



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.

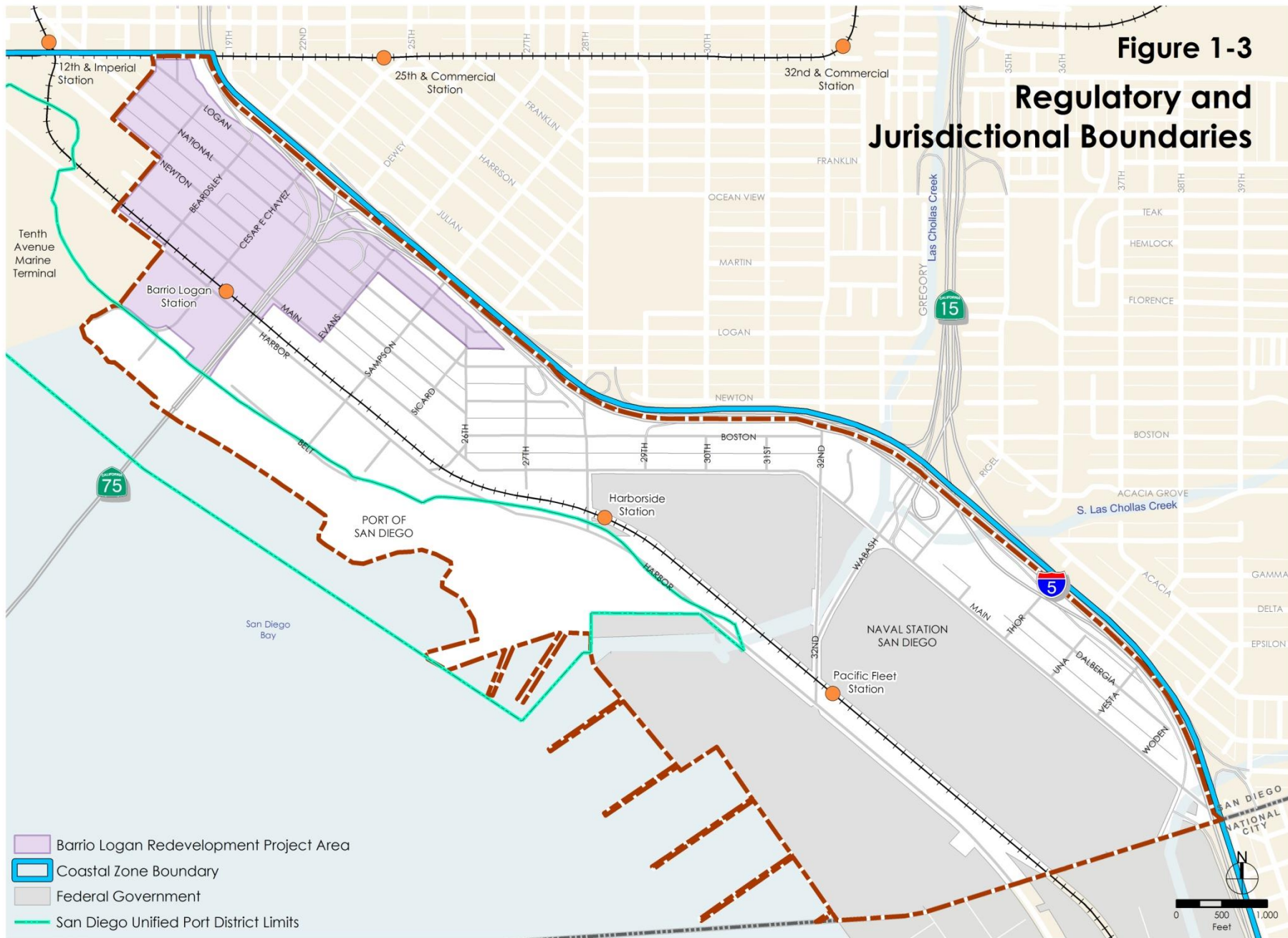
Recommend to the City Council:

- **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

Background

- Update started in April 2008
- Draft Community Plan, Local Coastal Program, Zoning Regulations, Public Facilities Financing Plan
- 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. 6 members of the 22 voted to support Scenario 2
- 2 Refined land use scenarios resulted which were equally evaluated in EIR













Figure 1-3 Regulatory and Jurisdictional Boundaries

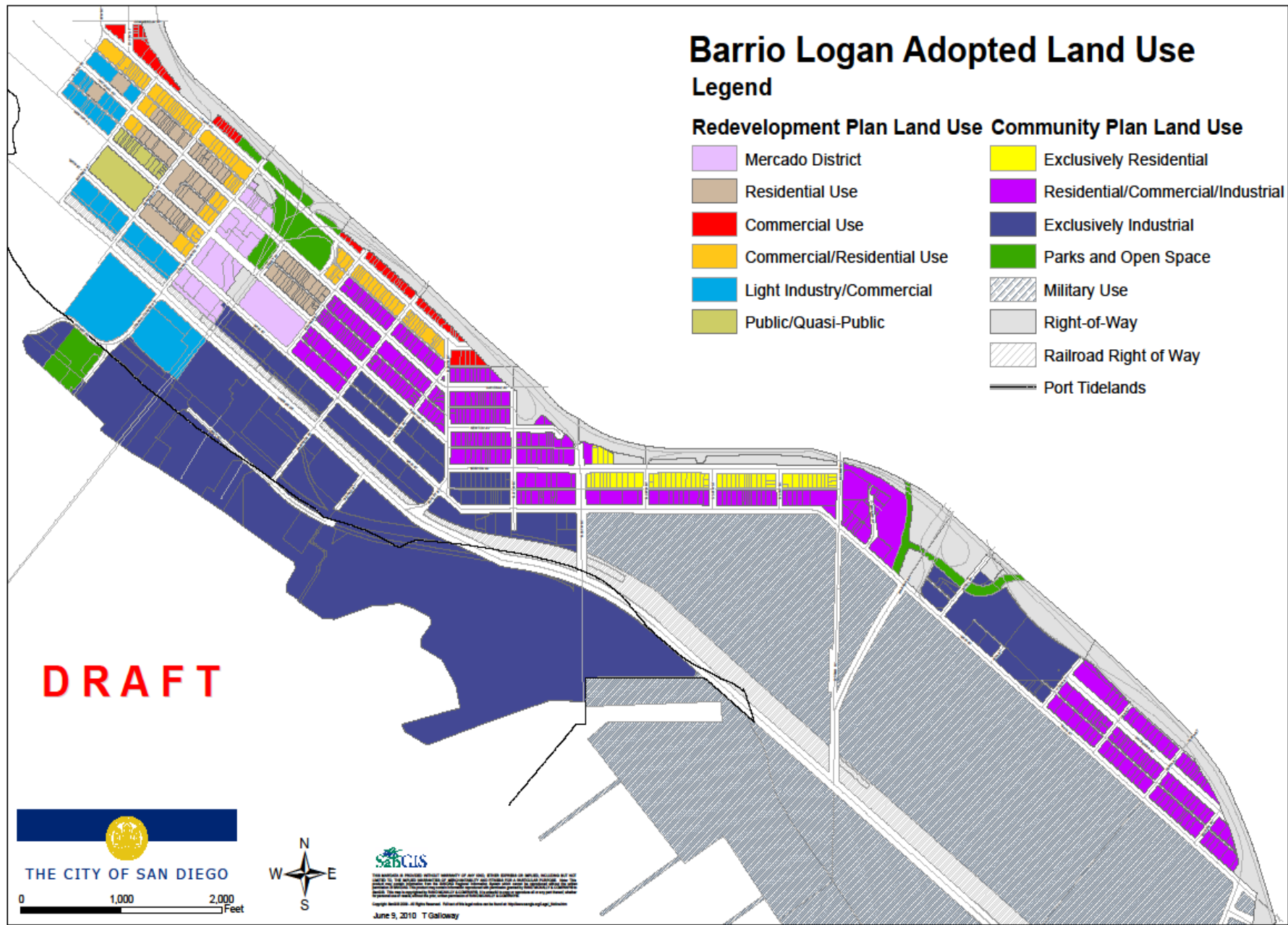


- Barrio Logan Redevelopment Project Area
- Coastal Zone Boundary
- Federal Government
- San Diego Unified Port District Limits


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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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June 9, 2010 T.Galloway

Barrio Logan Existing Land Use (2010)

Legend

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

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Oct. 11, 2010 T Galloway

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

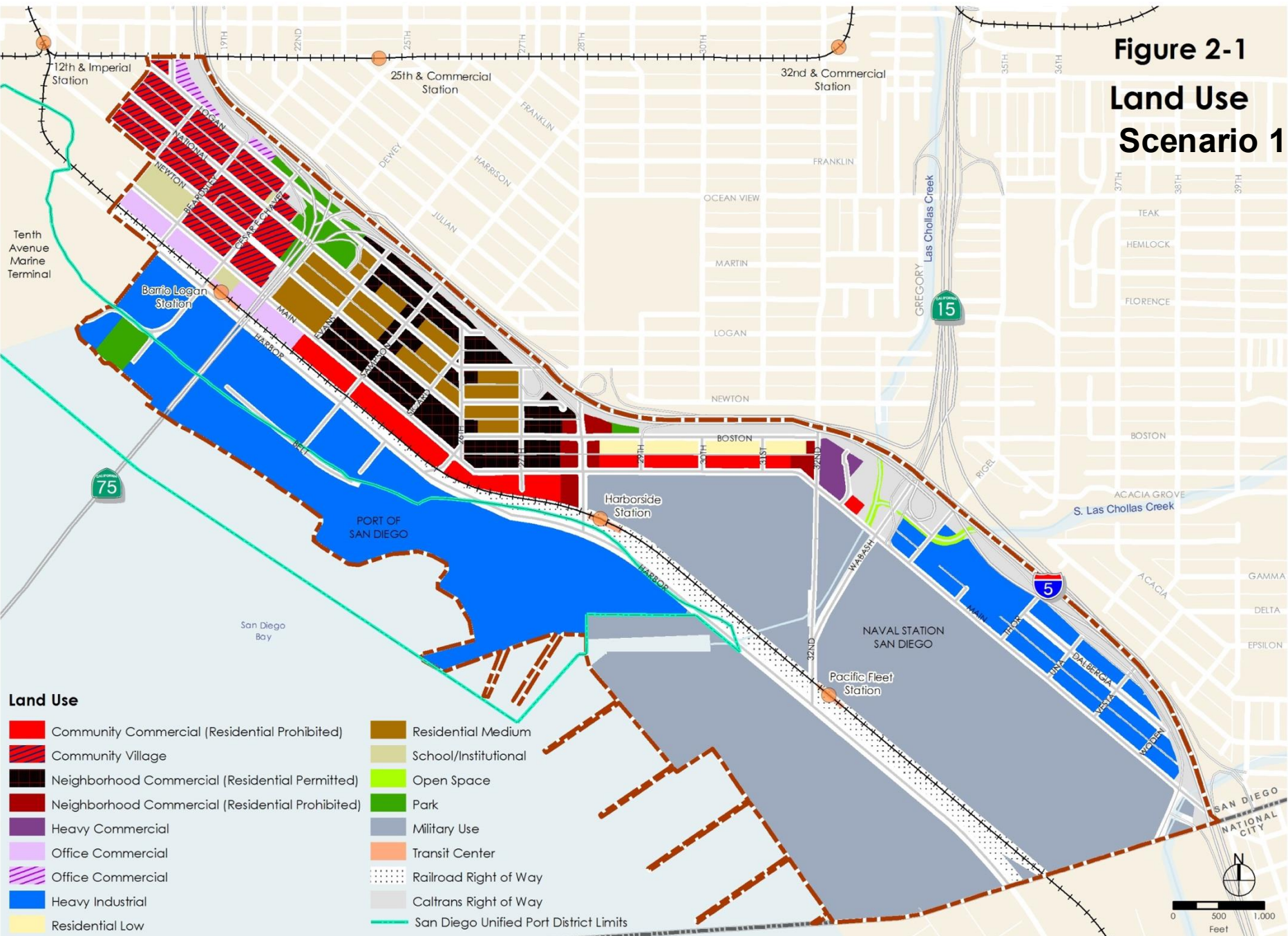
Land Use Element Goals

- 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

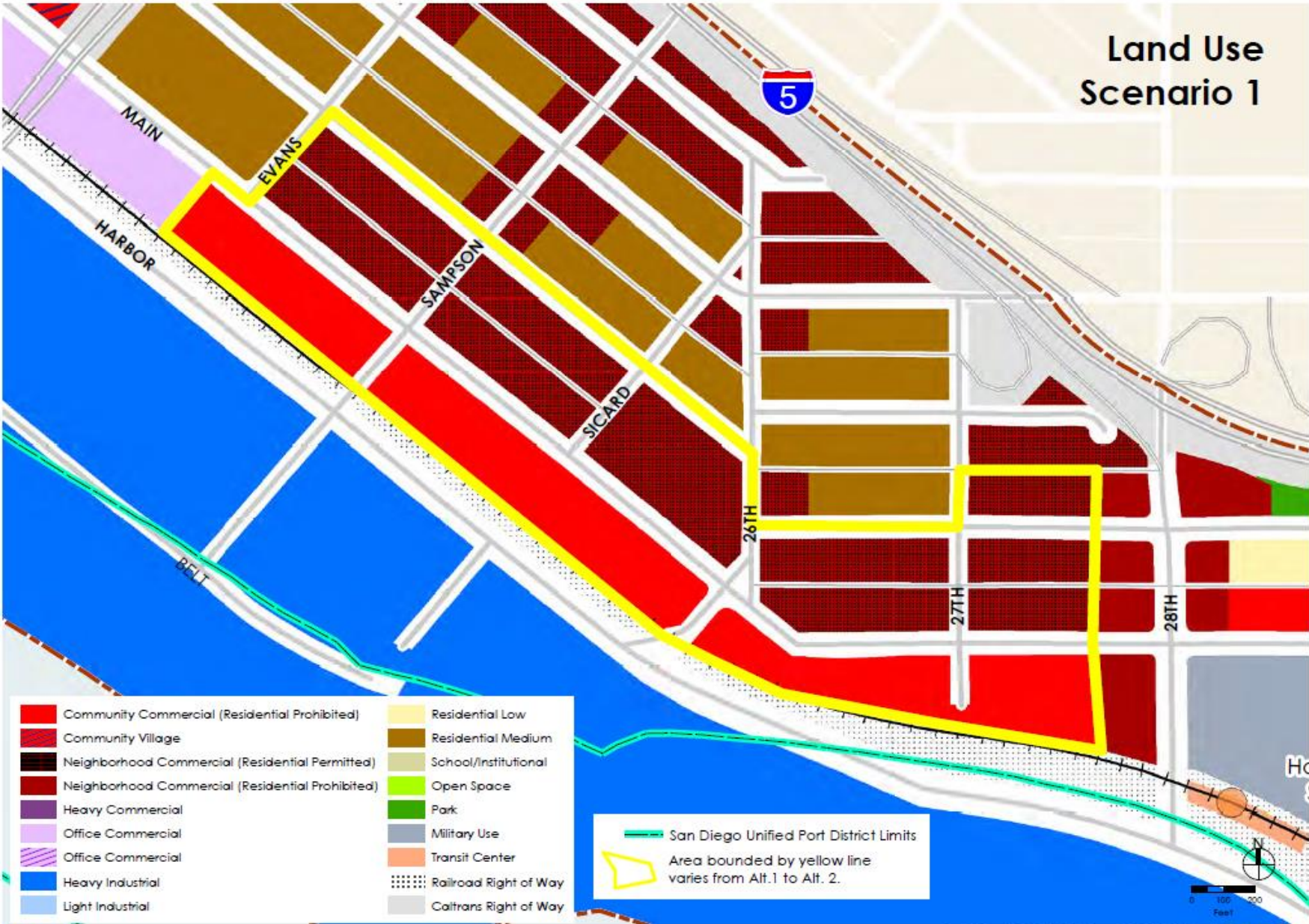


- Land Use**
- Community Commercial (Residential Prohibited)
 - Community Village
 - Neighborhood Commercial (Residential Permitted)
 - Neighborhood Commercial (Residential Prohibited)
 - Heavy Commercial
 - Office Commercial
 - Office Commercial
 - Heavy Industrial
 - Residential Low
 - Residential 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



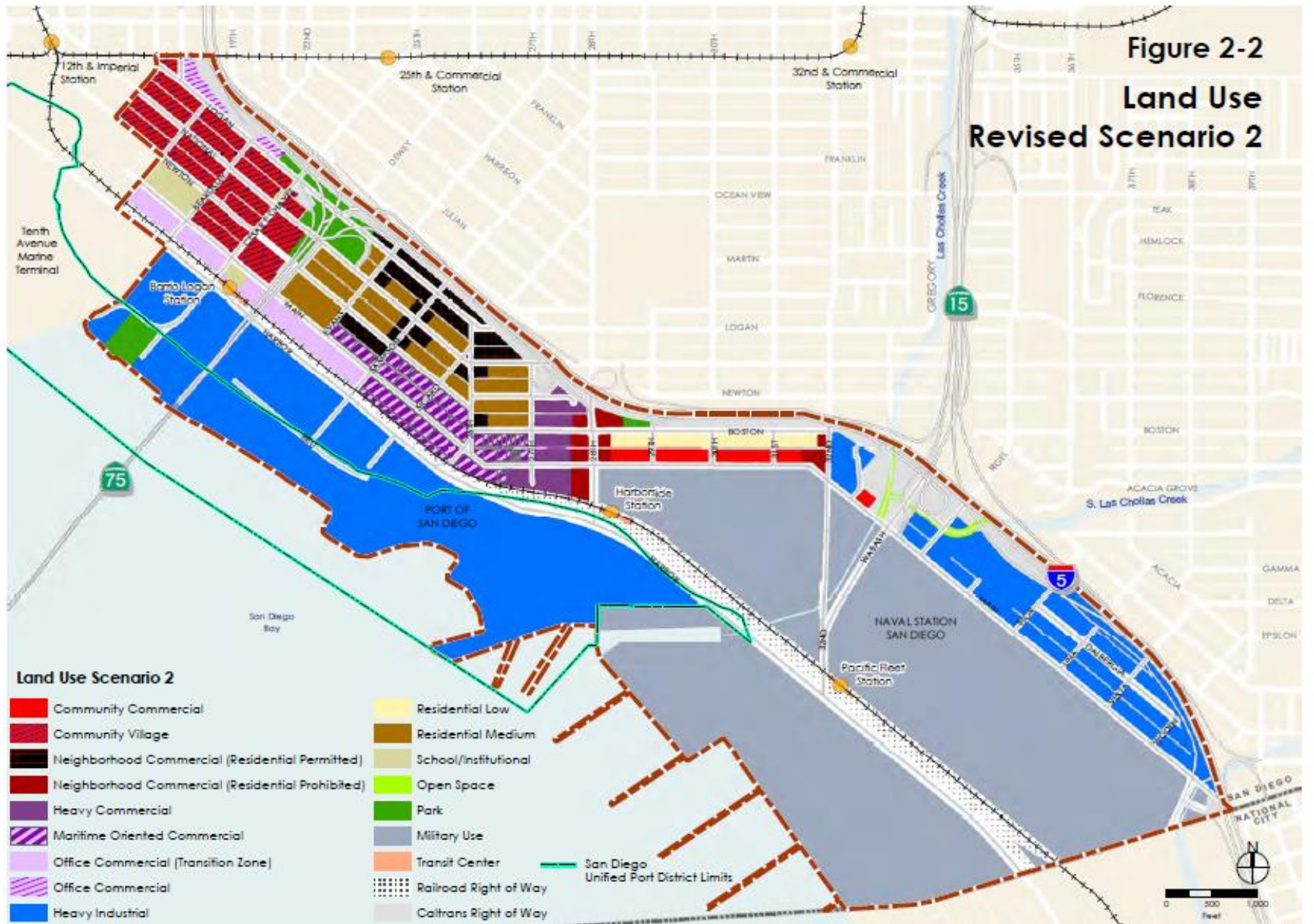
	Community Commercial (Residential Prohibited)		Residential Low
	Community Village		Residential Medium
	Neighborhood Commercial (Residential Permitted)		School/Institutional
	Neighborhood Commercial (Residential Prohibited)		Open Space
	Heavy Commercial		Park
	Office Commercial		Military Use
	Office Commercial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

San Diego Unified Port District Limits
 Area bounded by yellow line varies from Alt.1 to Alt. 2.



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Figure 2-2
Land Use
Revised Scenario 2

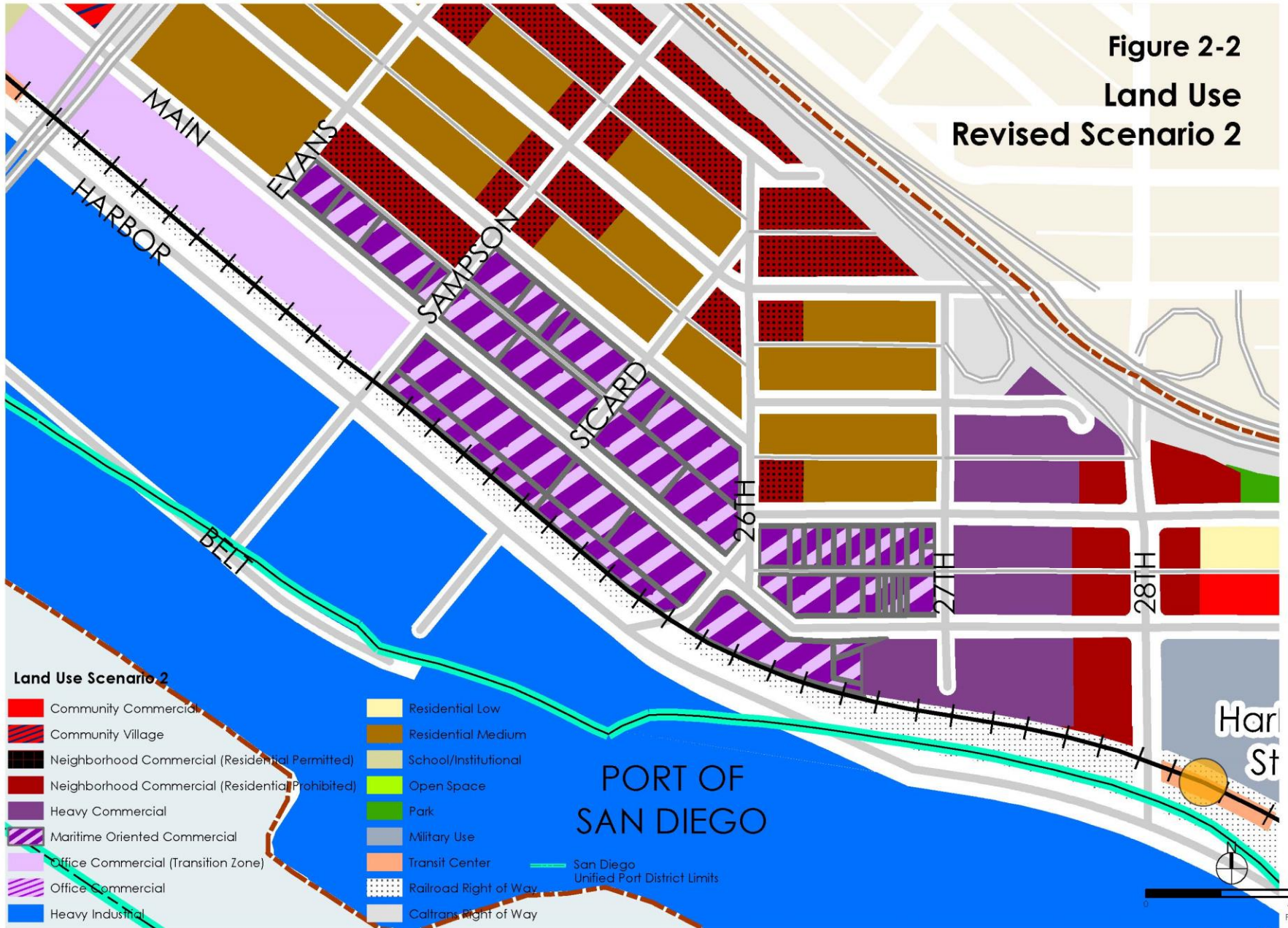


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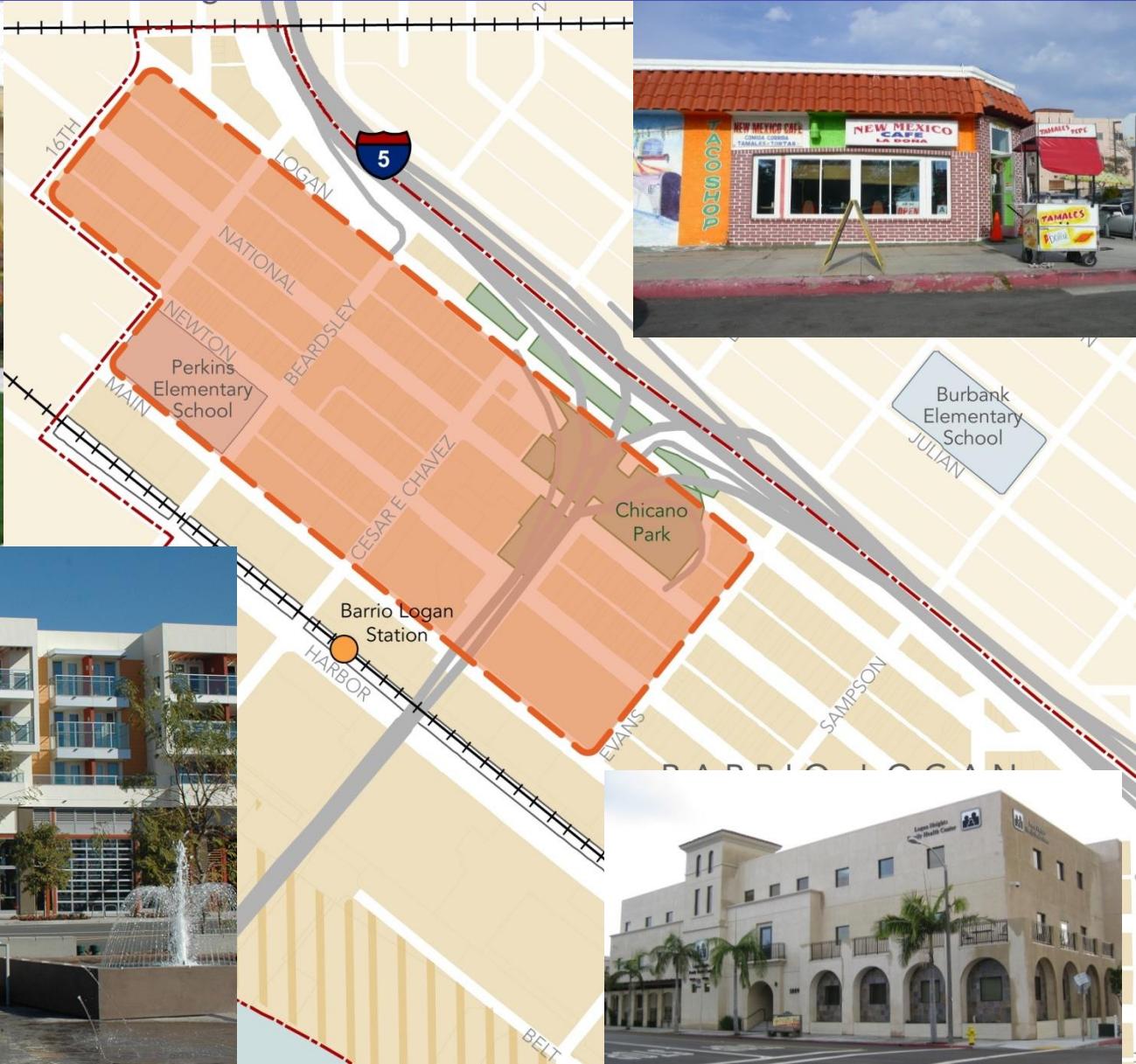


**Figure 2-2
Land Use
Revised Scenario 2**



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Community Village Area



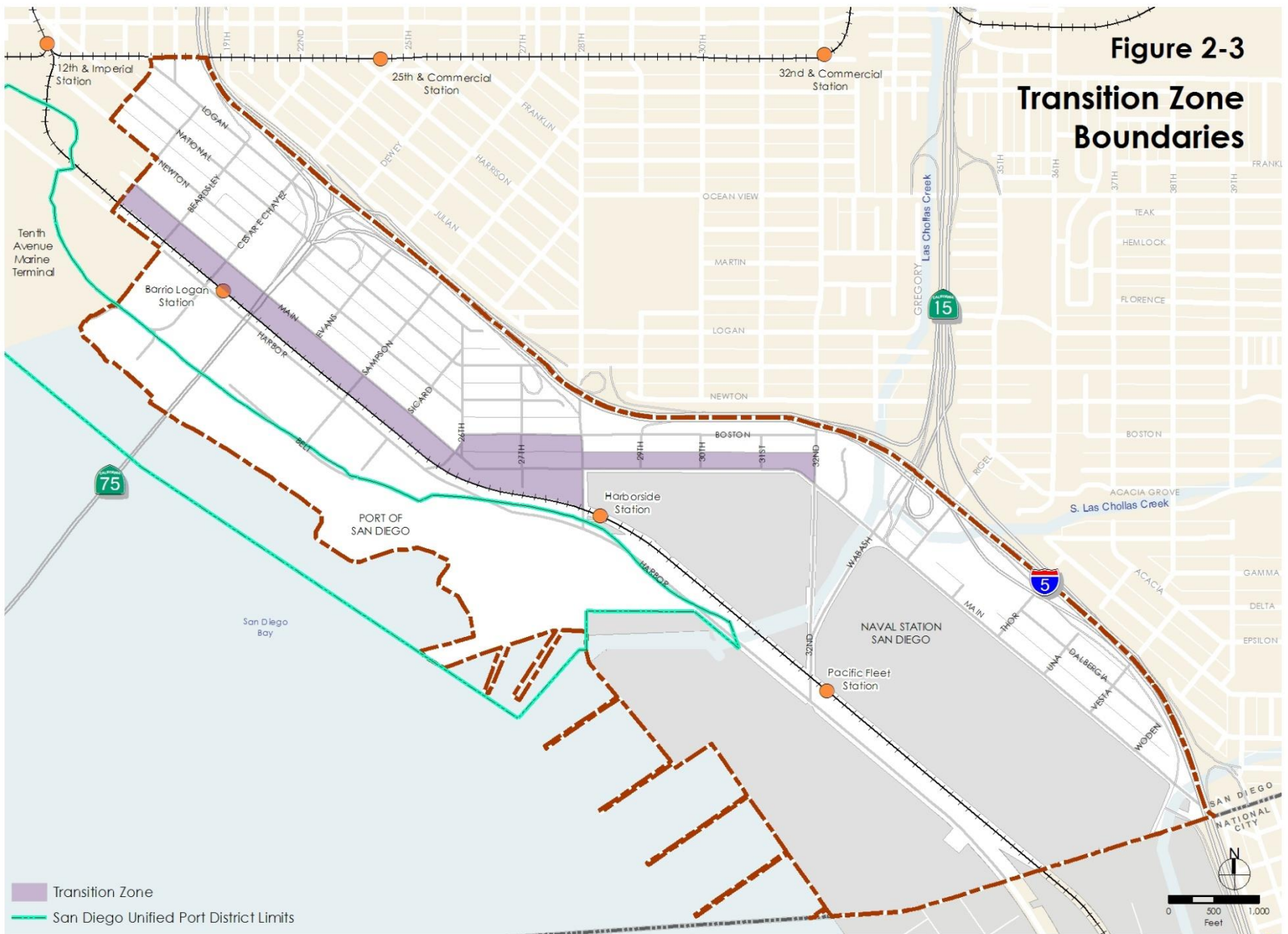
Community Village

- 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

Transition Area

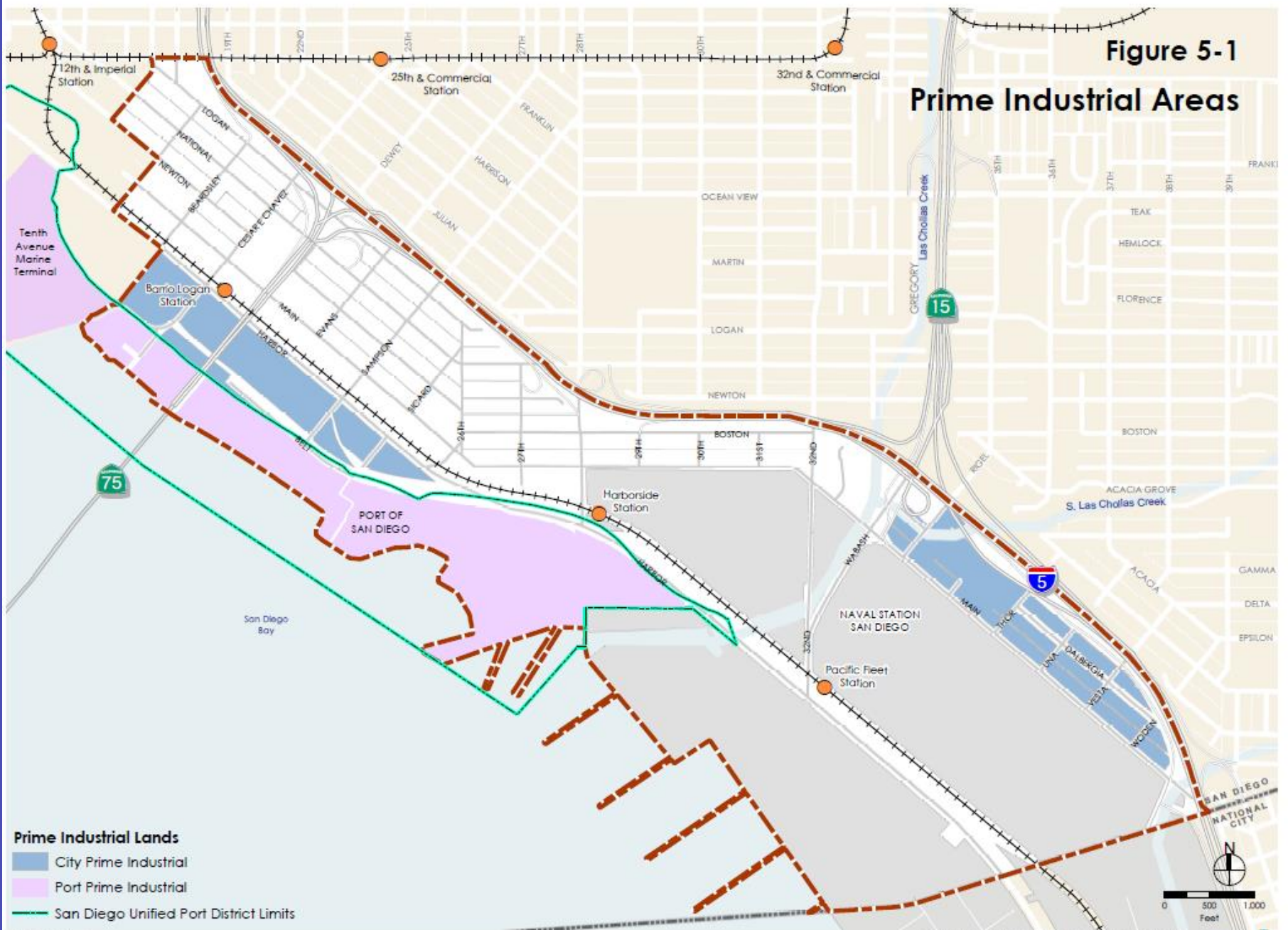
- Creates a compatible buffer between Heavy Industrial Uses west of Harbor Drive and the Community
- Promotes Community-serving commercial uses, office uses and allows maritime-oriented uses in the Coastal Overlay Zone
- Restricts Residential and Heavy Industrial Uses between Harbor Drive and Main Street
- 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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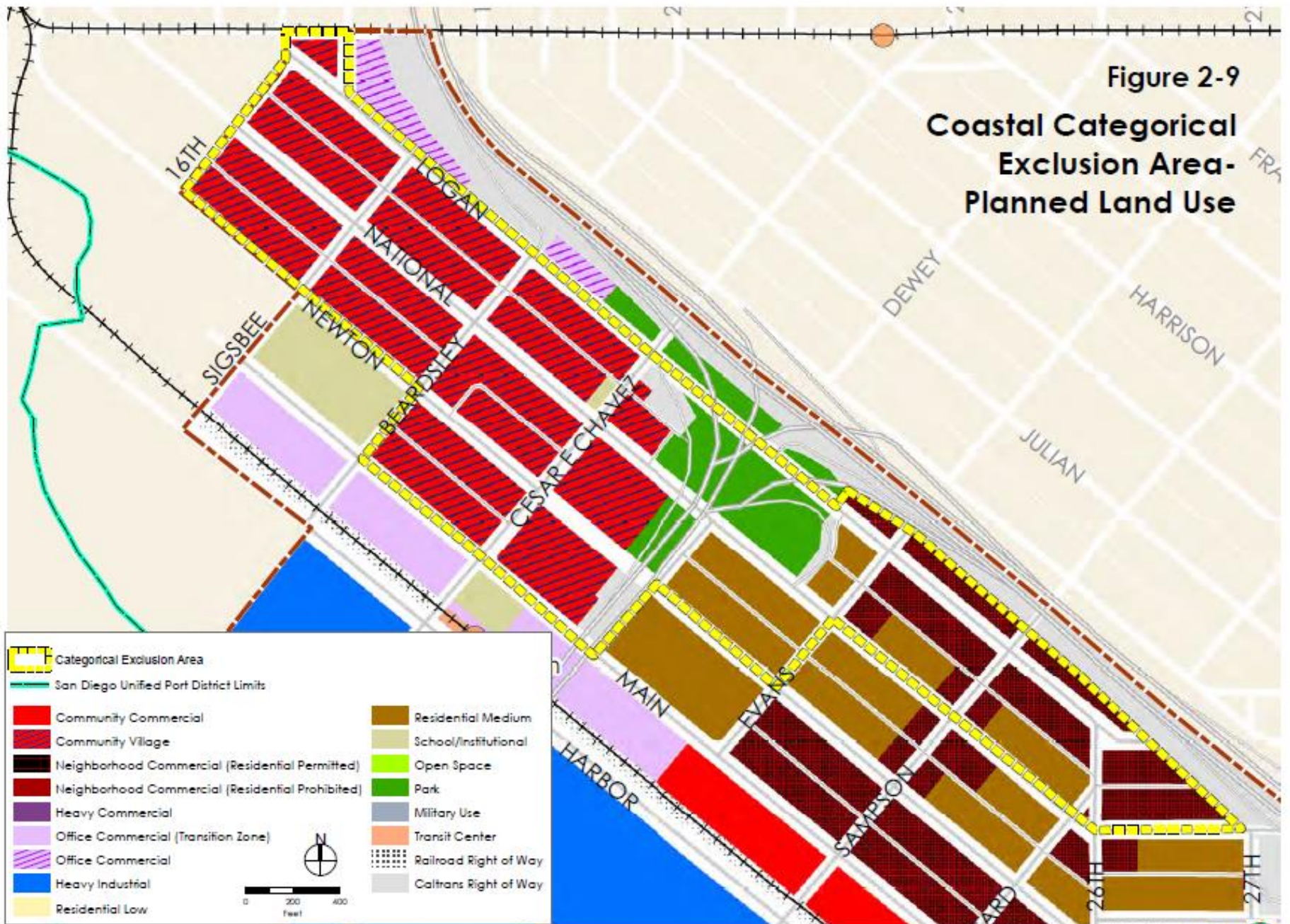
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




















Coastal Categorical Exclusion Area

- Requires no Coastal Development Permit
 - Within Community Village and Logan Avenue boundaries
 - Comply with the development regulations of base zone
 - Be 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		

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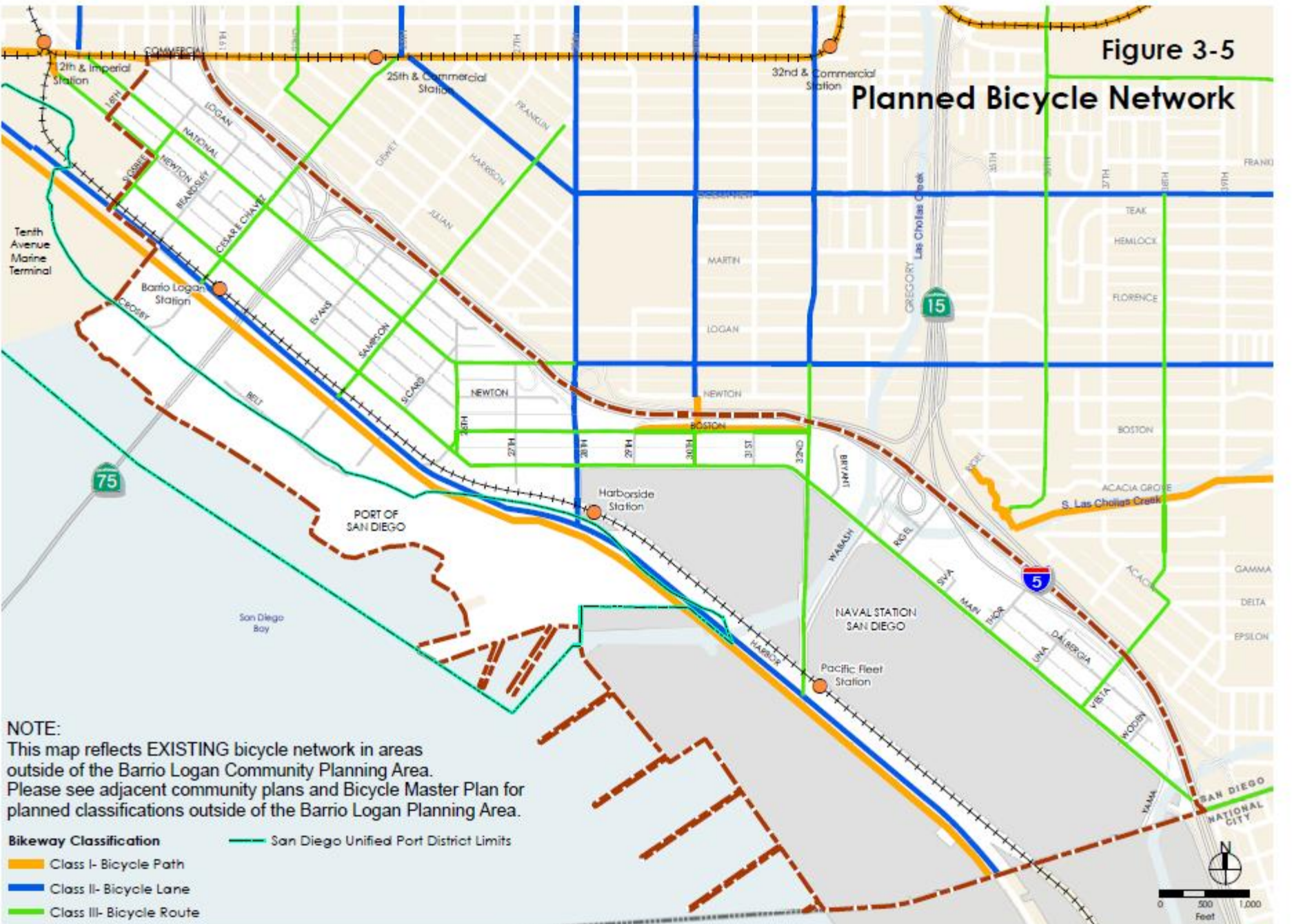
Mobility Element Goals

- 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
- Safe and Efficient Truck Route



Figure 3-5

Planned Bicycle Network



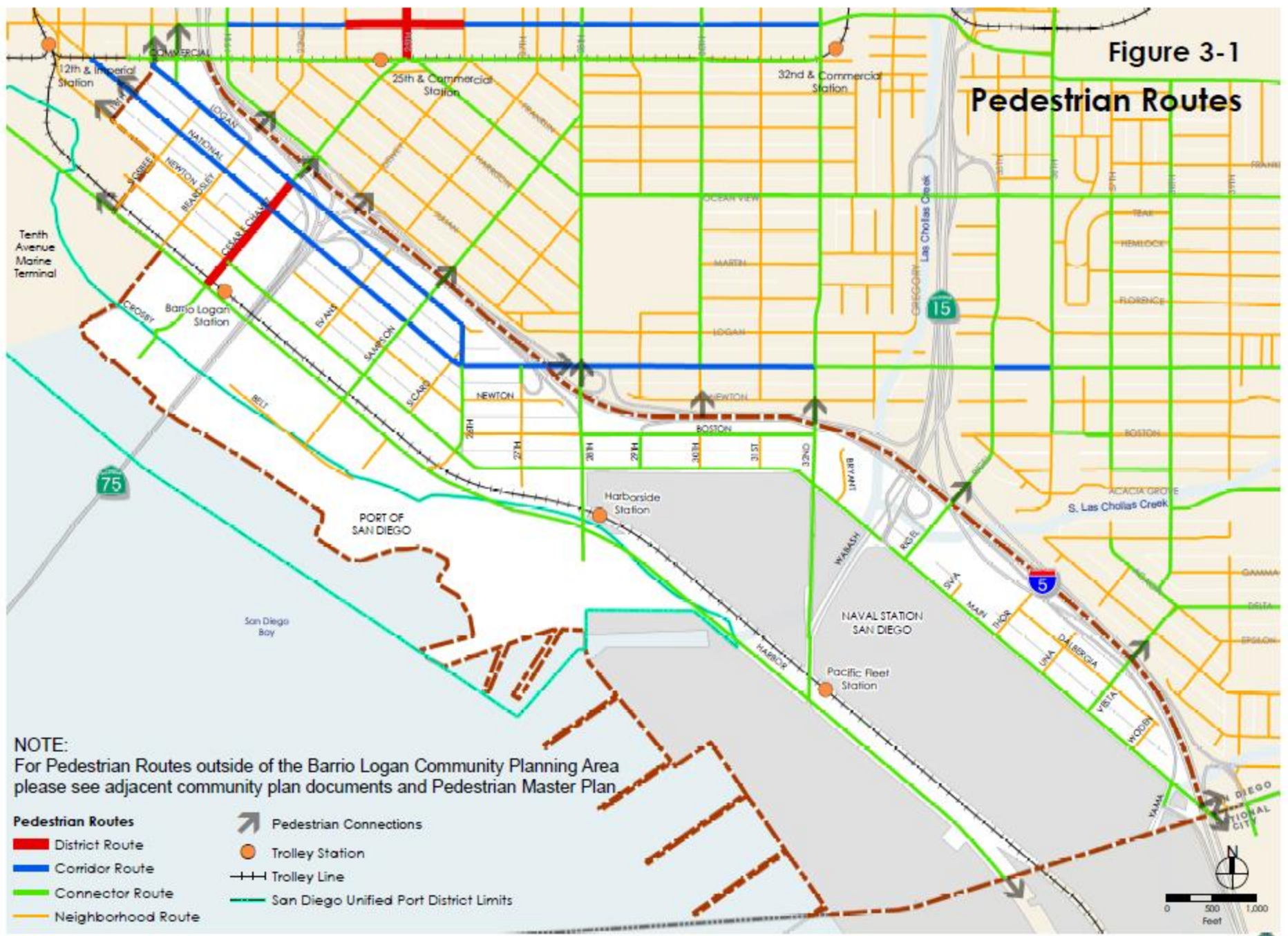
NOTE:
 This map reflects EXISTING bicycle network in areas outside of the Barrio Logan Community Planning Area. Please see adjacent community plans and Bicycle Master Plan for planned classifications outside of the Barrio Logan Planning Area.

- Bikeway Classification**
- Class I - Bicycle Path
 - Class II - Bicycle Lane
 - Class III - Bicycle Route
- San Diego Unified Port District Limits

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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

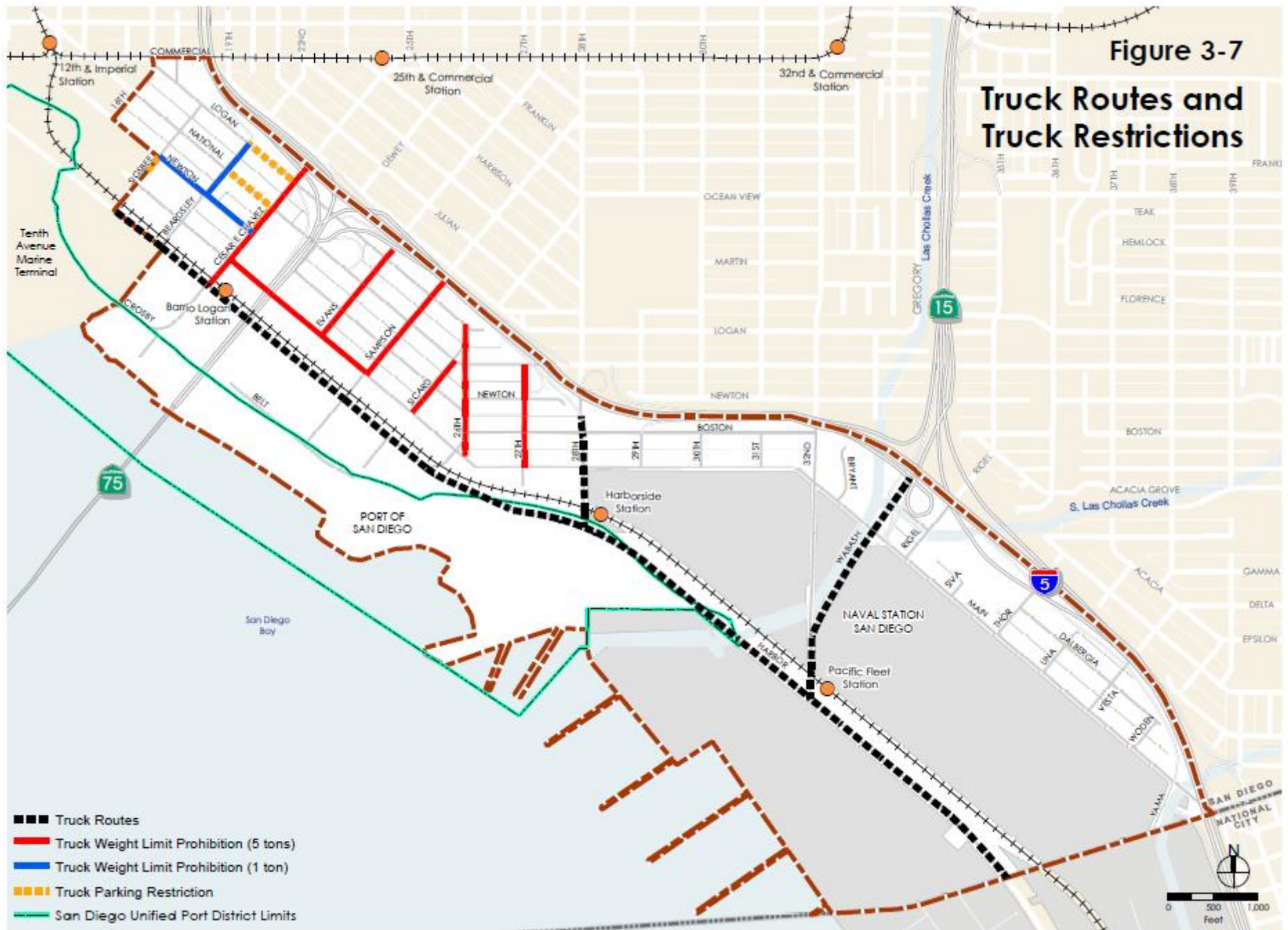
- Pedestrian Routes**
- District Route
 - Corridor Route
 - Connector Route
 - Neighborhood Route
 - Pedestrian Connections
 - Trolley Station
 - Trolley Line
 - San Diego Unified Port District Limits

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Figure 3-7

Truck Routes and Truck Restrictions



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Figure 3-4a Build-out Street Classifications and Projected Daily Traffic Alternative 1

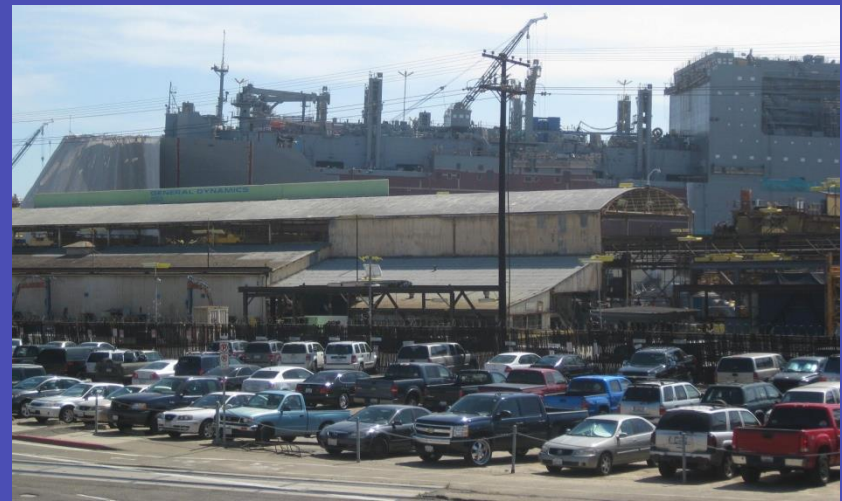


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Economic Prosperity Element Goals

- 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
- Minimal exposure to hazardous materials
- High levels of emergency preparedness



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 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
- Sustainable storm water techniques



Noise Element Goals

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





















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 Galloway

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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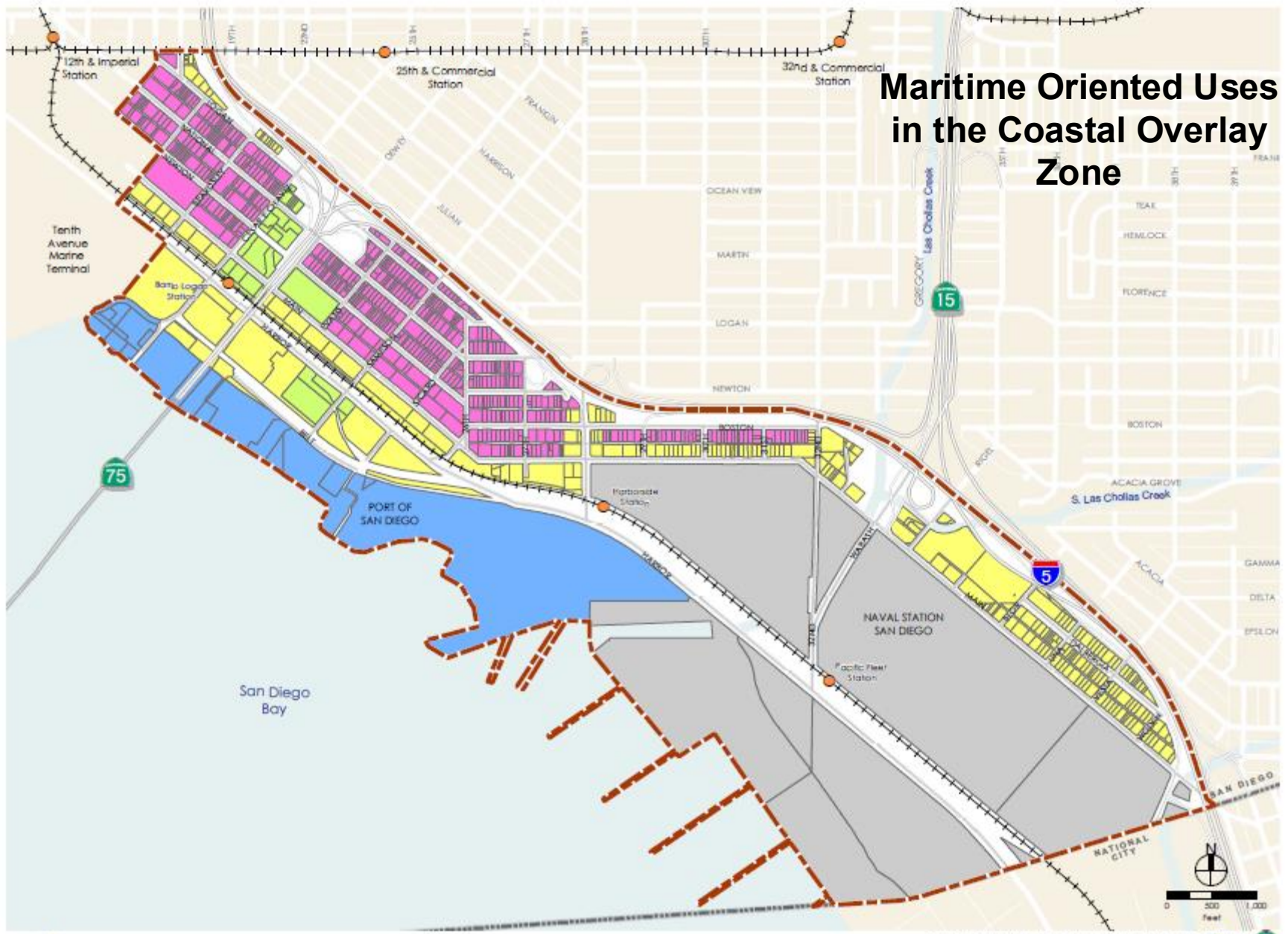
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April 9, 2012 T.Galloway

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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Previously Conforming Uses (PCU)

- Primarily located in the Community Village, Historic Core, Main Street and Prime Industrial areas
- PCU's 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

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

- Analyzed both land use scenarios equally
 - Scenario 1 is Preferred Plan
 - 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 proposed to reduce Project impacts, however, not to below a level of significance. 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)
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