Housing and Barrio Senior Villas at Newton and Sicard



26th to 27th along Boston Avenue



Potentially Affected Residential



Newton From Evans to Sampson



Barrio Station Outdoor Swimming Pool (City of San Diego Property)

Previously Conforming Uses (PCU)

- Primarily located in the Community Village, Historic Core, Main Street and Prime Industrial areas
- PCU can continue as it currently exists, be maintained, and be bought and sold based on the Land Development Code's Chapter 12, Article 7, Division 1

Industrial & Maritime Business



Site	Name
1	Action Cleaning
2	American Rigging
4	Cal Marine
5	Carlson & Beaujoye
7	Coast Industrial Systems
8	Coastal Coating Inc.
9	Coastal Marine Services
10	Fire, Etc.
11	Honor Marine Communications
12	IMS Recycling
13	Maritime Solutions
14	National Petroleum
15	Northstar Propellers
16	Performance Contracting Inc.
18	Pro-Line Paints
18	Pro-Line Paints
20	Rookly's Balancing
21	RPM Welding
22	TSF Inc.
23	Union Electric Motor Service
24	West Marine Diesel
25	Western Steel & Metals

Proposed Zoning

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

Maritime-Oriented Businesses- Community Village Area

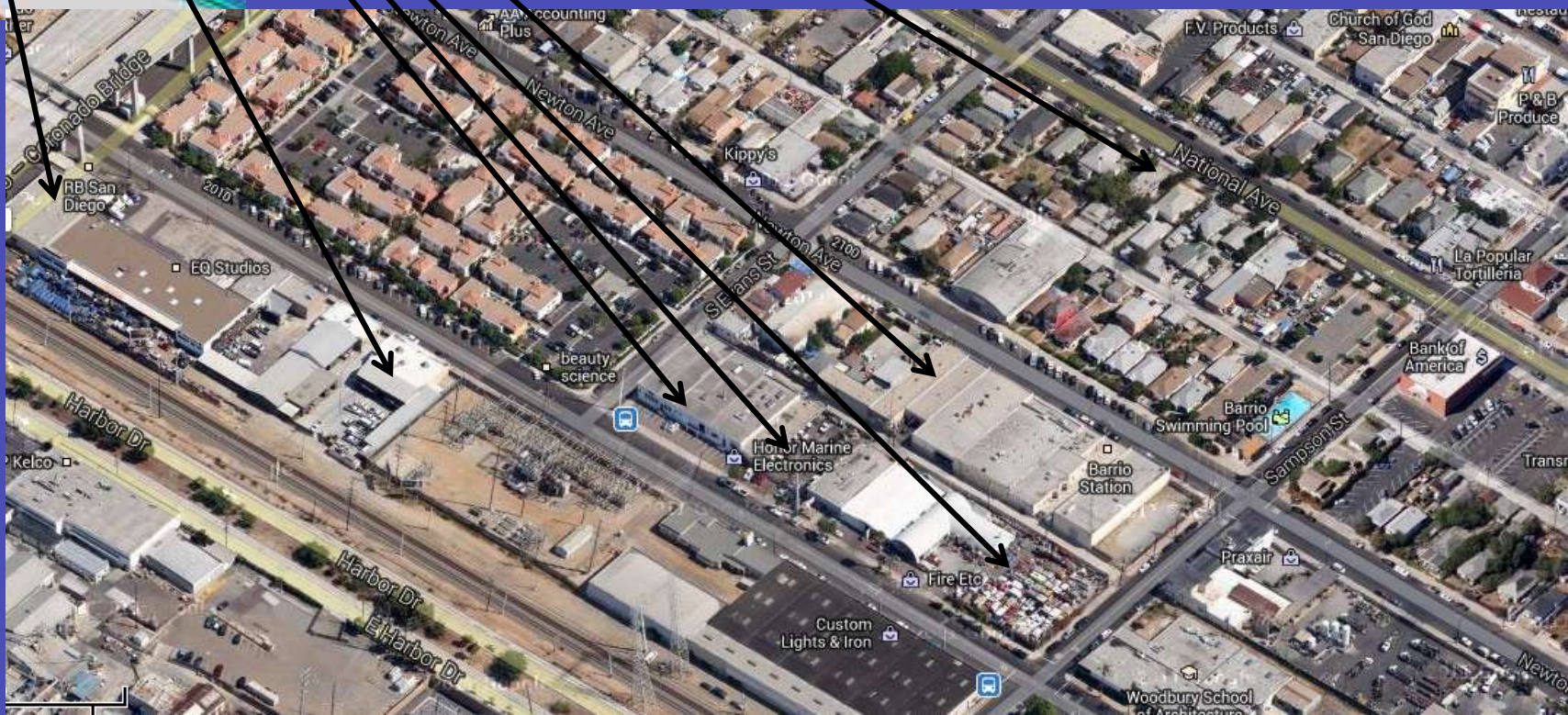


- 1. Action Cleaning – PCU
- 13. Maritime Solutions - PCU
- 16. Performance Contracting - PCU
- 24. West Marine Diesel - PCU



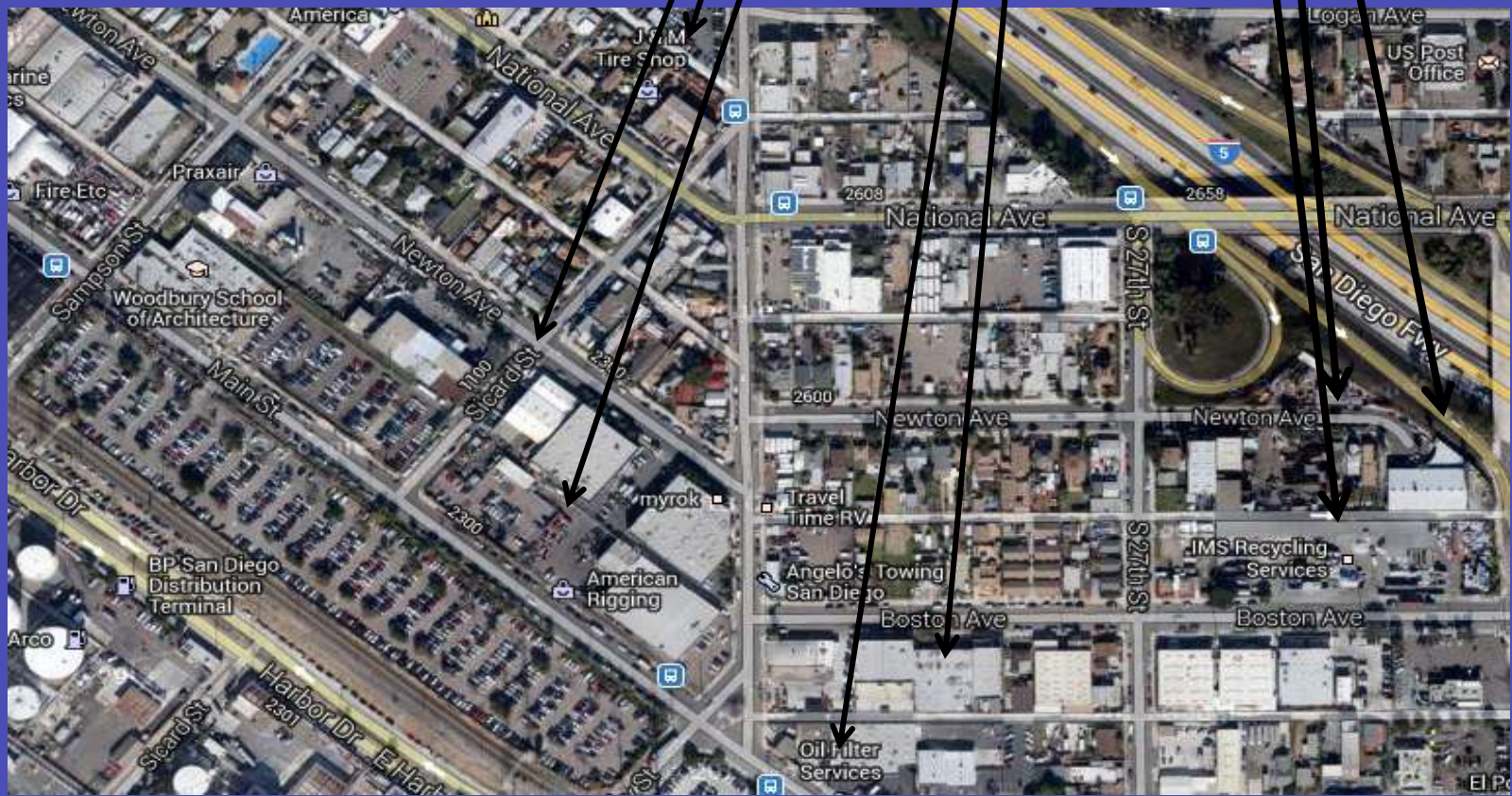
Transition Zone and Historic Core

- 4 – Cal Marine - Permitted
- 5 – Carlson and Beauloye – PCU
- 8- Coastal Coating Office? Permitted as office use
- 9 – Coastal Marine Services - PCU
- 10 – Fire Etc – Permitted as retail use
- 11 – Honor Marine Communications - Permitted as retail use
- 14 – National Petroleum Office - Permitted



Transition Zone and Historic Core

- 2. American Rigging - PCU
- 12. IMS Recycling - PCU
- 15. Northstar Propellers - PCU
- 18. Pro-line Paints - PCU
- 20. Rocky's Balancing - PCU
- 23. Union Electric Motor Service - PCU
- 25. Western Steel & Metals - PCU

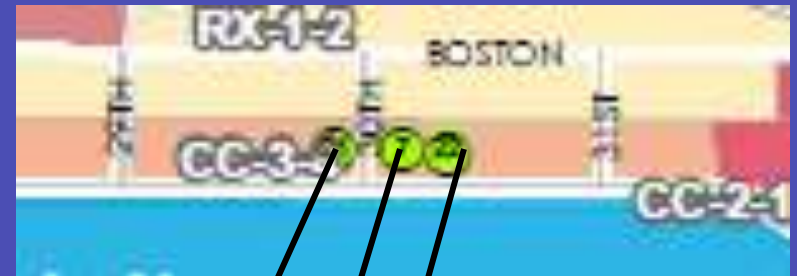


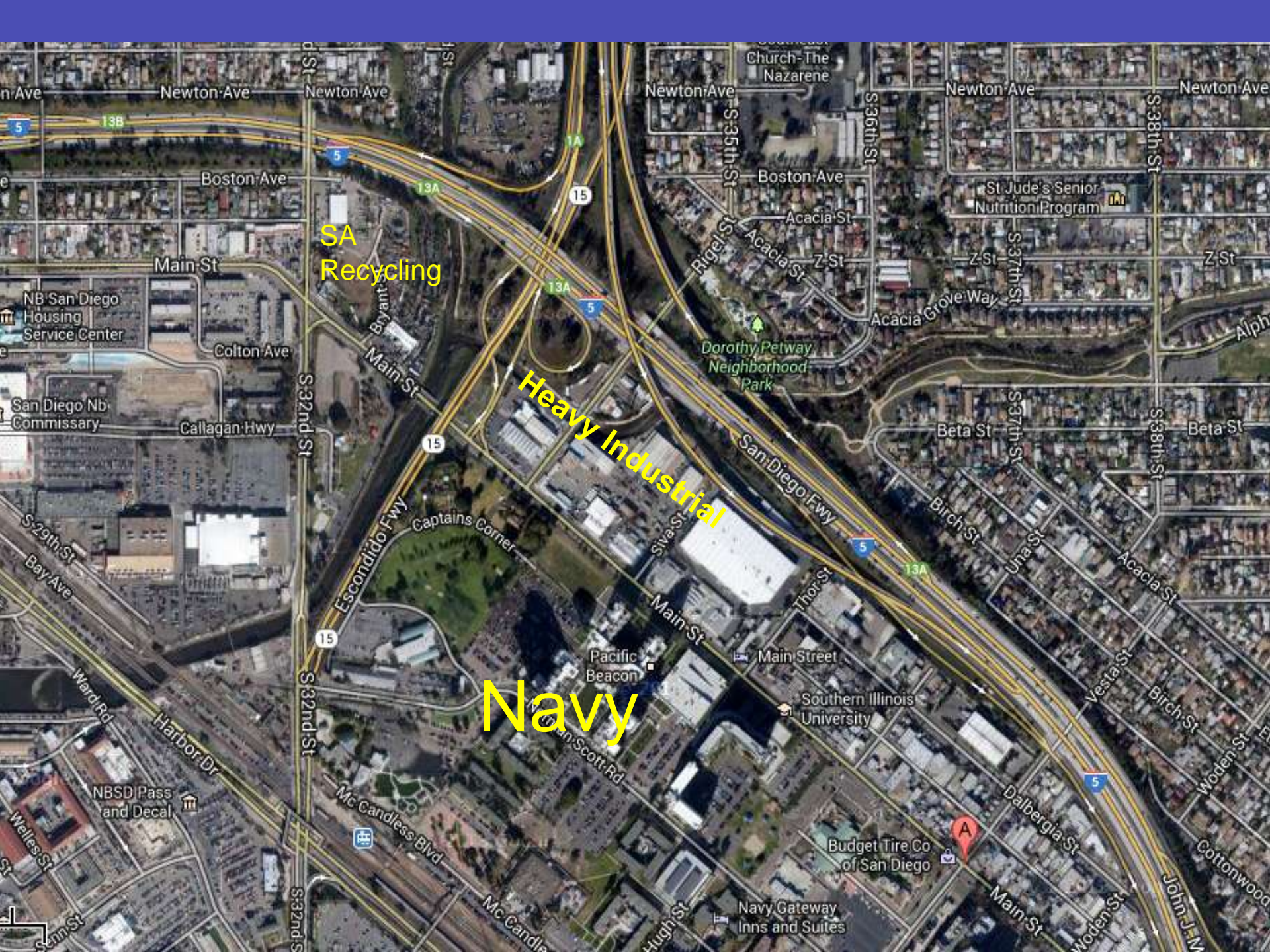
Main Street between 29th and 31st

7. Coast Industrial Systems – CUP/CDP

21. RPM Welding - PCU

22. TSF Inc. – CUP/CDP





SA
Recycling

Heavy Industrial

Navy



Low Density Residential

Mixed-Use Strip Center

SA Recycling

Caltrans ROW sub leased to scaffolding company

Chollas Creek

Commercial Strip Center

Navy Recreational Area

Newton Ave

Newton Ave

Montgomery Fwy

S 32nd St

San Diego Fwy

San Diego Fwy

Boston Ave

Boston Ave

Main St

S 32nd St

SA Recycling

Colton Ave

Colton Ave

Byrant St

Commercial Strip Center

Main St

Del Rio Fwy

15

15

Main Street South of 32nd to Wabash Blvd



32nd Street at midblock



32nd and Main Street Use Comparison

• Heavy Industrial

- Impound Storage Yards
- Wrecking and Dismantling of Motor Vehicles
- Trucking and Transportation Terminals
- All Forms of Recycling Operations
- Other Uses allowed with a CUP
 - Very Heavy Industrial
 - Heavy Manufacturing
 - Junk Yards
 - Hazardous Waste Research and Treatment Facilities

• Heavy Commercial

- Large Recycling and Collection Facility
- Small Recycling Collection Facility
- Drop-off Facility
- Small Processing Facility Accepting at least 98% of total annual weight of commercial and industrial traffic
- Small processing facility accepting all types of traffic
- Impound Storage Yards
- Light Manufacturing
- Marine-related uses in the COZ

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
 - 2.8/1000 General Plan Park Standard

EIR Findings

- 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.
- 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.

Approve the following:

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