



barrio logan COMMUNITY PLAN UPDATE

Barrio Logan Community Plan Update MAY 19, 2011



Background

- Update started in April 2008
- 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
- 2 Refined land use scenarios resulted
- Equally evaluating both Land Use maps in EIR
- Draft Community Plan and Zoning

General Plan Relationship

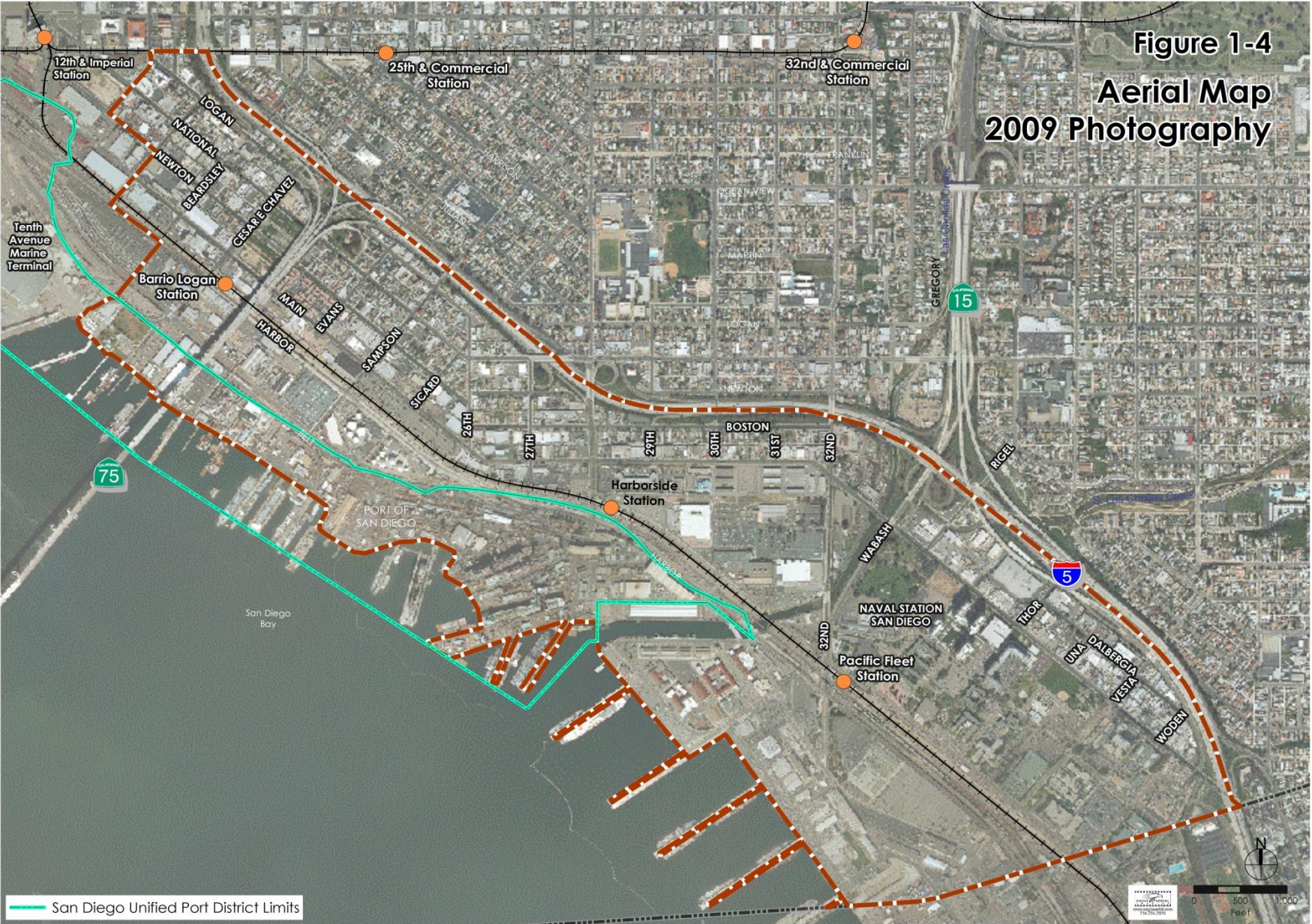
- General Plan Goals and Policies tailored to Barrio Logan
- Component of General Plan
- Works in tandem with General Plan
- Policy basis for zoning
- Basis for Public Facilities Financing Plan



Planning Process Outcomes

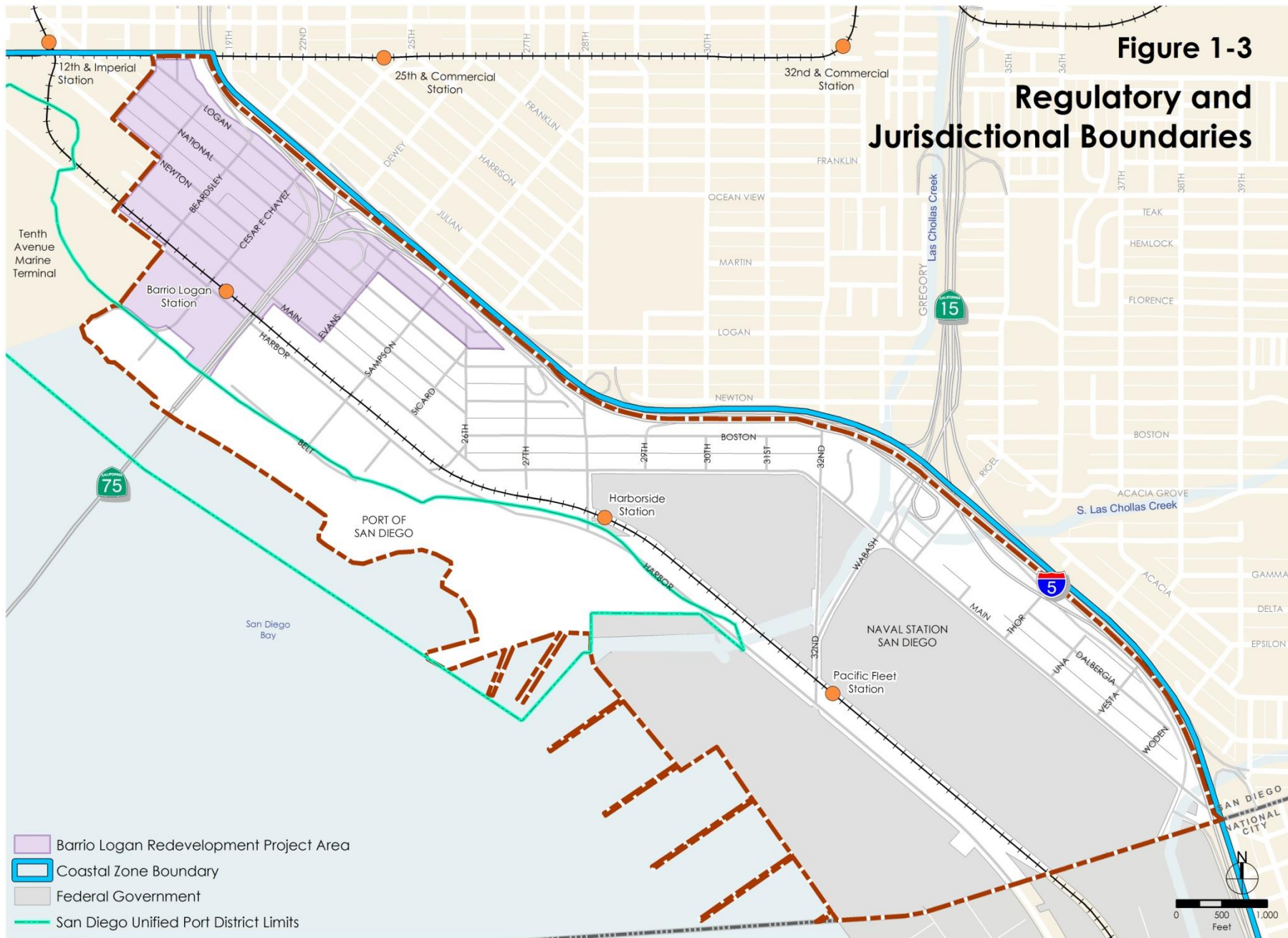
- Community Plan & Local Coastal Program
- Programmatic EIR
- Public Facilities Financing Plan
- Zoning Code

Figure 1-4
Aerial Map
2009 Photography



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Figure 1-3 Regulatory and Jurisdictional Boundaries



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

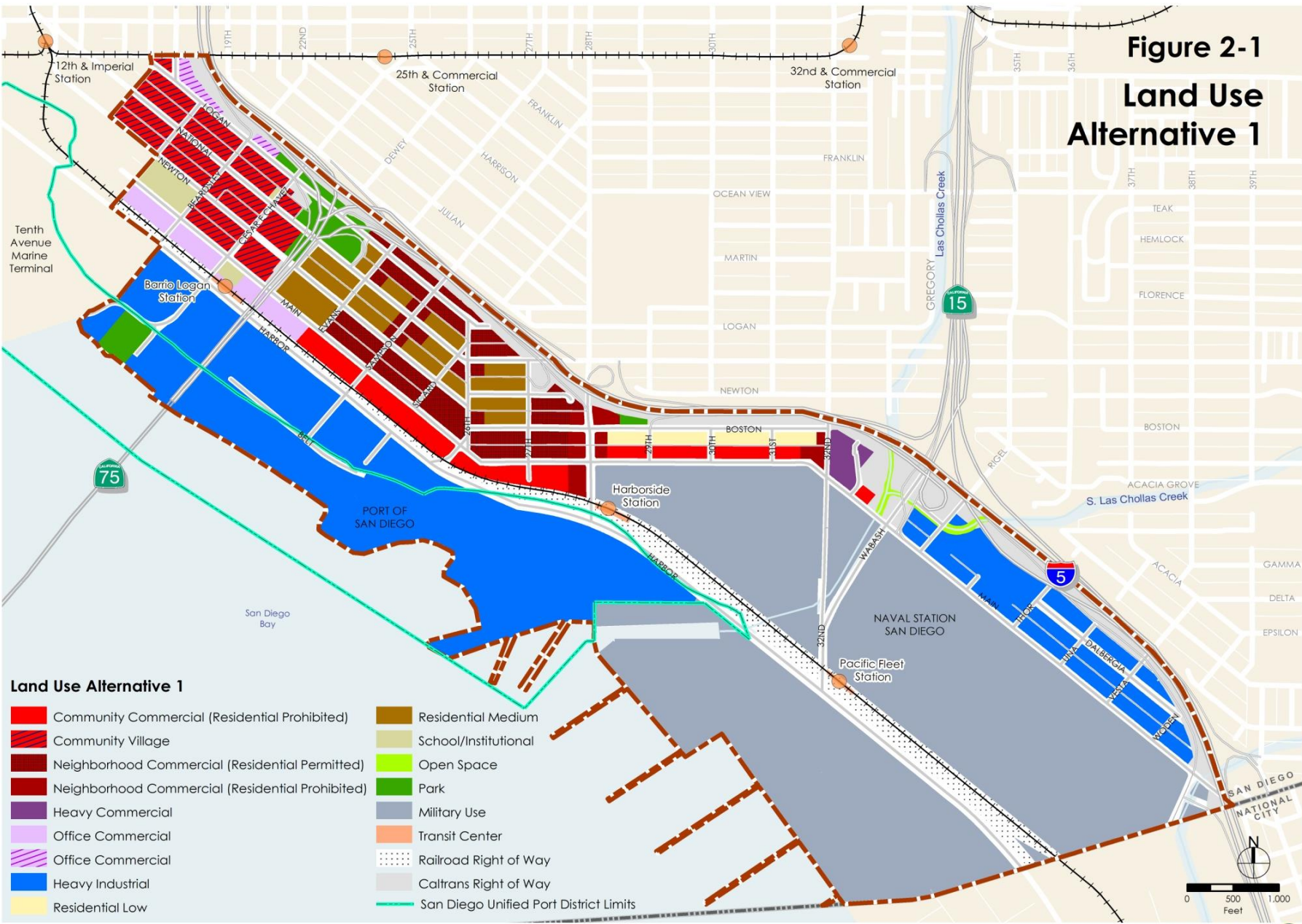
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Key Land Use Map Features

- **Community Village**
 - Mixture of Residential, Neighborhood Commercial
- **Transition Zone**
 - Commercial Office (Residential Prohibited)
 - Community Commercial/Neighborhood Commercial (Alt 1)
 - Light Industrial/Heavy Commercial (Alt 2)
- **Prime Industrial Lands**
 - Heavy Industrial (Residential Prohibited)

Figure 2-1 Land Use Alternative 1

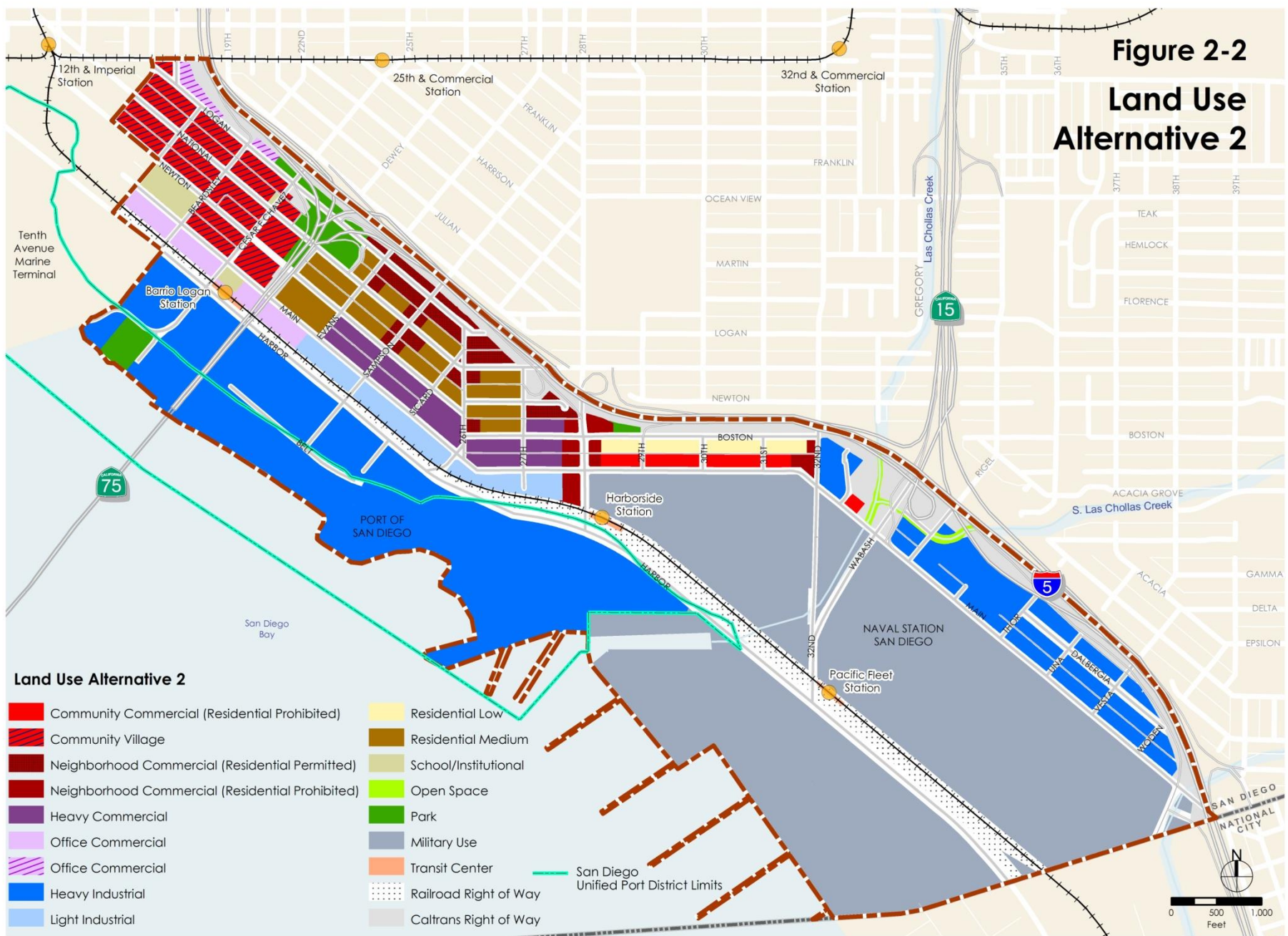


Land Use Alternative 1

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

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Figure 2-2
Land Use
Alternative 2

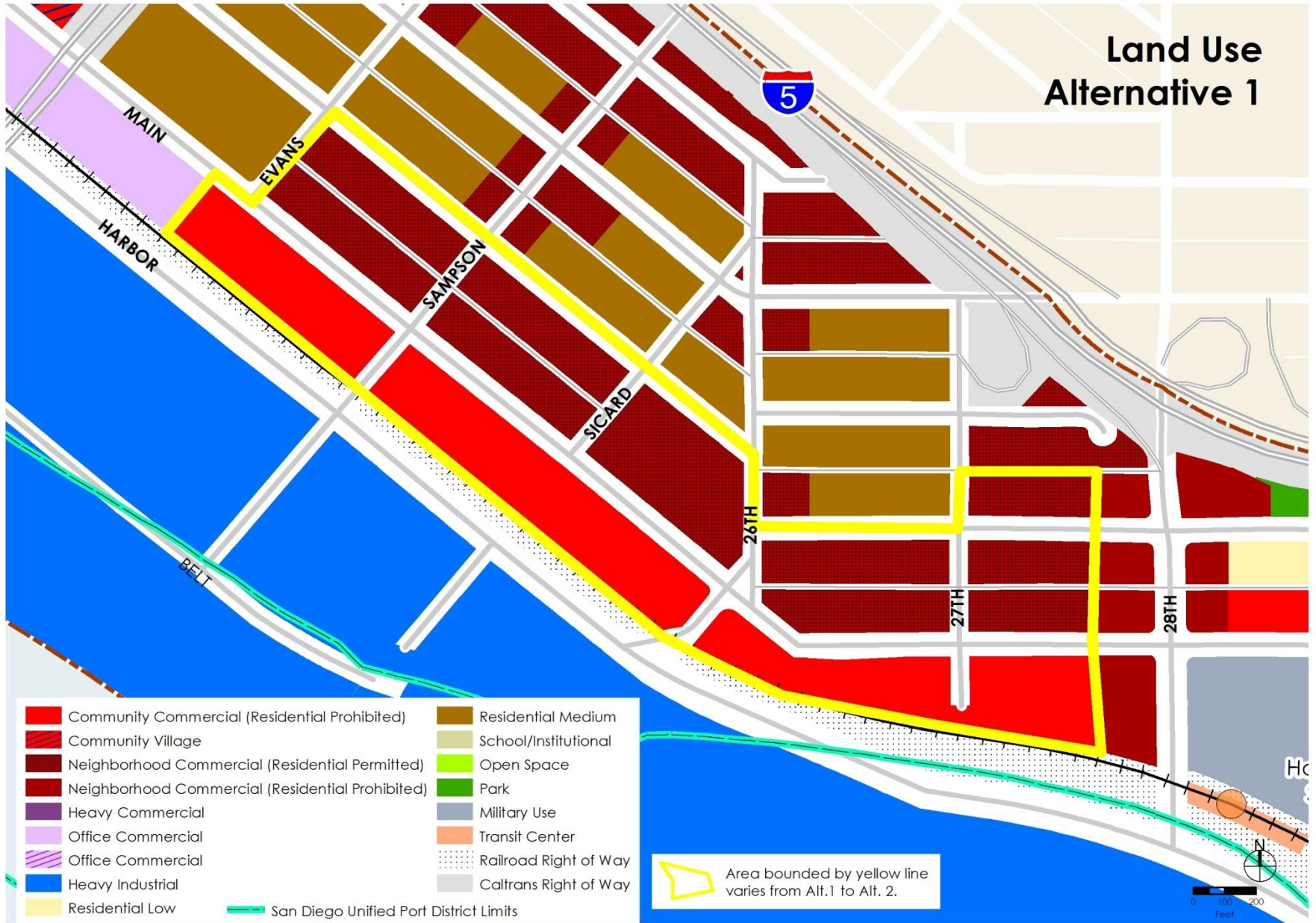


Land Use Alternative 2

- | | | | |
|--|--|---|-----------------------|
|  | 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

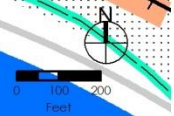
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Area bounded by yellow line varies from Alt. 1 to Alt. 2.



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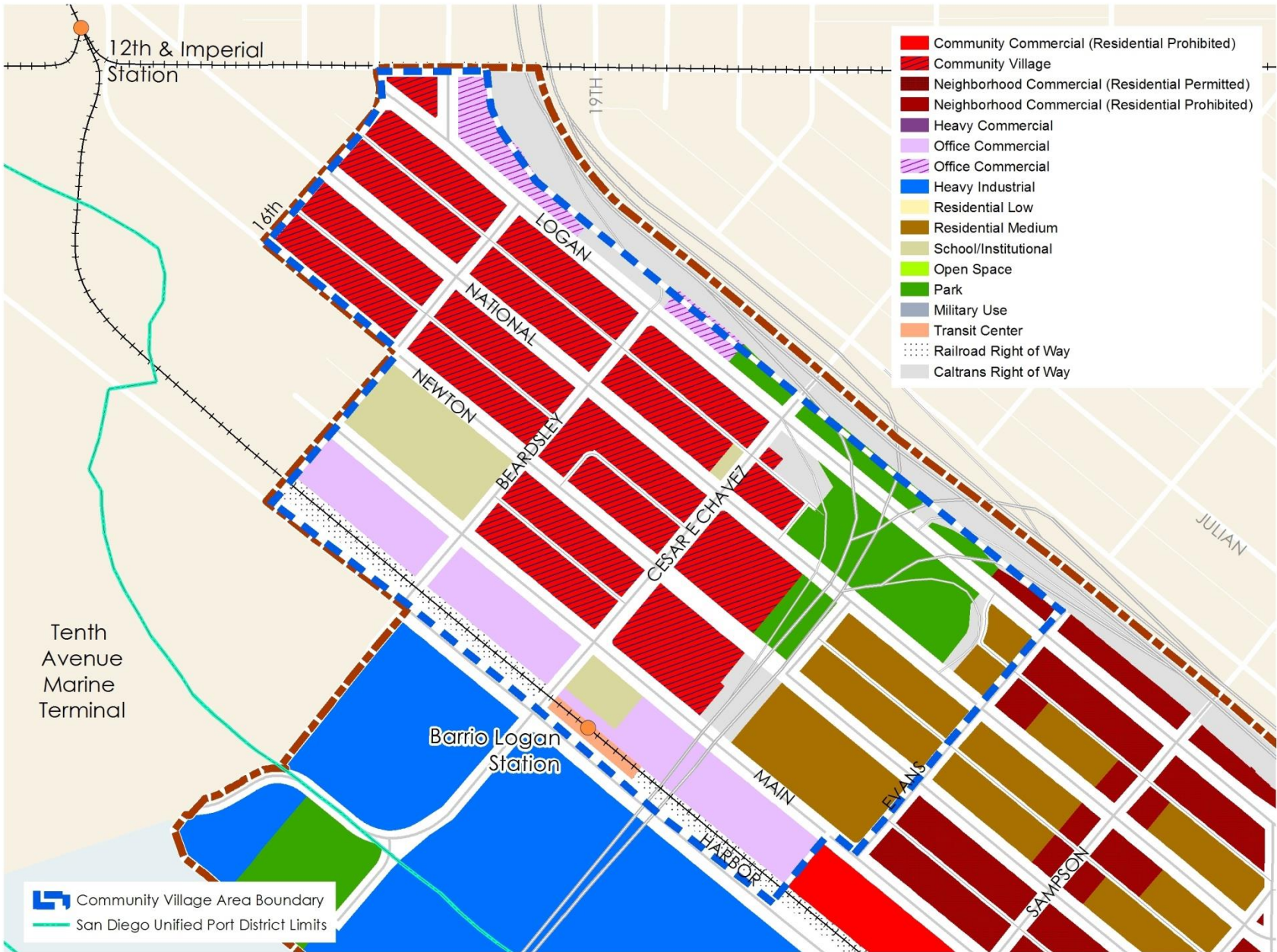
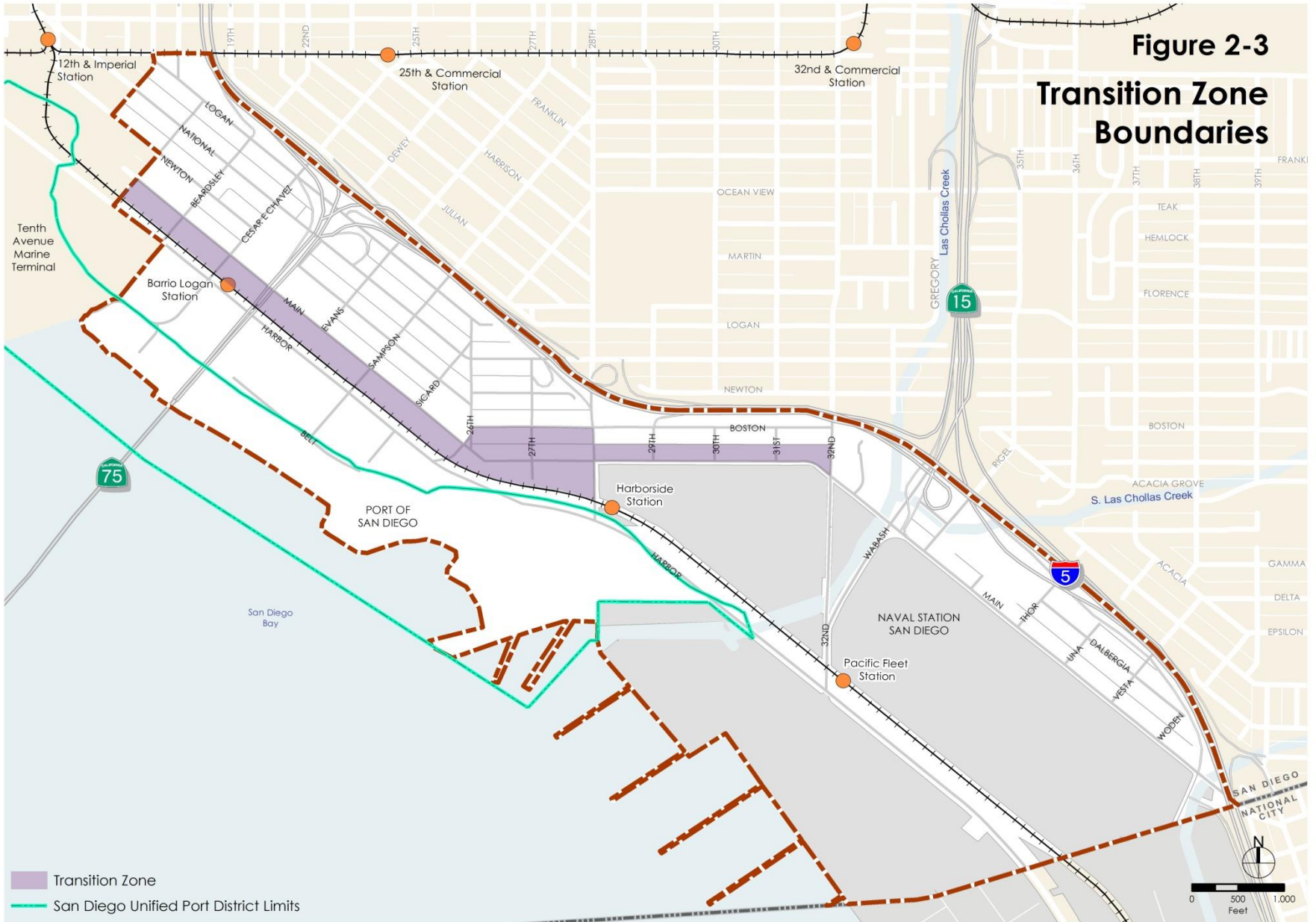


Figure 2-3 Transition Zone Boundaries

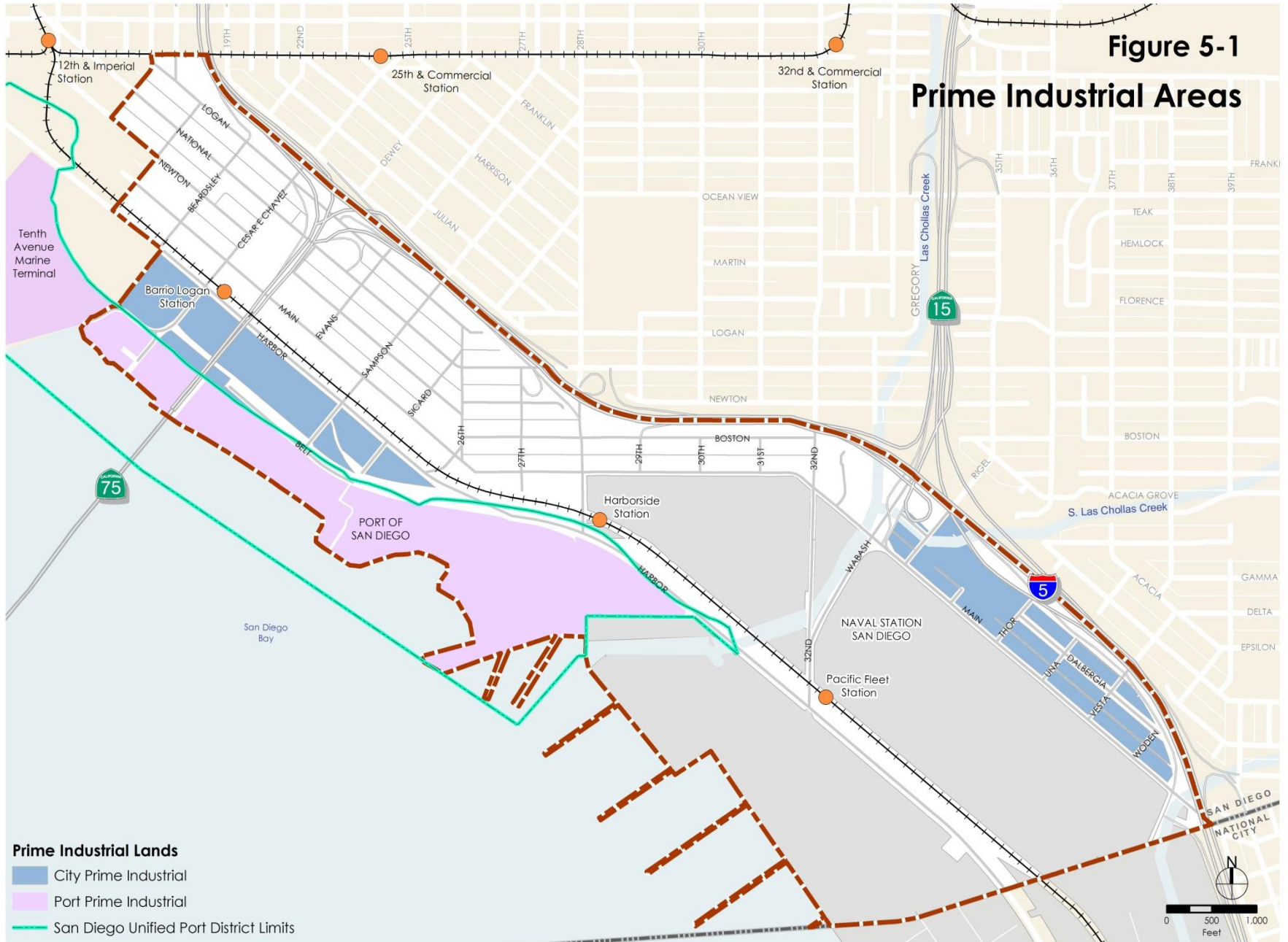


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Port Transition Zone Key Principles

- Safeguard Environmental Health
- Protect & Enhance Businesses
- Limit future development to parking, office buildings and greenbelt areas.
- Incentivize measures that reduce health risks, noise, traffic, and nonrenewable energy consumption.
- Highest and best use of land.

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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Dwelling Unit Comparisons

	Alternative 1	Alternative 2	Community Plan	Existing (2003)
Single family	69	56	31	475
Multifamily	1,891	1,899	1,918	422
Commerical	1,847	1,299	808	71
Total	3,807	3,254	2,757	993



Commercial and Industrial Comparisons

Use	Alternative 1		Alternative 2		Community Plan		Existing (2003)	
	Acres	Floor Area (SF)	Acres	Floor Area (SF)	Acres	Floor Area (SF)	Acres	Floor Area (SF)
Commerical	98.41	1,977,661	78.58	2,079,479	58.01	1,532,669	25.91	612,396
Industrial	60.49	3,431,056	80.48	5,173,240	104.02	6,720,891	121.64	2,279,065

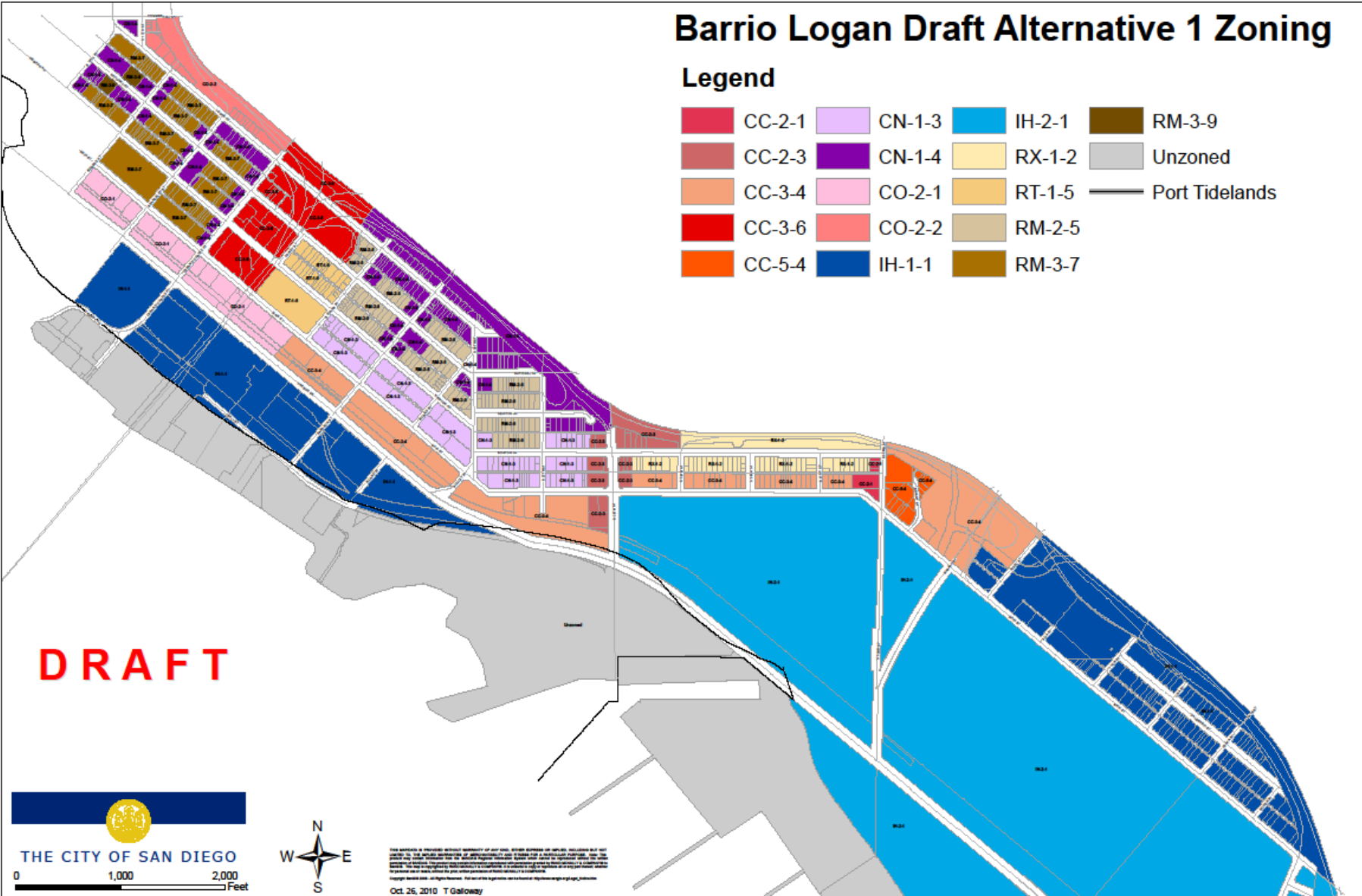
Zoning

- CO-2-1 and CO-2-2: prohibits residential
- CN-1-4: Mixed Use up to 44 dus/acre with reduced lot area & width, increased height (60')
- RT-1-5: Removes 300' street frontage requirement; reduced min.lot area (1,600 SF); reduced lot width & street frontage (18 feet)
- CC-3-4 and CC-5-4: prohibits residential and allows HAZMAT and APCD Permits in Barrio.
- Remove Beach Impact Area of Parking Impact Overlay Zone east of Harbor Drive. Decrease in parking by .25

Barrio Logan Draft Alternative 1 Zoning

Legend

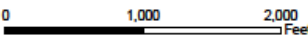
- CC-2-1
 CN-1-3
 IH-2-1
 RM-3-9
- CC-2-3
 CN-1-4
 RX-1-2
 Unzoned
- CC-3-4
 CO-2-1
 RT-1-5
 Port Tidelands
- CC-3-6
 CO-2-2
 RM-2-5
- CC-5-4
 IH-1-1
 RM-3-7



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













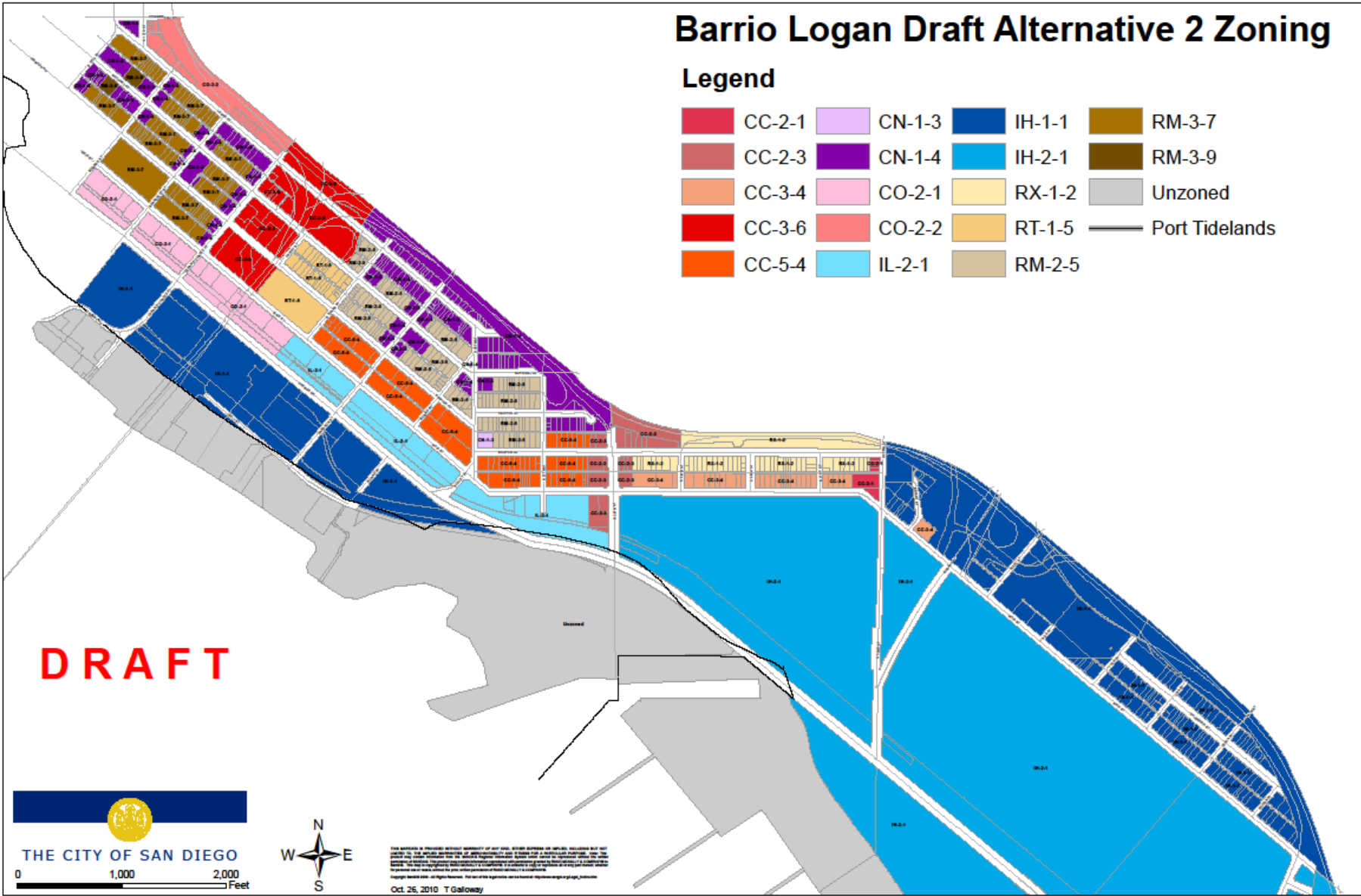
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Oct. 26, 2010 T.Galloway

Barrio Logan Draft Alternative 2 Zoning

Legend

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



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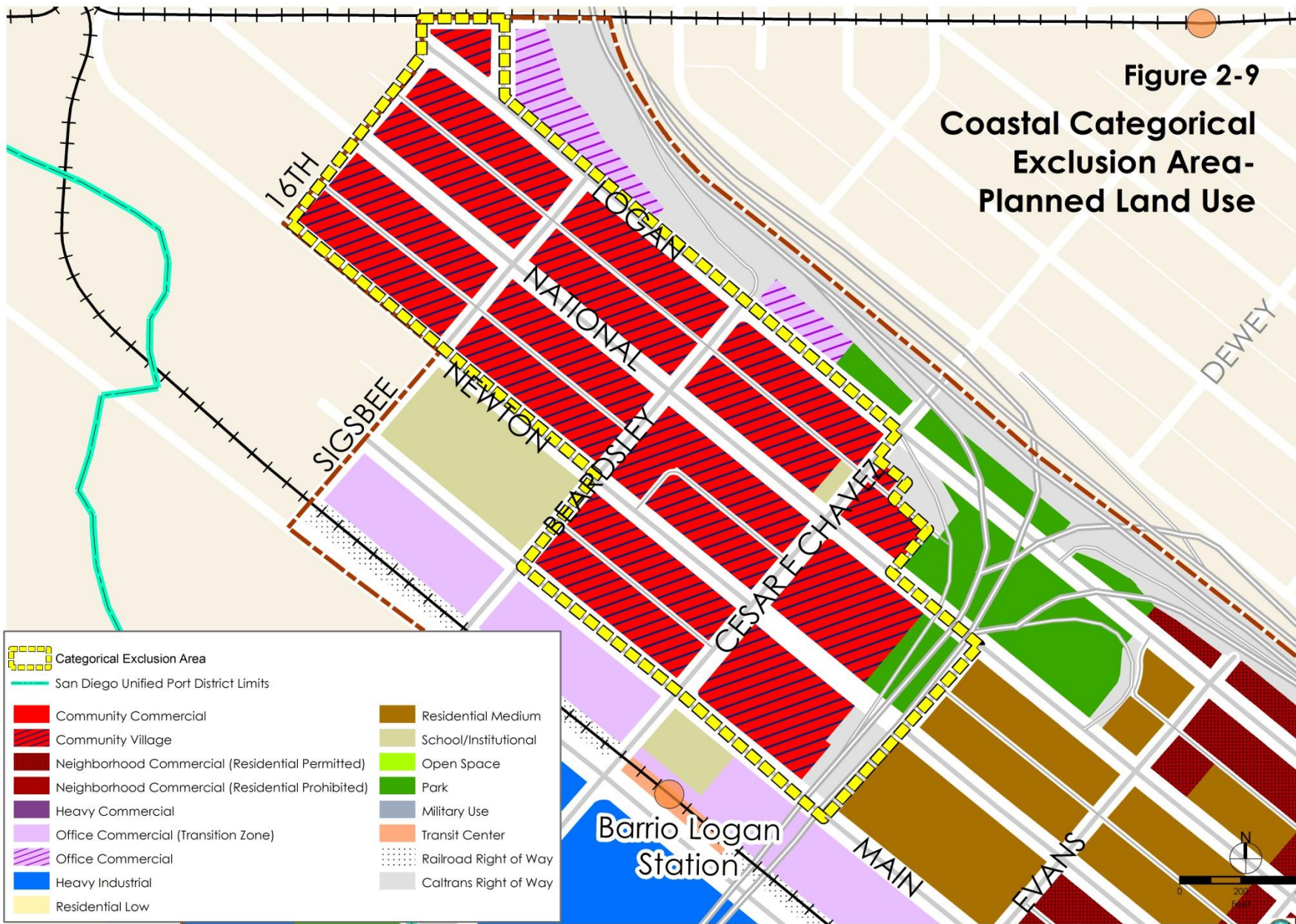
Oct. 26, 2010 T Galloway

Coastal Categorical Exclusion Area

- Requires no Coastal Development Permit
 - Within Community Village 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		Residential Medium
	San Diego Unified Port District Limits		School/Institutional
	Community Commercial		Open Space
	Community Village		Park
	Neighborhood Commercial (Residential Permitted)		Military Use
	Neighborhood Commercial (Residential Prohibited)		Transit Center
	Heavy Commercial		Railroad Right of Way
	Office Commercial (Transition Zone)		Caltrans Right of Way
	Office Commercial		
	Heavy Industrial		
	Residential Low		

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Community Information

- Businesses
 - 363 total businesses
 - 281 (77%) Non-maritime
 - 49 (14%) Maritime-oriented
 - 33 (9%) Serve both maritime and non-maritime businesses
- Residents
 - 4,330 residents
 - 4.06 persons per household
 - \$27,330 income (adjusted for inflation)
 - 85% renter

Draft 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



Specific Issue Areas

- Land Use Compatibility
- Transition Zone Uses
- Park and Recreation

Improved Land Use Compatibility

- Eliminating potential for collocation through land use and zoning changes;
- Incorporating “Transition Zone”;
- Prohibiting new industrial in residential and sensitive receptor uses in industrial;
- Encouraging landscape/physical buffer treatments;
- Reducing truck impacts;
- Expanding prime industrial south of 32nd Street (Alt 2).

Collocation Questions:

- Should there be additional zoning restrictions included to reduce conflicts in areas where Heavy Commercial and Light Industrial is being proposed in close proximity to Residential land use designations?
- Should the Citywide restriction on allowing APCD and HAZMAT Permits be removed for future Heavy Commercial land uses in Barrio Logan as cited in the CC-3-4 and CC-5-4 zoning regulations?

Transition Zone

- No residential uses are proposed in Transition Zone.
- Alt 1 implements the intent of the Port Transition Zone.
- Alt 2 is a compromise and would allow Heavy Commercial and Light Industrial land use designations.
 - May be in conflict with the Port's Transition Zone policy due to potential for industrial activities to occur on site and potential for hazardous materials storage to occur.
- Area where consensus has not been achieved within the Transition Zone (Approximately 18 acres).
- Areas are diverse in their existing land uses and no one predominate land use is present at this time.



Transition Zone Questions

- Should the Community Plan strictly implement the Port District's Transition Zone Policy?
- Should the plan provide an opportunity for compromise to allow for additional industrial and heavy commercial uses?

Park and Recreation Issues

- Increased & enhanced opportunities through public and private redevelopment and equivalencies.
- Possible deficits from 5.4 acres (Alt 2) to 11.3 acres (Alt 1).
- Difficult to apply 2.8/1000 GP standard.
- Need to evaluate opportunistic acquisitions inside/ surrounding communities.
- GP standard would result in higher development impact fees that may impact the economic feasibility to develop affordable and workforce housing.

Figure 6-1

Existing (2010) Public Facilities



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Park and Recreation Questions

1. Require General Plan standard and assess full impact fees for future parks?
2. Accept lower standard of park acreage, and collect no fees for future parks not identified in draft community plan?
3. Accept lower standard of park acreage, and collect reduced fees for future park opportunities not identified?
4. Cap impact fee (with an annual cost escalator index) and utilize other funding sources?

Next Steps

- January 2012: EIR Complete
- February 2012: Planning Commission
- March 2012: City Council
- May 2012: Coastal Commission

